

**PLANNING COMMISSION
CONDITIONAL USE SITE PLAN REVIEW SHEET**

CASE NUMBER: SP-2023-0204D **PC HEARING DATE:** November 14, 2023

PROJECT NAME: Longhorn Dam Multimodal Improvement

ADDRESS OF SITE: 203 ½ S Pleasant Valley Road
Austin, Texas, 78701

COUNCIL DISTRICT: 3

NEIGHBORHOOD PLANNING AREA: Holly & Pleasant Valley

WATERSHED: Lady Bird Lake

JURISDICTION: Austin Full Purpose

**APPLICANT/
OWNER:** City of Austin Transportation Public Works Department
Laurie Thering, Project Manager
505 Barton Springs Road
Floor 8, Suite 800
Austin, Texas, 78704
(512) 974-7035

AGENT: HDR Engineering, Inc.
Lee Frieberg
(512) 685-2931

CASE MANAGER: Meg Greenfield
Meg.greenfield@austintexas.gov
(512) 978-4663

PROPOSED DEVELOPMENT:

This multimodal improvement project will provide a critical ADA-compatible link along the Ann and Roy Butler Hike and Bike Trail connecting Longhorn Shores, Canterbury Park, and the unnamed peninsula in Lady Bird Lake. A three-legged bridge will carry pedestrian and cycling traffic across the lake. The trail width will be variable with a minimum size of 16'. The trail will be composed of either concrete paving or crushed granite. The existing parking lot located at Canterbury Park, will be removed, the ground decompacted, and converted to open space for parkland.

This site is zoned P (Public) and is greater than one acre in size; therefore, a Conditional Use Permit is required, according to the Land Development Code {Section 25-2-625}.

SUMMARY STAFF RECOMMENDATION:

These improvements will encourage multimodal transportation, public safety, and accessibility. Staff recommends **approval** of this site plan.

SUMMARY COMPONENTS OF SITE PLAN:

LAND USE: All design-related land use comments have been cleared.

ENVIRONMENTAL: All design-related environmental comments have been cleared.

TRANSPORTATION: All transportation comments have been cleared.

PREVIOUS APPROVALS

Previous site plan: None.

PROJECT INFORMATION

SITE AREA	265,739 sq. ft.	6.10 acres
EXISTING ZONING	P-NP, SF-3-NP	
	Allowed	Proposed
FLOOR-AREA RATIO	NA	NA
BUILDING COVERAGE	NA	NA
IMPERVIOUS COVERAGE	100%	31.12%
PARKING	NA	1 Handicap Space

EXISTING ZONING AND LAND USES

	ZONING	LAND USES
<i>Site</i>	P-NP, SF-3-NP	Park and Recreation Services (General), Parking Lot
<i>North</i>	SF-3-NP, CS-MU-CO-NP	Single Family, Commercial
<i>South</i>	P-NP	Park and Recreation Services (General)
<i>East</i>	P-NP	Park and Recreation Services (General)
<i>West</i>	P-NP, RR-NP	Open Space

ABUTTING STREETS

Street	Right-of-Way Width	Pavement Width	Classification
S Pleasant Valley Rd	120 feet (variable)	Approx. 42 feet	Corridor Mobility
N Pleasant Valley Rd	118 feet (variable)	Approx. 47 feet	Corridor Mobility
Canterbury Street	No data	Approx. 27 feet	Local Mobility

NEIGHBORHOOD ORGANIZATIONS:

Austin Independent School District
 Austin Lost and Found Pets
 Austin Neighborhoods Council
 Crossing Gardenhome Owners
 Assn. (The), Del Valle Community Coalition
 Del Valle Independent School District
 East Austin Conservancy
 East Riverside/Oltorf
 Neighborhood Plan Contact Team
 El Concilio Mexican-American Neighborhoods
 Friends of Austin Neighborhoods
 Homeless Neighborhood Association
 Neighborhood Empowerment Foundation
 Pleasant Valley
 Preservation Austin
 River Bluff Neighborhood Assoc.
 SELTexas
 Sierra Club
 Austin Regional Group
 Southeast Austin Neighborhood Alliance

Longhorn Dam Multimodal Improvements Project

“The Wishbone Bridge”

November 14, 2023



Project Team

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City of Austin

- Nathan Wilkes : TPW – [Sponsor](#)
- Dylan Johnstone : CDS - Urban Trails Program- [Sponsor](#)
- Laurie Thering, PE: Project Manager (CDS)
- D'Anne Williams, Trails Liaison (Austin Parks and Recreation)
- Constance White : Art in Public Places

The Trail Conservancy

Charlotte Tonsor

Grady Reed

Project Consultant –

HDR Engineering

McCann Adams Studio

MWM Design Group

Garza EMC

The Rios Group

Balcones Geotechnical

Baer Engineering

Encotech Engineering Consultants

Civil Team Engineers

Civiltude

Altura Solutions

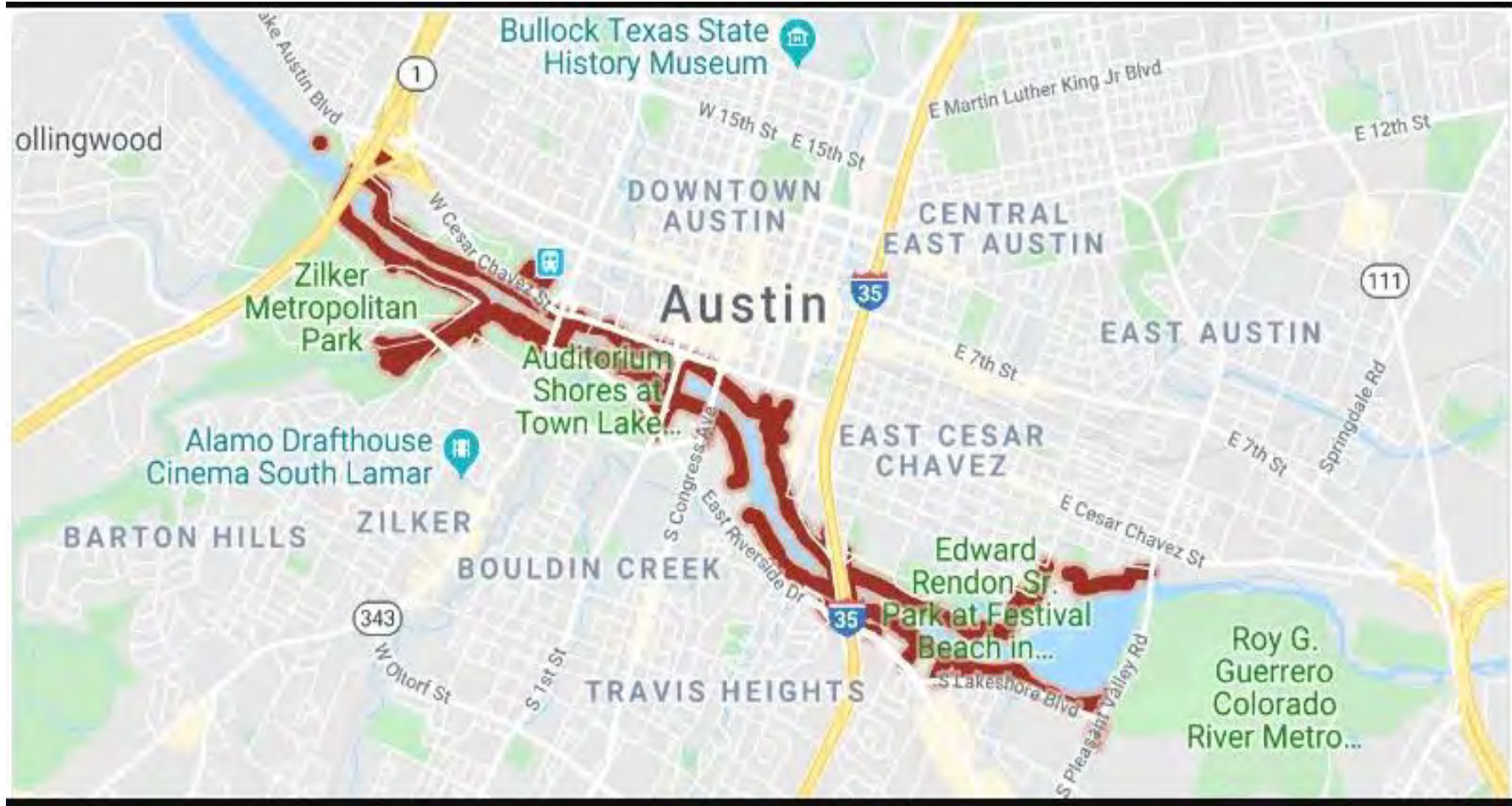
Zara Environmental

Holt Engineering

Safety and Connectivity

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Map and bird's eye view of the 10-Mile Ann and Roy Butler Hike and Bike Trail



Most popular trail in Austin with over 5.0 Million Visitors per year

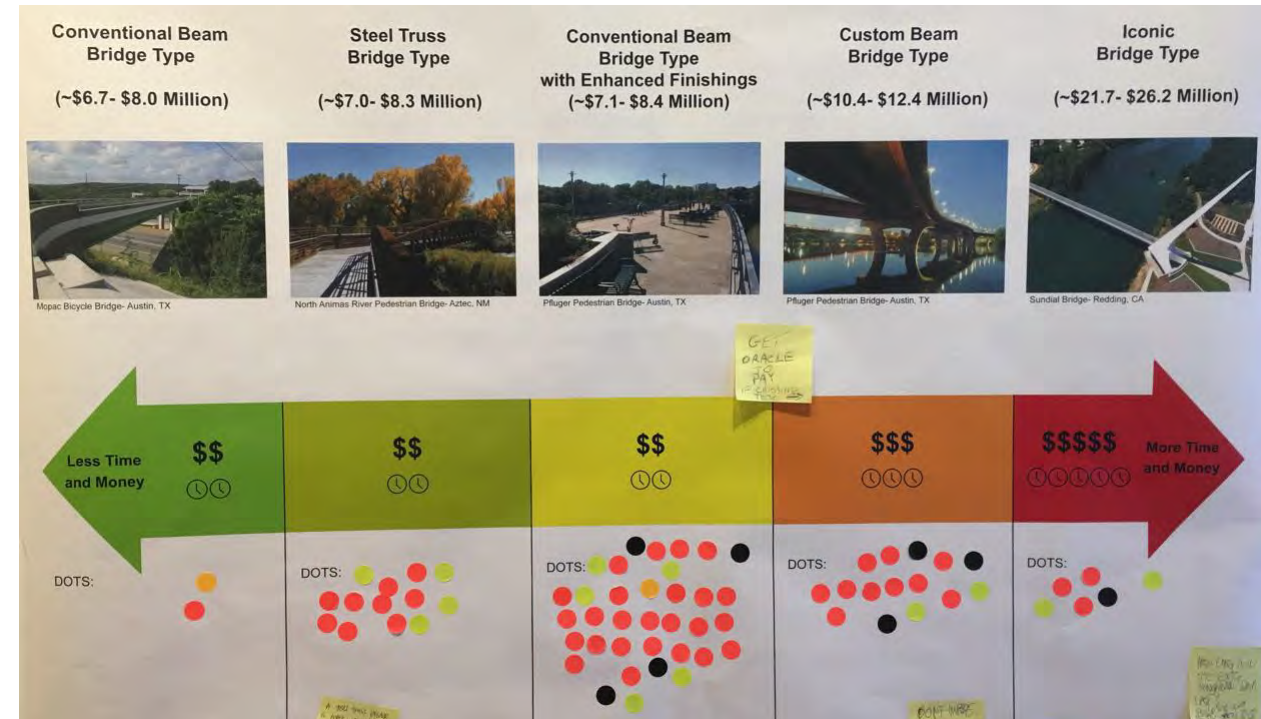
Public Engagement

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STATION 1: DESIRED TRAVEL PATHS

Where would you be going to and coming from when you would be using a new pedestrian and bicycle bridge?

Draw Your Path(s)



Public Support

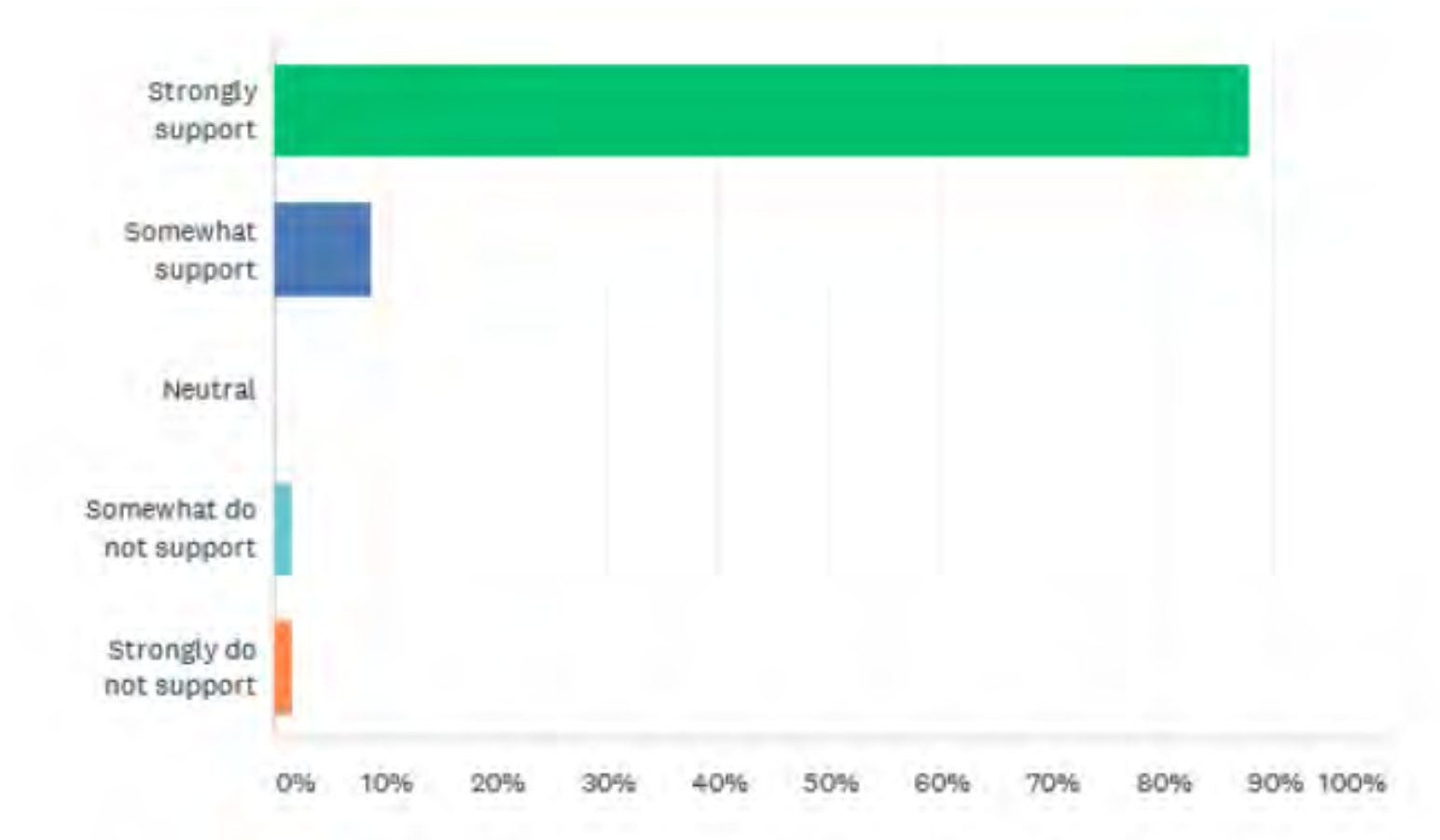
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Public Meeting - June 10 2019

- 1800 Survey Responses

Public Meeting - December 10, 2019

- Over 96% in Support of Project



Interim Improvements

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Before



After



April 9, 2021

Interim Improvements

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Project Background

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Preliminary Engineering Report (PER)

- 2018-2020: PER evaluated 5 bridge alternatives developed from community input
- The Wishbone-shaped bridge received the most overall community support

2020 Mobility Bond

- **\$20M** allocated for design + construction



The "Wishbone" bridge

Guiding Principles

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- Safety & Accessibility
- Convenient Connections
- Environment & Landscape
- Friendly & Engaging Deck Space
- Cost-Effective Structure



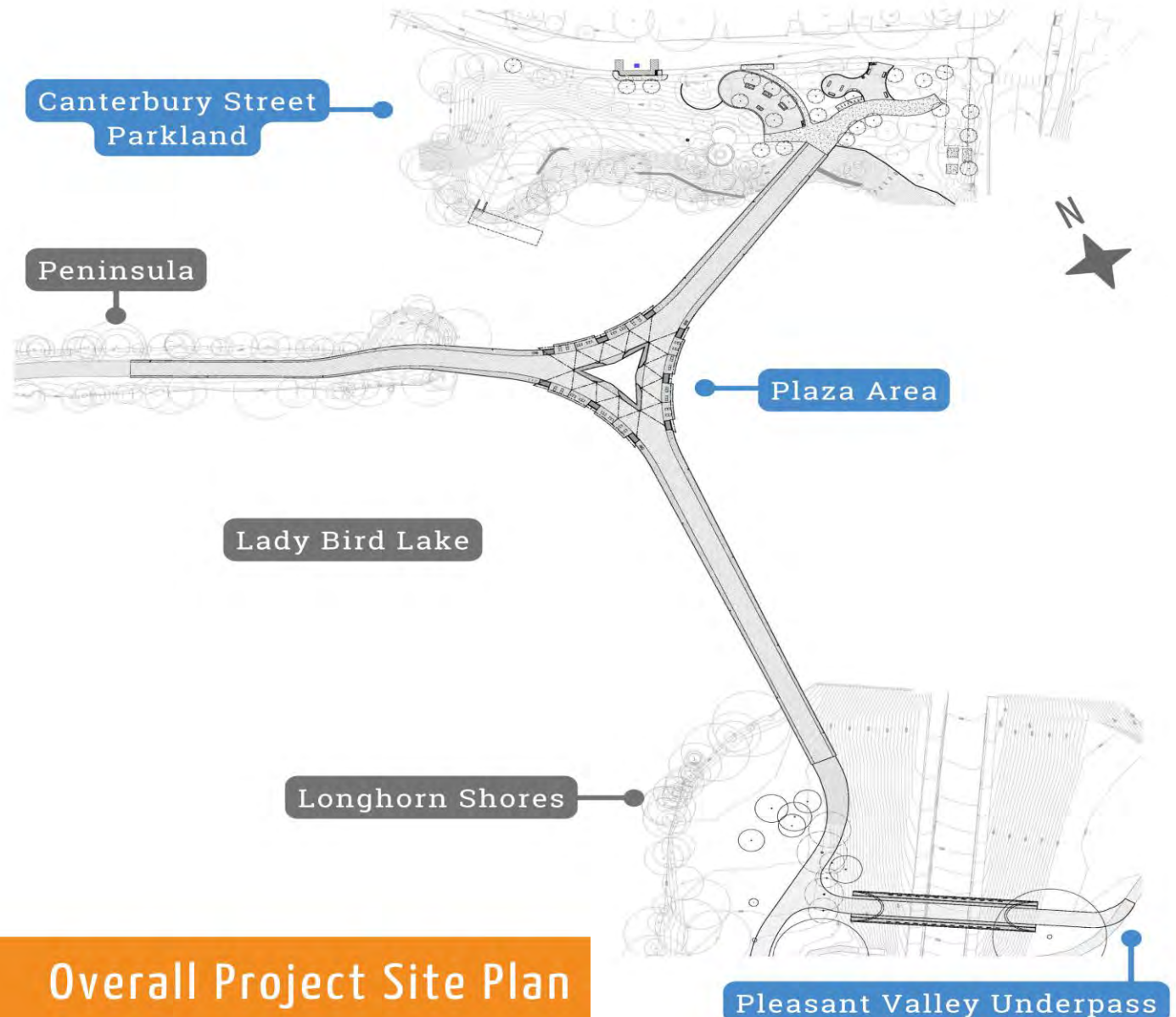
The "Wishbone Bridge"

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- First 3-legged bridge in Austin
- 2nd Longest Pedestrian Bridge in Austin – 1090 LF
- Length is 3 football fields
- The combined length of prestressed is equal to the distance from 5th St to the Capitol
- Decking is cast in place –due to the odd shape of the bridge
- The weight of the reinforcing in steel = over 2Xs the takeoff weight of Boeing 737 plane
- The 3 legs of the bridge are 24' in width
- The Plaza is 76' in Width

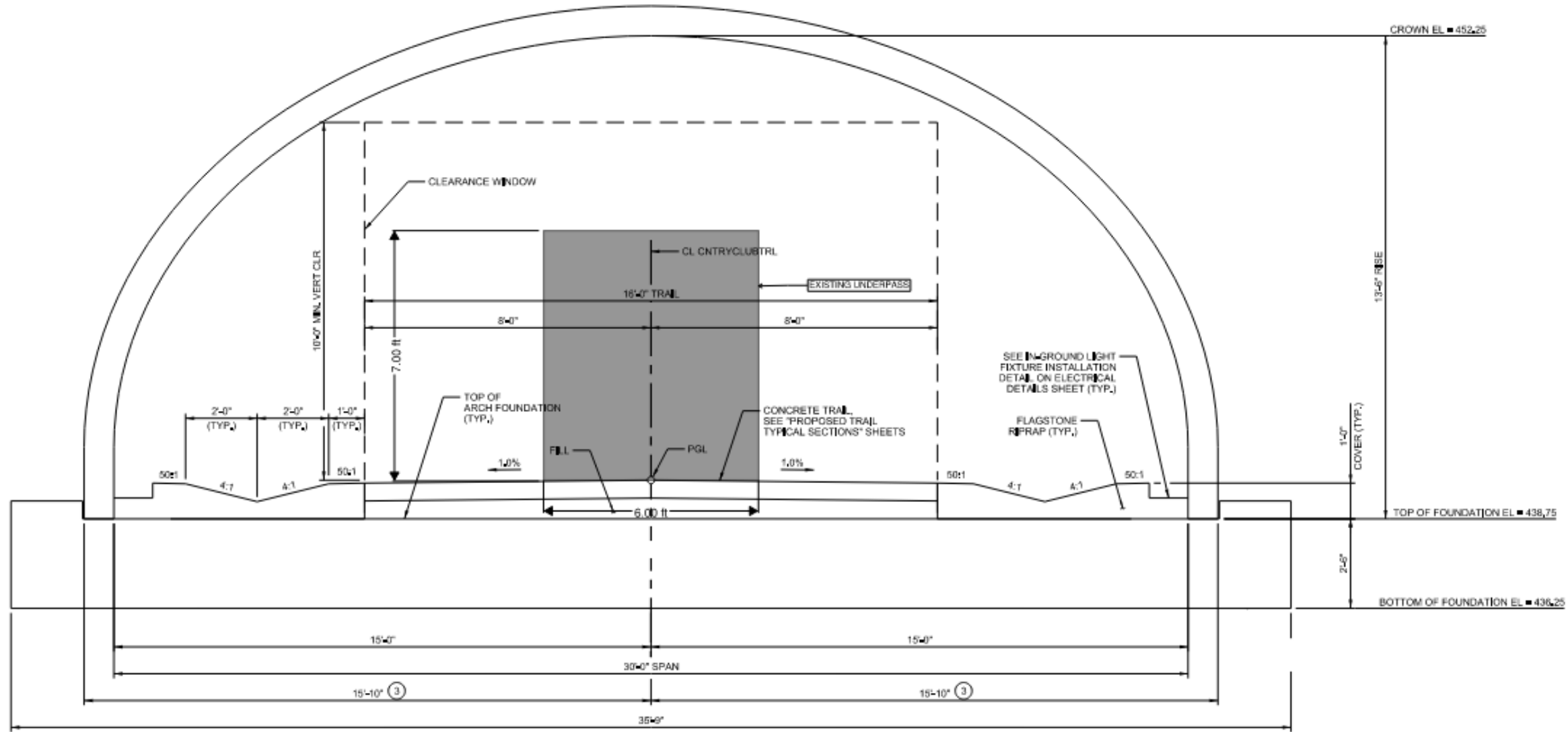


Overall Project Site Plan

The Underpass

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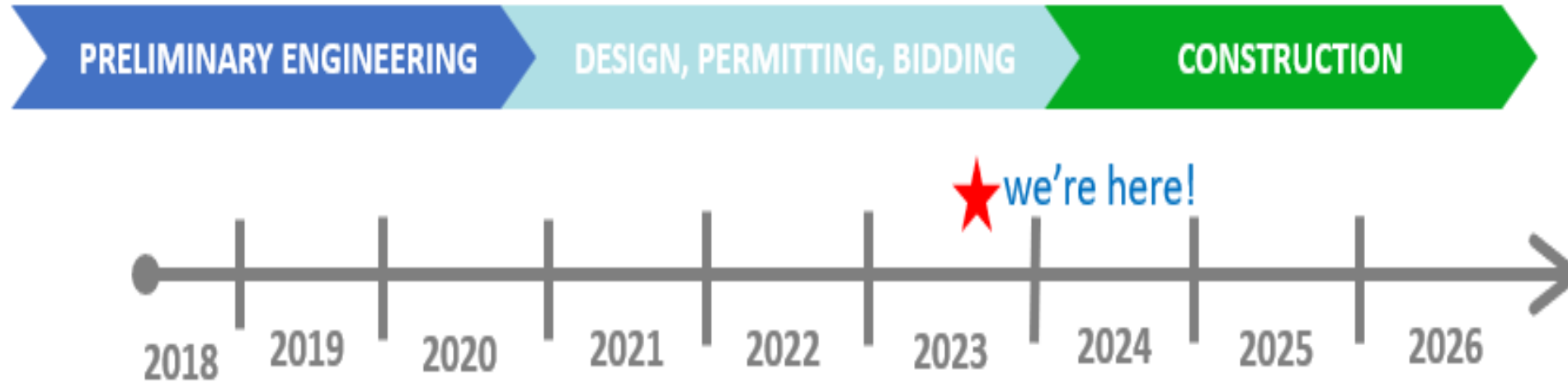
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Project Schedule

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What's Next



- Solicitation Phase Anticipated Q4 2023
- Expect Construction to Commence by May 2024 (2 Years of Construction)
- Construction Complete Anticipated Q2 2026
- AIPP Artwork installation Q2 2026

Bridge and Plaza

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3-D Perspective: Bridge + Plaza



New wider/taller underpass with lighting and artwork

3-D Perspective: Underpass



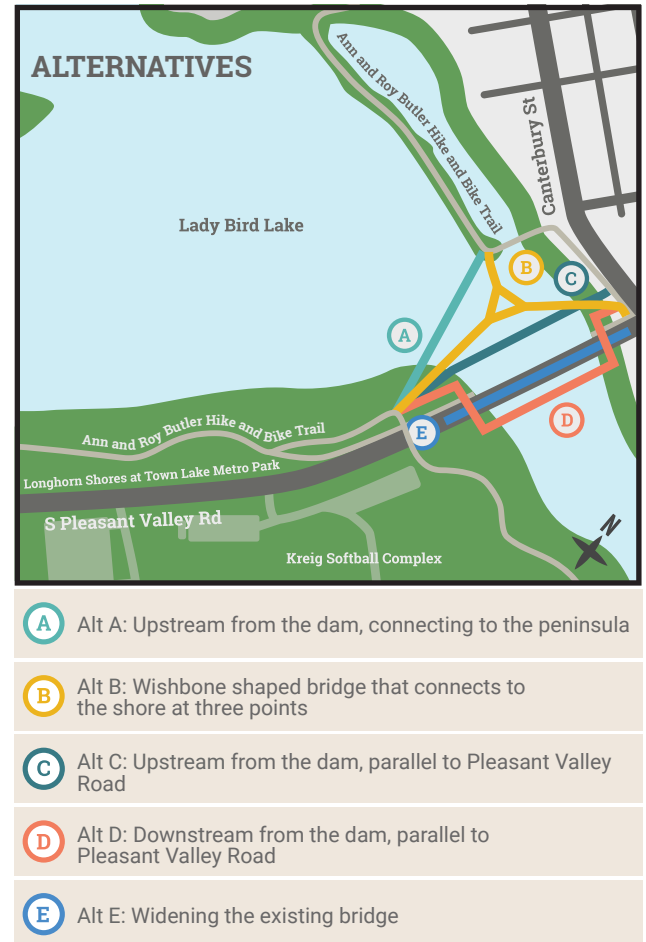
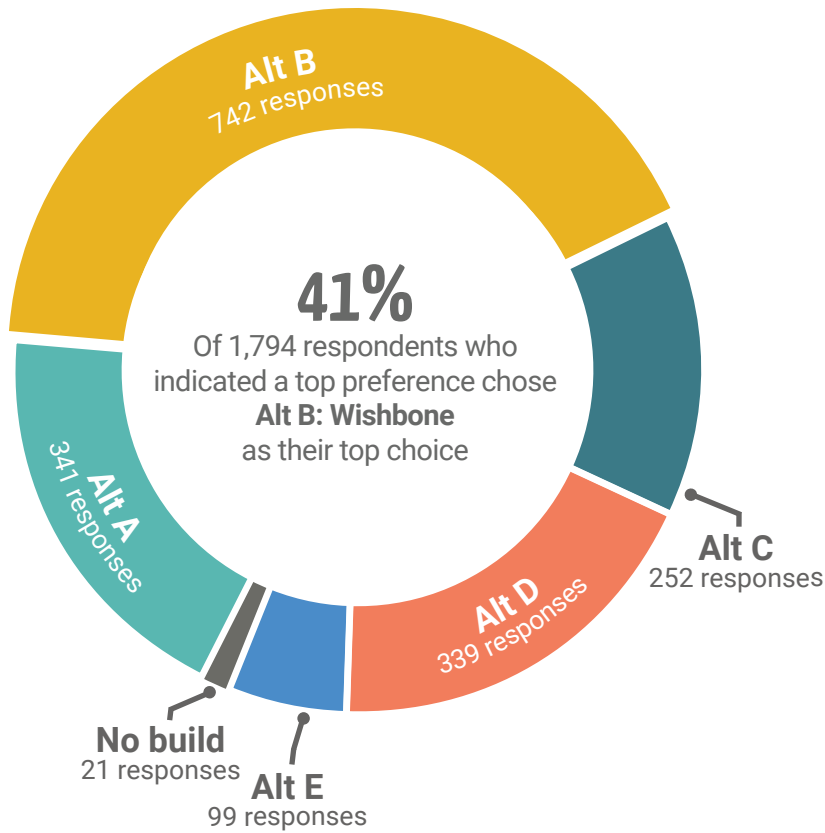
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Thank you! Questions?

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.

RANKINGS BY ALTERNATIVE



COMFORT BY ALTERNATIVE



ADDITIONAL COMMENTS

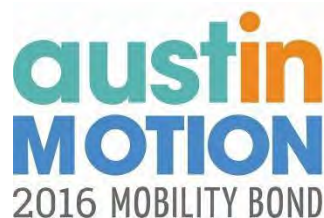
 <p>Safety</p>	<p>55 responses related to safety, including concern for the current conditions and support for increasing safety to the crossing.</p>	<p>"Make it safe for pedestrians and cyclists and it will be used!"</p>	<p>"A safer way for bikes to cross the bridge is needed!"</p>	<p>"Current state is very dangerous."</p>
 <p>Accessibility</p>	<p>11 responses related to ensuring accessibility for all trail and bridge users.</p>	<p>"Wheelchair accessible please. Thanks!"</p>	<p>"Keep deck space safe, accessible to users of different abilities."</p>	<p>"Please have it be ADA accessible."</p>
 <p>Shade</p>	<p>24 responses related to shade and the desire to include more shade in the final bridge design.</p>	<p>"Shade structures on bridge would really help!"</p>	<p>"Please make sure the shade structures will actually provide shade."</p>	<p>"Shade is VERY important."</p>
 <p>Environment</p>	<p>23 responses related to concerns about minimizing environmental impacts.</p>	<p>"A primary goal should be to minimize environmental impacts to Lady Bird Lake."</p>	<p>"I feel that there should be more emphasis on preserving nature, and the animals that live along the river corridor."</p>	<p>"My chief concerns are safety and environment."</p>
 <p>Amenities</p>	<p>13 responses related to amenities, including requests for specific features.</p>	<p>"Hydration areas/ water fountains would be great."</p>	<p>"Can you add a restroom?"</p>	<p>"Better shade structures, water fountains, telescope on bridge."</p>
 <p>Cost</p>	<p>38 responses related to cost, including a majority of comments supporting a cost efficient design.</p>	<p>"Spend as little money as possible to accomplish the objective."</p>	<p>"Prioritize cost and connectivity."</p>	<p>"Cost needs to be kept very low."</p>
 <p>Timeline</p>	<p>23 comments related to supporting a quick timeline of completion.</p>	<p>"The faster any of this can be done, the better."</p>	<p>"Please get it done as soon as possible. Thank you!"</p>	<p>"A timely solution is very important."</p>
 <p>Interim Improvements</p>	<p>Over 80 responses included support for the proposed interim improvements.</p>	<p>"Very important to address immediate needs."</p>	<p>"Anything would help, so I'm happy to see near-term solutions."</p>	<p>"Think it will address 95% of the issues. Lets get cracking!"</p>

Longhorn Dam Multimodal Improvements Recommended Alternative Survey

Multiple choice responses summary

Open ended responses categorized by theme of response

All open ended responses

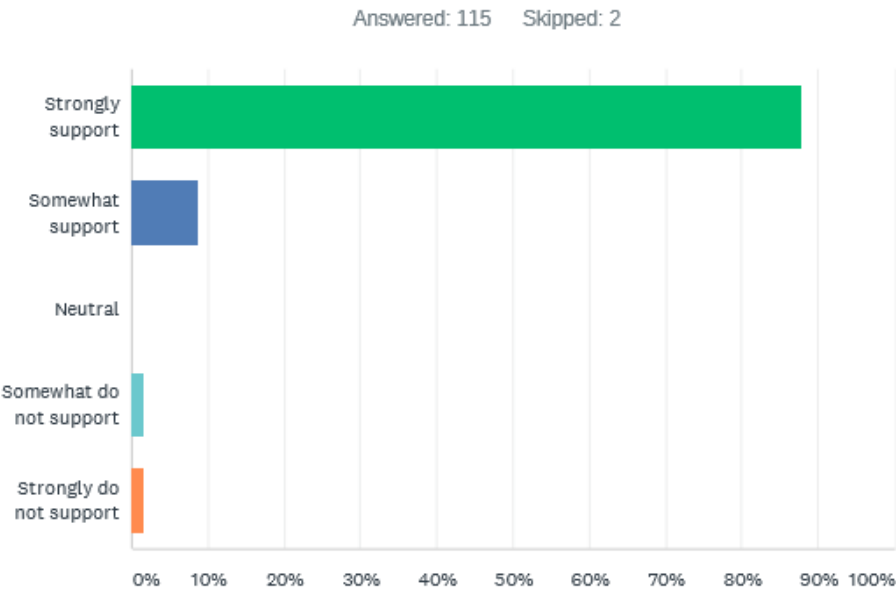


Longhorn Dam Multimodal Improvements Recommended Alternative Survey

Multiple choice responses summary

Multiple Choice Responses Summary

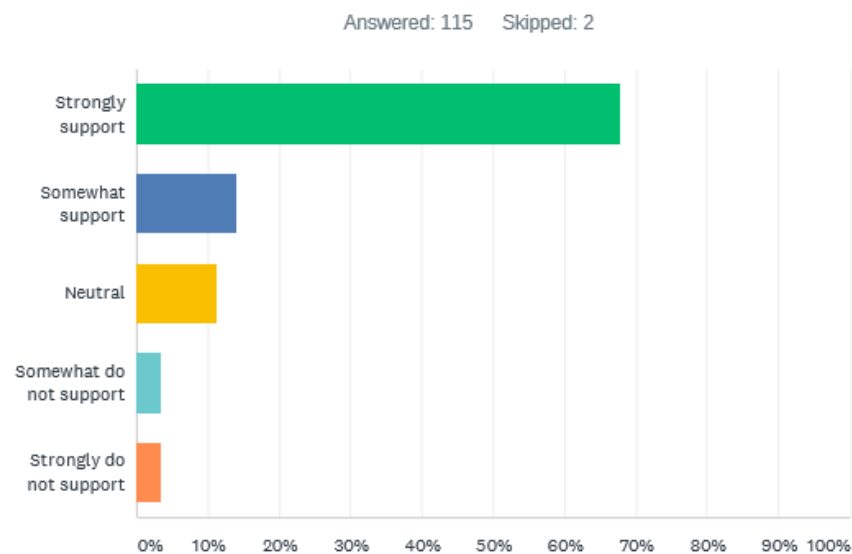
Q1: Please rate your level of support for the “Wishbone” recommended alternative.



ANSWER CHOICES	RESPONSES	
Strongly support	87.83%	101
Somewhat support	8.70%	10
Neutral	0.00%	0
Somewhat do not support	1.74%	2
Strongly do not support	1.74%	2
TOTAL		115

Multiple Choice Responses Summary

Q3: Please rate your level of support for the interim improvements.



ANSWER CHOICES	RESPONSES	
Strongly support	67.83%	78
Somewhat support	13.91%	16
Neutral	11.30%	13
Somewhat do not support	3.48%	4
Strongly do not support	3.48%	4
TOTAL		115

Longhorn Dam Multimodal Improvements Recommended Alternative Survey

Open ended responses categorized by theme of response

Open ended responses categorized by theme of response

Q2: Is there any feedback you would like considered regarding the “Wishbone” recommended alternative?

General support
I think the wishbone shape is awesome and fully support it. - The trellis to provide shading will be wonderful (can we add these to the Pfluger Bridge?) but the design currently shown raises some concerns. With the Pfluger bridge the lack of shade and its linear-ness encourage movement across the bridge. Yes, it is still a place comfortable enough to linger and, yes, people stop in the middle to take pictures and such, BUT, the design still promotes movement across as the main goal with the lingering areas to the side. The connectivity aspects of this bridge are obviously very important, but how great would it be if the center of the wishbone were an actual place to linger on this bridge? So, instead of having a giant hole to look down into the water, fill that in (a small hole could still be cool and, possibly, beneficial to drainage) and actually create a place! Set up large planters and benches and such to really outline that interior space as a place to linger and to prevent faster, movement oriented traffic to the sides and, voila! F9 newest, coolest meeting spot. The giant hole just seems like a HUGE wasted opportunity.
The design balances costs and environmental concerns very nicely. The recovery of parkland on the northern shore is fantastic.
Looks like a great option to improve connectivity, safety, and accessibility. I look forward to it
I really like the wishbone configuration. The users of the bridge will be away from the traffic on Pleasant Valley Road.
I think it's an elegant solution!
This is a great design to connect all three points
Preserves good access to residents living near Cesar Chavez side of bridge and allows them to easily go in either direction around the trail.
creating a row of parking along Canterbury on the south side of the street looks like it will make driving pretty narrow on that road. Might need to consider widening the street a bit. - this plan seems really solid. I have been running around Town Lake & playing at Krieg fields for more than 10 years and this bridge has always been a disaster. I've never even run along the trail to Roy G Guerrero Colorado River Metro Park and didn't know there was a park over there because I couldn't get to it from the current lake trail. - I live and work on the East side of I35 and these changes would definitely help me use the lake and trails more often. If we could get the buses running more often, that would be even better!
The "Wishbone" looks like a beautiful design. It will likely attract more visitors to the area, and help to stimulate the existing, and new, nearby businesses.
Excellent design overall. Very pleased with this solution.
I'm very excited for this much needed project to move forward. It is important for improving pedestrian and bicycle safety.
The best plan was chosen, we are very excited.
The design balances costs and environmental concerns very nicely. The recovery of parkland on the northern shore is fantastic.
It's a great idea!
is so good

I like the access the wishbone alternative provides to both crossing the bridge as a pedestrian or bicyclist safely, while also providing access to Pleasant Valley if needed.
It is both aesthetically pleasing and functional.
Get going and git'er done!
great solution
get it done
Looks terrific. Can't come soon enough.
I greatly appreciate the City's engagement with the community and commitment to linking the north and south banks of Lady Bird Lake. It will give us a safe, inspiring, and functional way to enjoy and move around in this central area. The present bicycle and pedestrian route on Pleasant Valley Rd is dangerous and discouraging, totally unworthy of this amazing and under appreciated part of our city.
Very exciting design, love that it came out of community feedback.
I like the wishbone alignment because it provides the most direct routes between various points. However given that, I hope that we can mitigate possible friction between cyclists and pedestrians through design that either encourages slowdowns near the center or keeps users separated by speed
Love the design, you have my full support. Please ensure sustainable materials are used in the construction and maintenance of the bridge.
Looks good!
Love it. Hope you can find additional funding and accelerate!
Looks great chief!

Design suggestions

I think the wishbone shape is awesome and fully support it. - The trellis to provide shading will be wonderful (can we add these to the Pfluger Bridge?) but the design currently shown raises some concerns. With the Pfluger bridge the lack of shade and its linear-ness encourage movement across the bridge. Yes, it is still a place comfortable enough to linger and, yes, people stop in the middle to take pictures and such, BUT, the design still promotes movement across as the main goal with the lingering areas to the side. The connectivity aspects of this bridge are obviously very important, but how great would it be if the center of the wishbone were an actual place to linger on this bridge? So, instead of having a giant hole to look down into the water, fill that in (a small hole could still be cool and, possibly, beneficial to drainage) and actually create a place! Set up large planters and benches and such to really outline that interior space as a place to linger and to prevent faster, movement oriented traffic to the sides and, voila! F9 newest, coolest meeting spot. The giant hole just seems like a HUGE wasted opportunity.

It needs to support high traffic of bicycles, runners, and people walking their dogs.

Please make sure that is enough room for cyclists and runners and that the planters are not obstructive.

1. The layout and connectivity of the wishbone (in plan) looks right, though, it may be worth considering using arcs. 2. The Enlarged Plan view of the Plaza area leads me to see the bridge as WAY over-programmed, at the expense of what it should be; a simple, elegant connection that does not compete with the natural beauty of the lake, and awesomeness of the dam. This is a quieter, more ecological part of the lake, it's not like the Lamar pedestrian bridge, and should not be designed as such to be occupied by circus performers and panhandlers. 3. The section profile is clunky and inelegant. Think, more Calatrava, less TexDOT please. The notion of "supporting the user experience

at the deck level" only is insane. The bridge will be looked at from multiple perspectives all of the time. 4. Don't bother trying to plant the bridge. It's in the middle of a beautiful scene, and the city can not maintain planters (they never have successfully). Please just focus on a design that is elegant, functional, austere, and a foil to the natural beauty of the lake.
The alignment is correct, HOWEVER the structure is way over built. A floating or pontoon structure would be far more economical to construct while allowing for amenities including lighting and shade. The central triangle should be fixed horizontally to drilled piers and be allowed to float horizontally. Each land pier would be fixed with a sliding expansion joint to accommodate lake water flow. I do not have any geotech data but expect that the structure could be completed for 3.5 to 5 million. This would leave funding for the improvement to the SUP to connect to the 183/71/290 SUP, and improve the trail connection at the west end of the lake to the MoPac SUP.
#1 Widen the middle part--it seems like people would congregate there and create a choke point. #2 More shade--extend the trellis or incorporate taller trees/plants. #3 Add even more native landscaping/planting beds--maybe some are community-based like Pfluger pedestrian bridge?
The proposed connection of the wishbone to the north side of the lake occurs at a fairly steep grade. Please DO NOT put steps up this grade, as steps are not bike nor ADA friendly. That is, reroute the connection if necessary to eliminate the need for steps.
The quality of space at the center of the wishbone (where the three spokes meet) is critical to the bridge feeling welcoming and safe. Make sure it is a place people want to hang out
The wishbone needs to easily feed into an on-street protected bike lane on pleasant valley, as well as the trail.
I like the wishbone alignment because it provides the most direct routes between various points. However given that, I hope that we can mitigate possible friction between cyclists and pedestrians through design that either encourages slowdowns near the center or keeps users separated by speed
Not a lot of concrete joints please. Boardwalk is too bumpy.
Ensure center of wishbone has quality views. Incorporate wishbone into paving pattern?
Shade is soooooo important. Also, making sure that the local community is part of the process and is not disregarded. Adding public art to the bridge would be a big benefit.
Make sure you keep view of east of river
Consider attractive structure

Trellis/planters

I think the wishbone shape is awesome and fully support it. - The trellis to provide shading will be wonderful (can we add these to the Pfluger Bridge?) but the design currently shown raises some concerns. With the Pfluger bridge the lack of shade and its linear-ness encourage movement across the bridge. Yes, it is still a place comfortable enough to linger and, yes, people stop in the middle to take pictures and such, BUT, the design still promotes movement across as the main goal with the lingering areas to the side. The connectivity aspects of this bridge are obviously very important, but how great would it be if the center of the wishbone were an actual place to linger on this bridge? So, instead of having a giant hole to look down into the water, fill that in (a small hole could still be cool and, possibly, beneficial to drainage) and actually create a place! Set up large planters and benches and such to really outline that interior space as a place to linger and to prevent faster, movement oriented traffic to the sides and, voila! F9 newest, coolest meeting spot. The giant hole just seems like a HUGE wasted opportunity.

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Coral vine over the pergola

Shade
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Restrooms, water fountains, more shade
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Amenities and Lighting
It must be built on schedule, and on budget. The main goal is to get people and bikes across the river. Benches and decorations should not impede the safe flow of traffic.
Include more lighting in the area for higher visibility.
Can there be inverted U bicycle racks installed near the new parallel parking spots? And also toilets nearby the bike racks?

The hike and bike trail could really use a second refreshments stop vendor, like at Barton Springs. Perhaps keep this in mind as a contingency during the design phase.
There is an existing water fountain east of where the current bridge connects to the shore and west of where the proposed bridge connects to the shore at Cambridge Street. This proposed configuration looks great, but it will mean that runners going around on the Town Lake Trail will bypass that water fountain. As such, it would be great to install a new water fountain south of the new bridge / Longhorn Dam and west of Pleasant Valley Road in conjunction with this project.
Public restrooms near the project would be great.
If there is the possibility of adding water fountains that would be a great location. I know there is already one near the small parking lot.
Restrooms, water fountains, more shade

Cost
It must be built on schedule, and on budget. The main goal is to get people and bikes across the river. Benches and decorations should not impede the safe flow of traffic.
The design balances costs and environmental concerns very nicely. The recovery of parkland on the northern shore is fantastic.
Huge Waste of Taxpayer Money.
It should be as inviting and functional as possible, keeping costs in mind.
This seems like the most expensive, less structurally and environmentally feasible option. While it is attractive and interesting, it seems unnecessary option. We fairly recently lost the bridge on the other side of the park to a flood. Options A and the C seem like viable options.
Bridge "C" is all that's needed. Use the savings for some other needed project. I use this trail frequently on my bike and when walking.

Timeline
It must be built on schedule, and on budget. The main goal is to get people and bikes across the river. Benches and decorations should not impede the safe flow of traffic.
Looks terrific. Can't come soon enough.

Tunnel
I don't understand why the Pleasant Valley underpass is being reconstructed. The current tunnel under the road is adequate for foot and bicycle traffic. I don't think the additional expense of reconstructing the tunnel would be worth the benefit. also, the tunnel will be closed for a while during reconstruction. Also, the tunnel is not really integral to the bridge project, so should not be under the same funding.

Roadway

Will need traffic light for corner crossing Canterbury street to Go up North to Willow street parallel to Pleasant Valley. Caesar Chavez street is a desired place to walk to from there.

Given the vehicular traffic issues on the Pleasant Valley bridge, I think more attention should be given to moving buses and cars across the river and not for people walking dogs.

We need more traffic lanes since the city decided to authorize a "Domain" at Riverside and Pleasant Valley. I don't understand where the traffic for that is going to go. I can barely exit my neighborhood at 4th and Broadway now. I am considering moving out of the city due to this ridiculous gridlock. I promise I will sell my house to a rich Californian.

The Canterbury Street connection really must be enhanced with operational controls on Pleasant Valley Road to enable smooth and safe NMV flows to and from the road corridor and the new bridge.

Other

View would be nicer on other side of the road.

Thank you for the process!

Please permit pedicabs to use bridge

Love the design, you have my full support. Please ensure sustainable materials are used in the construction and maintenance of the bridge.

Schedule concerts and fun events

Open ended responses categorized by theme of response

Q4: Is there any feedback you would like considered regarding the interim improvements?

General support
<p>Understanding the major space constraints on the current bridge, I think the interim improvements are great and will provide just enough breathing room to start generating new trail traffic and will make life so much easier for those who currently brave the horrible conditions. C43 wait! - New connections from the existing trail on the south side are sorely needed so it'll be great to legitimize all of the "desire lines" that people have created. - If this project is truly trying to improve safely, why would the speed limit on the north side be RAISED? Sure, it's to match the lowered speed limit on the south but why can't the south side just be lowered to 30? Or just keep the north side 30mph. Pleasant Valley is an URBAN road and the speed limits shouldn't even be 30, nevermind, 35mph. - Relatedly, there needs to be hella enforcement for the first year or more with new speed limits and with the new PHB at Canterbury. I can already predict people running straight through this PHB in order to make the light at Cesar Chavez. Perhaps the light timing there should be changed, too? - The addition of shared used paths on both sides to Cesar Chavez are great but then what? It currently shows "sidewalk improvements" along Pleasant Valley to 7th, but is that going to make it the equivalent of a shared used path? If not, that's leaving people on bikes high and dry once they cross the bridge if they are trying to continue, or coming from, the north. There needs to be a shared use path along Pleasant Valley that connects all the way across 7th to where the bike lane begins. - Speaking of shared use path, the slip lane from Pleasant Valley onto eastward Cesar Chavez needs to be closed. Even the FHWA admits that "right turn slip lanes are generally a negative facility from the pedestrian perspective" (https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/15.htm). If that is a non-starter for our car-culture-loving area engineers, there AT LEAST needs to be a MUCH tighter radius + RAISED crosswalk that slows down cars over the cross of the shared use path (similar to what was just put in at 29th and N. Lamar). Otherwise it'll just be carnage for the people trying to cross the shared use path there.</p>
Running over the dam (which I do frequently) is always a but terrifying. Any improvements that will improve safety and sense of security will be helpful and appreciated.
The situation is terrible now. Crossing the dam is the most stressful portion of my runs.
All of these interim improvements will make a HUGE difference in feeling of comfort and safety in the meantime.
It seems like a good idea to make the interim improvements asap!
Current situation is dangerous for foot traffic and bicyclists and needs to be addressed.
As soon as possible!
They look awesome. No complaints!
these are desperately needed, especially on the dam itself
Yes, please. Considering timeline for full wishbone bridge construction, relief is greatly welcome at this pinch point.
Go go go!
Implement ASAP
The sooner the better.

These have been needed for a long time. Great to see them happening!
Very supportive of the hybrid beacon crosswalks -- very much needed! The 1' curb in the interim bridge improvements makes me uneasy, but still excited for the interim improvements!
Please please do this !!!!! I ride/run across longhorn dam almost every day and this would greatly appreciate these changes

Pleasant Valley Road - Speeding

Understanding the major space constraints on the current bridge, I think the interim improvements are great and will provide just enough breathing room to start generating new trail traffic and will make life so much easier for those who currently brave the horrible conditions. C43 wait! - New connections from the existing trail on the south side are sorely needed so it'll be great to legitimize all of the "desire lines" that people have created. - If this project is truly trying to improve safely, why would the speed limit on the north side be RAISED? Sure, it's to match the lowered speed limit on the south but why can't the south side just be lowered to 30? Or just keep the north side 30mph. Pleasant Valley is an URBAN road and the speed limits shouldn't even be 30, nevermind, 35mph. - Relatedly, there needs to be hella enforcement for the first year or more with new speed limits and with the new PHB at Canterbury. I can already predict people running straight through this PHB in order to make the light at Cesar Chavez. Perhaps the light timing there should be changed, too? - The addition of shared used paths on both sides to Cesar Chavez are great but then what? It currently shows "sidewalk improvements" along Pleasant Valley to 7th, but is that going to make it the equivalent of a shared use path? If not, that's leaving people on bikes high and dry once they cross the bridge if they are trying to continue, or coming from, the north. There needs to be a shared use path along Pleasant Valley that connects all the way across 7th to where the bike lane begins. - Speaking of shared use path, the slip lane from Pleasant Valley onto eastward Cesar Chavez needs to be closed. Even the FHWA admits that "right turn slip lanes are generally a negative facility from the pedestrian perspective" (<https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/15.htm>). If that is a non-starter for our car-culture-loving area engineers, there AT LEAST needs to be a MUCH tighter radius + RAISED crosswalk that slows down cars over the cross of the shared use path (similar to what was just put in at 29th and N. Lamar). Otherwise it'll just be carnage for the people trying to cross the shared use path there.

People are still driving 45+. Traffic calming measures will be needed, especially around the bridge where cars and people are in closer proximity.

Please raise the one foot curb barrier between the sidewalks on the bridge and the road. I don't think one foot would really make people feel safe as there is really no space between the sidewalk and road. A higher barrier would at least be a psychological comfort to those using the sidewalk. Also, I strongly am opposed to raising the speed limit on the north side of the bridge to 35 mph on Pleasant Valley. The current speed limit of 30 mph is absolutely appropriate for this stretch of road with many driveway cuts, side streets, and new pedestrian crossings proposed. 35 mph would be dangerous. I applaud lowering the speed limit on the south side of the bridge from 45 mph to 35 mph, but you have to understand the nature of Pleasant Valley on the south side of the bridge is fundamentally different than the north side - fewer driveways, no businesses or houses. 35 mph is OK south of the bridge, but traffic needs to slow down once it crosses to the north side. Lowering the speed limit here is against the spirit of Vision Zero.

Flashing signs near the bridge walkway to reinforce need for cars to slow down. Might ask bikes and scooters to walk over so walkers, kids, will not be intimidated

Reduce speed limit to 30 mph (or less) on the bridge and implement traffic calming design elements to slow car traffic especially approaching the intersection with Cesar Chavez.

Consider what other design elements can be done to the roadway to reinforce the new 35 mph speed limit.

Pleasant Valley Road and other roadway suggestions

Understanding the major space constraints on the current bridge, I think the interim improvements are great and will provide just enough breathing room to start generating new trail traffic and will make life so much easier for those who currently brave the horrible conditions. C43 wait! - New connections from the existing trail on the south side are sorely needed so it'll be great to legitimize all of the "desire lines" that people have created. - If this project is truly trying to improve safely, why would the speed limit on the north side be RAISED? Sure, it's to match the lowered speed limit on the south but why can't the south side just be lowered to 30? Or just keep the north side 30mph. Pleasant Valley is an URBAN road and the speed limits shouldn't even be 30, nevermind, 35mph. - Relatedly, there needs to be hella enforcement for the first year or more with new speed limits and with the new PHB at Canterbury. I can already predict people running straight through this PHB in order to make the light at Cesar Chavez. Perhaps the light timing there should be changed, too? - The addition of shared used paths on both sides to Cesar Chavez are great but then what? It currently shows "sidewalk improvements" along Pleasant Valley to 7th, but is that going to make it the equivalent of a shared used path? If not, that's leaving people on bikes high and dry once they cross the bridge if they are trying to continue, or coming from, the north. There needs to be a shared use path along Pleasant Valley that connects all the way across 7th to where the bike lane begins. - Speaking of shared use path, the slip lane from Pleasant Valley onto eastward Cesar Chavez needs to be closed. Even the FHWA admits that "right turn slip lanes are generally a negative facility from the pedestrian perspective" (<https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/15.htm>). If that is a non-starter for our car-culture-loving area engineers, there AT LEAST needs to be a MUCH tighter radius + RAISED crosswalk that slows down cars over the cross of the shared use path (similar to what was just put in at 29th and N. Lamar). Otherwise it'll just be carnage for the people trying to cross the shared use path there.

If you are providing extra walk/bike space with the wishbone, why would you not instead provide extra traffic space over the bridge? See above. The traffic is a nightmare on Pleasant Valley from 3:30-6:30

Less focus on people with means and catering to thier recreational and pet desires. More attention to grid lock and bumper to bumper traffic to clear primarily buses and cars over the bridge.

Don't forget Pleasant Valley. A trail is great, but at the end of the day it's dirt and not well suited for practical commuting so much as recreation. Pleasant valley needs a protected bike, and the wishbone should easily feed into that. Design planning should be done so that the bridge is compatible with such a protected lane when they're installed later on.

The right turn lane from northbound Pleasant Valley to eastbound Cesar Chavez needs to happen. That makes biking and walking on the east side of Pleasant Valley unsafe. Closing right turn lanes is proven to decrease conflict between peds, bikes, and car and is a more safe way to build streets.

11' traffic lanes on the outside could be shrunk to improve safety for all models and I NBC rease comfort for bike/peds.

Shared use path

Understanding the major space constraints on the current bridge, I think the interim improvements are great and will provide just enough breathing room to start generating new trail traffic and will make life so much easier for those who currently brave the horrible conditions. C43 wait! - New connections from the existing trail on the south side are sorely needed so it'll be great to legitimize all of the "desire lines" that people have created. - If this project is truly trying to improve safely, why would the speed limit on the north side be RAISED? Sure, it's to match the lowered speed limit on the south but why can't the south side just be lowered to 30? Or just keep the north side 30mph. Pleasant Valley is an URBAN road and the speed limits shouldn't even be 30, nevermind, 35mph. - Relatedly, there needs to be hella enforcement for the first year or more with new speed limits and with the new PHB at Canterbury. I can already predict people running straight through this PHB in order to make the light at Cesar Chavez. Perhaps the light timing there should be changed, too? - The addition of shared used paths on both sides to Cesar Chavez are great but then what? It currently shows "sidewalk improvements" along Pleasant Valley to 7th, but is that going to make it the equivalent of a shared used path? If not, that's leaving people on bikes high and dry once they cross the bridge if they are trying to continue, or coming from, the north. There needs to be a shared use path along Pleasant Valley that connects all the way across 7th to where the bike lane begins. - Speaking of shared use path, the slip lane from Pleasant Valley onto eastward Cesar Chavez needs to be closed. Even the FHWA admits that "right turn slip lanes are generally a negative facility from the pedestrian perspective" (<https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/15.htm>). If that is a non-starter for our car-culture-loving area engineers, there AT LEAST needs to be a MUCH tighter radius + RAISED crosswalk that slows down cars over the cross of the shared use path (similar to what was just put in at 29th and N. Lamar). Otherwise it'll just be carnage for the people trying to cross the shared use path there.

Regarding the "new shared use path to Cesar Chavez on the east and west side [of Pleasant Valley]", I would like to see this extended at least up to 2nd St. since 2nd St. is a safer east/west connection for cyclists than Cesar Chavez.

Greater emphasis on preventing bicycle/pedestrian conflicts along the shared-path river crossings on each side of the bridge structure.

Width

Widening the West walkway should be done first. Or we should block off the West most lane of traffic for bike traffic until the new bridge is complete.

much wider safer ped/bike path for interim

Traffic barrier

These must be implemented NOW. However, I am concerned about the 1 foot tall traffic barrier. That is not very tall, and hard for me to imagine how safe this will feel and be for pedestrians. It might be good to explore an 18-inch or 2 foot barrier instead.

Please raise the one foot curb barrier between the sidewalks on the bridge and the road. I don't think one foot would really make people feel safe as there is really no space between the sidewalk and road. A higher barrier would at least be a psychological comfort to those using the sidewalk. Also, I

strongly am opposed to raising the speed limit on the north side of the bridge to 35 mph on Pleasant Valley. The current speed limit of 30 mph is absolutely appropriate for this stretch of road with many driveway cuts, side streets, and new pedestrian crossings proposed. 35 mph would be dangerous. I applaud lowering the speed limit on the south side of the bridge from 45 mph to 35 mph, but you have to understand the nature of Pleasant Valley on the south side of the bridge is fundamentally different than the north side - fewer driveways, no businesses or houses. 35 mph is OK south of the bridge, but traffic needs to slow down once it crosses to the north side. Lowering the speed limit here is against the spirit of Vision Zero.

I like the high concrete barriers between the sidewalks and the roadway, as they offer a high level of protection. Why are you eliminating them?

Make sure pedestrian are protecting crossing bridge. We have no where to escape from a vehicle jumping the curve.

Very supportive of the hybrid beacon crosswalks -- very much needed! The 1' curb in the interim bridge improvements makes me uneasy, but still excited for the interim improvements!

My only concern is that the planned curbs between pedestrians/cyclists on the bridge and moving automobile traffic will be too short to make peds/bikers feel safe.

Chain-link fence

In the diagram it does not show the chain link fence, & does not show a new hand rail / ped-bike protection of any kind. Even though the chain link is very ugly, it is a safety mechanism that should not be removed.

Pedestrian Hybrid Beacons

Very supportive of the hybrid beacon crosswalks -- very much needed! The 1' curb in the interim bridge improvements makes me uneasy, but still excited for the interim improvements!

Not a fan of the beacon just south of PV dam and just south of tunnel. Feel it may be more unsafe. Concerned with height of new traffic curb height on bridge. Should be higher with so much ped and bike traffic and fast vehicular traffic in close proximity

Cost

The point is: why drag feet on the bridge construction? The money has been available since 2016. There are no right-of-way issues, There are exemptions for trails in both State and Federal EA and EIS statutes. If you build the bridge in 30 months, the return on investment for the interim improvements is cut in half.

It's been the way it is for many years. We can wait for the new bridge without interim spending.

Get money faster and build it all before 2025
seems like a waste of money - use the funds to get started on the permanent improvements

Other
I'm not sure what these are.
I'm not sure what the interim improvements are - assume you mean interim to having a final pedestrian-friendly option available.
Safety for bikers
Work should be done during afternoon hours
Please do not close pedestrian access to the Longhorn Dam bridge for an extended period of time.
Only a begin time for the interim improvements is listed and that's just sometime in 2020. What is the estimated completion date? And will these improvements be maintained long term? If the completion date is only a couple years earlier than that for the new bridge and the interim improvements may then be reconfigured (say to accommodate public transit). I'm not sure it's worth the cost, disruption or carbon emissions (from the concrete and construction). I'd rather see a quicker timeline on the bridge. The funding could be secured in a 2020 bond.
Are the improvements benefiting the majority of the population or just a select few.
Please prioritize safety over convenience, and vulnerable road users (pedestrians & cyclists) over motorists
The wishbone works best for pedestrians, bikes, and pedicabs.
Make the pedestrian access safer and better. Anything that lets two people cross at the same time.
Flashing signs near the bridge walkway to reinforce need for cars to slow down. Might ask bikes and scooters o walk over so walkers, kids, will not be intimidated
Include possibility of making hike and bike trail all concrete on west side of pleasant valley. At least make connection from existing trail up to pleasant valley / lakeshore intersection concrete
Consider a floating pontoon bridge for an interim improvement.
Traffic is going to be ugly.

Longhorn Dam Multimodal Improvements Recommended Alternative Survey

All open ended responses

All open ended responses

Q2: Is there any feedback you would like considered regarding the “Wishbone” recommended alternative?

Timestamp	Response
2020-01-13 09:42:47	- I think the wishbone shape is awesome and fully support it. - The trellis to provide shading will be wonderful (can we add these to the Pfluger Bridge?) but the design currently shown raises some concerns. With the Pfluger bridge the lack of shade and its linear-ness encourage movement across the bridge. Yes, it is still a place comfortable enough to linger and, yes, people stop in the middle to take pictures and such, BUT, the design still promotes movement across as the main goal with the lingering areas to the side. The connectivity aspects of this bridge are obviously very important, but how great would it be if the center of the wishbone were an actual place to linger on this bridge? So, instead of having a giant hole to look down into the water, fill that in (a small hole could still be cool and, possibly, beneficial to drainage) and actually create a place! Set up large planters and benches and such to really outline that interior space as a place to linger and to prevent faster, movement oriented traffic to the sides and, voila! Austin's newest, coolest meeting spot. The giant hole just seems like a HUGE wasted opportunity.
2020-01-11 18:26:28	Looks like a great option to improve connectivity, safety, and accessibility. I look forward to it
2020-01-11 10:18:02	It must be built on schedule, and on budget. The main goal is to get people and bikes across the river. Benches and decorations should not impede the safe flow of traffic.
2020-01-09 15:07:18	I really like the wishbone configuration. The users of the bridge will be away from the traffic on Pleasant Valley Road.
2020-01-09 10:44:52	It needs to support high traffic of bicycles, runners, and people walking their dogs.
2020-01-09 09:50:40	While the wishbone solution is the most robust and connected. At minimum just one that goes across the bridge separated from road traffic would still be greatly appreciated!! Either upstream or downstream. I like the quietness of the peninsula trail right now and know that a wishbone design will increase the infrastructure there and diminish the separated/serene feeling of the spot.
2020-01-09 09:27:58	Include more lighting in the area for higher visibility.
2020-01-09 08:39:45	I think it's an elegant solution!
2020-01-09 08:38:43	N/A
2020-01-09 08:22:39	This is a great design to connect all three points
2020-01-09 08:09:08	Preserves good access to residents living near Cesar Chavez side of bridge and allows them to easily go in either direction around the trail.
2020-01-08 18:50:58	No

2020-01-08 16:46:23	Will need traffic light for corner crossing Canterbury street to Go up North to Willow street parallel to Pleasant Valley. Caesar Chavez street is a desired place to walk to from there.
2020-01-06 11:52:21	Can there be inverted U bicycle racks installed near the new parallel parking spots? And also toilets nearby the bike racks?
2020-01-01 20:40:55	- creating a row of parking along Canterbury on the south side of the street looks like it will make driving pretty narrow on that road. Might need to consider widening the street a bit. - this plan seems really solid. I have been running around Town Lake & playing at Krieg fields for more than 10 years and this bridge has always been a disaster. I've never even run along the trail to Roy G Guerrero Colorado River Metro Park and didn't know there was a park over there because I couldn't get to it from the current lake trail. - I live and work on the East side of I35 and these changes would definitely help me use the lake and trails more often. If we could get the buses running more often, that would be even better!
2019-12-27 20:54:38	We need more traffic lanes since the city decided to authorize a "Domain" at Riverside and Pleasant Valley. I don't understand where the traffic for that is going to go. I can barely exit my neighborhood at 4th and Broadway now. I am considering moving out of the city due to this ridiculous gridlock. I promise I will sell my house to a rich Californian.
2019-12-27 13:56:32	View would be nicer on other side of the road.
2019-12-27 11:40:13	The "Wishbone" looks like a beautiful design. It will likely attract more visitors to the area, and help to stimulate the existing, and new, nearby businesses.
2019-12-27 10:18:39	No
2019-12-25 17:50:26	Please make sure that is enough room for cyclists and runners and that the planters are not obstructive.
2019-12-25 09:50:59	The hike and bike trail could really use a second refreshments stop vendor, like at Barton Springs. Perhaps keep this in mind as a contingency during the design phase.
2019-12-24 11:50:04	Excellent design overall. Very pleased with this solution.
2019-12-23 12:15:40	1. The layout and connectivity of the wishbone (in plan) looks right, though, it may be worth considering using arcs. 2. The Enlarged Plan view of the Plaza area leads me to see the bridge as WAY over-programmed, at the expense of what it should be; a simple, elegant connection that does not compete with the natural beauty of the lake, and awesomeness of the dam. This is a quieter, more ecological part of the lake, it's not like the Lamar pedestrian bridge, and should not be designed as such to be occupied by circus performers and panhandlers. 3. The section profile is clunky and inelegant. Think, more Calatrava, less TexDOT please. The notion of "supporting the user experience at the deck level" only is insane. The bridge will be looked at from multiple perspectives all of the time. 4. Don't bother trying to plant the bridge. It's in the middle of a beautiful scene, and the city can not maintain planters (they never have successfully). Please just focus on a design that is elegant, functional, austere, and a foil to the natural beauty of the lake.
2019-12-23 08:46:23	no

2019-12-23 06:05:09	The alignment is correct, HOWEVER the structure is way over built. A floating or pontoon structure would be far more economical to construct while allowing for amenities including lighting and shade. The central triangle should be fixed horizontally to drilled piers and be allowed to float horizontally. Each land pier would be fixed with a sliding expansion joint to accommodate lake water flow. I do not have any geotech data but expect that the structure could be completed for 3.5 to 5 million. This would leave funding for the improvement to the SUP to connect to the 183/71/290 SUP, and improve the trail connection at the west end of the lake to the MoPac SUP.
2019-12-23 04:37:33	I'm very excited for this much needed project to move forward. It is important for improving pedestrian and bicycle safety.
2019-12-22 11:35:05	no
2019-12-22 09:48:57	The best plan was chosen, we are very excited.
2019-12-21 23:13:22	The design balances costs and environmental concerns very nicely. The recovery of parkland on the northern shore is fantastic.
2019-12-21 14:57:05	No
2019-12-21 13:17:33	It's a great idea!
2019-12-21 12:16:10	is so good
2019-12-20 20:45:40	There is an existing water fountain east of where the current bridge connects to the shore and west of where the proposed bridge connects to the shore at Cambridge Street. This proposed configuration looks great, but it will mean that runners going around on the Town Lake Trail will bypass that water fountain. As such, it would be great to install a new water fountain south of the new bridge / Longhorn Dam and west of Pleasant Valley Road in conjunction with this project.
2019-12-20 20:20:22	Bridge "C" is all that's needed. Use the savings for some other needed project. I use this trail frequently on my bike and when walking.
2019-12-20 20:01:22	I don't understand why the Pleasant Valley underpass is being reconstructed. The current tunnel under the road is adequate for foot and bicycle traffic. I don't think the additional expense of reconstructing the tunnel would be worth the benefit. also, the tunnel will be closed for a while during reconstruction. Also, the tunnel is not really integral to the bridge project, so should not be under the same funding.
2019-12-20 18:56:12	Huge Waste of Taxpayer Money.
2019-12-20 14:37:45	#1 Widen the middle part--it seems like people would congregate there and create a choke point. #2 More shade--extend the trellis or incorporate taller trees/plants. #3 Add even more native landscaping/planting beds--maybe some are community-based like Pfluger pedestrian bridge?
2019-12-20 14:40:08	Public restrooms near the project would be great.
2019-12-20 14:32:51	I like the access the wishbone alternative provides to both crossing the bridge as a pedestrian or bicyclist safely, while also providing access to Pleasant Valley if needed.

2019-12-20 14:11:36	It is both aesthetically pleasing and functional.
2019-12-20 13:39:24	Get going and git'er done!
2019-12-20 13:32:56	It should be as inviting and functional as possible, keeping costs in mind.
2019-12-20 13:26:56	The proposed connection of the wishbone to the north side of the lake occurs at a fairly steep grade. Please DO NOT put steps up this grade, as steps are not bike nor ADA friendly. That is, reroute the connection if necessary to eliminate the need for steps.
2019-12-20 13:17:54	great solution
2019-12-20 13:06:52	get it done
2019-12-20 13:02:45	Thank you for the process!
2019-12-19 10:03:03	Looks terrific. Can't come soon enough.
2019-12-17 21:47:08	I greatly appreciate the City's engagement with the community and commitment to linking the north and south banks of Lady Bird Lake. It will give us a safe, inspiring, and functional way to enjoy and move around in this central area. The present bicycle and pedestrian route on Pleasant Valley Rd is dangerous and discouraging, totally unworthy of this amazing and under appreciated part of our city.
2019-12-17 11:55:41	The quality of space at the center of the wishbone (where the three spokes meet) is critical to the bridge feeling welcoming and safe. Make sure it is a place people want to hang out
2019-12-17 11:01:58	Given the vehicular traffic issues on the Pleasant Valley bridge, I think more attention should be given to moving buses and cars across teh river and not for people walking dogs.
2019-12-16 15:43:14	The wishbone needs to easily feed into an on-street protected bike lane on pleasant valley, as well as the trail.
2019-12-16 13:56:58	Very exciting design, love that it came out of community feedback.
2019-12-16 14:00:04	Please permit pedicabs to use bridge
2019-12-16 13:30:57	I like the wishbone alignment because it provides the most direct routes between various points. However given that, I hope that we can mitigate possible friction between cyclists and pedestrians through design that either encourages slowdowns near the center or keeps users separated by speed
2019-12-16 13:04:28	This seems like the most expensive, less structurally and environmentally feasible option. While it is attractive and interesting, it seems unnecessary option. We fairly recently lost the bridge on the other side of the park to a flood. Options A and the C seem like viable options.
2019-12-16 13:04:41	If there is the possibility of adding water fountains that would be a great location. I know there is already one near the small parking lot.

2019-12-15 14:42:23	Love the design, you have my full support. Please ensure sustainable materials are used in the construction and maintenance of the bridge.
2019-12-11 16:04:21	The Canterbury Street connection really must be enhanced with operational controls on Pleasant Valley Road to enable smooth and safe NMV flows to and from the road corridor and the new bridge.
2019-12-10 17:54:43	Not a lot of concrete joints please. Boardwalk is too bumpy.
2019-12-10 17:58:28	Coral vine over the pergola
2019-12-10 19:10:09	Ensure center of wishbone has quality views. Incorporate wishbone into paving pattern?
2019-12-10 19:28:13	Shade is soooooo important. Also, making sure that the local community is part of the process and is not disregarded. Adding public art to the bridge would be a big benefit.
2019-12-10 19:24:02	Make sure you keep view of east of river
2019-12-10 19:08:14	Consider attractive structure
2019-12-10 18:24:31	Restrooms, water fountains, more shade
2019-12-10 18:48:01	Looks good!
2019-12-10 18:42:05	Nope
2019-12-10 17:51:56	Love it. Hope you can find additional funding and accelerate!
2019-12-10 17:50:13	Schedule concerts and fun events
2019-12-10 17:55:44	Looks great chief!
2019-12-10 15:42:07	No

All open ended responses

Q4: Is there any feedback you would like considered regarding the interim improvements?

Timestamp	Response
2020-01-13 09:42:47	- Understanding the major space constraints on the current bridge, I think the interim improvements are great and will provide just enough breathing room to start generating new trail traffic and will make life so much easier for those who currently brave the horrible conditions. Can't wait! - New connections from the existing trail on the south side are sorely needed so it'll be great to legitimize all of the "desire lines" that people have created. - If this project is truly trying to improve safely, why would the speed limit on the north side be RAISED? Sure, it's to match the lowered speed limit on the south but why can't the south side just be lowered to 30? Or just keep the north side 30mph. Pleasant Valley is an URBAN road and the speed limits shouldn't even be 30, nevermind, 35mph. - Relatedly, there needs to be hella enforcement for the first year or more with new speed limits and with the new PHB at Canterbury. I can already predict people running straight through this PHB in order to make the light at Cesar Chavez. Perhaps the light timing there should be changed, too? - The addition of shared used paths on both sides to Cesar Chavez are great but then what? It currently shows "sidewalk improvements" along Pleasant Valley to 7th, but is that going to make it the equivalent of a shared used path? If not, that's leaving people on bikes high and dry once they cross the bridge if they are trying to continue, or coming from, the north. There needs to be a shared use path along Pleasant Valley that connects all the way across 7th to where the bike lane begins. - Speaking of shared use path, the slip lane from Pleasant Valley onto eastward Cesar Chavez needs to be closed. Even the FHWA admits that "right turn slip lanes are generally a negative facility from the pedestrian perspective" (https://safety.fhwa.dot.gov/saferjourney1/Library/countermeasures/15.htm). If that is a non-starter for our car-culture-loving area engineers, there AT LEAST needs to be a MUCH tighter radius + RAISED crosswalk that slows down cars over the cross of the shared use path (similar to what was just put in at 29th and N. Lamar). Otherwise it'll just be carnage for the people trying to cross the shared use path there.
2020-01-11 18:26:28	Running over the dam (which I do frequently) is always a but terrifying. Any improvements that will improve safety and sense of security will be helpful and appreciated.
2020-01-11 10:18:02	Widening the West walkway should be done first. Or we should block off the West most lane of traffic for bike traffic until the new bridge is complete.
2020-01-09 15:07:18	The situation is terrible now. Crossing the dam is the most stressful portion of my runs.
2020-01-09 10:44:52	I'm not sure what these are.
2020-01-09 09:50:40	All of these interim improvements will make a HUGE difference in feeling of comfort and safety in the meantime.

2020-01-09 09:46:15	I'm not sure what the interim improvements are - assume you mean interim to having a final pedestrian-friendly option available.
2020-01-09 09:27:58	None.
2020-01-09 08:38:43	N /A
2020-01-08 18:50:58	Safety for bikers
2020-01-08 16:46:23	Work should be done during afternoon hours
2020-01-01 20:40:55	It seems like a good idea to make the interim improvements asap!
2019-12-27 20:54:38	If you are providing extra walk/bike space with the wishbone, why would you not instead provide extra traffic space over the bridge? See above. The traffic is a nightmare on Pleasant Valley from 3:30-6:30
2019-12-27 13:56:32	People are still driving 45+. Traffic calming measures will be needed, especially around the bridge where cars and people are in closer proximity.
2019-12-27 10:18:39	Current situation is dangerous for foot traffic and bicyclists and needs to be addressed.
2019-12-26 12:34:48	As soon as possible!
2019-12-25 17:50:26	Please do not close pedestrian access to the Longhorn Dam bridge for an extended period of time.
2019-12-24 11:50:04	These must be implemented NOW. However, I am concerned about the 1 foot tall traffic barrier. That is not very tall, and hard for me to imagine how safe this will feel and be for pedestrians. It might be good to explore an 18-inch or 2 foot barrier instead.
2019-12-23 08:46:23	no
2019-12-23 06:05:09	The point is: why drag feet on the bridge construction? The money has been available since 2016. There are no right-of-way issues, There are exemptions for trails in both State and Federal EA and EIS statutes. If you build the bridge in 30 months, the return on investment for the interim improvements is cut in half.
2019-12-23 04:37:33	Only a begin time for the interim improvements is listed and that's just sometime in 2020. What is the estimated completion date? And will these improvements be maintained long term? If the completion date is only a couple years earlier than that for the new bridge and the interim improvements may then be reconfigured (say to accommodate public transit). I'm not sure it's worth the cost, disruption or carbon emissions (from the concrete and construction). I'd rather see a quicker timeline on the bridge. The funding could be secured in a 2020 bond.
2019-12-22 11:35:05	no
2019-12-21 14:57:05	No
2019-12-20 20:45:40	They look awesome. No complaints!

2019-12-20 20:01:22	Please raise the one foot curb barrier between the sidewalks on the bridge and the road. I don't think one foot would really make people feel safe as there is really no space between the sidewalk and road. A higher barrier would at least be a psychological comfort to those using the sidewalk. Also, I strongly am opposed to raising the speed limit on the north side of the bridge to 35 mph on Pleasant Valley. The current speed limit of 30 mph is absolutely appropriate for this stretch of road with many driveway cuts, side streets, and new pedestrian crossings proposed. 35 mph would be dangerous. I applaud lowering the speed limit on the south side of the bridge from 45 mph to 35 mph, but you have to understand the nature of Pleasant Valley on the south side of the bridge is fundamentally different than the north side - fewer driveways, no businesses or houses. 35 mph is OK south of the bridge, but traffic needs to slow down one it crosses to the north side. Lowering the speed limit here is against the spirit of Vision Zero.
2019-12-20 18:56:12	Are the improvements benefiting the majority of the population or just a select few.
2019-12-20 16:12:17	much wider safer ped/bike path for interim
2019-12-20 14:32:51	None.
2019-12-20 14:11:36	No
2019-12-20 13:39:24	It's been the way it is for many years. We can wait for the new bridge without interim spending.
2019-12-20 13:39:13	these are desperately needed, especially on the dam itself
2019-12-20 13:32:56	No
2019-12-20 13:26:56	I like the high concrete barriers between the sidewalks and the roadway, as they offer a high level of protection. Why are you eliminating them?
2019-12-20 13:06:52	ditto
2019-12-19 10:03:03	Yes, please. Considering timeline for full wishbone bridge construction, relief is greatly welcome at this pinch point.
2019-12-17 21:47:08	Go go go!
2019-12-17 11:55:41	Please prioritize safety over convenience, and vulnerable road users (pedestrians & cyclists) over motorists
2019-12-17 15:52:23	Implement ASAP
2019-12-17 11:01:58	Less focus on people with means and catering to thier recreational and pet desires. More attention to grid lock and bumper to bumper traffic to clear primarily buses and cars over the bridge.
2019-12-16 19:55:45	The sooner the better.
2019-12-16 15:43:14	Don't forget Pleasant Valley. A trail is great, but at the end of the day it's dirt and not well suited for practical commuting so much as recreation. Pleasant valley

	needs a protected bike, and the wishbone should easily feed into that. Design planning should be done so that the bridge is compatible with such a protected lane when they're installed later on.
2019-12-16 13:56:58	These have been needed for a long time. Great to see them happening!
2019-12-16 14:00:04	The wishbone works best for pedestrians, bikes, and pedicabs.
2019-12-16 13:05:44	Regarding the "new shared use path to Cesar Chavez on the east and west side [of Pleasant Valley]", I would like to see this extended at least up to 2nd St. since 2nd St. is a safer east/west connection for cyclists than Cesar Chavez.
2019-12-16 13:04:41	Make the pedestrian access safer and better. Anything that lets two people cross at the same time.
2019-12-11 21:57:05	In the diagram it does not show the chain link fence, & does not show a new hand rail / ped-bike protection of any kind. Even though the chain link is very ugly, it is a safety mechanism that should not be removed.
2019-12-11 16:04:21	Greater emphasis on preventing bicycle/pedestrian conflicts along the shared-path river crossings on each side of the bridge structure.
2019-12-10 17:54:43	Make sure pedestrian are protecting crossing bridge. We have no where to escape from a vehicle jumping the curve.
2019-12-10 17:58:28	Flashing signs near the bridge walkway to reinforce need for cars to slow down. Might ask bikes and scooters o walk over so walkers, kids, will not be intimidated
2019-12-10 19:35:28	Very supportive of the hybrid beacon crosswalks -- very much needed! The 1' curb in the interim bridge improvements makes me uneasy, but still excited for the imteri,m improvements!
2019-12-10 19:10:09	Include possibility of making hike and bike trail all concrete on west side of pleasant valley. At least make connection from existing trail up to pleasant valley / lakeshore intersection concrete
2019-12-10 19:28:13	The right turn lane from northbound Pleasant Valley to eastbound Cesar Chavez needs to happen. That makes biking and walking on the east side of Pleasant Valley unsafe. Closing right turn lanes is proven to decrease conflict between peds, bikes, and car and is a more safe way to build streets.
2019-12-10 19:24:02	Not a fan of the beacon just south of PV dam and just south of tunnel. Feel it maybE more unsafe. Concerned with height of new traffic curb height on bridge. Should be higher with so much ped and bike traffic and fast vehicular traffic in close proximity
2019-12-10 19:14:22	My only concern is that the planned curbs between pedestrians/cyclists on the bridge and moving automobile traffic will be too short to make peds/bikers feel safe.
2019-12-10 19:13:03	Please please do this !!!!! I ride/run across longhorn dam almost every day and this would greatly appreciate these changes
2019-12-10 19:08:14	N/A
2019-12-10 18:24:31	Reduce speed limit to 30 mph (or less) on the bridge and implement traffic calming design elements to slow car traffic especially approaching the intersection with Cesar Chavez.
2019-12-10 17:53:28	Consider a floating pontoon bridge for an interim improvement.

2019-12-10 18:48:01	Traffic is going to be ugly.
2019-12-10 18:42:05	Nope
2019-12-10 18:21:29	11' traffic lanes on the outside could be shrunk to improve safety for all models and I NBC rease comfort for bike/peds.
2019-12-10 17:51:56	Consider what other design elements can be done to the roadway to reinforce the new 35 mph speed limit.
2019-12-10 17:50:13	Get money faster and build it all before 2025
2019-12-10 15:42:07	seems like a waste of money - use the funds to get started on the permanent improvements

INTERESTED PARTY INFORMATION

Interested parties are specifically defined in section 25-1-131 of the City Code. To view the Code on-line, go to this link:
<https://www.municode.com/library/tx/austin>

Besides the applicant or owner listed in an application, a person can become an interested party if they communicate an interest to the City through the Case Manager and if they satisfy at least one of the following criteria: 1) they occupy a primary residence that is within 500 feet of the site of the proposed development; 2) they are the record owner of property within 500 feet of the site of the proposed development; or 3) they are an officer of an environmental or neighborhood organization that has an interest in the site of the proposed development or whose declared boundaries are within 500 feet of the site of the proposed development.

If a person satisfies the criteria to become an interested party, they must communicate an interest by delivering a written statement to the Case Manager. The communication must: 1) generally identify the issues of concern; 2) include the person's name, telephone phone number, and mailing address; 3) be delivered before the earliest date on which action on the application may occur; and 4) if the communication is by telephone, be confirmed in writing not later than seven days after the earliest date on which action on the application may occur.

Written comments concerning the site plan application may be submitted to the case manager on this form. Comments on a separate form should include the case number and the contact person listed on the notice.

Case Number: SP-2023-0204D

Contact: Meg Greenfield, 512-978-4663 or

Shakayla Stevenson, 512-978-1697

☒ I meet the requirements for and request to be an interested party.

Note: All contact information is mandatory.

Name (please print)

PAUL ADDINGTON

Telephone number

512 477 7595

Address(es) affected by this application (Street, City, ZIP Code)

2809 CARTER BURY ST, AUSTIN 78702

Mailing address (Street, City, ZIP Code)



Signature

Date

9/11/2023

Comments: CONCENTS ABOUT PUBLIC ACCESS

ALONG THE NORTH SHORE AT THE LAKE
FRONT OF PROPERTY OWNERS. THE OLD
PEDESTRIAN BRIDGE. THE PROPOSED BRIDGE
OF THE TRAIL FOR WATER FLOW IN THE
OLD LAGOON. EARTH ABATEMENT.

Mail comment forms to:

City of Austin

Development Services Department

Attn: Meg Greenfield

P. O. Box 1088

Austin, TX 78767-1088

PUBLIC HEARING INFORMATION

Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During a public hearing, the board or commission may postpone or continue an application's hearing to a later date, or recommend approval or denial of the application. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

A board or commission's decision may be appealed by a person with standing to appeal, or an interested party that is identified as a person who can appeal the decision. The body holding a public hearing on an appeal will determine whether a person has standing to appeal the decision.

A zoning ordinance amendment may include a conditional overlay which would include conditions approved by the Land Use Commission or the City Council. If final approval is by a City Council's action, there is no appeal of the Land Use Commission's action.

An interested party is defined as a person who is the applicant or record owner of the subject property, or who communicates an interest to a board or commission by:

- delivering a written statement to the board or commission before or during the public hearing that generally identifies the issues of concern (*it may be delivered to the contact listed on a notice*); or
- appearing and speaking for the record at the public hearing; and:
- occupies a primary residence that is within 500 feet of the subject property or proposed development;
- is the record owner of property within 500 feet of the subject property or proposed development; or
- is an officer of an environmental or neighborhood organization that has an interest in or whose declared boundaries are within 500 feet of the subject property or proposed development.

A notice of appeal must be filed with the director of the responsible department no later than 14 days after the decision. An appeal form may be available from the responsible department.

For additional information on the City of Austin's land development process, visit our web site: www.austintexas.gov/devservices.

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before or at a public hearing. Your comments should include the name of the board or commission, or Council; the scheduled date of the public hearing; the Case Number; and the contact person listed on the notice.

Case Number: SP-2023-0204D

Contact: Meg Greenfield, (512) 978-4663

Public Hearing: Planning Commission, November 14, 2023

MARCEL MEYER

Your Name (please print)

70 SAN SABA ST

Your address(es) affected by this application

Marcel Meyer

Signature

Date

Daytime Telephone:

512-689-4455

Comments:

11/6/23.

I object because the plan to remove the parking lot at Longhorn Bridge on Canterbury St will create dangerous lack of safety lines because of all the cars that will park in the street that normally park in the lot.

If you use this form to comment, it may be returned to:

City of Austin

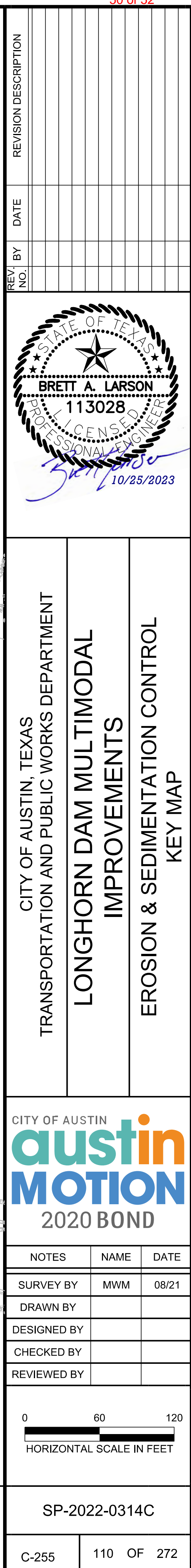
Development Services Department

Meg Greenfield

P. O. Box 1088

Austin, TX 78767-8810

☐ I am in favor
☒ I object





NOTES:

1. SEE "HORIZONTAL ALIGNMENT DATA" SHEET FOR ALIGNMENT INFORMATION NOT SHOWN.
2. SEE "TEST HOLE DATA" SHEETS FOR TEST HOLE INFORMATION.

IMPERVIOUS COVER (IC) NOTES:

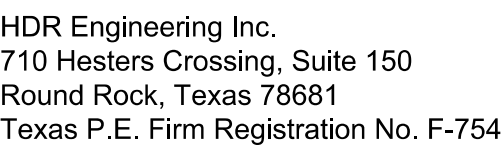
1. TOTAL PROJECT LIMITS OF CONSTRUCTION (LOC) - 265,739 SF.
2. OVERALL PROJECT LOC ARE WITHIN PARKLAND.
3. NO IC OVER LADY BIRD LAKE.
4. WATER QUALITY IC CALCULATIONS FOR OVERALL PROJECT.

COA LDMIP OVERALL WATER QUALITY IC CALCULATIONS		
LOCATION	PRE-PROJECT	POST-PROJECT
S. PLEASANT VALLEY RD	IC = 20,912 SF	IC = 20,912 SF
EXISTING CANTERBURY PARKING LOT	IC = 5,781 SF	REPURPOSED IC TO NC= 5,477 SF (3) REPURPOSED IC= 304 SF (4)

IC - IMPERVIOUS COVER

NC - NONIMPERVIOUS COVER (PERVIOUS SURFACE AND EXEMPT IMPERVIOUS COVER PER LDC)

- ① EXISTING CONDITIONS IS SURVEYED SIDEWALKS, TRAILS, ROADWAYS, PARKING LOTS, AND RIPRAP.
- ② FINAL INCLUDES: EXISTING CONDITIONS WITH PROPOSED IMPROVEMENTS.
- ③ REPURPOSED IC TO NC IS THE PROPOSED PARK GRASS AREA AND UPDATED TRAIL.
- ④ REPURPOSED IC IS THE PROPOSED CONCRETE SIDEWALK FOR AN ON-STREET HANDICAP SPACE.




STATE OF TEXAS
★ ★ ★ ★ ★
ROGELIO G. RODRIGUEZ
141817
LICENSED
PROFESSIONAL ENGINEER

THE SEAL APPEARING ON THIS
DOCUMENT WAS AUTHORIZED BY
ROGELIO G. RODRIGUEZ, P.E.
LIC. # 141817

CITY OF AUSTIN, TEXAS
TRANSPORTATION AND PUBLIC WORKS DEPARTMENT

**LONGHORN DAM MULTIMODAL
IMPROVEMENTS**

**PROJECT OVERVIEW PLAN
(SHEET 1 OF 2)**

The logo for the City of Austin Austin Motion 2020 Bond. It features the text "CITY OF AUSTIN" in a small, black, sans-serif font at the top. Below it, the word "austin" is written in a large, lowercase, sans-serif font, with "aust" in teal and "in" in orange. Underneath "austin", the word "MOTION" is written in a large, bold, blue, uppercase, sans-serif font. At the bottom, the words "2020 BOND" are written in a medium-sized, black, uppercase, sans-serif font.

A horizontal scale bar with markings at 0, 50, and 100 feet. The bar is divided into two equal segments of 50 feet each. The top segment is black, and the bottom segment is white.

G-009 9 OF 272

