

BAC Recommended Projects Brief

In prioritized order

UPPER BOGGY CREEK TRAIL - \$1.6M

The Upper Boggy Creek Trail is envisioned as a wide, all-weather shared-use path that will connect the Rosewood and surrounding neighborhoods to the MLK Train Station. The trail improvements are slated to begin just south of E. 12th Street and will extend to terminate at the MLK Train Station. The trail improvements will include widening the trail, installing a new bridge over Boggy Creek, planting almost 60 new trees, an improved crossing of E. 12th Street for bicyclists and pedestrians, and improved protection of the riparian zones along Boggy Creek. A majority of the trail would fall within private property donated by the Meredith Foundation. The uses surrounding the trail will include a large community and teaching garden, a community pavilion or meeting center, and possibly a pump track for bicycles. These uses will only be accessible by walking or bicycling.

This portion of the Boggy Creek Trail was included in the Rosewood Neighborhood Plan, adopted by City Council in 2001. The same year, the Upper Boggy Creek Trail was included in the amended budget ordinance number 000912-2 which identified the ¼ cent funding provided via an interlocal agreement with CapMetro for transportation and mobility projects (albeit for only \$450,000). Since that time, the Upper Boggy Creek Trail was also included in the MLK Station Area Plan. The Upper Boggy Creek Trail are within the MLK Imagine Austin Neighborhood Center.

AUSTIN BCYCLE EXPANSION - \$1M

Building on the initial success of the program, Austin B-cycle seeks to expand its network of bike share stations with 32 additional stations to grow the program and serve more of the Austin public with a request of \$1,000,000 from Capital Metro sales tax surplus fund as part of a \$1,250,000 expansion project. Proposed expansion locations were selected to address current demand, serve underserved communities, engage partners interested in new locations, and leverage matching private funds. Austin B-cycle is the bike share system owned by the City of Austin and managed by the local non-profit organization Bike Share of Austin.

PLEASANT VALLEY ROAD OVER LONGHORN DAM SAFETY AND MOBILITY IMPROVEMENTS – \$3M

Pleasant Valley Road has a number of challenges including congestion at the Cesar Chavez intersection, poor bicycle and pedestrian safety over Longhorn Dam, and high speeds that create a barrier between adjacent park lands. There is a need to initiate a public process to identify options for improving overall mobility, safety and connectivity for people walking, people bicycling and people driving along Pleasant Valley Road up to, beyond and over the dam. A public process is needed to identify the best options for short-term improvements that utilize existing infrastructure most cost-effectively while at the same time plan for long-term solutions. A total of \$3 million is identified for this two-fold effort.

COUNTRY CLUB CREEK TRAIL PROJECT – \$4.5M

The CCC Trail will enhance regional mobility. The CCC Trail will connect the neighborhoods in the EROC area to the two major parks in the area, and also to the Roy Butler Trail around Lady Bird Lake. The Trail will also act as the gateway for all of south east Austin to reach the Butler trail. The bike lanes currently being constructed with the Todd Lane project, plus the recently constructed bike lanes along South Pleasant Valley Road south of St. Elmo Road, will connect to the CCC Trail. I have an entire presentation on how the Onion Creek Greenbelt Trail, the Williamson Creek Greenbelt Trail, and the McKinney Falls Trail can all be connected to the CCC Trail to reach the Butler Trail, which then links to every other trail

system in Austin. The CCC Trail provides leverage for private funds. The section of the CCC Trail in Guerrero Park was constructed totally with privately donated funds and volunteer labor. The CCC Trail adds to an existing project. The CCC Trail is currently a CIP project (eCapris subproject number 5771.076). All sections of the trail have been built or funded except for the section from Elmont to Oltorf. The Preliminary Engineering Review has been completed, the design phase would run from Spring 2015 to Spring 2016, and that the construction phase has not been funded. The CCC Trail expedites a critical mobility project. The need for a trail system in south east Austin was identified over 10 years ago, and all sections of this north-south connector are in the construction phase, except for the critical section that will allow bike riders to use the Riverside Bridge underpass.