



## MEMORANDUM

**TO:** Mayor and Council

**FROM:** Howard Lazarus, Director Public Works  
Rob Spillar, Director of Transportation

**DATE:** May 16, 2013

**SUBJECT:** Proposed Pleasant Valley Road Improvements – E. 7<sup>th</sup> to Lakeshore

**CC:** Marc A. Ott, City Manager  
Robert Goode, Assistant City Manager

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The purpose of this memorandum is to inform Mayor and Council of upcoming community outreach regarding potential multimodal improvements to Pleasant Valley Road from E. 7<sup>th</sup> Street to Lakeshore Drive. The conceptual project was facilitated by the 2010 Transportation Bond Program and the Parks Department Holly Shores Parks Master Plan planning process. Pleasant Valley has a number of mobility challenges including congestion at the Cesar Chavez intersection, poor bicycle and pedestrian safety over Longhorn Dam, and high speeds that create a barrier between adjacent park lands. Additionally the conceptual project has the potential to be implemented in coordination with the opening of the Boardwalk Trail, which will increase bicycle and pedestrian use of the Pleasant Valley bridge.

**Traffic Analysis** - A traffic impact model was performed for Pleasant Valley Road from Lakeshore Blvd. to Cesar Chavez. Over 6 months, we analyzed several different intersection and roadway configurations including 3 lane and 4 lane roadway sections, and different intersections treatments for both a.m. and p.m. peaks using 2012 turning movement and 24 hour counts. The analysis showed that the constraint point in all directions is Cesar Chavez. With improvements to the Pleasant Valley/Cesar Chavez intersection via a combination of geometric improvements and modification of signal timing, we can get more vehicles through the intersection and also modify the bridge cross section over Longhorn Dam to significantly improve bicycle and pedestrian safety and connectivity both along Pleasant Valley and between adjacent park spaces.

**Mobility Improvements** - Staff has identified a package of mobility improvements for the corridor that improves overall vehicular level of service especially through the Cesar Chavez intersection and significantly improves bicycle and pedestrian safety and connectivity. The proposed solution makes higher use of existing infrastructure and is the most cost effective solution that solves the mobility challenges along the corridor.

Specifically, the conceptual project includes the following elements:

- Expanding the number of lanes through the Pleasant Valley and Cesar Chavez intersection to increase motor vehicle capacity and significantly improve level of service. The proposed lane additions are a northbound right only lane and second eastbound thru lane.
- Reducing the number of motor vehicle lanes across Longhorn Dam to repurpose this space for safe bicycle facilities and continuation of the Butler Trail loop on the west side of the bridge. Reduced number of lanes on the bridge is compatible with the proposed capacity improvements at Cesar Chavez since there are no significant signals or turning movements between Cesar Chavez and Lakeshore to delay motor vehicle traffic. This is the only way to significantly improve safety for cyclists and trail users on the existing structure.
- Construct an accessible sidewalk connection on the east side of Pleasant Valley between Cesar Chavez and Lakeshore. This would complete the accessible route to the Riverside corridor.
- Construct median islands to provide safe east /west bicycle and pedestrian crossings between the trails and adjacent park spaces.



*A rendering of the proposed conditions on Longhorn Dam*

City staff plans to have initial conversations with neighborhood stakeholders this month and present the initial concepts at next the Holly Shores Park Master Plan meeting on May 20<sup>th</sup>, 2013.

For more information please contact Howard Lazarus or Rob Spillar.