



**Briefing
CITY OF AUSTIN
RECOMMENDATION FOR COUNCIL ACTION**

**AGENDA ITEM NO.: 101
AGENDA DATE: Thu 12/15/2005
PAGE: 1 of 2**

SUBJECT POSTING: Presentation and approval of a resolution relating to the alignment of the Pfluger Bridge Extension and the Bowie Street pedestrian undercrossing of the Union Pacific Railroad.

COA STAFF AT MEETING: Sondra Creighton, Director, PWD, 974-7175; Renee Orr, Project Manager, PWD, 974-7241

DESCRIPTION: Presentation and approval of a resolution relating to the alignment of the Pfluger Bridge Extension and the Bowie Street pedestrian undercrossing of the Union Pacific Railroad.

DEPARTMENT: CMO / Agenda Office

Prior Council Action:

- 9/25/2003 Authorize negotiation with HDR Engineering, Inc., for preliminary engineering services for an amount not to exceed \$322,000.
- 6/23/2005 Authorized negotiation with HDR Engineering, Inc., for additional preliminary engineering services to initiate negotiations with the Union Pacific Railroad, for an overall not to exceed amount of \$540,342.

Summary:

The intent of the Pfluger Pedestrian Bridge is to provide a safe pedestrian and bicycle connection between the south and north sides of Town Lake. Construction of the Town Lake portion of the Pfluger Pedestrian Bridge was completed in June 2001. The second phase of this facility includes extending it across Cesar Chavez and under Union Pacific Railroad. As a part of the original project, a northwest arm was designed and bid as an alternate, but because of budget constraints, the northwest arm was never constructed. The proposed northwest arm extended from the west side of the north end of the bridge, proceeded aerially over Cesar Chavez and Sandra Muraida Way and landed just to the east of Lamar and south of the railroad. A crossing of the Union Pacific Railroad was not designed nor approved by the railroad as a part of the original alignment proposal. However, in order to provide for a connection for users proceeding north and south, the crossing at the railroad is needed.

In 2003, a preliminary study was initiated to determine the best route for extending the Pfluger Bridge to meet the original intent of providing a safe passage over Cesar Chavez and the Union Pacific Railroad for pedestrians and cyclists. Evaluation criteria were developed for analyzing the possible alignments. The major categories of this criteria are: Transportation and Circulation Feasibility, Implementation and Constructability, Urban Design/Aesthetics and Redevelopment. These criteria included connectivity to destinations in the area that didn't exist during the design of the original bridge. These destinations include the planned Lance Armstrong Bikeway, a redeveloped Seaholm Power Plant, development of the private property north of the Sand Beach Reserve (the Lumbermen's Tract under contract to Gables Residential Trust), Whole Foods Market at Fifth Street, possible rail/transit platforms in the 3rd Street area east of Lamar, etc. Using the attached criteria, nine alignments were evaluated.

To obtain input from the many interested and diverse stakeholder groups, two advisory groups were established. To represent public stakeholder interests, a Community Advisory Group (CAG) was



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established with representatives from various City boards and commissions, neighborhood groups and various cycling associations. To provide input and expertise on technical issues, a Technical Advisory Group (TAG) was established which included City staff from various departments, as well as representatives from Capital Metro and the Texas Department of Transportation. Both groups provided input into the evaluation criteria and as well as review and input at various points in the study process.

Based on input from the CAG and TAG, and on the scoring of the evaluation criteria, the possible alignments for consideration were narrowed to the northwest arm and the center arm alignments. Upon comparison of these two bridge alignments, it was found that the center arm alignment performed better than the northwest arm in all the major evaluation criteria. These two alignments are compared in the attached evaluation criteria matrices.

The center arm alignment also provides for recommended future improvements to develop a pedestrian/bicycle corridor along Bowie and Henderson Streets. Future implementation of these improvements along this corridor would provide a safe and pleasant experience for cyclists and pedestrians looking to connect to destinations north of 5th Street, the Shoal Creek Trail or to destinations beyond.

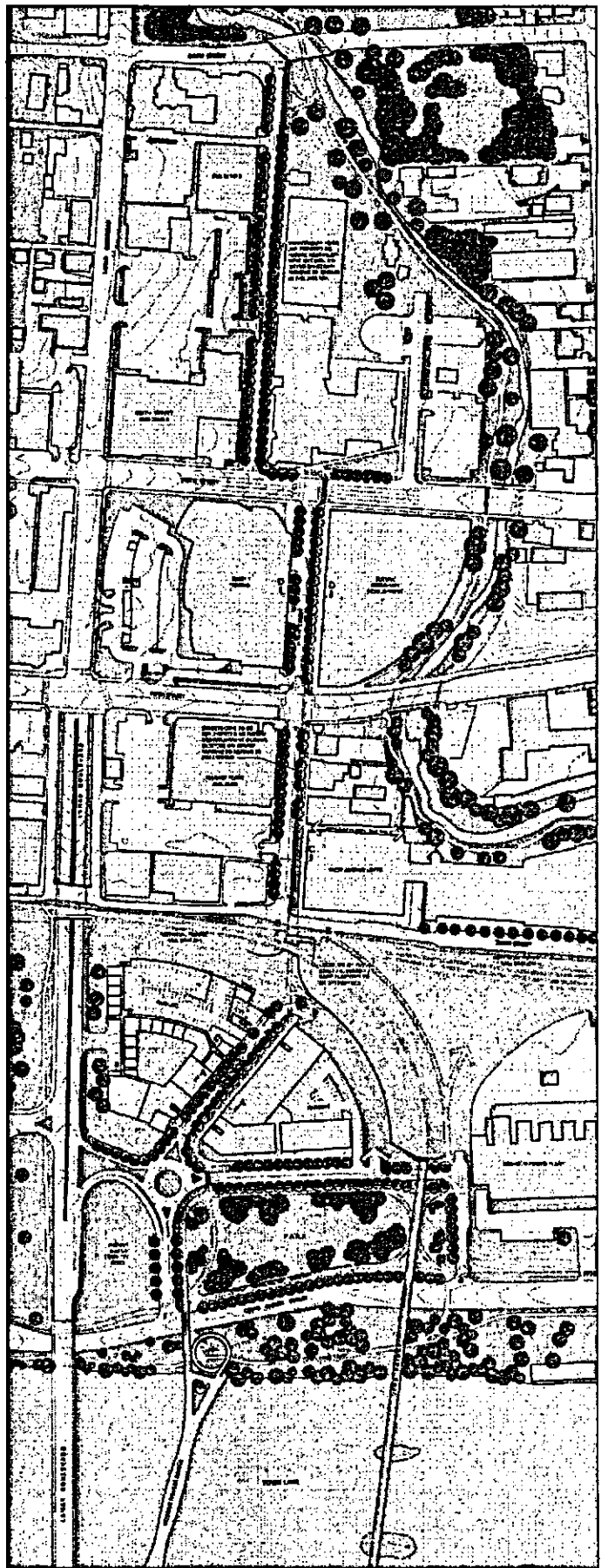
The Center Arm alignment of the bridge extension and the Bowie Street location of the under-crossing of the railroad were approved by the following board, commissions and stakeholder groups:

- Urban Transportation Commission
- Downtown Commission
- Design Commission
- Parks Board
- Planning Commission
- Downtown Austin Alliance Streetscapes and Transportation Committee

Recommendation:

Based on this analysis, it is the City Staff's recommendation to proceed with the design and implementation of the center arm alignment and Bowie Street pedestrian under crossing of the Union Pacific Railroad and 3rd Street.

Once an alignment is approved, the staff will come back to Council to request consultant contract authorization to complete design and construction documents and for construction contract approval and award.

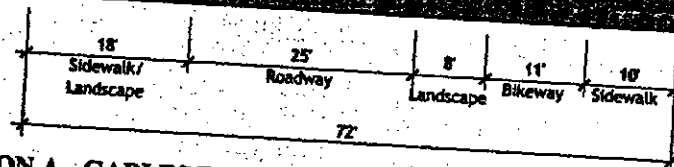


BICYCLE & PEDESTRIAN LINKAGES FROM TOWN LAKE TO NINTH STREET

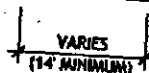
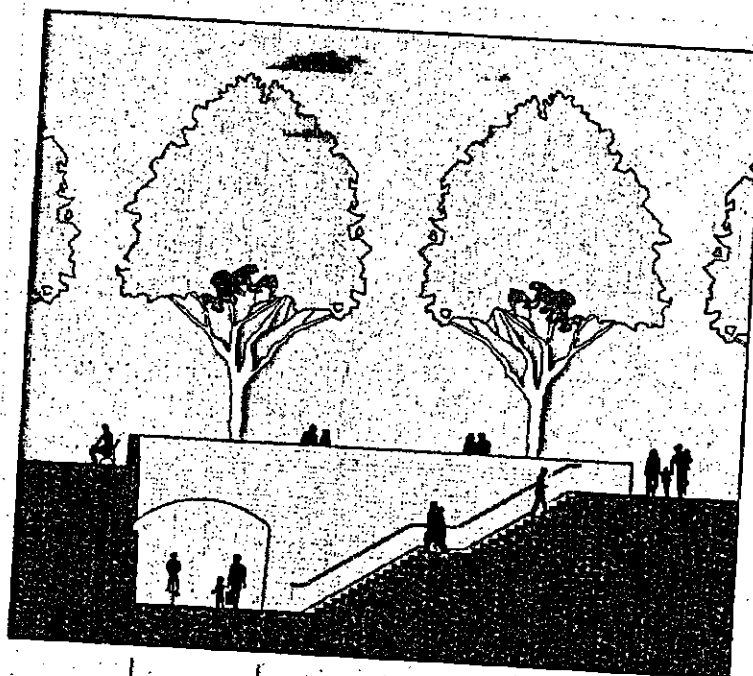
PFLUGER BRIDGE EXTENSION PROJECT

Prepared by ALVA Design Group and HDR Engineering

SEPTEMBER 17, 2008



SECTION A - GABLES DRIVEWAY

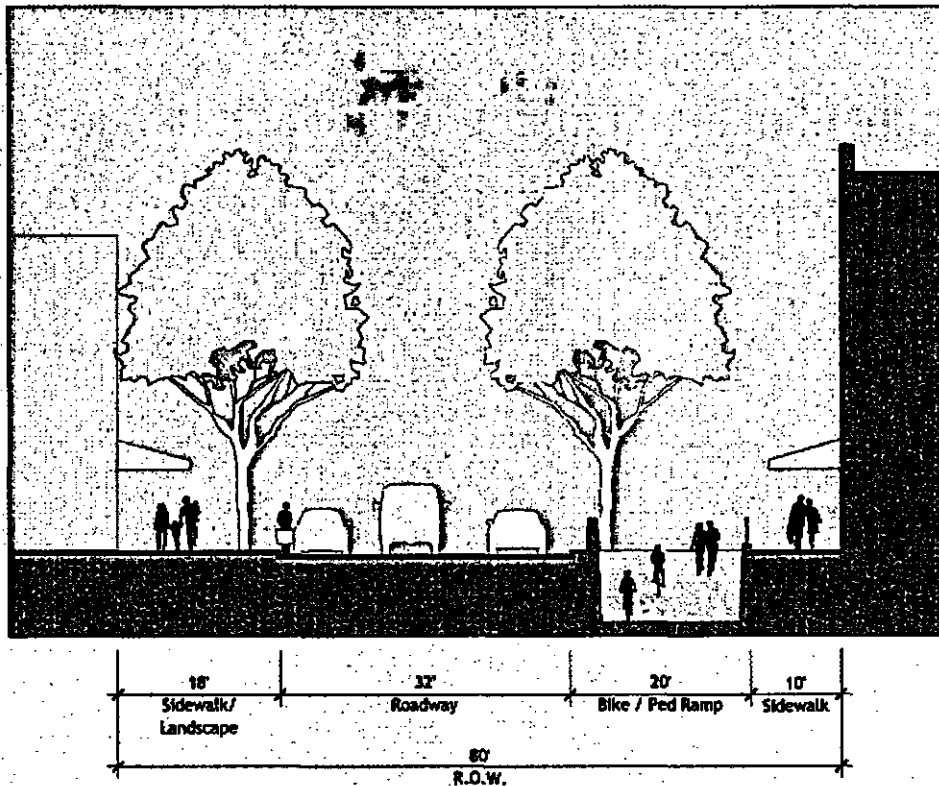


SECTION B - UNDERPASS & STAIR AT OPEN-SKY

STREET SECTIONS

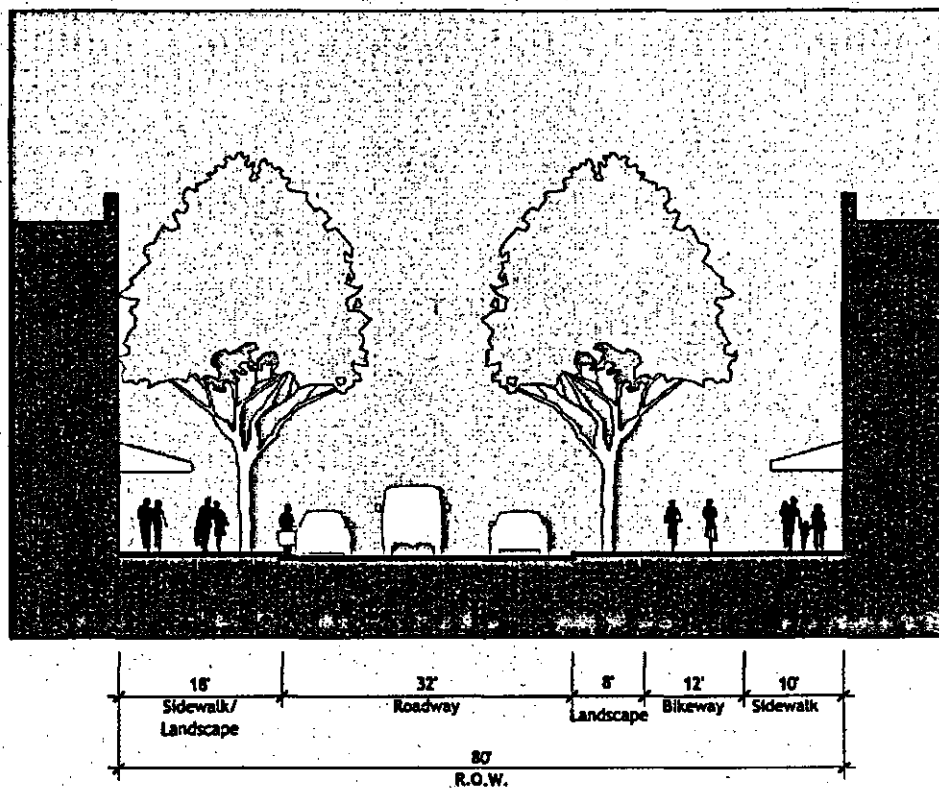
PFLUGER BRIDGE EXTENSION PROJECT

*Prepared by ROMA Design Group and HDR Engineering
November 12, 2005*



SECTION C - BOWIE STREET RAMP

NOTE: Streetscape to be implemented as future development occurs. Existing on-street parking to remain in the interim.



SECTION D - BOWIE STREET

STREET SECTIONS

PFLUGER BRIDGE EXTENSION PROJECT

Prepared by ROMA Design Group and HDR Engineering

SEPTEMBER 15, 2008

Criteria	Northwest Arm to 3rd St Underpass
Transportation and Circulation Feasibility	
Connectivity and Convenience for Cyclists	
to LAB	- Would require switchback
to Town Lake Hike-N-Bike Trails	✓ No change from existing
to Market District	+ Most direct route
to Seasholm	- Bypasses the district
to Downtown	- Least direct access to LAB
to North Lamar	+ Most direct route
to W. 6th St.	+ Most direct route
Connectivity and Convenience for Pedestrians	
to Town Lake Hike-N-Bike Trails	✓ No change from existing
to Seasholm	- Least direct route
to Transit Center	+ Potentially direct access at Lamar
to Market District	+ Most direct access
Limited Stopping Points	✓ Minimal except link to LAB
Grade Changes	- Severe grade change
Directness of Route	✓ Direct to Lamar, indirect to LAB + Downtown
Safety of Pedestrians and Cyclists	✓
Security of Pedestrians and Cyclists	✓
Compatibility with Planned Automobile Circulation System	- Realignment of Sandra Muraida Way
Compatibility with Future Transit Goals for District	- Provides access to only one potential platform location
ADA Compliance Level	✓
AASHTO Compliance	✓
Ability to Eliminate Existing At-Grade Rail Crossings	✓
Implementation and Constructability	
Construction Impact on Existing Roadways	- Impacts on Lamar
Need for Additional Right of Way	- Along Lamar N. of UPRR
Ability for Phasing/Partial Implementation	- Requires Lamar improvement to be effective
Ability for Future Implementation and Expansion	-
Impact on Existing Utilities	✓
Impact on Drainage	✓
Cost	- Requires 2 structures
Urban Design/Aesthetics	
Impact on Visual Environment of Town Lake	- Highest structure
Impact on Quality of Park/Open Space Experience	- Conflicts with Proposed street network that creates more open space
Obstruction of Views to Town Lake	- Views to lake from Lamar obstructed
Obstruction of Views to Seasholm	- Higher bridge elevation will obstruct views
Views from the Bridge	✓
Visual Appearance of Bridge Structure	- Yet to be determined but potentially most visually obstructive
Redevelopment	
Compatibility with Reuse Objectives for Seasholm	- Does not provide direct access
Compatibility with Redevelopment Objectives for District	- Bypasses the district
Impact on Private Properties	- Could impact access to LJC and to property N. of UPRR

Criteria	Center Arm to Bowie St Underpass Options
Transportation and Circulation Feasibility	
Connectivity and Convenience for Cyclists	
to LAB	+ Direct access with minimal grade
to Town Lake Hike-N-Bike Trails	✓ No change from existing
to Market District	✓ Via Bowie Street (Parallel Ped/Bike Corridor to Lamar)
to Seasholm	+ Direct access
to Downtown	+ Most convenient via LAB
to North Lamar	✓ Via Bowie St and Market District
to W. 6th St.	✓ Via Bowie St. and Market District
Connectivity and Convenience for Pedestrians	
to Town Lake Hike-N-Bike Trails	✓ No change from existing
to Seasholm	+ Most direct
to Transit Center	+ Direct access at Bowie St
to Market District	✓ Via Underpass through LJC
Limited Stopping Points	✓ Minimal street crossings
Grade Changes	+ Minimal (Least of alternatives)
Directness of Route	✓ Direct
Safety of Pedestrians and Cyclists	✓ Sandra Muraida Way Roundabout
Security of Pedestrians and Cyclists	✓ Underpass needs further investigation
Compatibility with Planned Automobile Circulation System	✓ Allows for favorable re-alignment of Sandra Muraida
Compatibility with Future Transit Goals for District	+ Provides path/bike access to future rail
ADA Compliance Level	✓
AASHTO Compliance	✓
Ability to Eliminate Existing At-Grade Rail Crossings	✓
Implementation and Constructability	
Construction Impact on Existing Roadways	+ Requires re-alignment of Sandra Muraida Way
Need for Additional Right of Way	+ Requires Permanent Access through LJC
Ability for Phasing/Partial Implementation	+ Project needs to be coordinated with GABLES
Ability for Future Implementation and Expansion	+ Underpass of the Railroad at Bowie St. could be later
Impact on Existing Utilities	✓
Impact on Drainage	✓
Cost	+ Least costly
Urban Design/Aesthetics	
Impact on Visual Environment of Town Lake	✓ Least obtrusive
Impact on Quality of Park/Open Space Experience	+ Creates a much larger area of open space
Obstruction of Views to Town Lake	+ Least obtrusive
Obstruction of Views to Seasholm	✓ Enhances views to lake
Views from the Bridge	✓
Visual Appearance of Bridge Structure	✓ Yet to be determined
Redevelopment	
Compatibility with Reuse Objectives for Seasholm	+ Direct relationship
Compatibility with Redevelopment Objectives for District	+ Landing at "heart" of district
Impact on Private Properties	+ Positive + synergistic relationship with LJC property

Pfluger Bridge Extension Project

Community Advisory Group Members

- ***Eric Anderson***, Friends of the Lance Armstrong Bikeway
- ***Gary Bellomy***, Texas ASLA Austin Chapter
- ***Jeb Boyt***, Austin Metro Trails and Greenways /Austin Parks Foundation/ Parks Board
- ***Lorraine Atherton***, Zilker Neighborhood Association
- ***Andrew Clements***, Urban Transportation Commission
- ***Susan Frost***, Friends of the Parks/South Bank Alliance
- ***Perry Lorenz***, West End Austin Alliance
- ***Joan Hyde***, Design Commission
- ***Jean Mather***, South River City Citizens
- ***Russell McDowell***, Downtown Austin Neighborhood Association
- ***Jennifer McPhall***, ADAPT/Mayor's Task Force on ADA
- ***Craig Nasso***, Downtown Commission
- ***Leslie Pool***, Seaholm Reuse Planning Committee
- ***Chris Riley***, Planning Commission
- ***Bob Sessa***, Bouldin Neighborhood Association
- ***Jane Stanfeld***, AIA Austin
- ***Michelle Van Hyfte***, Downtown Austin Alliance
- ***Stuart Werbner***, Austin Cycling Association

From September 27, 2005 Parks and Recreation Board meeting minutes:

Board member Boyt moved a recommendation in favor of staff proposal regarding the Sandra Muraida Road Realignment and detention pond on parkland and the completion of the Pfluger Bridge. Seconded by board member Bostick. Motion passed 4-2.

Minutes

**Urban Transportation Commission
Monday, September 19, 2005; 6:00 P.M.
505 Barton Springs Road, One Texas Center
8th Floor Conference Room**

Members Present:

Michelle Brinkman
Dana Lockler
Andrew W. Clements
Patrick Goetz
Joi Harden
Dan Rozycki
Greg Sapire
Carl H. Tepper
Scott C. Williams

Members Absent:

None

Public Works Staff Present:

Richard Kroger
Wade Mullin
Morris Poe
Leanne Vaughn

Ms. Brinkman opened the Urban Transportation Commission meeting at 6:10 p.m.

A. Citizens Communications

There were no citizens signed up to speak at this time.

B. Pfluger Bridge Extension Project

Mr. Greg Kiloh, with the Economic Growth and Redevelopment Services, stated this plan was presented in March and this commission recommended to move forward with this plan. This is an update on the plan, which will be taken to City Council in November, and they would like a recommendation or endorsement before November 3rd.

Mr. Kiloh stated there are two projects, the Pfluger Bridge extension, and the Bowie Street Underpass. He then explained both projects, pointing out their locations, and how they will go through the proposed Gables development. He also stated the primary things they have done in the last few months is to work with Union Pacific railroads and to figure out how to do an underpass of the rail. They have an agreement in principal with the railroad.

Mr. Kiloh then described the project that starts at the bridge and goes through the proposed Gables development to the underpass. That path coming out from the underpass and

connects with Bowie Street, adjacent to West Avenue Lofts, and on to the Shoal Creek Trail. He said there is another bridge that goes under 3rd Street.

Mr. Kiloh stated from Bowie Street they are working on a master plan and making recommendations on how to build the bikeway all the way to 9th Street in conjunction with future redevelopment. He stated they have talked to all the property owners in the corridor, and they are all very supportive of the project. However, they did express the usual concerns about the impact on their businesses during construction.

Mr. Goetz stated there is talk of realigning Cesar Chavez for flood control and he wondered if these plans will be compatible with those future plans. Mr. Kiloh said they are working on the exact bridge structure, and there could be a span that will allow the straightening of Cesar Chavez in the area that is an issue.

Mr. Lockler asked the cost of this project. Mr. Kiloh stated he does not have all the figures at this point. Mr. Sapire asked about the completion date. Mr. Kiloh stated the projected time frame is after council approval, hopefully in November. It should take about three years for design, contracts, and building.

Mr. Eric Anderson, citizen, thanked the UTC and staff for their work and support of this project. He likes the improvements in this plan, discussed some of the changes, and supports the recommended master plan. He has concerns that when the other developers begin working on their property, he hopes they will stick with the master plan that they currently are supporting. He would also like to see the Seaholm Facility moves forward with their plans and the connections be to this project be incorporated in those plans.

Mr. Lockler asked the cost of this project. Mr. Kiloh stated the original cost was \$2 million for the extension of the Pfluger Bridge and \$1 million for the underpass. However, it now looks like it might be \$1 million for the Pfluger Bridge and \$2 million for the underpass.

Motion by: Patrick Goetz
Seconded by: Dan Rozycki

Motion: To approve the plan as presented.

Ayes: Brinkman/Lockler/Clements/Goetz/Harden/Rozycki/Sapire/Tepper/Williams
Nays: None
Abstain: None
Absent: None

C. Progress Report from Special Committees

There are currently no special committees.

D. Projected Transportation Projects for City Council Action

There were no transportation projects to discuss.

E. Approval of Minutes from August 15, 2005 Meeting

There were no changes to the minutes. They stand approved as submitted.

F. Committee and Commission Reports

Mr. Clements stated the Downtown Commission discussed the Pfluger Bridge Extension.

K. Adjourn

The meeting was adjourned at 8:25p.m.

Michelle Brinkman, Chair
Urban Transportation Commission

Sondra Creighton, P.E., Director
Public Works Department



Austin Design Commission

MEETING MINUTES Draft

MINUTES OF THE MEETING HELD ON: September 26, 2005

MINUTES TAKEN BY: Holly Kincannon

MEMBERS & STAFF ATTENDING:

- | | | |
|--------------------------|---------------------------|--------------------------|
| 1. Juan E. Cotera (JC) | 5. Perry Lorenz (PL) | 9. Richard Weiss (RW) |
| 2. Joan Hyde (JH) | 6. xEleanor McKinney (EM) | |
| 3. xHolly Kincannon (HK) | 7. John Patterson (JP) | Staff xGeorge Adams (GA) |
| 4. Girard Kinney (GK) | 8. xPhillip Reed (PR) | |

Item No. 1 Call to Order

Meeting called to order by RW at 6:00 P.M.

Item No. 2 Approval of minutes of August 22, 2005

Motion to approve by: EM

Second by: HK

Discussion: PG 2 GK- add utilities

Approved:

Item No. 3 Citizens Communication: None

Item No. 4 Project Reviews and Presentations

Item No. 5 Continuance Items - None

Item No. 6 Committee and Task Force Reports

A. Pfluger Bridge Extension

JH- CAG met recently and with the money available only one arm at the west will be built to meet Bowie and up to 6th St. The bridge comes to grade between 5th and 6th. Around 75% of the CAG members support this plan but the other 25% doesn't based on bicycling requirements. Bike lane is now part of the pedestrian sidewalk. I was concerned about the connection of curbside parking and retail crossing over the bike lane.

Motion: Support with consideration of the points made during discussion.

By: JH

Second By: HK

Discussion:

Approved:

EM- I think the routing is safe so I am in support of the placement of the extension.

GK- The DC might want to include in you support that the plan provide a way to connect with Lamar. Also there should be a provision for Chavez to straighten and be raised in the future.

JP – I agree that a connection to Lamar is important but that a word about the safety of that connection be carefully considered.

Item No. 9 Adjourn

Time 8:15

Motion:

By:

Second By:

Approved:



MEMORANDUM

TO: Mayor Will Wynn and City Council Members

FROM: Perry Lorenz, Chair
Downtown Commission

DATE: September 28, 2005

RE: Pfluger Bridge Extension

At their Wednesday, September 21, 2005 meeting, the Downtown Commission received a briefing by their Pfluger Bridge subcommittee, as well as by Greg Kiloh, City of Austin EGRSO, on the proposed extension of the James D. Pfluger Bicycle and Pedestrian Bridge. The Commission unanimously approved the following resolution:

"The Downtown Commission endorses the staff recommendation for completing the Pfluger Bridge and the extension north."

A handwritten signature of Perry Lorenz is written over a horizontal line.

Perry Lorenz, Chair
Downtown Commission

cc: Toby Hammett Futrell, City Manager
Laura Huffman, Assistant City Manager

CITY PLANNING COMMISSION

September 27, 2005 [ANNOTATED]

City Hall – Council Chambers

301 W. 2nd Street

1st Floor

CALL TO ORDER – 6:00 P.M.

COMMENCED: 6:05 P.M.

ADJOURNED: 8:00 P.M.

____ John-Michael Cortez – Secretary

____ Jay Reddy – Assistant Secretary

____ Mandy Dealey – Parliamentarian

____ Chris Riley - Chair

____ Cid Galindo

____ Gary Stegeman

____ Keith L. Jackson

____ Dave Sullivan – Vice Chair

____ Mathew Moore

All present

CITIZEN COMMUNICATION:

1. The first four (4) speakers signed up to speak will each be allowed a three-minute allotment to address their concerns regarding items *not* posted on the agenda.

NO SPEAKERS.

APPROVAL OF MINUTES

2. Approval of minutes from September 13, 2005.

***APPROVED MINUTES WITH AMENDMENTS MADE BY COMMISSIONER SULLIVAN;
BY CONSENT. [J.R; D.S 2ND] (9-0)***

3. Pulled. No item #3 for consideration.
NO ACTION REQUIRED.

B. OTHER BUSINESS

Facilitator: Katie Larsen, 974-6413

katie.larsen@ci.austin.tx.us

ITEMS FROM THE COMMISSION

1. Report from the Committee Chairs
 - Comprehensive Plan subcommittee will meet October 4, 2005.
 - Training Session next week for Code rewrite.
 - Request was made by Commissioner Riley to have a Neighborhood Planning Meeting scheduled *before* October 11, 2005.
 - Request was made by Commissioner Sullivan to have on the October 11, 2005 agenda a synopsis of Jim Diers presentation.

2. No item #2 to consider.

NO ACTION REQUIRED.

DISCUSSION AND ACTION CASES

3. Discussion and recommendation::

Request:	Discussion and recommendation on the Pfluger Bridge Extension Project.
Staff:	Greg Kiloh, 974-7836

PRESENTATION MADE BY RENEE ORR.

MOTION MADE TO RECOMMEND A SPEEDY COMPLETION OF THIS PROJECT FOLLOWING THE PLAN LAID OUT ON PAGES 1, 2 AND 3 OF THE SUPPORT MATERIAL.

[D.S; J.R 2ND] (8-0) JMC – LEFT EARLY

The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please call Sylvia Arzola, Neighborhood Planning & Zoning Department, at 974-6448, for information, text phone users route through Relay Texas at (800) 735-2989.

Mr. John-Michael Cortez
8204 Daleview Drive
Austin, TX. 78757
Contact Phone: (512)845-8719
E-mail Address: jmvvcortez@hotmail.com

Mr. Jay Reddy
5507 Avenue G
Austin 78751
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E-mail Address: jay_reddy@dell.com

Mr. Gary Stegeman
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E-mail Address : cidg@galindogroup.com

Mr. Keith L. Jackson
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sully.jumpnet@sbcglobal.net

Ms. Mandy Dealey
1210 W.13th Street
Austin, TX. 78703
E-mail Address: amdealey@aol.com

STANDING COMMITTEES

<i>Committee</i>	CIP Meets Quarterly	Codes & Ordinances Meets 3rd Tuesday at 6:00pm	Comprehensive Plan Meets 1st Tuesday at 6:00pm	Neighborhood Planning Meets 2nd Wednesday at 3:30 pm	Executive Meets 1st Wednesday at 8:00 a.m.	Liaison
Committee Members	Cortez Riley Sullivan Jackson Stegeman	Moore Reddy Sullivan Dealey Stegeman	Cortez Galindo Stegeman Dealey Sullivan	Galindo Dealey Reddy Jackson Riley	Riley Sullivan Cortez Reddy Dealey	Riley
Staff	George	Katie	Michael	Adam	George	

Facilitator: Katie Larsen 974-6413; katie.larsen@ci.austin.tx.us
City Attorney: Sharon Smith, 974-7773; or Marty Terry, 974-2974.

	Adams 974-2146	Larsen 974-6413	Poer 974-6416	Smith 974-7685	Adams 974-2146	
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MEETING DATES

The Planning Commission's schedule is available at www.cityofaustin.org/smartgrowth/pcschedule.htm. Committee meetings are announced and posted on the City's "Connection Calendar," available at www.cityofaustin.org.

**Statement of Support of the Downtown Austin Alliance Streetscapes and Transportation Committee
on the Extension of the Pfluger Pedestrian Bridge
September 22, 2005**

The Streetscapes and Transportation Committee of the Downtown Austin Alliance has examined and discussed the updated design concept of the Pfluger Pedestrian Bridge and at-grade pathway, which was presented at the September 13 Citizens' Advisory Group meeting, and supports that design concept.

The Streetscapes and Transportation Committee would like to reiterate the following priorities for the final design:

- The streetscape of the at-grade pathway through the Gables development and along Bowie and Henderson Streets should comply with the intent of the Great Streets Master Plan.
- The design of the bridge extension and of the pathway should be integrated with the traffic, landscape, and streetscape elements of the park to be developed north of Cesar Chavez, the Gables development, and the future transit station.
- Design of the bridge extension should allow for the future realignment of Cesar Chavez and the street's development into a Grand Boulevard.
- The location of the pathway should facilitate safe, crossable connections to the Seaholm site, the Town Lake and Shoal Creek Trails, and the Lance Armstrong Bikeway.
- Design of all elements should facilitate needs of pedestrians and cyclists.
- The pathway alignment should remain on the east side of Bowie Street and the underpasses at the railway and West Third should be safe, spacious, and open.



ACA Bicycle Forum

Austin Cycling Association on-line discussion board

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Preference for Pfluger Bridge Extension

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What is Your Preference for Extending the Pfluger Bridge?

Center Arm	<input type="radio"/>	42% [6]
Center Arm	<input type="radio"/>	42% [6]
Northeast Fly-Over	<input type="radio"/>	7% [1]
Northeast Fly-Over	<input type="radio"/>	7% [1]
Northwest Fly-Over	<input type="radio"/>	0% [0]
Northwest Fly-Over	<input type="radio"/>	0% [0]
Underarm (NE Extension)	<input type="radio"/>	0% [0]
Underarm (NE Extension)	<input type="radio"/>	0% [0]
Leave Pfluger Bridge As Is	<input type="radio"/>	0% [0]
Leave Pfluger Bridge As Is	<input type="radio"/>	0% [0]

Total Votes : 14

Author

stuworb

Joined: 24 Feb 2005
 Posts: 3
 Location: 78704

Message

☐ Posted: Sat Feb 26, 2005 5:51 pm Post subject: Preference for Pfluger Bridge Extension

Please visit http://www.ci.austin.tx.us/publicworks/pflugerbridge_design.htm for detailed descriptions of each option [except the last].

[As Bob Farr pointed out, the "Center Arm" is referred to by the city staff as the "Northwest Option through Gables Property" as it would also utilize the NW nlb on the current Pfluger Bridge. Thanks, Robbo!]

Your vote is appreciated.

Stuart

Last edited by stuworb on Sat Mar 19, 2005 9:56 am; edited 4 times in total

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robbo73

☐ Posted: Sun Feb 27, 2005 1:29 am Post subject: Flyover Options?

Site Admin



Joined: 07 Feb 2005
Posts: 36
Location: Austin, TX



There's the little problem with the poll involving the fact that the "Center Arm" does exist according to the City of Austin - Design web link provided.

My guess is the closest thing to a Center Arm is what is now called the "Northwest Option (through Gables Property) (nw-2b)" I understand how anyone may be reluctant to download the 4,600K PDF files of each of the seven (7) revised options on the site not to mention the seven old options!!!

There's one big problem with this center option that I'd forgotten about. After flying over Cesar Chavez, that ramp down to grade on the Gables property will be very steep. One of the Northeast Flyover options (with a longer ramp) is described by the CoA Design page as having a 45 degree incline down to grade!!! The nw-2b has an even shorter ramp and will probably be even steeper!!

Has that concern been addressed?

That said, I'm still all for the Center (Northwest) flyover option because I want to believe it's possible.

Bob Farr
Austin, TX
bobfarr@austin.rr.com

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Preston

Posted: Sun Feb 27, 2005 9:38 am Post subject: Center Arm



Joined: 13 Feb 2005
Posts: 4
Location: Austin

To answer the issue that Robbo raised about the ramp being too steep. The concept that the Gables Property will be raised above the 100 year flood plain to protect the development. At that point, the ramp will be no more than 5% in any point.

Preston

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cmccabe

Posted: Sun Feb 27, 2005 11:33 am Post subject: Another reason to like the center arm/NW through gables



Joined: 27 Feb 2005
Posts: 5

It would seem that choosing this option would be good for both bicycle commuters (with its alignment nearer to Lamar) as well as avoiding the potential ongoing construction disturbances of the new options, closer to Block 21 and Seaholm.

-- Charlie

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robbo73
Site Admin

Posted: Tue Mar 01, 2005 9:58 am Post subject: Re: Center Arm





Joined: 07 Feb 2005
Posts: 36
Location: Austin, TX

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stuwerb

Joined: 24 Feb 2005
Posts: 3
Location: 78704

Preston wrote:

To answer the issue that Robbo raised about the ramp being too steep. The concept is that the Gables Property will be raised above the 100 year flood plain to protect the development. At that point, the ramp will be no more than 5% in any point.

Thank Goodness! THAT is something I hadn't anticipated. Good news for a change.

Bob Farr
Austin, TX
bobfarr@austin.rr.com

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☐ Posted: Tue Mar 01, 2005 10:52 pm Post subject: Re: Center Arm



Now all we have to do is solve the engineering issues surrounding the Bowle Street Underpass -- making grade with Bowie St., and connecting with 3rd St. But, I am confident it can be done.

robbo73 wrote:

Preston wrote:

To answer the issue that Robbo raised about the ramp being too steep. The concept is that the Gables Property will be raised above the 100 year flood plain to protect the development. At that point, the ramp will be no more than 5% in any point.

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