

## Sturgill, Hunter

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**From:** Matthew Arth [REDACTED]  
**Sent:** Wednesday, February 4, 2026 11:33 AM  
**To:** Historic Preservation Office  
**Subject:** Landmark Commission meeting 02/04/2026: Support new bridge at Barton Springs Road

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Good morning,

My family and I live in the Barton Hills neighborhood and we strongly support the replacement of the bridge on Barton Springs Road leading to Zilker Park. Although it is a beautiful historic bridge, it is dangerously narrow for pedestrians and cyclists. It is imperative that a replacement include protected bicycle lanes on both sides of the bridge and wide pedestrian sidewalks.

If the bridge is not replaced, then new bridges or structures on either side to provide a safe space for pedestrians and cyclists should be prioritized.

We would also recommend extending the right turn lane on Azie Morton Road that leads to Barton Springs Road as part of this project.

We appreciate the Landmark Commission's consideration of these comments.

Best regards,

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Matthew A. Arth

[REDACTED]  
Barton Hills

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## Sturgill, Hunter

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**From:** David Weinberg [REDACTED]  
**Sent:** Wednesday, February 4, 2026 10:47 AM  
**To:** Historic Preservation Office  
**Subject:** Opposition to Barton Springs Road Bridge Replacement

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I fully agree with and support the Zilker Neighborhood Association on this matter.

Regards,

David Weinberg  
Barton Hills

From ZNA:

*The historic Zilker Park bridge, built in the 1920s and expanded in the 1940s, is a critical contributing feature of the National Register of Historic Places' Zilker Park Historic District. We urge the City Council to protect and preserve this bridge indefinitely and to reverse the decision to replace it with a standard highway-style bridge.*

*Since our 2025 resolution, new data has further solidified our opposition:*

- **Escalating Costs:** *The estimated cost for a replacement bridge has increased from \$40 million to \$54.5 million.*
- **Funding Gap:** *While the city has secured a \$32 million federal grant, the total project cost of \$54.5 million leaves a significant unfunded gap of approximately \$14.5 million.*
- **Viable Alternatives:** *Structural engineer Tom Kam, who has inspected the bridge, determined that the structure can be maintained and operated indefinitely. He noted that repairing the existing structure would be far less costly than the massive expense of removal and replacement.*
- **Environmental and Cultural Damage:** *Demolition would directly disturb the State-protected Vara Daniel archeological site and cause substantial damage to Barton Creek and its riparian habitats.*

*The Zilker Neighborhood Association believes the City's current plan overlooks financially responsible and environmentally sustainable rehabilitation alternatives. We request that the Historic Landmark Commission deny this permit and prioritize the preservation of this historic Austin landmark. We*

*further advocate for a parallel bike/pedestrian bridge that would improve traffic flow at a fraction of the cost while avoiding damage to unique aquatic and historic resources.*

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## Sturgill, Hunter

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**From:** Katie Kam [REDACTED]  
**Sent:** Wednesday, February 4, 2026 12:09 PM  
**To:** Historic Preservation Office  
**Cc:** Sturgill, Hunter; Taniguchi, Bat - BC; Heimsath, Ben - BC; Grogan, Harmony - BC; Pleasant-Wright, Tonya - BC; Koch, Kevin - BC; Alvarez, Jaime - BC; McWhorter, Trey - BC; Larosche, Carl - BC; Acton, Jeffrey - BC; Evans, Roxanne - BC; Rice, Judah - BC  
**Subject:** Vote for rehabilitation, not replacement, of Barton Springs Rd Bridge (Item 8, Feb 4, 2026)

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To members of the Historic Landmark Commission:

I am writing in support of the rehabilitation, NOT the tear down and replacement, of the Barton Springs Road bridge (i.e., the Zilker Bridge). Three main reasons why rehabilitation is the better choice:

- 1) Austin is known for being the first city in the nation to establish a green building rating system. Rehabilitation follows green building principles and maintains Austin's historic fabric; tear down and replacement does not.
- 2) The city needs to be more mindful of spending and more efficient with resources; the cost for replacement would mean less funds for other projects needed around the city.
- 3) The proposed replacement bridge is too wide and does not fit the historic Zilker Park entrance setting. Renderings from the AECOM August 2025 report for the replacement bridge show 4 lanes of traffic plus concrete median and bike/ped paths on both sides, for effectively a 9-lane wide bridge (page 14-15): <https://services.austintexas.gov/edims/document.cfm?id=466666>

Four vehicle lanes on the bridge are not needed. With the successful road diet on Barton Springs Road that reduced the number of lanes to 1 in each direction, the same can be done for the existing bridge. By having 2 total vehicle lanes on the bridge instead, traffic is calmed and more space will be provided for other modes (e.g., bikes, pedicabs, low speed vehicles, golf carts, and pedestrians) on both sides of the existing bridge deck. Physical barriers can be added to prevent encroachment of vehicles into the non-car space.

To facilitate turning movements and further enhance traffic calming and safety, the traffic signal at the Azie Morton & Barton Springs Road intersection should be removed and replaced with a single-lane roundabout. That will also provide a nice entrance to the bridge/park, ideally with public art as a centerpiece.

If it is desired to have additional space for cyclists and pedestrians (beyond that provided when the # of car lanes is reduced to 2 total on the bridge), a separate bridge would be better. You'll notice the AECOM rendering shows pedestrians sitting down on a bench with their back to the car traffic (page 17). Of all the places for people to hang out in Zilker Park, sitting on a bench adjacent to 4 lanes of traffic on the proposed replacement bridge would be the least attractive spot with the car noise and exhaust. The Pfluger Bridge works as a place for pedestrians and cyclists to hang out because it is **\*\*away\*\*** from the car bridge. Therefore, rather than replacing the bridge, a better option would be to create a separate bike and pedestrian bridge if more space is warranted.

Please vote for a rehabilitated, multi-modal Barton Springs Road bridge and direct city staff to begin the "intersection control evaluation" process for converting the Azie Morton signalized intersection to a roundabout.

Thank you,

Katie Kam, PhD, PE

Austin resident since 1983, avid cyclist, and civil engineer and urban planner

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## Sturgill, Hunter

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**From:** Nick Constant [REDACTED]  
**Sent:** Wednesday, February 4, 2026 12:44 PM  
**To:** Historic Preservation Office  
**Subject:** Barton Springs Bridge

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Learn the lessons of the Prop Q failure. Do not accept additional costs associated with demolishing and rebuilding the Barton Springs Bridge. Repair and maintain the existing bridge.

| Nick Constant / Austin, TX 78704 |

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