



**MEMORANDUM**

**TO:** Urban Trail Master Plan Stakeholders  
**FROM:** Nadia Barrera, Urban Trails Program Manager, Public Works Department  
**DATE:** April 21, 2014  
**SUBJECT:** Urban Trails Master Plan: Comments Received from Boards and Commissions

The purpose of this memorandum is to update the Urban Trail Master Plan Stakeholders on the comments received during the planning process, and to provide responses to those comments.

Please see the list of comments and responses from the following Boards and Commissions: Pedestrian Advisory Council, Bicycle Advisory Council, Urban Forestry Board, and Environmental Board. The Urban Trails Master Plan will also be presented at the Public Safety Commission, the Mayor’s Committee for People with Disabilities, and the Planning Commission. Subsequent comments will be added to this memorandum.

**Pedestrian Advisory Council - April 14, 2014**

Comment	Response
Implementation efforts should ensure trails are ADA accessible from on-street sidewalks;	This is included as part of the prioritization criteria and will be part of design.
Urban trails should incorporate ADA signage along routes;	This should be part of the design and budget for all trails and trail maintenance.
Urban trails should incorporate mile markers along the urban trails;	This should be part of the design and budget for all trails and trail maintenance.
Staff should coordinate the plans’ implementation efforts with sidewalk construction to ensure seamless transition for on-street facilities to urban trails; and	This is included as part of the prioritization criteria and will be part of design.
The Urban trails Master Plan and the Bicycle Master Plan should consider the full geography of the city – not just central Austin.	This is currently the intent of the Plan.

**Bicycle Advisory Council - April 15, 2014**

Comment	Response
24-hour access should be considered for urban trails.	This will depend upon funding and feedback from the APD.
Why does the Plan does not include any unpaved trails. Paved trails can deny the feeling of escaping the urban environment.	The trails in this Plan are meant to accommodate those with disabilities as well as rollerbladers and skateboarders. Unpaved trails may still be used as appropriate; but design of those trails will be considered on a case-by-case basis.
Due to the density of trail users after the trail curfew, we should find that less security presence may be more useful since it can be cost prohibitive.	This will depend upon funding and feedback from the APD.
Pervious pavement like the pavement used in Pease Park should be considered.	The current state of the practice is that pervious pavement requires extensive maintenance. The Urban Trails Program will continue to monitor the pervious pavement technology and may consider the cost and benefits of these surfaces in the future as appropriate.
The trail density proposed seems very dense. Having a unified network instead of two separate plans might be more understandable to the public instead of two separate independent plans.	The Bicycle Master Plan and Urban Trail Master Plan work together to form an Active Transportation Network. Due to availability of funding, it is likely that the bicycle network will be implemented at a faster rate than the urban trail network. This plan has a vision to create safe, separated places to comfortable ride, walk, or roll that connects to the bicycle and sidewalk network.

**Urban Forestry Board - April 16, 2014**

Comment	Response
<p>The Plan should incorporate the principles of the Forest Management Plan, particularly as it addresses wildlife protection.</p>	<p>Staff will work interdepartmentally to review the Plan and ensure that the principles outlined in the Forest Management Plan are included in the Urban Trails Master Plan.</p>
<p>What is the notification process?</p>	<p>When a trail project begins preliminary engineering, a notification process will be initiated. The notification process will mirror the existing process used by the Bicycle Program for the Parking Modification Guidelines (PMG). In this process registered area organizations are notified by email and property owners and utility customers within 500 feet are notified by mail of the proposed project and are invited to an open house. At the open house, the project is discussed, and the community along with staff determines the next steps.</p>
<p>How will lighting be addressed? Lighting should be minimal and should be red in sensitive areas.</p>	<p>Lighting will be used as appropriate.</p>
<p>Coordinate with wildlife biologists on the development of the Plan.</p>	<p>Staff is currently working to share the Draft Plan with wildlife biologists on staff.</p>

Environmental Board - April 16, 2014

Comment	Response
<p>Why 12' width? Why decide now instead of defining it in the criteria manual? What is the intent of the 12' default width?</p>	<p>12' is wide enough to safely accommodate two-way bicycle and pedestrian travel. This is national best practice. It also discourages trampling and leaving the trail due to congestion.</p>
<p>Criteria manual should guide when to use sand cushion. What are the circumstances that are most appropriate?</p>	<p>Sand bridging should be used only when no other alternatives are available to avoid heritage trees.</p>
<p>Criteria manual should guide when to use green practices, such as modified rain gardens. Should apply to every trail, or perhaps ones in certain locations. For example, less likely to use some of these practices along a highly urbanized street such as South Lamar, but more likely or required along a critical watershed zone.</p>	<p>As green infrastructure does require resources for design, construction and maintenance care must be taken when planning for them. Coordination with the Watershed Protection Department will be critical to determining when and where these structures would be appropriate.</p>
<p>What will be done for existing trails, i.e. segment of Shoal Creek near downtown that has significant deterioration issues?</p>	<p>Improving existing, highly used trails will be a high priority for implementation of the Urban Trails Master Plan.</p>