Welcome!

Please sign in

At this open house, you will have the opportunity to:

- Review previous public input on this project
- Review a refined bridge design
- Review interim improvements
- Review the project timeline
- Discuss the project with staff
- Take our survey
PUBLIC INPUT SUMMARY

SURVEY RESULTS: JUNE - JULY 2019

In 2018, the City of Austin began work on a Preliminary Engineering Report to evaluate the possibility of a new pedestrian and bicycle bridge over Lady Bird Lake. Initial input received from the community in late 2018 was evaluated to develop several alternatives for public review. A second public meeting was held on June 10 and an online survey was available from June 10 to July 10 for feedback on five proposed alternative designs. Over 1,800 survey responses were received and analyzed.

41% Of 1,794 respondents who indicated a top preference chose Alt B: Wishbone as their top choice

- Alt A: Upstream from the dam, connecting to the peninsula
- Alt B: Wishbone shaped bridge that connects to the shore at three points
- Alt C: Upstream from the dam, parallel to Pleasant Valley Road
- Alt D: Downstream from the dam, parallel to Pleasant Valley Road
- Alt E: Widening the existing bridge

**COMFORT BY ALTERNATIVE**

- **Alt. A** Peninsula node: 1,825 responses (Very uncomfortable 121, Somewhat uncomfortable 181, Neutral 587, Somewhat comfortable 660, Very comfortable 1,029)
- **Alt. B** Wishbone: 1,831 responses (Very uncomfortable 102, Somewhat uncomfortable 197, Neutral 390, Somewhat comfortable 1,029, Very comfortable 611)
- **Alt. C** Arc alignment upstream: 1,831 responses (Very uncomfortable 106, Somewhat uncomfortable 154, Neutral 580, Somewhat comfortable 1,029, Very comfortable 611)
- **Alt. D** Arc alignment downstream: 1,838 responses (Very uncomfortable 222, Somewhat uncomfortable 427, Neutral 519, Somewhat comfortable 347, Very comfortable 291)
- **Alt. E** Widen existing bridge: 1,828 responses (Very uncomfortable 557, Somewhat uncomfortable 519, Neutral 519, Somewhat comfortable 266, Very comfortable 195)
- **No build** 1,847 responses (Very uncomfortable 156, Somewhat uncomfortable 392, Neutral 1,232, Somewhat comfortable 52, Very comfortable 65)
## Public Input Summary

### Additional Comments

#### Safety
- 65 responses related to safety, including concern for the current conditions and support for increasing safety to the crossing.
- "Make it safe for pedestrians and cyclists and it will be used!"
- "A safer way for bikes to cross the bridge is needed!"
- "Current state is very dangerous."

#### Accessibility
- 11 responses related to ensuring accessibility for all trail and bridge users.
- "Wheelchair accessible please. Thanks!"
- "Keep deck space safe, accessible to users of different abilities."
- "Please have it be ADA accessible."

#### Shade
- 24 responses related to shade and the desire to include more shade in the final bridge design.
- "Shade structures on bridge would really help!"
- "Please make sure the shade structures will actually provide shade."
- "Shade is VERY important."

#### Environment
- 23 responses related to concerns about minimizing environmental impacts.
- "A primary goal should be to minimize environmental impacts to Lady Bird Lake."
- "I feel that there should be more emphasis on preserving nature, and the animals that live along the river corridor."
- "My chief concerns are safety and environment."

#### Amenities
- 13 responses related to amenities, including requests for specific features.
- "Hydration areas/water fountains would be great."
- "Can you add a restroom?"
- "Better shade structures, water fountains, telescope on bridge."

#### Cost
- 38 responses related to cost, including a majority of comments supporting a cost efficient design.
- "Spend as little money as possible to accomplish the objective."
- "Prioritize cost and connectivity."
- "Cost needs to be kept very low."

#### Timeline
- 23 comments related to supporting a quick timeline of completion.
- "The faster any of this can be done, the better."
- "Please get it done as soon as possible. Thank you!"
- "A timely solution is very important."

#### Interim Improvements
- Over 80 responses included support for the proposed interim improvements.
- "Very important to address immediate needs."
- "Anything would help, so I’m happy to see near-term solutions."
- "Think it will address 95% of the issues. Let’s get cracking!"
### Bridge Alternatives

<table>
<thead>
<tr>
<th>EVALUATION CONSIDERATIONS</th>
<th>PENINSULA ALTERNATIVE A</th>
<th>WISHBONE ALTERNATIVE B</th>
<th>UPSTREAM ALTERNATIVE C</th>
<th>DOWNSTREAM ALTERNATIVE D</th>
<th>BRIDGE WIDENING ALTERNATIVE E</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMMUNITY FEEDBACK</td>
<td>Measure of support for individual alternatives</td>
<td>19% SELECTED AS #1 CHOICE</td>
<td>41% SELECTED AS #1 CHOICE</td>
<td>13% SELECTED AS #1 CHOICE</td>
<td>5% SELECTED AS #1 CHOICE</td>
</tr>
<tr>
<td>SAFETY, ACCESSIBILITY, SUSTAINABILITY</td>
<td>Minimizes grades and elevation changes; maximizes widths and maintainability</td>
<td>🚫</td>
<td>🚫</td>
<td>🚫</td>
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</tr>
<tr>
<td>CONVENIENT CONNECTIONS</td>
<td>Supports direct connections for people walking and bicycling along trail and Pleasant Valley Road</td>
<td>🚶‍♂️</td>
<td>🚴‍♂️</td>
<td>🚶‍♂️</td>
<td>🚴‍♂️</td>
</tr>
<tr>
<td>ENVIRONMENT, LANDSCAPE, SPACE USE</td>
<td>Maximizes space use with minimal impact</td>
<td>🌿</td>
<td>🌿</td>
<td>🌿</td>
<td>🌿</td>
</tr>
<tr>
<td>HYDRAULIC IMPACT</td>
<td>Minimize 100-year stormwater level rise (shown in feet). <em>Note: Boardwalk rise was .05 FT.</em></td>
<td>🌋.03 FT</td>
<td>🌋.03 FT</td>
<td>🌋.08 FT</td>
<td>🌋.00 FT</td>
</tr>
<tr>
<td>COST EFFECTIVENESS</td>
<td>Minimizes cost</td>
<td>$12.8M</td>
<td>$12.6M</td>
<td>$10.9M</td>
<td>$13.7M</td>
</tr>
</tbody>
</table>

**Footnotes:**
1. Lifespan of improvement by this alternative that widens a bridge built in the late 1950's would be limited compared to a new bridge with a 100 year lifespan.
2. This alternative has the risk of affecting a spring fed wetland that has been identified downstream of the dam.
3. Flows downstream of the dam are more turbulent and higher velocity compared to upstream alternatives that could result in risk for users.
Construct new bridge with shade structures and plantings at the intersection of the legs (width varies from 14 ft at landings to 80 ft at center).

- The bridge alignment minimizes disruption of the natural environment, both on land and in the water, and creates opportunities to enhance the landscape.

- Remove existing, deficient pedestrian bridge.

- Remove existing parking lot to increase recreational area and landscape, while enhancing scenic overlook and public artwork.

- Construct on-street parallel parking, sidewalk and landscape along south edge of Canterbury Street.

- Construct new Pleasant Valley road underpass to connect trail to Roy G. Guerrero Colorado River Park Trail.

- Construct new Pleasant Valley road crossing and shared-use path to connect to North Pleasant Valley and East Cesar Chavez Street.

- Interim improvements along Pleasant Valley will have been constructed before the new bridge is constructed.

- The main structural elements of the bridge will be concrete columns, beams, girders, and deck, designed to minimize flood impacts and to reduce cost.

- The vertical pickets of the guardrails will be low-maintenance, galvanized steel that maximizes views through to the water.

- Low-maintenance, LED lighting will be installed to maximize safety.

- The existing tunnel passage (see white outline) will be removed, once the large and lighted underpass is constructed.

- The new underpass will be an archway, detailed with natural limestone blocks to harmonize with other stonework found in Austin parks.

- This important trail junction is an opportunity for enhanced landscaping, furnishings, wayfinding, and parking information.
The confluence of the bridge’s three legs forms a unique, plaza space suspended above the water, that will be accentuated by a lighted, triangular trellis structure.

The trellis, with both shade panels and evergreen vines, will provide shade from “day one”, as well as an oasis-like place for relaxing, gathering, and taking in the views and breezes.

The paving pattern cues people moving toward the center, or the “through-zone” of the bridge with its larger scale, smoother pavement. The bridge edges will provide refuge for lingering, signaled by the smaller-scaled paving pattern and placement of amenities.

The planters, pavement surfaces and/or the columns could provide wayfinding information and/or could be artist-designed features.

This leg of the bridge is kept on a structure with columns over the existing peninsula instead of utilizing a solid embankment to minimize impacts to trees, which connects to the new segment of the Ann & Roy Butler Trail along the shoreline, as well as the Metz Park, Pool and Recreation Center, the Tejano Trails, and the Eastlink Trail.

The space under the bridge will not be accessible, except where there is ample headroom to pass under, such as the tip of the peninsula. The inaccessible areas will be screened with a recessed, vertical vine trellis, so that the views and breezes can travel through this space.

Park users will be able to access all edges of the shoreline of the peninsula, which has long been a place for fishing, sitting, and viewing Lady Bird Lake and its “lagoon.”
The intent of the guiding principles is to establish a design framework for the project. The guiding principles have been drafted in response to public input and technical analysis. The guiding principles will be documented in the Preliminary Engineering Report (PER), and carried forward to guide the design phase of the project.

- **SAFETY & ACCESSIBILITY:** Design the bridge and its connecting trails to the highest standards of safety and accessibility.
  - Provide night sky and wildlife-friendly lighting for safe and comfortable 24-hour use of the bridge, and its connecting trails.
  - Provide lighting and integrate into shade structures.
  - Provide ample bridge widths for high levels of anticipated use, and safe opportunities to linger on the bridge.
  - Remove the existing, narrow pedestrian tunnel under Pleasant Valley Road and construct a new, wide, and lighted undercrossing linking to the Roy G. Guerrero Colorado River Metro Park and Trail.

- **CONVENIENT CONNECTIONS:** Provide a bridge alignment and connections that create direct and convenient travel paths for both commuters and recreational trail users.
  - Minimize the steepness of bridge slopes so they are comfortable for all ages, and abilities, with a maximum slope of less than 5%.
  - Ensure high-quality connections to accommodate the significant travel demand, including at the Pleasant Valley Road and Ann and Roy Butler Trail crossings.

- **ENVIRONMENT & LANDSCAPE:** Design the bridge to complement and enhance the environment, park, river and the natural landscape.
  - Carefully integrate the bridge landings into the parkland, to beautify these areas and maximize preservation of existing trees and landscape.
  - Provide opportunities for both upstream and downstream river views.
  - Honor existing landmarks and community spaces, such as the Roy Montelongo Scenic Overlook, an Art in Public Places installation created by artist Connie Arismendi.

- **FRIENDLY & ENGAGING DECK SPACE:** Design the bridge deck, furnishings, and connecting trails and spaces to create a high-quality user experience.
  - A variety of seating should be available on the bridge deck to provide places for rest, relaxation, and enjoyment of views.
  - Ensure that guardrails will maximize views.
  - Provide shade on portions of the bridge to increase comfort.
  - Ensure that bridge “finishings” (guardrails, paving, lighting, etc.) are carefully detailed using durable materials.

- **COST-EFFECTIVE STRUCTURE:** Design the bridge structure to be as time and cost-efficient as possible, prioritizing the user experience at the deck level.
  - Use simple, cost-effective structural elements.
  - Provide elements that enhance the function and appearance of the bridge at a reasonable cost, such as seating, shade, specialty paving, attractive guardrails, and plantings.

- **STEWARDSHIP:** Identify partners to ensure maintenance of the enhanced landscape treatments and amenities.
  - Identify partners early-on to ensure maintenance of the enhanced level of landscape, structures, and furnishings that accompany the bridge and trails.
  - Identify partners to program events, performances, outdoor education, and more.
• Interim improvements are near-term changes that will remain in place if a new bicycle and pedestrian bridge is constructed.
• Funding for these interim improvements is available from a number of City of Austin funding sources, including the 2016 Mobility Bond.
• The estimated cost for interim improvements is $1.5 million.
INTERIM IMPROVEMENTS - PLEASANT VALLEY ROAD

South Pleasant Valley Road

- New shared use path connecting Butler Trail to Country Club Creek Trail via Lakeshore Blvd./S Pleasant Valley Rd. intersection*
- New shared use path and sidewalk connections at existing Krieg Field signal*
- New shared use path behind relocated guardrail on south west side of bridge*
- Upgraded shared use path on the east side of S Pleasant Valley Rd. between the Krieg Field driveway and new Pedestrian Hybrid Beacon

North Pleasant Valley Road

- 8 foot wide sidewalk with higher handrails
- Removal of chainlink fence
- New 1 foot tall curb traffic barrier on the west side of the bridge
- Improved connection to Butler Trail on the north west side of the bridge
- New shared use paths to Cesar Chavez St. on the east and west side*
- New crosswalk and Pedestrian Hybrid Beacon at Canterbury St. and N Pleasant Valley Rd. with connection to the existing sidewalk
- Sidewalk improvements on both sides of N Pleasant Valley Rd. from Cesar Chavez St. to 7th St.
- 6 foot wide sidewalk with higher handrails
- New 1 foot tall curb traffic barrier on the east side of the bridge
- New speed limit of 35 MPH (increased from 30 MPH) on the north side of Pleasant Valley Rd. bridge

*Improved lighting along portions of new shared use path sections.
Funding for design of the recommended bridge alternative and construction of the interim improvements is available from several City of Austin funding sources, including the 2016 Mobility Bond.

Funding for construction of the recommended bridge alternative will still need to be identified.

Timeline to opening a new bridge includes detailed design, permitting, bidding, award and construction.