

## Resolution Concerning the Realignment of the ISTE A Trail in Colorado River Park

WHEREAS the Parks and Recreation Department (the Department) received grant funding for the development of a hike and bike trail along the Colorado River (the River) through the site of Colorado River Park pursuant to the Intermodal Surface Transportation Enhancement Act (ISTEA); and

WHEREAS, the Department began the development of the ISTE A trail by, among other things, locating part of its route to run parallel to the river east of Krieg Ballfields and approximately 200 feet from the banks of the River; and

WHEREAS, after the Department began the development of its plan for the ISTE A trail the Austin Parks Foundation commissioned Hargreaves Associates to develop a recommendation for a design of the Colorado River Park and, as part of its study of the Colorado River Park site, Hargreaves held a series of community meetings; and

WHEREAS, in the series of community meetings held by Hargreaves Associates, the public expressed its preference for the creation, restoration and maintenance of a natural area to extend along a portion of the riverfront in the Park and approximately 500 to 600 feet from the river banks and to include passive pedestrian-type use of this natural area by the public, said natural area to be established to protect important habitat corridors for resident and migratory birds, to protect wetland areas along the river banks, and to restore and preserve native species of plants; and

WHEREAS the ISTE A trail as currently designed would, in part, traverse the natural area and would not be consistent with a passive pedestrian use of the natural area; and

WHEREAS, in response to the public Park planning process, the Department has begun taking steps to realign the ISTE A trail so that it will not traverse the natural area but instead will traverse the Park parallel to the Colorado River but alongside the area presently known as Country Club Creek; and

WHEREAS, the Board supports the realignment of the ISTE A trail in the manner described herein,

NOW, THEREFORE, BE IT RESOLVED, that the Parks and Recreation Board recommends that the Department take all necessary steps in a timely manner, including conducting all necessary surveying, engineering and design work; obtaining the approval of the City of Austin's Planning Department and obtaining the approval of the Texas Department of Transportation to realign the ISTE A trail in Colorado River Park as described herein.

## PEDESTRIAN PLAN COMMENTS

>

> Following are the comments on the pedestrian plan that I put forward at  
> the last Land and Facilities committee meeting. I have revised my seven  
> points following committee discussion. We can either vote on these as a  
> group or vote on them individually. What we send on will be appended to  
> the pedestrian plan as comments when it is sent to the council. I have  
> tried to focus on issues particularly relevant to parks and their  
> environs, but I've also included a few observations that I feel the ped.  
> plan overlooked.

>

> 1) First and foremost, the Pedestrian Plan (hereafter called "the plan"),  
> particularly section II, "Facility Recommendations," (page 15) must treat  
> more with parks as a type of location deserving special consideration.  
> Issues include movement around and through larger parks as well as  
> neighborhood parks. Parks require direct, convenient access usable by  
> both the very young and very old. Lacking as many through roads, parks  
> have a greater need for mid-block crosswalks and traffic calming on  
> perimeter and through roads.

>

> 2) The plan should give more support to mid-block crosswalks. The plan  
> states in section III(F)2(b) (page 27) "For safety reasons, mid-block  
> crosswalks should be discouraged." Thus, since improperly operated motor  
> vehicles cause a threat, pedestrians should be inconvenienced. Instead of  
> discouraging mid-block crosswalks, the plan should address all available  
> means of making them safer, such as traffic calming, signalization, and  
> enforced traffic speed reductions. In pedestrian areas, pedestrian  
> circulation should have priority, even if it slows vehicle movement in the  
> area.

>

> 3) Section III(D) "Encroachments" (page 21) should include among its list  
> of sidewalk obstacles malfunctioning irrigation systems that inundate the  
> sidewalk. Such inundation effectively blocks the sidewalk on colder days,  
> and blocks anyone in professional garb.

>

> 4) Section III "Design Guide" (page 17) should define provisional or  
> temporary facilities installed in response to construction. Three cases  
> must be considered:

> a) Construction that requires blocking vehicular access to a street  
> must make every effort to provide for safe and accessible pedestrian  
> traffic. Please provide details of how such accessibility will be  
> provided by the contractor or city crew.

> b) When construction blocks just the sidewalk but not the whole  
> street, temporary facilities must be maintained to allow for safe through  
> pedestrian travel. This includes, but is not limited to, blocking off  
> road surface for pedestrian movement.

- > c) Construction that blocks off-road trails must be marked well
- > enough in advance to direct pedestrians to an alternative route, and an
- > alternative and safe route must be determined and provided. The plan
- > should detail the means by which this is done.
- >
- > 5) Section III(F)2(c)(ii) "(crosswalk) crossing intervals" must address
- > adequate intervals for people of all physical ability to cross a given
- > crosswalk. Additionally, a maximum wait time must be established. Wait
- > time is defined here as the time in which a pedestrian must wait for a
- > "don't walk" signal after pressing the crossing button, or the length of
- > the "don't walk" signal if the intersection is on a timer. Pedestrians'
- > wait time at stressful and hazardous major streets should be minimized,
- > even if vehicle traffic flow is affected.
- >
- > 6) Section I(C)2(a) "Traffic law enforcement" (page 10) should be struck
- > entirely or re-written in a more sensible manner. Particularly strange is
- > its supposedly complete inventory of what causes traffic accidents. We
- > recognize that the city cannot include "poor roadway design" in this list
- > due to liability concerns, but it cannot be discounted. In particular, a
- > pedestrian struck while walking on a road with no sidewalks or shoulders
- > died in part to some government entity's failure to provide sidewalks in
- > the first place, i.e., poor roadway design.
- >
- > 7) Lastly, while this plan does not deal directly with enforcement
- > issues, we will stress that much of our existing sidewalk network is
- > degraded by motor vehicles driving on or parking on sidewalks. Police
- > must be brought to consider motor vehicle parking on sidewalks an offense
- > requiring immediate citation. In general , the city must put forth the
- > message that motor vehicles on sidewalks are not to be tolerated. Service
- > vehicle and delivery trucks must be considered as well, as they are
- > frequent violators of this. Both commercial and residential situations
- > must be considered as well.
- >

Recommendation regarding safety of Town Lake Hike and Bike Trail users on  
> the Lamar Bridge sidewalk  
>  
> WHEREAS... Users of the Town Lake Hike and Bike Trail frequently use the  
> sidewalks on Lamar Bridge and  
>  
> WHEREAS... Roadway design on the bridge has created dangerous conditions  
> for bridge sidewalk users and  
>  
> WHEREAS... The recent horrific death of a jogger on 1 February 2000 on the  
> bridge will cause greater fear of using the bridge sidewalk, reducing the  
> experience of parks users and  
>  
> WHEREAS... The Town Lake Pedestrian Bridge, which is meant to give  
> pedestrians an alternative to the Lamar Bridge sidewalks is not yet  
> completed and  
>  
> WHEREAS... Human life is more important than possible traffic delays  
>  
> BE IT THEREFORE RESOLVED THAT... The Parks and Recreation Board  
recommend  
> to the City Council that, as an emergency measure to protect the  
> citizenry, the City allocate funds from other roadway projects to fund a  
> reduction of Lamar Blvd. to 3 lanes on the length of the bridge, and on  
> its immediate approaches, with the center lane alternating direction  
> depending on time of day to accommodate peak hour traffic flows.  
> Furthermore, for the protection and the peace of mind of sidewalk users,  
> that buffer zones be created between the traffic lanes and the sidewalks.  
> These changes should remain in place at least until the Town Lake  
> Pedestrian Bridge is open to the public.  
>  
>



MEMORANDUM

To: Parks and Recreation Board

From: Jesus M. Olivares, Director  
Parks and Recreation Department

Date: February 8, 2000

Subject: Construction of Jeffries Boat dock at 3106 Rivercrest Drive  
File No. SP-99-0198DS.

A request has been received from Signor Enterprises on behalf of Lynn Jefferies to construct a boat dock at 3106 Rivercrest Drive on Lake Austin.

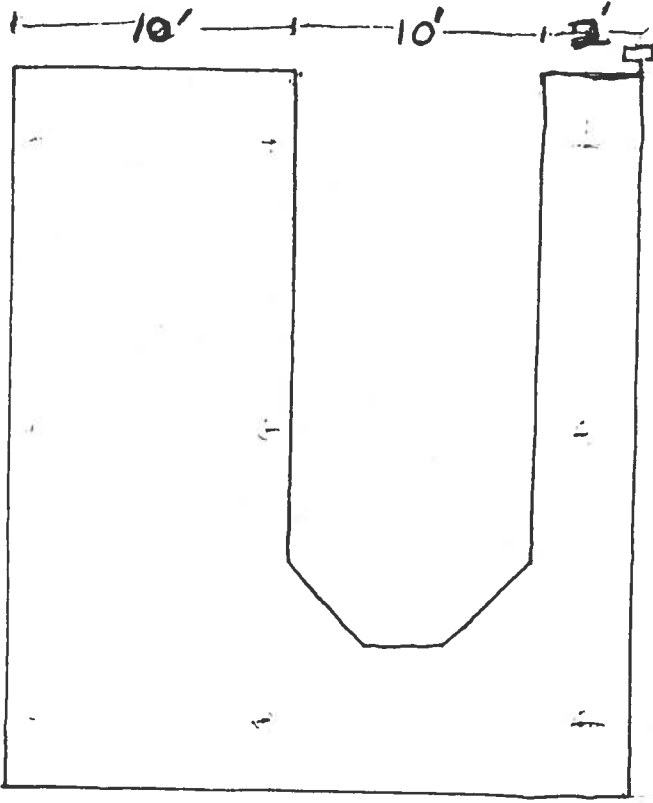
The Parks and Recreation Department (PARD) staff has reviewed plans for the proposed project and finds they meet all the requirements of Article XIII, Section 25-2-1176, (Regulations for the Construction of Boat Docks) of the Land Development Code.

RECOMMENDATION:

I recommend approval of the above request as detailed in the attached site plan.

  
Jesus M. Olivares, Director  
Parks and Recreation Department

NAVIGATION  
LIGHT





## MEMORANDUM

To: Parks and Recreation Board

From: Jesus M. Olivares, Director  
Parks and Recreation Department

Date: February 8, 2000


Subject: Construction of McWilliams Boat dock at 203 Lago Verde Dr.  
File No. SP-99-2196DS.

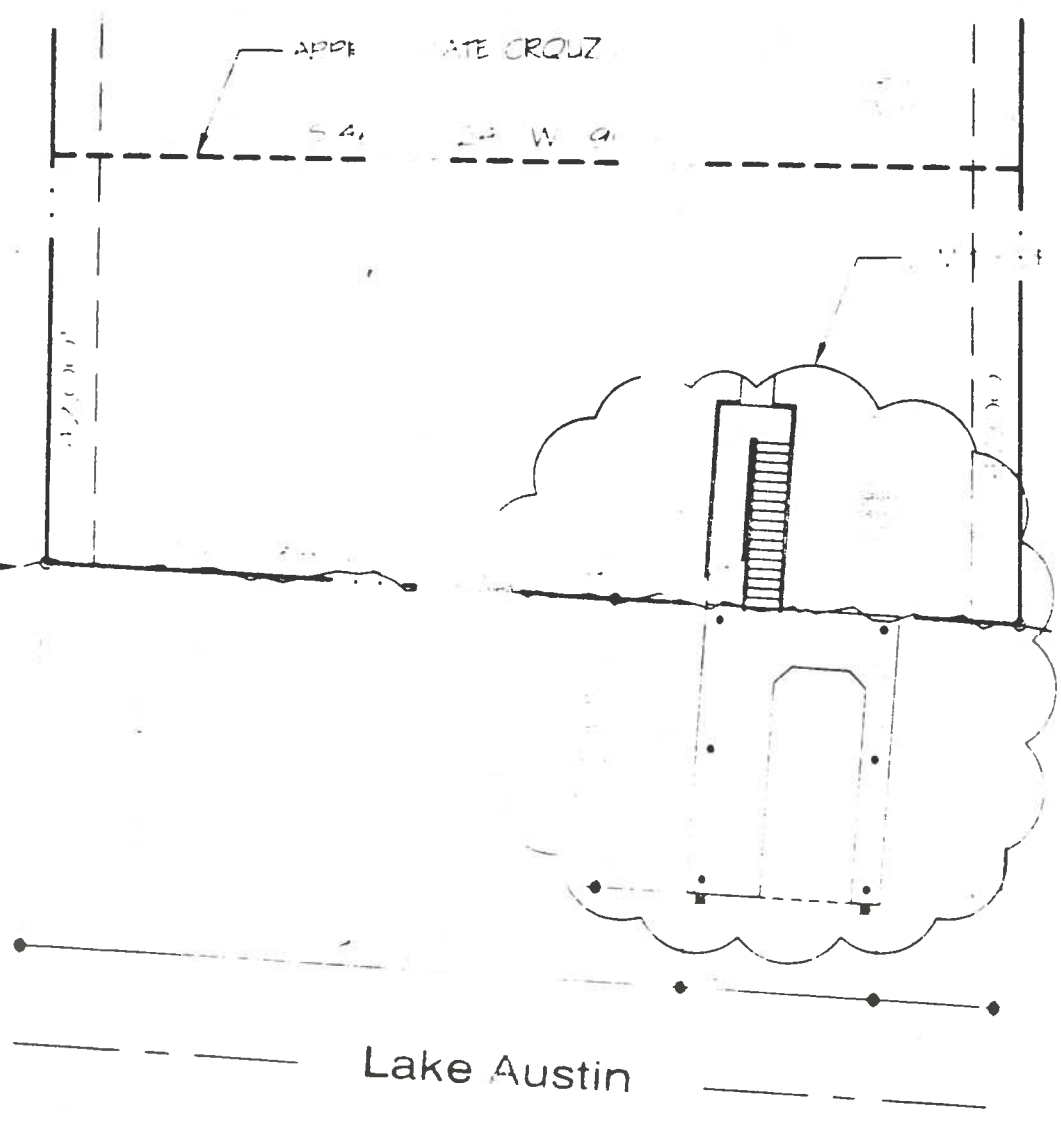
A request has been received from Signor Enterprises on behalf of Dean R McWilliams to construct a boat dock at 203 Lago Verde Dr.

The Parks and Recreation Department (PARD) staff has reviewed plans for the proposed project and finds they meet the requirements of Article XIII, Section 25-2-1176, (Regulations for the Construction of Boat Docks) of the Land Development Code.

### RECOMMENDATION:

I recommend approval of the above request as detailed in the attached site plan.

  
Jesus M. Olivares, Director  
Parks and Recreation Department



Scale: 1"=20'



LOT AREA	30.889
SHORELINE	100.78
DOCK	20.00
PERCENTAGE	19.8

730  
 Lutz Rd  
 Waco, Texas  
 76786  
 512  
 264-1242

LC EXP DATE:





## MEMORANDUM

To: Parks and Recreation Board

From: Jesus M. Olivares, Director  
Parks and Recreation Department

Date: February 8, 2000

Subject: Construction of Pizzitola Boat dock at 3113 Brass Buttons Trail  
File No. SP-99-2082DS.

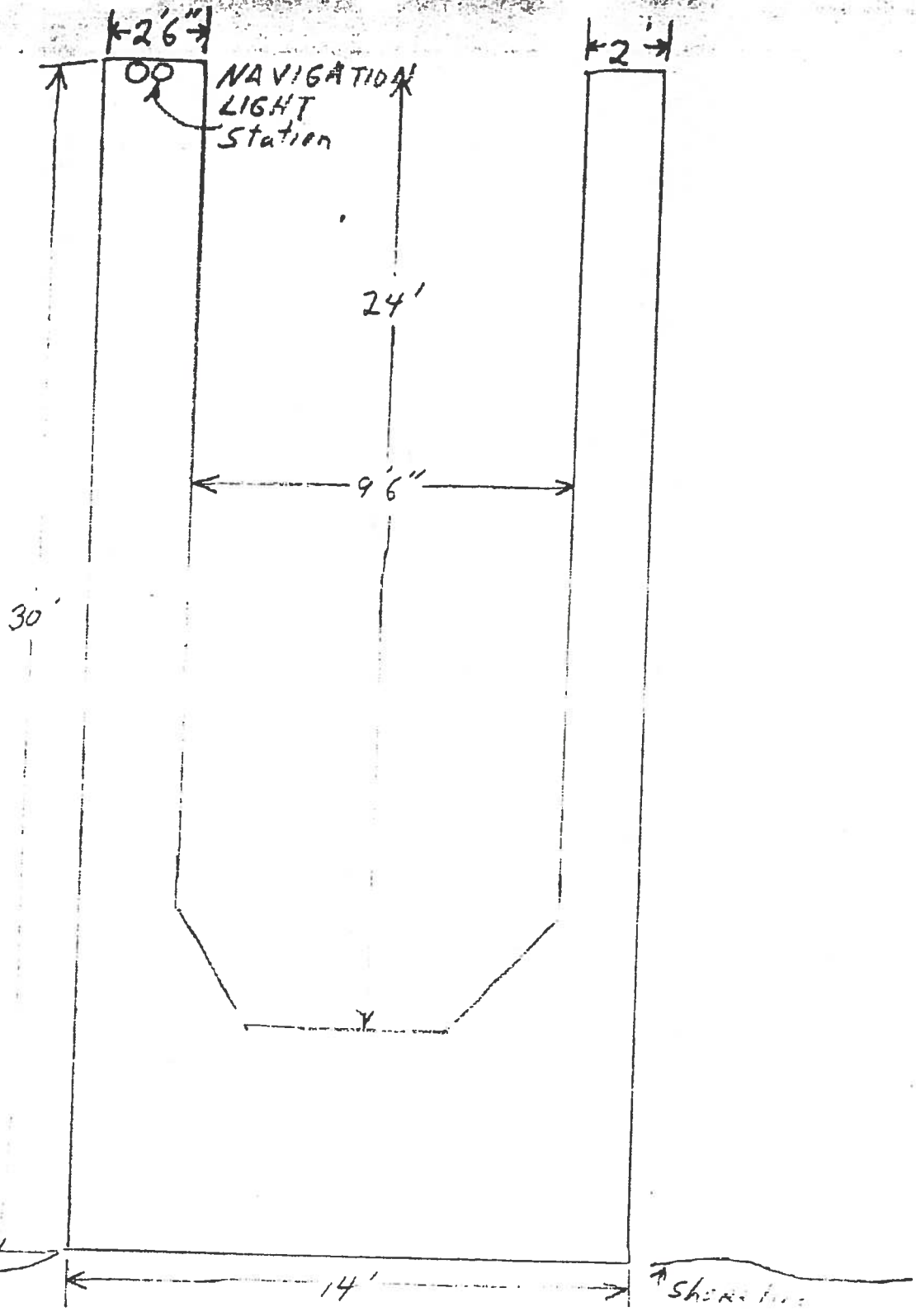
A request has been received from Signor Enterprises on behalf of Don Gibson to construct a boat dock at 3113 Brass Buttons Trail on Lake Austin.

The Parks and Recreation Department (PARD) staff has reviewed plans for the proposed project and finds they meet the requirements of Article XIII, Section 25-2-1176, (Regulations for the Construction of Boat Docks) of the Land Development Code.

### RECOMMENDATION:

I recommend approval of the above request as detailed in the attached site plan.

  
Jesus M. Olivares, Director  
Parks and Recreation Department



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