

Longhorn Dam

All Public Input

Source of Input

November 18, 2018 Open House

Online Survey Responses

Emailed Comments

November 18, 2018 Open House Pictures

November 18, 2018 Open House Alignment
Drawings

Longhorn Dam

November 18, 2018 Open House

Longhorn Dam Open House

Question 1: What is your ideal bridge alignment?

Answer	Responses	
Upstream from the dam, connecting to the peninsula	35.71%	20
Upstream from the dam, parallel to Pleasant Valley Road	23.21%	13
Wishbone alignment	23.21%	13
East/Downstream from the dam	14.29%	8
Widen the existing bridge	3.57%	2
Total		56

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Question 2: What needs improvement?

Answer	Responses	
Width	17.07%	14
Trails	12.2%	10
Connectivity	10.98%	9
Bicycle accommodations	9.75%	8
Pedestrian Accommodations	3.66%	3
Safety	12.19%	10
Sidewalks	3.66%	3
Lighting	3.66%	3
Amenities	1.22%	1
Maintenance	8.54%	7
Signage	1.22%	1
Tunnel	2.44%	2
Other	13.41%	11
Total		82

Question 2 Responses

Respondent	Responses
1	Whatever is built needs to be wide enough to have pedestrians & cyclists to prevent conflict
2	Unsafe width of sidewalks on bridge! Should have separate ped/bike bridge
3	Too narrow on bridge
4	The crossing needs space for peds, bikers, runners, etc.
5	Bicyclists should walk when pedestrians are on dam bc it's very narrow
6	Sidewalk too narrow for ped/bike traffic
7	Widen tunnel to connect to rear bike path
8	14' wide
9	Both sidewalks too narrow
10	Too narrow
11	Wider footbridge
12	Improve on width
13	Tunnel under PV is too narrow, creapy, and smells like pee
14	Widen as much as possible
15	Wider sidewalks
16	Get the trail away from PV
17	Create trail connectivity from crossing place & Faro to trails in Country Club

18	ACC back bike lane/trail connection
19	Easy Butler Trail continuation
20	Develop this section of the trail to the same quality
21	Better maintenance on trail
22	Trail disconnect near holly plant
23	Mark the turn here off holly onto trail
24	Trail where desire path is
25	Create trail entrance to sidewalk
26	Upgrade trail by deleting path then Ball fields and along west & north sides of old holly plant
27	Collapsed bridge (flooding) near Roy G Guerrero
28	Collapsed bridge = no connectivity
29	Wayfinding signs saying miles + major destination distance
30	Repair Roy G. Pedestrian bridge
31	Equal to MoPac bridge. E-W equaling both sides of dam/street
32	Create Community
33	No bike lanes!
34	Needs safe bike lane or shoulders on SB Pleasant Valley, especially at Lake Shore Dr.
35	Sidewalk connection from dam (northbound) & bike lane on Pleasant valley is awkward/difficult
36	No bike path on roadway
37	Add bike repair station in publicly viewable area (so it can't be vandalized)
38	Bike parking
39	Please add pedestrian crossing light/cross walk
40	Need safe crossing across Pleasant Valley
41	Too close to traffic lane without shoulder on sidewalk
42	Safe way to travel with children along this corridor
43	Pleasant Valley south of bridge is dangerous for biker
44	Dismount zones as a way to make this safer
45	Dangerous to bikes & pedestrians
46	Visibility down bridge unsafe if lane is shared
47	Spots to stand safely & take in the view
48	Safe way to travel with children along this corridor
49	Hand rails should be at least 42" high
50	Hand Rails higher
51	Warning horn under bridge when water released upstream (folks here drowned)
52	Too close to traffic
53	Too close to Pleasant Valley & needs barriers
54	NB on East side is very tricky, side walk navigation.
55	Needs a PHB Baby (Ped hybrid beacon) at driveway
56	Bike lane & trail are really dark at night
57	Lights in creepy tunnel x2

58	Needs better lighting over bridge
59	Shade
60	Shade! More trees please!
61	Shaded trail head with
62	Remove invasive species
63	Massive restoration to remove invasive species and re-vegetate
64	Peninsula stabilization
65	Constant erosion with rain
66	Dirty gully needs paving
67	Make east Austin Bridge same quality as Pfluger Bridge
68	No left turn from PV
69	Lower speed on PV
70	Eliminate elevation gain in order to cross

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Question 3: What do you like?

Answer	Responses	
Trails/Trail Connections	19.05%	8
Views	26.19%	11
Trees and Shade	7.14%	3
Plant and Wildlife	16.67%	7
Options for Active Transportation	0%	0
Water Features	14.29%	6
Peninsula	2.38%	1
Parks	0%	0
Art	2.38%	1
Amenities	4.76%	2
Other	7.14%	
Total		42

Question 3 Responses

Respondent	Responses
1	Be aware that bridge straight in front of Tejano Trail may upset a lot of community. Preserve the Tejano Trail
2	Great new wide trail
3	Grow zones along LBL trail near bridge
4	Trail heads with bike parking and restrooms
5	Trails so fun & convenient
6	Please preserve (and ultimately enhance) the Chisholm trail
7	It's cool to read the Chisholm trail markers and learn about Austin's connection to this.
8	Roy G is hidden gem, love more connectivity
9	I like the tunnel connection under the bridge. I'd like a more appealing way to go south of dam
10	It's gorgeous just make it easier to get to
11	I like the fisherman, just give them room so they don't block the path.
12	Protect & add to the ability to take in the views
13	The views from this bridge are lovely, if only we could stroll down to enjoy them
14	Add "Pull Out" spaces where you can take in views, outside of pedestrian traffic.
15	Views
16	View of the lake & city
17	Good views down the river
18	Views of lake in breaks in trees.
19	Keep the view to the sunrise
20	Views

21	The view near the fishing spot
22	Consider alignment east so you could see free flowing Colorado
23	Bridges over inlets are awesome
24	The murals/artwork
25	Make this ICONIC. Like Phluger bridge
26	Benches (but can always use more)
27	I love the beautiful giant sycamore trees
28	Add trees that add nice shade
29	Need shade!
30	Pecan trees
31	Wildness of Roy G.
32	Preserve the wildlife – Foxes
33	Love nature & low key natural amenities like cypress tress!
34	I like watching the fish conditions behind the dam!
35	This area is very peaceful & beautiful, lots of animals. Don't mess it up.
36	The parkland along peninsula provides a wonderful escape from the urban experience
37	Create space for gardens.
38	Love having water on both sides
39	The hill, it gives owners a little hill work since most of the trail is super flat.
40	Landscape & hill
41	No over design keeping the natural look that exists east of Congress.
42	We like that it's not over engineered – not too much design it's more natural & woodsy- we like that!
43	Great open space between roadway & trail
44	Whatever bridge is chosen, do not allow it to obstruct the main area of the basin for water activities
45	Add lighting

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Question 4: What bridge type do you prefer?

Answer	Responses	
Hybrid Conventional Bridge	49.29%	35
Truss Bridge	18.31%	13
Conventional Bridge	2.82%	2
Custom Beam Bridge	21.13%	15
Iconic Bridge	8.45%	6
Total		71

Question 4 Responses

Respondent	Responses
1	Get Oracle to pay if choosing this
2	Don't impede water surfaces (Need open access)
3	A steel truss bridge is more compatible with this area. We don't need a fancy bridge, just some thing visually pleaseing, safe, & super functional
4	How long will the existing dam last?
5	This part of town needs a nice bridge with amenities by
6	The latin influence of the community

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Question 5: What is most important?

Answer	Responses	
Aesthetics	11.67%	21
Construction Cost	3.33%	6
Ease and Comfort of Crossing	22.22%	40
Environmental Impacts	8.33%	15
Neighborhood Compatibility	5%	9
Safety Features	6.11%	11
Street Connectivity	8.9%	16
Time to Implement	11.11%	20
Trail Connectivity	23.33%	42
Total		180

Question 5 Responses

Respondent	Responses
1	Is it safe to have bike/ped on traffic bridge?
2	Don't impede water surfaces (Need open access)
3	Lighting must be adequate to facilitate safe crossing any time of day/night
4	Lighting
5	Aesthetics the same as Pfluger Bridge
6	Create a beautiful, Iconic crossing. It will be part of the community for decades.
7	Aim for aesthetic standards that are extremely high. Private philanthropic dollars will be easier to raise for a beautiful structure.
8	Maintain look of Pfluger Bridge

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Question 6: What improvements could happen sooner?

Answer	Responses	
Increase Sidewalk Widths on Bridge	28.03%	44
Improve North and South Pedestrian and Bicycle Connections to Bridge	28.66%	45
Improve Pedestrian Crossings on Pleasant Valley Rd	17.83%	28
Remove Chain Link Fence on Bridge	8.92%	14
Make Pedestrian Bridge ADA Compliant	5.73%	9
Reduce Speed on Pleasant Valley	4.46%	7
Upgrade Bridge Handrails	6.37%	10
Total		157

Question 6 Responses

Respondent	Responses
1	Protected bike lane on the bridge
2	Improve sidewalk access to bridge; make bike dismount zone; make sidewalk width slightly under; fix rails and fences to be friendly
3	Handrail too low esp where a bike. Current fence favorable for protection
4	Do not decrease lanes on PV
5	Make Pleasant Valley a bike lane – save \$12 million
6	Need thorough bike traffic accommodations
7	Increase sidewalk and provide barrier south of bridge on west side. Condition could be improved with minimal cost.
8	S Side crossing need PHB @ ballfield entrance
9	Make current crossings a bike dismount zone (they have bike dismount zones at Stanley Park in Vancouver)
10	Temporary ped crossing (traffic/police direction?) when dam sidewalk is closed
11	X2 temporary x-walk during closures of western sidewalk
12	Atlas 14 check
13	Restrooms on one side of dam
14	Temporary lane diet on bike lane/share n & south PV
15	Blow the damn dam
16	Update/fix traffic patterns. Left turns detouring from waiting for left at Cesar Chaves (cut through neighborhood on Canterbury)
17	Signage for bikes to walk when peds on bridge; rail height increase – inexpensive to do! <i>This note had 3 stickers on it and a “+1 YES!!” in different handwriting</i>
18	At Canterbury Street improve sidewalk/connectivity barriers to biking from street to sidewalk bridge
19	Interim bridge: Shorten pontoon bridge to peninsula <i>This note had one sticker on it</i>
20	Ferrie Boat services back and forth

21	Remove guardrail on s. side blocking social trails – much safer then walking next to +45mph traffic. Could be erosion stabilized
22	Ped hybrid beacon to stop traffic to allow crossings Keep ped/bike traffic one-way only on each side of the bridge <i>This note had one sticker on it</i>
23	Traffic calming on PV from 7 th to Lake Shore; Improved ped crossings at Cesar Chavez; Replace jersey barriers w/ narrower structures
24	Create true bike lane on SB Pleasant Valley north of Lakeshore (dangerous drop off) <i>This note had 4 stickers on it</i>
25	Use SB right lane for separated ped/bike lane w/ barricades not permanent
26	Southside guardrail is worse now
27	Gap – pavement ends
28	Move guardrail to edge of street and under sidewalk
29	Improve desire <i>illegible third word</i>

Longhorn Dam

Online Survey Responses

Online Survey Responses

Question 1a: Idea bridge alignment

Answer	Responses	
A: Upstream from the dam, connecting to the peninsula	30.43%	136
B: Upstream from the dam, parallel to Pleasant Valley Road	36.24%	162
C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road	12.3%	55
D: Widening the existing bridge	14.77%	66
Other: Answered with an open-ended response	6.26%	28
	Total	447

Question 1a Responses

Respondent's Timestamp	Responses
11/14/2018 16:22:45	A. Via the Butler Trail, staying on the west side of the bridge., B. Crossing upstream from the dam to/from the Holly Shores at Town Lake Metropolitan Park, C. Crossing the bridge on the east side., D. Cycling across the bridge to get to destinations further from the immediate vicinity of the dam., swimming across.
11/29/2018 9:50:47	D: Widening the existing bridge
11/29/2018 9:54:02	D: Widening the existing bridge
11/29/2018 9:59:19	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 10:10:01	A: Upstream from the dam, connecting to the peninsula
11/29/2018 10:13:33	A: Upstream from the dam, connecting to the peninsula
11/29/2018 10:18:54	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 10:24:11	A combination of A and B - Upstream from the dam, connection to the peninsula and the existing park at Pleasant Valley Road and Canterbury Street.
11/29/2018 10:26:23	A: Upstream from the dam, connecting to the peninsula
11/29/2018 10:29:47	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 10:36:29	D: Widening the existing bridge
11/29/2018 10:38:02	D: Widening the existing bridge
11/29/2018 10:40:04	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 11:06:40	D: Widening the existing bridge

11/29/2018 11:16:10	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 11:23:37	A: Upstream from the dam, connecting to the peninsula
11/29/2018 11:28:29	A: Upstream from the dam, connecting to the peninsula
11/29/2018 11:29:45	D: Widening the existing bridge
11/29/2018 11:35:49	D: Widening the existing bridge
11/29/2018 11:37:25	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 11:41:14	A: Upstream from the dam, connecting to the peninsula
11/29/2018 11:44:37	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 11:44:41	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 11:48:09	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 11:48:43	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 11:49:43	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 11:50:47	A: Upstream from the dam, connecting to the peninsula
11/29/2018 11:51:38	A: Upstream from the dam, connecting to the peninsula
11/29/2018 11:56:15	D: Widening the existing bridge
11/29/2018 11:56:16	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:00:41	D: Widening the existing bridge
11/29/2018 12:00:48	A: Upstream from the dam, connecting to the peninsula
11/29/2018 12:06:04	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:07:11	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:10:46	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:12:50	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:17:26	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:18:48	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:18:49	A: Upstream from the dam, connecting to the peninsula
11/29/2018 12:34:07	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:36:03	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 12:42:17	A: Upstream from the dam, connecting to the peninsula
11/29/2018 12:57:18	A: Upstream from the dam, connecting to the peninsula
11/29/2018 12:58:42	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 13:04:28	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 13:36:01	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 13:40:43	B first, A second. If A, also need to replace the existing bridge from the peninsula to shore

11/29/2018 13:43:44	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 13:49:08	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 14:09:21	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 14:23:01	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 14:32:31	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 14:46:49	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 14:46:57	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 14:47:10	A: Upstream from the dam, connecting to the peninsula
11/29/2018 14:51:22	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 14:54:37	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 14:56:08	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:01:20	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:02:29	A: Upstream from the dam, connecting to the peninsula
11/29/2018 15:04:30	Widen bridge for cars and pedestrians.
11/29/2018 15:04:31	A: Upstream from the dam, connecting to the peninsula
11/29/2018 15:05:15	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:07:51	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:13:11	A: Upstream from the dam, connecting to the peninsula
11/29/2018 15:18:12	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:20:35	A: Upstream from the dam, connecting to the peninsula
11/29/2018 15:20:49	D: Widening the existing bridge
11/29/2018 15:23:46	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:32:03	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:39:52	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:41:21	A: Upstream from the dam, connecting to the peninsula
11/29/2018 15:47:13	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 15:53:27	D: Widening the existing bridge
11/29/2018 15:56:39	D: Widening the existing bridge
11/29/2018 16:04:40	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 16:16:20	No need for a new bridge - just remove a lane of traffic. It's cheaper and quicker plus a southbound land removal will not

	effect traffic queuing at the nearest intersection of Lakeshore and Pleasant Valley.
11/29/2018 16:18:14	A: Upstream from the dam, connecting to the peninsula
11/29/2018 16:36:45	D: Widening the existing bridge
11/29/2018 17:02:31	A: Upstream from the dam, connecting to the peninsula
11/29/2018 17:03:26	A: Upstream from the dam, connecting to the peninsula
11/29/2018 17:07:07	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 17:11:25	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 18:12:08	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 18:25:17	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 18:26:53	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/29/2018 18:33:29	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 18:36:53	Narrow and reduce the number of lanes...convert to bike lanes and wider walkways.
11/29/2018 18:40:09	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 18:43:37	D: Widening the existing bridge
11/29/2018 18:44:21	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 19:27:14	A: Upstream from the dam, connecting to the peninsula
11/29/2018 19:59:24	Phb's on lower Airport Blvd
11/29/2018 20:14:20	whichever one is least expensive so long as it provides for a significant physical barrier between auto and bike traffic.
11/29/2018 20:43:49	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 20:44:20	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 20:45:57	D: Widening the existing bridge
11/29/2018 20:56:59	D: Widening the existing bridge
11/29/2018 20:59:41	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 21:04:41	D: Widening the existing bridge
11/29/2018 21:12:51	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 21:23:18	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 21:28:38	A: Upstream from the dam, connecting to the peninsula
11/29/2018 21:30:41	B: Upstream from the dam, parallel to Pleasant Valley Road
11/29/2018 21:35:06	A: Upstream from the dam, connecting to the peninsula
11/29/2018 21:43:17	A: Upstream from the dam, connecting to the peninsula
11/29/2018 21:58:10	Remove a car lane.
11/29/2018 22:13:50	B: Upstream from the dam, parallel to Pleasant Valley Road

11/29/2018 22:45:21	A: Upstream from the dam, connecting to the peninsula
11/29/2018 23:44:18	An option that gracefully combines the function of A, B, and C. Potentially upstream with a tunnel to connect to C
11/29/2018 23:59:58	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 0:05:33	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/30/2018 0:19:03	A: Upstream from the dam, connecting to the peninsula
11/30/2018 1:21:04	A: Upstream from the dam, connecting to the peninsula
11/30/2018 4:56:46	D: Widening the existing bridge
11/30/2018 5:14:25	A: Upstream from the dam, connecting to the peninsula
11/30/2018 6:25:19	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/30/2018 6:41:52	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 7:12:01	A: Upstream from the dam, connecting to the peninsula
11/30/2018 7:30:34	A: Upstream from the dam, connecting to the peninsula
11/30/2018 8:12:24	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
11/30/2018 8:31:46	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 8:57:33	A: Upstream from the dam, connecting to the peninsula
11/30/2018 9:32:44	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 9:39:37	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 9:46:23	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 11:09:09	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 11:10:24	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 11:12:12	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 11:13:36	A: Upstream from the dam, connecting to the peninsula
11/30/2018 11:24:19	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 13:43:15	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 14:41:09	A: Upstream from the dam, connecting to the peninsula
11/30/2018 15:33:52	A: Upstream from the dam, connecting to the peninsula
11/30/2018 15:43:50	D: Widening the existing bridge
11/30/2018 17:00:51	A: Upstream from the dam, connecting to the peninsula
11/30/2018 19:09:48	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 20:16:27	B: Upstream from the dam, parallel to Pleasant Valley Road
11/30/2018 21:19:06	A: Upstream from the dam, connecting to the peninsula
11/30/2018 21:35:28	D: Widening the existing bridge

12/1/2018 10:19:17	A: Upstream from the dam, connecting to the peninsula
12/1/2018 17:36:13	B: Upstream from the dam, parallel to Pleasant Valley Road
12/1/2018 19:44:45	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/2/2018 12:17:14	Take a car lane or narrow the existing car lane to create a safer bridge and space for a bike lane.
12/2/2018 14:50:32	A: Upstream from the dam, connecting to the peninsula
12/3/2018 9:08:31	D: Widening the existing bridge
12/3/2018 9:22:07	D: Widening the existing bridge
12/3/2018 11:38:08	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 11:45:49	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 11:46:45	D: Widening the existing bridge
12/3/2018 12:00:47	A: Upstream from the dam, connecting to the peninsula
12/3/2018 12:43:52	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 12:49:19	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 13:15:52	A: Upstream from the dam, connecting to the peninsula
12/3/2018 15:05:34	A: Upstream from the dam, connecting to the peninsula
12/3/2018 15:30:28	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 15:43:01	D: Widening the existing bridge
12/3/2018 15:46:07	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 15:53:24	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 15:54:08	A: Upstream from the dam, connecting to the peninsula
12/3/2018 16:02:10	A: Upstream from the dam, connecting to the peninsula
12/3/2018 16:14:43	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 16:18:56	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 16:21:29	A: Upstream from the dam, connecting to the peninsula
12/3/2018 16:29:12	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 16:39:43	A: Upstream from the dam, connecting to the peninsula
12/3/2018 16:57:37	A: Upstream from the dam, connecting to the peninsula
12/3/2018 17:10:42	D: Widening the existing bridge
12/3/2018 17:17:07	A: Upstream from the dam, connecting to the peninsula
12/3/2018 17:27:44	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 17:29:37	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/3/2018 17:56:01	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road

12/3/2018 18:06:47	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 18:10:23	D: Widening the existing bridge
12/3/2018 18:15:43	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 19:00:04	A: Upstream from the dam, connecting to the peninsula
12/3/2018 19:06:42	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 19:22:27	D: Widening the existing bridge
12/3/2018 19:27:17	A: Upstream from the dam, connecting to the peninsula
12/3/2018 19:37:19	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 19:38:43	A: Upstream from the dam, connecting to the peninsula
12/3/2018 19:47:24	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 20:05:13	A: Upstream from the dam, connecting to the peninsula
12/3/2018 20:20:22	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 20:32:58	D: Widening the existing bridge
12/3/2018 21:13:25	Roadway capacity needs to be increased for better transit and car accessibility across the dam. Transit and car use moves more people than bicycle and pedestrian travel. In this case, being multimodal needs to focus toward transit by widening the bridge and implementing a dedicated travel lane for transit.
12/3/2018 22:09:16	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 22:14:08	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 23:31:35	B: Upstream from the dam, parallel to Pleasant Valley Road
12/3/2018 23:43:19	No new pedestrian bridge
12/4/2018 1:16:45	D: Widening the existing bridge
12/4/2018 7:21:56	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/4/2018 7:37:55	A: Upstream from the dam, connecting to the peninsula
12/4/2018 8:01:01	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/4/2018 8:22:47	A: Upstream from the dam, connecting to the peninsula
12/4/2018 9:20:08	D: Widening the existing bridge
12/4/2018 9:28:51	D: Widening the existing bridge
12/4/2018 10:15:09	B: Upstream from the dam, parallel to Pleasant Valley Road
12/4/2018 12:19:46	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/4/2018 12:37:17	A: Upstream from the dam, connecting to the peninsula
12/4/2018 13:53:05	A: Upstream from the dam, connecting to the peninsula

12/4/2018 14:02:48	B: Upstream from the dam, parallel to Pleasant Valley Road
12/4/2018 14:35:10	B: Upstream from the dam, parallel to Pleasant Valley Road
12/4/2018 16:25:04	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/4/2018 18:25:13	B: Upstream from the dam, parallel to Pleasant Valley Road
12/4/2018 20:24:44	B: Upstream from the dam, parallel to Pleasant Valley Road
12/4/2018 21:38:31	A: Upstream from the dam, connecting to the peninsula
12/4/2018 23:51:20	D: Widening the existing bridge
12/5/2018 8:37:48	B: Upstream from the dam, parallel to Pleasant Valley Road
12/5/2018 8:49:28	B: Upstream from the dam, parallel to Pleasant Valley Road
12/5/2018 9:05:33	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/5/2018 13:30:32	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/5/2018 14:01:30	B: Upstream from the dam, parallel to Pleasant Valley Road
12/5/2018 15:12:28	A: Upstream from the dam, connecting to the peninsula
12/5/2018 16:19:56	A and D.
12/5/2018 16:23:25	Whichever proposal can be executed at the least cost.
12/5/2018 16:47:42	B: Upstream from the dam, parallel to Pleasant Valley Road
12/5/2018 20:35:15	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/5/2018 21:19:30	B: Upstream from the dam, parallel to Pleasant Valley Road
12/5/2018 23:09:12	B: Upstream from the dam, parallel to Pleasant Valley Road
12/6/2018 8:34:22	D: Widening the existing bridge
12/6/2018 10:49:47	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/6/2018 11:37:32	D: Widening the existing bridge
12/6/2018 12:14:41	A: Upstream from the dam, connecting to the peninsula
12/6/2018 12:40:27	A: Upstream from the dam, connecting to the peninsula
12/6/2018 13:15:33	A: Upstream from the dam, connecting to the peninsula
12/6/2018 13:16:50	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/6/2018 13:52:48	B: Upstream from the dam, parallel to Pleasant Valley Road

12/6/2018 15:13:13	temporarily move the barriers closer together and give each sidewalk/bike lane 1 extra foot. Monitor usage for two months. Resurvey.
12/6/2018 15:42:13	A: Upstream from the dam, connecting to the peninsula
12/6/2018 17:09:25	A: Upstream from the dam, connecting to the peninsula
12/6/2018 17:25:45	B: Upstream from the dam, parallel to Pleasant Valley Road
12/6/2018 18:57:11	A: Upstream from the dam, connecting to the peninsula
12/6/2018 19:07:15	B: Upstream from the dam, parallel to Pleasant Valley Road
12/6/2018 21:45:13	A: Upstream from the dam, connecting to the peninsula
12/6/2018 21:55:48	B: Upstream from the dam, parallel to Pleasant Valley Road
12/6/2018 22:20:05	B: Upstream from the dam, parallel to Pleasant Valley Road
12/6/2018 22:23:22	A: Upstream from the dam, connecting to the peninsula
12/6/2018 23:14:30	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/7/2018 7:11:27	B: Upstream from the dam, parallel to Pleasant Valley Road
12/7/2018 9:02:01	B: Upstream from the dam, parallel to Pleasant Valley Road
12/7/2018 10:09:57	A: Upstream from the dam, connecting to the peninsula
12/7/2018 10:56:04	Keep existing bridge, Close east pedestrian lane and widen west pedestrian lane on the west side.
12/7/2018 12:49:40	A: Upstream from the dam, connecting to the peninsula
12/7/2018 13:09:35	B: Upstream from the dam, parallel to Pleasant Valley Road
12/7/2018 13:40:34	B: Upstream from the dam, parallel to Pleasant Valley Road
12/7/2018 13:51:25	D: Widening the existing bridge
12/7/2018 18:29:53	B: Upstream from the dam, parallel to Pleasant Valley Road
12/8/2018 9:50:27	A: Upstream from the dam, connecting to the peninsula
12/8/2018 11:34:32	B: Upstream from the dam, parallel to Pleasant Valley Road
12/8/2018 11:48:20	A: Upstream from the dam, connecting to the peninsula
12/8/2018 12:22:41	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/8/2018 17:08:04	B: Upstream from the dam, parallel to Pleasant Valley Road
12/8/2018 17:15:54	A: Upstream from the dam, connecting to the peninsula
12/8/2018 18:14:04	A: Upstream from the dam, connecting to the peninsula
12/8/2018 18:34:31	A: Upstream from the dam, connecting to the peninsula
12/8/2018 22:38:15	A: Upstream from the dam, connecting to the peninsula
12/9/2018 7:27:18	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road

12/9/2018 8:04:00	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/9/2018 13:52:47	A: Upstream from the dam, connecting to the peninsula
12/9/2018 22:37:18	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/10/2018 0:49:39	A: Upstream from the dam, connecting to the peninsula
12/10/2018 8:52:58	B: Upstream from the dam, parallel to Pleasant Valley Road
12/10/2018 11:36:22	B: Upstream from the dam, parallel to Pleasant Valley Road
12/10/2018 11:45:18	B: Upstream from the dam, parallel to Pleasant Valley Road
12/10/2018 12:05:26	A: Upstream from the dam, connecting to the peninsula
12/10/2018 12:11:15	A: Upstream from the dam, connecting to the peninsula
12/10/2018 12:23:21	B: Upstream from the dam, parallel to Pleasant Valley Road
12/10/2018 13:16:22	B: Upstream from the dam, parallel to Pleasant Valley Road
12/10/2018 14:12:35	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/10/2018 14:30:29	A: Upstream from the dam, connecting to the peninsula
12/10/2018 14:42:28	A: Upstream from the dam, connecting to the peninsula
12/10/2018 15:14:34	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/10/2018 18:40:33	A: Upstream from the dam, connecting to the peninsula
12/10/2018 18:58:38	B: Upstream from the dam, parallel to Pleasant Valley Road
12/10/2018 23:14:51	D: Widening the existing bridge
12/11/2018 0:42:50	B: Upstream from the dam, parallel to Pleasant Valley Road
12/11/2018 8:07:38	B: Upstream from the dam, parallel to Pleasant Valley Road
12/11/2018 8:40:56	A: Upstream from the dam, connecting to the peninsula
12/11/2018 10:27:37	A ideal for trail users, D is ideal for street users, B is a possible compromise
12/11/2018 11:13:23	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/11/2018 14:05:31	B: Upstream from the dam, parallel to Pleasant Valley Road
12/11/2018 14:27:17	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/11/2018 14:29:10	D: Widening the existing bridge
12/11/2018 14:45:13	D: Widening the existing bridge
12/11/2018 15:03:55	Options B or C

12/11/2018 17:06:10	A: Upstream from the dam, connecting to the peninsula
12/11/2018 18:06:06	B: Upstream from the dam, parallel to Pleasant Valley Road
12/11/2018 19:33:24	A: Upstream from the dam, connecting to the peninsula
12/11/2018 22:26:02	A: Upstream from the dam, connecting to the peninsula
12/12/2018 1:01:22	B: Upstream from the dam, parallel to Pleasant Valley Road
12/12/2018 8:02:15	A: Upstream from the dam, connecting to the peninsula
12/12/2018 8:34:43	B: Upstream from the dam, parallel to Pleasant Valley Road
12/12/2018 11:22:48	A: Upstream from the dam, connecting to the peninsula
12/12/2018 11:46:34	B: Upstream from the dam, parallel to Pleasant Valley Road
12/12/2018 13:16:33	A: Upstream from the dam, connecting to the peninsula
12/12/2018 16:02:18	A: Upstream from the dam, connecting to the peninsula
12/12/2018 21:04:56	D: Widening the existing bridge
12/13/2018 14:35:32	A: Upstream from the dam, connecting to the peninsula
12/13/2018 14:51:19	A: Upstream from the dam, connecting to the peninsula
12/13/2018 14:55:57	A: Upstream from the dam, connecting to the peninsula
12/13/2018 14:56:05	A: Upstream from the dam, connecting to the peninsula
12/13/2018 15:00:38	A: Upstream from the dam, connecting to the peninsula
12/13/2018 15:05:25	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/13/2018 15:06:03	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/13/2018 15:07:58	D: Widening the existing bridge
12/13/2018 15:13:48	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/13/2018 15:17:40	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 15:18:36	D: Widening the existing bridge
12/13/2018 15:34:59	Don't think I want my taxes going to build, connect or widen an "urban trail"
12/13/2018 15:39:05	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 15:42:26	D: Widening the existing bridge
12/13/2018 15:46:23	A: Upstream from the dam, connecting to the peninsula
12/13/2018 15:57:30	A: Upstream from the dam, connecting to the peninsula
12/13/2018 16:01:12	A: Upstream from the dam, connecting to the peninsula
12/13/2018 16:06:27	A: Upstream from the dam, connecting to the peninsula
12/13/2018 16:06:49	A: Upstream from the dam, connecting to the peninsula
12/13/2018 16:12:51	A: Upstream from the dam, connecting to the peninsula

12/13/2018 16:19:45	A: Upstream from the dam, connecting to the peninsula
12/13/2018 16:25:33	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 16:27:29	D: Widening the existing bridge
12/13/2018 16:41:31	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 16:51:08	A: Upstream from the dam, connecting to the peninsula
12/13/2018 17:12:40	Both A and D would be ideal, "A" would serve trail users best and "D" would serve non-recreational traffic. If I can't have it all the D gets my vote.
12/13/2018 17:16:53	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 17:30:03	A: Upstream from the dam, connecting to the peninsula
12/13/2018 17:48:58	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 17:51:38	D: Widening the existing bridge
12/13/2018 18:00:48	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 18:02:04	A: Upstream from the dam, connecting to the peninsula
12/13/2018 18:08:21	do nothing
12/13/2018 18:14:34	Why spend money on this when our roads need it so much more?!?!?
12/13/2018 18:17:47	A: Upstream from the dam, connecting to the peninsula
12/13/2018 18:26:52	A: Upstream from the dam, connecting to the peninsula
12/13/2018 18:42:55	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 18:49:15	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 20:25:28	D: Widening the existing bridge
12/13/2018 20:50:25	A: Upstream from the dam, connecting to the peninsula
12/13/2018 20:56:06	D: Widening the existing bridge
12/13/2018 21:18:03	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 21:19:27	A: Upstream from the dam, connecting to the peninsula
12/13/2018 21:40:32	A: Upstream from the dam, connecting to the peninsula
12/13/2018 21:54:22	D: Widening the existing bridge
12/13/2018 22:40:19	A: Upstream from the dam, connecting to the peninsula
12/13/2018 23:02:25	A: Upstream from the dam, connecting to the peninsula
12/13/2018 23:05:00	B: Upstream from the dam, parallel to Pleasant Valley Road
12/13/2018 23:23:33	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 0:11:15	A: Upstream from the dam, connecting to the peninsula
12/14/2018 2:10:20	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 5:34:29	A: Upstream from the dam, connecting to the peninsula
12/14/2018 5:47:38	B: Upstream from the dam, parallel to Pleasant Valley Road

12/14/2018 7:08:02	A: Upstream from the dam, connecting to the peninsula
12/14/2018 8:33:53	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 8:37:46	D: Widening the existing bridge
12/14/2018 9:01:49	A: Upstream from the dam, connecting to the peninsula
12/14/2018 9:05:42	A: Upstream from the dam, connecting to the peninsula
12/14/2018 9:06:56	A: Upstream from the dam, connecting to the peninsula
12/14/2018 10:03:35	D: Widening the existing bridge
12/14/2018 10:21:32	A: Upstream from the dam, connecting to the peninsula
12/14/2018 11:06:14	A: Upstream from the dam, connecting to the peninsula
12/14/2018 11:09:16	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 11:30:38	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 11:42:13	D: Widening the existing bridge
12/14/2018 12:07:52	D: Widening the existing bridge
12/14/2018 12:12:01	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 12:18:17	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 12:18:30	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 12:19:09	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 12:20:38	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 12:20:57	D: Widening the existing bridge
12/14/2018 12:21:25	D: Widening the existing bridge
12/14/2018 12:23:52	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 12:27:10	A: Upstream from the dam, connecting to the peninsula
12/14/2018 12:27:56	Why don't you spend our tax \$\$ on infrastructure like making our water/wastewater plants more resilient.
12/14/2018 12:28:36	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 12:28:36	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 12:35:16	A: Upstream from the dam, connecting to the peninsula
12/14/2018 12:38:54	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 12:45:26	D: Widening the existing bridge
12/14/2018 12:45:36	D: Widening the existing bridge

12/14/2018 12:48:19	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 12:50:39	A: Upstream from the dam, connecting to the peninsula
12/14/2018 12:53:09	A: Upstream from the dam, connecting to the peninsula
12/14/2018 13:06:36	A: Upstream from the dam, connecting to the peninsula
12/14/2018 13:08:10	D: Widening the existing bridge
12/14/2018 13:22:40	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 13:25:09	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 13:28:52	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 13:40:57	Fine the way it is — stop finding ways to spend money
12/14/2018 13:45:06	D: Widening the existing bridge
12/14/2018 13:57:34	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 14:08:54	No bridge
12/14/2018 14:10:26	D: Widening the existing bridge
12/14/2018 14:11:05	A: Upstream from the dam, connecting to the peninsula
12/14/2018 14:26:28	A: Upstream from the dam, connecting to the peninsula
12/14/2018 14:47:55	A: Upstream from the dam, connecting to the peninsula
12/14/2018 14:48:48	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 14:53:47	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 14:56:52	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 15:04:22	A: Upstream from the dam, connecting to the peninsula
12/14/2018 15:23:31	A: Upstream from the dam, connecting to the peninsula
12/14/2018 15:30:18	D: Widening the existing bridge
12/14/2018 15:39:20	D: Widening the existing bridge
12/14/2018 15:56:00	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 16:04:38	A: Upstream from the dam, connecting to the peninsula
12/14/2018 16:28:28	A: Upstream from the dam, connecting to the peninsula
12/14/2018 17:23:50	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 17:34:46	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 18:07:04	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 18:13:10	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/14/2018 18:45:29	B: Upstream from the dam, parallel to Pleasant Valley Road

12/14/2018 19:07:30	A: Upstream from the dam, connecting to the peninsula
12/14/2018 19:43:20	A: Upstream from the dam, connecting to the peninsula
12/14/2018 20:31:49	A: Upstream from the dam, connecting to the peninsula
12/14/2018 21:24:13	No bridge.
12/14/2018 22:05:11	B: Upstream from the dam, parallel to Pleasant Valley Road
12/14/2018 23:17:29	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/15/2018 2:04:45	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/15/2018 4:45:33	B: Upstream from the dam, parallel to Pleasant Valley Road
12/15/2018 7:17:08	D: Widening the existing bridge
12/15/2018 10:11:52	B: Upstream from the dam, parallel to Pleasant Valley Road
12/15/2018 10:23:07	Just be sure it connects to the butler trail
12/15/2018 12:42:09	D: Widening the existing bridge
12/15/2018 13:15:58	Most cost effective option
12/15/2018 13:16:49	D: Widening the existing bridge
12/15/2018 15:46:26	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/15/2018 16:40:43	B: Upstream from the dam, parallel to Pleasant Valley Road
12/15/2018 19:30:26	D: Widening the existing bridge
12/15/2018 21:57:22	B: Upstream from the dam, parallel to Pleasant Valley Road
12/15/2018 22:51:54	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/16/2018 0:42:19	D: Widening the existing bridge
12/16/2018 8:00:11	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/16/2018 9:39:53	A: Upstream from the dam, connecting to the peninsula
12/16/2018 10:29:35	A: Upstream from the dam, connecting to the peninsula
12/16/2018 12:52:32	B: Upstream from the dam, parallel to Pleasant Valley Road
12/16/2018 13:08:29	B: Upstream from the dam, parallel to Pleasant Valley Road
12/16/2018 15:33:19	B: Upstream from the dam, parallel to Pleasant Valley Road
12/16/2018 15:34:21	D: Widening the existing bridge
12/16/2018 15:48:59	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road

12/16/2018 16:10:49	least expensive
12/16/2018 16:21:15	B: Upstream from the dam, parallel to Pleasant Valley Road
12/16/2018 16:41:03	B: Upstream from the dam, parallel to Pleasant Valley Road
12/16/2018 17:57:31	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/16/2018 18:33:50	C: Downstream from the dam, parallel to Pleasant Valley Road and connected to the Ann and Roy Butler Trail via tunnels under Pleasant Valley Road
12/16/2018 20:55:08	B: Upstream from the dam, parallel to Pleasant Valley Road
12/16/2018 22:43:29	B: Upstream from the dam, parallel to Pleasant Valley Road
12/17/2018 0:18:23	B: Upstream from the dam, parallel to Pleasant Valley Road
12/17/2018 8:58:09	B: Upstream from the dam, parallel to Pleasant Valley Road
12/17/2018 12:36:02	B: Upstream from the dam, parallel to Pleasant Valley Road

Question 1b: Desired travel paths

Respondent's Timestamp	Responses
11/29/2018 9:50:47	I follow the trail route across the dam
11/29/2018 9:54:02	I travel East on Cesar Chavez from 183, to connect to southbound Pleasant Valley. Whatever makes it easiest to go over the dam, and go along the waterfront there. Thanks for your work on this!
11/29/2018 9:59:19	<p>I run into work once a week using the Country Club Creek trail from Santa Monica and Burleson all the way up Pleasant Valley to Manor road (I bus home on those days). My route to work is only 5.5 miles so I'd prefer to use an electric assist bike every day, but currently between Pleasant Valley at the bridge and Pleasant Valley at 7th is too unsafe for me to consider it.</p> <p>Before sidewalks were added to the East side of the road I used the Butler trail, but it added about 5-7 minutes to my run. Which is about a 10% increase. While all the alignments are decent, the directness of C would be most useful for me, as long as you could also access it from the East side of the road.</p>
11/29/2018 10:10:01	I commute via bike over the dam daily, connecting to the dam via the trail or Canterbury Street on the north side, and via Pleasant Valley sidewalks or the trail on the south side. Being able to connect without interacting with Pleasant Valley Road would be ideal, especially since to continue north on my commute I need to connect to the Pedernales Street bike highway, and need to be on the west side of the dam to practically do that if I'm commuting northbound on Pleasant Valley. I typically switch sides on Pleasant Valley using the Lakeshore crosswalk or the tunnel under the dam, so a crossing connecting the trail on the west side is ideal.
11/29/2018 10:13:33	I cross the bridge to do an exercise loop around lady bird lake so staying on the west side of the bridge makes sense to me. I also think there needs to be a straight-forward connection to the pedernales bike lanes - which means improvements of path from bridge to pedernales. There should also be easy connections from south side of bridge to the ball parks, HEB, Oracle and new developments coming in.
11/29/2018 10:18:54	east to west...then sometimes west to east. It's a loop.
11/29/2018 10:26:23	I travel around lady bird lake, largely on foot, so the dam is the southernmost point on my route. A bridge (e.g., alignments A, B) that facilitates a pedestrian/bike circuit to match the existing steel and gravel path along the lake would be a wonderful city amenity.
11/29/2018 10:29:47	I regularly cross Longhorn Dam by vehicle. It's a "choke point" at Cesar chavez and Pleasant Valley. Even though I've grown older? I'm not so old that I can't imagine the beauty and joy of Bicycle

	/Pedestrian Bridge similar to those on the other end of Lady Bird Lake/Town Lake.
11/29/2018 10:36:29	Traveling from southern trail to northern trail and vice versa. Need a connection N to S on Pleasant Valley.
11/29/2018 10:38:02	I cycle both north and south on Pleasant Valley Rd. across town lake. The problem with any alignment other than a wider bridge is that it would require cyclists to cross Pleasant Valley in one direction or the other to access a bike trail (other than one attached to the vehicle bridge).
11/29/2018 10:40:04	I generally travel by bike across Pleasant Valley Dam. It is not wide enough for a bike + pedestrians. The sidewalk after I cross from the North is not separated enough from the road and feels dangerous. Look at the damage to guard rails in this area for evidence of the danger.
11/29/2018 11:06:40	Currently, I run on the trail everyday. Ideally, I would like for there to be safe crossing across pleasant valley on the north side of the dam. When the dam side was closed last month, it was very difficult to cross at Pleasant Valley and Cesar Chavez...because that is the worst intersection ever. I also think that widening BOTH sides of the existing bridge is ideal for people using the trail and pedestrians traveling on Pleasant Valley. A bike lane would be nice to deter bikes from using the sidewalk. Again, this is "ideal" but I am not sure all can be accomplished since the bridge is already so small and packed.
11/29/2018 11:23:37	I use the bridge as an extension of the hike and bike trail. It does not need to be parallel with the dam, in fact the alignment A option from the peninsula looks nice since it would have a bit of distance from the traffic and noise of the dam.
11/29/2018 11:28:29	safe and wide enough to accommodate all users
11/29/2018 11:29:45	I bicycle from north to south Austin. A safe crossing at Pleasant Valley is desperately needed.
11/29/2018 11:35:49	By bike from Lake Shore heading North on Pleasant Valley Road into the neighborhoods.
11/29/2018 11:37:25	i travel from both the north and the south across the dam. Modes of travel are on foot and by bike. Crossing Pleasant valley Road is a primary concern.
11/29/2018 11:44:37	Bike and walk.
11/29/2018 11:44:41	I either walk or bike both northbound and southbound on the trail as I live in the East Cesar Chavez neighborhood.
11/29/2018 11:48:09	I run through the area on the Butler hike and bike trail.
11/29/2018 11:48:43	I currently travel on the west pedestrian bridge that runs alongside Pleasant Valley.
11/29/2018 11:49:43	I could use any of the proposed routes.
11/29/2018 11:50:47	Need to be able to walk along the trail underneath Pleasant Valley Road / dam on the north side, regardless of alignment (currently only shown in Alignment C).

11/29/2018 11:56:15	I bike Pleasant Valley as a critical connector from SE Austin to E Austin.
11/29/2018 11:56:16	Main use of the current bridge is as part of the hike & bike trail. Future alignment should focus on this bridge as part of the rest of the trail, and should ensure smooth transitions to existing trail on each side. Secondly, focus on bridge alignment as transportation connector for bike & pedestrian access across river to meet connectivity needs, outside the scope of the hike & bike trail.
11/29/2018 12:00:48	When running or biking, I take the walkway on the north side of Pleasant Valley, tying into Butler Trail. The path is too narrow to be say for two-way bike/ped traffic on bridge. Needs to be at least twice as wide.
11/29/2018 12:06:04	I usually travel from NE of the dam and ride the sidewalk of the east side of Pleasant Valley Road south across the bridge. If Station 1 is built on the upstream side of the dam, crossing improvements would be needed for cyclists and pedestrians. A crossing at 2nd and Pleasant Valley Road and a bike path/protected lane south to Canterbury Street would work.
11/29/2018 12:07:11	I generally travel along the ladybird lake trail or north on pleasant valley. Safe access to the entire trail and pleasant valley is very important to me
11/29/2018 12:10:46	I come north over Pleasant Valley and try to start traveling West on Canterbury Street on my bike with road (not trail) tires. It is incredibly dangerous. Sometimes I end up at the Cesar Chavez intersection and have to walk my bike back to the neighborhoods, which is very inconvenient.
11/29/2018 12:12:50	I travel in both directions across the existing bridge, for exercise and enjoyment, usually by bicycle, but also occasionally by foot. Alignment A or B, would serve my needs/desires to (1) stay away from the traffic on Pleasant Valley and to (2) avoid contact between pedestrians and bicyclers on the very narrow sidewalk.
11/29/2018 12:17:26	Travel north on Pleasant Valley to Cesar Chavez and 2nd Street. Need a safe crossing of Pleasant Valley between Lakeshore and Cesar Chavez.
11/29/2018 12:18:48	I travel back-and-forth north and south on Pleasant Valley Road; I need a safe and enjoyable crossing of Pleasant Valley Road.
11/29/2018 12:34:07	Construct protected shared use path on SPR on SB lanes to connect with protected lanes on Lakeshore
11/29/2018 12:36:03	run and bike the Ann and Roy Butler Hike and Bike Trail 10 mile loop
11/29/2018 12:42:17	Ideally, there would be enough room for pedestrians and bicyclists to pass by each other over the water. I use this area to connect to the hike and bike trail on the North side of the Colorado River.
11/29/2018 12:57:18	I am generally traveling north on the Butler Trail and taking the tight Dam crossing to get to the Trail on the north end.

11/29/2018 12:58:42	I run along the trail, and need a way to cross the from the south side of the lake to the north side without having to cross streets.
11/29/2018 13:04:28	I travel from south of the damn to the north on Pleasant Valley Road - need a safe connection across the damn where both pedestrians and bikers can share the same path.
11/29/2018 13:36:01	I'm traveling the loop around lady bird lake.
11/29/2018 13:40:43	I simply need to cross the river on the Butler trail.
11/29/2018 13:49:08	I run the town Lake trail and would like a wider crossing to allow bicycles and pedestrians to cross at the same time
11/29/2018 14:09:21	My husband and I ride our bikes around the lake regularly. This area has gotten more dangerous and we are anxious to see it improved. Nice to have options with Tunnel and a crossing even further down where there's an old washed out bridge, inviting more foot/bike traffic to Caesar Chavez with a safe bike lane
11/29/2018 14:23:01	I run along the existing hike and bike trail in either direction, so having the bridge on the same side of the road as the hike and bike trail makes the most sense and prevents the need for crossing the road.
11/29/2018 14:47:10	I walk across the Longhorn Dam 2-3 times per month. Both direction equally often. Always on the west to stay on the Butler Trail.
11/29/2018 14:51:22	Primarily travel by bike (sometimes walking) from northwest side of dam to southwest and southeast sides. Primarily just need significantly wider pathway to accommodate all of the bikes, pedestrians, trailers, strollers, etc. Safer / more kid friendly would be beneficial too - as would more of a buffer from the loud & often high speed traffic on PV road.
11/29/2018 14:56:08	Travel would be from south to north on the westside of the dam.
11/29/2018 15:01:20	Good connection to hike & bike trail in both directions.
11/29/2018 15:04:30	Widen the bridge and dam so that it can support more cars and pedestrians.
11/29/2018 15:04:31	I would like for the path to connect to the trail so it is easier to continue my run or walk around the lake.
11/29/2018 15:07:51	I would love a pedestrian bridge similar to what is currently in place near Lamar Blvd. I would also like a separate bike lane for cyclists so that they are safe when crossing the lake along Pleasant Valley.
11/29/2018 15:13:11	South to north. Something more nature oriented than being along the bridge, it's an eyesore and distracts from the trail and the lake.
11/29/2018 15:18:12	I run in this area. I picked this over A because I often stop at the water foundation and it would be cut off under A. Of course you could add a water fountain. I would not like the tunnels in option C--unsafe for female runners.
11/29/2018 15:20:35	Though I like alignment "A" for people (like me) going around the lake, it would seem even better with a small bridge connecting the tip of the peninsula to the mainland, to make a shorter trip

	for people simply trying to cross the lake. If there is significant traffic simply crossing the lake, the "A" alignment alone seems impractical, because the detour for someone going along Pleasant Valley Road to get onto the peninsula and bridge is too far.
11/29/2018 15:20:49	I travel back and forth on Pleasant valley road on my bike and need to be able to cross safely. The bridge needs to be redone to accommodate a protected bike lane, and ideally, the rest of pleasant valley road would have a protected bike lane as well.
11/29/2018 15:23:46	I run through that area periodically and cross the current bridge using the trail connections. I would prefer to not cross on top of the dam. The current sidewalk should be reserved for City of Austin employees who maintain the dam.
11/29/2018 15:39:52	I live downtown, & I often head to Guerrero Park or other areas to the SE.
11/29/2018 15:41:21	I like to circle the lake on runs, so option A would be great, and help leave the narrow path on the bridge for the people that need it (e.g. bike commuters).
11/29/2018 16:04:40	I travel from East 7th. A shared running/biking trail either on Pleasant Valley or Pedernales would be great. Until you get to Caesar Chavez, you have to run on a very narrow sidewalk.
11/29/2018 16:16:20	Ideally, I would ride my bike on a closed traffic lane to cross the river.
11/29/2018 16:18:14	I look for the safest path on a bicycle, so my top priority is connecting to a buffered bike lane on each side of the river.
11/29/2018 16:36:45	Until traffic improves, it takes a long time to get downtown. Unfortunately, I think the money should be spent elsewhere.
11/29/2018 17:02:31	I normally travel N to S on the dams west side Bikeway. The "on ramp" and "off ramp" from the bridge are narrow and awkward. Alignment A addresses that. Alignment B would still take you through the parking area on the N side and leave you with a descent to the existing trail/tunnel on the south side. Alignment C would require you to cross Pleasant Valley from the Trail on the N side in order to access the bridge.
11/29/2018 17:03:26	I travel on the Butler trail in both directions.
11/29/2018 18:12:08	either pleasant valley north or pedernales to the trail on the south side of the bridge
11/29/2018 18:26:53	I go out of my way when biking in to work, to get to Guerrero park... by cutting over from Clawson Rd, over to the top of Pleasant Valley (mostly via Woodward St), and drop down Pleasant Valley, to get in at least part of my ride on the boardwalk.
11/29/2018 18:36:53	I travel north and south along the current (shameful) pedestrian walkway/bikeway adjacent to PV Road.
11/29/2018 18:40:09	Staying well away from cars and related noise
11/29/2018 18:43:37	I travel north and south on the bridge

11/29/2018 19:59:24	Safe paths needed from Ortega neighborhood across railroad tracks to Govalle park
11/29/2018 20:44:20	I am a homeowner near South Shore, and I hike and bike back and forth across Longhorn dam regularly. I have been a trail user for more than 30 years and am very concerned about the dangerous increase in auto/truck traffic in this area. The traffic and construction in the area increased greatly after the city allowed Oracle to build such a huge campus so close to an environmentally fragile lake. Is the city asking Oracle to help pay for any part of this new pedestrian bridge?
11/29/2018 20:45:57	Ideally, the travel path would serve both a recreational and practical purpose. On the recreation side, it would make running a trail loop around around the area safer. On the practical side, it would going over and back easier as a bike commuter. Also, by taking bikes off the right-most lane, it would also help traffic flow at points.
11/29/2018 20:56:59	I travel from the northeast side of pleasant valley to the southwest side. The bridge should connect the southeast to the trail bc the peninsula is not close enough to connect the east side of town. PV bridge is not safe currently to cross. Don't neglect the east side please!
11/29/2018 20:59:41	Across the dam/lake either south to north or north to south.
11/29/2018 21:04:41	Usually I drive over Longhorn Bridge, but on occasion I have walked over the bridge - usually just to look at flood releases as a spectator, but also to simply enjoy the trail. I'd be sad to not be able to see the dam up close.
11/29/2018 21:12:51	New bridge adjacent Pleasant Valley. Also need street crossing North of bridge.
11/29/2018 21:23:18	I travel from North of the lake to the South on Pleasant Valley by bike and on long training runs.
11/29/2018 21:30:41	I currently ride my bike on the sidewalk. Ideally there would be a protected bike lane on the bridge with narrower car lanes to prevent them from driving as fast as they currently do,.
11/29/2018 21:35:06	It would be much safer if you could jump over to the peninsula with a nice bridge with flowers and sitting areas a la Higline park in NYC.
11/29/2018 22:13:50	The slightly upstream bridge is the way to go, the homeless would relieve themselves in tunnels crossing the road and the peninsula-south beach would take too much distance off the exactly 10 mile loop. Pedestrian bridge needs to be at least wide enough for 2 opposite direction bicycles to cross at the same time as a stroller. The width of the boardwalks is more than sufficient.
11/29/2018 22:45:21	Around the lake. Like everyone else.
11/29/2018 23:44:18	It is important to accommodate not just the lake loop but travel in all directions both north and south of the lake

11/30/2018 0:05:33	Riding my bike over the dam is an unpleasant hassle. I find by self driving to the south side (from my home nearby on pleasant valley)to walk or ride my bike just to avoid crossing there. Having a bridge connected by tunnels would take the danger out of the north south trip, as well as making a safe way to cross pleasant valley.
11/30/2018 0:19:03	I travel clockwise around the trail, starting from Northwest of the dam. Current pleasant valley crossing is an obstacle and deterrent to using large sections of the trail for exercise and transport.
11/30/2018 4:56:46	I travel from the south river trail network across to the north side street network.
11/30/2018 5:14:25	Recreational loops on Butler Trail, access to Lance Armstrong Bikeway.
11/30/2018 6:41:52	I run on the butler trail. Need pathway wide enough to accommodate cyclists and pedestrians
11/30/2018 7:12:01	I ride my bicycle from N to S on Pleasant Valley as part of the Hike and Bike trail because the sidewalk on the dam is too narrow and dangerous for 2-way bicycle and pedestrian traffic.
11/30/2018 7:30:34	Need Safe bike crossing of Pleasant Valley Road
11/30/2018 8:12:24	I cycle recreationally around the lake a few times a year with guests.
11/30/2018 8:57:33	I run the dam-i35 loop frequently, and it is always dangerous on the dam sidewalk due to the lack of space for cyclists and pedestrians.
11/30/2018 9:46:23	I run that portion of the trail in both directions, and need a wider crossing than the existing sidewalk. I also bike southbound on the trail to access south austin, and again would prefer a wider path across the bridge.
11/30/2018 11:09:09	1. Need a crosswalk/bike walk with bike and pedestrian signals south of the lake and just prior to new bridge so that people can cross N Pleasant Valley and get to the baseball fields. 2. Crosswalk/bike walk with bike and pedestrian signals North of the lake just after the new bridge so that people can cross N Pleasant Valley and get to Cesar Chavez and points east. 3. More dedicated bike lanes to enable a safe way to connect to the new Montopolis bike brige.
11/30/2018 11:10:24	I use the bridge to commute and I like that I can safely stay on the trail side and if I need to cross under Pleasant Valley to get into the park area.
11/30/2018 11:12:12	I run and bike across the bridge. Currently it is too narrow for people to pass each other and it's scary being on the sidewalk when cars drive by.
11/30/2018 11:13:36	Travel North/South toward Roy G Park and beyond.
11/30/2018 11:24:19	I'm usually crossing the dam going from north to south.
11/30/2018 15:33:52	I travel from downtown and find the crossing very dangerous. Side rails too low, walk/bikeway too narrow

11/30/2018 15:43:50	I ride on Pleasant Valley, and I don't want to be travelling in the opposite direction of traffic.
11/30/2018 17:00:51	I ride north to south over bridge. Not ideal
11/30/2018 19:09:48	Crossing Pleasant Valley Road via the street.
11/30/2018 20:16:27	I cross approximately twice weekly and its dangerous when opposing passengers are on the bridge.
11/30/2018 21:35:28	We travel both directions on the west pedestrian walkway, which is too narrow for pedestrians & cyclists who are made nervous by the tight passageway. This path needs to be wider and have better bike specific guardrails on the lake side.
12/1/2018 10:19:17	Living in Deep Eddy Neighborhood at the western end of the Townlake trail system, I use the crossing as part of the ten mile loop. I would emphasize trail use and access over transportation/commuter. The crossing should be more part of the trail system than the ongrade roadway transportation network.
12/1/2018 17:36:13	I travel across the dam both ways on bike and running. I need a safe crossing of the river/lake.
12/1/2018 19:44:45	Trail is narrow accessing the bridge from both sides. Ground is uneven on the north side as you cut back onto the trail. I chose C but wonder how you would cross Pleasant Valley Road to head back west on the trail.
12/2/2018 12:17:14	I do a loop from downtown, northbound across the bridge, and back downtown.
12/3/2018 9:08:31	I travel along Pleasant Valley Road both directions.
12/3/2018 11:38:08	I cross the bridge often on a bike, using the sidewalk to stay away from the dangerous vehicle lanes (there is no escape route when on the bridge). The sidewalk is dangerous too; the guardrails on the outside are too low (on both sides of the bridge).
12/3/2018 11:45:49	i run across the dam right now, so any safe crossing is what i need
12/3/2018 11:46:45	I bicycle a loop around lady bird lake, which follows both sides of the lake and crosses back over the lake on 1st street.
12/3/2018 12:00:47	I walk in either direction regularly across the dam with my wife. The Dam route always requires going back up to the height of the bridge. It would be better to keep the trail on same level and give cyclers and walkers a level path.
12/3/2018 13:15:52	Mostly running or cycling around the hike&bike trail, so moving easily from one side to the other is key
12/3/2018 15:53:24	Being able to safely cross this bridge without having substantial dismount requirements or crossing lanes of car traffic would be optimal.
12/3/2018 15:54:08	I travel south east via bicycle for my work commute. This transition is rough and not ADA compliant.
12/3/2018 16:02:10	I like to avoid the road as much as possible.
12/3/2018 16:14:43	Both A and B should be options, with preference for B - many using the trail for recreation would love A, while commuters

	going across the river would find B more useful since it appears to connect key parts of the city.
12/3/2018 16:18:56	I bike commute everyday and I would use A,B, or C every single day. They all seem equally wonderful options for me. I worry D will not make the Pleasant Valley bridge any more safe.. I would enter Pleasant Valley from Roy G Guerrero park, heading north, and need to take a left to go east on Canterbury. The width helps, but the speed and volume of traffic on Pleasant Valley would make me nervous, no matter how wide the road
12/3/2018 16:21:29	I travel from Pedernales to the bridge, taking Canterbury east from Pedernales to avoid being on pleasant Valley. It would be great to be able to access the trail from Pedernals and then cross over the bridge at the peninsula, or really any other way that doesn't involve biking up the hill to the bridge. There is still connectivity needed to access the peninsula from the bike path on Pedernales, as riding on the railroad tracks or the grass next to Metz Park is not desirable.
12/3/2018 16:29:12	By road bike north west to southwest
12/3/2018 16:39:43	Connected bike trails would be best. Pleasant Valley is a consistent mess for bikes. The Robert Martinez bike path is much preferred for coming and going north. If that path could feed into the peninsula path option there would be a coherent overall route. Being absolutely direct is not necessary.
12/3/2018 16:57:37	I live in holly neighborhood, am completely cut off from the south since I only ride a bike and the current crossing over longhorn dam is a death trap for bikes.
12/3/2018 17:10:42	Entire Pleasant Valley bridge should be widened with bike/running trails on both sides.
12/3/2018 17:29:37	just tryna get around the lake.
12/3/2018 17:56:01	I typically bike from the southeast side to northwest side of pleasant valley or vice versa. Style C above is the best for all direction travel to avoid contending with Pleasant Valley car traffic.
12/3/2018 18:06:47	Travel both ways on bike and runs.
12/3/2018 19:00:04	South to northeast on dam
12/3/2018 19:06:42	Travel across dam to get to Krieg Field.
12/3/2018 19:22:27	Travel on foot. Wider crossing to accommodate two way traffic
12/3/2018 19:27:17	Expand pedernales bike way
12/3/2018 19:37:19	I bike or run both ways on Pleasant Valley and am terrified of the current narrow walkway.
12/3/2018 19:38:43	I only travel on the lake trail. I would like to not travel on the dam at all - it scares me.
12/3/2018 19:47:24	I travel from Southeast of the dam to Northwest of the dam - need a safe way to cross Pleasant valley.
12/3/2018 21:13:25	I rarely travel this area, however, roadway capacity is the most needed improvement here. Expand the bridge for transit and

	vehicle use. Bicycle and pedestrian travel will not reduce congestion.
12/3/2018 22:14:08	I want it to be easy to cross the water from the current trails that are in place
12/3/2018 23:31:35	Need safe crossing over the river for cyclists and pedestrians
12/4/2018 1:16:45	Ideally, I would be able to safely cross the bridge on my bicycle to continue north and south on Pleasant Valley
12/4/2018 7:37:55	Pleasant Valley north of the dam is a hellscape so I'd only approach or depart this infrastructure from the trail itself or the neighborhood on the northwest bank.
12/4/2018 9:20:08	Caesar Chavez to H/B trail south, towards downtown. You MUST tie into the Lance Armstrong & 183 bikeway/steel truss bridge over Colorado River.
12/4/2018 10:15:09	I travel from southwest of the dam to northwest, I just need a wider path
12/4/2018 12:37:17	I travel from East Riverside, west from Pleasant Valley, to either west (towards downtown) or east (towards Springdale) in the north side of the bridge
12/4/2018 13:53:05	With several other people, I ride the entire hike & bike loop every week, starting from Mopac and crossing the Longhorn Dam. We then proceed under Pleasant Valley Road (through the tunnel) and ride through Roy G. Park, before looping back through the tunnel and back to Mopac. The current Longhorn Dam crossing is terrible with frequent congestion and angry walkers/bikers. Honestly, if the bridge crossed on the downstream side of the dam, that'd be fine as well. Whatever is fastest and cheapest.
12/4/2018 14:35:10	I'm elderly and as driving gets harder for me, I'd like to be able to ride my ebike on an improved and separated bike trail on the north shore.
12/4/2018 20:24:44	Travel from Metz elementary south of river on bike. Need a nice wide path that would accommodate bikes and peds.
12/4/2018 23:51:20	currently cycle in lane with traffic.
12/5/2018 8:37:48	On foot or bike going from south of the lake to north then proceeding west on the hike and bike trail or going north into east Austin.
12/5/2018 16:23:25	Typically walking from south side of lake to north. Sometimes biking. Need a wider crossing path.
12/5/2018 16:47:42	I am a runner. The 10 mile loop from Mopac to Pleasant Valley is ideal. I do not like any path that would make running 9.8 or 10.2 miles per loop.
12/5/2018 21:19:30	I travel around the lake on the trail and it would be much safer to not cross on the narrow path on the dam.
12/5/2018 23:09:12	On a weekly basis I ride two laps counter-clockwise around the lake, starting at Stephen F Austin High School, down to/across the dam, and back. It's exactly a 10 mile loop for each lap.

12/6/2018 10:49:47	I don't travel much through this area because the lack of a safe connection across the river. But I would like a safer, separated, hike and bike connection across Lady Bird Lake.
12/6/2018 11:37:32	I always ride my bicycle on the existing pleasant valley road bridge. It feels unsafe specially when there is traffic on it. Drivers get upset and honk on cyclists for riding this bridge. It would be very nice to have a designated bike lane on the bridge or make it wider to have bike lanes as I suggested in previous question.
12/6/2018 12:40:27	Currently have to share the polluted and dangeous roadway sidewalk with scooters and motorcycles.. very dangerous, called 911. The people path directly to complete the route for bikes and peds away from car noise and pollution is so much better!
12/6/2018 13:15:33	I travel along Pleasant Valley Rd or from the trail and Holly Neighborhood to the south shore.
12/6/2018 13:52:48	Travel the Butler trail in both directions.
12/6/2018 15:13:13	Can it be connected to EastLink? I ride regularly around the entire LB Lake, then north on Pedernales/EastLink
12/6/2018 17:09:25	I follow the hike and bike Trail around the lake and it makes sense to connect to the peninsula
12/6/2018 17:25:45	Fix the damn bridge to Roy G! It's been 4-5 fucking years already.... currently utilizing the old Montoplis bridge to connect.
12/6/2018 19:07:15	I use the path as a runner making a complete Hike/Bike trail loop.
12/6/2018 21:55:48	Jogging trail
12/6/2018 22:23:22	I think a bridge coming off the peninsula would be a great option to pedestrians, providing both a down-river view of Austin, and a view of the dam, while sifting traffic away from Springdale road altogether
12/6/2018 23:14:30	I frequently paddle my canoe from lady bird lake and portage under pleasant valley using the existing tunnel and put in below the dam. I'd like this feature to be maintained or improved. Tunnel access under Pleasant valley road on both sides of the river is important to me.
12/7/2018 9:02:01	I travel parallel to Pleasant Valley road to cross the dam - need either a wider road of a parallel bridge. A safe crossing for Pleasant Valley on the North side should also be added.
12/7/2018 10:56:04	I bike and walk the whole trail
12/7/2018 13:09:35	I live just north west of the dam in Holly neighborhood so I use the bridge multiple times a day in both directions in my vehicle, I also cycle both directions on the West side of the bridge multiple times a week, as well as run the east loop of the Hike & Bike Trail multiple times a week, utilizing the sidewalk on the west side of the bridge.

12/7/2018 13:40:34	i travel from pleasant valley road across the dam. i really need a safe way to cross cesar chavez and pleasant valley. it can be very dangerous for a bike rider on those main roads, so i zig zag to get over to the bike path on pedernales, which takes me out of the way.
12/7/2018 13:51:25	Will be traveling south on pleasant valley. Most likely vehicle, sometimes on bike
12/7/2018 18:29:53	Need a safe way to cross when walking. Option B seems to be the most direct / shortest distance, which is typically what someone walking needs.
12/8/2018 9:50:27	<p>I choose the "peninsula solution" because I am concerned with the elevation changes. I would prefer a ped bridge as close to the water level as possible. The other alternative for an upstream bridge parallel to Pleasant Valley might be fine as well. The connection for bicycle and pedestrian commuters continuing north along Pleasant Valley should be kept in mind. For me as an elderly guy on a bicycle who rides around the lake, the elevation changes to get up to the current bridge crossing are a little challenging. I would prefer a more gradual incline OR just stay closer to the water.</p> <p>An interim solution (think next 10 years from your timeline) involving slight widening of the current crossing on the bridge (west side of the bridge) would continue to serve as a post new bridge solution; providing continued direct access for bikes and peds on the Pleasant Valley commuting corridor.</p>
12/8/2018 12:22:41	I run the Town Lake trail loop a couple times per month. I always cross over the Longhorn dam from south to north. It's ok, but doesn't feel safe when there are a lot of people, and is really inconvenient when the west side of the dam is closed and you have to cross on the east side of the road, as the guard rails are very low.
12/8/2018 18:14:04	I like A because if you're coming from the west, you avoid that little bridge.
12/8/2018 22:38:15	Southwest side to northwest side
12/9/2018 1:18:58	Need a way to cross pleasant valley safely on foot and via bicycle. Need a way to safely cross the river on foot and on bicycle. Must be wide enough for people to walk next to one another. Should connect to the paths.
12/9/2018 8:04:00	I would walk the trail.
12/10/2018 0:49:39	I ride loops around the lake
12/10/2018 8:52:58	A safe crossing across pleasant valley can allow for safer movements eastside
12/10/2018 11:36:22	Biking in both directions
12/10/2018 12:11:15	I am a runner and cyclist and the existing (now closed dam crossing is very tight and rather dangerous with oncoming bikes and runners. Making runners cross pleasant valley however is

	near suicidal and exceptionally dangerous. Additionally the lighting in the underpass / tunnel under pleasant valley road MUST be fixed / upgraded immediately.
12/10/2018 12:23:21	Crossing pleasant valley is terrible.
12/10/2018 13:16:22	I travel north and south on Pleasant Valley Road, by bike or on foot, and need a safer, more comfortable way to cross than existing sidewalks and roads.
12/10/2018 14:12:35	I am a bicycle commuter needing a river crossing anywhere near Pleasant Valley Road. Montopolis Bridge (though really cool) is too far downstream, I35 too far upstream.
12/10/2018 14:30:29	I currently use this section for running or walking, typically parking in the lot NW of the bridge, Roy G. park, or along PV and travel both directions from there; if I am riding my bike, I avoid the trail / sidewalk on the bridge and ride in the road to avoid pedestrian conflicts, or walk my bike on the sidewalk. In the future, my travel by foot would not change much with any of the 4 alignments shown, however bicycle access would be best on a trail or boardwalk than in the street.
12/10/2018 15:14:34	i bike and want a safe way to get to Walnut Creek
12/11/2018 0:42:50	I'm traveling from montopolis (via Roy Guerrero Park / Krieg field) to downtown (via east Austin.) connecting to the island would be fine for me but would limit/complicate pedestrian/bicycling routes crossing there.
12/11/2018 8:07:38	Typically making a loop on trail.
12/11/2018 10:27:37	I mostly drive across the bridge, but recognize the need for better pedestrian and bicycle infrastructure
12/11/2018 11:13:23	I use the trail to loop around from the South to North side of the Longhorn Dam, and I would like more space to bike or walk. It's currently not a feasible way to travel if I were commuting, so I only use it on the weekends, but if there were more space for cyclists and pedestrians, I might take it to commute.
12/11/2018 14:05:31	It should be easy to walk from south of the river to north to go to the restaurants on Cesar Chavez, etc. but instead I usually drive because there is no good way to walk. The bridge should be connected to the trail so it encourages people to walk where they are going.
12/11/2018 14:27:17	I run across the dam, typically north to south. I need the path wider to allow for pedestrian traffic in both directions.
12/11/2018 18:06:06	Across the existing bridge. If the bridge needs to be widened for 30 mph traffic, such plans should include room for slower, smaller-vehicle traffic, too.
12/11/2018 19:33:24	Typically travel the entire loop of the trail, so safe passage over the river is most important to me.
12/11/2018 22:26:02	I travel twice a week by bicycle from the east Cesar Chavez neighborhood to Krier fields. I usually take Canterbury and head south on pleasant valley, slowly crossing from the rightmost lane to the left lane in order to make a left turn into the park or at the

	light. I would like a safer way to go over the bridge and across to the fields.
12/12/2018 1:01:22	I travel via bike from south to north.
12/12/2018 8:02:15	I prefer to travel on the path away from traffic. The further from cars, the better.
12/12/2018 11:22:48	I regularly do the eastern loop on the hike and bike trail and just need a way across the river on the eastern end.
12/12/2018 13:16:33	I travel from the south side of the river to the north side and would like to see a bridge connection to the peninsula that bypasses the longhorn dam. If that is not feasible, then widen the sidewalk on longhorn dam
12/12/2018 16:02:18	I travel SE of the dam crossing over the dam while running/biking/walking heading toward the peninsula.
12/12/2018 21:04:56	Pedernales over dam to hike bike trail south side of lake
12/13/2018 14:35:32	I run on the trail almost daily and cross on the upstream side. Option A above would work best for me. Option B would work too but would be less scenic.
12/13/2018 14:51:19	I run through the neighborhood (south to north) while looping town lake
12/13/2018 14:56:05	I would use this bridge in two ways: as a walker/bicyclist, I would want it to connect to the Hike and Bike Trail, and as a commuter, I would want to get easy access from southeast Austin to the UT campus area (along the lines of what's currently in place).
12/13/2018 15:00:38	Recreational bike close to the lake, both directions.
12/13/2018 15:05:25	Need safe and reliable walking path around the lake. Longhorn dam current status is marginally acceptable and not always open.
12/13/2018 15:06:03	I Travel on the Ann and Roy Butler Trail and need better crossing conditions on the bridge
12/13/2018 15:07:58	I travel on the hike and bike trail in a loop, clockwise and counter clockwise. I would also like the option to head to Cesar Chavez.
12/13/2018 15:18:36	I recreationally bike and hike across the bridge and just need a wider lane of travel to pass safely over the lake
12/13/2018 15:42:26	Ideally the needed infrastructure would exist to allow all residents more travel options to shorten their commute. (I.e. more bridges, parkways, and expanded infrastructure)
12/13/2018 15:46:23	This would connect my bike journey through parks downtown, which potentially could mean biking all the way from where I live to Barton Springs without needing to travel on busy roads
12/13/2018 15:57:30	Bicycle
12/13/2018 16:19:45	I travel from northeast of the dam to the south on Pleasant Valley Road BY BIKE - need a safe crossing of Pleasant Valley Road.
12/13/2018 16:27:29	Would like to be able to cross PVR safely.
12/13/2018 16:41:31	I run or bike along the trail and would like better crossing along Pleasant Valley Road.

12/13/2018 17:12:40	See note on "other" above, I use this connection in both ways - as a trail user and a commuter. I think it most important to improve the commuter route, however. Thus option D would be most ideal.
12/13/2018 17:16:53	I want to walk or run from the north to south side of the river at the dam. I currently do this on the west side of Pleasant Valley/dam walkway.
12/13/2018 17:30:03	I typically run from the southwest side of the dam to the northeast side, Need a safe crossing over the river
12/13/2018 17:51:38	I drive and bike across the dam often. I need you to preserve the existing traffic lanes and make the pedestrian/bike sidewalk wider.
12/13/2018 18:02:04	Never fun crossing the river at Pleasant Valley. Never understood why there is a 4" railing on the dam side and a 8" cyclone fence on the street side.
12/13/2018 18:08:21	avoid going that way
12/13/2018 18:26:52	I like to jog, walk, or bike the pedestrian trail around the lake. No need to come up to street level.
12/13/2018 18:42:55	I travel either direction
12/13/2018 20:25:28	When I am riding my bike over the current bridge it is not to connect to the hike and bike trail, but either to connect to the Govalle Park trail (going north) or coming from that trail south towards McKinney Falls. I am an avid cyclist. Any bridge that forces me onto the slower trail would be a hindrance to me.
12/13/2018 20:56:06	I run across the dam frequently on Saturday mornings. The sidewalk is narrow & a bit uncomfortable when two people pass one another. However the view, esp upriver, is beautiful and should not be defiled by footbridge. Having to run through tunnels to cross under PV Road seems awful. I don't like the scuzzy tunnel that is there now on the south side. There's got to be a way to add small additional sidewalk space on the existing roadway.
12/13/2018 21:18:03	I travel from Northwest of the dam, across the dam, and back west on the Southshore. I need to be able to do this safely walking and biking and ideally without a lot of smog.
12/13/2018 21:19:27	I run along the trail with my kids in a stroller or ride with them attached to my bike in a trailer. Desperately needing a wider path so two way traffic is an option AND away from the cars. It is terrifying running on the smidgeon of a trail along pleasant valley road. It would be great to avoid the parking lot as well to give kids a safe space to learn to ride a bike.
12/13/2018 21:40:32	I travel north to south and would like a safe place to ride a bike - safe for me and the pedestrians on the bridge I am passing.
12/13/2018 21:54:22	I ride on Pleasant Valley both ways. I also take the trail, but that's not as common.
12/13/2018 22:40:19	by car during weekdays, kayaking, running, walking, biking during the weekends

12/13/2018 23:02:25	Run across path to complete loop of lake
12/13/2018 23:05:00	I need to be able to do the hike and bike loop over the easter part of lady bird lake with a stroller and/or a child riding his own bike. the longhorn dam crossing is too dangerous for that
12/14/2018 2:10:20	My primary experiences with the crossing are while running the Hike & Bike Trail. My main concern with the current situation is the narrow pedestrian path, making it hard for running and bikers to travel simultaneously. Anything that involves the widening of a pedestrian path would be helpful.
12/14/2018 5:34:29	Need to remove Pleasant Valley crossing from my route, all alignments would work, however, moving the connection north to the peninsula provides the most connectivity to the residents in the Holly Street neighborhood.
12/14/2018 5:47:38	Near lighting.... stop building shit in dark places with no light.
12/14/2018 8:33:53	I travel north and south on the narrow sidewalk over the damn (west side of pleasant valley)
12/14/2018 8:37:46	I travel along the trail south of the river and cross on the pleasant valley road sidewalk to get to the north side.
12/14/2018 9:01:49	nc
12/14/2018 9:05:42	I typically go from the neighborhood north of the river to the south side using the sidewalk on the west side on my bike. It would be great to use a wider connection so two-way traffic is possible. I like the peninsula to the trail because it would be furthest away from the road and dangerous part of the dam and have the least change in elevation necessary.
12/14/2018 9:06:56	Following hike and bike trail around Lady Bird Lake and connecting to downstream trails
12/14/2018 10:03:35	I travel on the trail, needing to get from south side to north side
12/14/2018 10:21:32	I usually jog or bicycle through the area along the trail
12/14/2018 11:06:14	I cross on the west side of Pleasant Valley Rd. If crossing is on the east, would need a safe way to cross i.e.- a tunnel
12/14/2018 11:30:38	I'd like to travel north south (B) and still have opportunity to connect with the existing trail
12/14/2018 11:42:13	I bike to work at McKinney Falls State Park. For folks traveling South it is important that there would be a bike lane option that is separate from the hike and bike trail that continues all the way up to Pleasant Valley.
12/14/2018 12:07:52	By car
12/14/2018 12:19:09	Using established street networks
12/14/2018 12:21:25	Same as now
12/14/2018 12:23:52	need safe connections to continue on hike and bike trail as well as to continue along pleasant valley road. Tunnels feel unsafe so I would prefer they be avoided.
12/14/2018 12:27:10	I like to run across the dam and use the trail with my family (wife, two young kids and a dog). The trip up and over the dam is scary.

	It is very unsafe for bikes, too. We need a dedicated bridge that's free from cars, like the Boardwalk or Pfluger Bride.
12/14/2018 12:35:16	I travel from the north east shore to the south shore. I currently use the street bridge but would much more prefer to stay away from the road.
12/14/2018 12:38:54	Bike/ped crossing needs to be as close to parallel to Pleasant Valley Rd as possible to maximize utility of the crossing for non-recreational trips/users.
12/14/2018 12:48:19	I travel on the hike and bike trail by foot or bike and need to cross the lake
12/14/2018 12:50:39	Travel from south side of hike and bike trail to north side. Currently I actually tend to avoid crossing and turn around rather than completing the hike and bike full loop. The section through the park on the north side past the sports facilities can feel quite isolated as a lone female. I think it could do with safety improvements as well as a new bridge that would make crossing the river there more appealing. The route is also a little confusing on the north side heading west after crossing the bridge.
12/14/2018 12:53:09	I do a lot of running in the area, so would be good to have off the main roads, but still have option to connect directly from peninsula to the main road
12/14/2018 13:06:36	Currently travel North/South on P. Valley. The sidewalks along the dam are narrow and dangerous.
12/14/2018 13:22:40	I would use this crossing if it was parallel to the road and allowed travel in both directions.
12/14/2018 13:28:52	Path not along road and over dam with low guard rail.
12/14/2018 13:40:57	Do not travel thru the area
12/14/2018 13:57:34	Ideally, would make a loop around the lake using the trails and new bridge, either on bike or as pedestrian/dog walker. However, easy connectivity to Pleasant Valley Rd. could also be beneficial for commuting, so that would be important as well, and thus my vote for a B alignment.
12/14/2018 14:47:55	I go north and south over the bridge, usually on the sidewalk.
12/14/2018 14:48:48	I could be biking on either the north or south side of Pleasant Valley depending on traffic lights earlier in the route, so easy access to the pedestrian crossing from both sides of the road is lovely
12/14/2018 15:04:22	Good lighting in any path as it is dark and normally overgrown.
12/14/2018 15:23:31	Travel from Southeast to Pleasant Valley Road.
12/14/2018 15:30:18	Running mostly, but also biking. Both directions. Staying to the west of pleasant valley.
12/14/2018 16:04:38	Anything is better than what we have now over the dam.
12/14/2018 16:28:28	I travel counter-clockwise around Lady Bird Lake, starting and ending on Pedernales St. I need a safer crossing of the lake instead of the current dam, from south to north over the lake on its east side.

12/14/2018 17:23:50	We bicycle across Longhorn dam, and it's crazy-scary. Brings back harrowing memories of having to walk across the Lamar Street (vehicle) bridge back in the day. A dedicated pedestrian/bicycle bridge above Longhorn dam is the SAFEST option. Any new bridge configuration which would require pedestrians and bicyclists to cross Pleasant Valley Rd. at street level stoplights in order to THEN access a new, dedicated bridge is NOT safe or wise.
12/14/2018 17:34:46	I would typically be making a loop around the east end of Lady Bird Lake.
12/14/2018 18:45:29	I run along the road. I bike along the trail passing through the road.
12/14/2018 19:07:30	I regularly travel by bike from my home on the north side of the river to stores (e.g. HEB) on the south side. For this, the fastest and easiest route is best. An unnecessary climb up the dam and back down again is unwelcome.
12/14/2018 19:43:20	I'm usually coming to/from Govalle Park when in the area.
12/14/2018 22:05:11	I walk the trail. Need better crossing for pedestrians and bikes.
12/15/2018 2:04:45	I travel from the trail S to N on west side of bridge. To cross with opposing traffic one must dismount as on any single track trail.
12/15/2018 7:17:08	I ride a bike on the trail; would love to avoid the dangerous bottleneck that is the current pedestrian section of the dam/PV
12/15/2018 10:11:52	Trail running or biking - no stops would be ideal
12/15/2018 12:42:09	I travel east on Canterbury then head south onto Pleasant Valley Road to get on the hike/bike trail.
12/15/2018 13:15:58	Currently parallel Pleasant Valley on the dirt to the pedestrian bridge
12/15/2018 13:16:49	I cross from W. Pleasant Valley rd. And turn left towards the bridge. The exit north into the residential area is a nightmare.
12/15/2018 15:46:26	i travel the hike and bike trail
12/15/2018 21:57:22	To perdnales and 6th
12/15/2018 22:51:54	Just need a safe way to cross Pleasant Valley.
12/16/2018 10:29:35	I travel across the river at Pleasant Valley in all directions. The entire area needs improvement.
12/16/2018 13:08:29	I cycle round the lake
12/16/2018 16:21:15	From NW of the dam to the trails S of the dam, both E & W
12/16/2018 16:41:03	Bicycle. I would like to be able to cross ladybird lake at pleasant valley road safely, without pedestrian or automotive conflict. A separate bridge for cyclists would be nice, but would need to account for ladybird lake flooding.
12/16/2018 22:43:29	I travel from northeast of the dam to the south on Pleasant Valley Rd. - need a safe crossing.
12/17/2018 0:18:23	I live by Waller and Lambie; I usually bike along the eastern section of the Hike & Bike Trail. I start near the end of Waller, head south alongside I-35, and then pick up the trail heading east along the southern edge of the lake...I then head north through

	<p>Longhorn Shores, cross over the dam, and then pick up the trail heading west along the peninsula and continuing through Festival Beach Park. I like proposed bridge alignment B, which is similar to my current route but avoids riding alongside vehicular traffic over the dam. My second choice would be option A; option C seems a little out of the way and I'd prefer to avoid riding alongside traffic if possible.</p>
12/17/2018 8:58:09	<p>Staying away from traffic on pleasant valley would be ideal. I run this area constantly, It would also be nice for it to be open and safe, going around the east end of old power plant and along the peninsula is very dark, putting it up stream of the dam and out of tunnels would ensure a safer, and traffic avoidant route.</p>

Online Survey Responses

Question 2: What needs improvement?

Answer	Responses	
Width	16.26%	114
Trails	8.7%	61
Connectivity	10.84%	76
Bicycle accommodations	12.41%	87
Pedestrian Accommodations	11.13%	78
Safety	17.83%	125
Sidewalks	4.85%	34
Lighting	4.56%	32
Amenities	3.57%	25
Maintenance	3.14%	22
Signage	.86%	6
Tunnel	2.71%	19
Other	3.14%	22
	Total	701

Question 2 Responses

Respondent's Timestamp	Responses
11/29/2018 9:54	Widen the path going over the dam. Most people have to get off their bikes and walk them so as not to put other pedestrians in danger.
11/29/2018 9:59	<p>The NW corner of Lake Shore drive Riverside is difficult to access the trail. When using it for commuting I had the option of running directly down the hill on a steep unofficial path, or running to the left a fifty odd yards and then doubling back.</p> <p>The East side of the road sidewalks are GREAT, but could use some shade.</p> <p>Also we need a water fountain at both corners!</p>
11/29/2018 10:10	The bridge is extremely unsafe and undesirable for pedestrians and especially cyclists, so if the city intends to keep four car lanes on the bridge, a separate crossing for pedestrians and cyclists is ideal. It's especially difficult for cyclists who are commuters like me to negotiate the bridge, since it's difficult to connect to the bike lanes on Lakeshore and Pleasant Valley in a logical way right now... imagine heading south on a bike like me, needing to connect to either Lakeshore or Pleasant Valley. (1) for Lakeshore, I cross the dam via Canterbury Street and then end up on the trail, since there's a curb that prevents me from entering Pleasant Valley Road (and also no bike lane until Lakeshore). Then I need to

	<p>get on the bike highway on Lakeshore, but there's a very rocky/rogue trail I try to avoid near the Lakeshore/Pleasant Valley intersection - so I continue on the trail until I can switch to the sidewalk on Lakeshore heading westbound, but I still can't get on the bike highway because there's a curb. So I continue on the sidewalk, swerving around bus stops and pedestrians, until the first available curb cut near Tinnin Ford Road. That's a really wonky connection. Or (2) to connect to Pleasant Valley's southbound bike lane beginning at Lakeshore, I have to use the bumpy/rogue trail near that intersection to transfer from the trail to the crosswalk, but due to approaching the intersection from an odd angle it's hard for cars to see me, and bad for my bike which is not really made for rugged terrain.</p>
11/29/2018 10:13	<p>The tunnel under the south side of the bridge is scary and no one knows it exists (need wayfinding and physical improvements). The intersection of Cesar Chavez and Pleasant Valley is scary and has no accommodations. If people cross the bridge, how are they supposed to navigate to the Govalle neighborhood? This new bridge will increase crossings, so don't leave them stranded once they cross.</p>
11/29/2018 10:18	<p>this dam bridge is the biggest priority</p>
11/29/2018 10:24	<p>The trail west of Pleasant Valley from Lakeshore to the Longhorn Dam should be paved for accessibility and safety reasons. More safe pedestrian connections should be made from Roy G. Guerrero and Kreig Fields across Pleasant Valley and connect to existing trail.</p> <p>Sidewalks over Longhorn dam should be widened for safer use. Handrails should be raised over Longhorn Dam for safer bike passage.</p> <p>A sharrow should be implemented in the right lanes going over the Dam, as many experienced cyclists will still utilize the roadway.</p>
11/29/2018 10:26	<p>Access to the bridge path on both sides (I have to hop a guardrail on the west side, and climb the bank on the east side), as well as the path width (e.g., it is impossible to pass a biker or dog without stopping at a cutout).</p>
11/29/2018 10:29	<p>Widen Pleasant Valley between East Riverside and 7th St. Included in that project would be bicycle/pedestrian lanes separate or included across the area at Longhorn Dam.</p>
11/29/2018 10:36	<p>Currently extremely dangerous. Too many car lanes going too fast, tiny crossing for peds and bikes that is shared and dangerous. Needs a road diet.</p>
11/29/2018 10:38	<p>We need PROTECTED bike lanes on the bridge across town lake. Also, we need PROTECTED bike lanes on Pleasant Valley from the bridge south to Lakeshore Drive. Finally, the vehicle speeds on Pleasant Valley need to be reduced to 30 mph.</p>

11/29/2018 10:40	The sidewalk across the Pleasant Valley bridge is not wide enough. The sidewalk to the south of the bridge needs separation from the road.
11/29/2018 11:16	The trail is generally fine in this area. We just need a new bridge.
11/29/2018 11:23	The current crossing on the bridge is too narrow. Bikes and pedestrians are in conflict. Bikes seem a risk to hit pedestrians. I also hate walking down the hill from the dam towards Lakeshore...the sidewalk is exposed to fast traffic. Many people choose to walk inside the guardrail instead. The new route should separate trail users from motorists.
11/29/2018 11:28	The bridge crossing is too narrow
11/29/2018 11:35	We simply need a safe and accessible crossing for bike and pedestrian traffic. Connectivity to walking and bike trails and a bike friendly Pleasant Valley a plus.
11/29/2018 11:37	The lights in the tunnel currently in place under Pleasant Valley Road could be better maintained, and I would hope lights in a potential new tunnel would be in place. The scariest part of the current crossing is the low curb along the sidewalk -- you can see how battered the guard rail is, and most of the telephone poles have been replaced due to cars hopping the curb.
11/29/2018 11:44	I need to not feel like I am going to die crossing the river.
11/29/2018 11:44	The easternmost portion of the trail near Pleasant Valley could use some cleanup and more policing.
11/29/2018 11:48	the pedestrian trail on the Longhorn Dam is too narrow. Also, the sidewalk on the south side of the dam (north side of Pleasant Valley) is very narrow to the point where it joins the hike and bike trail.
11/29/2018 11:48	Need to make a wider crossing that will safely allow pedestrians and bicyclists to pass each other.
11/29/2018 11:49	Many persons climb the hill on the west side from the trail up to the bridge sidewalk on an informal trail. Could be a formal part of the trail.
11/29/2018 11:50	The crossing itself, and connections through the existing neighborhood (Canterbury, etc.) need continuous sidewalks in order to make the system functional. Shade along the crossing would be great.
11/29/2018 11:51	My only concern is that the current pedestrian crossing is very scary and dangerous and someone is going to get killed. It should be made safe immediately with additional chain link fencing.
11/29/2018 11:56	The entire stretch of Pleasant Valley pictured needs a protected bike lane, at least 6 feet wide on both sides, lighting, and shade trees.
11/29/2018 11:56	Existing bridge sidewalk is too narrow. Too close to fast traffic, and totally unprotected in some parts. Furthermore, hike & bike trail at east and west ends of peninsula have sharp, fast turns which cause traffic conflicts on trail.
11/29/2018 12:00	Clearer signage around the Holly Plant.

11/29/2018 12:06	Crossing Pleasant Valley and the current option on the bridge sidewalk feels very unsafe.
11/29/2018 12:07	The sidewalk/bike route on pleasant valley crossing the river.
11/29/2018 12:10	I don't see station 2 on this map.
11/29/2018 12:12	The width of the existing pedestrian walk/bike travel-way needs to be widened, and where the sidewalk is not protected by chain link feels unsafe due to its proximity to high-speed vehicle traffic.
11/29/2018 12:17	Between Canterbury and Cesar Chavez. Should build that connection point out. Holly Street connection isn't the greatest. Could use upgrades.
11/29/2018 12:18	The Pleasant Valley bike/ped crossing is the main problem. It is too narrow and feels dangerous and exposed to traffic and high elevation to the water below. Addition of tree plantings for shade along the rest of the trail in the park would be much appreciated too.
11/29/2018 12:36	current bridge is too narrow for a cyclist and pedestrian to pass safely and easily
11/29/2018 12:57	Safety and space
11/29/2018 13:04	the current infrastructure is unsafe, especially when the sidewalk along the west side of the dam is closed off. pedestrians are forced to illegally cross pleasant valley in order to access a safe alternative route.
11/29/2018 13:40	Peninsula bridge and existing bridge by the dam. Street crossings (under!) Pleasant Valley Dr.
11/29/2018 13:49	The crossing needs to be wider
11/29/2018 14:09	I feel bad whenever I cross thru baseball fields, can you make a dedicated trail around back of fields?
11/29/2018 14:23	the tunnel under the road that leads to the baseball fields is a bit sketchy.
11/29/2018 14:46	A wider thoroughfare. The crossing on top of the dam is too narrow, barely allowing any passing. Someone is going to get knocked over the side someday.
11/29/2018 14:47	Current Bridge is too close to the road, too loud and way too thin for bikes AND peds. The hill trail south of bridge is uncomfortable.
11/29/2018 14:51	Primarily just need significantly wider pathway to accommodate all of the bikes, pedestrians, trailers, strollers, etc. Safer / more kid friendly would be beneficial too - as would more of a buffer from the loud & often high speed traffic on PV road. Other than that, maybe a slightly wider bridge from the peninsula to the mainland as well.
11/29/2018 14:54	That entire walking situation needs to be improved. I've had to walk on the road and that's not ok.
11/29/2018 14:56	Bridge on the westside of the dam. The tunnel under Pleasant Valley needs to be wider.
11/29/2018 15:04	All of it feels unsafe at night. The trails need to be well lighted like Buffalo Bayou Park and Memorial Park in Houston, TX.

11/29/2018 15:04	This part of town needs more safety at night. More lighting would be helpful. The bridge itself is in really poor condition - it could really use some aesthetic improvements.
11/29/2018 15:05	the approach on both sides of the bridge takes you from a safe trail up a rather steep hill, downstream on the north side access to the water could be improved.
11/29/2018 15:07	The pedestrian/bike path along Longhorn Dam really really really needs to be replaced with something new. I bruised my hip just last week when I was trying to cross at the same time as a cyclist. It's dangerous!
11/29/2018 15:13	Unsafe
11/29/2018 15:18	More lighting and increasing foot traffic would make this feel safer.
11/29/2018 15:23	The trail connection from Longhorn Shores should be made of a material that should not erode so easily and there should be sidewalks along the entirety of Pleasant Valley Road on both sides of the street.
11/29/2018 15:39	The Holly Power Plant site, the current crossing on the dam, the washed-out bridge in Guerrero Park.
11/29/2018 16:04	The area where Canterbury St, the hike and Bike trail, and Pleasant Valley meet is sort of a mess in terms of accessibility. There's an informal trail there now but it seems like it's just there from people walking over grass.
11/29/2018 16:16	Restriping to close a southbound lane of traffic.
11/29/2018 16:18	I call it Unpleasant Valley because it feels unsafe on a bicycle. The biggest problem is that, once you've reached the north side of the bridge, there isn't any safe route on which to proceed. Cesar Chavez and Pleasant Valley are both busy streets with no bike infrastructure.
11/29/2018 16:36	Improve parking at St. Edwards Park. It would be nice to be able to have the rest of the city enjoy park amenities.
11/29/2018 17:02	See 1b. Bridge walkway too narrow, on and off ramps also too narrow and have 90 degree turns on the N side.
11/29/2018 17:03	The bridge is dangerous. It is not wide enough and the guard rail is too low.
11/29/2018 17:07	Safety
11/29/2018 18:12	Taking the lane is uncomfortable to to high vehicle speeds, reckless driving, lack of exit options, etc. Taking the sidewalk in uncomfortable bdue to tight clearnace. two way travel is not practical, cyclists often need to stop or dismount.
11/29/2018 18:26	the bridge over the Longhorn dam is really all that needs to be improved... well, and perhaps the blind section where the spur trail, between 222 E Riverside Dr and the American Statesman parking lot, joins onto the main trail.
11/29/2018 18:33	The path behind the power plant, the current, narrow, pedestrian walkway on the bridge.

11/29/2018 18:36	Prioritize safe travel design for people over LOS.
11/29/2018 18:43	More lanes. And a way that traffic won't stop while people wait at the Cesar Chavez light (nb)
11/29/2018 18:44	We need a pedestrian bridge to go with longhorn dam
11/29/2018 19:59	Safe pedestrian crossings on Springdale rd between Airport Blvd and Reyes st
11/29/2018 20:44	<p>There are several big safety issues on the hike and bike trail that could be corrected if the city would just enforce current laws and regulations:</p> <ol style="list-style-type: none"> 1. Electric scooters. Please do not allow electric scooters on the hike and bike trail. They are dangerous to scooter riders as well as to other trail users. Even though scooter companies "do not allow" more than one rider on a scooter and no rider who is 17 or younger, I often see young children riding double on a scooter with an older user. This occurs all over the city, including after dark. The city needs to ticket scooter riders and scooter companies for these dangerous safety violations before allowing scooters to use the hike and bike trail. 2. Unleashed dogs Too many dog owners let their pooch off leash while on city trails, including the hike and bike trail. This is dangerous for the dog as well as for other trail users. I have been jumped on by large dogs on the trail, and I have seen dogs cause bicycle accidents. Please enforce the \$500 fine for unleashed dogs so people will learn they cannot let their dogs off leash to harm others. This happens all over the city, whether Hill of Life, River Place trail, Guerrero Park, Stacy Park, Mabel Davis Park, etc. Please, please, please patrol and write tickets for unleashed dogs to save humans from harm. (I am a dog lover in between dogs at the moment.)
11/29/2018 20:45	The whole thing. Getting over the bridge feels dodgy as a runner trying to negotiate around bikes and strollers (like one could fall in), and crossing the dam is impractical by bike, requiring a merge into traffic and taking the lane on a busy road.
11/29/2018 20:56	The PV bridge heading south to the hike and bike trail needs to connect better and easier for cyclists.
11/29/2018 20:59	Not enough room for bikes and pedestrians.
11/29/2018 21:04	The entire bridge feels cramped, unsafe, loud and hot as a pedestrian. I imagine cyclists feel the same way.
11/29/2018 21:12	Along bridge and trail from West of bridge into bridge. Improvement a needs for safer connection to neighborhood North of bridge across Canterbury.
11/29/2018 21:23	<p>I don't understand what "station" means in these questions????</p> <p>The bridge is too narrow, the underpass feels unsafe, lots of trash accumulates in the Holly powerplant lagoon, invasive giant cane plants, the banks are erroded due to fishing...it would be great to</p>

	have some dedicated fishing spots/small docks on the peninsula and more plants in the lake to help with fish habitat
11/29/2018 21:30	We need a better way to go from the longhorn shores to the bridge.
11/29/2018 21:35	We could use more shady trees along the route leading up to the current end of the path where the people fish
11/29/2018 22:45	Everything
11/29/2018 23:44	Need a separate bridge and near-term improvements
11/29/2018 23:59	1) More parking on the north side of the dam. 2) Improve the approach trail on the south side of the dam, to avoid having to walk next to the traffic on Pleasant Valley. 3) Improve the tunnel under Pleasant Valley south of the dam. It is dark and has a tendency to flood.
11/30/2018 0:05	Safe access. A bridge wide enough for 2 bikes to pass on. Better access to bridge than rutted muddy paths.
11/30/2018 0:19	Both sides of the peninsula could be improved for flow. The North side narrows around a corner and poison ivy is often an issue encroaching on the trail.
11/30/2018 4:56	Bike and pedestrian passage needs safer, even travel surface and more dedicated space in both directions of travel.
11/30/2018 5:14	A safe, uncongested way to cross the river. I also like traveling south of the bridge heading east to the old Hwy 183 bridge.
11/30/2018 6:41	same as above
11/30/2018 7:12	The area immediately adjacent to the Holly St. Power plant is still a horrible mess. The trail through the softball fields is not clear nor is it safe when there is activity at the ballfields.
11/30/2018 7:30	Bike lane or connection that is safe.
11/30/2018 8:12	lake crossing is unsafe (narrow, crowded 2-way traffic, rail and fence intrusion); access up to dam sidewalk crossing not paved; safe access across road to park facilities on south side does not exist
11/30/2018 8:57	The dam sidewalk is too narrow.
11/30/2018 9:46	The bridge itself is (obviously) too narrow for even pedestrians. The sidewalk on the south side of the bridge also need shade, and feels unprotected from traffic. Could use more shade along the trail just south of the bridge.
11/30/2018 11:09	Any bike/pedestrian bridge over Lady Bird Lake needs to be WIDER than the current one so that peds/bikes can safely and easily pass both ways. Right now, one direction has to scoot over to the side to enable the other direction to pass. If you're going to build a bridge, build it right! Make it really wide and passable. Oh, and please don't allow motorized scooters (Bird/Lime) on the Lady Bird Trail. It's not safe for scooter riders or bikes/peds. They go too fast and the wheels on the scooters are too small for that surface.

11/30/2018 11:10	I would like the bridge its self to be safer and to move the trail after the bridge a little bit further from the road instead of a side walk right next to the hill.
11/30/2018 11:12	I love the boardwalk and I wish there were more portions of the lake that had that. It's open and wide and feels safe. I also like that I can see where I'm going early in the morning. I wish the trail had lights all the way around the lake.
11/30/2018 11:13	Road Diet for Pleasant Valley Rd
11/30/2018 11:24	The dam is certainly not safe to cross due to the narrowness of sidewalk.
11/30/2018 12:41	need to cross pleasant valley from north to south on both sides of dam . need to cross plesant valley westbound and eastbound over the dam. both via foot and bike. two way foot/bike traffic on both north and south sides of dam/pleasant valley would be great
11/30/2018 15:33	Access to bridge crossing and the crossing itself is difficult. Need to widen and light the tunnel underneath as well. Trails east of the dam are underutilized. Need signage and maps and mile markers
11/30/2018 15:43	The ability to roll South on Pleasant Valley across the bridge in a wide bike lane. The ability to roll North and have a safe bike lane or dropped bike bridge.
11/30/2018 17:00	The area under I-35 is dangerous and unsightly.
11/30/2018 19:09	Having a wider trail away from the existing bridge and dam would make it safer for bike and scooter users. I think the tunnel under the bridge is too small for the amount of traffic that will be using this area in the near future. Could the new trail be connected to a traffic-lighted pedestrian crosswalk?
11/30/2018 20:16	Signage instructing single use of current bridge (Please allow current passengers to cross)
11/30/2018 21:19	Lighting all along the trail would be good, workout station on the north side (like there is on the south) would be good
11/30/2018 21:35	An improved 2-way bike path protected by bicycle appropriate guardrails would be ideal.
12/1/2018 10:19	In addition to the Longhorn Dam crossing, the trail through the ball fields could be better defined, and routed so as to not conflict with little league events.
12/1/2018 17:36	The bridge over the dam - bikes, walkers and runners must use the sidewalk and is too narrow. If you go on bridge with bike, lanes are too narrow and feel very unsafe.
12/2/2018 12:17	The existing bridge feels very automobile oriented and would benefit from a road diet.
12/3/2018 9:08	A dedicated bike lane on each side of the bridge that goes along with traffic direction.
12/3/2018 11:38	Wider pedestrian and bike path. Higher guardrails.
12/3/2018 11:45	the tunnel under pleasant valley is downright scary at times, and it always smells like pee

12/3/2018 12:00	Walking any where near or across Pleasant Valley traffic is uncomfortable and dangerous. Car are moving fast and very close to pedestrians with little protection. Everyone knows the path is too narrow. It is also unnecessarily tall and off the ground level of the hike and bike trail
12/3/2018 12:43	Pleasant Valley Bridge for bike / pedestrians. At minimum, add high fencing on water side of the bridge walkway. Ideally, expand the bridge or build a separate walk/bike bridge. Improve trail smoothness for bikes (either paved primary bike potion or reduce gravel washout and rutting).
12/3/2018 12:49	I feel there are potential safety issues in the often very "lonely" areas on the trail that go by the baseball fields and basketball courts (north side near the Holly Street plant). I think trail users get confused on how best to navigate this area to "stay on the intended path." (which involves going by bleachers, and crossing a parking lot and Holly St). I think having an obvious (perhaps paved and well lit) and less meandering path that clearly traverses the area would help, at minimum.
12/3/2018 13:15	the pedestrian section on the bridge, and the sidewalk areas leading up to it
12/3/2018 15:30	the path by the old electric station is very narrow and has poor transitions to the streets, it should be more bike and scooter friendly.
12/3/2018 15:53	Just north of the current bridge feels poorly thought out around the Caesar Chavez intersection for bikes.
12/3/2018 15:54	The entrance points to the Town Lake trail have poor visibility and accessibility, there is no cohesive path/sidewalk for people on scooters, bikes, or even on foot. Commuters are cramped on the non-ADA compliant sidewalk.
12/3/2018 16:14	Connecting from the new pedestrian bridge to the street should be easy on both sides of the dam.
12/3/2018 16:18	Any way across the river around Pleasant Valley, so I'm thrilled this is being discussed. Fixing the Guerrero Park Bridge ASAP.
12/3/2018 16:21	The entire intersection at Pleasant Valley and Cesar Chavez feels unsafe to me, and Cesar Chavez is not bike friendly. Connecting the bike paths on 5th or Pedernales to the trail/a bridge would be best. The dirt path coming down south from the bridge is also unsafe for beginner bikers -- I have seen 2 people who wiped out at the bottom of the hill where the fence posts pick up.
12/3/2018 16:29	Dedicated bike infrastructure. Have to take the road because the walking paths are impractical on a bike
12/3/2018 16:39	The bridge path is currently terrible for 2 way pedestrian and bike traffic. People try to stay on their bikes, making it even more dangerous.
12/3/2018 16:57	Longhorn dam! Have you ever tried to cross by bike? Have you ever crossed at night?
12/3/2018 17:10	Pleasant Valley bridge is unsafe for peds, bikers, and motorists.

12/3/2018 17:29	the trail
12/3/2018 17:56	The current sidewalk on the bridge is way too narrow. Its dangerous to cross this on foot or by bike. The sidewalk past the bridge on the south side is unprotected from cars whizzing by at 40+ mph.
12/3/2018 18:06	Amount of space given to peds/bikes and coupled with speed of cars in the area. Scary combo
12/3/2018 19:00	Pedestrian safety for bikes and those on foot
12/3/2018 19:06	Crossing Pleasant Valley with Connections to Krieg Fields.
12/3/2018 19:27	The pv bridge is dangerous for pedestrians and cyclists
12/3/2018 19:37	The walkway over the dam is too narrow for two bikes to pass let alone a wheelchair or stroller. The railing towards the dam on the Northside seems low and dangerous.
12/3/2018 19:38	On top of the dam, which is too narrow, and the area around the power station north of the dam, which is narrow and poorly marked.
12/3/2018 19:47	Access to the bridge on both the north and south side. width of bridge.
12/3/2018 20:20	Boardwalk around the lake
12/3/2018 21:13	Roadway capacity for transit and car use.
12/3/2018 22:14	After heavy rains the gravel pathways need to be maintained for bikes
12/3/2018 23:31	The sidewalk on the bridge is too narrow. New pedestrian/bicycle bridge is needed.
12/4/2018 1:16	Need space for safe bicycle lane and improved pedestrian walkway
12/4/2018 7:37	Access to the dam from northeast is roundabout due to Pleasant Valley being a miserable road.
12/4/2018 8:22	Path just before the dam, and on the trail when installed
12/4/2018 9:20	The safety. This should be a corridor that links east 183 development / Caesar Chavez with the H/B trail.
12/4/2018 9:28	Rebuild bridge washed out in Roy G. Guerrero Park
12/4/2018 10:15	The path on the west side of the bridge is too narrow to accommodate traffic in both directions and the guardrail is too low to protect cyclists from falling
12/4/2018 12:19	Move the trail to the lake front around Holly Street Power Plant site.
12/4/2018 12:37	Crossing the bridge feels EXTREMELY unsafe. It's also a higher speed than many streets I bike, and cars seem very aggressive against bikers in the car lanes. A bike lane, separated from the regular lanes, would be ideal for safety!
12/4/2018 13:53	The current Longhorn Dam crossing is terrible with frequent congestion and angry walkers/bikers. It's narrow and harrowing with traffic on one side of a chain link fence, and a fall down the side of the dam on the other.
12/4/2018 14:02	Pleasant Valley bridge needs the most work, then the path from the road back to the trail on the north shore.

12/4/2018 14:35	Poor lighting and lack of maintenance on the north shore. The Pleasant Valley Tunnel is scary. There are equity issues between north and south shores. Prioritize amenities as stated in the original Holly Shores Master Plan, not the amended Plan that a single, threatening group was able to get PARD admin to change AFTER the public process ended. The floating bridge from the south shore peninsula to the island to the Power plant trail was a great idea and Oracle was even interested in helping to fund it. What a shame that a handful of contras sabotaged that Master Plan.
12/4/2018 18:25	Current pedestrian crossing is very narrow, hardly enough space for a ped and bike to pass. No space for 2 bikes to pass
12/4/2018 20:24	Width of path on West side of bridge
12/4/2018 23:51	bike lane on pleasant valley needs to extend from lakeshore to canterbury. proper turn lanes need to be provided to canterbury. cyclists currently traveling north on pv have to switch into the center lane on the bridge in order to turn onto canterbury. cyclists use canterbury as a safer route to downtown
12/5/2018 8:37	Safer, more pleasant method for crossing the lake, similar to Pfluger pedestrian bridge.
12/5/2018 14:01	Crossing through the park and under the concrete arch seems very off-path. For runners new to the trail itâ€™s unclear if this is how to go. Improvements and signage would really help this feel like the official trail.
12/5/2018 16:23	No real problems with any points on the trail.
12/5/2018 16:47	1) A water station on the path at Pleasant Valley and Lakeshore would help runners and walkers. 2) The tunnel under Pleasant Valley to the Roy Guerrero fields is horrible: bad lighting, bad water drainage, bad with. Make it more pedestrian friendly.
12/5/2018 21:19	The path is not well defined at the north access point by the bridge. The sidewalks by the parking lot and street are too narrow and have very sharp turns for people on bikes. Additional wayfinding signage and maps would be helpful.
12/5/2018 23:09	The little bridge that connects to the peninsula should be widened to allow for traffic in both directions at the same time.
12/6/2018 8:34	Bridge is too narrow
12/6/2018 10:49	There needs to be a separated pedestrian and bike bridge, with lighting to safely get the users across.
12/6/2018 11:37	More lighting in the trail will make it feel safer to bike when its dark. Also adding bike lanes on the roads to make it safer for cyclists.
12/6/2018 12:14	I ride bikes from West Austin. Having to go around Holley Power Plant into neighborhood sucks. Also south of Longhorn Dam on the north side to travel to the 183 bridge needs some serious thought. Thanks.
12/6/2018 12:40	The bridge is very scary and unsafe for anyone but speeding cars and their smoke.

12/6/2018 13:15	Safety. Cycling capacity. Wayfinding.
12/6/2018 13:52	Get pedestrian and bike traffic off of Pleasant Valley and onto a new bridge
12/6/2018 15:13	Public Safety may dictate that the Longhorn Dam gates be rebuilt.
12/6/2018 15:42	Snake Island is unsafe
12/6/2018 17:25	Bike lanes. Roy G bridge STILL out...
12/6/2018 19:07	I feel most unsafe on the path leading to the narrow peninsula from the old power plant to the tiny bridge west of Pleasant Valley road. This includes the narrow peninsula as well.
12/6/2018 22:20	Lighting in the bathroom by the rec centers, more parking at the north trailhead north, restrooms at the trailhead, bridge railing on the dam is very low- dangerous for small children to walk across, widening of the bridge crosswalk- i can't be with my double stroller and another pedestrian at the same time.
12/6/2018 22:23	The western boundary of Pleasant Valley road, and the river could really use some revitalization. Lights, paved areas for bicycles, wider trails for runners, and a beautification of the shoreline, where amazing views are underutilized
12/6/2018 23:14	don't know for sure
12/7/2018 7:11	An alternative to biking on the Pleasant Valley bridge is definitely needed. Protected bike lanes along Pleasant Valley are also needed.
12/7/2018 10:09	Lane very narrow over the bridge
12/7/2018 10:56	ENFORCE NO SCOOTER RULE ON THE TRAIL
12/7/2018 13:09	The peninsula and Metz park / basketball courts. Basically the entire mile stretch of the trail from pleasant valley to Holly Street powerplant on the north shore.
12/7/2018 13:40	more bike lanes.
12/7/2018 13:51	More driving lanes and wider walk bike path. Would be nice to have a "viewing station" like a mini cul de sac since we're parallel w sunrise and sunset
12/7/2018 18:29	Need better way to cross the river, and better connectivity back to the hike and bike trail on both north and south sides. It would be nice for the park space along Pleasant Valley, south of the dam, to feel more useable. Would be nice to have a safe and comfortable way to get to Roy G. Guerro park too.
12/8/2018 9:50	Southwest corner connection to Riverside and Pleasant Valley intersection. Widening of the current small bridge from the end of the peninsula.
12/8/2018 11:34	Signage
12/8/2018 12:22	Better way to cross the lake other than the dam.
12/8/2018 18:14	That little bridge by the peninsula could we wider
12/9/2018 1:18	It needs to be wider and have spearate space for walking and biking. It should be like the Lamar pedestrian bridge and separate Lamar bridge for cars.

12/9/2018 7:27	I crossing the river safely and smoothly
12/9/2018 8:04	Having more park area
12/9/2018 22:37	Stretch from South end of bridge back down to trail.
12/10/2018 0:49	I always feel unsafe crossing the dam. My bike seat is a few inches above the railing
12/10/2018 8:52	At the dam
12/10/2018 11:36	Bike access needs lots of improvement
12/10/2018 11:45	The bridge connecting the trail west of the dam to the peninsula should be widened. The trail crossing of the road that goes in the Holly plant should be widened before and after the road crossing, and the train tracks should be removed and that area filled in. What consideration is being given to the crossing on the northwest side of the Holly plant? Ideally that crossing will be removed from the roadway so that the trail is contiguous and stays on parkland the entire distance. Same is true where the trail crosses the road just north of the ball fields--that crossing should be eliminated so that the trail stays on parkland the entire distance.
12/10/2018 12:05	Peninsula pathway and waterfront need repair and improvement. Lot's of needles found along the water edge, so solutions needed.
12/10/2018 12:11	Separation from traffic. A wide bridge that permits for bikes and runners to pass comfortably AND an overlook to pull off the trails on the new bridge and look at the lake / dam / birds / sunset etc. Then, the erosion of the discharge channel along the peninsular needs to be fixed. Lastly, what is the function of the back channel and peninsular now that the power station is not discharging hot water? Can the back channel become a habitat / wetland / water quality devise? There is an opportunity to think out of the box here and fix a lot of post- industrial mess.
12/10/2018 12:23	Peninsula - Mainland bridge is narrow. Current approach to bridge is frustrating on bike (look at desire paths) on both sides.
12/10/2018 13:16	The existing tunnel on the south side of the river, under PV, is not attractive. The whole interface between Pleasant Valley and the Krieg Fields, and how they connect to Roy G, could stand to be thought about a bit. The bridge is awful and dangerous for pedestrians and cyclists. The rest of the trail in that area is quite nice.
12/10/2018 14:12	Where the trail meets Pleasant Valley Road at the North side of the bridge has some narrow passages, sharp-radius turns, and abrupt transitions.
12/10/2018 14:30	A wider path to accommodate hike and bike activities; lower slope grades to allow wider accessibility; the tunnel access under PV can feel pretty unsafe, updates to address this would be welcome; a lookout / view point / pier for views back to the City (assuming alignments A, B, D), or views down the Colorado (assuming alignment C), fishing, rest; lighting for safety

12/10/2018 14:42	Bridge feels unsafe and cramped for pedestrians and cyclists. The path on the south side also feels unsafe. The continuity of the trail is broken. A new bridge would be the best solution.
12/10/2018 15:14	under the Pleasant Valley Bridge feels unsafe
12/10/2018 18:40	The connections around the old power plant could have more park land, be more open, get rid of narrow areas, sharp curves, and be made more park like in general.
12/11/2018 0:42	The sidewalks across the pleasant valley dam are too narrow for two way traffic.
12/11/2018 10:27	Bridge sidewalks are too narrow
12/11/2018 11:13	Width of sidewalk and/or separated paths for pedestrians and cyclists.
12/11/2018 14:27	Width
12/11/2018 15:03	Transition to and from the bridge are not safe for new riders or pedestrians. The tunnel crossing under yo the ball fields needs better drainage and lighting. A crossing light at the ball field entrance would be safer than jetting across as some do now.
12/11/2018 18:06	Slow ped & small-vehicle traffic across the lake
12/11/2018 19:33	Crossing of the river is currently the least safe aspect of this area of the trail.
12/11/2018 22:26	Cars constantly speed on pleasant valley. Safety would be improved by separating vulnerable users (and not forcing them on top of each other) or rightsizing the road to allow more space for all users.
12/12/2018 8:02	Ideally, it would be nice to have a bridge across the lake/river in the northwest area of the picture above that way one can walk all the way around the lake and/or more quickly walk from south short to the park along the north shore. The path along the south (along Pleasant Valley) could use more trees and shade for the summer months. The damn is definitely the area most in need of improvement.
12/12/2018 8:34	With higher traffic on the trail, there are still a few pinch points where bikes and pedestrians get into tight quarters with one another. I can think of 4-6 places under bridges and Zilker on the south side that could be widened 3-6 ft. to allow better flow for everyone. Maybe an upgrade to the bathroom near the baseball fields on the east side?
12/12/2018 11:22	The only issues I see are the well known ones where the trail is the Pleasant Valley sidewalk, and the inadequate transition point at Canterbury and Pleasant Valley.
12/12/2018 13:16	Lights along the trail would make it useable in the evening. Cut the brush and vines off the trees to allow them to have thriving canopies. Also provides views of the lake. The underbrush is out of control. More benches for rest stops and sitting opportunities. Negotiate an easement with Austin Energy to keep trial on the water side of old power station. Provide more areas along the lake for pedestrians to interact with the water. Much of the shore is

	poison ivy and over run with invasive species prohibiting interaction with the water.
12/12/2018 16:02	The areas around Holly St and the old power plant still make everything feel disconnected there. Any work done to make the trail seem contiguous (like it is on the West side near Mopac) is much appreciated.
12/12/2018 21:04	safe dam/lake crossing for bikes
12/13/2018 14:35	The lake crossing, as you clearly noted. I wish the path would go on the lake side of the (ex) power plant. The south climb towards the lake crossing. The north climb towards the lake crossing. The (ex) power plant.
12/13/2018 14:51	New surfaces need to be running friendly. Concrete can be hard to run on.
12/13/2018 14:55	lighting of the path would be lovely for runners or even walkers when it's dark out. if possible clearing bushes out a little directly next to path so predators can't hide as easily
12/13/2018 15:00	South and east bike trails need widening and upgrade.
12/13/2018 15:05	A path from north shore to south shore that is always open and does not require crossing at a traffic light (current situation when Longhorn Dam is closed)
12/13/2018 15:06	A path from north shore to south shore that is safe and open when the river conditions are extreme
12/13/2018 15:18	Wider bike hike travel way
12/13/2018 15:39	The current crossing is way too narrow. Dangerous with dogs, dangerous with bikes, dangerous with baby carriages.
12/13/2018 15:42	Expand Pleasant Valley entirely. Consider the creation of a new parkway. There is a critical lack of travel options for those headed into town.
12/13/2018 15:46	Finish Roy G Guerrero trails and bridges.
12/13/2018 15:57	Pedestrian crossing of lake
12/13/2018 16:06	NOTHING, well other than your loose pocket books. Stop frivolously spending!
12/13/2018 16:12	the bridge is really tight right now going over the dam, hard to feel comfortable when riding a bike
12/13/2018 16:19	path too narrow across current bridge/dam. path too close to road.
12/13/2018 16:25	Lighting around path on the east side
12/13/2018 16:41	The current dam sidewalk. Very narrow.
12/13/2018 16:51	More seating along the trail, lighted emergency blue light phones along the trail
12/13/2018 17:12	The tunnel option, "C" above, is intriguing but the existing tunnel under Pleasant Valley on the South end of the dam is sketchy as I'm sure you're aware. Low clearance and dark, with strange smells ;)
12/13/2018 17:16	Widened pedestrian pathway... removed from cars if possible.

12/13/2018 17:30	I feel pretty safe in most of the area as long as I am not running alone
12/13/2018 17:48	More water fountains for dogs and outdoor showers
12/13/2018 17:51	Sidewalk is very narrow.
12/13/2018 18:00	The northwest side of pleasant valley rd (where it currently connects to the park) is extremely dangerous and the sidewalk and trails are too narrow. Very hard to make the turn.
12/13/2018 18:02	At least higher fencing on the damn side and maybe something wider than 4' would be nice.
12/13/2018 18:08	nothing
12/13/2018 18:14	The roads - quit spending sooooo much money on the same area of town!
12/13/2018 18:26	The crossing at Pleasant Valley, and across Pleasant Valley, and the pedestrian intersections at Cesar Chavez and Pleasant Valley all feel unsafe.
12/13/2018 18:42	The side walk & bridge is too narrow for foot traffic
12/13/2018 18:49	There's no lighting on the pleasant valley side of the trail. So much so that I do not run that way when it is dark
12/13/2018 20:56	Would be good to have a barrier between traffic and the sidewalk that descends on the south side of the dam. And do you really need the cyclone fence on top of the barriers long the sidewalk on top of the dam.
12/13/2018 21:19	The path along pleasant valley road is unprotected- cars could easily jump the curb and hit runner/biker/child. Path is too narrow for more than one person single file. It needs to be widened for two-way pedestrian traffic
12/13/2018 21:40	The bridge crossing is scary
12/13/2018 21:54	River crossing itself -- the sidewalk is exceedingly narrow, and there is no bike lane.
12/13/2018 22:40	a pedestrian bridge for recreational use to connect the north and south trails, ideally will be separated from the traffic
12/13/2018 23:02	Keep the gate open across dam so we don't need to cross street
12/13/2018 23:05	longhorn dam sidewalk. trail along pleasant valley on south end of lake. pedestrian crossing of pleasant valley
12/14/2018 2:10	For me, the bridge crossing is the main area of improvement. Additionally, on the downtown-side of the bridge, the connection from the bridge to the continuation of the Hike & Bike Trail is not smooth, and could be improved.
12/14/2018 5:34	The trail system on the northern shore. Too many crossings, 90 degree turns, and on neighborhood streets.
12/14/2018 5:47	Lighting
12/14/2018 8:33	We need a wider walking g and bike path separate from traffic
12/14/2018 8:37	reduce the traffic lanes and widen the sidewalk to include a bike lane, there is no need fro 4 car lanes, saves money and reduces traffic speed.

12/14/2018 9:01	nc
12/14/2018 9:05	The narrow sidewalk, where the sidewalk turns into the trail by the guardrail on the south side, the intersections of trail and streets and pleasant valley on the north side.
12/14/2018 9:06	Bike/pedestrian space on Pleasant Valley bridge, replacement bridge across creek south of ball fields; better pedestrian crossing at Lakeshore and Pleasant Valley and connection to trails.
12/14/2018 10:21	Crossing the dam on foot or bicycle is very difficult and feels dangerous. There is also poor options to cross pleasant valley. During the floods, the west side of the trail was closed over the dam, forcing me to cross pleasant valley with no crosswalk to get to the other side and cross the bridge.
12/14/2018 11:06	A bathroom nearby would be great. Lighting on the trail also
12/14/2018 11:09	Needs to be safer
12/14/2018 11:30	Longhorn shores needs improvements with water access, ecosystem restoration, and parking. Safe access to the parking located at the softball complex needs to be installed. The less two areas should be considered as a single entity rather than two disparate elements.
12/14/2018 11:42	As a bike commuter I take the full lane. Despite the current two lane set up cars still honk and drive dangerously. Measures to control cars in this area are important.
12/14/2018 12:07	The bridge
12/14/2018 12:18	Lighting on the north side would help make it feel safer, especially around graffiti alley
12/14/2018 12:21	Sidewalk on both sides of the bridge, maybe higher railing.
12/14/2018 12:23	crossing atop the dam needs to be improved; protected/safe cycling infrastructure along Pleasant Valley
12/14/2018 12:28	Safer crossing of pleasant valley rd
12/14/2018 12:35	Adding the pedestrian bridge by pleasant valley and MORE TRASH CANS ON THE TRAIL, please add RECYCLING next to each can and PLEASE have them emptied TWICE A WEEK. Trash on the trail and in the water is a real bummer.
12/14/2018 12:48	The current crossing for the trail is unsafe, crowded. Take one lane from cars and give it to humans!
12/14/2018 12:50	The area on the north side can feel quite isolated so some safety improvements would be good. As would some drinking fountains. A pedestrian only bridge would be good too - running right next to traffic is not appealing and not great for health either! Also where the hike and bike trail actually goes on the north side is confusing.
12/14/2018 12:53	There are currently no safe crossings for pedestrians and runners along the right side of the bridge.
12/14/2018 13:06	Sidewalks along the dam.
12/14/2018 13:22	Allow safe crossing from either way with flow of traffic. Allow connection to area trails and cross streets.

12/14/2018 13:28	Current path is super dangerous. Guard rail is way to low and narrow for two people passing and especially if on bikes.
12/14/2018 13:40	The city council!
12/14/2018 13:57	Existing sidewalk on dam/bridge, lighting along north side of trails
12/14/2018 14:47	The ped tunnel under the bridge and it doesn't drain well and the water gets gross and it's scary in the dark.
12/14/2018 14:48	the unpaved path up the steep, rocky slope that connects the bike path with Lakeshore BLVD
12/14/2018 15:30	Too narrow and needs some sort of barricade/fence between sidewalk and raining in water side.
12/14/2018 16:04	The current path over the dam is too small and not friendly.
12/14/2018 16:28	Skinny bike/walking path over the dam, and then the hike & bike trail winding through the streets of the Holly neighborhood before picking back up later.
12/14/2018 17:23	More lights at night, perhaps solar-powered. It's awfully dark under all those trees on the north side of Lady Bird Lake just above the dam.
12/14/2018 17:34	Other than the narrow sidewalk on the bridge, having trails very close to the noise and air pollution from street traffic is undesirable.
12/14/2018 18:07	Safety
12/14/2018 18:45	It is a centerpiece bridge in Austin. And deserves to be at the level of Austin 360 bridge. It is very much central part of the city and used by many more people than Austin 360 bridge. Many more tourists are also using the bridge frequently. My point is that it should be pleasant to look at. Aesthetic and should also serve the purpose of locals. Wide pedestrian and bike bridge.
12/14/2018 19:07	The approach to the bridge on the south side forces bike riders to either ride on the sidewalk next to fast moving traffic, or ride on the unimproved dirt desire path. The path is next to a high drop off. When my children were young and we would ride together, this choice made us all very nervous. The trail should be improved with a guard rail. This should be done even if the bridge goes upstream. People will always need to travel north on P. Valley.
12/14/2018 22:05	A safer, wider, multi use path to get across the lake. Bikes want to go fast and it scares me because I'm an elderly walker. After crossing the bridge there could be better, nicer connection to the trail. And it is beyond this project, but getting around the power plant is scary and ugly.
12/15/2018 2:04	Anywhere along Pleasant Valley. Speed is too high for sharing and the bridge's elevation causes a line of sight issue. Improve crossing from Lakeshore to 5th Pleasant Valley a must. Lighting bike signals green paint whatever. Needs it all.
12/15/2018 7:17	Narrow pedestrian zone on dam, lack of trail features leading up to it

12/15/2018 10:11	Safe trail crossing separate from traffic ; more shade in open ; water fountains
12/15/2018 12:42	Improve the poor lighting heading towards the tunnel connecting to Krieg Fields it's unsafe with water pooling, poor drainage.
12/15/2018 13:16	A pedestrian crossing. The intersection of Ceaser Chavez, I think itâ€™s called, with cars wanting to turn.
12/15/2018 15:46	northbound pleasant valley road bike path has too low of railings on the downstream side and no protection for car debris flying over the concrete barrier
12/15/2018 22:51	Need a safe way to cross pleasant valley, fix the bridge beyond the ball fields that leads to Roy Guerrero park.
12/16/2018 8:00	Pleasant valley and Longhorn dam need more automobile lanes in both directions
12/16/2018 10:29	Crossings of Pleasant Valley, crossing of the river.
12/16/2018 13:08	Crossing the dam - current path way too narrow and railings too low.
12/16/2018 16:10	wide and separate sidewalks
12/16/2018 16:21	The existing tunnel under the S end of the bridge is often urine-soaked. (And of course the existing ped/bike line across the bridge is way too narrow, and its connections on both ends are unsafe under-food/wheel and too close to the road.)
12/16/2018 18:33	Longhorn dam
12/16/2018 20:55	I feel pretty safe along trail except having to cross over the dam. I don't like having to cross through the neighborhood on the Northside of Ladybird lake near the baseball fields.
12/16/2018 22:43	Better pedestrian and bicycle crossing - safer wider beautiful pedestrian bridge comparable in quality to the Pfluger Bridge.
12/17/2018 0:18	The existing pedestrian/bike route along the west side of the bridge is far too narrow; I would like to see any new bridge considerably widened so cyclists, dog-walkers, people with strollers, all have plenty of room to pass each other in both directions. Also, there are sections of the trail (along the route I described earlier) where bushes or branches extend onto the trail route, forcing me to duck under branches or cut a wide arc around bushes/brush, which can be dangerous when you can't see people approaching from the other direction. I would love to see some maintenance done to trim back the overhanging branches/weeds/brush to make the trail safer for cyclists. Also, there are supposedly no motorized vehicles allowed on the trail, but I see people on electric scooters whizzing by all the time. I wish there were patrols to enforce that rule and/or signage notifying scooter riders that they aren't allowed on the trail.
12/17/2018 8:58	Path width is too narrow. Lighting is terrible. Sidewalk is unsafe from high speed traffic on pleasant valley, so most people cut the corner and run through the grass and along the embankment. The tunnel beneath pleasant valley is scary and dark.

Online Survey Responses

Question 3: What do you like?

Answer	Responses	
Trails/Trail Connections	25.33%	77
Views	25.66%****	78
Trees and Shade	4.27%	13
Plant and Wildlife	7.24%	22
Options for Active Transportation	7.24%	22
Water features (lake, crossing, shoreline)	11.18%	34
Peninsula	6.25%	19
Parks	.99%	3
Art	2.30%	7
Amenities (water fountains, bathrooms, benches)	1.97%	6
Other	7.57%	23
Total		304

Question 3 responses

Respondent's Timestamp	Responses
11/29/2018 9:54	Beautiful view, and the trail, except for the part going over the dam, is great!
11/29/2018 9:59	I love the graffiti on the power pole, and the trees on the east side, although I'd like to see a more native mix. Currently there are lots of crepe myrtles. I'd love to see more Palo Verde's, and other trees that you find in Guerro East of Pleasant Valley.
11/29/2018 10:10	The lake and shoreline are beautiful over here. I love this area of the trail, though some parts feel neglected.
11/29/2018 10:13	Shaded trees are great along the trail. Make sure to add sitting space, historical information, space for photo ops either on the bridge or on either end.
11/29/2018 10:18	beautiful shorelines, boardwalk is amazing.
11/29/2018 10:24	Views looking East down the Colorado River should be preserved. The landscape between Pleasant Valley Road and Lady Bird Lake should be as untouched as possible.
11/29/2018 10:26	I like the fact that I can run/bike all the way around LBL without going on roads.
11/29/2018 10:29	Please preserve the views both upstream and downstream. That includes the preservation of the plant life, the view of downtown and across the lake and river bottom
11/29/2018 10:38	Protect the trail and it's users, plus the underpass under Pleasant Valley
11/29/2018 10:40	I like that there is a way to cross the river on Pleasant Valley and that there is access to the Town Lake trail.

11/29/2018 11:23	The peninsula is a nice path, quiet and natural.
11/29/2018 11:28	The view
11/29/2018 11:35	Existing bike lanes on Lake Shore are excellent.
11/29/2018 11:37	This section of the trail is one of the most picturesque of the entire trail system (don't tell any one!). I love the current water crossings over the cooling outlet for the holly power plant and the narrow spit of land connecting the power plant park to the rest of the trail.
11/29/2018 11:44	I like the parks on either side of the bridge.
11/29/2018 11:44	Views and native plantlife need to be preserved. Additional benches and repair to fountains would help as well.
11/29/2018 11:48	I like having the crossing run along Pleasant Valley.
11/29/2018 11:49	The public art along the trail should be protected and added to.
11/29/2018 11:50	I love the small peninsula pathway, it is a unique spot along the trail system and I would like that to remain.
11/29/2018 11:56	I like the lack of buildings between Pleasant Valley and the lake.
11/29/2018 11:56	Tunnel under pleasant valley is excellent connector. Trail on peninsula is interesting feature. Water stop\benches on trail at North West side of bridge are very nice. Once nice feature about the current bridge (West Side sidewalk) is the excellent view & vantage point from being up so high. I'd recommend that the future bridge also start & end relatively high so that this this vantage point is not lost.
11/29/2018 12:06	The trail on both side of the dam are great. Minor improvements could be make by adding more amenities such as benches on the shoreline.
11/29/2018 12:07	The peninsula along the north side of lady bird lake is very nice.
11/29/2018 12:10	I don't see station 3 on this map.
11/29/2018 12:12	Alignment B makes the most sense to me, followed closely by Alignment A. Alignment B makes access to the trail much easier from the north-east corner of the bridge/Pleasant Valley. I have seen and used the new hike/bike bridges built near Barton Springs and Mopac. The "plainness" of the bridge superstructures do not do enough to enhance the area's character. Adding some enhancements along the top of this bridge would draw people in and provide the necessary functionality to make the path safe. Therefore, I am inclined to think that a Conventional Beam Bridge with Enhanced Finishings makes the most sense.
11/29/2018 12:17	The connected trail system. Slowly becoming one of the best in nation with protected intersection crossings and built out trail networks.
11/29/2018 12:18	The park is nice along Pleasant Valley and the new improvements for bikes and peds are really helpful. Lots of activities / destinations north and south of the river make this a key, important connection.

11/29/2018 12:18	The project should include effort preserve as much vegetation/green-space as possible.
11/29/2018 12:36	views are great, high vantage point helps with this view.
11/29/2018 12:57	A positive trail user experience where multiple trail users can be in the space at one time. Views of this expansive part of the lake should be preserved.
11/29/2018 13:04	The vegetation and shoreline condition would be my main priority to preserve, the views along the trails on the west and east side of pleasant valley are also some of my favorite as a resident of this neighborhood.
11/29/2018 13:36	Views of downtown
11/29/2018 13:40	I love the views and trail accessibility South of the dam, for the most part. I look forward to new amenities coming to this area.
11/29/2018 13:49	Access to the water fountain in the north side of the dam
11/29/2018 14:09	I like the peninsula/dike area where people fish and the graffiti and murals around the old power plant PLEASE PRESERVE!
11/29/2018 14:47	The path along the east edge of the Butler near the lake is nice.
11/29/2018 14:51	Views and quiet spots for fishing / relaxing by the water. I think the peninsula is great as is, so would prefer minimal change there.
11/29/2018 14:54	The views are nice
11/29/2018 15:04	I love the vegetation, but I think it could use some additional landscape improvements to make it look more manicured.
11/29/2018 15:05	the trail upstream on the south side.
11/29/2018 15:07	We need another restroom on the north east side of the lake. There is hardly anything between I-35 and Longhorn Dam.
11/29/2018 15:13	Trees along south part of trail near Oracle
11/29/2018 15:18	Another water fountain and a bathroom would be amazing!
11/29/2018 15:23	I love the views from Longhorn Shores and the underpass under Pleasant Valley Road. I wish there was better connectivity with the Country Club Creek Trail, a gem in the City of Austin trail system.
11/29/2018 15:39	Being able to cross under Pleasant Valley to get to Guerrero Park.
11/29/2018 16:04	The trail is great in general. I love being able to run on it.
11/29/2018 16:16	The ability to solve an optional transportation need by removing a lane of cars.
11/29/2018 16:18	I cross at I-35 currently, due to safety concerns.
11/29/2018 17:03	That there is separate access for pedestrians
11/29/2018 17:07	The view
11/29/2018 18:12	The lake is pretty.
11/29/2018 18:26	Generally everything else... leave it be.
11/29/2018 18:33	The path from the bridge on the south side is good.
11/29/2018 18:36	I like the ability to use active transportation options along connected networks/pathways. (Much the same as people driving cars like connected roadways...ðŸ™¸)
11/29/2018 18:43	It's in a good location. Especially now that 183 bridge is a nightmare

11/29/2018 19:59	Representation for my taxation
11/29/2018 20:14	whatever gets this done on budget and with least impact to environment, amenities, etc.
11/29/2018 20:44	Please plant as many trees as possible (hardy oaks, live oaks, and pecans, please, rather than cheap sycamores) along Pleasant Valley Road/Riverside Drive and surrounding streets and area. So much impervious cover has been allowed in this area that we need lots more shade trees and trees to help reduce dangerous amounts of co2 and life-threatening particulates. Shade trees will help cool down this part of town, which has an overabundance of concrete and asphalt instead of soil. Austin should be way ahead of other cities on planting trees and promoting the importance of trees, but sadly it is not. Austin could learn from Tulsa's "Up with Trees" program (going since 1976) or the big cities that partner with the Nature Conservancy to plant trees. So many trees in Austin are being cut down to make way for condos and apts. Southeast Austin has the highest density of multi-family housing, so it is overdue for extensive tree planting to make it a healthier part of Austin. I give a standing ovation to the fantastic Tree Folks and the Trail Foundation for all they have done to improve the Riverside Drive/Pleasant Valley Road corridors.
11/29/2018 20:45	Well, the views are lovely, particularly watching the water flow because our lives are so removed from ways to appreciate our water-management systems, and protecting the shoreline is always a wise move, but there isn't anything I would trade for a safer/easier crossing.
11/29/2018 20:56	I love riding my bike around the lake with my partner on the weekends. It's the jewel of Austin.
11/29/2018 20:59	View of the dam is good.
11/29/2018 21:04	Shorelines should be preserved or enhanced wherever possible. Being able to see the lake on one side and Colorado River on the other side is important to me.
11/29/2018 21:12	Would love to see enhanced natural features on West side overlooking dsm\bridge.
11/29/2018 21:23	The new trees along Pleasant Valley, views of the skyline, the rushes and other plants in the lake, that people from the neighborhood fish here
11/29/2018 21:30	I really enjoy riding along the shores.
11/29/2018 21:35	Love being able to walk the whole perimeter of the trail!
11/29/2018 22:45	Aesthetics and connection
11/29/2018 23:44	Downstream views are interesting
11/30/2018 0:05	I love everything else about the area! I love the new bike path/sidewalk on the south east side!
11/30/2018 0:19	Yay for the trail loop being fully connected. Love beautiful space and city views while traveling safely apart from cars. Water

	fountains and bathrooms are important resources for family use of trail and adjacent parks.
11/30/2018 5:14	Great opportunities for a nice view of the lake, benches, community gathering spot similar to Pluger Bridge.
11/30/2018 6:41	the view and separation from traffic
11/30/2018 7:12	The parkland between the dam and Lakeshore is beautiful and has a good trail.
11/30/2018 7:30	Not Much to preserve here.
11/30/2018 8:12	The View!! Several places to stop and enjoy the magnificent sight-line up the lake.
11/30/2018 9:46	I like that the bridge connects both the trail, and the regular sidewalk network in the area. Placement options A and C would force non-recreational pedestrians annoyingly far out of their way.
11/30/2018 11:09	Preserve views, vegetation, wildlife, benches.
11/30/2018 11:10	I like the passage way under Pleasant Valley that gets to the baseball fields.
11/30/2018 11:12	I love the boardwalks.
11/30/2018 11:13	The lake, river plants, animals and other nature.
11/30/2018 11:24	A new bridge that looks like the boardwalk would be ideal.
11/30/2018 12:41	views, open air/no overhang ceiling posts etc obstructing air flow, ability to stop on dam and enjoy view without obstructing other foot/bike traffic
11/30/2018 15:33	Generally I prefer the Eastside trail----wider, beautiful trees, fewer bikers. Clearly a lot of potential for more amenities. Picnic areas, sand volleyball, corn hole, badminton---you name it. Kayak rental.
11/30/2018 15:43	Stopping and looking at the dam.
11/30/2018 19:09	Preserve as much of the natural and pleasant ambience of the area as possible.
11/30/2018 20:16	Great views of Austin from current bridge
11/30/2018 21:35	I like the views of the water & islands on both sides of the bridge. These should be preserved. I like the idea of improving the existing bridge better than adding new pedestrian bridges.
12/1/2018 10:19	Lake views and natural vegetation.
12/2/2018 12:17	Hard to say.
12/3/2018 9:08	I like that its 4 lanes and I can take a whole lane when crossing the bridge, but that is more dangerous than having a dedicated bike lane and it also slows traffic down.
12/3/2018 11:38	The view of downtown and Lady Bird Lake is nice from the bridge, but it isn't safe and safety should come first.
12/3/2018 11:45	i love the natural vegetation and new plantings south of the dam
12/3/2018 12:00	The small pedestrian bridge leading to the end of the peninsula.
12/3/2018 12:43	Keep views and shoreline as-is, where possible.
12/3/2018 12:49	The trail is overall an amazing gem (save for the confusing area by the sports arenas near Holly St and the City plant)

11/30/2018 19:09	the lake view is nice and should be preserved as well as the natural environment's aesthetic.
11/30/2018 20:16	The natural area next to the dam is a beautiful natural area.
11/30/2018 21:35	We have excellent East/West routes with Town Lake and Roy G.
12/1/2018 10:19	I love the bike paths on 5th and Pedernales, and I love the peninsula.
12/2/2018 12:17	The view is nice. The South path after you cross the bridge is fine.
12/3/2018 9:08	The starting of a discussion about change. This needs to be updated
12/3/2018 11:38	I like the peninsula trail.
12/3/2018 11:45	not the bridge
12/3/2018 12:00	Nothing about the current setup is ideal.
12/3/2018 12:43	I like that the crossing is separated by a wall.
12/3/2018 12:49	The view off the downstream side of the dam
12/3/2018 15:54	More boardwalk
12/3/2018 16:14	The views of the lake shouldn't be blocked and the trails on either side of the dam are nice.
12/3/2018 16:18	I love the branch of the trail that is fully out in the water. It's beautiful.
12/3/2018 16:21	That there's little development around the lake
12/3/2018 16:39	None of the options.
12/3/2018 16:57	I like the plants and animals, let's keep them.
12/3/2018 17:10	The working class communities that live south and east of the bridge
12/3/2018 17:29	Everything about the trail minus the dam is ðŸ™ˆ
12/3/2018 17:56	The views from the bridge overlooking the east side and the lake are great and should be exaggerated.
12/3/2018 18:06	Nothing
12/3/2018 19:06	All of the improvements to date - boardwalk, park areas, etc.
12/3/2018 19:27	I like the view, but I don't think a bike bridge would affect it enough.
12/3/2018 19:37	Crossing the water w/out dodging traffic
12/3/2018 19:38	The trail width, how the trail meanders through the neighborhood
12/3/2018 20:20	more amenities on north shore, especially family-friendly and culturally relevant. Historic and geologic interpretive kiosks along the damn shore. Create a replica of a flood gate that opens/closes to teach a bit of old school engineering. Allow for neighborhood/youth serving concessions on the eastern end. restore the floating amphitheater at the lagoon for small group performances. Preserve the Fiesta Gardens Hall as a small rental venue and mini museum about how "The River" was and continues to be Austin's engine of prosperity.
12/3/2018 21:13	Views, animal habitat, benches, artwork such as that found on the boardwalk.
12/3/2018 22:14	That it connects and I can do a big loop now

12/3/2018 23:43	Enjoy the trail as it is.
12/4/2018 7:37	I like not having to cross pleasant valley road and the new connecting path should avoid a street crossing (main path should stay to the west of the road)
12/4/2018 9:20	In general, everything! I drive in from Volente to ride my bike here.
12/4/2018 10:15	I like the crossing, it's just narrow
12/4/2018 12:19	Views of the lake should be preserved, connections to the Hike and Bike trail should be preserved.
12/4/2018 12:37	I like the vegetation and the views. I also like the benches
12/4/2018 13:53	The ability to get out and ride along the river/lake from West Austin to East Austin. It is getting better but it is not complete yet. Could be a perfect lakeside loop from Mopac to 183 and beyond.
12/4/2018 14:02	The potential to complete the People's Path
12/4/2018 14:35	Access across lake
12/5/2018 8:37	I like the low volume of traffic on path at this part of lake.
12/5/2018 14:01	More Lighting, areas are unsafe
12/6/2018 17:25	N/A, whichever is the most cost efficient and long term
12/6/2018 22:20	Murals on the walls of power plant, murals on power line poles, little league fields,
12/6/2018 23:14	I like that there is a tunnel under pleasant valley road on the south side of the lake in addition to the existing pedestrian access across the dam.
12/7/2018 13:09	The view of the lake/snake island/downtown from the east shore is nice. Maybe an additional observation area near the dam would be nice.
12/7/2018 13:40	Not much. i almost fell off the dam while riding my bike across it because a runner jumped out in front of me. the path is way too narrow and incredibly dangerous. the walls are not high enough either.
12/7/2018 13:51	Being over and near water
12/7/2018 18:29	Lighting
12/8/2018 11:34	I like that it crosses the river.
12/8/2018 18:14	The peninsula is a great experience and the longhorn shores can be improved
12/6/2018 13:52	no preference, in Station 4 below, please consider a pontoon bridge.
12/6/2018 19:07	Fun being able to see the dam workings and being able to look west toward town.
12/6/2018 22:23	Maintaining a view down-river and of the dam. There isn't much to preserve there at the moment, but don't ruin the peninsula, add to it like The shoal creek peninsula was done
12/7/2018 7:11	The hike and bike trail and projected bike lanes on Lakeshore Dr are great.
12/7/2018 10:09	View
12/7/2018 18:29	Preserve views and improve connectivity to trails and parks.

12/8/2018 18:14	Plan A
12/9/2018 1:18	Park area
12/9/2018 7:27	Safe thorough fare minimizing environmental impacts
12/9/2018 8:04	Connection across the lake is great
12/10/2018 8:52	The peninsula trail is fantastic, as is the section on the east end of the lake that is parallel to Pleasant Valley.
12/10/2018 11:36	The river / lake. The egrets. The increase in runners and bikers.
12/10/2018 11:45	The Tejano Trails station is neat. The narrow bridge from the peninsula to the main bank is pretty with good views. But I guess a bit narrow.
12/10/2018 12:11	This area is big, with lots of quieter nooks and crannies. Please maintain the fishing spots for folks.
12/10/2018 12:23	The tunnel under the south approach to the bridge should be preserved; it allows easy access to the softball fields and the parkland to the East.
12/10/2018 13:16	The viewshed from atop the bridge is quite nice, and maintaining views either up or down the river would be great; limiting shoreline disturbance and maintaining existing tree canopy cover near bridge landing sites; drinking fountains; trailhead & art sculpture at the parking lot
12/10/2018 14:12	An ability to cross the water.
12/10/2018 14:30	this is an ideal way to showcase the water fall
12/10/2018 14:42	It's a good place to be near the water without the crowds closer to downtown.
12/10/2018 15:14	The views!
12/10/2018 18:40	Bridges and trails must protect as much of the natural vegetation and natural "feel" of the lake shore as possible.
12/11/2018 10:27	Views to Downtown
12/11/2018 11:13	I like that the path continues on the north and south sides of the river.
12/11/2018 14:27	Being able to cross and get longer runs in.
12/11/2018 14:45	More street lights and benches.
12/11/2018 15:03	Preserve the peninsula. Folks the trail around to bridge access. Will look better if the new path parallels the dam/bridge.
12/11/2018 19:33	The entire trail is amazing, being able to safely traverse the entire trail by building a new crossing at the dam would make it almost perfect.
12/11/2018 22:26	The view from the peninsula of the damn is actually pretty beautiful.
12/12/2018 8:02	The peninsula path on the east shore is very serene and enjoyable.
12/12/2018 8:34	Everything! The addition of the trail over the water is amazing! We are on the trail often and we never tire of it.
12/12/2018 13:16	the trail. the lake (if i could see it through all the over growth.
12/12/2018 16:02	I don't think anything over on this side is that sacred. Changes welcome!

12/12/2018 21:04	easy accessibility from North of lake to South side. Ride bike from Mueller Neighborhood to Boardwalk€¹..
12/13/2018 14:35	I like everything I did not mention above :-) Love the peninsula.
12/13/2018 15:00	Views of lake from trail.
12/13/2018 15:05	Path that does not cross traffic
12/13/2018 15:06	Views, benches, shoreline conditions
12/13/2018 15:07	The view
12/13/2018 15:18	The 10.25 mile loop and the views from the boardwalk are awesome
12/13/2018 15:34	NO AMMENITIES AT ALL
12/13/2018 15:39	Views should be preserved. Having the crossing close to and parallel with the existing bridge is the best option.
12/13/2018 15:42	At around 9PM Austin's roads reach the optimum amount of traffic. This should be your goal. Please talk to TexDot, they've achieved great success already in Houston.
12/13/2018 15:46	Riding in these parks feels really safe. Itâ€™d be a great way to connect the Southeast quadrant of midtown to downtown
12/13/2018 16:06	I'd like to be able to move around this town! Let's stop reinventing the wheel when it comes to bicycle lanes and walking trails...leave them alone and take care of the more pressing needs!!
12/13/2018 16:12	There is some stretches where there's no sun relief, but I really enjoy the trails
12/13/2018 16:19	the view. even though I voted A, I would still like that bit of old path so I could get a view of the dam.
12/13/2018 16:25	The new path on the south side of the lake!
12/13/2018 16:41	I love the peninsula and people fish in that area.
12/13/2018 17:12	The views from atop the dam are quite nice. This is also a reason I like option D from above. The dam itself is interesting to look at, and would be more so if there was room on the path/sidewalk!
12/13/2018 17:16	view towards downtown
12/13/2018 17:30	unobstructed views of the river
12/13/2018 17:48	Remove more trash out of the water. Cleaner water
12/13/2018 17:51	2 lanes for cars in each direction
12/13/2018 18:00	I like the peninsula the way it is now
12/13/2018 18:02	Views and vegetation.
12/13/2018 18:14	It is fine like it is right now.
12/13/2018 18:26	The peninsula is nice, no need to update.
12/13/2018 18:42	Shoreline
12/13/2018 18:49	Preserve as much vegetation as possible keep the palm trees and itâ€™s nice to have docks you can walk out onto along the run
12/13/2018 20:56	The trail along LB Lake is well maintained. I like the recently added water fountain and limestone pavilion on the north end.
12/13/2018 21:19	The views, quietness. And water access for fishing or rock throwing are nice along the peninsula. Keep it serene as possible and away from the busy road.

12/13/2018 21:40	I like that there is trail in both sides to connect to
12/13/2018 22:40	nothing in particular
12/13/2018 23:02	Beautiful scenery. Lake path is amazing.
12/13/2018 23:05	lady bitd lake boardwalk sections
12/14/2018 2:10	I like the view of the lake afforded by the bridge crossing. On the south side of the bridge, I like the connections to Krieg Park, as well as the wide, dirt trail.
12/14/2018 8:33	Please do not add long bridge connecting the peninsula
12/14/2018 8:37	the vegetation and the river.
12/14/2018 9:01	nc
12/14/2018 9:05	The connection to the rest of the trail
12/14/2018 9:06	Great park space, great city views. Need to consider effects of increased development pressures along the lake. I don't want the whole shoreline to become like Rainey St.
12/14/2018 10:03	I like the natural feel of the trail in this area, especially the decomposed granite, with concrete path only approaching the dam. The trees that were added make a large difference and will become better as they mature and provide additional shade.
12/14/2018 10:21	The decomposed granite trails are great for jogging as it's easier on the body than concrete
12/14/2018 11:06	Path is well kept
12/14/2018 11:30	Longhorn shore needs to be restored with greater emphasis on native plants.
12/14/2018 12:07	Dogs
12/14/2018 12:18	I love the graffiti
12/14/2018 12:18	Views, benches, bike accessibility
12/14/2018 12:21	It works now.
12/14/2018 12:23	hike and bike trail
12/14/2018 12:27	I love the trail, shoreline, boardwalk, and Lakeshore. The north side of the trail is awesome, too.
12/14/2018 12:35	The trees and the new south shore pedestrian bridge that is over the water. It's so wonderful to walk. I am so grateful that the lake isn't noisy -no speed boats and limited party boats. It's really refreshing to have a bit of quiet nature in the middle of the city.
12/14/2018 12:48	That the hike and bike trail fully connects around the lake
12/14/2018 12:50	The south side is good - it's used more frequently and feels safer. The clear main route is easy to follow.
12/14/2018 12:53	The quick park access on the south and north sides of the bridge.
12/14/2018 13:06	The fact that the Town Lake Hike & Bike Trail is a 10 mile loop.
12/14/2018 13:40	Less spending!!!!
12/14/2018 13:57	Views first. A little overlook in the middle of the bridge would probably get used a lot for the view across the lake with downtown in the background. Benches would be nice on either side of the bridge. Use native plants that are appropriate for

	shorelines; these will help control erosion, foster wildlife, and need less maintenance in general.
12/14/2018 14:47	None of this will harm anything.
12/14/2018 14:48	views of the people fishing under the dam
12/14/2018 15:04	Water station and restroom stop.
12/14/2018 15:23	The trails are well maintained the only improvements is more bathrooms along the trail system.
12/14/2018 16:04	I like that we are going to have a solution for this choke point.
12/14/2018 16:28	Excellent bike path on the south side of the lake, leading to good paths on the east side, south of the dam.
12/14/2018 17:23	All those wonderful trees on the north shore of Lady Bird Lake, just above the dam! They are great to stop and rest under, in daylight hours on a long bike ride. And maybe a pier or three for fishing!
12/14/2018 17:34	Please reject consideration of any bridge alignment that would include Snake Island. Snake Island is an important natural area that would be severely degraded by the increased use brought on by a bridge to it.
12/14/2018 19:07	Both long peninsulas should be kept.
12/14/2018 22:05	The trail on the south side of the bridge is quite nice. Trees, open area, great views, wildlife.
12/15/2018 2:04	At least there is some way to cross on both sides. The east side needs fencing in the short term.
12/15/2018 7:17	Existing trail is great, other than dangerous crossing
12/15/2018 12:42	Keep vegetation trimmed to preserve the view.
12/15/2018 13:16	Of course the shoreline, stop with taking small businesses and homes without providing a new neighborhood location.
12/15/2018 15:46	i liked the southbound bridge with high walls upstream side and fence on traffic side
12/16/2018 10:29	The view of the lake, the river, and downtown. The actual existing, wide, trail.
12/16/2018 12:52	At least 10 mile total loop length.
12/16/2018 13:08	Nice trails round lake.
12/16/2018 16:10	views
12/16/2018 16:21	Water birds! Trees on the long peninsula.
12/16/2018 17:57	By punching through the barrier that is Pleasant Valley Road, Option C makes a literal connection to Roy Guerrero Park, and parts further east. Option C makes explicit a connection to the Montopolis Bridge, and thus, to other significant eastside connectors, such as the Walnut Creek Trail and EastLink.
12/16/2018 18:33	Everything except longhorn dam. Need a realiable bathroom (the one by the basketball courts is often closed).
12/16/2018 20:55	I like the Southside of Ladybird lake.
12/16/2018 22:43	Add Texas native pollinator plants
12/17/2018 0:18	I appreciate the views along the trail and the shady sections; I also like the sculptures I pass while biking along the trail.

12/17/2018 8:58	Water fountains are great, keep those. Bathrooms would be awesome. The dam can have some of the best sunrises in all of Austin, building this bridge to accentuate the view east but keeping it up stream of the dam, would be awesome.
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Online Survey Responses

Question 4: What is your preferred bridge type?

Answers	Responses	
Conventional Beam Bridge Type	21.25%	92
Steel Truss Bridge Type	23.55%	102
Custom Beam Bridge Type	7.16%	31
Iconic Bridge Type	6.47%	28
Conventional Bea Bridge Type with Enhanced Finishings	41.57%	180
Total		433

Online Survey Responses

Question 5a: What is most important?

*Participants were asked to rank their top three choices out of a set of 9 choices

Aesthetics	
1 st Most Important	15
2 nd Most important	35
3 rd Most Important	53
Total	103

Construction Costs	
1 st Most Important	30
2 nd Most important	44
3 rd Most Important	66
Total	140

Ease and Comfort of Crossing	
1 st Most Important	136
2 nd Most important	90
3 rd Most Important	51
Total	277

Environmental Impacts	
1 st Most Important	46
2 nd Most important	47
3 rd Most Important	36
Total	129

Neighborhood Compatibility	
1 st Most Important	5
2 nd Most important	22
3 rd Most Important	28
Total	55

Safety Features	
1 st Most Important	46
2 nd Most important	34
3 rd Most Important	34
Total	114

Street Connectivity	
1 st Most Important	33
2 nd Most important	26
3 rd Most Important	37
Total	96

Time to Implement	
1 st Most Important	18
2 nd Most important	44
3 rd Most Important	47
Total	109

Trail Connectivity	
1 st Most Important	121
2 nd Most important	98
3 rd Most Important	79
Total	298

Question 5b: Please share any additional items of importance to you

Respondent's Timestamp	Response
11/29/2018 9:50	The bridge should be useful for trail users and neighborhood residents traveling north to south
11/29/2018 9:59	Street/Trail connectivity and a quick implementation is really important.
11/29/2018 10:13	I highly support a separate ped/bike bridge if it means the existing bridge can be widened to add dedicated bus lanes - that will be desperately needed with all the new development.
11/29/2018 10:36	SAFETY first, always. Secondly, needs to prioritize most vulnerable road users and their needs for connectivity.
11/29/2018 10:38	None of the 3 above are negotiable. All must be part of any new bridge plan.
11/29/2018 10:40	Something like the Lamar Pedestrian Bridge would be great.
11/29/2018 11:16	We just want a nice safe, wide bridge that can accomodate cyclists as well as runners at the same time.
11/29/2018 11:37	The simpler steel truss bridges feel unstable when groups of runners are crossing it. I would prefer the minimum amount of bridge but that it be solid.
11/29/2018 11:44	Adjustments need to happen to this crossing sooner rather than later.
11/29/2018 11:44	A bridge with planters or some form of plantlife would enhance the experience.
11/29/2018 11:48	Any new bridges should support trail users as well as commuters. They should be well lighted for safety, and preferably as wide as the boardwalk.
11/29/2018 11:49	My 4th most important would be time to implement.
11/29/2018 11:51	Separate bicycles from pedestrians please.
11/29/2018 12:10	Please, please do not *just* connect a bridge to the gravel path!
11/29/2018 12:17	Ensuring the new bridge, and future projects coincide with the City's vision, and aren't stifled by short term opinions/lack of decisions
11/29/2018 12:18	The Pfluger bridge near Lamar Blvd. is an exemplary example of a bike/ped bridge and should be the model for the Pleasant Valley crossing. It is safe, beautiful, iconic, and loved. It is a meeting place, not just a functional crossing. The current bike/ped crossing at Pleasant Valley is the exact opposite: feels unsafe, ugly, forgettable, and unliked. Bridges define communities and their priorities for decades (even centuries!). Let's build a great bridge at Pleasant Valley to join up two flourishing parts of Austin with safety, beauty, and dignity.
11/29/2018 12:34	Attach a path way to existing structure
11/29/2018 13:40	Please take maximum advantage of the lake and skyline views!
11/29/2018 14:09	DONT LET SCOOTERS TAKE OVER OUR TRAILS!!!!
11/29/2018 14:23	Aesthetics
11/29/2018 14:51	Sooner is better! This is such as sore spot for trail use & connectivity across the river.

11/29/2018 14:54	I just want a safe place all pedestrians can use and feel completely safe and not feel like we could be taken out by a car at any moment.
11/29/2018 15:04	Ease and comfort of crossing is very important as a pedestrian.
11/29/2018 15:20	Any of the first three bridge types would be OK, though I have always liked steel truss bridges. I ranked cost as my 3rd most important objective, but the first three types all have comparable costs. I don't think cutting costs to the lowest level possible is necessary - the bridge should be well-connected, useful, and not ugly. It should be reasonably attractive, but I don't think there is any reason to increase the cost by 50% or 200% simply to make a "statement bridge". Just make it functional, and make it look "nice" -- no need to try to make it look "grand".
11/29/2018 15:23	It could have some blank areas to allow for community artwork since there are so many cultures represented in that part of the city.
11/29/2018 15:39	I'd love to see the bridge include some greenery & opportunities to pause & enjoy the views, like the Pfluger Bridge.
11/29/2018 16:16	The is 2800 feet of two lanes south of the dam between the dam and Lake Shore that can be used to accommodate the southbound traffic that needs to get through the intersection at Lake Shore. Removing a southbound lane across the dam to accommodate walking and biking public will not impede traffic greatly. No need to have 4-lanes across dam. Leave both northbound lanes to accommodate the shorter queue to E. Cesar Chavez and the residential streets to the west, but remove a single southbound lane at the dam for bikes and peds = less money, less time to implement, and just makes sense!
11/29/2018 18:26	It would be nice, especially if the bridge is on the east side of the dam, if it had a very similar feel to the boardwalk, and could be just a little above the highest level the water reaches... while still allowing maintenance access to the dam.
11/29/2018 18:36	Safety is primary...however connectivity is a key component to making the design safe.
11/29/2018 19:59	Overhead school zone signs on Airport Blvd between Oak Springs and Springdale, lowered speed limit. Free yr round or extended swimming season in East Austin just like West Austin has enjoyed for decades
11/29/2018 20:44	Thank you for seeking public opinion!
11/29/2018 20:45	Doing something that is somewhat enhanced is a chance to build special locations in a part of the city that has long been ignored so that's a good investment. It is odd to be discussing this when there's a bridge across the street that has been out for years, by the way.
11/29/2018 21:04	Aesthetics are really a close 4th with ease and comfort of crossing. Lady Bird Lake is so important to Austin, a super cool iconic bridge should help punctuate her.
11/29/2018 21:30	This must be part of a bike network that people can use to commute/travel, not only for people riding during the week ends.
11/29/2018 21:58	Remove a car lane, this is a made up issue
11/29/2018 22:45	Connection, baby!

11/29/2018 23:44	Should be a quality public space, reasonable cost, high connectivity function for diverse travel paths
11/30/2018 4:56	Vulnerable road user safety should be inherent in all aspects of the design.
11/30/2018 7:12	The dam crossing is an immediate and dire problem - the sidewalk was closed during floodgate operation for several weeks in November, and forced hike and bike trail users to either cross Pleasant Valley at unprotected crossings or to ride in the right-of-way to cross the river.
11/30/2018 8:12	Prioritize the needs of the greatest number of users - commuters and neighborhood residents need safe and convenient crossing and access across the road
11/30/2018 11:13	Connectivity for non motorized travel is most important
11/30/2018 11:24	54 Rainey St. #817
11/30/2018 12:41	need foot and bike safe crossing for access to streets and trails...see prev response
11/30/2018 15:43	A lower cost design could be supplemented by improvements to the surrounding landscape
11/30/2018 21:35	This is an opportunity to make a positive impact on the area/community...kind of like the Pfluger Bridge, I would take this project seriously and create another iconic crossing.
12/1/2018 10:19	If funding, or project timelines, could be improved by integrating the crossing with transportation improvements on Longhorn Dam (such as completely reworking the roadway width) my answer to Station 1a would change from A, peninsula, to D, widening the existing bridge.
12/1/2018 17:36	not all bikers are on trail but bikers needs a safe way to cross the lake. So trail connectivity is not the biggest issue.
12/3/2018 11:38	It should seamlessly connect the lake trail. Don't leave visitors and those unfamiliar with the trail confused.
12/3/2018 11:45	hurry!
12/3/2018 12:49	I'm grateful for the community outreach efforts and look forward to the solution!
12/3/2018 15:30	You should do a 2 bridge comprehensive solution, combine options A and B from the first question - it would be affordable if you used a "conventional beam bridge". This is the best option because it gives commuters coming down Pleasant Valley a separated crossing from the cars, and also connects the peninsula directly to the other side in the most efficient possible way. Connecting the Peninsula is key because it provides a place for families to enjoy the park and the lake in a separate area from the commuters. Many cyclists ride around the entire lake, and this would keep them separate from the Pleasant Valley commuters as well. Also, if one bridge was out of use because of maintenance then the other one could be used in the meantime, thus combining plan A and B creates a truly comprehensive and long term solution.
12/3/2018 15:53	While the cost is high, an iconic bridge could be an amazing investment in a part of the city that hasn't gotten the same kinds of primer investments like parks and libraries around Austin.
12/3/2018 16:14	The pedestrian bridge should present a viable alternative to driving.

12/3/2018 16:21	I think trail and street connectivity are pretty important
12/3/2018 17:29	the bridge currently sucks
12/3/2018 19:06	Riding a bike in traffic on the bridge feel enormously unsafe
12/3/2018 21:13	Scratch the pedestrian bridge, expand the current bridge or build a new bridge for transit only use.
12/3/2018 23:31	I think this area needs a functional and well design bridge similar to the existing Pfluger bridge in the west part of town.
12/4/2018 7:37	Should definitely match the fancy infra we bought for the Travis Heights part of the trail.
12/4/2018 9:20	East Austin Development / https://www.183south.com/enhancements/bike-ped & Walnut Creek HB Trail...This project should create a thoroughfare for pedestrians.
12/4/2018 10:15	Street connectivity
12/4/2018 13:53	Adding/replacing the metal barrier that forced all walkers/cyclists to stay on the sidewalk on the north side of the bridge makes zero sense. It forces more traffic and congestion on the sidewalk next to fast moving traffic.
12/4/2018 14:35	The design should be safe, easy and comfortable for all age groups and abilities and should have separated trails for pedestrians and bikes. Austin needs to prepare for the Gray Tsunami and create public transit options so seniors stay off the roads.
12/5/2018 13:30	The area downstream of the dam is a beautiful but underutilized region. Having the path and bridge located downstream from the dam by several hundred yards could bring people into this area, spur parkland improvement, and provide a spectacular view of the dam and surrounding region.
12/5/2018 21:19	The bridge is not in a highly visible area so aesthetics should not be a major concern. A quick to implement, cost effective, and functional bridge is what is needed.
12/6/2018 12:14	All great cities have beautiful bridges. Third street downtown just got one, now provide a beauty for East Austin. Also do not forget about the bridge in Roy Guerrero Park that was washed out years ago. Fix it before you talk about constructing another trail connection bridge. And what is the plan for the old 183 camel back bridge?
12/6/2018 12:40	We should do a quick and green bridge for public health, to keep people moving outdoors.
12/6/2018 13:15	Of the other factors, only neighborhood compatibility is unimportant
12/6/2018 13:52	Consider a pontoon bridge
12/6/2018 15:13	Are we addressing the dam's gates? Cost will usually double the original estimate. Have guarantees and incentive dates in contract. Remember Waller Creek flood control and MOPAC!!!
12/6/2018 23:14	In addition to trail access I care about water access on Lady Bird Lake and the river below. I'd like to see a safer exit point from the East end of Lady Bird Lake and a safer entry point on the river below the dam. As such, I'd like to see the tunnel under Pleasant Valley maintained or improved as well.
12/7/2018 7:11	Please fast-track this project!
12/7/2018 10:56	ENFORCE NO SCOOTER RULE ON THE TRAIL

12/7/2018 13:09	Environmental impact
12/8/2018 11:48	Dedicated scooter or bike Lanes to separate from pedestrians.
12/8/2018 18:14	Nice art. It should rival the Lamar St. bridge improvements.
12/9/2018 1:18	The trail should be handicap accessible.
12/9/2018 7:27	Environmental impacts are important
12/9/2018 8:04	?
12/10/2018 8:52	Part of larger urban trails Master plan. Access to new trailhead at 183 south should dictate alignment
12/10/2018 11:36	Seamless connection to and from trail is critical.
12/10/2018 12:11	The bridge represents an opportunity to place design first in a community that is typically underserved. With so much emerging development and technology firms on the east side cost of the bridge should not be the driver - parkland dedication and sponsorship should be easy to generate. Additionally, this is not just a bridge project. It is an opportunity to resolve the environmental and social inequity that this neighborhood has been exposed to since the power station was built. Build a bridge, heal the remnants of the power station (that includes the discharge channel and peninsular).
12/10/2018 14:12	Downstream of the dam is excellent bird-watching.
12/10/2018 14:30	Safety (space for various activity types, lighting, security / call boxes); connectivity to adjacent streets, trails, sidewalks, etc; neighborhood input and culture; feasibility / cost
12/10/2018 18:40	I think improvements that area party of the transportation network are also needed, but improving the trail connections is most important, the two goals might be separate projects.
12/11/2018 15:03	Thanks
12/11/2018 22:26	Riding a bike on this bridge is the most dangerous act I engage in every week.
12/12/2018 8:02	I use the trail anywhere from daily to weekly. I mostly avoid (when possible) both I35 and Pleasant Valley crossings because they are so unpleasant. Any improvements connecting north shore and south shore on the eastern end town is much appreciated! The trail/boardwalk is definitely something that makes Austin special! The type of bridge is of low importance compared to the time to implement.
12/12/2018 13:16	interaction with shoreline. cut back vines that are killing tree canopies. increase views of lake from trail. more benches.
12/12/2018 21:04	Hurry
12/13/2018 14:55	runner safety, please light and make things visible so runners can see what's around them. Make wide paths and clearings
12/13/2018 15:42	Roadway oversight in Austin is some of the worst I have ever seen. The recent addition of the H.E.R.O.s have helped but a more comprehensive system to both manage, but far more importantly, plan new roadways. Current analysis of Austin's roadways show the city to be quite literally bursting at the seams. Too few of water crossings and major thoroughfares has expounded the issue into what we see today. The effect of this severe lack of roadways affects the middle and lower class of Austin disproportionately than it does the wealthy. The city must request both State and Federal funding as soon as physically

	possible in order to begin mitigating the issue. This is a classic example of far too little done far too late. Commerce stagnates, employees lose precious time, and we create more dangerous situations for drivers by not addressing this issue.
12/13/2018 16:06	I would prefer it to be small and modest to not take too much away from nature.
12/13/2018 16:06	Stop wasting our tax money on these ridiculous 'improvements'! BUILD ROADS, and I don't mean the tolled variety. Geez.
12/13/2018 17:12	Trail connectivity would be a tie for 4th place along with aesthetics. The trail really is a crown jewel of Austin and is just so beautiful to be on!
12/13/2018 17:16	low environmental impact and accessibility
12/13/2018 17:31	Are those who would be using the bridge and/or those like the potential users of the proposed bridge funding the project? If so, great. If not, the funds should be used for a project of greater importance (e.g. - improved roads, basic infrastructure, schools, etc.).
12/13/2018 17:51	Do not remove traffic lanes.
12/13/2018 18:00	Environmental impact is also very important as is street connectivity. If we are going to make it so people want to bike for transportation not just for recreation it needs to connect to more than just the trails.
12/13/2018 18:08	money is needed in much worse area
12/13/2018 18:14	I am amazed at the extreme waste of money from this project!
12/13/2018 18:26	We're an iconic city - we should build iconic things.
12/13/2018 18:49	Thank you so much for allowing for feedback and opinions
12/13/2018 20:25	Aesthetics to me are minimal as long as the solution is effective and cost effective.
12/13/2018 21:19	Needs to blend in with the scenery. Nothing too modern for that area. It's a classic, serene space. Keep the aesthetics simple and traditional.
12/13/2018 21:40	Environmental impact is included in neighborhood compatibility I think.
12/13/2018 22:40	make the pedestrian bridge separate from the existing road over the dam
12/13/2018 23:02	Would also be nice to connect trail further east.
12/13/2018 23:05	access to holly street neighborhood
12/14/2018 5:34	Should be designed to also serve as a gathering place similar to the pedestrian bridge at Lamar, a nice bookend on the trail system.
12/14/2018 8:37	getting it done.
12/14/2018 9:01	nc
12/14/2018 9:05	Hilliness
12/14/2018 10:03	Keep pedestrians safe from fast bikes and scooters (prefer scooters kept off the trail). Keep natural feel of the trail.
12/14/2018 12:21	NA
12/14/2018 12:23	safety features, time to implement
12/14/2018 12:45	Cancel this proposal stop wasting tax dollars.
12/14/2018 13:08	I like C and D options. When planning this project we have to remember that fishermen will be using this bridge unless there is an unsightly chain link fence erected.

12/14/2018 13:28	Invest into the community in this portion of town is highly needed.
12/14/2018 13:57	If money were no object, it would be lovely to make this bridge echo the Pfluger pedestrian bridge upstream where possible. They would be parentheses at either end of the used space by pedestrians and bicyclists. Probably too much money, though.
12/14/2018 14:47	It needs to not fall apart after it rains like everything else this city does and not cost triple the budget like everything else this city does.
12/14/2018 15:23	More public bathrooms along the trail system
12/14/2018 17:23	It's very important to us that a new, SAFE bridge be completed as soon as possible because the current situation is dangerous and unacceptable for a town of this size. We would like to bicycle the entire Ann and Roy Butler Hike and Bike Trail circuit with our nieces, but we don't dare take children because the Longhorn dam crossing is so perilous.
12/14/2018 17:34	All the above factors are more or less important to me. Picking the top three does not imply that the others are insignificant to me.
12/14/2018 18:13	Functional connectivity is what allows for safety - if done well, this can be a great opportunity for growth.
12/14/2018 19:07	Go for a cheaper bridge here and with the money we save, let's replace the bridge over Country Club Creek. The two bridges together will really extend the ability to reach places safely and easily on bicycle.
12/15/2018 2:04	NA
12/15/2018 13:16	Just get it done now!
12/16/2018 13:08	The Iconic design would go well in town. Not worth it in this location.
12/16/2018 16:10	ADA accessible
12/16/2018 16:21	Safety & ease of crossing also critical.
12/16/2018 17:57	Because the dam and its waterfall would be the iconic feature, I believe that the Option C bridge itself may take on simpler (and therefore less expensive) design strategies, all-the-while delivering an exciting new iconic amenity for the trail.
12/16/2018 22:43	Aesthetically beautiful with observation areas
12/17/2018 0:18	While an "iconic" bridge would be nice, I don't think the eastern section of the trail gets as much use as the downtown section...so I think function and cost is more important than aesthetics. It would be nice to have a wide, gently sloped bridge like the middle option shown; the cost doesn't seem to be too much more than the first two options, and it looks like completion time would be similar.
12/17/2018 8:58	Don't just build a bridge based on aesthetics, design it to compliment the location. Worst thing you could do is build something that looks like a spaceship landed... keep it simple and have it enhance the presence dam... while you're at it, dress the dam up a bit... make them work together. And light the peninsula trail....

Online Survey Responses

Question 6: What improvements could happen sooner?

*Participants were asked to rank the order of importance of the proposed improvements

Improve North and South Pedestrian and Bicycle Connections to Bridge	
1 st most important	126
2 nd most important	96
3 rd most important	85
Total	307

Increase Sidewalks Width on Bridge	
1 st most important	190
2 nd most important	96
3 rd most important	56
Total	342

Remove Chain Link Fence on Bridge	
1 st most important	20
2 nd most important	25
3 rd most important	42
Total	87

Reduce Speed on Pleasant Valley	
1 st most important	22
2 nd most important	41
3 rd most important	48
Total	111

Make Pedestrian Bridge ADA Compliant	
1 st most important	24
2 nd most important	36
3 rd most important	41
Total	101

Improve Pedestrian Crossings on Pleasant Valley Rd	
1 st most important	41
2 nd most important	86
3 rd most important	73
Total	200

Upgrade Bridge Handrails	
1 st most important	13
2 nd most important	39
3 rd most important	33
Total	85

Question 6b: Other near-term comments / improvements

Respondent's Timestamp	Responses
11/29/2018 9:59	Omg, please slow down Pleasant Valley 45mph is too fast and feels like it's simply that speed to help kill pedestrians and cyclists.
11/29/2018 10:13	Improve ped/bike crossings at Cesar Chavez and Pleasant Valley.
11/29/2018 10:24	The trail west of Pleasant Valley Road from Lakeshore to Longhorn Dam needs to be paved with concrete.
11/29/2018 10:36	Again, we need to be prioritizing Vision Zero here. This is a very unsafe crossing for all users. We should not be compromising. We don't need a new bridge, the road needs a road diet so ped/bike improvements can happen at a much LOWER cost and safety for all road users can be improved.
11/29/2018 10:38	Add a Ped. Crossing stoplight (beacon) at the intersection of Pleasant Valley and Canterbury so northbound peds & cyclists can safely cross Pleasant Valley to Canterbury.
11/29/2018 10:40	Anything that could be done to improve crossing Pleasant Valley by bike or foot that can be done in the near-term would be great.
11/29/2018 11:37	You could gain more than two feet of sidewalk space by putting those massive concrete barriers in the street and not where pedestrians walk. Place a few police cars on that stretch of road for a few weeks and we could start funding the bridge with speeding tickets.
11/29/2018 11:48	Many of the recently installed lights on the Butler Hike & Bike Trail are no longer working. These are the small, dome shaped lights that are around 1 foot tall.
11/29/2018 11:51	Safety now.
11/29/2018 11:56	Main issue with current bridge is sidewalk is too narrow in protected portion, and too exposed to traffic in the unprotected portion.
11/29/2018 12:10	Reducing traffic speed and calming drivers would be so helpful for bike commuters (and pedestrians) in the near term. People driving cars are incredibly aggressive in this area. Can it go from two lanes each way to one with a turn lane? Also a pedestrian push-button crossing on Pleasant Valley for peds and bikes turning left between the bridge and Cesar Chavez would work wonders.
11/29/2018 12:18	The stop-lights at Pleasant Valley Rd. and Cesar Chavez limit the traffic on the road more than would constrictions in the drive lanes on the bridge. Please consider a temporary bike/ped lane protected by a jersey-barrier at the expense of some car lane width.
11/29/2018 12:34	Move current guard rails on SPRd to better protect bikers and peds
11/29/2018 13:04	Improve pedestrian crossings on pleasant valley, in turn I think this will help to also reduce vehicular speeds as the pedestrian crossings are in use.
11/29/2018 14:56	Remove the barrier off the sidewalk to increase sidewalk width.
11/29/2018 15:04	The trails need sufficient lighting at night.
11/29/2018 15:07	I would like the speed limit reduced on Pleasant Valley Road. A group of cyclists were badly injured last year when a car rammed into them.

11/29/2018 16:16	Better lighting on the ped/bike underpass under Pleasant valley at the south side of dam.
11/29/2018 16:18	Buffered bike lanes on Pleasant Valley please.
11/29/2018 17:02	The fence effectively narrows the crossing as bikes cannot get too close to it without the potential for handlebars catching on it.
11/29/2018 18:12	Reduce speeds to 30 to match the next section north. Consider maybe enforcing traffic laws. Move the concrete barriers off the sidewalk onto the street
11/29/2018 18:36	This is a completely solvable problem that should take nowhere near five years to complete. If the COA is truly committed to Vision Zero, the tools and techniques exist already and don't need to cost much to implement quickly. Enough with the excuses and bureaucracy. Fix it now...lives are on the line!
11/29/2018 19:59	Safe routes to school around Ortega elementary
11/29/2018 20:44	Please install pedestrian-activated crossing lights on Lakeshore Drive. Many of us pedestrians/cyclists are nearly run over by drivers that refuse to yield to bicycles and pedestrians at the crossing signs now, especially at the one closest to the hostel. Please act quickly before someone is hurt.
11/29/2018 21:12	Make it mandatory to dismount bicycle and walk if crossing bridge on pedestrian area. When pedestrian crossing in bridge closed due to dam maintenance, there needs to be street crossing assistance to get across Pleasant Valley on North side of bridge.
11/29/2018 22:45	PPP
11/29/2018 23:44	All of the above improvements would be great
11/30/2018 4:56	Narrow car lane widths.
11/30/2018 7:12	The trail on the immediate north side of the Holly Power plant is dangerous - limited visibility, narrow trail and utility pole guy wires in the trail make using the trail difficult and dangerous for cyclists and pedestrians.
11/30/2018 11:09	Reduced speed on N Pleasant Valley would also be a good idea. Include bike/ped specific signals at crossings.
11/30/2018 11:13	More than one treatment needed. New bike ped bridge + improve existing sidewalks + road diet and bike Lanes for PVR
11/30/2018 15:43	Improve the natural landscape surrounding the bridge access. Plant trees and flowering shrubs.
11/30/2018 19:09	Please keep in mind that this stretch of Pleasant Valley road is already terribly congested with vehicular traffic for a morning and afternoon rush period that exceeds 2.5 hours each time. Transportation is also planning to create that strip of Pleasant Valley Road that does not exist at this time from just south of Oltorf south to Ben White, which will certainly create even more vehicular traffic on Pleasant Valley Road. Adding an extra lane for vehicles on the bridge would be a help.
12/1/2018 10:19	Thank you using this online tool for participation. I was unable to attend the presentations at Fiesta Gardens.
12/2/2018 12:17	Road diet

12/3/2018 11:38	Raise the lake side and river side guard rails.
12/3/2018 12:00	Add a bathroom facility nearby. Formalize parking on the North side of Pleasant Valley
12/3/2018 15:30	Pleasant Valley should have much more of a bike lane past the bridge, and many many bike signs.
12/3/2018 16:21	Getting rid of the fence on Pedernales by Metz park would allow easier access to the trail.
12/3/2018 17:10	Near term, remove chain link, reduce speed, and provide ped crossings.
12/3/2018 17:29	the bridge currently sucks
12/3/2018 19:06	Bike/Pedestrian interactions on bridge path - the road is way to dangerous to ride on.
12/3/2018 21:13	Transit carrying capacity improvements and dedicated transit lanes.
12/4/2018 7:37	Shift the lanes and make a separated, shared-use path on the west side of the dam.
12/4/2018 9:20	Lance Armstrong Trail, Walnut Creek HB Trail, 183 Project, Caesar Chavez inevitable development. These should connect with dedicated pedestrian friendly lanes.
12/4/2018 14:35	pontoon bridge connecting peninsulas via the island
12/4/2018 21:38	just turn one lane of cars into the crossing over the dam
12/4/2018 23:51	the condition of the surface of pleasant valley causes cyclists to ride 3-4 feet away from the shoulder. This puts them in direct contact with vehicles that typically exceed the current speed limit of 30mph. Even experienced cyclists average 21 - 23 mph, and are being overtaken by drivers going 40mph. Once the gradient of the bridge kicks in, the cyclists speed may drop as low as 12mph. Some times in order to turn onto canterbury you may have to wait in the center lane for oncoming traffic to clear. Now you have stationary humans standing in the street, with cars passing around them at 40mph. Near term improvement: new overlay of pleasant valley rd, with shared lane signage and striping.
12/6/2018 12:14	Complete trail along water at Holley Power Plant. Roy Guerrero Park bridge that was washed out need to be repaired.
12/6/2018 12:40	We should do the ped shortcut bridge to save cost and be quicker. Don't widen roadway at great economic and eco cost, we need more road diets and people also already speed.. it's very dangerous and polluted.
12/6/2018 13:15	Signage
12/6/2018 15:13	Will LCRA rebuild dam? Or at least pitch in on a large scale dam/bridge with Fed funds, as well?
12/6/2018 15:42	Remove snakes on Snake Island
12/6/2018 17:25	Roy G bridge.....
12/7/2018 7:11	Temporarily take 1 lane of Pleasant Valley RD to create protected bike lanes.
12/7/2018 10:56	Repair trail east of I35 as fast as trail is repaired west of I35
12/7/2018 13:40	Make the walls higher so that you can't fall over the dam on a bike.
12/8/2018 11:34	Signage

12/9/2018 7:27	Na
12/10/2018 11:36	Additional lighting
12/10/2018 12:11	Safety and lighting in the tunnel under pleasant valley is vital as is a signalized crossing for pedestrians across pleasant valley. Presently it is just an accident waiting to happen.
12/10/2018 12:23	Pleasant Valley needs a road diet to provide adequate width for safe and accessible crossing of bridge. Let's move the jersey barriers over by at least 4-5 feet to dramatically improve crossing. This would be quick and easy compared to a new construction project.
12/10/2018 13:16	Improve/fast-track connections around Holly Power Plant
12/10/2018 14:30	ADA compliant would be great, assuming that is an update to the surface and route, and the ascent / descent slopes can be maintained since they are following the road grade
12/11/2018 22:26	While I want to support increased width of sidewalk, as cyclist, I could not confidently agree to utilize this infrastructure instead of taking the right lane of the road unless it was at least 6-8 feet wide.
12/12/2018 8:02	Shade trees wherever they are scarce is a wonderful thing! Some areas of the trail along the lake could be cleaned up more frequently (meaning tall weeds cut and removed). I especially notice this in the section of the trail along Lakeshore.
12/13/2018 14:35	I do not need a crossing on Pleasant Valley because I run the trail and I do not cross. However, if the upstream site will be closed for extended periods, then I do need the crossing to be upgraded :-)
12/13/2018 15:07	Any of the bridge solutions or angles of approach would be a huge improvement, so I prefer whatever solution can be implemented the soonest and cheapest.
12/13/2018 15:42	Mass infrastructure projects enacted immediately are absolutely necessary. Today's announcement that Apple will be building a new facility only compounds this need. The process of improving our roadways will pay for itself in time and create hundreds of jobs. The capital of Texas should have infrastructure as grandeur as the great state in which it resides. This farce of a roadway is absolutely unacceptable in 2018. This cities expected growth demands action and it warrants that action be taken yesterday. In Texas we don't shy away from a fight and this is our battle. Prepare Texas for its destiny as the greatest state and Austin's as the best city. Focus on infrastructure and then reap the rewards. Let's help out each other and Texas industries by investing in our future. Then and only then, should we build more pedestrian infrastructure.
12/13/2018 17:12	The width increase option is easily accomplished by removing the chain link that cuts a good foot off the existing crossing, so that's two checkboxes in one fell swoop that could happen over the course of a single day! Get 'er done :)
12/13/2018 17:31	In general Funds for projects should come from the cost causers and/or beneficiaries.

12/13/2018 17:51	Do not remove car lanes
12/13/2018 18:00	Reduce lanes on PV rd and allocate one for a bidirectional bike lane! Then no need to build new bridge. Saves \$\$\$ and time and decreases pollution
12/13/2018 18:08	do nothing it is ok the way it is
12/13/2018 18:26	Cars FLY over that bridge at 40/50mph.
12/13/2018 21:19	Put up a protective barrier/guardrail along the exposed part of the "trail" on pleasant valley road (immediately before and after the bridge) to protect trail users from a potential accident
12/13/2018 21:40	No additional comments
12/13/2018 23:02	Keep the chain link gate open and it's perfect for me.
12/14/2018 2:10	Making the connection between the bridge crossing and the downtown-side of the trail smoother
12/14/2018 8:37	reduce traffic on pleasant valley
12/14/2018 9:01	more parking & bathrooms on longhorn shores
12/14/2018 9:05	Making the gravel on the trail stable so it doesn't wash away and cause a big bump when moving onto concrete.
12/14/2018 10:03	Consider reducing Pleasant Valley by one lane to widen sidewalk. Make one of the travel lanes reversible if needed to handle peak travel issues.
12/14/2018 10:21	Adding a few more water fountains along the trail would be nice. At least fixing the ones that are along the trail and improving the water pressure on them would be greatly appreciated
12/14/2018 11:09	Pedestrian crossings at Cesar Chavez and pleasant valley needs to be better.
12/14/2018 12:21	NA
12/14/2018 12:23	improve pedestrian crossings. Reduce travel lanes on Pleasant Valley Rd. to allow room for bike lanes
12/14/2018 12:35	Add more trash cans and recycling
12/14/2018 12:50	Better route on north west side of dam.
12/14/2018 14:10	It's been to long waiting for it .
12/14/2018 14:47	Add lots of glitter.
12/14/2018 15:04	Keep trail free of brush during summer months and maintain tree limbs after storms. Many times, trees get damaged and limbs are half broken for weeks or until they are reported.
12/14/2018 17:34	In considering priority near-term projects, it would be helpful to me if the approximate costs were included.
12/14/2018 19:07	Please improve the south side approach to the bridge. Improve the trail so people don't have to ride bikes on the sidewalk next to traffic. Also put a guard rail on the hill side so young cyclist can travel confidently.
12/15/2018 15:46	we need southbound sidewalk opened again...not sure why its closed...to dangerous to cross pleasant valley to do the hike and bike trail

12/15/2018 16:40	Should consider transit-priority lanes on bridge due to the large amount of transit services along this corridor (in operation and deadheading)
12/16/2018 0:42	Whatever improvements to the City of Austin that take place, a long range projection into the future, taking climate change into account, must be accessed, implemented and sustainable.
12/16/2018 13:08	Widen sidewalk on West side only.
12/16/2018 16:10	Safety -lower vehicle speeds
12/16/2018 22:43	Reduce speed on Pleasant Valley Road
12/17/2018 0:18	All comments already addressed in previous answers.
12/17/2018 8:58	If the sidewalk across the dam needs to be close due to dam operations during releases or floods. Clearly mark the trail well before, give walkers and joggers opportunity to adjust their route prior to reaching the dam. Crossing pleasant valley is extremely dangerous. And the tunnel beneath is pretty sketchy...

Longhorn Dam

Emailed Comments

Longhorn Dam

Emailed Comments

I think to build a bicycle/ ped. bridge would be a waste of money and would discourage it.

**This comment is included in the "no build" count for Question 1: Ideal bridge alignment of the summary report*

I'm new to Austin and I've noticed some frivolous expenditures that seem to be spent before crucial monies are spent on important things.

I think \$500,000 for a study for trail bridges should be tabled.

The city needs to look at what is most important for the city to survive. Focus and monies should be applied there, first. The entertainment of citizens is not a priority of the city. People can entertain themselves and they can make do with what they already have until prioritized projects are completed. If any funds are left over, then we can talk about a new foot bridge.

For 25 years, I've been told that Austin has looked the other way when it's come to resolving the traffic situation. Now, the traffic is so bad, it will be a monumental task to catch up for the accommodation that is needed!

Funny...the propositions aren't even completely voted on yet, but your office is already planning on moving forward and planning design presentations, etc.

What will it take to instill priorities in city government?

You may forward my opinion to all the departments of the city, as my comments pertain to all of them.

Let's review, determine the most important things that need to be done and completed those projects first. The citizens of Austin would probably be ecstatic at the change in approach and the better use of the tax revenue that they provide to the city.

Thank you for listening.

Dear Design Team,

I would like to propose that a Pedestrian and Bicycle crossing be linked to the existing Hike and Bike trail and be a completely separate structure from the road bridge.

An alternate crossing could be the spit of land on the north west of the dam. See attached outline sketch. Red being the main crossing and orange as an additional piece. Maybe with a deck area where they meet, possibly an multiple levels.

Not only would a separate bridge be possibly more interesting like the Pfluger Pedestrian bridge but certainly safer and more pleasant by separating the bikes and pedestrians from Automobile traffic and its associated pollution.

**This comment is included in the total count for option A for Question 1: Ideal bridge alignment of the summary report*

We need a wide and safe path and crossing for the dam. What is there now is difficult to pass with 2 bikes or people and a bike. The entrance has no guard rails.

Blocks car traffic

More taxes

This is one of the many thing the city is doing to cause affordability to go out of sight
Do what is right by all citizens not just a very small VOCAL bicycle coalition.

We very strongly support the initiative currently under discussion to improve hike & bike access over the dam. We are frequent users of the Roy & Ann Butler trail. The crossing over the dam is the worst stretch of the trail network at this time. Improvements to that crossing will help reduce the longstanding inequity between east and west Austin, and will encourage more use of the trail network in the vicinity of the dam, relieving congestion on the trails west of I-35.

We will try to attend the public meetings planned on this topic, but decided to submit our thoughts in writing in case we can't attend.

Thanks for your consideration of this important matter!

I hope to make the meeting but just in case I miss it, here is my feedback:

The suggestion pertains to interim improvements on the existing crossing. Either eliminate the fencing that currently protects the car traffic from the pedestrians, or move said fencing to the other side of the barrier. This would widen the usable space on the path considerably. You may have valid reasons to keep the fence, so if it can't be removed completely it should take space from the car lane and not from the narrow sidewalk. Easy gains! The pedestrian crossing on the East side of the dam does not have a fence and I've never felt that it was hazardous in any way. The tall chain-link fence on the West and highly used side of the dam is terrible from a pedestrian perspective.

Cheers, and thanks for all you do to keep this trail system world class!

Good bicycle paths are needed in Austin, but as they are now they are extremely dangerous. Guard poles should be part of the bicycle path, so cars can't get into those lanes and bicycles can't cross over in front of cars.

Hello,

I saw the notice regarding public input on the proposed Longhorn Bridge Crossing project. My wife and I walk the ~10 mile Lady Bird Lake loop frequently and the current crossing is dangerous and make it difficult for both pedestrians and bicycle. The best cast scenario would be a bridge like the Lamar pedestrian/bike bridge. Lit, room for peds, bike lanes, benches for viewing. Should be lit at night too for security. Scaled down from here per available budget. Thanks.

Hi,

I saw the announcement of preliminary outreach to the community about a bike/ped bridge at Longorn Dam. I am a homeowner on the north edge of the dam, (address redacted).

I can't make the meeting, but I want you to know that I'm very much in favor of building something there to make biking a safer option crossing the river at Pleasant Valley. A year or two ago, with Bike Austin, I tried to organize some neighbors to agitate for bike improvements at the dam after a horrific accident. This neighbors who got involved then are still in the neighborhood as well. Our efforts were stalled when Bike Austin got consumed by internal problems.

If you run into resistance at the meeting, know that there are plenty of us in the neighborhood who want this change and can be activated.

Thanks,

(name redacted)

Hello,

Here is my suggestion for short term improvements that would significantly improve the crossing. Please see the attached graphic.

They will make the sidewalk 2 feet wider at torso height which is where is matters. Oncoming cyclists should be able to cautiously pass each other at lower speeds.

These improvements should be installed, then get public feedback before spending any more time and money on large scale projects.

Thank you,

I have the following input based on the display boards.

I like the Steel Truss Bridge Type, but there may be costs and benefits to the options that I don't know.

Evaluation criteria order of importance:

- Ease and Comfort of Crossing
- Safety Features
- Environmental Impacts
- Aesthetics
- Construction Cost
- Time to Implement
- Street Connectivity
- Trail Connectivity
- Neighborhood Compatibility

Order of interim improvements:

- Increase Sidewalk Widths on Bridge
- Improve Pedestrian Crossings on Pleasant Valley Road
- Make Pedestrian Route Over the Bridge ADA Compliant
- Improve North and South Pedestrian and Bicycle Connections to Bridge

- Upgrade Bridge Handrails
- Reduce Speed on Pleasant Valley Road
- Remove Chain Link Fence on Bridge

Thank you
(name redacted)

**This email is included in the total count for preferred bridge type, what is important and what improvements could happen sooner in the summary report.*

Nathan,

I was just reviewing the presentation from the 11/13 meeting, and wanted to reach out to say that whatever you do, DO NOT model anything on the Calatrava bridge in Redding. It's literally useless as a bridge:

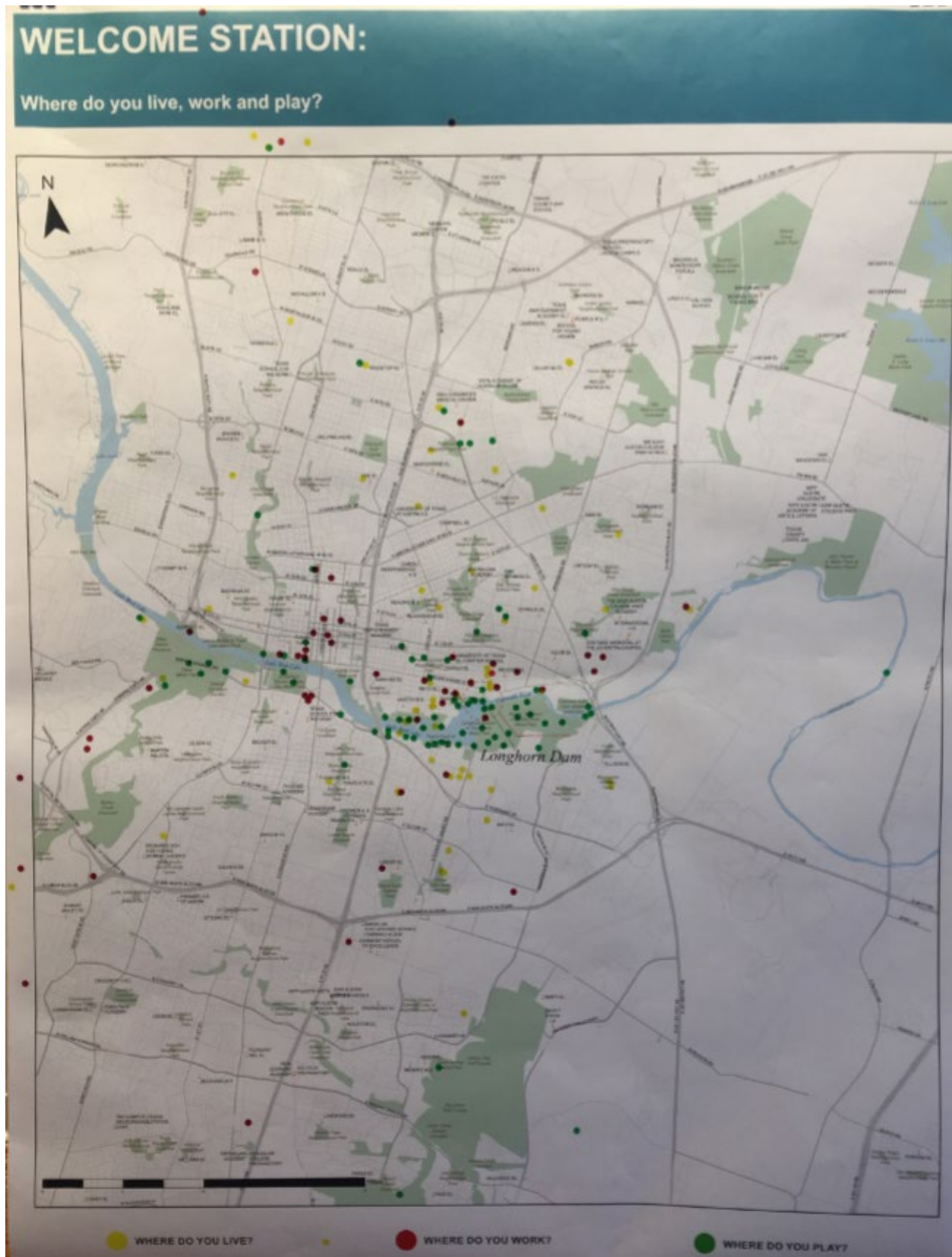
<https://twitter.com/slyarak/status/743544654117773313>

The existing Pfluger bridge is a much better model.

Longhorn Dam

November 18, 2018 Open House Pictures

Open House Pictures



Open House Pictures (continued)

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?

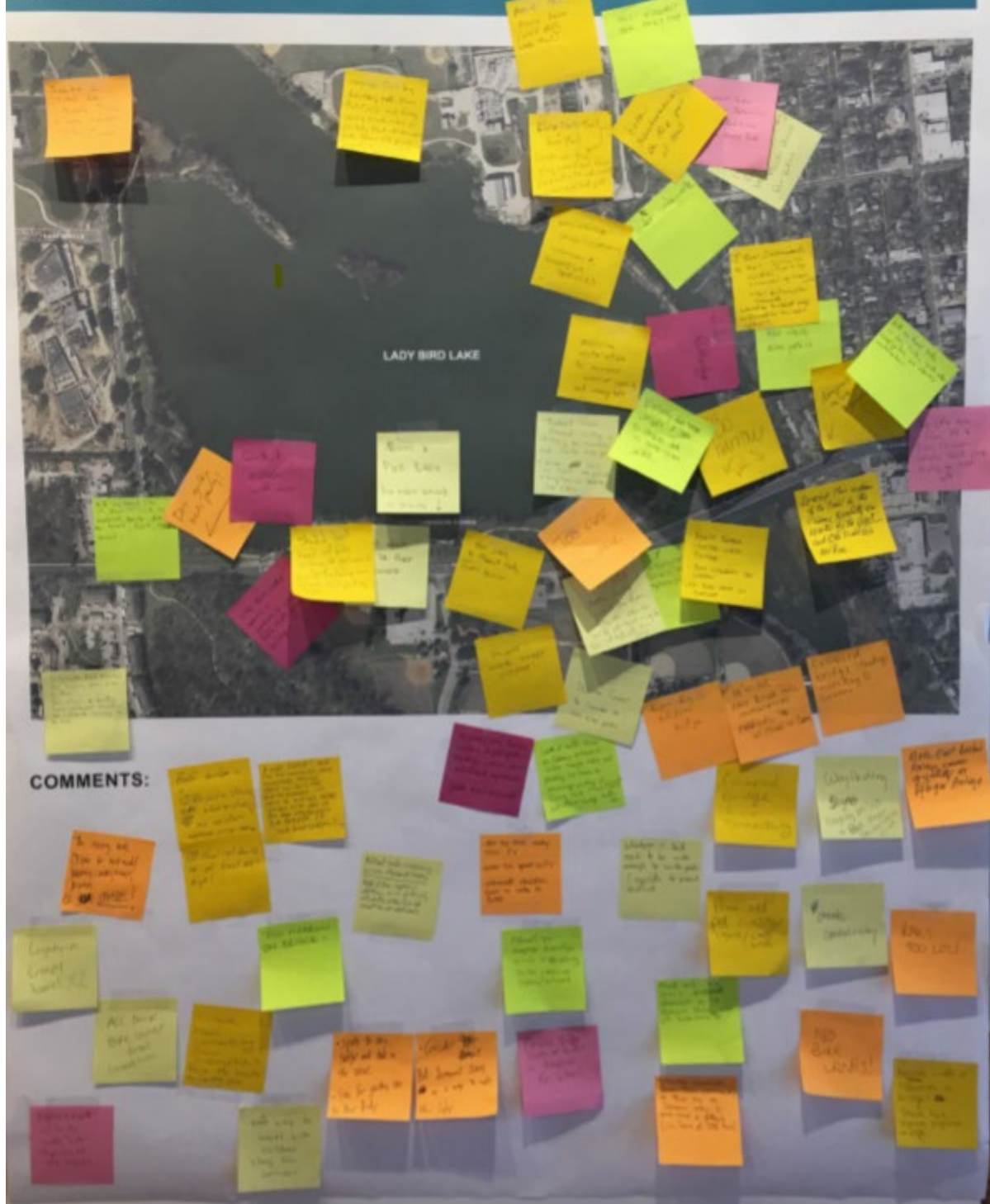
Draw Your Path(s) →



Open House Pictures (continued)

STATION 2: WHAT NEEDS IMPROVEMENT?

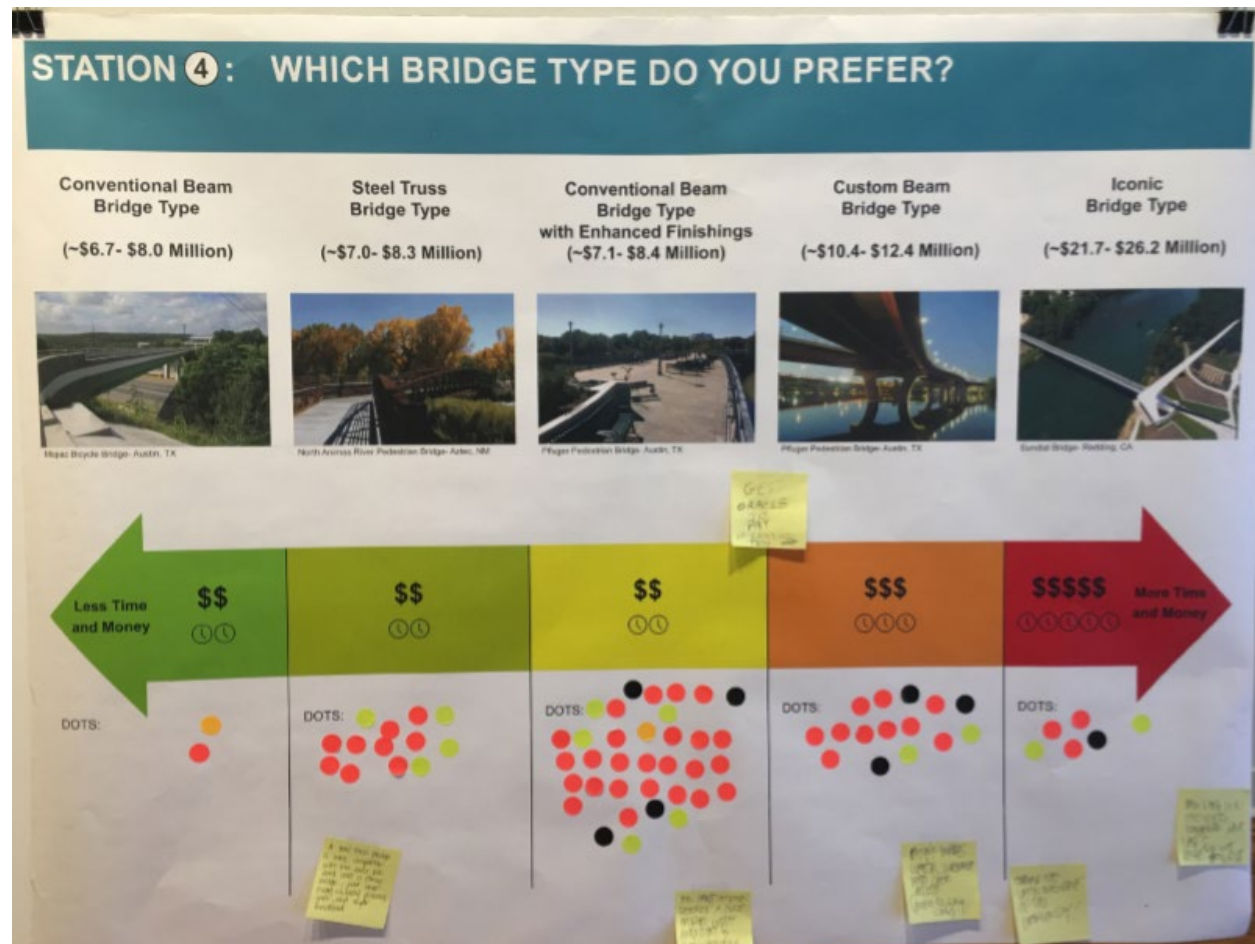
Where are the places that need to be improved, such as places that feel unsafe, poor accessibility, lack of shade, etc.?



STATION ③: WHAT DO YOU LIKE?

[illegible][illegible]

Open House Pictures (continued)



STATION 5: WHAT'S MOST IMPORTANT?

Evaluation criteria:

- Aesthetics
- Construction Cost
- Ease and Comfort of Crossing
- Environmental Impacts
- Neighborhood Compatibility
- Safety Features
- Street Connectivity
- Time to Implement
- Trail Connectivity

COMMENTS:

COMMENTS:

Open House Pictures (continued)

STATION 6: WHAT IMPROVEMENTS COULD HAPPEN SOONER?
Ideas we've heard so far:

- Improve North and South Pedestrian and Bicycle Connections to Bridge
- Improve Pedestrian Crossings on Pleasant Valley Road
- Increase Sidewalk Widths on Bridge
- Make Pedestrian Route Over the Bridge ADA Compliant
- Reduce Speed on Pleasant Valley Road
- Remove Chain Link Fence on Bridge
- Upgrade Bridge Handrails

COMMENTS:

STATION 6: WHAT IMPROVEMENTS COULD HAPPEN SOONER?

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Longhorn Dam
November 18, 2018 Open House
Alignment Drawings

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

What would your ideal bridge be like? Sketch the alignment it would take on the map. Note any special connections or features. Take your time and visit other stations but don't forget to submit your ideas before you leave!



COMMENTS:

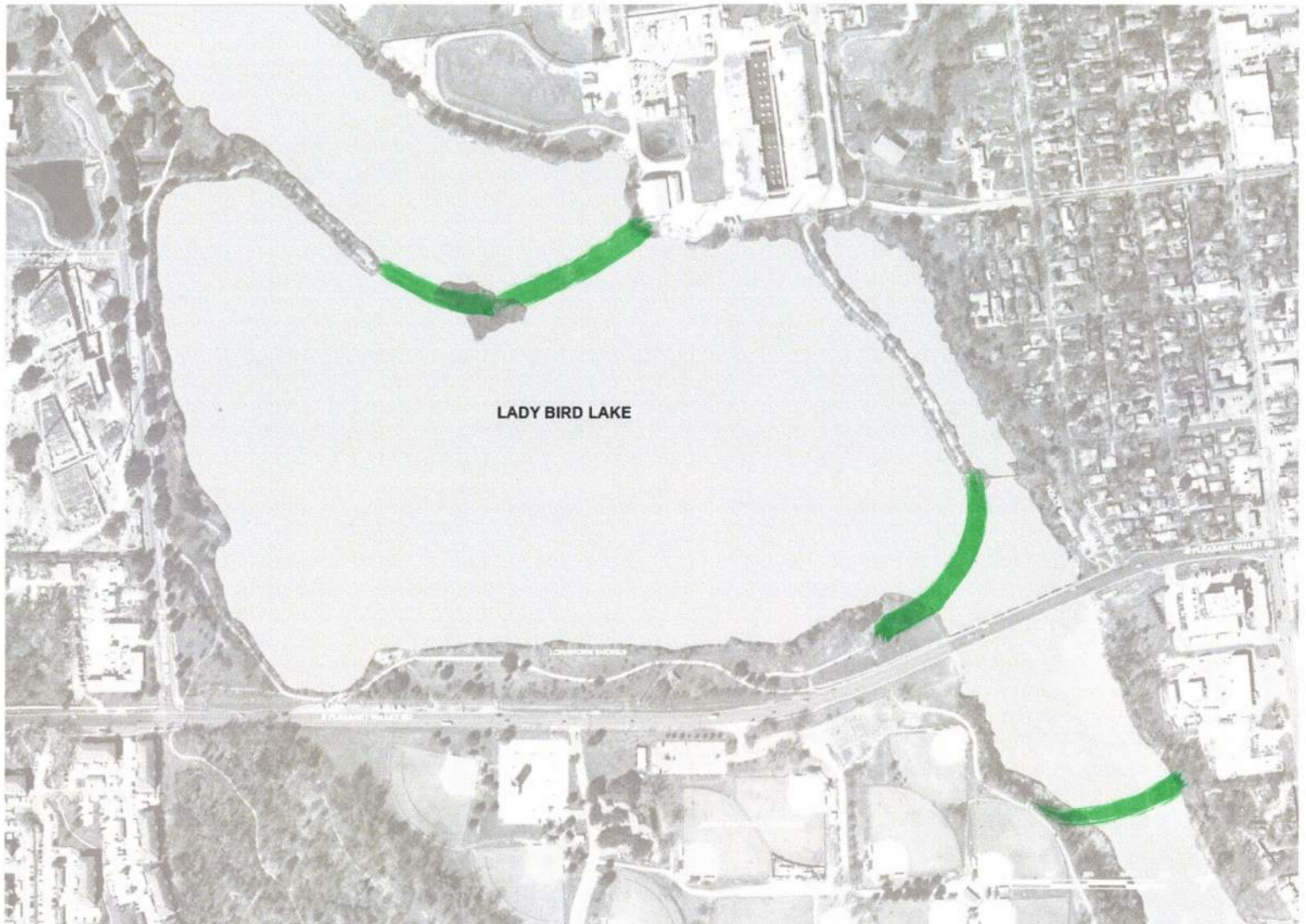
Avoids busy Pleasant Valley Rd. Doesn't interfere w/ sailing or boating. Can be low to lake or pontoon bridge.

NAME:

Tam Thayer

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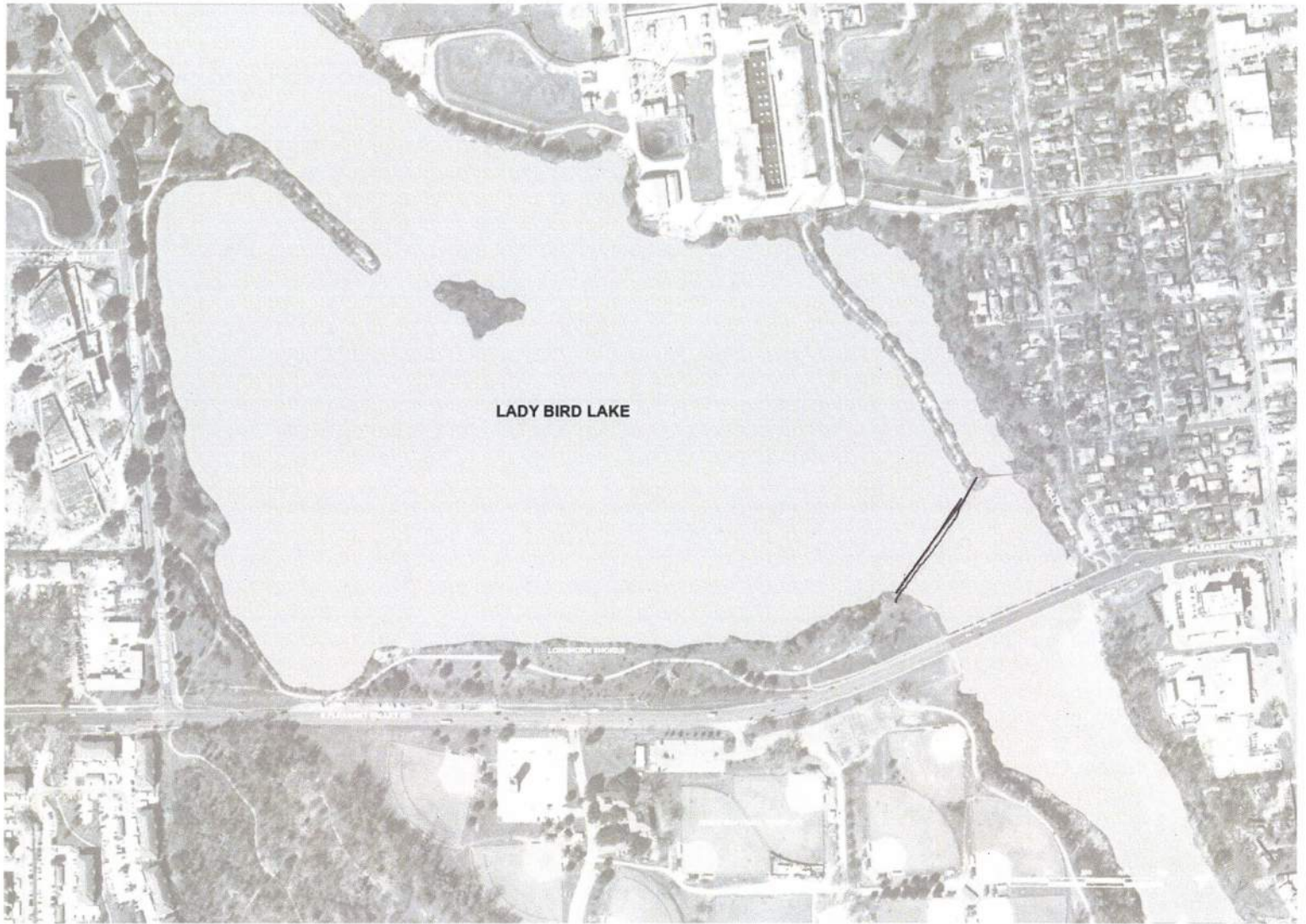


COMMENTS:

NAME:

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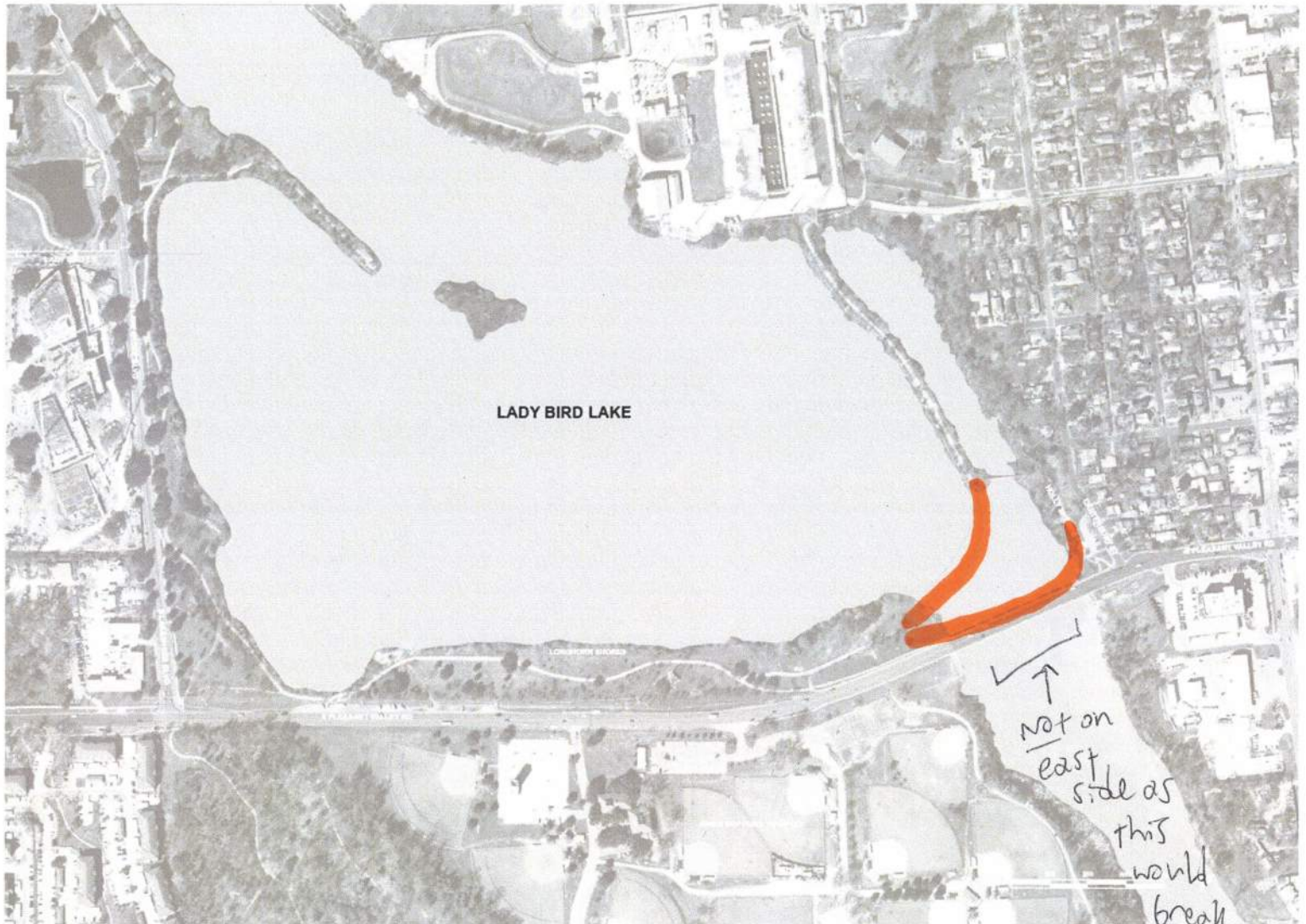


COMMENTS:

NAME:

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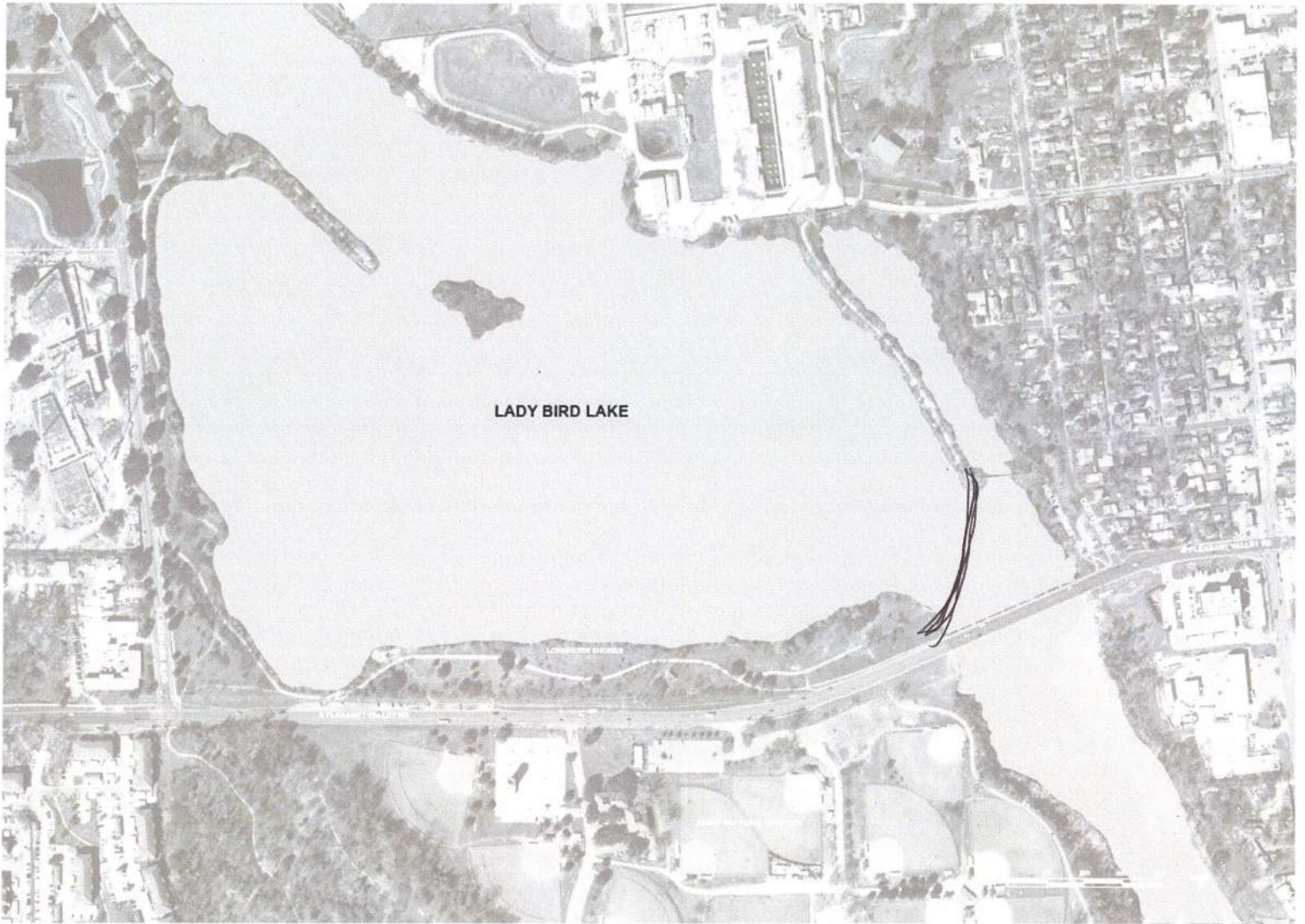


COMMENTS:

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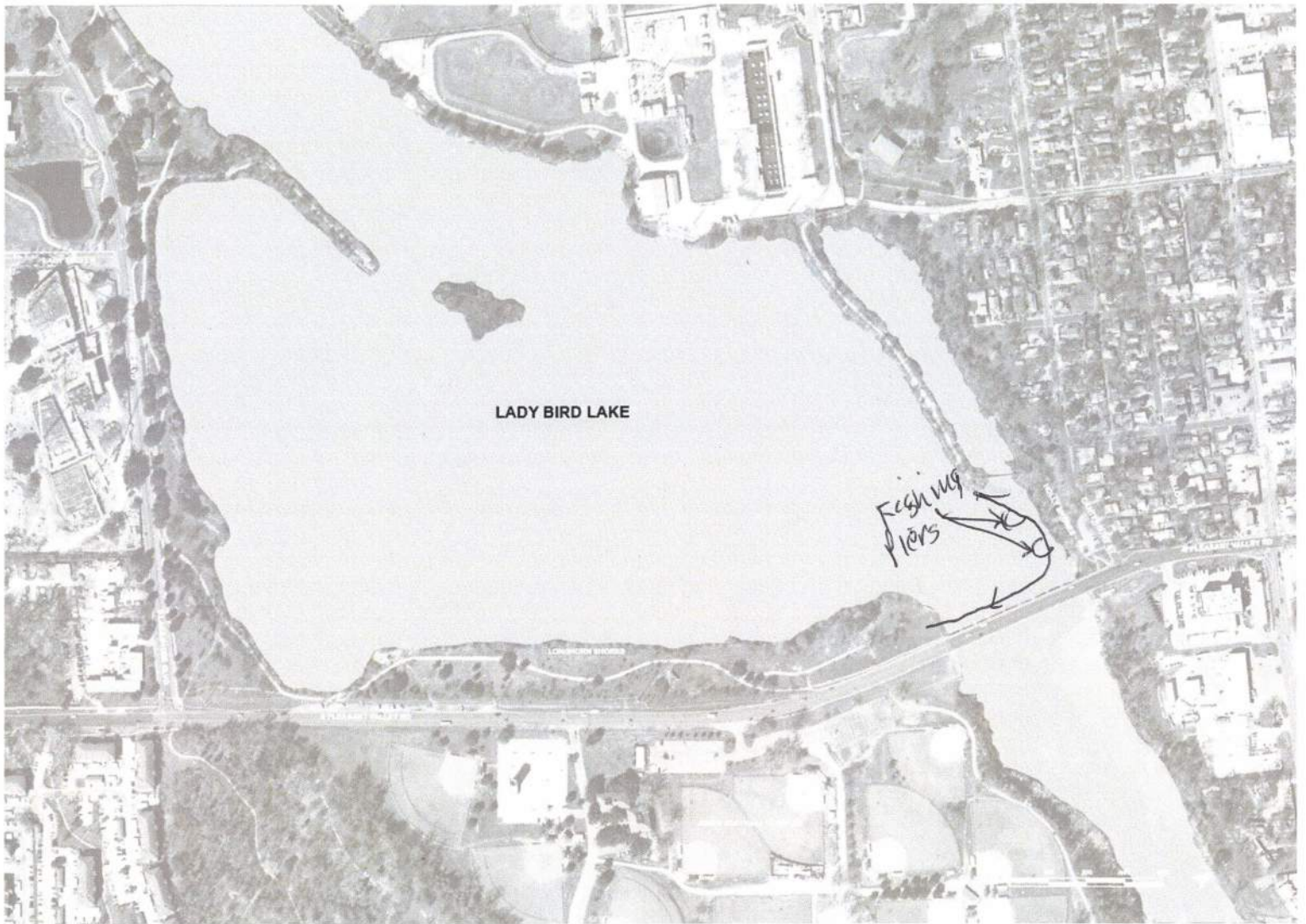


COMMENTS:

NAME:

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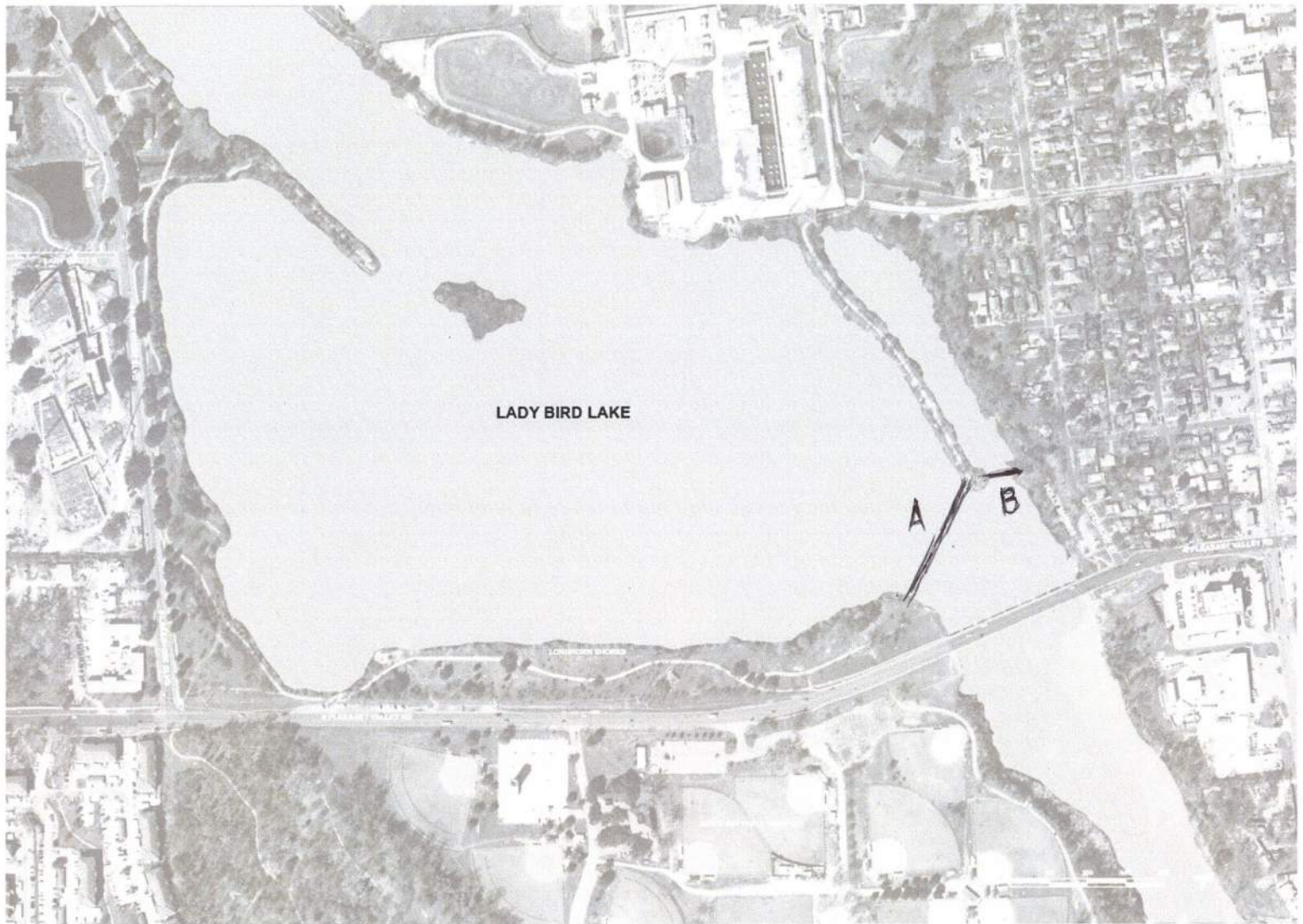


COMMENTS:

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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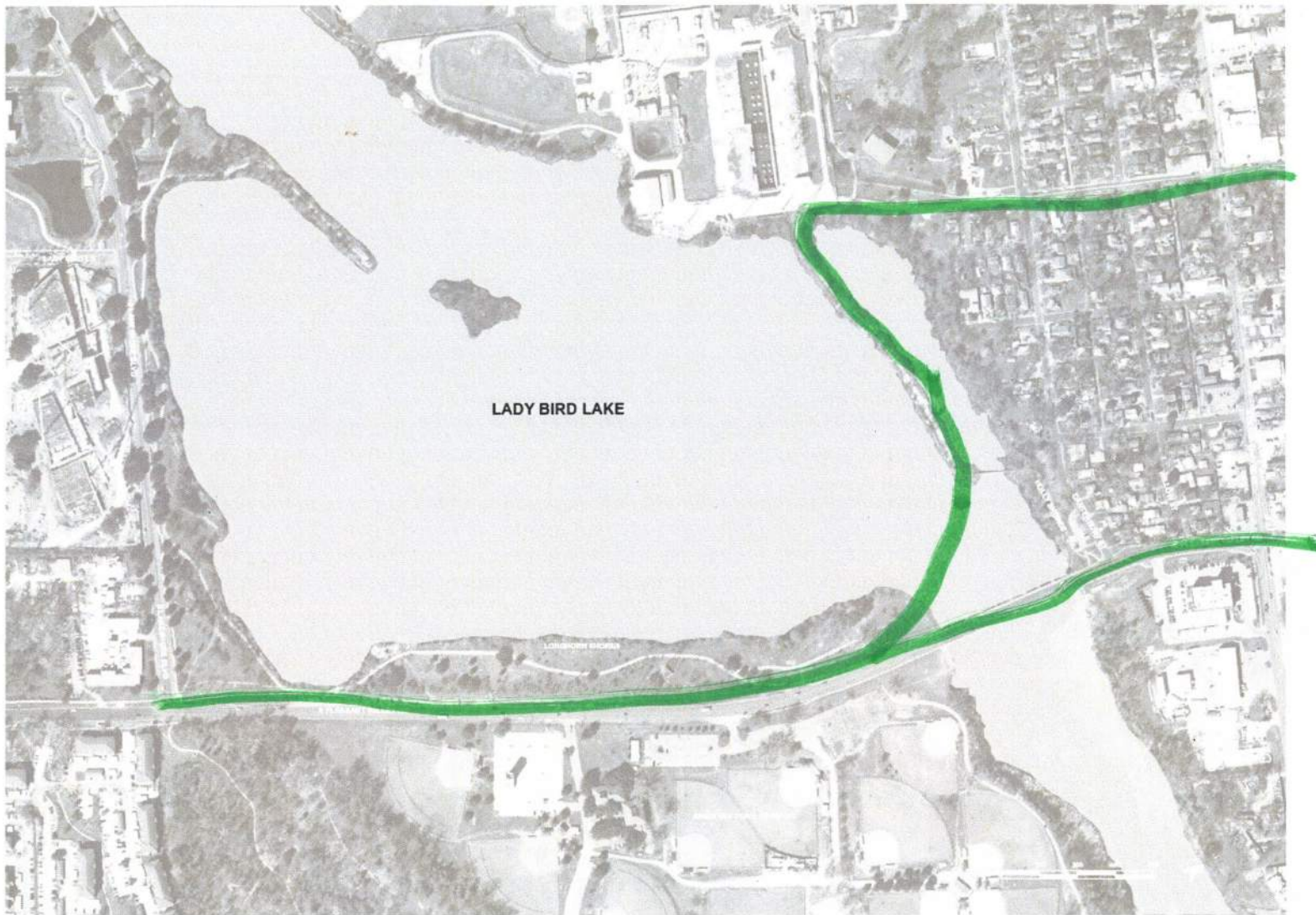
COMMENTS: DON'T FORGET THE BABY BRIDGE (B) IN THE DESIGN

WHAT AN OPPORTUNITY TO MAKE AN
ARTISTIC STATEMENT!

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

What would your ideal bridge be like? Sketch the alignment it would take on the map. Note any special connections or features. Take your time and visit other stations but don't forget to submit your ideas before you leave!

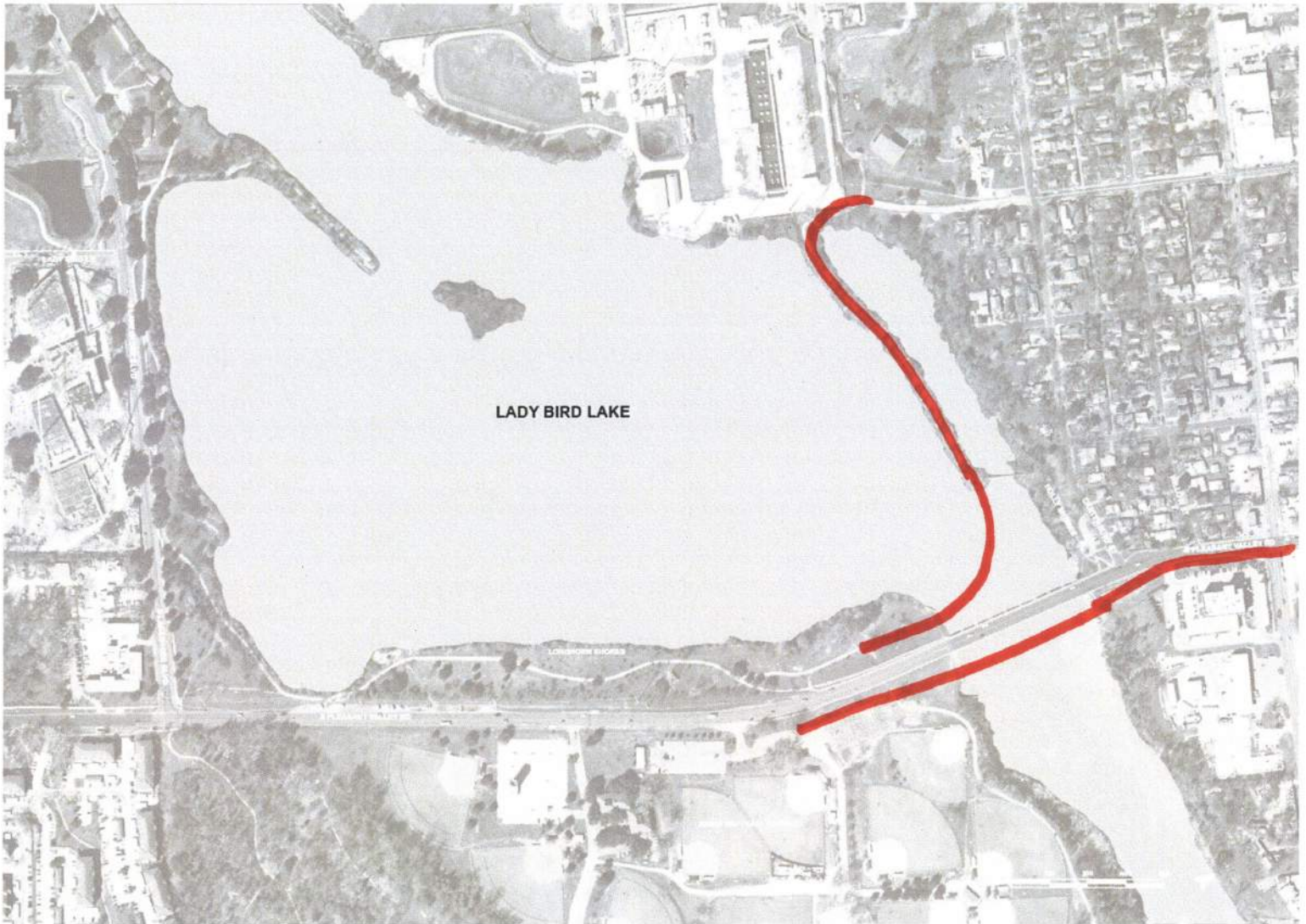


COMMENTS:

NAME:

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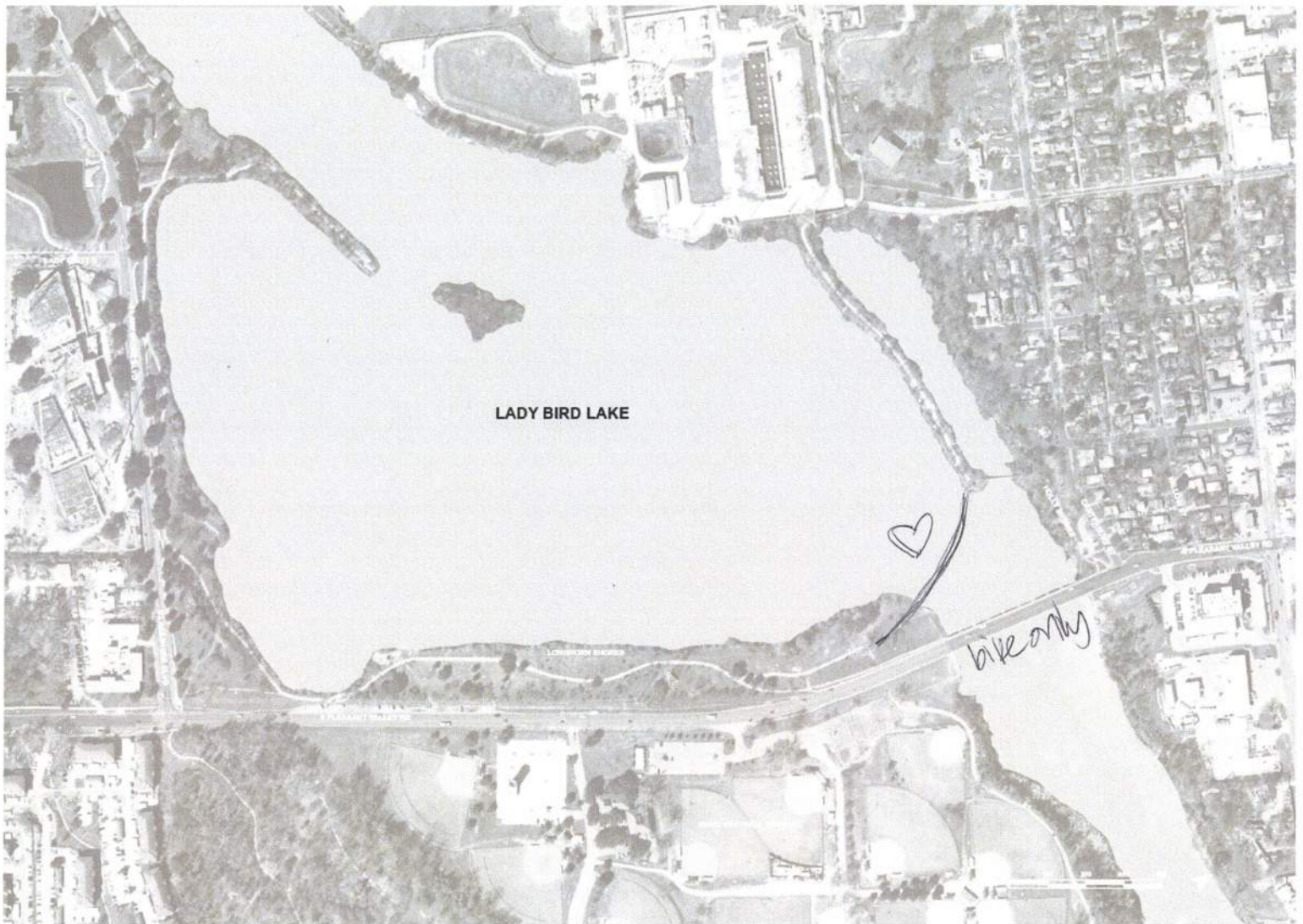


COMMENTS:

NAME:

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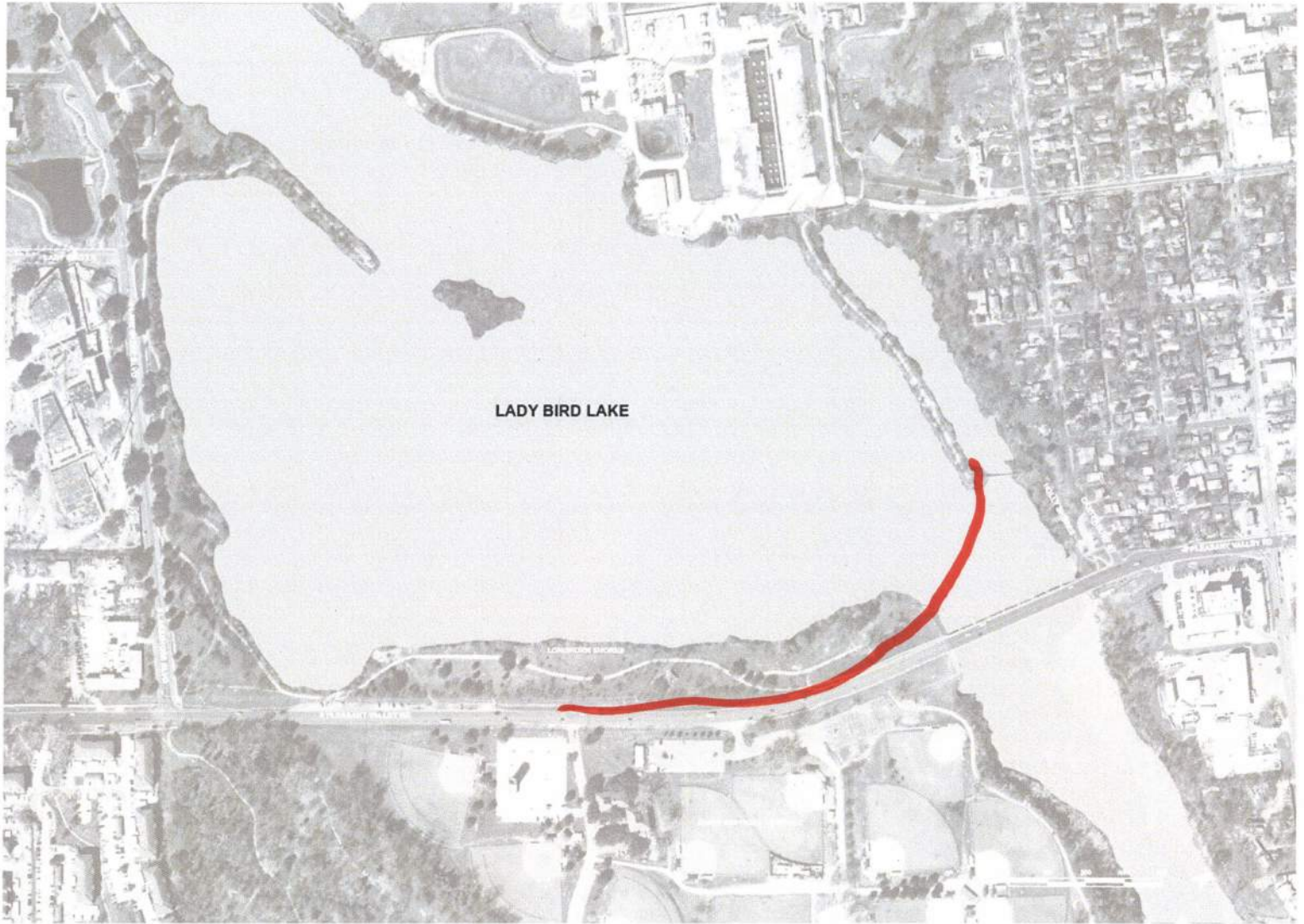
COMMENTS:

I really like the idea of a separate crossing. It takes peds/bikes away from the traffic. But bike commuters who use Pleas. Valley will want to continue to do so, so a solution for that is needed as well. A dedicated bike lane that uses the dam would be great. But for people who use ~~the~~ the trails recreationally, I love that idea of the separate crossing.

NAME:

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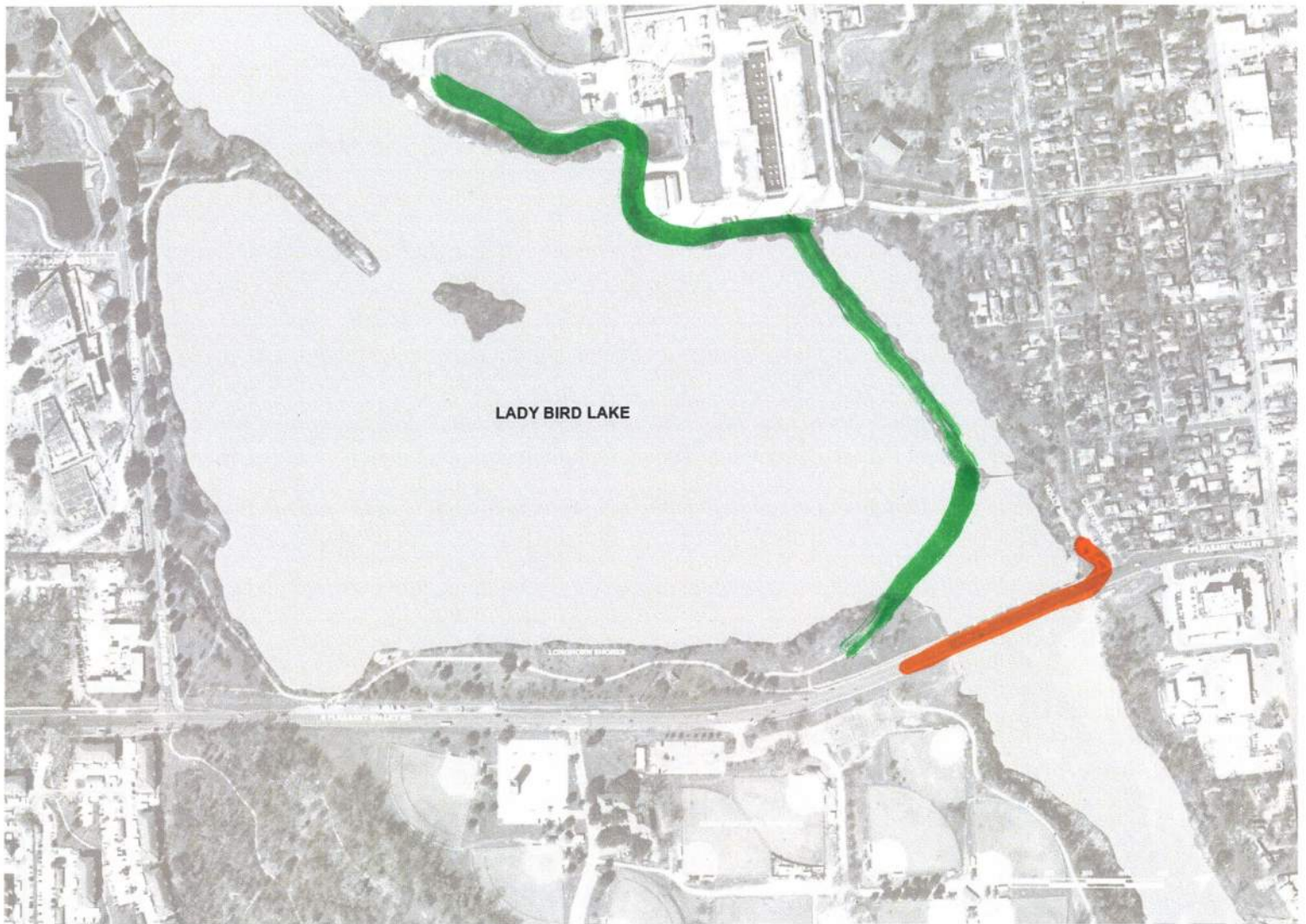


COMMENTS:

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

What would your ideal bridge be like? Sketch the alignment it would take on the map. Note any special connections or features. Take your time and visit other stations but don't forget to submit your ideas before you leave!



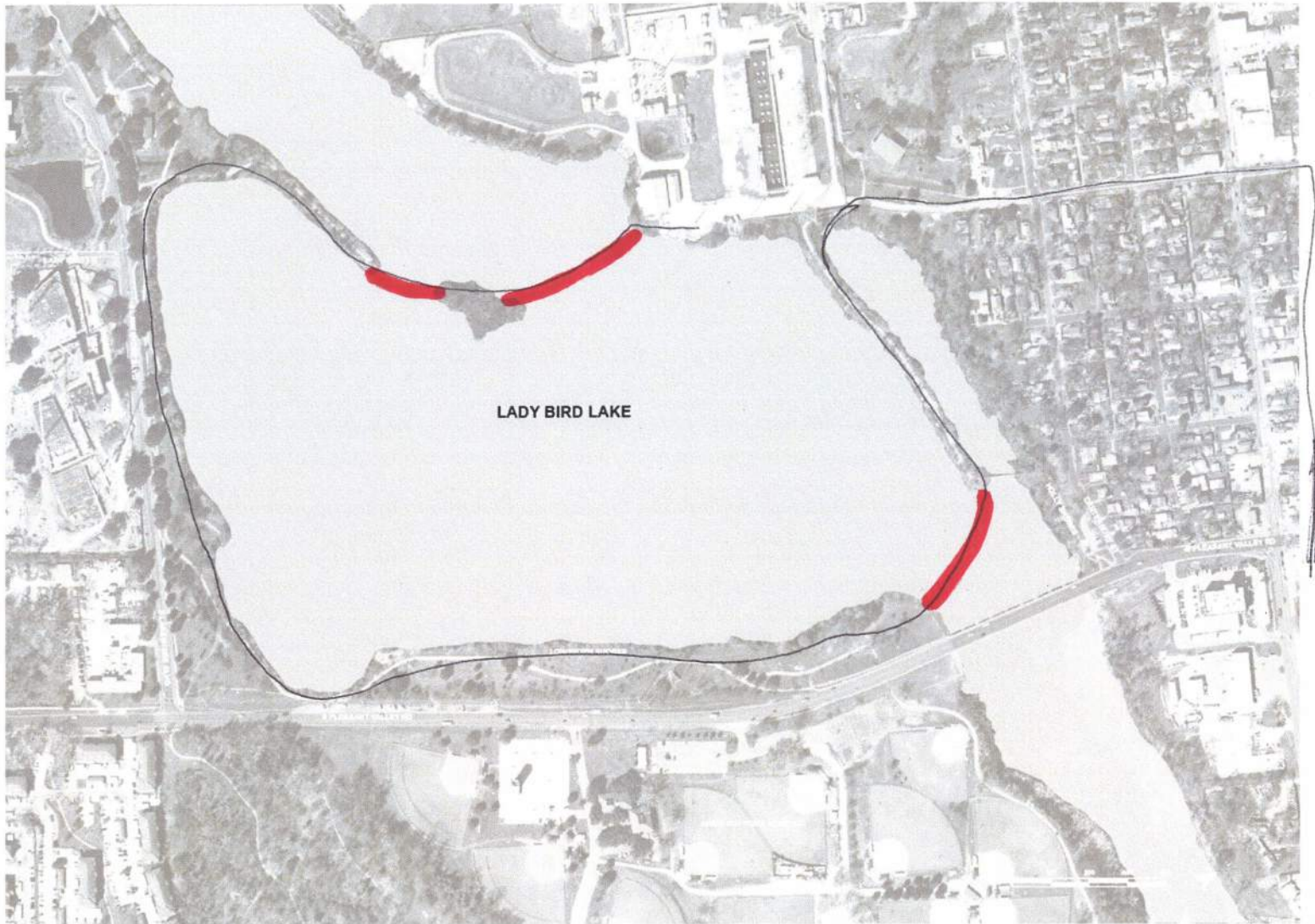
COMMENTS:

whatever is built needs to be wide enough to handle pedestrians, runners, ~~also~~ people w/ strollers & cyclists

NAME:

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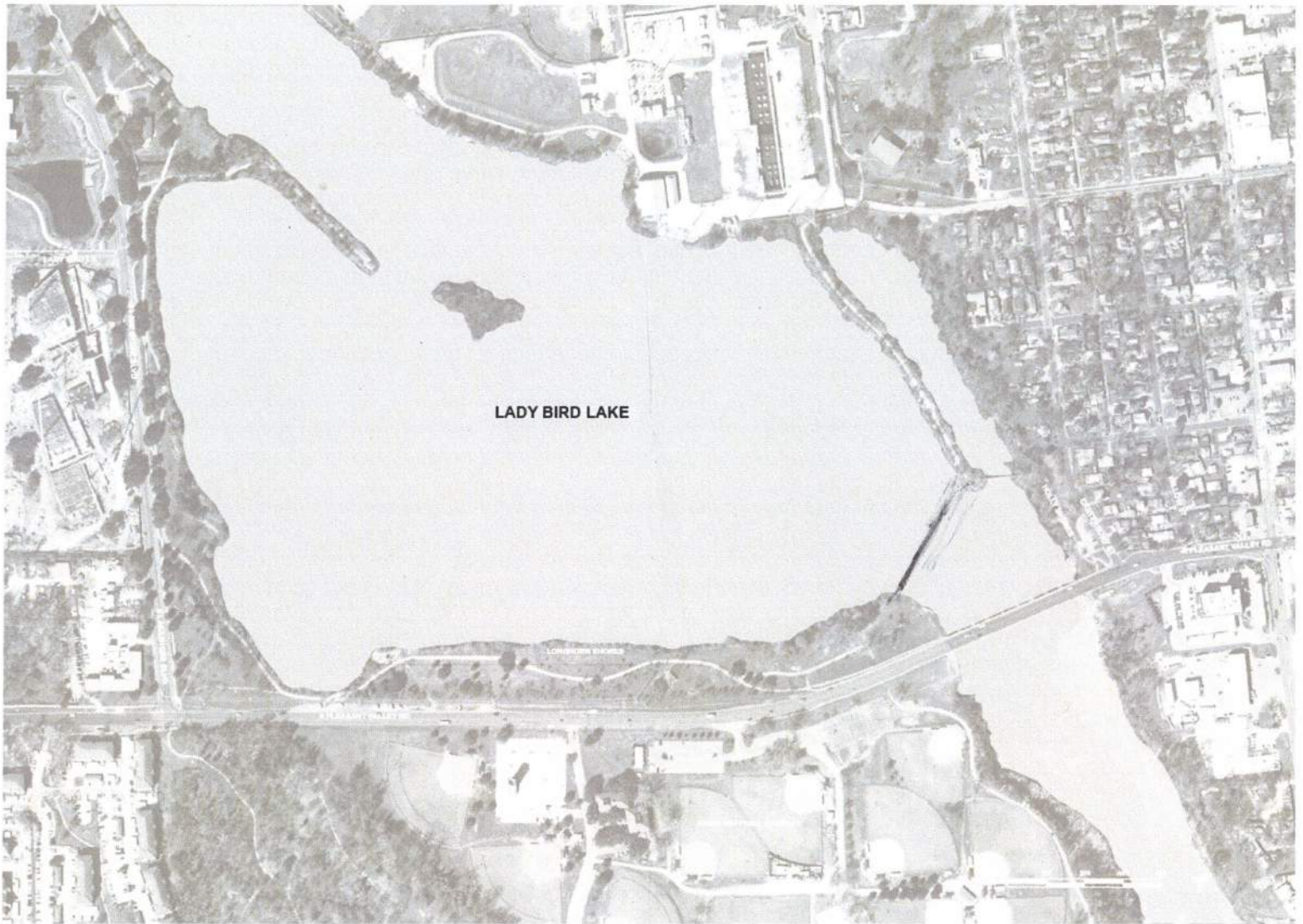


COMMENTS:

NAME:

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COMMENTS:

NAME:

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COMMENTS:

The expansion of the hike and bike trail as a boardwalk on the south side of Lady Bird Lake is really fabulous - continuing the trail thru the old Holly Plant to the ~~island~~ ^{penninsula} and creating a new bridge from the peninsula over to the south of the lake would allow any changes to Longhorn dam to happen independently of the trail but still allow bridge/dam changes to be incorporated

NAME:

Theo Krouse back into the trail system

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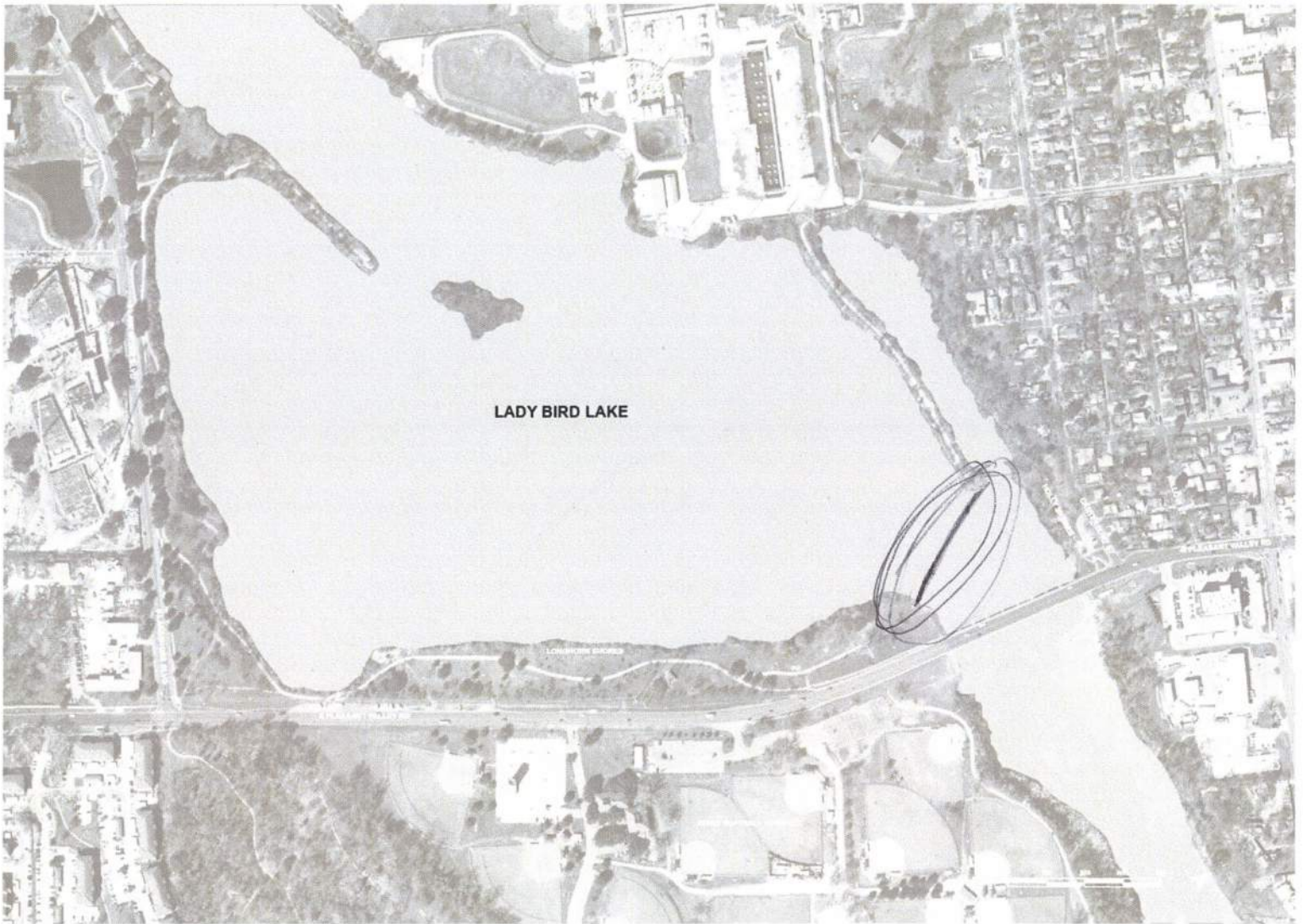


COMMENTS:

NAME:

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COMMENTS:

NAME:

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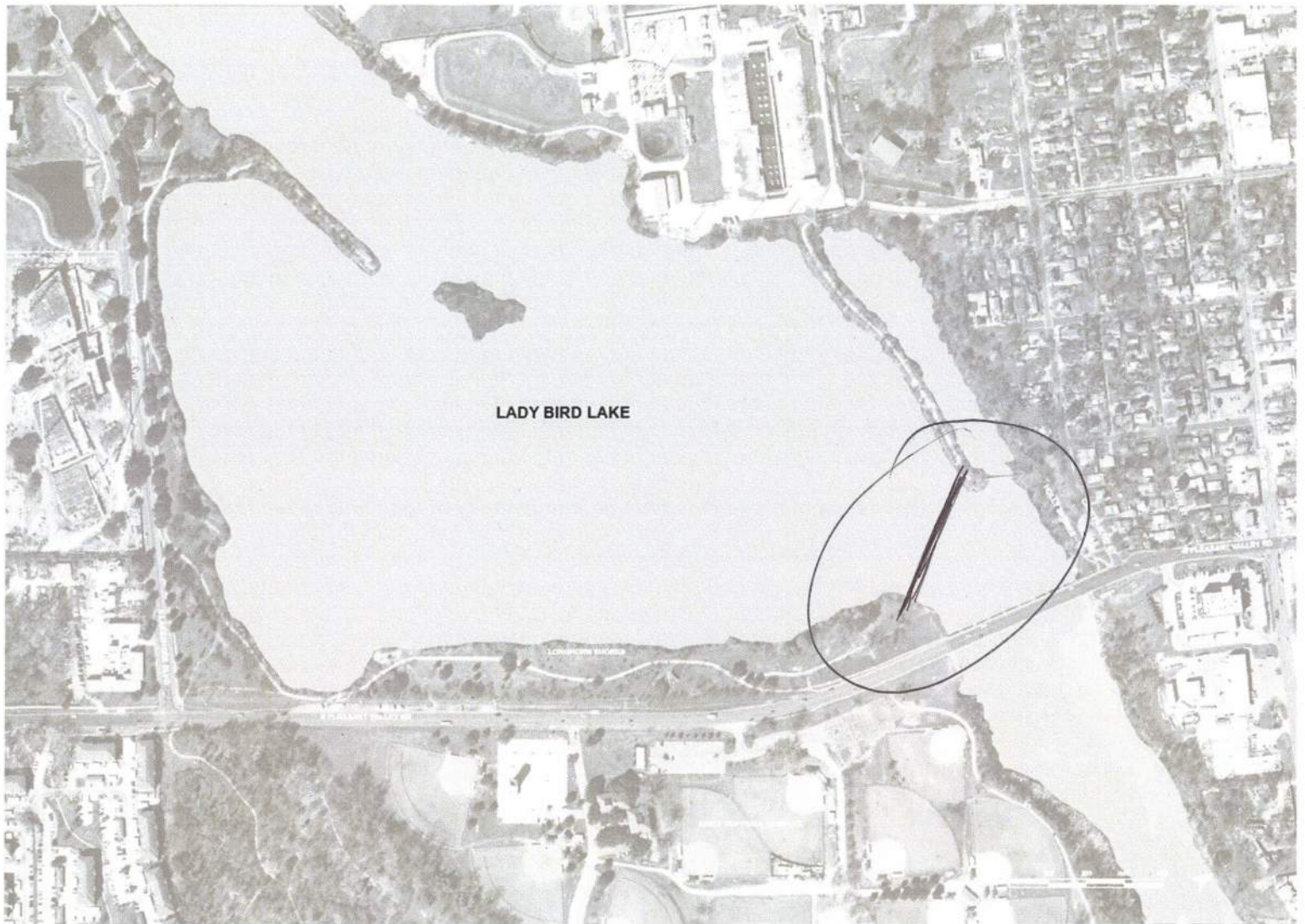


COMMENTS:

NAME:

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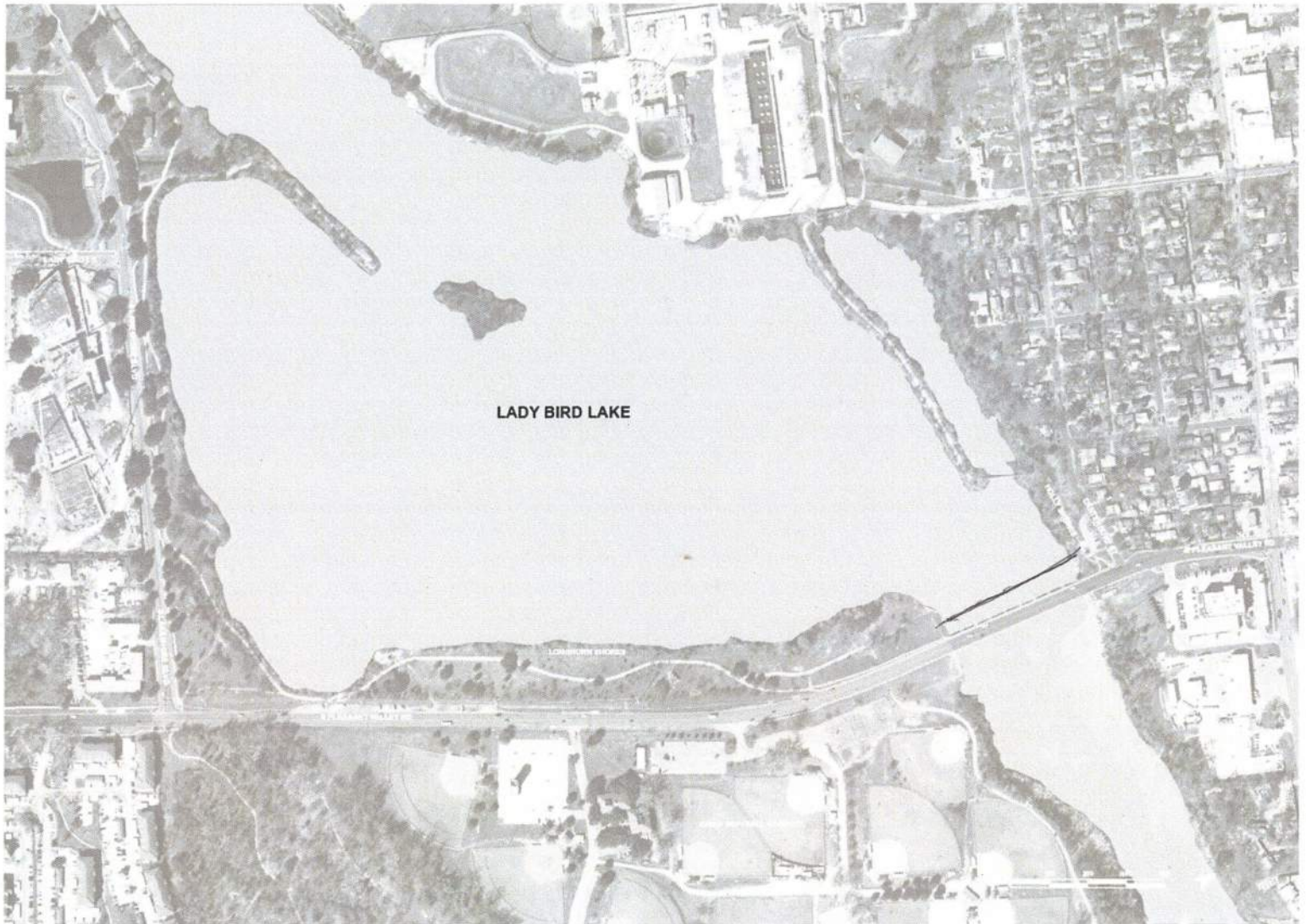


COMMENTS: (the trail)
KEEP IT AS LONG AS POSSIBLE
THANKS!

NAME: JOHN ROWAN

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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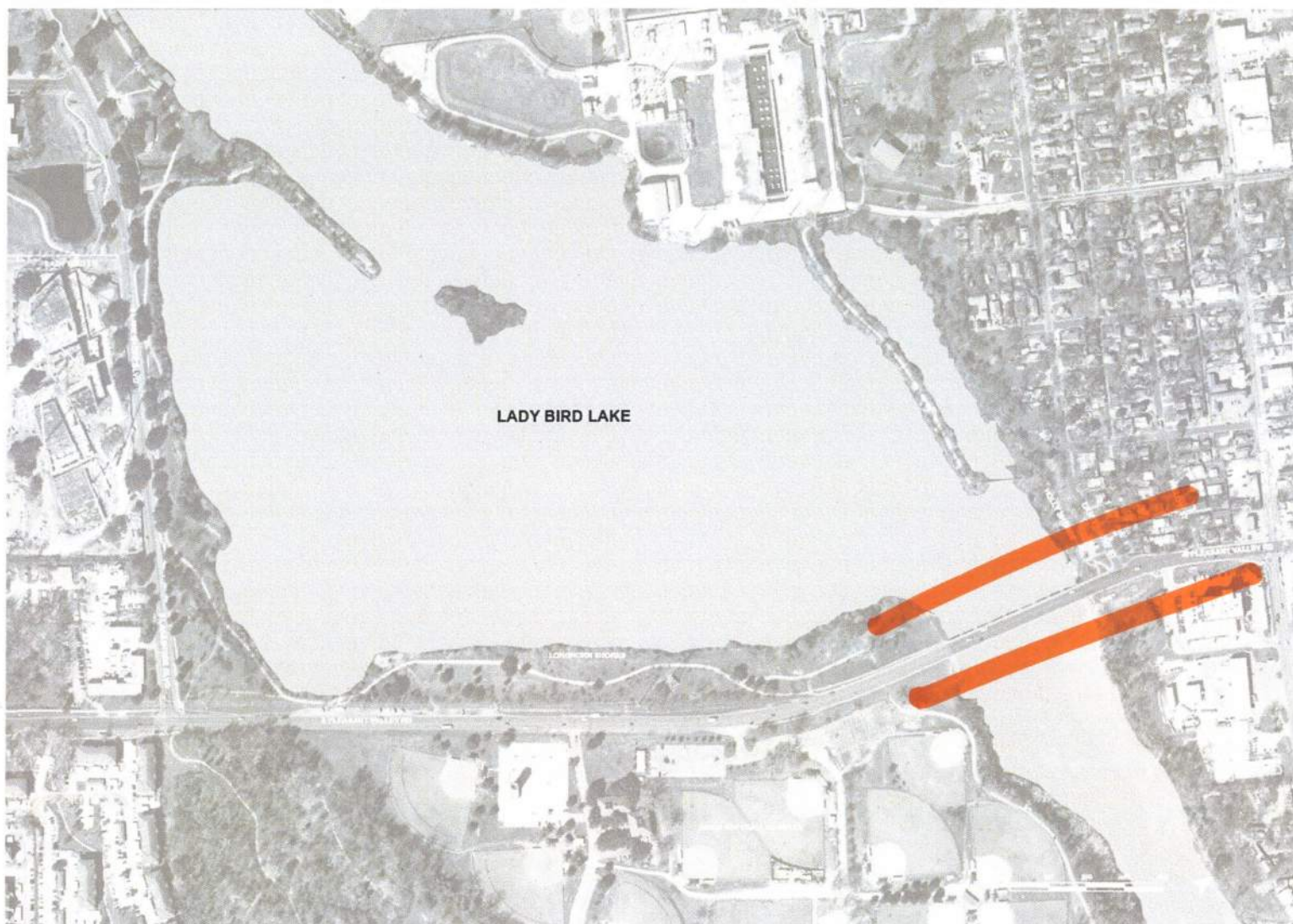


COMMENTS: Parallel existing path, connect to trail on both ends of lake

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

NAME:

Joe

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

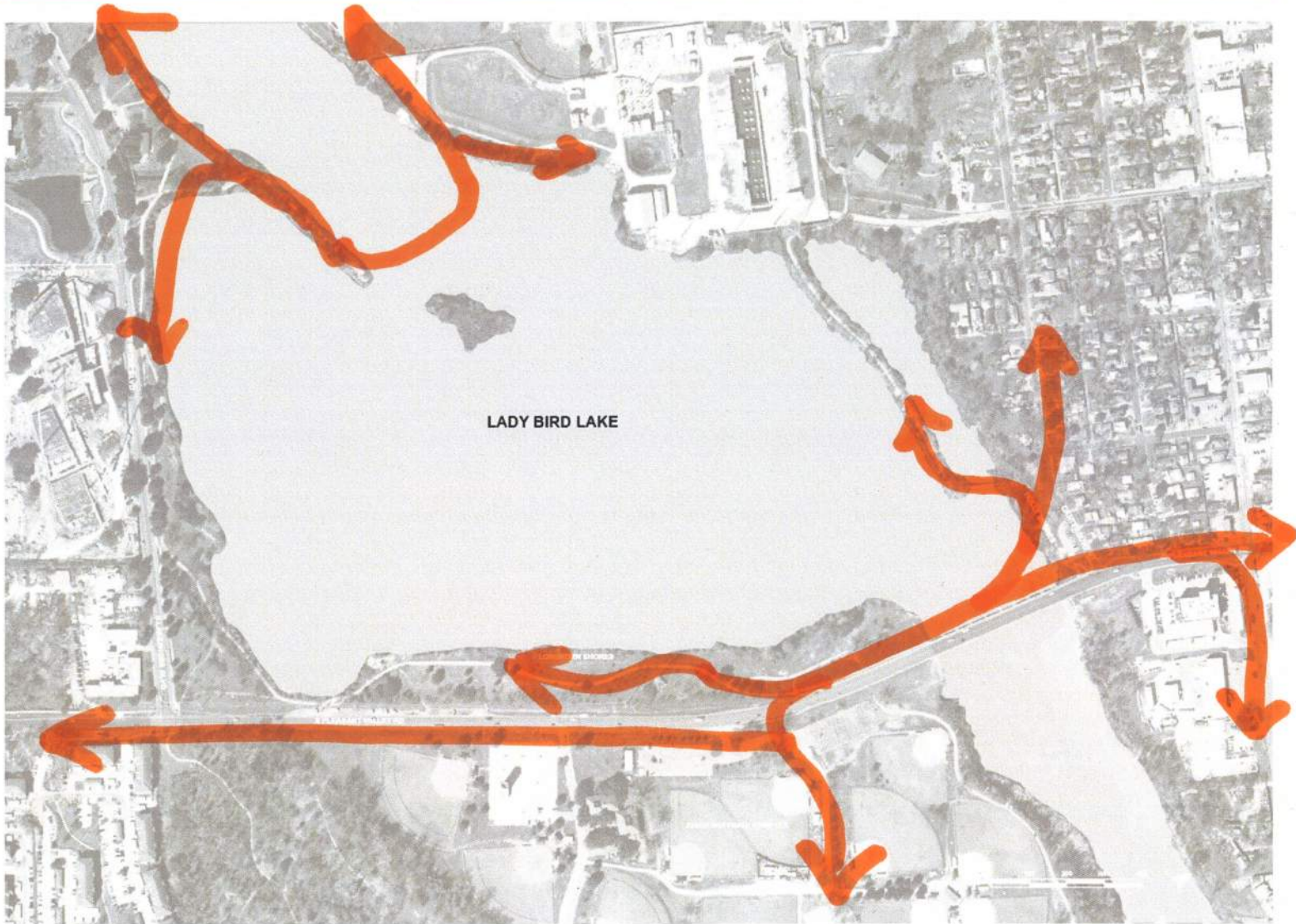
Before the dam w/ easy
access from the PV/Holly
Intersection. Separate
lane for peds/pets plz

NAME:

ERYN MORIS

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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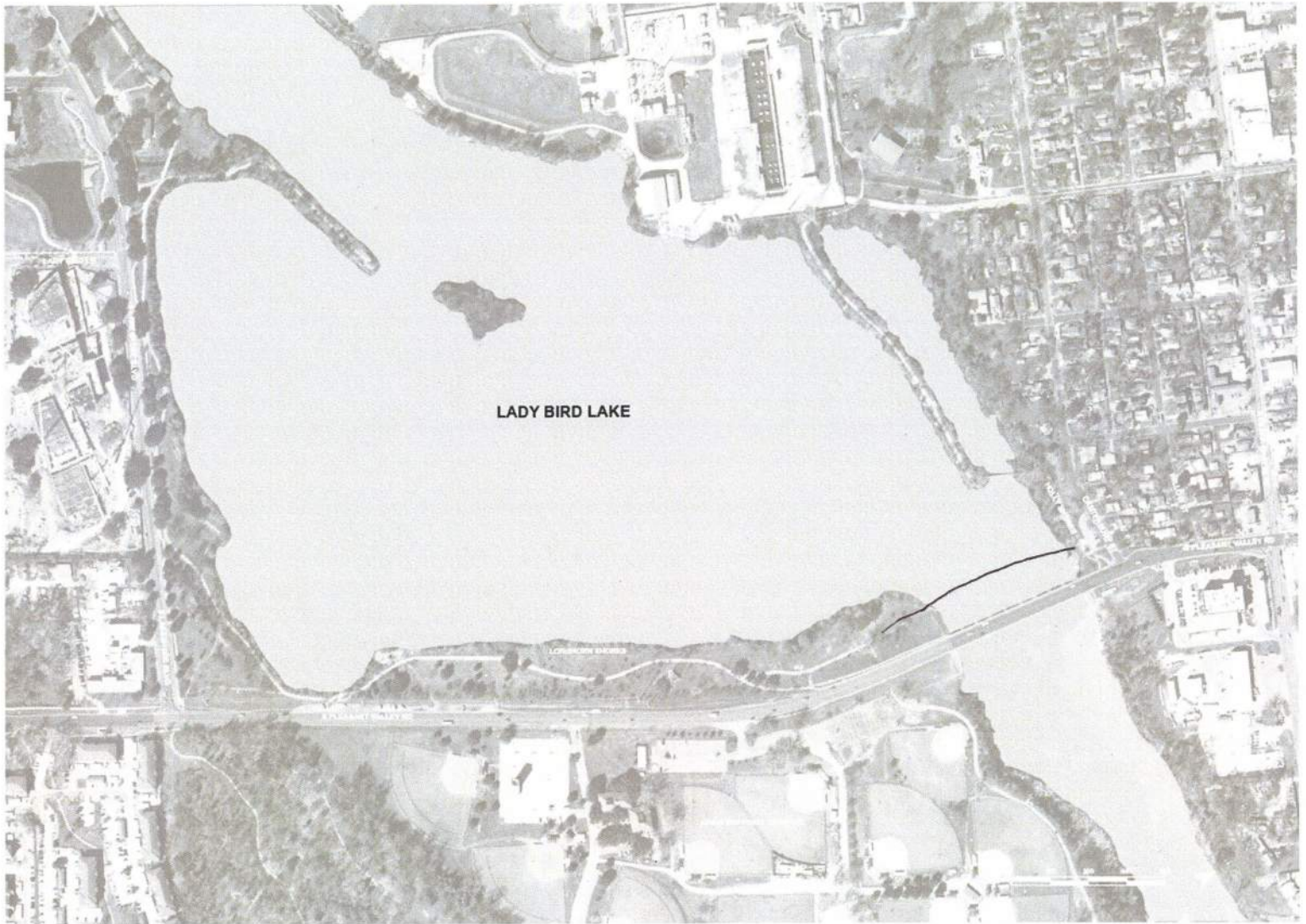


COMMENTS:

NAME:

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COMMENTS:

Pfizer Pedestrian bridge style - nice & wide,
places to linger for the view
Sooner rather than later! No other
options will really help

NAME: Melissa Gaskell

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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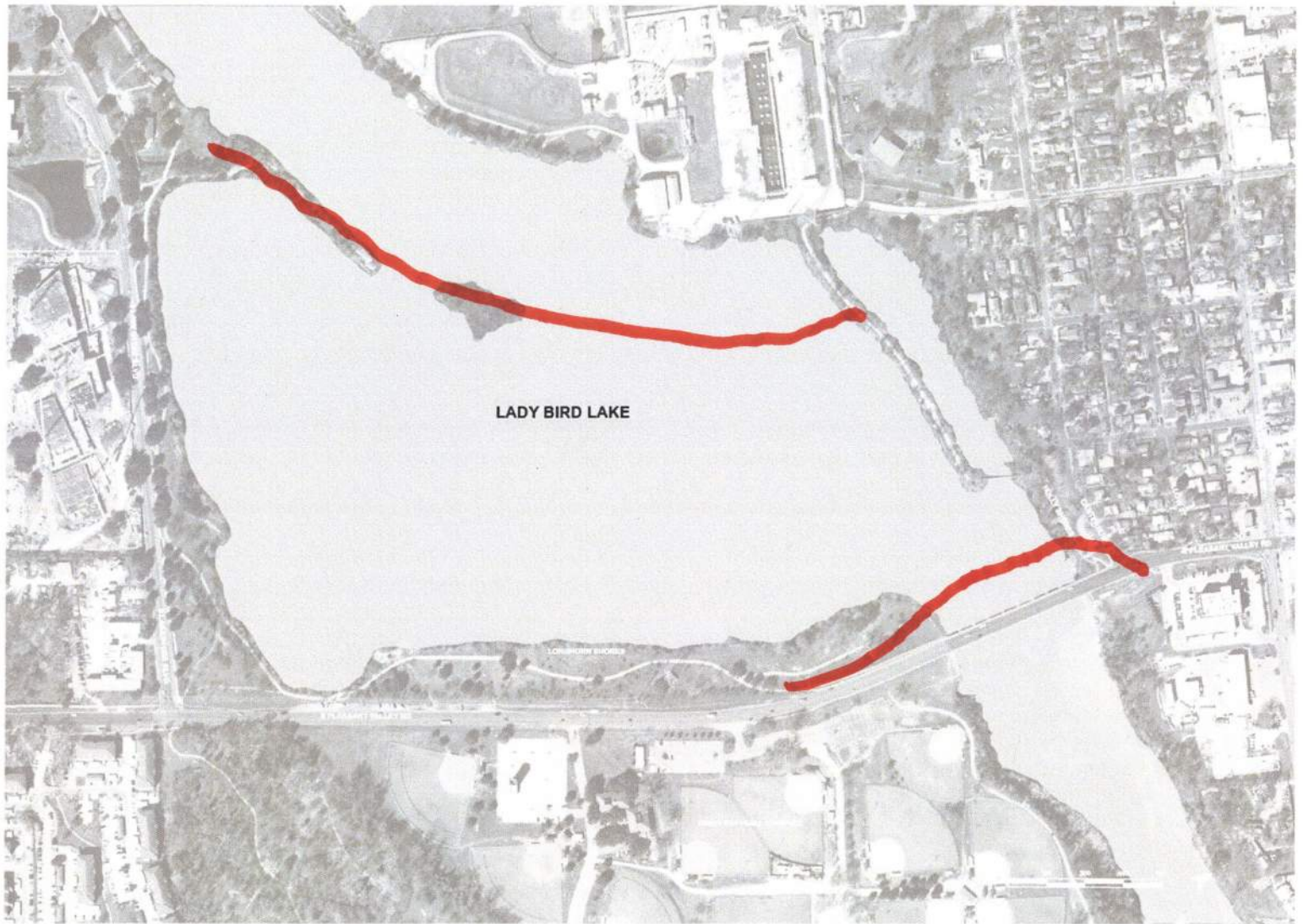


- COMMENTS:
- ~~#~~ LCRA INVOLVED?
 - ~~#~~ 100 yr Flood plane correct?
UPDATED w/ NEW ATLAS 14 DATA
 - ~~#~~ EQUAL INPUT DS WAS DONE AT
MOPAC Bridge (E/W EQUALITY WILL
BE AN ISSUE HERE)

NAME:

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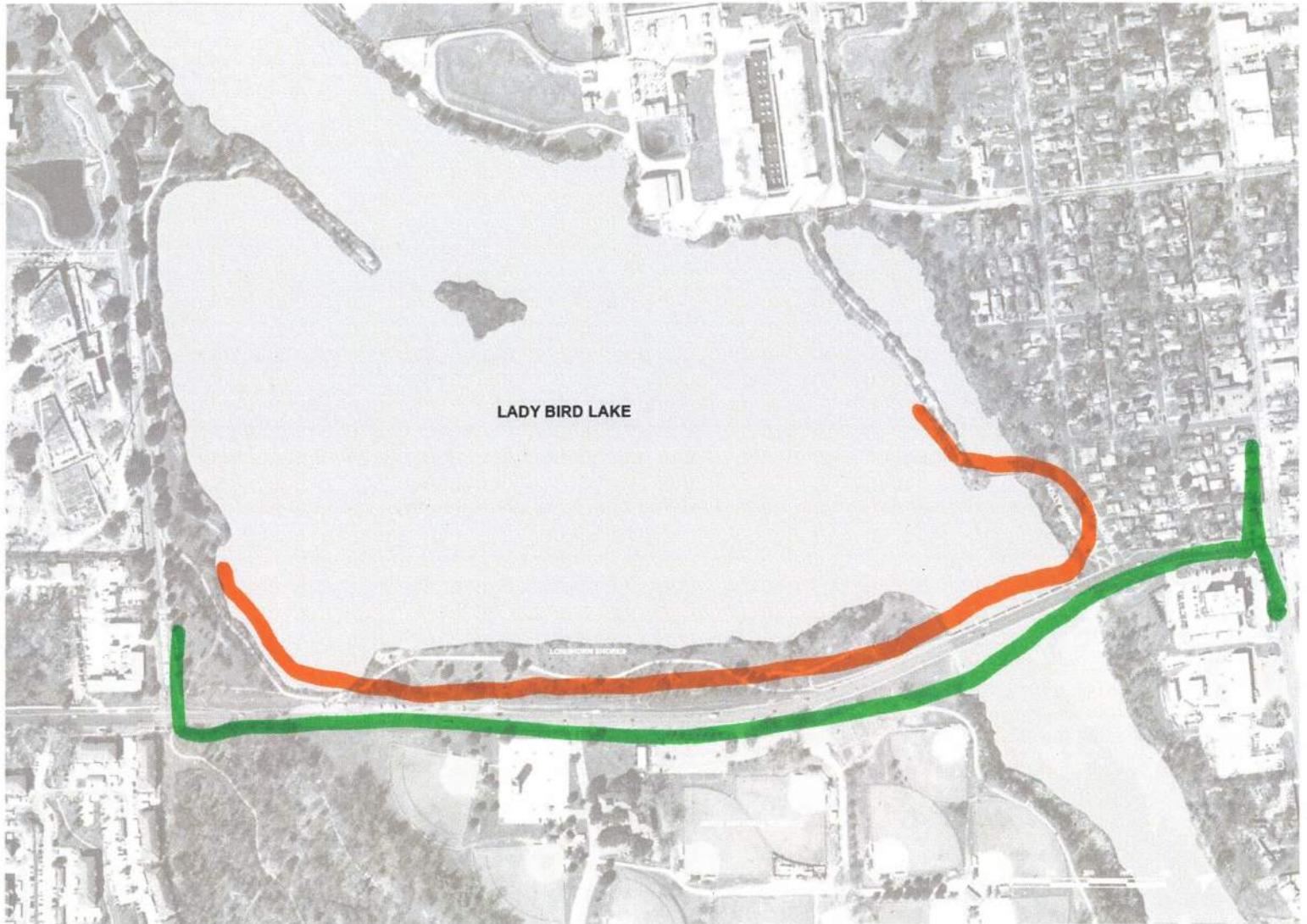
COMMENTS:

DON'T PUT IT DOWNSTREAM OF
LONGHORN DAM.


NAME: **BOB BREEZE, P.F.**


STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

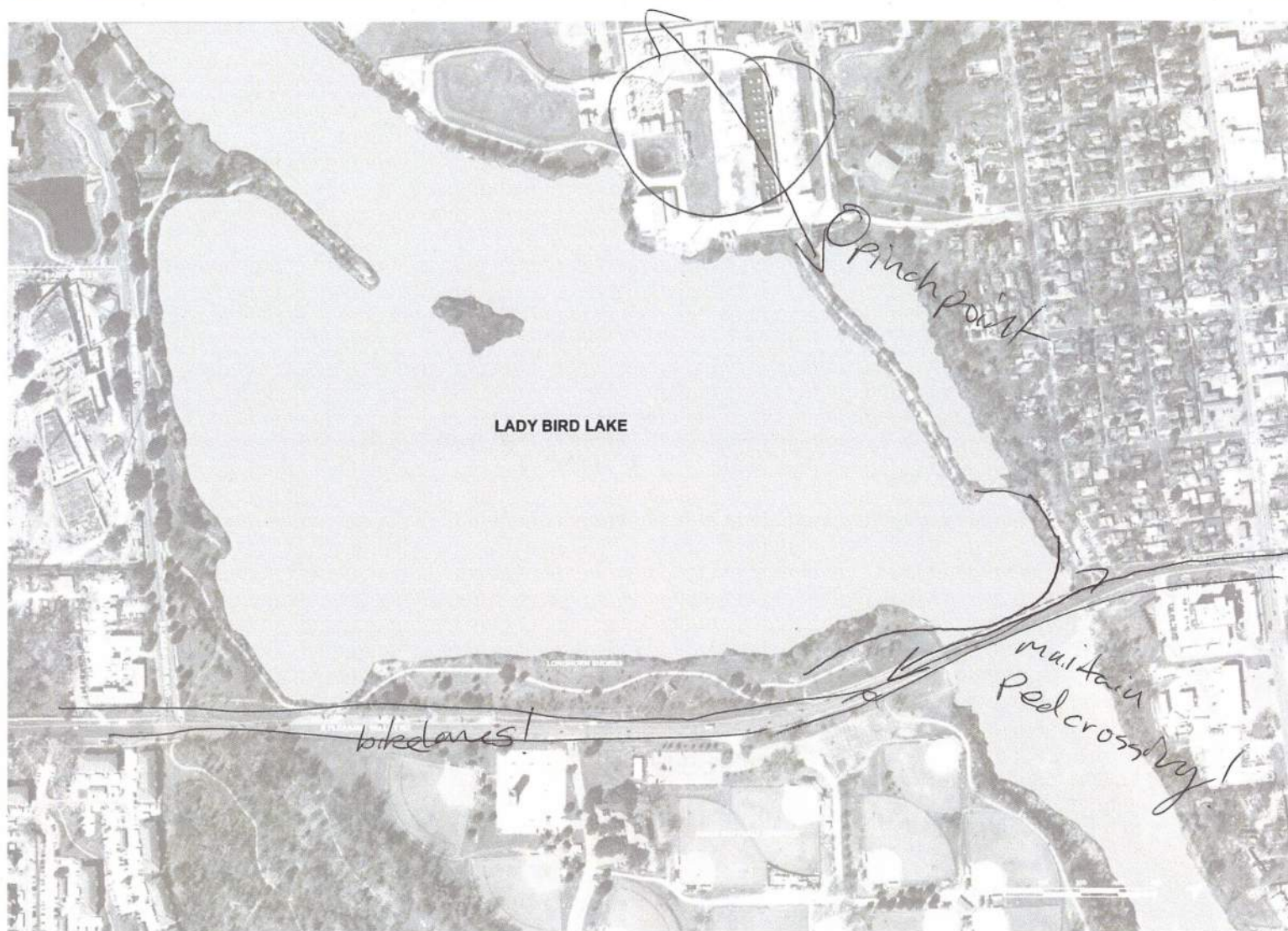
 For recreation

 For connectivity

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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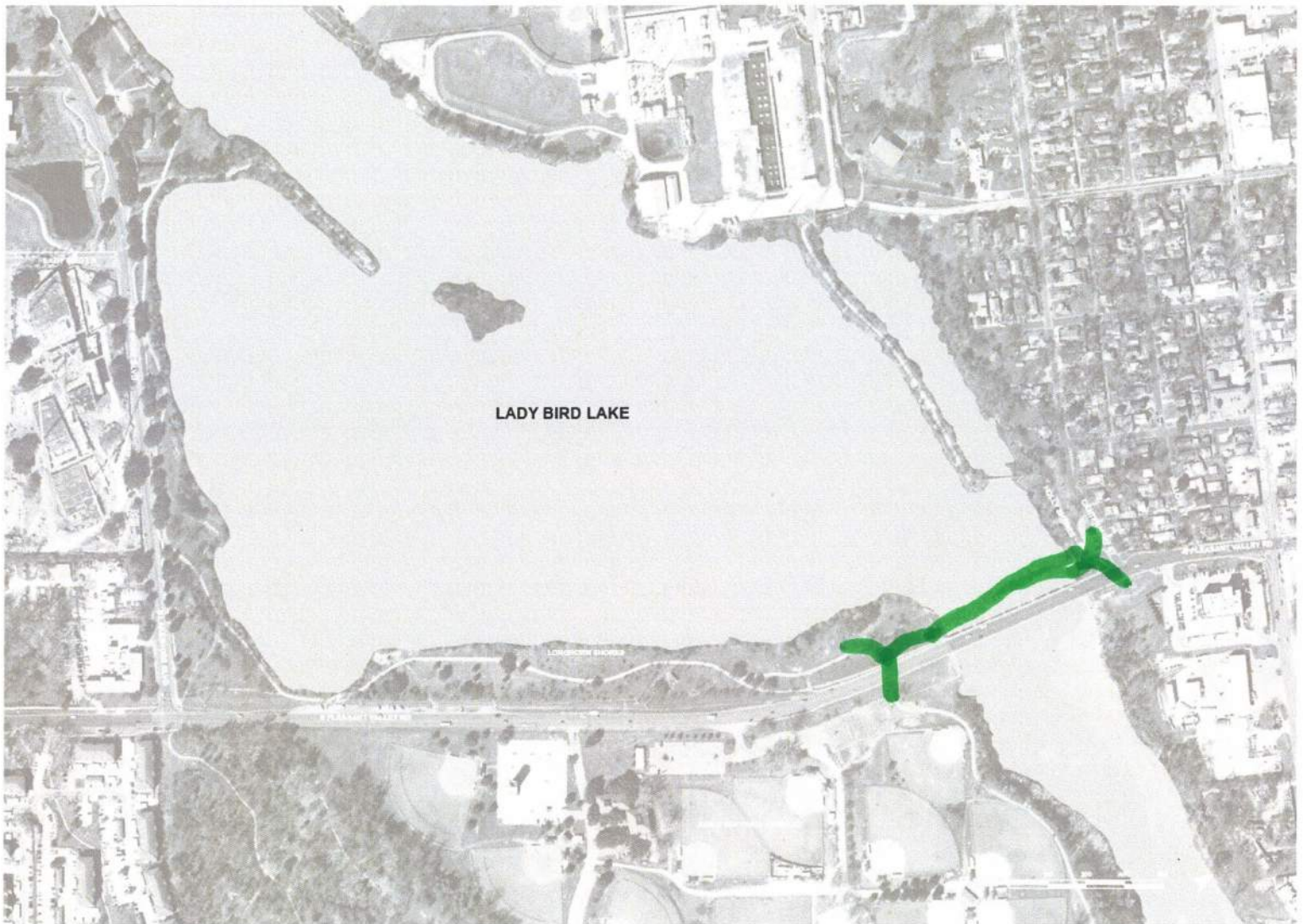


COMMENTS:

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

I mostly use Longhorn Dam for bike rides NOT around Ladybird. To me, THROUGH connectivity that is safe with all other traffic modalities, is important. The trail link up to Roy G. Park is also important.

NAME:

Amber Rowland

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

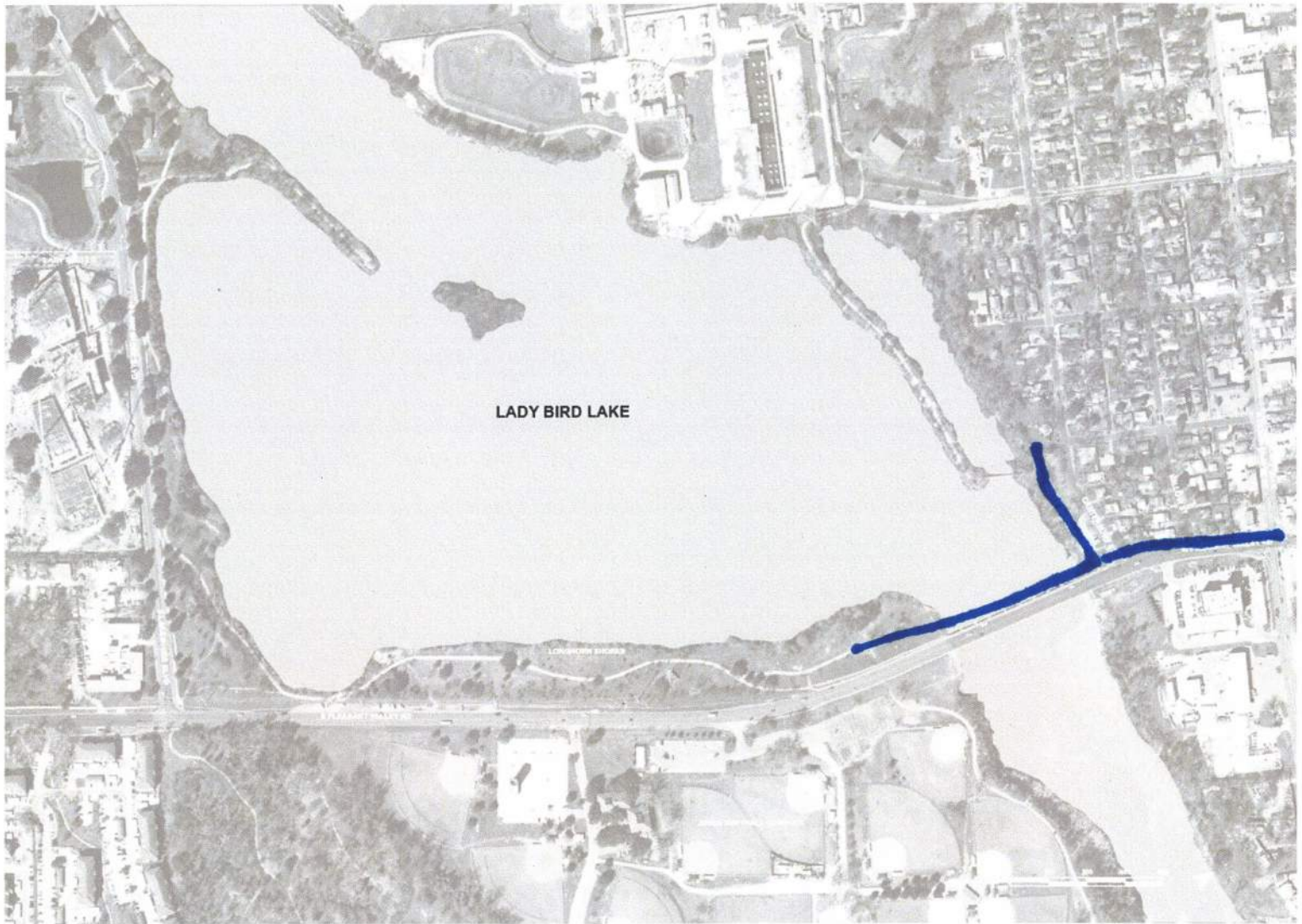
hypothetically I'd like a recreation & loop taking me back to downtown.

* = special features

NAME:

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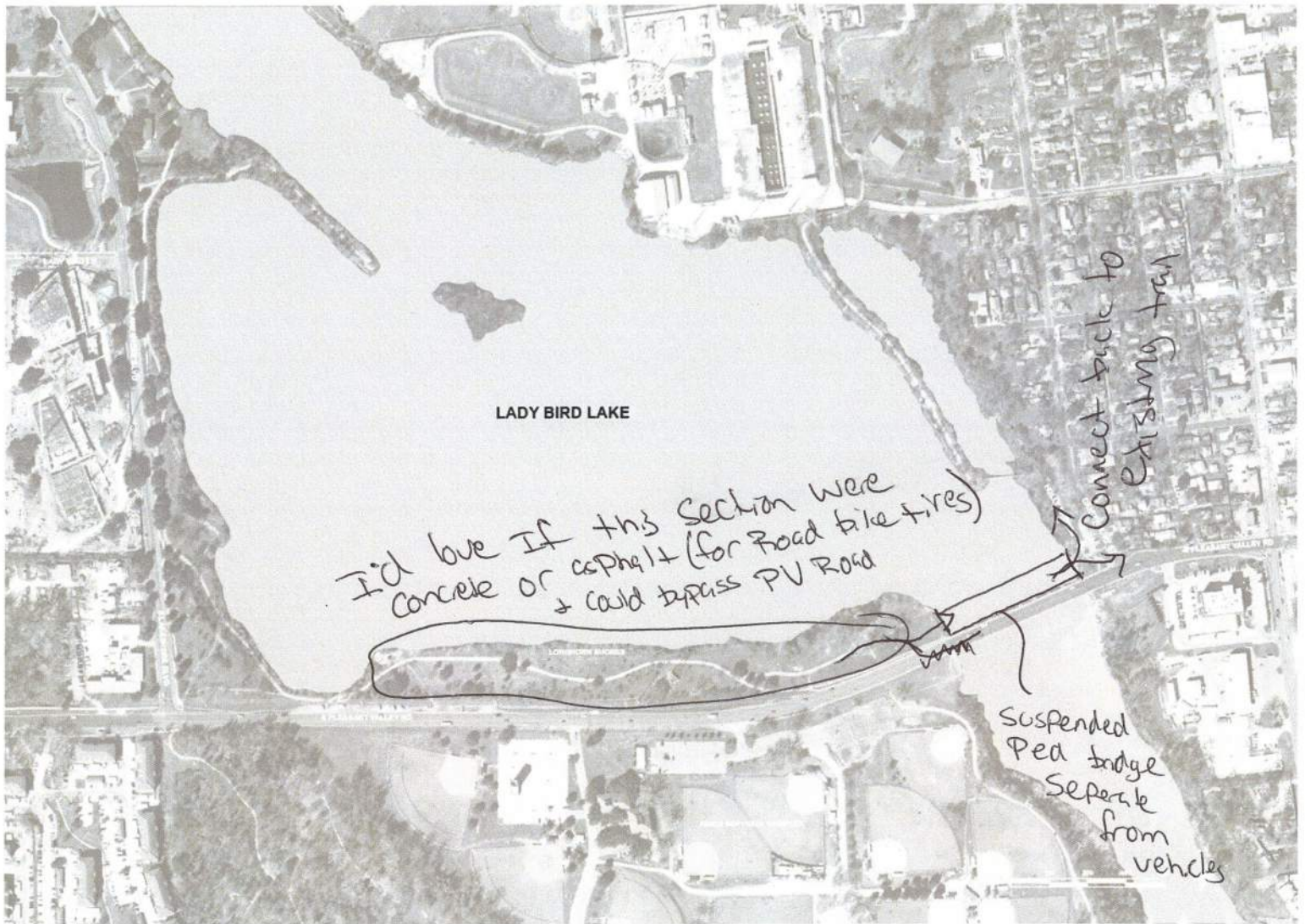
COMMENTS:

Continue urban trail on the
north side! Wide sidewalk?!

NAME:

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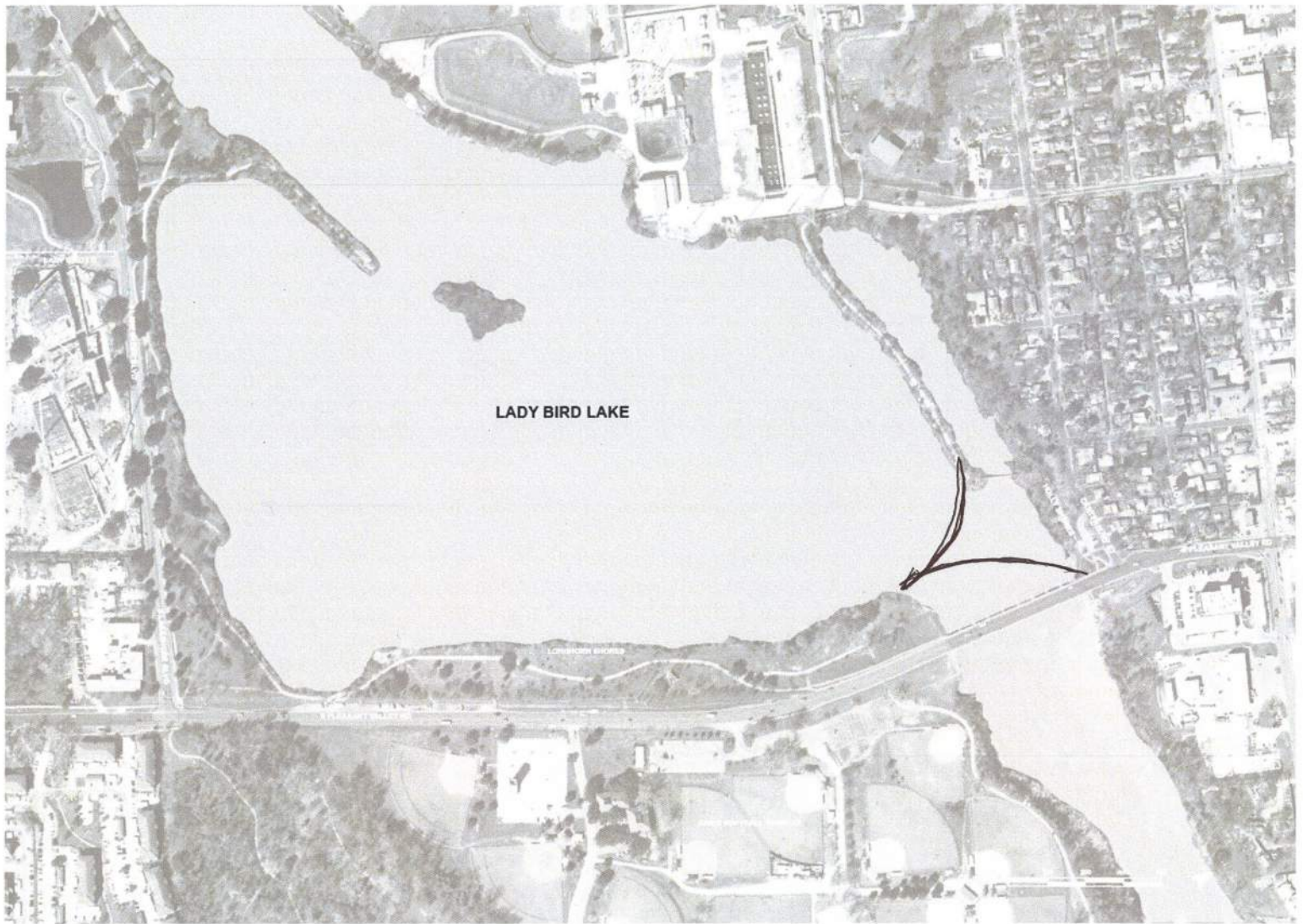
COMMENTS:

NAME:

Matt Dawson - TBG Partners

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

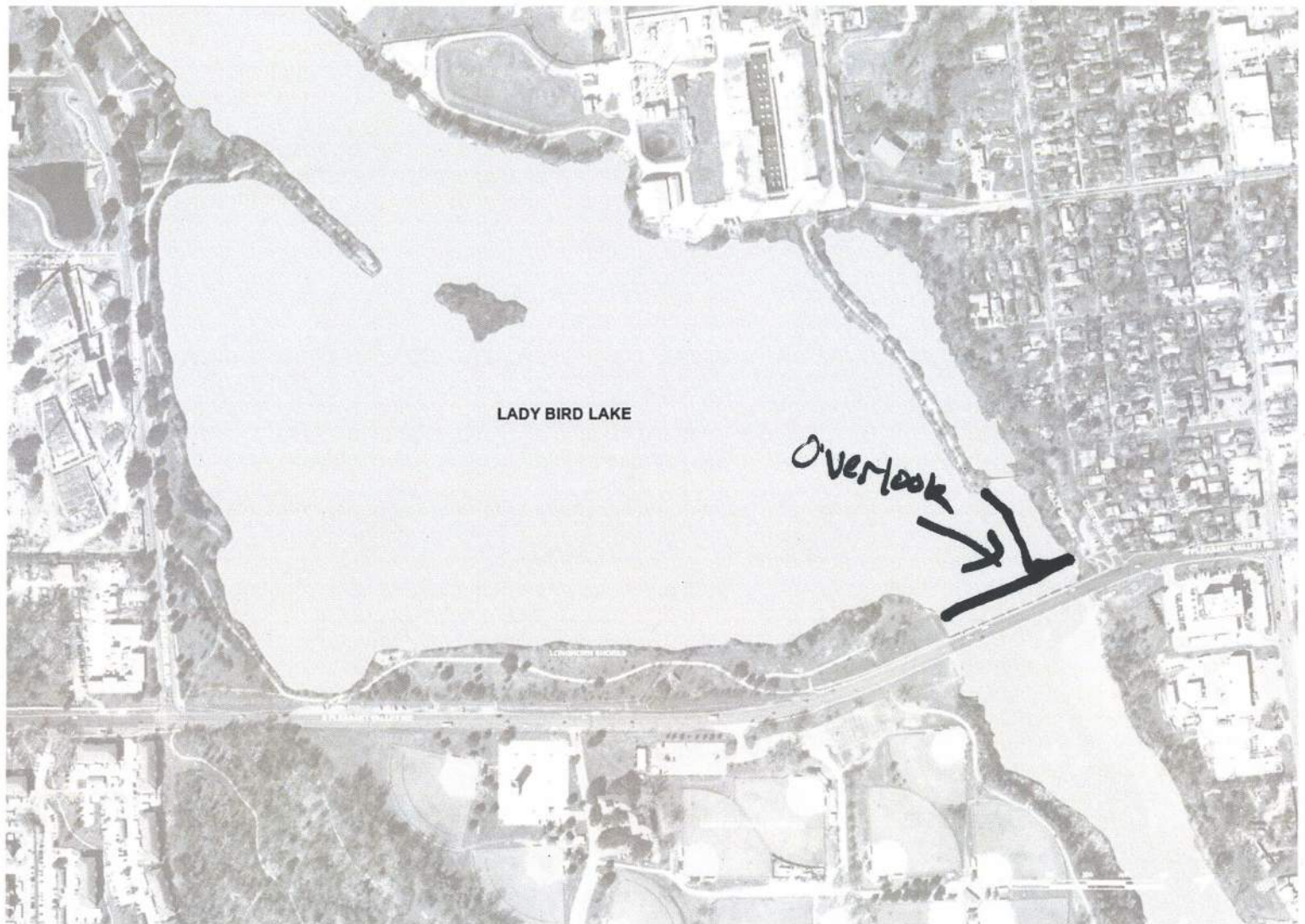
BY NOT STAYING connected
to PLEASANT VALLEY IT MAINTAINS
THE PENNISULA.

ALSO LETS REPAIRS OF LONGHORN
DAMN HAPPEN WHENEVER

NAME: MICHAEL BAYER

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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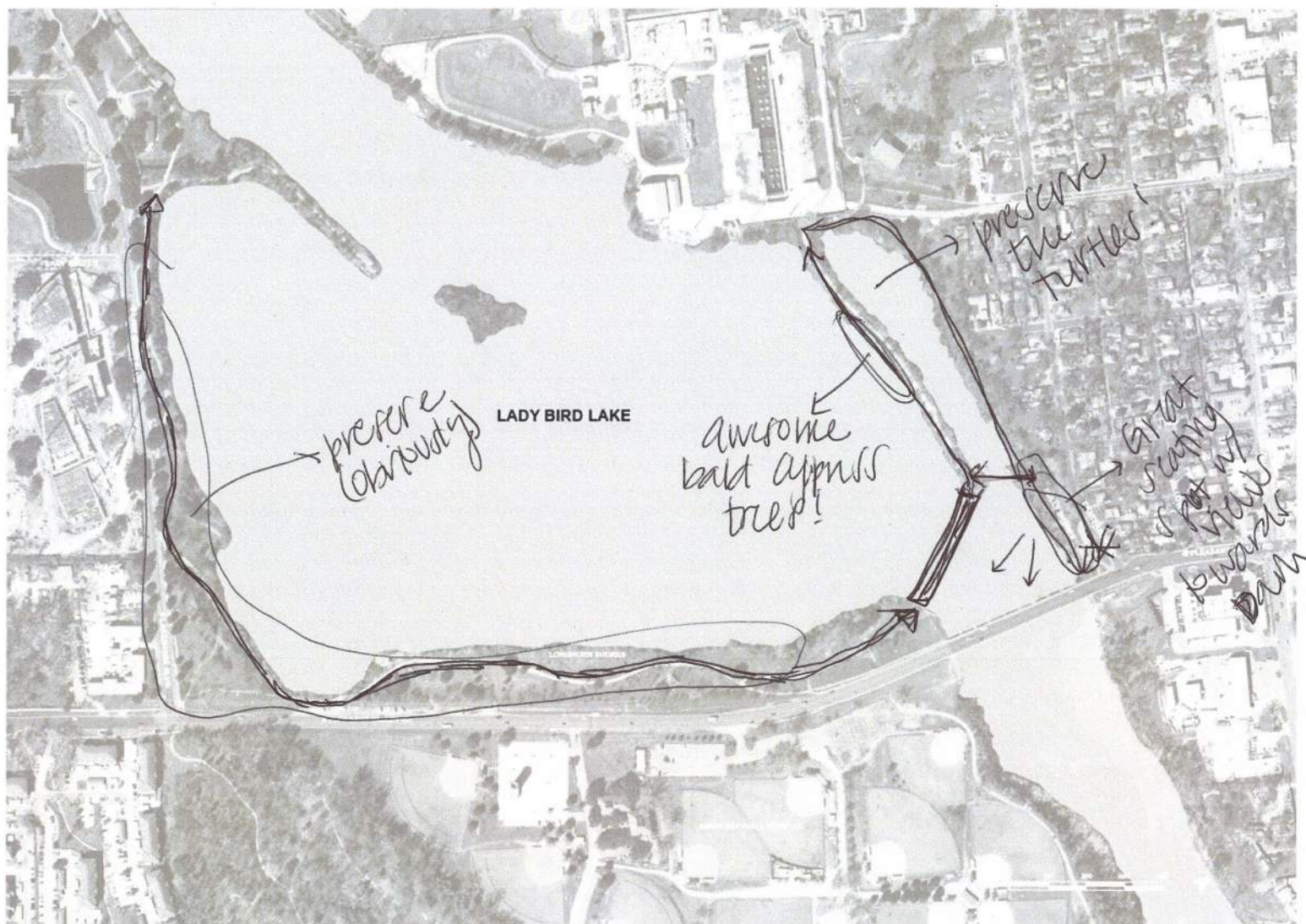


COMMENTS:

NAME: From Bridge Builder

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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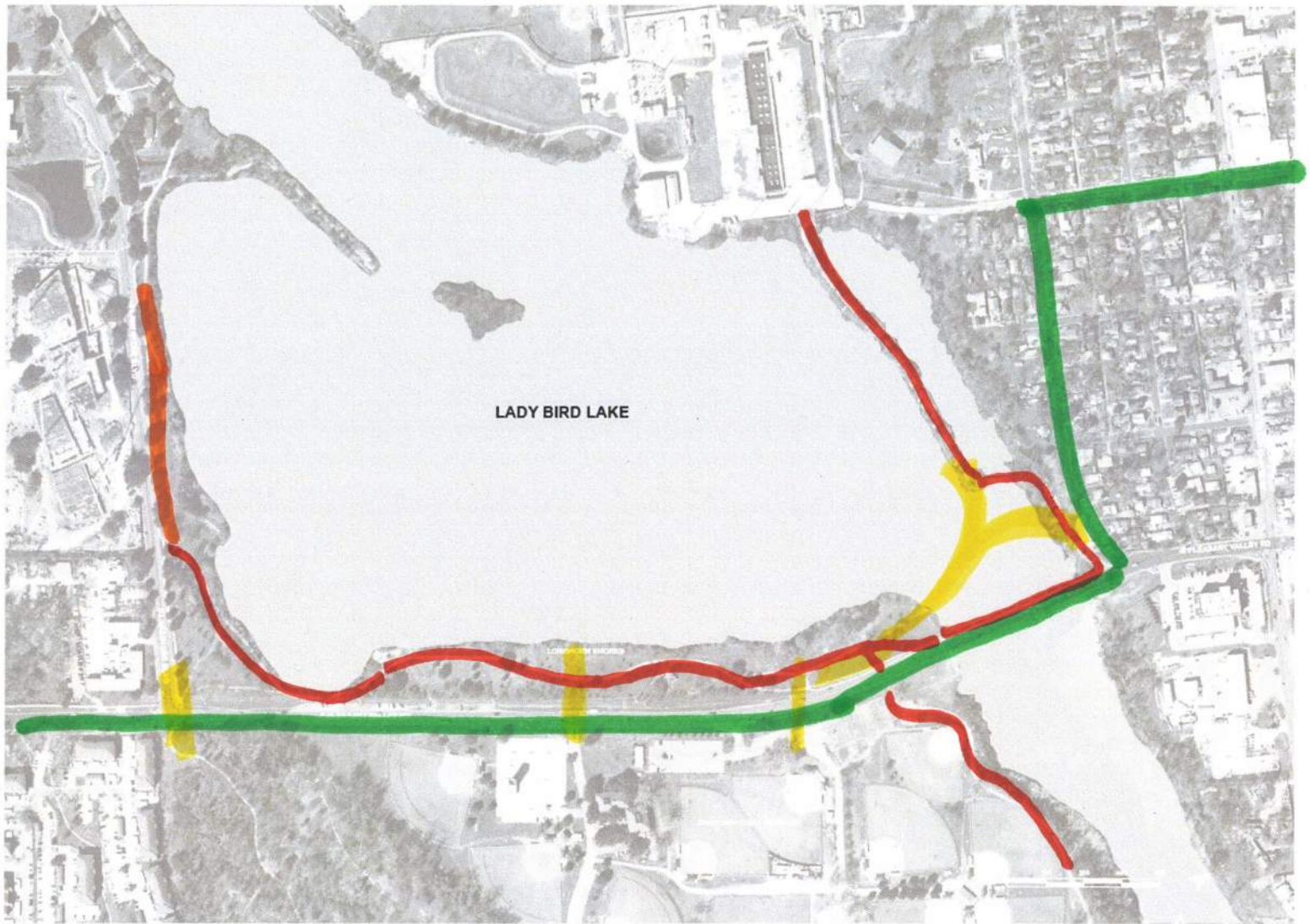


COMMENTS:




NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

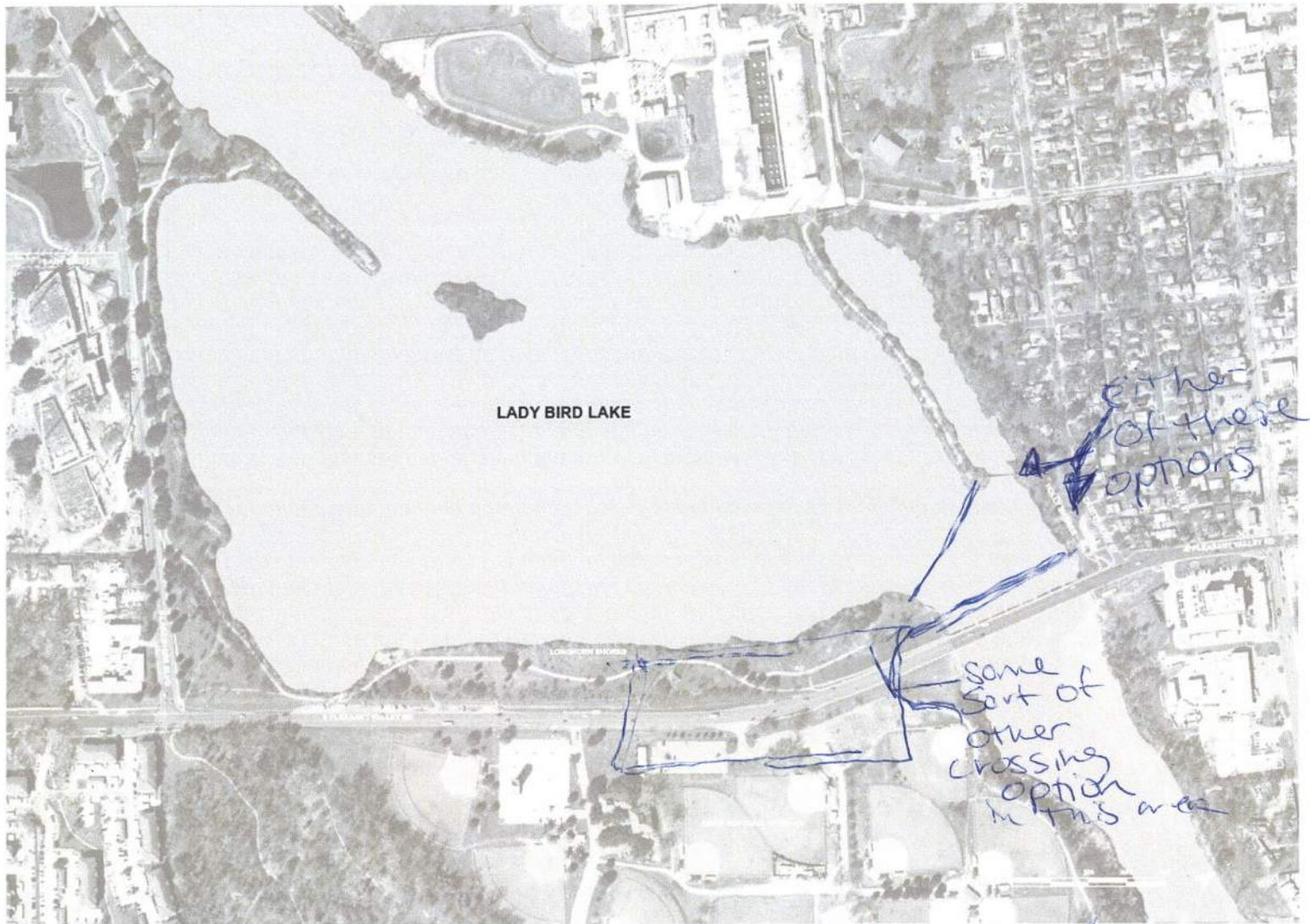
-  - CURRENT COMMUTE - BIKING IN THE ROAD!!
-  - PREFERRED OPTION - PED BRIDGE UPSTREAM, IMPROVED CROSSINGS OVER PLEASANT VALLEY, PAVED TRAIL
-  - EXISTING TRAIL - NEEDS TO BE PAVED AND CONNECTED TO BOARDWALK

NAME:

Joe Williams

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COMMENTS:

* Work on creating better trail connectivity on Country Club trails. * Huge apartment complexes block access to trails. * Make trail access from Crossing Place / Faro

* Temporary fix/open - take down gate over bridge that collapsed.

NAME:

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COMMENTS:

NAME:

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COMMENTS: order of priority - if pleasant valley
bike lanes are extended, easy street connectivity
could be improved.

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

WIDE
SUP!
At least
12'

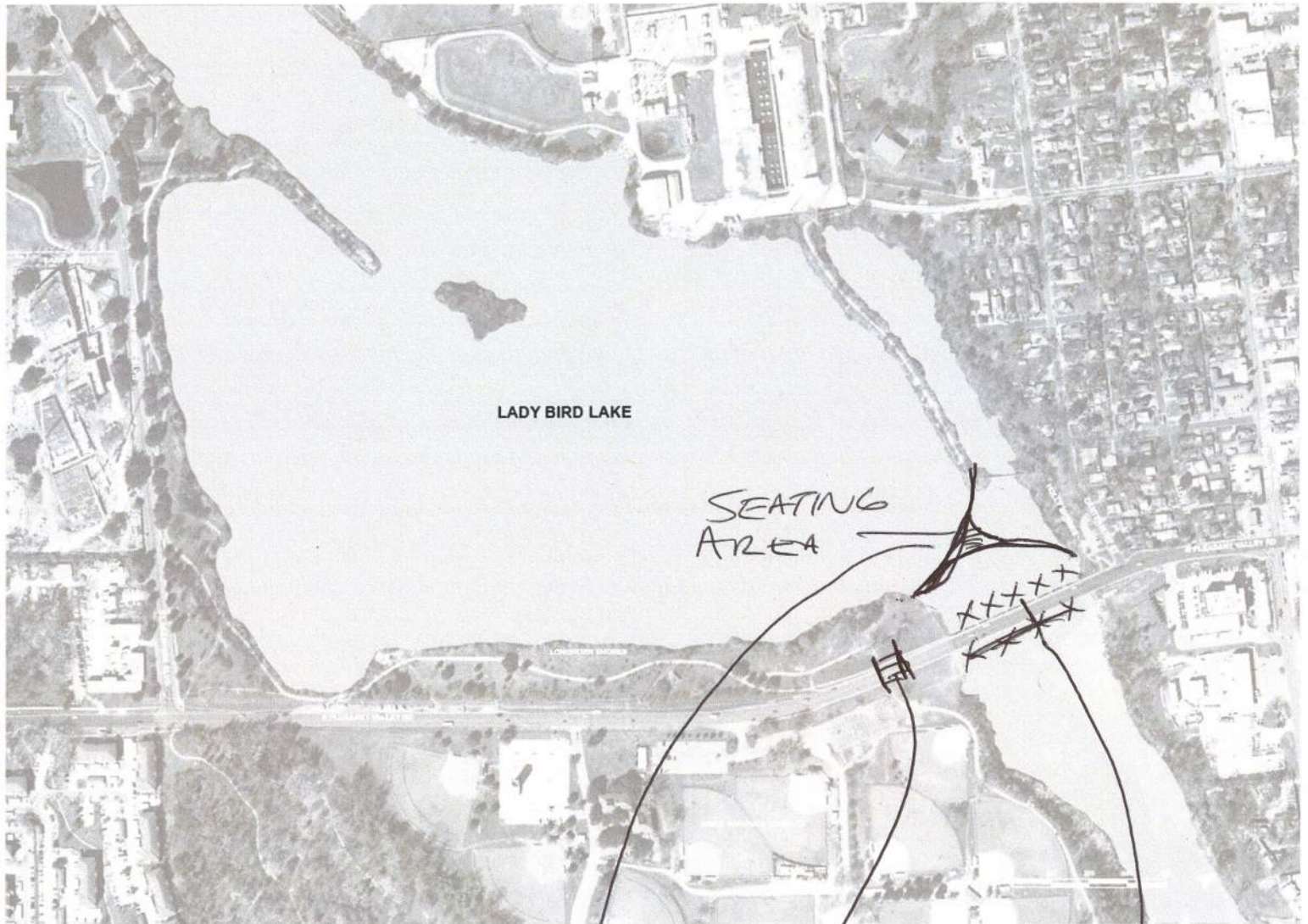
Connectivity
in both
directions

Make tunnel
less creepy

NAME:

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COMMENTS:

CAN THIS
BRIDGE
BE TALLER
THAN PLEASANT
VALLEY?
TO PRESERVE
EAST VIEWS.

NAME: MICHAEL BAYEN
V.2.

WIDEN
TUNNEL
ELIMINATE
~~EAST~~
SIDE WALK
MAKE EAST
SIDE WALK
A NATURE LOOKOUT
+ ACCESS TO EAST SIDE

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COMMENTS: Not having to climb up the hill before crossing while running/
biking would be great

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COMMENTS:

NAME:

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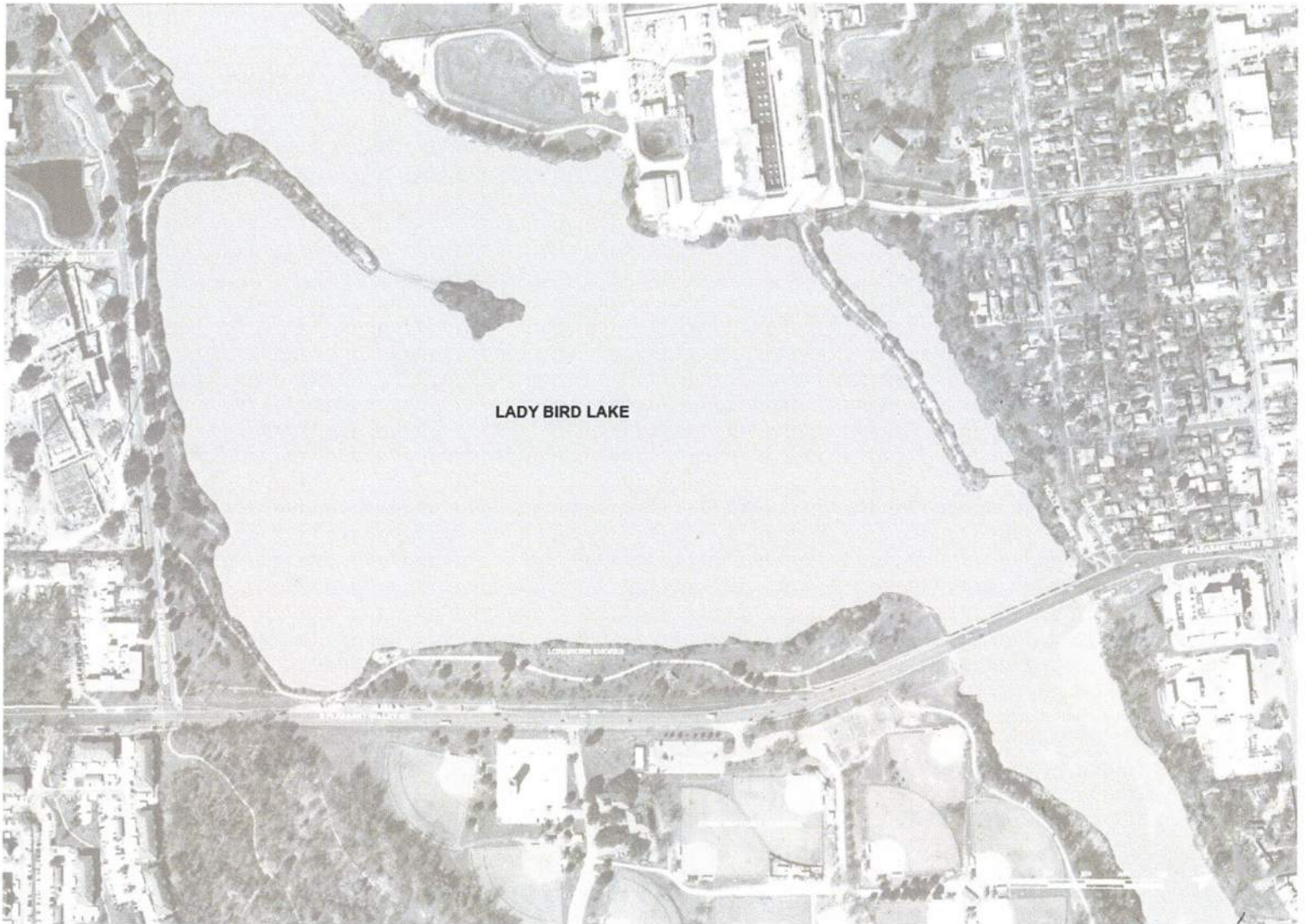


COMMENTS:

NAME:

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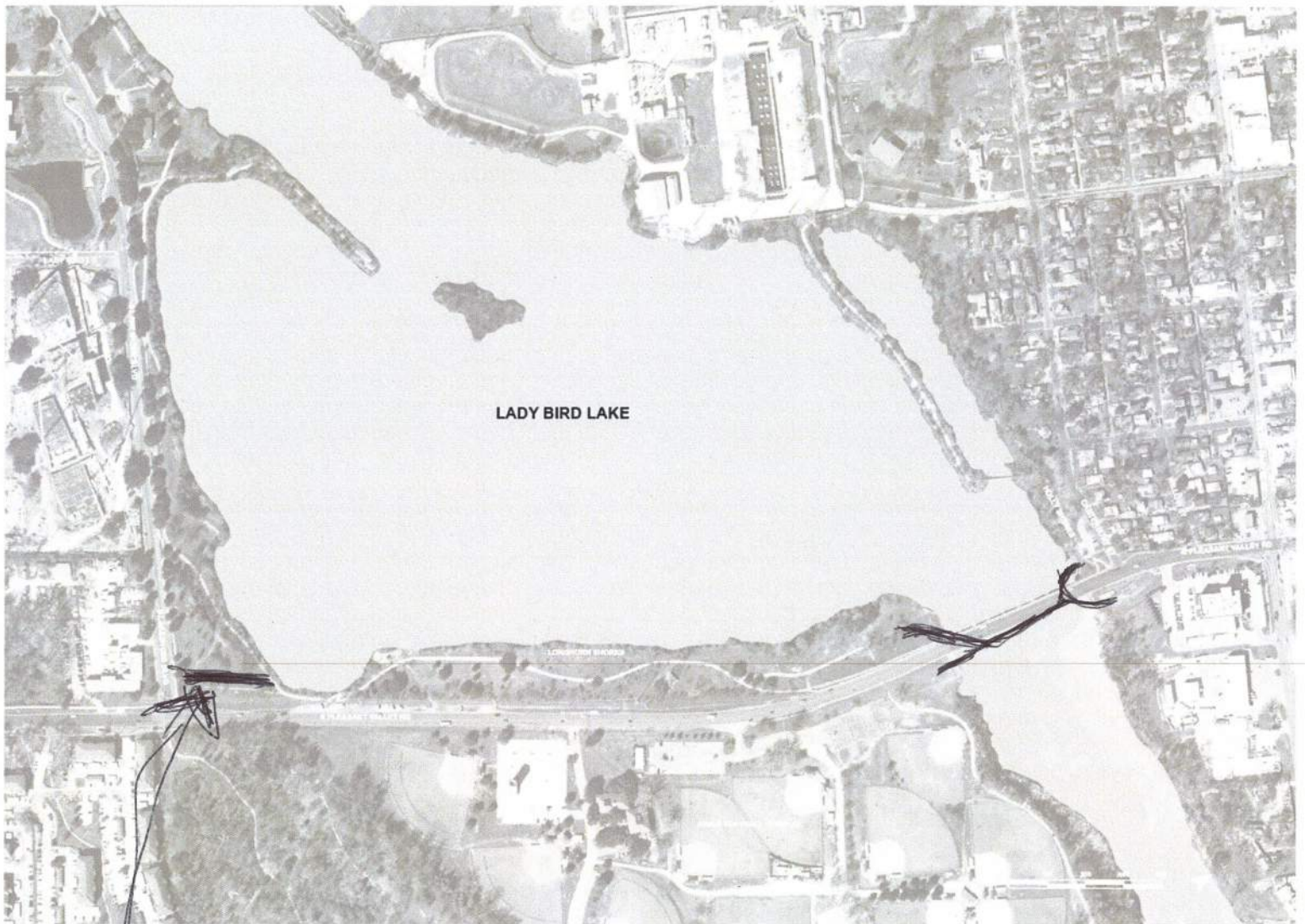
COMMENTS:

There used to be a bridge down stream that is now out of commission, would it be possible to connect the trail with a smaller bridge down there - which would also lengthen the trail

NAME:

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COMMENTS:

Pavement because the gully there is depressing.

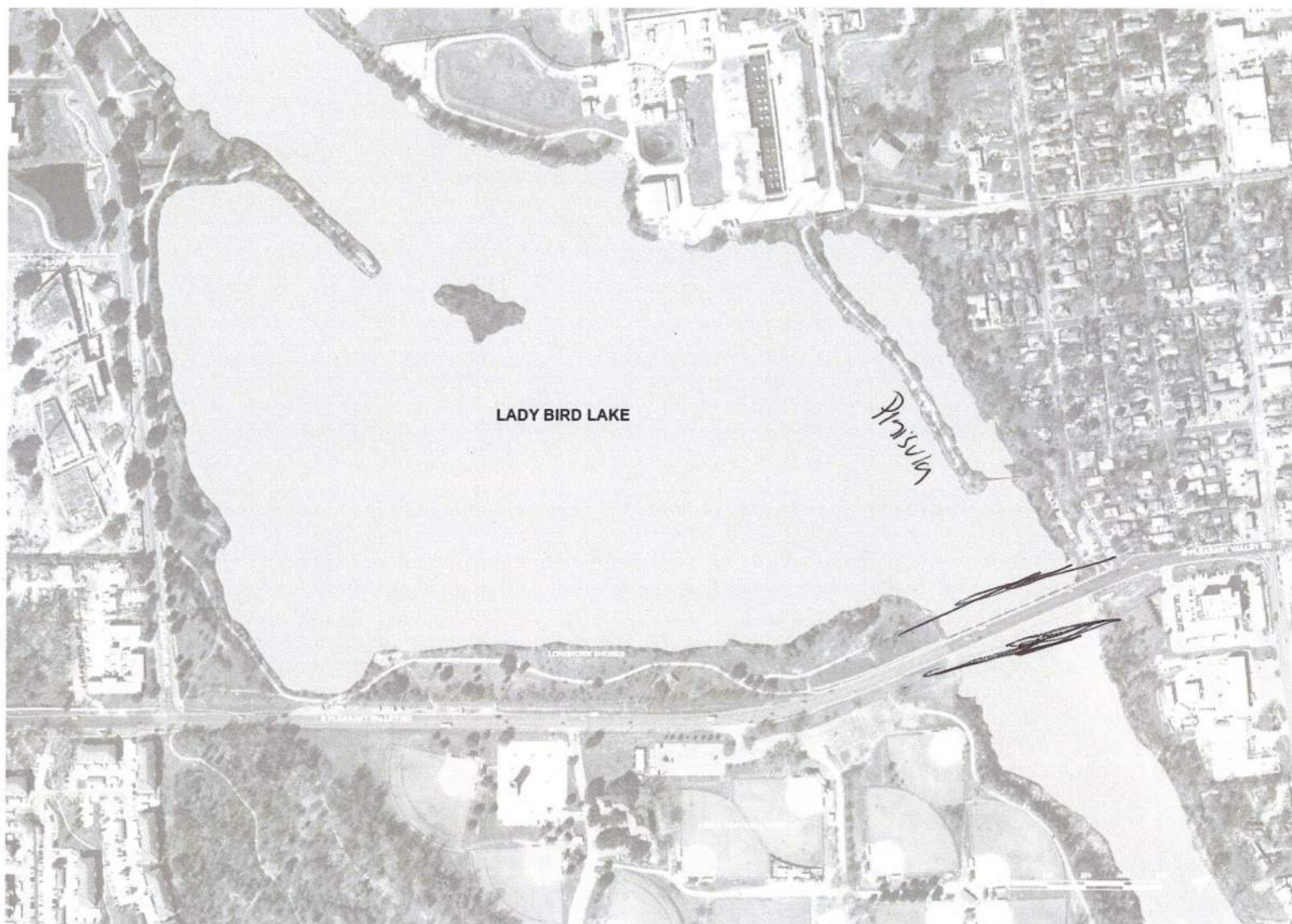
Okay, the most personally convenient path would have entries on either side of Pleasant Valley on both banks, and it would run underneath the current roadway. Then I could cross no matter which side of Pleasant valley I'm biking down, and I could watch the sketchy fishermen

NAME:

below the dam.

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COMMENTS:

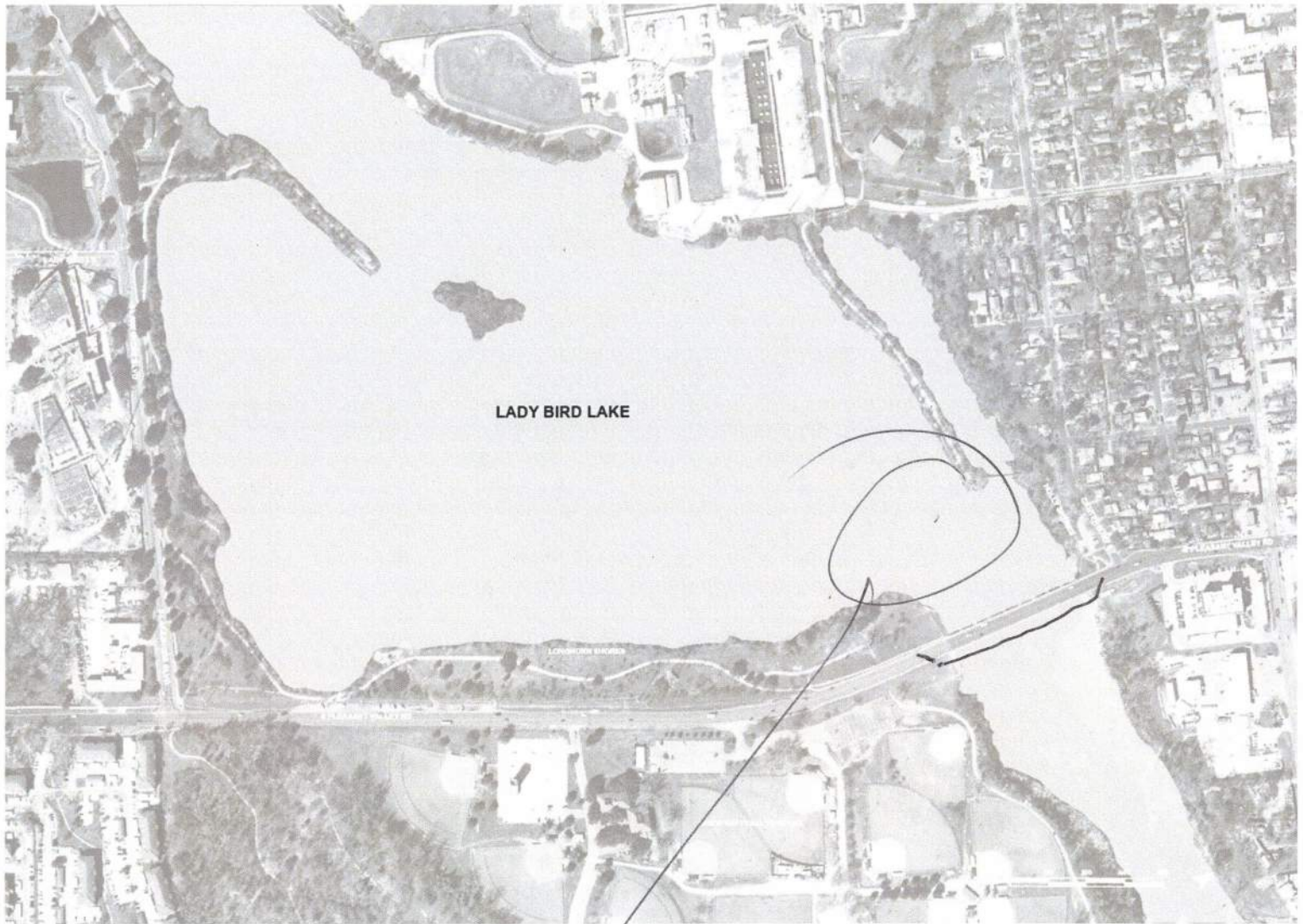
I ~~don't~~ would suggest keeping the crossing near Longhorn Dam (don't cross to peninsula) because that intersects w/ open expanse of the lagoon. Consider crossing on East side of Pleasant Valley / Longhorn Dam. It would be cool to have a view of the wild Colorado River and to create that experience

NAME:

Griffin Davis

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COMMENTS:

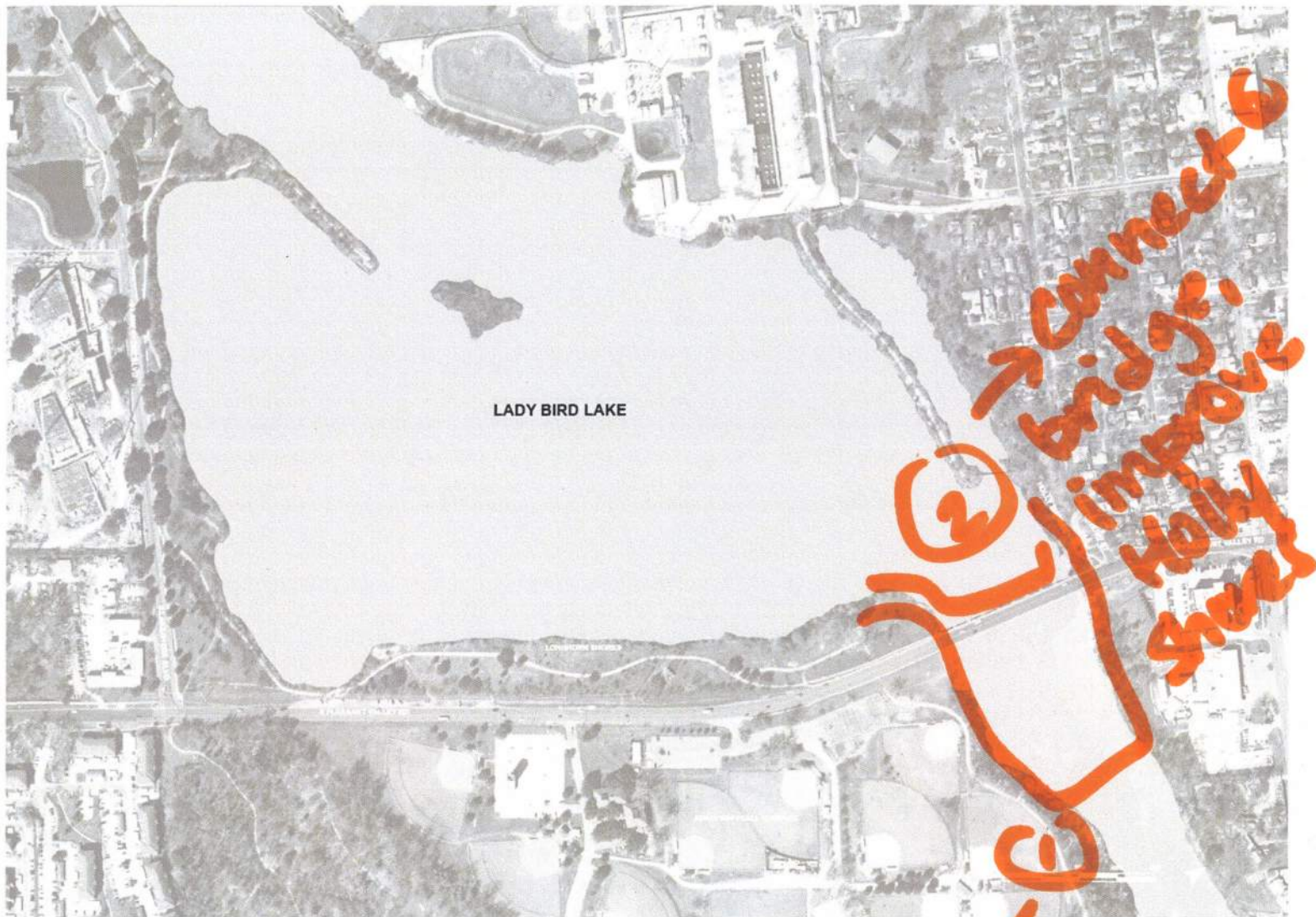
This area is used by
Several Rowing Clubs as
a workout and coaching area
and should NOT be used for a bridge

UTCRETO
AAI
TRSL
st. eds

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

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COMMENTS:

Utilize park
space & connect
further down str
eam

NAME:

STATION 1: TELL US ABOUT YOUR IDEAL BRIDGE

What would your ideal bridge be like? Sketch the alignment it would take on the map. Note any special connections or features. Take your time and visit other stations but don't forget to submit your ideas before you leave!



COMMENTS:

Tunnel on both
the south & north
sides.

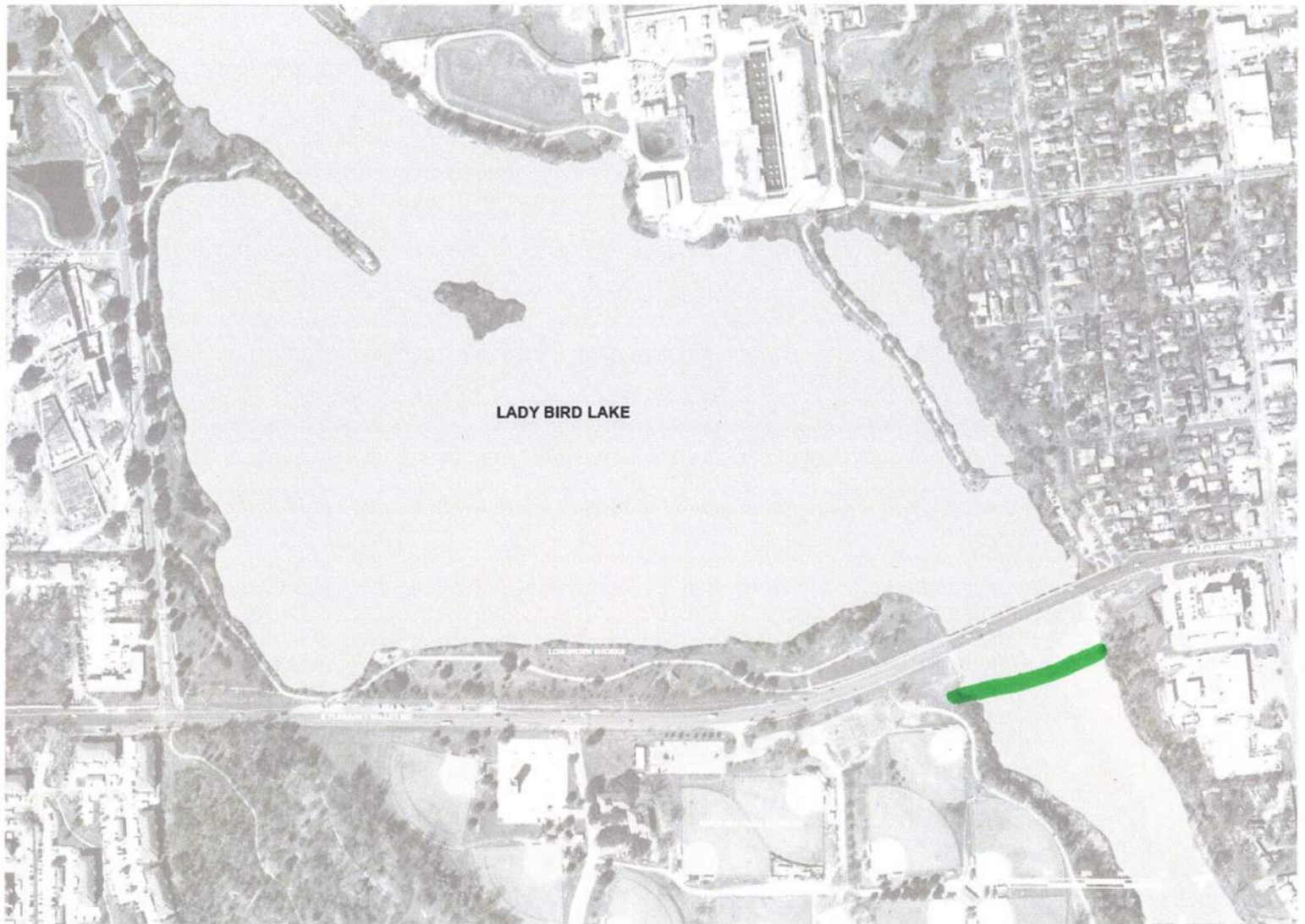
42

43

NAME:

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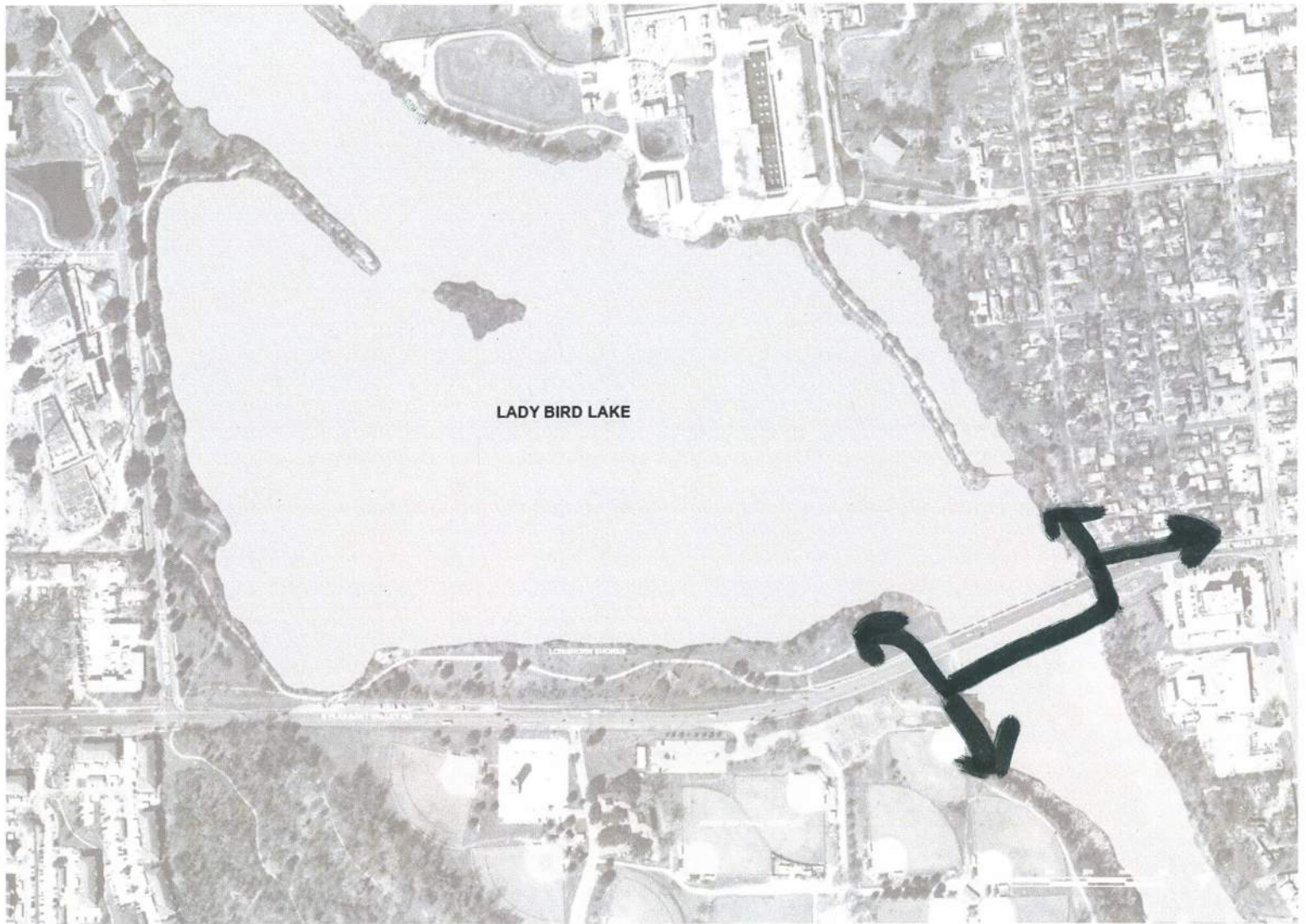


COMMENTS:

NAME:

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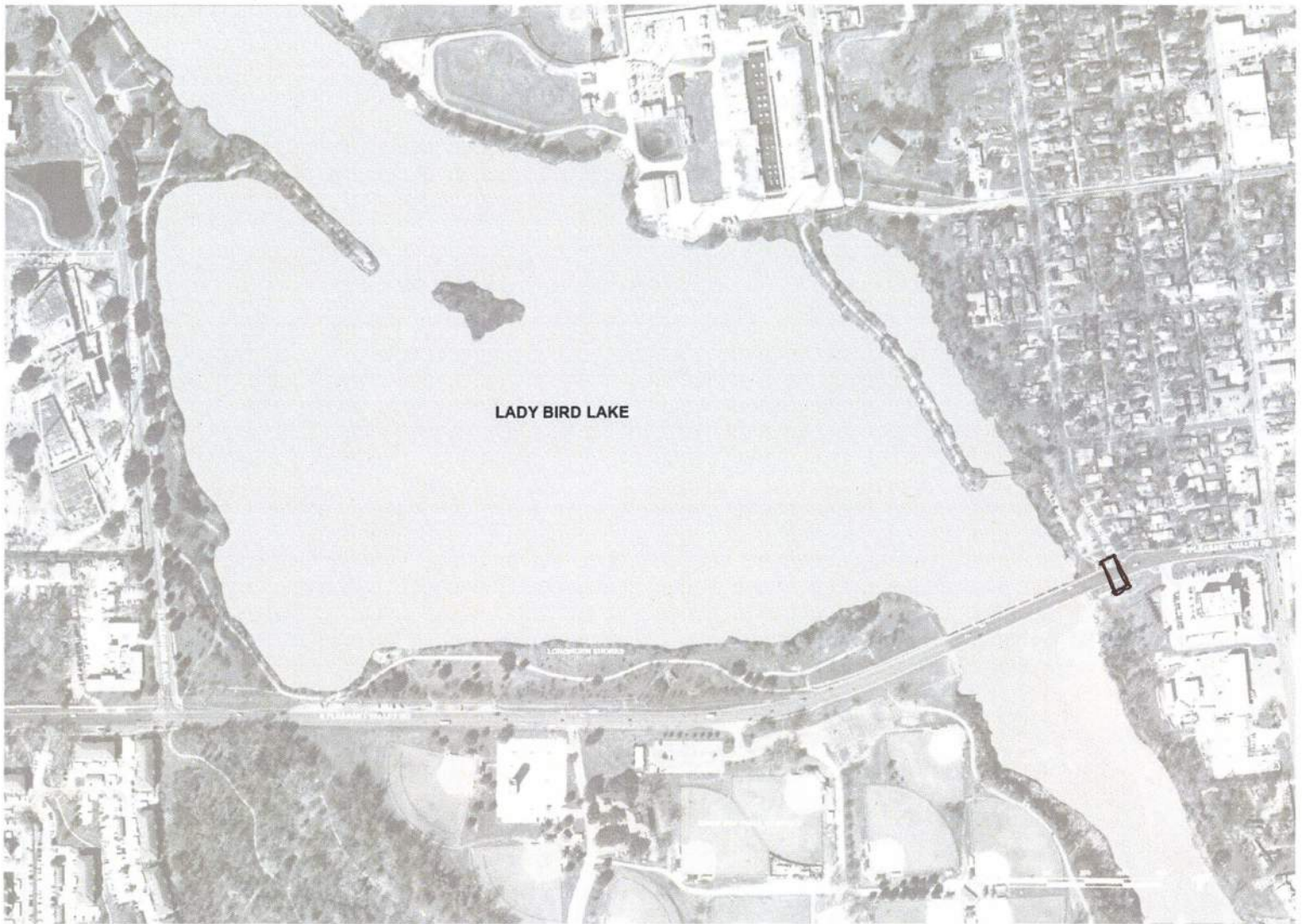


COMMENTS:

NAME:

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COMMENTS:

overpass for foot and cyclist to cross.
South side has tunnel but nothing on North
side of Bridge.

NAME:

An aerial photograph of the Pleasant Valley Pedestrian Bridge, a long, curved structure spanning a wide river. The bridge has a light-colored deck and a dark, curved railing. The surrounding landscape is lush with green trees and vegetation. In the background, a small town or village is visible on the riverbank. The sky is clear and blue.

MINGUELLE-MCQUARY
ARCHITECTURE + DESIGN
Pleasant Valley Pedestrian Bridge

Present valley line
1900-1905
1905-1910
1910-1915
1915-1920
1920-1925
1925-1930
1930-1935
1935-1940
1940-1945
1945-1950
1950-1955
1955-1960
1960-1965
1965-1970
1970-1975
1975-1980
1980-1985
1985-1990
1990-1995
1995-2000
2000-2005
2005-2010
2010-2015
2015-2020
2020-2025
2025-2030
2030-2035
2035-2040
2040-2045
2045-2050
2050-2055
2055-2060
2060-2065
2065-2070
2070-2075
2075-2080
2080-2085
2085-2090
2090-2095
2095-2100



Legend



MINGUELL-McQUARY
ARCHITECTURE + DESIGN
Pleasant Valley Pedestrian Bridge

MINGUELLE-McQUARRY
ARCHITECTURE + DESIGN
Pleasant Valley Pedestrian Bridge

