

Lamar Pedestrian/Bicycle Bridge Extension Redesign

Prepared by Jana McCann, Division Manager, Urban Design & Historic Preservation/TPAD (tel 499-6096)
May 9, 2001

Why the Redesign?

The Seaholm District Master Plan, very recently completed by the ROMA Design Group, recommended a rethinking/redesign of the two flyover-type extensions originally proposed to extend from the Lamar Ped/Bike Bridge.

First, ROMA recommended to eliminate altogether the northeastern flyover which bridged over Cesar Chavez and landed close to the western side of the Seaholm Power Plant. As part of their charge, ROMA, working with many stakeholders, designed a new, multi-modal transportation network to serve the future use of the power plant as well as the district surrounding it, that provides for bicycle, pedestrian, transit and automobile access. The northeastern flyover (neither a designed or funded project) conflicted with this network and negatively impacted Town Lake Parkland and the historic power plant.

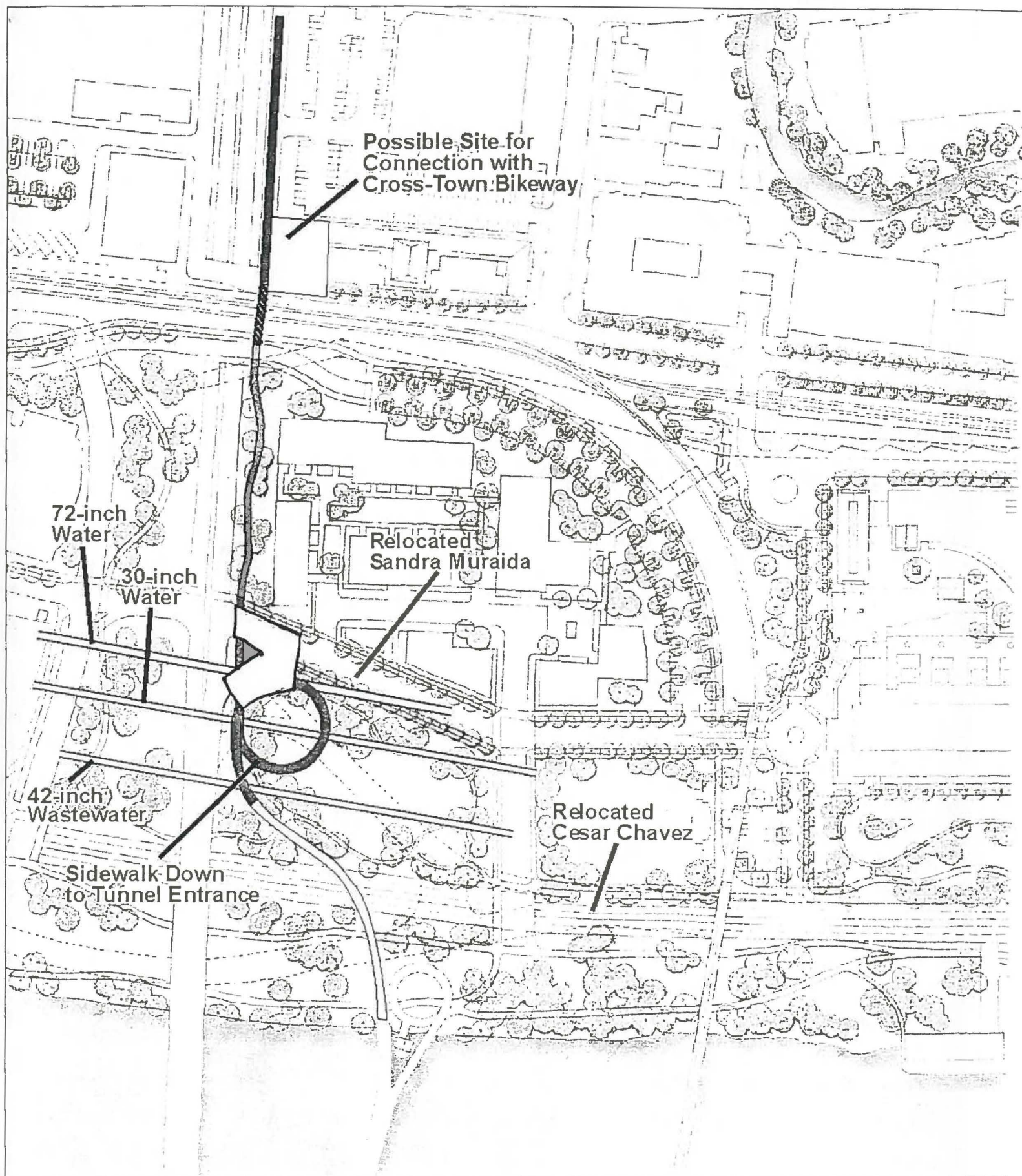
Second, ROMA recommended to bring the northwestern flyover-type bridge extension down to grade once it bridged over West Cesar Chavez. In addition, ROMA recommended that the bridge approach and parallel the existing Lamar Boulevard Bridge so as to reduce the new bridge's visual and physical impact on Sand Beach Reserve parkland. The old configuration sliced across the parkland, similar to the current configuration of Sandra Muraida Way (SMW). The Seaholm District Master Plan calls for a more rational and calmer configuration of SMW, which increases the amount of contiguous parkland considerably, creating a truly useable open space : "The Meadow" area. *(Note: Funds [\$500,000] are available from the recent COA vs. LIC Settlement Agreement to make improvements to Sand Beach such as providing native plant re-vegetation/landscaping, trails, and other public amenities.)*

Aspects of the Redesign (See plan and section sketches attached.)

The redesigned portion of the bridge extension will comply with ADA standards as well as AASHTO bicycle and pedestrian way design standards. The new design allows cyclists and pedestrians to touch down near the intersection of reconfigured SMW and Lamar Boulevard if they are destined to the Seaholm Power Plant, the YMCA, The Meadow or Events Green or the proposed LIC/LBJ mixed-use building, which will have a street-fronting retail and restaurant component. The new design would allow cyclists a much more direct connection to the Lance Armstrong Crosstown Bikeway, which is currently being considered to travel along the north side of Cesar Chavez in this area - which is on the south edge of The Meadow.

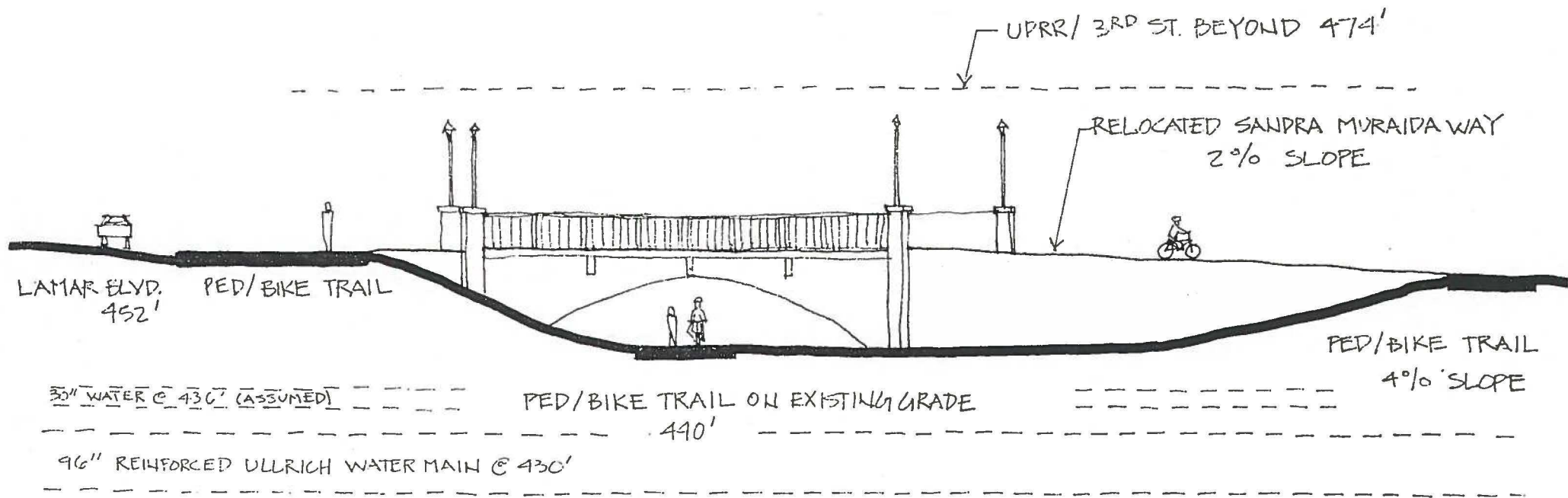
The new design provides for a safer passage for its users, as it comes in contact with the ground much sooner and provides opportunities for linkage to other destinations and trails and provides escape in case of an accident or emergency on the bridge. The old design had a 1000' bridge structure that flew over both Cesar Chavez and Sandra Muraida Way thus creating the potential of aggressions occurring while isolated in the air.

Those destined to points farther north along Lamar would take a gentle, circular ramp down to pass under the new Sandra Muraida Bridge span at this juncture, ramping up on the north side of the SMW. The path continues north, parallel to Lamar, tunnelling under 3rd Street and the railroad line.



Lamar Boulevard Pedestrian/Bicycle Bridge
Phase 2 Extension to North of Third Street

Sandra Muraida Bridge



PROPOSED LAMAR PED/BIKE TRAIL CROSSING AT SANDRA MURIDA WAY

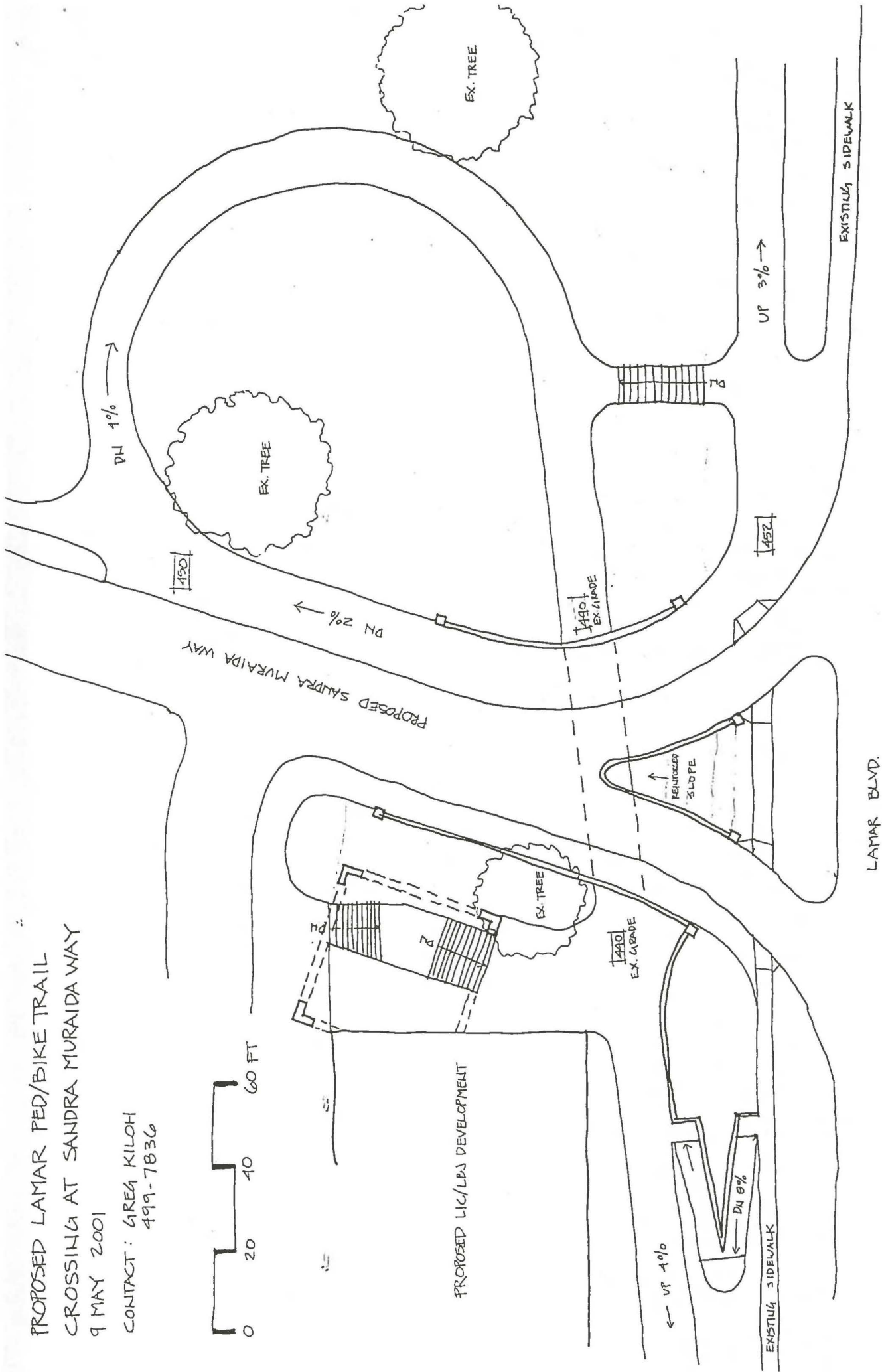
9 MAY 2001
1" = 20'

CONTACT: GREG KILOH
499-7836

PROPOSED LAMAR PED/BIKE TRAIL
CROSSING AT SANDRA MURDAIDA WAY
9 MAY 2001

9 MAY 2001

CONTACT: GREG KILOH
499-7836



TEA 21 ENHANCEMENTS PROGRAM 2001 - Interim Report						
Project Name Sponsor / CoA Staff Contact	Screening Score	Budget (\$)	Match %	Match \$	Match Source	Costing
Lamar Ped & Bike Bridge Ph. 2&3 PW&T / Kalpana Sutaria x7225	8	4,200,000	65	2,730,000	CMTA refund	complete
Red River Ped Enhancements DAA / Historic Pres. / Barbara Stocklin x2414	8.5	1.5M - 2M	38	57-78,000	Great Streets	A&E
Pleasant Valley Ped/Bike Trail	6	438,250	20	87,650	1998 Bond	complete
Upper Boggy Creek Trail	9	2,000,000	TBD**	TBD**	1998 Bond	A&E
Bike / Ped. / Linda DuPriest x7240						
Congress Bridge Bat Viewing Platforms PW&T / Teresa Calkins x7298	6	2,000,000	20	400,000	8780 607 2116	consultant
Walnut Creek Trail PARD / Butch Smith x6763	9	3,848,522	52	2,000,000	PARD CIP	complete

* Costing not complete - phases to be applied for will be no greater than \$2M -

Total project will be broken into 5 or 6 phases - portion applied for will depend on cost and available match

IX. PROJECT ELIGIBILITY. The proposed project must have a direct relationship to the surface transportation system by Function or Impact. Please check only one box.

X FUNCTION ☐ IMPACT

X. ELIGIBLE CATEGORIES Check only **one** category in which the project has a primary activity.

- X 1. Provision of Facilities for Pedestrians and Bicycles
- ☐ 2. Provision of Safety and Education Activities for Pedestrians and Bicycles
- ☐ 3. Acquisition of Scenic Easements and Scenic or Historic Sites
- ☐ 4. Scenic or Historic Highway Program (including the provision of tourist and welcome center facilities)
- ☐ 5. Landscaping and other Scenic Beautification
- ☐ 6. Historic Preservation
- ☐ 7. Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities (including historic railroad facilities and canals)
- ☐ 8. Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- ☐ 9. Control & Removal of Outdoor Advertising
- ☐ 10. Archaeological Planning & Research
- ☐ 11. Environmental Mitigation of Water Pollution due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality while Maintaining Habitat Connectivity
- ☐ 12. Establishment of Transportation Museums

XI. PREVIOUS ENHANCEMENT PROGRAM PROJECTS

Has this project been submitted in previous Transportation Enhancement Program calls?

X Yes ☐ No

Is this project a part of another previously selected Transportation Enhancement project?

X Yes ☐ No

If yes, please describe.

Lamar Pedestrian/Bicycle Bridge Phase One

Lamar Pedestrian/Bicycle Bridge Phase One is currently under construction. This bridge will connect the hike and bike trails at the north and south ends of the Town Lake. A TxDOT grant (ISTEA #0914-04-038) of \$953,252 was awarded to this project in 1998. Phase Two will provide a bridge extension over Cesar Chavez Street & Sandra Muraida Way for commuter bicyclists and pedestrians a safe and efficient way to reach downtown area.

VII. PROJECT DESCRIPTION AND LOCATION.

Project Location: East of Lamar and North of Cesar Chavez COUNTY Travis County

TxDOT District(s):__

Project Limits: Connection to the new Pedestrian/Bicycle Bridge to the 3rd & Lamar Intersection.

Project length (miles), if applicable:_____

Detailed Scope of Work. Provide a clear concise description of the proposed project. Detail all work to be performed, any right-of-way or easements required, any special land uses planned and the relationship between the proposed enhancement and the surface transportation system. Include a detail map showing the limits and location of the project, photographs and site plans.

Project Description for Lamar Pedestrian/Bicycle Bridge, Phase Two

Phase One of Lamar Pedestrian/Bicycle Bridge is expected to complete by May of 2001. At the start of design of Phase One, it was anticipated that completed project would provide an uninterrupted access to Lamar Boulevard and 5th Street. Phase Two Project has two components.

Component A: A Bridge extension from the new Pedestrian/Bicycle Bridge to cross over Cesar Chavez and Sandra Muraida Way, come to grade south of the 3rd street bridge with a sidewalk.

Component B: Sidewalk & a tunnel to go under the Rail Road Bridge and provide a ramp system to come up to grade on north of Lamar & 3rd Street. There is a City owned property at the northeast corner of 3rd & Lamar, which will allow room to work the ramp system. The City requested to the Union Pacific Rail Road for at grade crossing, which was denied.

Component A, which is a bridge over Cesar Chavez and Sandra Muraida, is fully designed and permitted. Component B has not been designed yet.

The total length of Component A is 880 feet.

The total length of Component B consisting of a 14 feet wide pedestrian/bicycle sidewalk including the 100 feet long tunnel is 275 feet. The anticipated length for the connection to the Cross Town Bikeway at 3rd & Lamar is about 100 feet. The second option is to continue moving up to land at 5th & Lamar intersection.

A connection to the Cross Town Bikeway at 3rd and Lamar using the city owned property will be studied during the current preliminary engineering phase. We will address the design issues of the tunnel portion under the bridge. It is our goal to open it up as much as possible to make it lighted, airy and safe. The existing retaining wall supporting the Railroad Bridge and the 3rd Street Bridge is a design restriction and therefore a design challenge. This design will be coordinated with possible future widening of Lamar Boulevard.

Rev. 12/00

VIII. PROJECT TIME LINE. Provide an implementation plan for the proposed project, including a schedule of project activities.

After the enhancement funds are available:

Contract with consultant including Council approval process – 2.5 months

Design Process including TxDOT Review – 5.5 months

Bid & Award – 3.5 months

Construction – 9 months

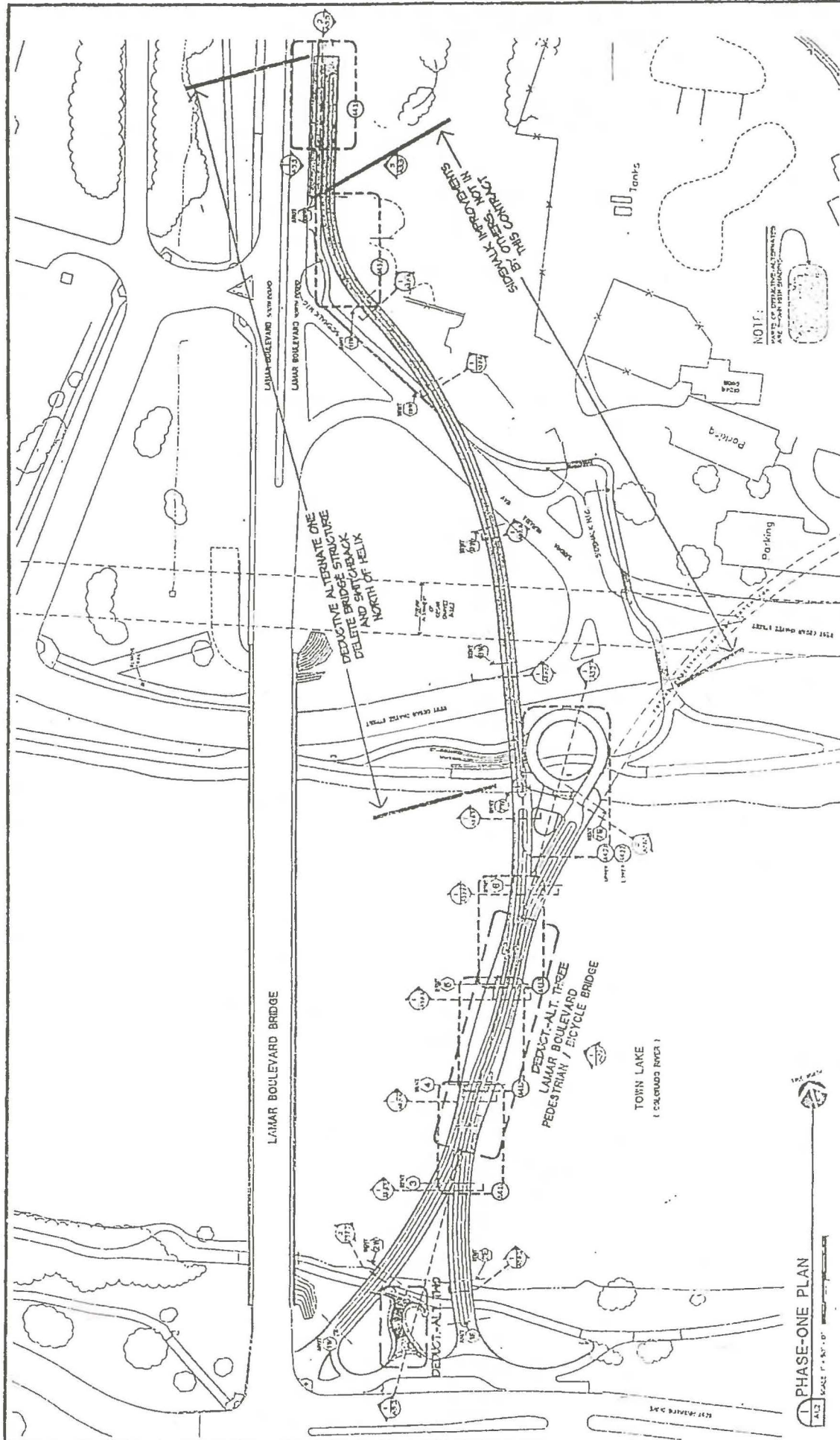
Total time to complete: 20.5 months

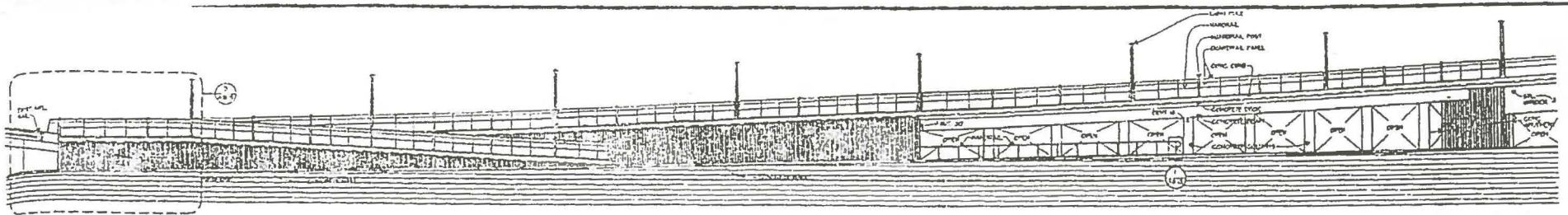
IX. PROJECT USE AND BENEFITS. Clearly define who will benefit from the project and how. Describe how the project will improve social, economic and environmental

aspects of the area, region or state. Describe how the project relates to the surface transportation system and what activities in the project complement the movement of people and goods.

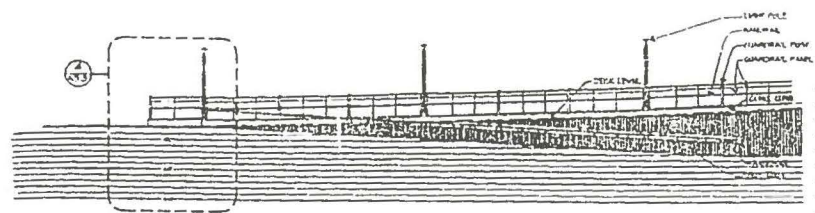
Lamar Pedestrian/Bicycle Bridge, Phase Two

- Provide a safe, pleasant and efficient connection from south of the Town Lake to the Downtown area for pedestrians, runners, joggers and bicyclists.
- Provide a connection to the Cross Town Bikeway project which is currently in preliminary engineering phase. Construction of Cross-Town Bikeway is expected to start by 2003. This will provide an East-West connection reaching all the way to Montopolis and US183 to the east and Mopac to the west.
- The number of residential units coming up just in the Downtown area in the next five years is ? The completed project will serve the residents of a large part of the City of Austin.
- Encourage bicyclist and pedestrian commuters. According to a 1997 estimate, 600,000 bicycle and pedestrian trips occurred on Lamar Boulevard Bridge. With all the urban development in the central part, and due to the Smart Growth initiative, this number is expected to increase quite a lot. By reducing local traffic, it will reduce pollution and provide better environment.
- It will help the new and existing retail businesses in the Down Town area.

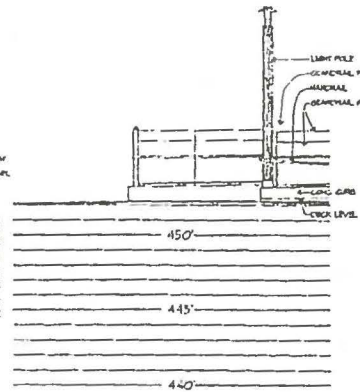




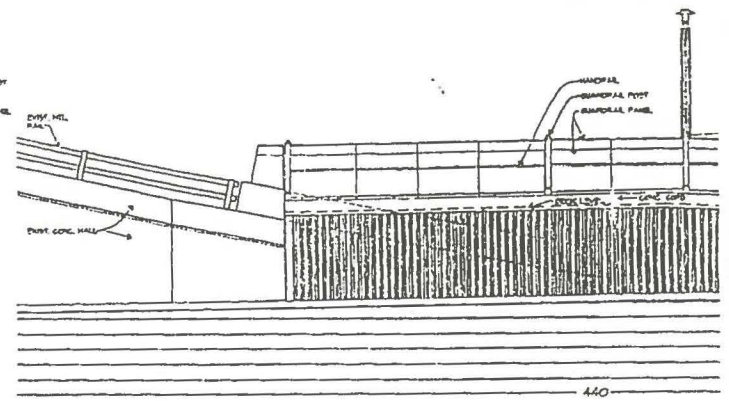
1 WEST ELEVATION
A3.3 SCALE: 1" = 10' - 0"



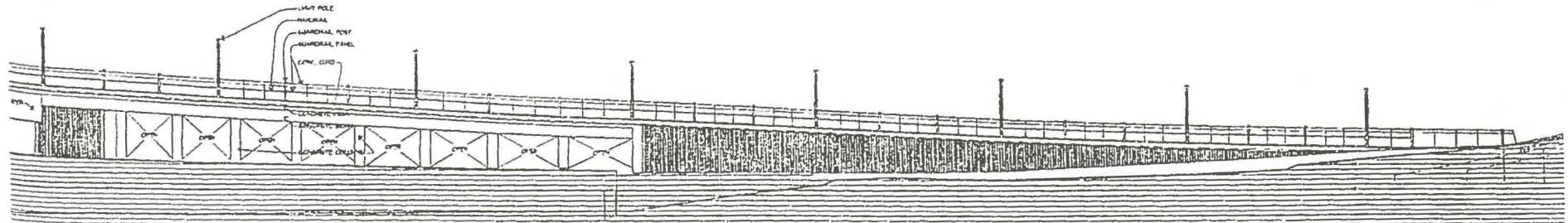
2 WEST ELEVATION/SECTION
A3.3 SCALE: 1" = 10' - 0"



4 WEST ELEVATION/SECTION
A3.3 SCALE: 1/4" = 1' - 0"



5 WEST ELEVATION
A3.3 SCALE: 1/4" = 1' - 0"



3 EAST ELEVATION
A3.3 SCALE: 1" = 10' - 0"

NOTE: ALL WORK SHOWN ON THIS SHEET IS PART OF DEDUCTIVE ALTERNATIVE ONE.

<p>HDR HDR Engineering, Inc. DESIGN & CONSTRUCTION OF INFRASTRUCTURE PROJECTS</p>	<p>K-CDA KALPAMA S A&E PH DESIGN & CONSTRUCTION OF INFRASTRUCTURE PROJECTS</p>	<p>CITY OF AUSTIN, TEXAS C.I.P. NO. 8250-607-2050 C.I.P. NO. 8950-607-1602 REBID LAVAR BOULEVARD PEDESTRIAN/BICYCLE BRIDGE, PHASE 1 PROJECT</p>	<p>SWITCH-BACK ELEVATIONS A3.3 3</p>
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Potential TEA-21 Project-2001

Red River improvements. Red River is the street-level component of the Waller Creek project. Assuming the flood control project is completed, the area will become Austin's version of an urban waterway corridor, with hike/bike creekside, sidewalks/cafes one level up, and Red River the connection to street level. Red River could be the interpretive connector for everything along Red River/Waller Creek, from the University's Erwin Center and Waterloo Park on the north down to the Mexican-American Cultural Center and the Town Lake Hike and Bike Trail on the south. Coordinated wayfinding will include both the creek/lake components as well as the street/urban components. Where no sidewalk exists, it will be filled in, as well as providing shade, lighting, and necessary amenities. This project would complement an earlier ISTEA project that completed the hike and bike trail along Waller Creek.

Project elements would consist of

1. Unifying the pedestrian infrastructure to reflect the historic, environmental, and cultural resources of the Red River corridor. Design of the sidewalk, street furniture, and wayfinding will tie to existing and planned elements.
2. Wayfinding system, both permanent signs and temporary banners, along Red River and extending on adjacent streets where needed.
3. Information system, coordinated with the wayfinding system, so that pedestrians along this corridor can know about the natural features, the cultural facilities, and the historic elements of the area.

Natural resources:

Waller Creek, including the hike and bike trail. When the flood-control project is finished, there will be a greenway along the creek. Wayfinding elements would include directions to trail entrances, information along the trail as well as along the street, and maps of the trail system.

Waterloo Park

Palm Park

Cultural Resources:

University of Texas, especially the Erwin Center.

Symphony Square

Live music Venues, most famously Stubbs

German-Texan Heritage Society

First Baptist Church

Hotels (3 major Downtown hotels, including the Convention Center Hotel)

Brush Square

O. Henry Museum

Trask House

Castleman House

Mexican American Cultural Center

Statewide Transportation Enhancements Program

2001 proposed projects

Bicycle and Pedestrian Program

draft 2/26/01

1. Pleasant Valley Bike Route Phase II & PED.

Total Cost: \$438,250

In 2002, we'll begin design on Phase I of this project, for which we received STP 4C funds from CAMPO. Phase I consists of bike lanes on Pleasant Valley Road between Oltorf St. and Lakeshore Blvd with easy access from there to the Town Lake Hike and Bike Trail. Phase II is an off-street, paved bike path connecting the bike lanes at Oltorf to Mission Hills Drive which just north of Ben White. The trail is in Austin Energy right-of-way and provides a natural corridor for a separated bicycle/pedestrian facility. Upon completion of Phase II, this project will allow safe and direct bicycle access from Ben White Blvd. to the major commercial and recreational centers serving Central Austin. The project application was previously prepared for STP 4C funding and so is complete and ready to be submitted for Enhancements funding.

2. Jollyville Road Sidewalk

Total Cost: \$623,023

This project will construct sidewalks on the west side of Jollyville Road from Floral Park to Duval. Sidewalks on Jollyville Road from Floral Park to Braker have already received STP 4C funding, to begin design in 2003. These projects will allow citizens safe pedestrian access along this busy arterial in reaching single and multifamily residences, retail, employment, transit stops and churches. We must look to federal funding to complete the sidewalks on Jollyville Road because they're exorbitantly expensive due to drainage issues along the corridor. Leveraging local bond funds against federal funds is the most efficient way to fund sidewalks in an area that badly needs them, but is not likely to get them were it not for the availability of these outside funds.

3. Upper Boggy Creek Hike and Bike Trail

Total Cost: TBD

The Upper Boggy Creek Hike and Bike Trail is envisioned as an urban trail corridor providing nonmotorized access to nine city parks and recreation centers, nine schools, a dozen neighborhoods and numerous commercial centers and employers. The complete trail would run approximately 9.7 miles along the Southern Pacific railroad right-of-way owned by Capital Metro from East 12th Street in the south, to the intersection of North Lamar and Airport Blvd.

Besides providing accessibility to amenities along its route, the proposed Trail provides linkages with over a dozen City of Austin bicycle routes, two dozen Capital Metro bus routes, and an interstate linkage with the Greyhound bus station. The plan is also

compatible with both the current use of the existing railroad tracks for freight rail, and the potential future use of the tracks for light rail along part or all of its length.

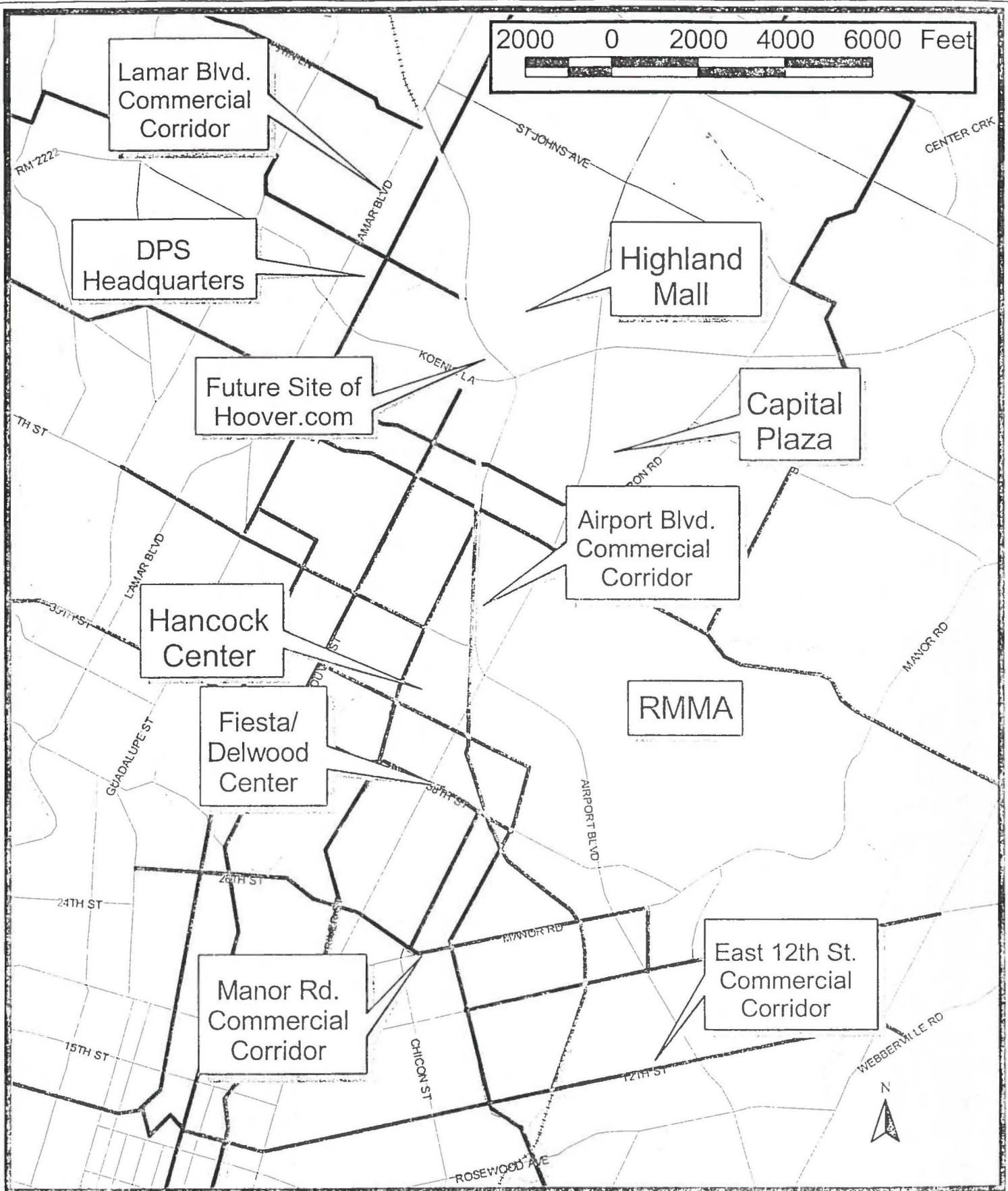
The southern terminus of the Trail at East 12th Street links with the Boggy Creek Trail in East Austin (currently in design for improvements under an STP 4C grant), and from there to the Lance Armstrong Bikeway and the Town Lake Hike and Bike trail, thereby providing a continuous bicycle and pedestrian access from Town Lake to North Lamar Boulevard.

A key element of the project is the pedestrian and bicycle linkage to the surrounding neighborhoods this facility will provide for the redevelopment planned for the Robert Mueller Municipal Airport site. The Upper Boggy Creek Trail will also serve three large commercial centers (Hancock Center, Delwood Center and Highland Mall) as well as the Airport Blvd. and Lamar Blvd. commercial corridors and the Austin Day Labor site.

We plan to divide the project into five phases:

1. East 12th to Manor Rd.
2. Manor Rd. to Wilshire Blvd. (just east of IH 35)
3. Wilshire Blvd. to 51st St.
4. 51st to Denson Drive (Highland Mall entrance)
5. Denson Drive to North Lamar Blvd.

We'll choose at least the first two phases for the A & E folks to estimate for the Enhancements application.



Proposed Upper Boggy Creek
 Hike and Bike Trail and Major
 Activity Centers
 Neighborhood Planning
 NPZD
 City of Austin



Proposed Upper Boggy Creek
 Hike and Bike Trail

- Segment One
- Segment Two
- Segment Three
- Segment Four
- Segment Five

Intersecting Bike Routes

City of Austin Parks

Plotted March 29, 2001

Rev. 12/00

VII. PROJECT DESCRIPTION AND LOCATION.Project Location: Congress Avenue Bridge COUNTY Travis CountyTx DOT District(s): AustinProject Limits: Congress Avenue Bridge – Proper

Project length (miles), if applicable: _____

Detailed Scope of Work. Provide a clear concise description of the proposed project. Detail all work to be performed, any right-of-way or easements required, any special land uses planned and the relationship between the proposed enhancement and the surface transportation system. Include a detail map showing the limits and location of the project, photographs and site plans.

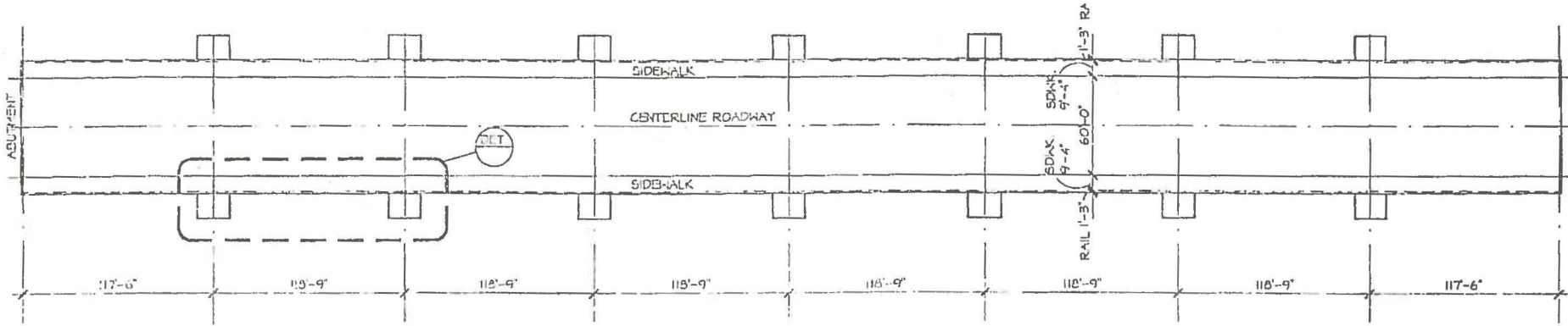
CONGRESS AVENUE BRIDGE PEDESTRIAN OVERLOOK will be a series of 15' by 20' cantilevered observation areas on the downstream side of the bridge. The overlooks are designed to enhance the existing pedestrian thoroughfare, providing spaces for sightseers out of the flow of pedestrian traffic in the right of way.

The platforms will create unobstructed pedestrian access and scenic resting areas enriched with the views of Town Lake, the Downtown Corridor and Austin's popular flight of the Mexican Free-tailed bat community which reside in the bridge's understructure. The overlook enhancements will provide safe areas for pedestrian gathering with added amenities such as seating, shade structures, lighting, and native landscaping in attractive containers in keeping with the Great Streets design interests. The enhancements will allow tourist and the Austin Community to further enjoy its thriving development highlighted by its natural gifts.

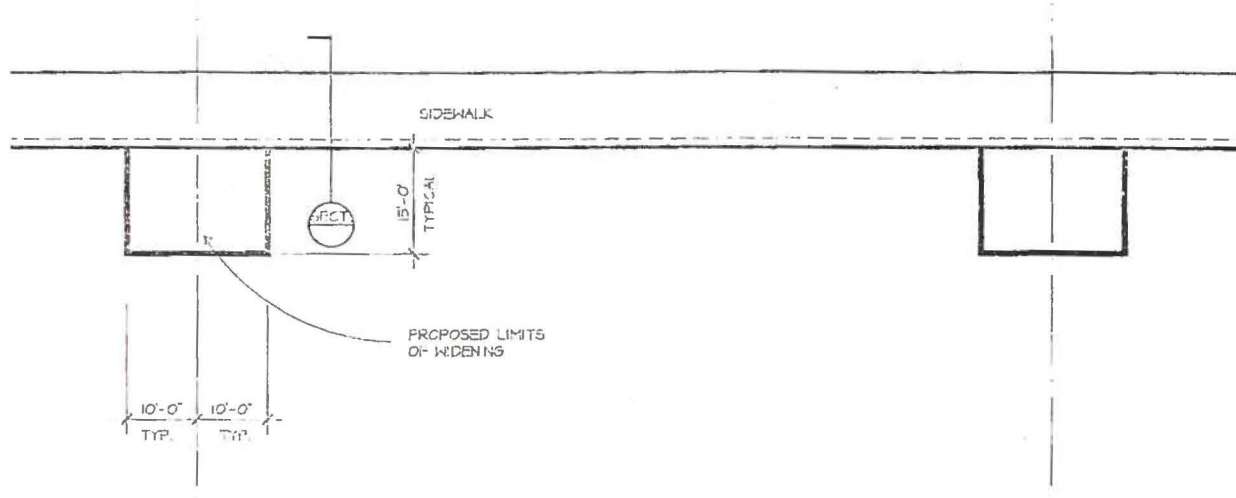
The platforms will be constructed at the locations of the existing bridge bent caps. The bent caps will be extended to provide support for the cantilevered platforms, and the cantilevered portions will be reinforced with fiberglass, carbon fiber, and epoxy adhesives to increase their shear capacity.

Diagram 1 is an overall layout of the bridge deck showing the possible locations and sizes for widening the sidewalks. The proposal included herein includes adding three cantilevered platforms on the downstream side of the bridge, at alternating bent caps where the additions will not interfere with existing traffic illumination. Diagram 2 is a typical section through a widening of the sidewalk that also shows the cantilevered bent cap in elevation.

04/10/01 09:05 434897104 COA PUBLIC WORKS 22 U03



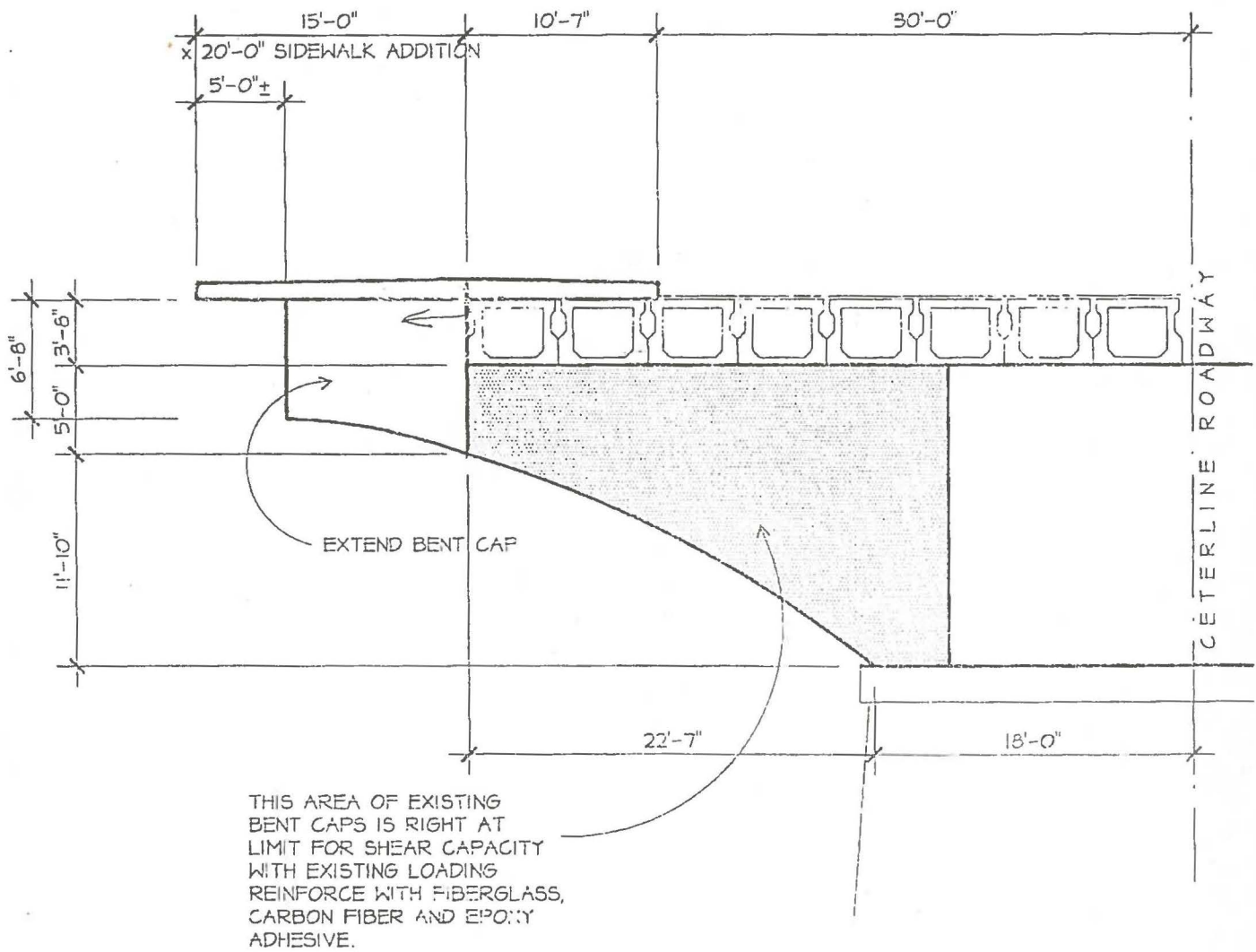
BRIDGE LAYOUT PLAN



DETAIL - ENLARGED PLAN OF TYPICAL SIDEWALK WIDENING

STRUCTURAL FEASIBILITY ANALYSIS
FOR SIDEWALK WIDENING
CONGRESS AVENUE BRIDGE

DIASRAM 1



SECTION

STRUCTURAL FEASIBILITY ANALYSIS
FOR SIDEWALK WIDENING
CONGRESS AVENUE BRIDGE

DIAGRAM 2



The northern Walnut Creek Trail is the first phase of the development of an extensive trail system along Walnut Creek. The proposed trail project will run from Balcones District Park to just west of State Highway Loop 1 (MoPac Expressway) to the Texas Natural Resource Conservation Commission (TNRCC) offices adjacent to Interstate Highway 35 (IH-35). The 6.88 kilometer (4.3 mile) northern Walnut Creek Trail will be a true multi-use commuter style pathway which will act as an alternative transportation artery for east-west travel. In order to accommodate the anticipated heavy use, the trail will be constructed of concrete with a width of 3.9 meters (13 feet). The primary trail will generally follow the greenway of Walnut Creek; in the future, the stream corridors that feed into Walnut Creek will be developed to create a network of trails to link the wider region into this non-motorized transportation artery.

This area of north Austin is one of the most densely populated in the metropolitan region. According to an Austin Parks and Recreation Department Assessment (1995), this area has the greatest need for open-space facility development of any area in the City. This need has been caused by the recent explosive growth in north Austin. The resulting development pattern has been numerous multi-family homes, offices, schools, and retail centers in a mixed use environment. This growth has quickly outstripped the ability of the existing roadway system to adequately handle the increased traffic. The Walnut Creek trail is intended to help alleviate some of this traffic congestion.

Because of the location of Walnut Creek and its tributaries, much of the population of this area will eventually have access to this trail system. Among the facilities that will have immediate access to the primary trail system are Balcones District Park, Austin Cablevision, the Austin Diagnostic Clinic (which includes Capital Metro's planned transfer center), Austin Community College's Northridge Campus, Gracywoods Park, Walnut Creek Metro Park, a church, numerous residential neighborhoods, the Texas Natural Resources Conservation Commission office complex, and a potential Capital Metro park and ride facility at IH-35. Once secondary trails are developed, access will be extended to a planned light-rail station, IBM, a city library, an elementary school, a middle school, a planned new high school as well as additional residential communities.

The planned trail will be built to conform to the AASHTO guide for bicycle/pedestrian trails, as well as recommendations for accessibility for outdoor facilities. The route will cross Walnut Creek and its tributaries numerous times; these crossings will be made by steel bridges or concrete low-water bridges as appropriate. Within the trail corridor are sections of existing trail; these include a rough nature-type trail within Balcones Park, and a 1.5 meter (5 foot wide) concrete trail within Gracywoods Park. Both of these trails will be upgraded to a 3.9 meter (13 feet) wide trail consistent with the balance of the project. The 6 inch thick, reinforced concrete trail system will be engineered to accommodate periodic access by emergency, police, and maintenance vehicles.

The great majority of the project will be built on City of Austin greenbelt. Two gaps will be closed by acquisition of right-of-way. These acquisitions will proceed only with the consent of willing sellers. If any of the sellers is not willing to sell a right-of-way, an alternate route will be selected that follows existing parkland or city street right-of-way.

VIII. PROJECT USE AND BENEFITS

Page B5

The goal of the Walnut Creek trail is to provide an alternative transportation opportunity for an area population exceeding 75,000 residents. Another large population comes to this area each day to attend college and to work in local offices and businesses. The trail will allow residents and workers the option to travel to work, school, parks, medical care, church and home without using an automobile.

The trail will also provide the opportunity for users to utilize public transportation for travel to other parts of the City. Numerous bus routes connect to the trail system (see the related map). With the addition of bike racks to the Capital Metro bus fleet, passengers will have the opportunity to bike and ride throughout the metro area. The planned transfer center at the Austin Diagnostic Clinic and the planned light rail station near Parmer and MoPac will create an intermodal commuter hub at the west end of the Walnut Creek Trail. The eastern end of the trail near IH-35 is a potential location for a future park and ride facility.

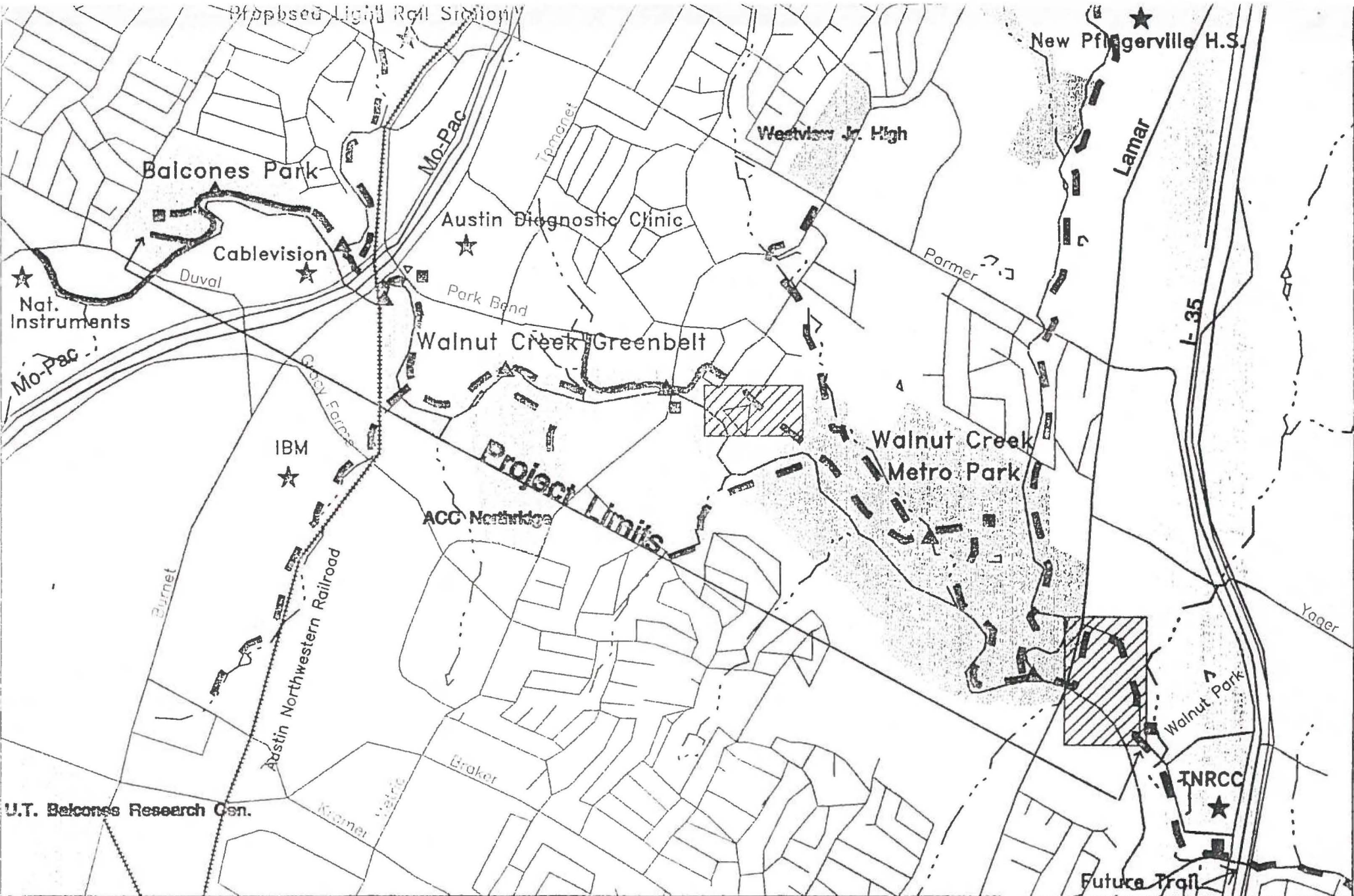
The 1996 Draft Bicycle Plan prepared by the City of Austin recognizes that trails can provide essential links between on-street routes. The Walnut Creek trail will provide an indispensable east-west corridor for bicycle transportation in the north Austin area.

IX. COMMUNITY INVOLVEMENT

The Walnut Creek Trail, though jointly sponsored by the City of Austin and Capital Metro, was actually developed by a public-private partnership group called the Walnut Creek Trail Planning Committee. This group is comprised of representatives from the Copperfield Neighborhood Association, Milwood Neighborhood Association, Lamplight Village Neighborhood Association, Central Texas Association of Utility Districts, the Austin Parks Foundation, the Trust for Public Land, the Vice President's office of Austin Community College, the Texas Natural Resources Conservation Commission, Capital Metro, Travis County Natural Resources and Transportation Department, the National Park Service, and the Austin Parks and Recreation Department. (Enclosed are letters of support from these organizations.) In its efforts to develop a plan for the Walnut Creek Trail, the Planning Committee hosted a public workshop on February 12, 1996 at the Westview Middle School which is in the vicinity of the proposed trail. The proposed project was well received, and no opposition was expressed. The Northridge Campus of the Austin Community College conducted a student survey concerning trails and the proposed project. The results of the workshop and the survey are attached.

The Walnut Creek Trail planning committee disseminates project information to 55 interest groups in the area which include local businesses, offices, schools, police and fire departments, and eight neighborhood associations. This process will be formalized by development of a Walnut Creek Trail newsletter. Plans are underway to organize volunteer groups to act as trail stewards. Planning for future trail development of the Walnut Creek trail system is proceeding at this time.

The Walnut Creek Trail is listed as a "highest potential" trail in the Austin Metro Trails Council's regional trails plan. The Trails Council represents a coalition of regional governments, non-profit agencies, and citizens.



Walnut Creek Trail Development Plan

Austin city limits
Parks
Schools

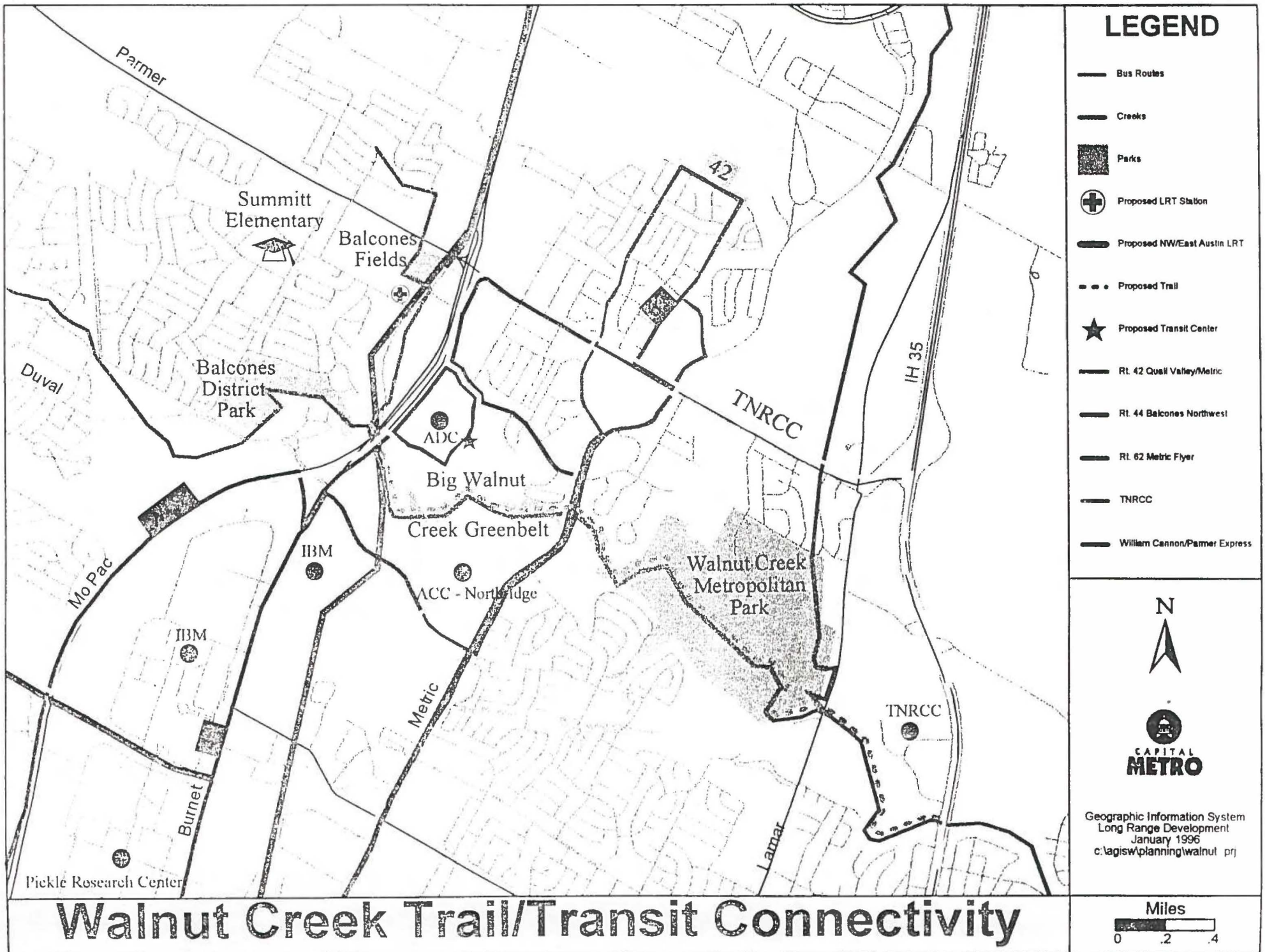
Existing Trails
Primary Streams
Railways

Legend

Proposed Bridge
Proposed Trailheads
R-O-W Acquisition Area

Proposed Trails
Priority 1
Priority 2

Feet
0 1000



Austin Parks and Recreation Department
Programs Division
Upcoming Programs 2001

<u>Date</u>	<u>Time</u>	<u>Event</u>	<u>Location</u>
May 13	10a-2p	Day Camp Challenge	Parque Zaragosa Recreation Center
May 18	10:00 – 2:00	Young at Heart Mayfest	Parque Zaragosa Recreation Center
May 18	11:30 – 1:30	Volunteer Recognition Luncheon/Seniors	Hilton – Fiskville Road
May 18	3:00 – 5:00 p.m.	Volunteer Appreciation Tea	South Austin Senior Activity Center
May 19	2-7p	Park Concert	Givens Park
May 19	7-9p	McBeth Dance	McBeth Recreation Center
May 19-20	8a-12p	4 th Annual Bluebonnet Invitational Youth Fast Pitch Tour	Krieg Fields
May 23	7:30-11p	Teen Dance	Camacho Activity Center
May 24	5p	Volunteer Recognition	Conley-Guerrero Senior Activity Center
May 24	6p	NTP Banquet	Rosewood Recreation Center
May 25	10a-2p	Senior AIDES/PSI Graduation	Conley-Guerrero Senior Activity Center
May 25	11a-2p	Metz Senior Fundraiser (BBQ)	Metz Recreation Center
May 29	1:30p-3:30p	Movie Matinee at the Millennium	Senior Support Services
May 29-30		Summer Teen Academy Training	Rosewood Recreation Center
May 30	6-10p	Jump On It	Rosewood Park
May 31	12noon	Summer Teen Academy Sites Open	12 Sites City Wide
June 5	1p	Father's Day Pool Tournament	Conley-Guerrero Senior Activity Center
June 6	10a-1p	Opening Ceremonies for Playground Programs	Auditorium Shores
June 6	6-10p	Jump On It	Rosewood Park
June 7	1-2:30p	Summer Carnival	Dittmar Recreation Center
June 7	3-10p	All Comer's Track Meet	Burger Field
June 8	9-11	Bowling at the Millennium	Senior Support Services
June 10	7-9p	Sunday in the Park	Givens Park
June 12	10:45a	Father's Day Program	Conley-Guerrero Senior Activity Center
June 12	6-10p	Summer Hillside Concerts	Pan Am Park