

# Longhorn Dam Alternatives Survey Responses

---

Multiple Choice Responses Summary

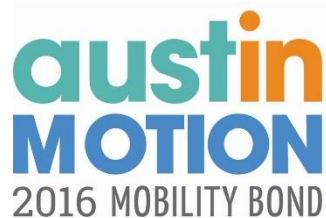
Page 2

Open Ended Responses Categorized by Theme of Response

Page 10

All Open Ended Responses

Page 65



# Longhorn Dam Alternatives Survey Responses

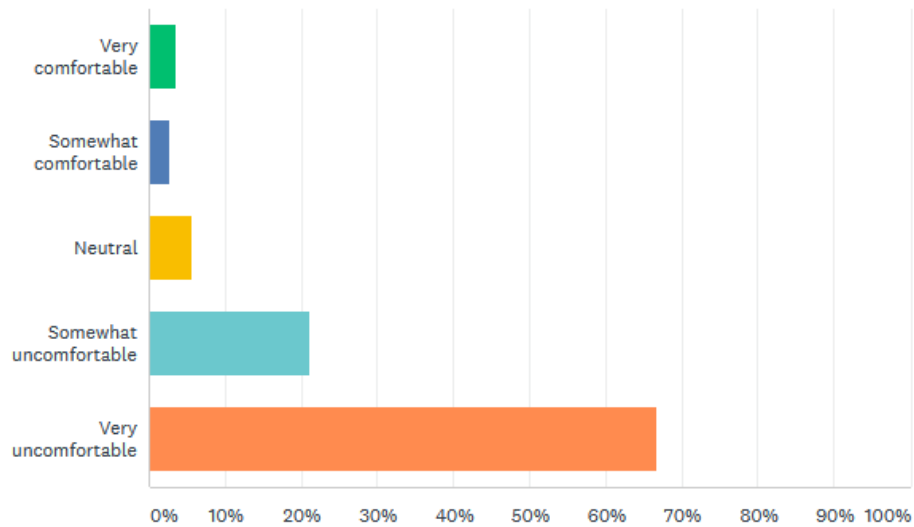
---

## Multiple Choice Responses Summary

## Longhorn Dam Summer 2019 Online Survey Responses

Q1: How comfortable are you with no changes to the existing bridge? (No build)

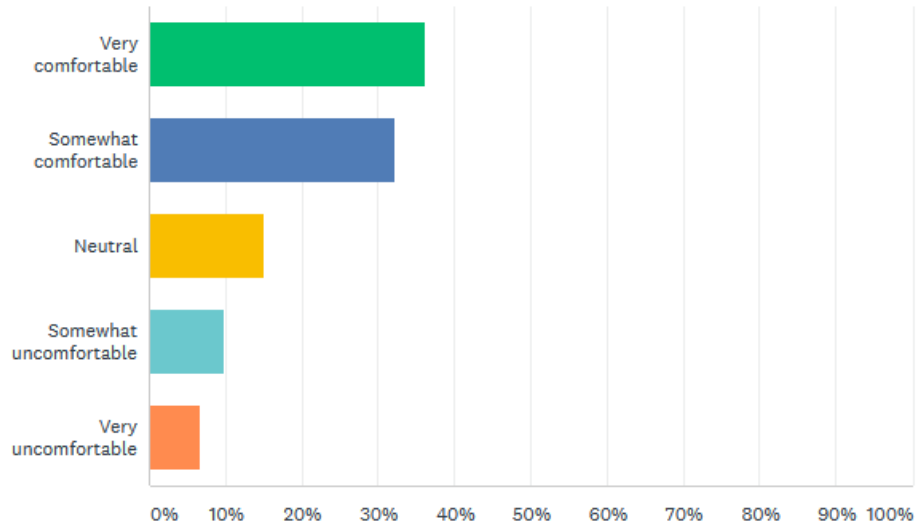
Answered: 1,847 Skipped: 8



ANSWER CHOICES	RESPONSES	
▼ Very comfortable	3.52%	65
▼ Somewhat comfortable	2.82%	52
▼ Neutral	5.74%	106
▼ Somewhat uncomfortable	21.22%	392
▼ Very uncomfortable	66.70%	1,232
TOTAL		1,847

## Q2: How comfortable are you with Alternative A: “Peninsula Node” alignment upstream?

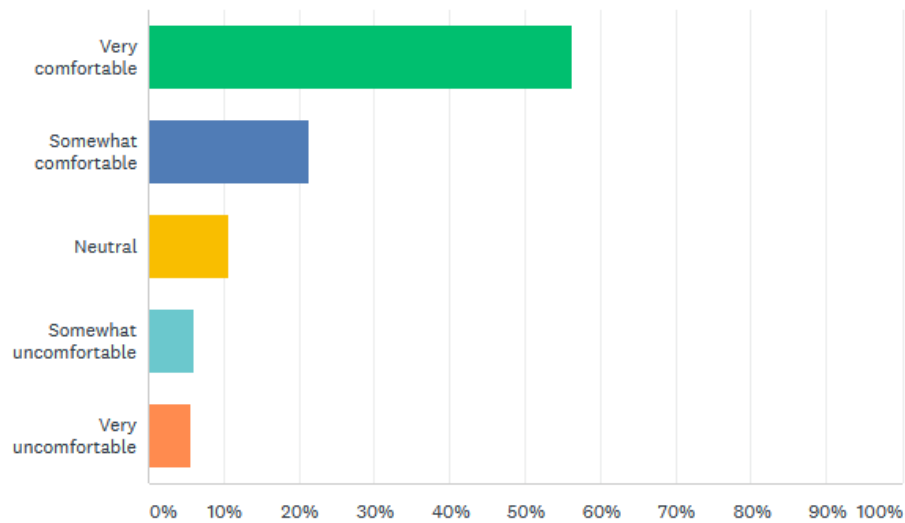
Answered: 1,825 Skipped: 30



ANSWER CHOICES	RESPONSES	
▼ Very comfortable	36.16%	660
▼ Somewhat comfortable	32.16%	587
▼ Neutral	15.12%	276
▼ Somewhat uncomfortable	9.92%	181
▼ Very uncomfortable	6.63%	121
<b>TOTAL</b>		<b>1,825</b>

### Q3: How comfortable are you with Alternative B: "Wishbone" alignment upstream?

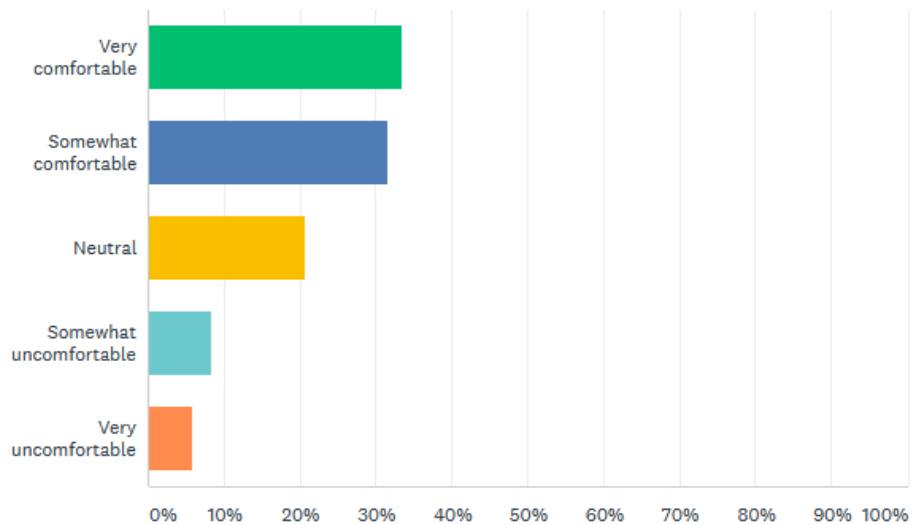
Answered: 1,831 Skipped: 24



ANSWER CHOICES	RESPONSES	
▼ Very comfortable	56.20%	1,029
▼ Somewhat comfortable	21.30%	390
▼ Neutral	10.76%	197
▼ Somewhat uncomfortable	6.17%	113
▼ Very uncomfortable	5.57%	102
<b>TOTAL</b>		<b>1,831</b>

#### Q4: How comfortable are you with Alternative C: "Arc" alignment upstream?

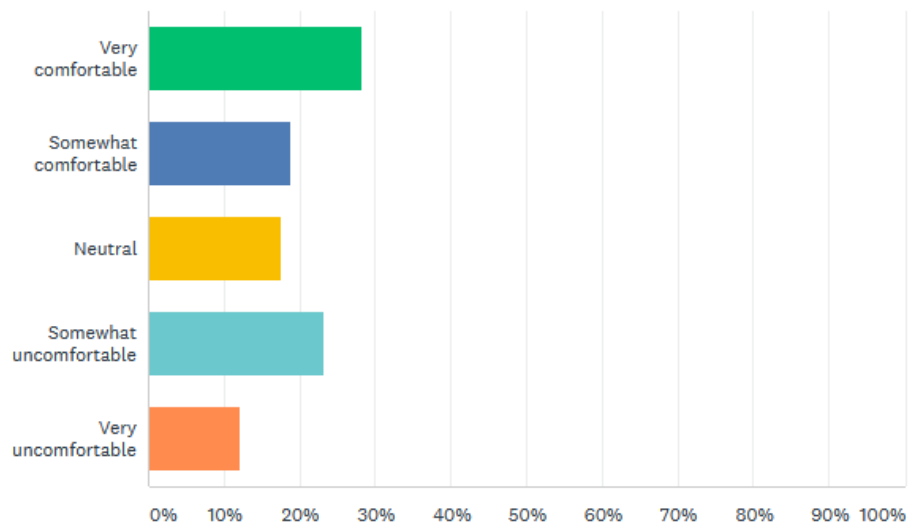
Answered: 1,831 Skipped: 24



ANSWER CHOICES	RESPONSES	
▼ Very comfortable	33.37%	611
▼ Somewhat comfortable	31.68%	580
▼ Neutral	20.75%	380
▼ Somewhat uncomfortable	8.41%	154
▼ Very uncomfortable	5.79%	106
<b>TOTAL</b>		<b>1,831</b>

# Q5: How comfortable are you with Alternative D: "Arc" alignment downstream?

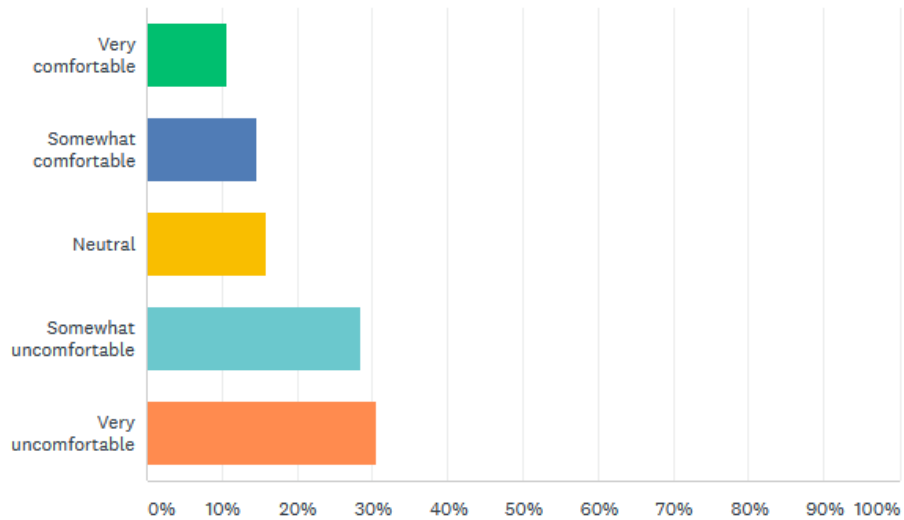
Answered: 1,838 Skipped: 17



ANSWER CHOICES ▼	RESPONSES ▼	
▼ Very comfortable	28.24%	519
▼ Somewhat comfortable	18.88%	347
▼ Neutral	17.57%	323
▼ Somewhat uncomfortable	23.23%	427
▼ Very uncomfortable	12.08%	222
<b>TOTAL</b>	<b>1,838</b>	

## Q6: How comfortable are you with Alternative E: Widen existing bridge?

Answered: 1,828 Skipped: 27



ANSWER CHOICES	RESPONSES	
▼ Very comfortable	10.67%	195
▼ Somewhat comfortable	14.55%	266
▼ Neutral	15.92%	291
▼ Somewhat uncomfortable	28.39%	519
▼ Very uncomfortable	30.47%	557
<b>TOTAL</b>		<b>1,828</b>



Q7: Rank the following alternatives using #1-6 with #1 being your first choice.

	1	2	3	4	5	6	TOTAL
▼ Alternative A: "Peninsula Node" alignment - upstream	19.47% 341	34.21% 599	23.93% 419	13.76% 241	7.20% 126	1.43% 25	1,751
▼ Alternative B: "Wishbone" alignment - upstream	42.18% 742	28.03% 493	16.09% 283	8.70% 153	3.87% 68	1.14% 20	1,759
▼ Alternative C: "Arc" alignment - upstream	14.40% 252	23.20% 406	41.89% 733	17.60% 308	2.74% 48	0.17% 3	1,750
▼ Alternative D: "Arc" alignment - downstream	19.12% 339	7.95% 141	10.94% 194	45.63% 809	14.50% 257	1.86% 33	1,773
▼ Alternative E: Widen existing bridge	5.63% 99	6.09% 107	5.80% 102	12.00% 211	67.69% 1,190	2.79% 49	1,758
▼ No build	1.21% 21	0.69% 12	1.27% 22	0.98% 17	3.05% 53	92.81% 1,614	1,739

# Longhorn Dam

## Alternatives Survey Responses

---

Open Ended Responses Categorized by Theme of  
Response

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

Safety & Accessibility
<b>General support for safety improvements</b>
Love this plan. Hope it happens because it is dangerous
I'd be in favor of any alternative that would improve ease/safety for walkers/bikers. Lowest cost possible
In the meantime please help fix the current infrastructure to improve safety
Also, a daily jogger, something has to be done to make it safer.
Taking cost, safety and visual appearance should be considered. Options I suggested above may meet that-although leveraging existing bridge in Option D may save costs - although my least favorite since I'd prefer to be AWAY from the busy bridge. Good luck and thank you for what you do for us!!
Enhance the pedestrian connection, safety and neighborhood history.
Safety
Keep it inexpensive and it should allow S bound bicycle traffic to safely (Safety & Convenience) travel up Pleasant Valley past Canterbury to the bridge. . The modal models do not allow for this.
safety and accessibility
a safer way for bikes to cross the bridge is needed!
Make it safe for pedestrians and cyclists and it will be used!
Just that we should take action more quickly to save lives
keep us safe!
I really appreciate the perspectives here. I would only add in terms of safety that the very heavy auto traffic on all roads adjacent to the bridge must be taken into account as a safety issue for bike and especially foot traffic.
Taking cost, safety and visual appearance should be considered.
We definitely need something to make crossing the river east of downtown safer.
All alternatives are more expensive than I would like, but its dangerous sometimes on current bridge. I really don't mind going some extra distance. Currently I use the bridge both on bike and on foot.
Safety and the growing population
<b>Prioritizing safety above other guiding principles</b>
Ease of access and safety are the #1 priorities to me, but the principles are pretty solid from what I've viewed.
Safety needs to be number 1 concern.
Convenient connections and safety/accessibility should be top priority; everything else is nice-to-have
Safety is the correct #1. Good alignment so it is used helps safety.
safety is prime concern
safety and connection to other existing trails should be most important

Priorities should be safety and active transportation connectivity
<b>Concern about current conditions</b> <ul style="list-style-type: none"> <li>• <b>Current width is too narrow for users to pass each other safely and comfortably</b></li> <li>• <b>Current bridge is too close to the roadway and vehicles traveling along Pleasant Valley Road</b></li> <li>• <b>Generally unsafe conditions</b></li> </ul>
Safety has been neglected for so long
Status quo is similar to prior situation of Lamar bridge over LBL - very dangerous for pedestrians and cyclists.
This is a critical project! The space is very unsafe currently. Eventually we really need a crossing over the lake between I-35 and Pleasant Valley.
The current state of this bridge, along with the recent surge in daily traffic is creating danger to drivers and pedestrians
Make sure it is safe for walkers, runners and bikes. Current situation is terrible.
Current state is very dangerous.
Also, making it wide enough to where people on bikes can pass each other in opposing directions without being in danger.
West sidewalk super sketchy. No protection for peds. Also lower speed limit on bridge. People speed insanely on Pleasant Valley. Have police enforce speed limit. Never cops here.
Please consider SAFETY -- there's been A LOT of assaults and attacks on runners on the trail lately. Consider lighting and accessibility.
<b>Support for separating pedestrians and bicycles from vehicles</b>
running along the road is SCARY. Unless there is complete separation from the horrible drivers, i am not a fan
off road; any design is great ! separate bikes and seating though
I'd be more open to widening the existing bridge if there could be a barrier between the road and the walkway. I have kids with me who are learning to ride their bike and cars speed way too fast on Pleasant Valley to trust a no barrier situation.
A separate pedestrian and bike crossover is long overdue
Keep Pleasant Valley moving fast, separate the trail from the roadway
Separate pedestrians, bikes, and cars from each other with a higher fence on edge of bridge.
I prefer when pedestrian bridges are separate from the road like the bridge we have on Lamar.
Getting the bike and pedestrian traffic off of the dam is a brilliant idea!
Esp@rate bridge would be best for runners and bikers

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

Please keep us away from the traffic, noise and pollution of Pleasant Valley rd. Keep our pedestrian/bike path upstream. Weâ€™d love a bridge near Holly, to the Island and across to Lake shore or Just from the Holly shore to Lakeshore on the south side of the river.
Love the direction. Definitely recommend removing all pedestrian traffic from the bridge. Awesome idea turning parking lot into park space
Options a through c look great. Separate from the roadway and not too high. Whatever is fastest and most cost effective for a, b, or c is fine with me.
Better to keep cyclists and pedestrians completely separate from vehicular traffic.
I'm think seperating trail traffic from the road is best
<b>Support for ADA requirements and ensuring accessibility for all users</b>
<ul style="list-style-type: none"> <li>• <b>Ensuring width and steepness that would allow for people using wheelchairs to travel with ease</b></li> </ul>
Ensure wheelchair accessibility & space for dockless mobility devices.
Please ensure this work is all ages available by being ADA compliant
Please have it be ADA accessible. Please include lighting and shade. Please keep the steepness in mind, people in wheelchairs might have a hard time if it's too steep.
Wheelchair accessible please. Thanks! ðŸ™ƒðŸ™ƒ
keep deck space safe, accessible to users of different abilities
<b>Concern for parking access and safe crossings for people parking to get to the trail or crossing the street</b>
Just consider parking access to and from the trail, and ESPECIALLY not being close along pleasant valley road. So incredibly dangerous for those using the trail.
I think there needs to be language about safe crossings for people outside of cars. People need to be able to cross streets and intersections that will be used to access new bridge and new trail connections.
<b>Concerns about the existing tunnel</b>
<ul style="list-style-type: none"> <li>• <b>Requests for more tunnel lighting</b></li> <li>• <b>Requests to increase tunnel width</b></li> </ul>
Safety guidlines don't entirely address safety - eg. the narrow/dark underpass - the guidelines say improve safety - but for who? by what standards? Make it safe enough that a parent would let a 10 year old ride through.
Agree the tunnel needs to be addressed, too narrow. Agree needs of commuters should be included.
Safety and equity. I It would be nice to be able to cross the bridge without having to go in two underpass tunnels as they sometimes feel unsafe.
Pedestrian underpasses in general do not feel safe to me.
I agree that the guerrero tunnel needs upgrading

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

Convenient Connections	
<b>General support for improved connectivity</b> <ul style="list-style-type: none"> <li>• <b>One comment for less connections in order to maintain solitary nature</b></li> </ul>	
convenient, environmentally sound, cost	
Convenient connections and safety/accessibility should be top priority; everything else is nice-to-have	
Priorities should be safety and active transportation connectivity	
We definitely need something to make crossing the river east of downtown safer.	
safety and connection to other existing trails should be most important	
Under Connections, consider connections to transit. Under Cost-Effective, consider how additional costs for the more expensive options might be used for other projects. Some consideration should be given to whether different numbers of people will use the bridge under different configurations.	
Prioritize cost and connectivity	
I would rather there be the fewest connections possible in order to maintain the out of the way and solitary feeling of the area, more a place to enjoy nature, less commuter and tourist infrastructure. If folks can cross the river and reasonably reconnect with the trail, I'm satisfied.	
<b>Specific design requests included:</b> <ul style="list-style-type: none"> <li>• <b>Having a relatively direct crossing to ensure people use the new bridge instead of the more direct, existing one</b></li> <li>• <b>Creating safe street crossings that will connect to new trail and bike path connections</b></li> <li>• <b>Better connection from the NE corner to the SE corner</b></li> <li>• <b>Requests to connect to Roy G. Guerrero Colorado River Metro Park</b></li> <li>• <b>Trail connectivity on both sides of the Colorado river to Montopolis bridge and connections to the Colorado River Wildlife Sanctuary</b></li> <li>• <b>Allowing people riding bicycles south bound to safely travel along Pleasant Valley Road past Canterbury to the bridge</b></li> </ul>	
One thing to consider is whether the path goes enough out of the way that people will choose to use the existing bridge instead. I would ask that you look to ensure that the crossing is relatively direct, so that people don't choose instead to risk the traffic of the existing bridge (especially bicycle traffic).	
cost effective , single direct connection is best	
it would be good to have connection to the street	
I think there needs to be language about safe crossings for people outside of cars. People need to be able to cross streets and intersections that will be used to access new bridge and new trail connections.	
Make sure there is connectivity to the bike path	
I'm mainly concerned about providing better access to /from the NE corner to the SE corner (park). This currently is the worst and I would want this project to improve that as a key step.	

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

This is a very important connectivity project. Although it is beyond the scope of the current design, connectivity to Roy Guerrero park and the "new" 183 bike/pedestrian bridge should be considered at a future time.
Please connect with Roy G. Park (fix the bridge there too); make a full circle on the peninsula alignment; restroom facilities
Connectivity to Roy G Guerrero park is very important
The Roy Montelogo space is a great way to take back the park and not the parking lot.
Consider connecting trail system on both sides of the Colorado river to montopolis bridge. Consider providing connections to Colorado River Wildlife Sanctuary under Montopolis bridge. This would allow for about a 10 mile loop around the lake/river.
I would add to point 2, making it easier for bike and foot traffic going both north or south to access the new structure.
Keep it inexpensive and it should allow S bound bicycle traffic to safely (Safety & Convenience) travel up Pleasant Valley past Canterbury to the bridge. . The modal models do not allow for this.

Environment & Landscape
<b>General support for preserving natural landscape and environment, concerns over environmental impacts</b>
convenient, environmentally sound, cost
Traffic already sucks and please don't throw a lot of trash/debris in the water and land
Yes, please protective river below the dam and recreation opportunities available, especially fishing and boating. Improve coordination and communication of releases to safely provide this opportunity.
environmentally least impact
No need to compliment or enhance natural landscape, it's already great, leave it alone as much as possible and try not to destroy it
<b>Preserving the environment or minimizing environmental impacts was explicitly noted as a top priority or concern</b>
I think environment/landscape should be higher than convenient connections
Disturbing natural habitats is my number one concern
A primary goal should be to minimize environmental impacts to Lady Bird Lake
Minimizing environmental impact and slowing vehicular traffic should be top priorities.
prioritize choosing the option that protects the solitary and quiet character of the area.
<b>Concern for wellbeing of fish and wildlife</b>
Don't like people fishing from these structures. It's gross, attracts nasty critters as ppl don't clean up after fishing, and it's cruel to our fellow animals. How would you like to take a bite of food only to get a hook in your mouth and then be pulled 25 feet into the air to suffocate? It's one of the cruelest things I've ever seen.
I feel that there should be more emphasis on preserving nature, and the animals that live along the river corridor. I know TTF and the City are very committed to using native landscaping etc., but I worry deeply about the health of the river. Draft Guideline #3 talks about enhancing the landscape,

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

but I feel it should be focused more on Preservation and Conservation. Maybe it's a small distinction but I wanted to put that out there the river ecosystem is so fragile.
<b>Several comments showed preference towards maintaining a natural environment by:</b> <ul style="list-style-type: none"><li>• Leaving the waterfall the way it is</li><li>• Using native plants</li><li>• minimizing additional structures in the water way</li><li>• Not affecting the peninsula</li></ul>
The waterfall and peninsula should remain the oasis that they are.
And please please keep this something that blends in with the environment.
Consider the environment of the south landing as well, while the peninsula is a beautiful part of the trail the north side is a bit of a mowed grass wasteland.
the peninsula should be left alone. it's allure would be gone once connected. options to improve without affecting that node should be considered
minimize additional structures in the waterway
Make sure green infrastructure is included, as well as lots of native plantings for shade.



## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

Friendly & Engaging Deck Space	
<b>Amenities requested</b>	
Need to include shaded rest area with drinking water.	
Ensure that water fountains work and have shade	
restroom facilities	
offer normal needed things like benches.	
Better shade structures, water fountains, telescope on bridge	
<b>Comments requesting specific features include:</b>	
<ul style="list-style-type: none"> <li>• <b>Creating deck space that highlights the surrounding neighborhoods and culture</b></li> <li>• <b>Support for dedicated space for community events, programming or activities</b></li> <li>• <b>One comment against dedicated space for community events, programming or activities</b></li> </ul>	
Perhaps adding cultural highlighting amenities at the deck spaces to provide context for the neighborhood surrounding the area would be good.	
I think there should be great effort to create a bridge that has space for engaging public activities. Ensure there is shading. Ensure that community partners are informed and engaged to host exciting programming on the bridge.	
I suggest adding "Creating a community gathering space and focal point" as a guiding principle. This should be a place that feels like a center, where people will want to linger, and where there are numerous activities on offer (eg. benches, fishing, telescope, swing, information boards), that attract a diverse range of users.	
No programs or events please. NO PROGRAMS OR EVENTS PLEASE!!Yes care for what is there and what you build but leave it as wild as possible.	
<b>Support for a design similar to Pfluger Birdge and/or the Boardwalk</b>	
Please add planters like on the pflugerville bridge.	
Also, the bridge should be as simple as possible. Pfluger Bridge is pretty simple and it is great.	
Stay consistent with Pfluger Bridge and Southside Boardwalk	
Keep the look consistent with the existing boardwalk already in place.	
Same design as the current boardwalk with fishing areas would be great	
What about just a basic platform similar to the boardwalk on south side of town lake?	
<b>Support for a moderate grade</b>	
moderate grade for riding bikes	
Please keep the steepness in mind, people in wheelchairs might have a hard time if it's too steep.	
<b>Support for access to the river and/or water recreation opportunities</b>	
Include importance of access to the river...including views, sound (roar of dam) and recreation.	
Pfluger bridge has landing spots and tie-downs for people boating etc. on town lake. The new design should consider how people on the lake will interact with it.	

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

access for fishing, places for people to enjoy being stationary on the trail that are out of the way of cyclists and runners, night time visibility, including public art
This area is used pretty heavily by fisherman - plan should take into account this use and make space for fisherman/families/their equipment to be safely off the trail and easy access to prime fishing areas.
<b>Support for skyline views, scenic overlooks</b>
I like the creation of the new view. This investment should give us more than we have already.
Please consider offering a clearing for the "scenic overlook" area.
A solution that keeps the skyline in view is best.
I hope that there could be views to the Capitol or to downtown to retain a sense of civic identity.
Consider a river overlook area integrated to the node closest to the river at the crosswalk of the new shared-use path to Cesar Chavez. The north riverbank has a growing homeless encampment that has seemed to coincide with some increased crime in the area & creating a prominent point to put eyes on the river could help improve public safety at this corner.
Elevated views
<b>Additional design requests:</b>
<ul style="list-style-type: none"> <li>• <b>A design like the hi-line in New York City</b></li> <li>• <b>Request to not use metals that corrode</b></li> <li>• <b>Aesthetically pleasing and beautiful</b></li> <li>• <b>Comments regarding bridge types (iconic, truss)</b></li> <li>• <b>Quiet nooks</b></li> <li>• <b>A simple design</b></li> </ul>
maybe something inspired by the hi-line in New York.
Please don't use metals that corrode and leave iron residue like the benches on the boardwalk. I think the iron residue takes away from the beauty.
The truss bridge option best reflects the working-class character of East Austin, and will be the least likely to engender opposition from neighborhood activists as its design does not signify gentrification in the same manner as the iconic or other contemporary styles. Echoing the character of the Montopolis bridge should be a serious consideration, as it is one of the city's most iconic and under-appreciated spans.
We don't need any iconic design. The natural surroundings are the icons.
Prefer something aesthetically pleasing and functional, something to compliment the rest of the trail.
An important part of the peninsula is to have quiet nooks that don't feel part of the path. Currently there is a node past the bridge that is quiet. Design in low flow areas.
Longhorn dam itself is visually unappealing. In fact, I bet many drivers do not even realize that it is a dam at all. The planned pedestrian bridge could be made aesthetically appealing.
keep it simple
<b>Support for substantial width on bridge</b>
wide enough for multiple users simultaneously
Any additions should have night lighting and be wide enough for bikes to pass with pedestrians.
As long as the path is wide enough to accept 2 way traffic, it will be an improvement. I broke my hand on the existing railing due to it being too narrow.

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

<b>Comments related to shade:</b> <ul style="list-style-type: none"> <li>• Cited the necessity of shade</li> <li>• Favored increasing shade along the trail, the bridge, and around tunnel entrances</li> <li>• One comment cautioned not to over rely on vegetation for a trellis</li> <li>• Recommended using shade structures that can provide shade immediately</li> <li>• Preference for integrated shade structures</li> </ul>
Need to include shaded rest area with drinking water
Please provide shade, trees, vegetation, solar lighting or well lit, sustainable materials, maybe something inspired by the hi-line in New York.
Shade is VERY important.
Shade structures are important as this area is a natural rest point on the trail.
Don't over rely on vegetation to provide shade if you build a trellis!
Shade structures will hopefully provide shade from day one, relying on vines growing up the trellis can take years! Try and increase the shade of the trail landings and around the tunnel entrance.
Please provide shade, trees, vegetation
The boardwalk shade structures are very ineffective and might as well be omitted
Please have lighting for the night, and shade for the day.
Shade creation is nice!
integrated shade structures would be nice to have
Vines on pergolas that actually provide shade are good.
Shade structures on bridge would really help!
Incorporating shade makes this more desirable to pedestrians.
More shade
<b>Comments about lighting:</b> <ul style="list-style-type: none"> <li>• Requested solar lighting</li> <li>• Showed general support for creating more lighting</li> <li>• Specific requests for lighting during the evening and early morning</li> </ul>
solar lighting or well lit, sustainable materials
Secure lighting under bridges
Please have lighting for the night, and shade for the day.
Any additions should have night lighting and be wide enough for bikes to pass with pedestrians.
some sort of lighting for early morning and evenings

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

Cost Effective Structure
<b>A majority of comments showed support for a cost effective design or favor towards keeping costs minimal</b>
<ul style="list-style-type: none"> <li>• Support for selecting the cheapest design</li> <li>• Support for prioritizing cost as a first or second priority</li> <li>• Concern about cost effectiveness and elegant design</li> </ul>
Go for the cheaper option
convenient, environmentally sound, cost
Cost should be number 2
Please consider cost and how it will be paid for.
Spend as little money as possible to accomplish the objective.
Least expensive alternative to widening bridge would be preferred.
If you're going to build, please pick a project design that is cheapest and will effect traffic flow the least.
Go for the cheaper option
cost
I would be ok with the least expensive solution that can withstand a 1000 year flood, besides the no build alternative.
cost effective , single direct connection ias best
Cheapest, fastest to complete.
Prioritize cost and connectivity
Item 5, cost-effective structure, appears to be perpetuating a myth that elegant design cannot be cost effective. Please do not give us another highway bridge dressed up as a pedestrian bridge like the Pfluger bridge.
Lowest cost possible
Under Cost-Effective, consider how additional costs for the more expensive options might be used for other projects.
Options a through c look great. Separate from the roadway and not too high. Whatever is fastest and most cost effective for a, b, or c is fine with me.
Cost needs to be kept very low.
Cost must be minimized.
<b>Some support for prioritizing cost, but not at the expense of other factors</b>
yea, keep it cost effective. that probably means the simpler the better but don't destroy the area just to choose the cheapest option. prioritize choosing the option that protects the solitary and quiet character of the area.
broadly, I like the principles, and it makes sense that "cost-effective" is number 5. We spend so much on car-supportive infrastructure that, while obviously being good stewards of public money, it would be equally reprehensible to skimp on short-lived materials or systems which can increase opportunities for non-car options.
All alternatives are more expensive than I would like, but its dangerous sometimes on current bridge. I really don't mind going some extra distance. Currently I use the bridge both on bike and on foot.
The city should also consider the inherent value of the space/ROW as an asset that we are building on. The cheapest incremental cost may not serve the asset we are adding to.

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

Stewardship
<b>Both comments reflected concern for the trail and final design being neglected and not well maintained.</b>
Don't give Parks Department something they can't maintain. Also, don't let hanging vines reduce headroom.
I would like to put specific emphasis on the stewardship principal. I've seen a number of wonderful trails and paths become unusable simply because they have not been kept up consistently and reliably. Which ever plan is chosen for the new bridge, I'd like to see extra attention given to clear and thoughtout plans for how to receive and act on maintenance requests, etc.

Other Comments
<b>Comments received to the question about the guiding principles that did not reflect information explicitly about the guiding principles was varied.</b>
<b>Comments related to sidewalks:</b>
The sidewalks are way too narrow as is. I am a cyclist and I use these narrow sidewalks frequently.
Traffic barriers from existing sidewalk and trail
Widening the sidealks as a stand alone project will "clear the path" for administrative coordination with the LCRA/State and city entities outside transportation. This should be aimed at ramping up into Alt E build
<b>Concerns about construction</b>
Place a high premium on minimizing traffic disruptions on Pleasant Valley Rd. during construction.
Would be key to have the construction of the project designed in a manner that will not at any point eliminate the ability for pedestrians to cross
Make trail accessible with safe alternative routes during construction.
Using Pleasant Valley as my main commute route to/from work, I'd hate to see the lanes shut down for anytime due to construction. Also, a daily jogger, something has to be done to make it safer.
I am in agreement with the principles, though I think disruption during construction must be a serious consideration, as this bridge is backed up in both directions during rush hour each day. As East Austin grows, we lack the infrastructure for transportation in this area. Any plan that shuts down parts of that bridge will be disastrous in the short term.
<b>Support for a quick project timeline</b>
A timely solution is very important.
Please do this quickly! It's dangerous
Let's fix this fast!
Please get it done as soon as possible. Thank you!
Just that we should take action more quickly to save livee
Speeding along the overall timeline.
Whatever is fastest and most cost effective for a, b, or c is fine with me.

<b>Support for the no build option</b>
that section of the trail doesn't seem to get a lot of use. seems like the trail area next to mopac could utilize funds better
No build.
No build.
No build.
too expensive
We already have a bridge that is perfectly functional and safe. Please stop spending tax dollars on things that we already have and don't need to change.
<b>Requests for community engagement</b>
Please ensure that the communities of color have a major role in the design, construction, and utilization of the new trail and transit infrastructure.
Please do your due diligence and make sure all stakeholders are involved in this decision!
to local stakeholders in Holly and the ETLCA WHICH ENDORSES E
This is an opportunity to incorporate the neighborhoods and communities of the area, not just find a solution for trail users.
<b>Concerns about flooding and sustainability</b>
As a runner who comes along this section of the bridge every few days, my biggest concern is that the pathway stays open even during periods of heavy rain and flooding. I like D but am curious about the flooding issues.
flooding sustainability; environmentally least impact
Is there a better option out of the top 4 options I listed which would function better during flooding?
longevity and flood resistance
how will this impact the operations of the dam? relative to maintaining water levels in Lady Bird Lake and mitigating down stream flooding.
I would be ok with the least expensive solution that can withstand a 1000 year flood, besides the no build alternative.
What impact does Atlas 14 and the pending floodplain changes have?
Clear span to minimize flooding debris catch issues
<b>Other</b>
I think scooters on the trail, off leash dogs, litter, and people running/walking 3+ across are bigger issues than longhorn dam.
The prevailing winds should be considered for the impact on pedestrians and cyclists from drifting auto exhaust
Longhorns dam has some serious stability issues that need addressing.
The "tranquility" of the peninsula is marred by the reality that it's littered, has homeless people at times, and is littered with drug paraphernalia.
Future-proofing w/r/t redevelopment in area

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

I don't understand why you'd remove the existing footbridge. I am a neighbor and use that footbridge daily. Please design this to serve both neighbors and fast-moving exercisers.
<b>General support for the Guiding Principles and/or the project</b>
Well aligned. Priorities are where they should be.
No great job
Just would love to see the change... That bridge is not good for crossing on bike or foot.
excited to see you developing a plan. It is badly needed.
I agree with the guidelines
I think they are important and appear well thought out.
agree it must cater to both bicycles and pedestrians
Good
Guiding principles are great!
All of these are great ideas and happy to see the city of Austin working on this. My main concern is safety and they all provide that
none - I agree and appreciate all points outlined in the guiding principles
I think the guiding principles are sound.
Excellent - no additional comments
These are great.
All 6 pieces are vitally needed.
No, I like them fine.
I prefer the options exactly in the order presented. Don't interpret the fact that I didn't change anything as a non-answer. I just agree with your ordering.
looks great!
The principles look great!
I am super impressed with all of them and their sub points
Looks great!
GREAT guiding principles! Let's try to not let them get watered down through the process :)
I like the choice of ideas
Looks good!
Looks great
Something is better than what is there now
Glad to see this will happen!
Looks good.
they seem very reasonable
They all look good.
Excellent!

## Open Ended Responses Categorized by Theme of Response

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

I strongly support the draft guiding principals especially 24 access to the bridge and the trail.
Sounds great!
Can't wait to see it all in place!
any of these options seem like an improvement over status quo.
Great job!!
sound good
ok
i support the guiding principles
I agree with the guidelines.
Very happy with the progress
I like these guiding principles.
They seem reasonable
They look fine.
The Guiding Principles are capture my sentiments very nicely.
Looks good
These look great!
I think the criteria is outstanding.
Sounds good
Can't wait to see this happen!
looks good
bicycles can solve so many transportation problems. keep investing in cycling infrastructure.
something MUST be built
Just would love to see the change... That bridge is not good for crossing on bike of foot.



## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

<b>Support for immediate safety improvements</b> <ul style="list-style-type: none"> <li>• Concern for current conditions</li> <li>• Support for increased safety for people walking and people riding bicycles</li> </ul>
Improve safety when crossing the bridge.
Safety
safety
Iâ€™m eager to see a safe and easy way for pedestrians to cross the bridge, becoming more of a concern as trail traffic increases.
Needs to be safer !
increase safety for pedestrians and people on bikes
Provide a safer option for bicyclists
The current situation is so dangerous, short term safety enhancements should be done.
Please make it easy to get on & off the bridge from Pleasant Valley so people use it. The current situation is unsafe & untenable.
Crossing the dam is very dangerous today if multiple people are on it. Any improvement in assisting pedestrians and cyclists is a good improvement.
Safety first! : )
A step in the right direction but certainly not a finished product. This is THE most dangerous river crossings yet has more pedestrian and bicycle traffic than red bud. The Eastside deserves a safe and accessible crossing to it's beautiful public space and trail along the ,lake.
Please consider SAFETY -- there's been A LOT of assaults and attacks on runners on the trail lately. Consider lighting and accessibility.
Something has to be done soon. I was walking across the bridge this evening and I had to get into a little nook so that I bike with baby carriage in the back could pass.
All listed interim improvements are needed and must be prioritized. Current situation is extremely unsafe.
safety improvements as quickly as possible please
These improvements should be fast tracked as the current conditions are unsafe.
Thank you. We need this ASAP. It is unsafe and inefficient as currently exists.
I strongly support the interim improvements.
In my opinion, from a safety standpoint, doing this step asap is far more important than whichever option is selected.
This is fantastic to improve safety and circulation.

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

<b>Comments relating to railing</b> <ul style="list-style-type: none"> <li><b>Support for higher handrails and higher guardrails</b></li> </ul>
YES... please raise those railings! It's very scary to ride a bike on that bridge.
Make sure "higher handrails" are horizontally oriented to be bike friendly due to narrow conditions of passing cyclists.
Restore guardrail opening at south end of dam NOW! Closing it last year took away any protection trail users had from out of control vehicles and made the trail users serve as cushioning for the guardrail. Does someone have to be killed as happended along Cesar Chavez under South Lamar?
Higher guardrail would be great.
Higher handrails and new traffic barrier!! YAY! It's always tight over there and sometimes a bit unnerving to be two people wide while crossing the bridge.
Higher handrails URGENTLY NEEDED.
I wish the handrail on the west facing bridge (by the dam tower) was higher for those of us who have a fear of heights but want to use the trail
Handrails need to be raised for sure.
handrail and guardrail need to be heightened on all sides, not just the downstream side
definitely need higher guardrail on dam side of bridge!
Maybe just consider adding an additional railing at a higher point during the interim (where a biker whose point of gravity is higher would feel comfortable, particularly when the winds pick up over that bridge).
I think don't waste money on all that. Maybe just give a higher rail on the west sidewalk, and otherwise save the money for the starting the long term work. The fraction of people who use that section of the trail vs section between Holly street site / baseball fields and westward suggests don't invest in the interim work.
These look very positive. Please consider the safety of how we connect to the trail on the southwest side of the bridge. Right now pedestrians are very exposed to traffic, as the "unofficial" footpaths on the other side of the barrier make clear.
Most important is widening sidewalk for sure, then raising handrail height. Always feel like I'm going to fall over the side when I bike through there
wider 7 foot sidewalk with hight handrails/remove chainlink fence and new raffic barrier on the west isde of the bridge

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

The city is taking up more than 2 feet of sidewalk space with the huge concrete barriers. It may be cheap but it is ineffective. Simply remove the concrete barrier and put up a metal railing.
The current bridge is a nightmare. Widen and put protections on the water side at least as high as the tallest adult .
Please raise the rails.

<b>Comments relating to space and width</b> <ul style="list-style-type: none"> <li>• Support for widening path and sidewalks</li> <li>• Support for conversion of travel lanes to provide additional width for people walking and bicycling</li> <li>• Support for widening the tunnel</li> </ul>
safety - widening walkway a great idea but traffic impact could be bad depending on how long the road is tied up, dam offers alternative at rush hour to 35 southbound so minimum construction detours is essential
Please widen both sidewalks.
The greatest needs in my opinion are widening the west side of the bridge and constructing a safer connection from the south side of the bridge to the trail. People walk inside the guardrail because it doesn't feel safe on the sidewalk.
Widen sidewalks as much as possible too, including by getting rid of the chainlink fence. Widening the tunnel would also help a lot for perception of safety
Pedestrian tunnel under Pleasant Valley improve and widen opposed to adding hybrid crossing?
sidewalk still won't be wide enough for safe bike passage
Boxes on the dam towers also take up space on the path.
With minimal cost, the current path width could be increased, and the jail-style fence could be reduced on the walker/runner path across Longhorn Dam.
The wider walks on either side of the bridge (especially West) are the best option, but not a great long term solution.
Definitely an improvement, but still far too narrow. Why not take away a car lane on the bridge to get extra width for the bike/ped area? Need 12-14 feet, not 7 feet.
Widen the pedestrian path up to the bridge on the South side
Wider is better and really the thing needing the most attention. I often have to stop with my bike trailer and wait for another cyclist to get through before we can start to cross.
Higher handrails URGENTLY NEEDED. Widen sidewalks as much as possible too, including by getting rid of the chainlink fence. Widening the tunnel would also help a lot for perception of safety
Existing crossing on Pleasant Valley is too narrow for pedestrians and bikes. maybe narrow the car lanes on the bridge now for bikes and implement a Protected bike lane for safety. Not just a stripe on the pavement.
Love that you're planning to widen the sidewalk on the upstream side; the existing sidewalk is VERY tight, especially when two cyclists are attempting to pass in opposite directions. Anything you can do to make the existing bridge/sidewalk more accommodating for cyclists would be much appreciated!
Please widen everything. Lots of people

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

Excited about these changes! I am always so nervous running or biking along the sidewalk along the bridge now due to the narrow path and low railings. Will there be a safe space for wheelchairs to cross without such a steep incline?
1 foot separating the car traffic from pedestrians makes me somewhat uncomfortable, but I guess it's better than the existing configuration!
The wider sidewalks will be great.
I like the proposed improvements for widening the existing sidewalks, they seem like easy, low cost solutions to immediately enhance the existing connections. I do not see any proposed improvements to the existing tunnel under PV? I would recommend studying lighting and drainage at this location as part of the interim improvements. Lighting could stand to be updated to LED and the fixture numbers increased to increase output (could be an opportunity for a TEMPO installation??). And there is commonly standing water in the tunnel that prevents travel through the tunnel after rain events, usually leading users to unsafely cross the road. Studying the current drainage patterns that are pushing water into the tunnel, and how they might be redirected to prevent water intrusion would be a start. Also, investigating the existing drain and piping that are located inside the tunnel to clear them out and make them functional again would help.
Wider sidewalks and concrete traffic barriers should be installed as soon as possible. West sidewalk is a car-pedestrian death waiting to happen as southbound car drives on sidewalk.
Wider sidewalks ASAP would be great!
I would rather you just eliminate one lane of traffic both ways on Pleasant Valley and widen the sidewalks and bike lanes.
Widening the west side of the bridge and improving connections on both ends of the bridge will provide the most safety benefits.
Wider sidewalks are needed
The sidewalk widening would be great but I worry about the narrowing of the lanes. Traffic is very fast in the area. A turning lane near the Chavez light is desperately needed.
Widening the existing sidewalk on the west side of Pleasant Valley or adding a bike lane next to the sidewalk would really improve safety.
Please widen the sidewalk on the west side of Pleasant Valley, especially on the south side of Longhorn Dam.
safety - widening walkway a great idea but traffic impact could be bad depending on how long the road is tied up, dam offers alternative at rush hour to 35 southbound so minimum construction detours is essential
The 7' sidewalk width will be a welcome improvement but I wonder if the temptation will be to settle for this as "good enough" to avoid funding the other alternatives.
Expanding those sidewalks should be top priority
Most important is widening sidewalk for sure, then raising handrail height. Always feel like I'm going to fall over the side when I bike through there
Please make the sidewalks as wide as possible to accommodate cyclists and walkers.
The greatest needs in my opinion are widening the west side of the bridge and constructing a safer connection from the south side of the bridge to the trail. People walk inside the guardrail because it doesn't feel safe on the sidewalk.
The current bridge is a nightmare. Widen and put protections on the water side at least as high as the tallest adult .
Enlarge tunnel to the north, New bridge east of the dam!

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

I like the proposed improvements for widening the existing sidewalks, they seem like easy, low cost solutions to immediately enhance the existing connections

### Comments relating to sidewalks

*(See "Comments relating to space and width" above for comments regarding the width of the sidewalks)*

Considering that the lake-side sidewalk will always see two-way traffic, including bicycles, it would be better to eliminate the downstream sidewalk and make the lake-side sidewalk 12 feet

More ADA sidewalks

Love the improvements to the walk on both sides.

I would love a way to cut back on the amount of broken glass on sidewalks. Also some signage related to right of way. May not be relevant with wider sidewalks but it is never clear whether bikes or runners should go first. signage will be key

can the sidewalks be one way?

the improvements to the sidewalks are marginal. Focus on a separate bridge for hike and bike trail.

I think that a barrier should be placed between the sidewalk and Pleasant Valley. People zoom down that street and it's actually really scary to walk on. I see families do it all the time and I'm always nervous for the kids.

Shared use path connectivity on east side of bridge. I see myself needing help navigating from the extended shared use path towards Cesar Chavez and especially continuing toward 2nd st. There is a right hand turn lane causing conflict for a cyclist going straight. Signage for cyclist and cars might help. There is no space for a bike lane so maybe improving sidewalks on east side of pleasant valley between Cesar Chavez and 2nd.

Please do something! And do not allow Austin Water to close the sidewalk anymore. It's not safe when you have to cross PV just to cross the dam.

I would add upgrades to enable keeping west side sidewalk open at all times

Please consider combining both sidewalks on the west side of the bridge. This would allow maintenance to complete work

Include a dividing line on both sidewalks to keep traffic flowing in the right direction. Perhaps have one side for bikes (maybe the wider side) and one side for pedestrians.

Concerned with walkways at end of slopes. Vehicle sight distance to walkways

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

<b>Comments relating to the fence and barriers</b> <ul style="list-style-type: none"> <li>• Support for and opposition to removing the existing chain link fence</li> <li>• Support for removing wide concrete barrier on bridge</li> <li>• Support for adequate barrier to traffic</li> </ul>
Would prefer to keep the chain link fence or some kind of tall, secure, safety barrier.
Put protective barriers along trail and between trail and traffic lane south of the Longhorn Dam.
I think that a barrier should be placed between the sidewalk and Pleasant Valley. People zoom down that street and it's actually really scary to walk on. I see families do it all the time and I'm always nervous for the kids.
Removal of the chain link fence will drastically open up the closed in nature of the narrow crossing.
With minimal cost, the current path width could be increased, and the jail-style fence could be reduced on the walker/runner path across Longhorn Dam.
Would be nice to have higher protection from debris on Dam-side sidewalk upon removal of chain-link fence. The fence at least helped reduce debris falling off trucks or kicked up by heavy-vehicle traffic.
Barriers from auto traffic are key.
Widen sidewalks as much as possible too, including by getting rid of the chainlink fence.
Keep the chain link, sidewalk still won't be wide enough for safe bike passage. Spend less now on interim upgrades, more later on permanent fixes
I like the chain-link fence. Opposed to its removal. Like being separated from cars and flying debris
Keep structures on west side of dam
no removal of the chainlink fence. People can jump from the bridge into the dam. There is a reason that fence is there.
Removal of the chain link fence will drastically open up the closed in nature of the narrow crossing. Adding the crosswalks enables the ability to cross Pleasant Valley without using the small tunnel. These are the only two items that need to be addressed. The new bridge is a multi million dollar waste.
wider 7 foot sidewalk with high handrails/remove chainlink fence and new traffic barrier on the west side of the bridge
Traffic barriers from existing sidewalk and trail
Just south of the bridge on the east side it would be nice to move the barrier in between the sidewalk and the road as well, people can really zoom there in their big bad cars!
Wider sidewalks and concrete traffic barriers should be installed as soon as possible. West sidewalk is a car-pedestrian death waiting to happen as southbound car drives on sidewalk.
I think that a barrier should be placed between the sidewalk and Pleasant Valley. People zoom down that street and it's actually really scary to walk on. I see families do it all the time and I'm always nervous for the kids.
Fencing between the sidewalk and the lake is needed. I am afraid of falling over into the lake. Definitely make it wide enough for two bikes to pass.
Would prefer to keep the chain link fence or some kind of tall, secure, safety barrier.
Keep the chain link

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

<p><b>Comments relating to crossings, signals and pedestrian hybrid beacons</b></p> <ul style="list-style-type: none"> <li>• Support for pedestrian hybrid beacons</li> <li>• Requests for additional lighting for crossings</li> <li>• Requests for full signal at Krieg Field parking lot</li> <li>• Concern with speed of street, visibility and/or motorist compliance with proposed PHBs</li> <li>• Concerns over existing signal at Cesar Chavez St.</li> </ul>
<p>Pedestrian beacon at Krieg Field crosswalk, and adequate overhead illumination for all road crosswalks</p>
<p>I hope all of the pedestrian hybrid beacons will be made permanent.</p>
<p>I think the interim plan looks really good. The crosswalks are fantastic but as a long time trail user I have to say, those cars (and city buses!) FLY down Pleasant Valley. The City should consider one of those flashing light-style crosswalksâ€”Peds hit the button and the crosswalk flashes yellow lights.</p>
<p>led flashing sign alerting motorist crossing bridge going south</p>
<p>Depends on how long it is going to take. The trail could use some interim improvements. One to be careful of is the proposal of the Crosswalk at Canterbury St. People come over the dam from the South headed North and do not slow down as much as they should. That crosswalk area is a little bit of a blind spot. Plus it is a little hectic between 4pm and 7pm.</p>
<p>For all improvements, but especially the interim ones, please spread info WIDELY when trail sections will be shut down for any amount of time! Additionally, love to see all the PHBs but they'll need MEGA enforcement at the beginning to get folks to actually stop (and for them to know there are consequences if they don't).</p>
<p>Consider a full traffic signal at the Kreig Field parking lot (north driveway) rather than a pedestrian hybrid beacon.</p>
<p>The interim improvements is all that needs to be done. These improvements are all that is needed to solve the challenges navigating around the dam. Removal of the chain link fence will drastically open up the closed in nature of the narrow crossing. Adding the crosswalks enables the ability to cross Pleasant Valley without using the small tunnel. These are the only two items that need to be addressed. The new bridge is a multi million dollar waste.</p>
<p>Thank you! I like the pedestrian beacon especially.</p>
<p>The ped. crossing at Canterbury is so badly needed. Often the sidewalk is closed off for maintenance, forcing peds to cross mid block at a very dangerous. I support all of these proposed interim improvements and believe they are all of similar importance in terms of increasing safety in the short-term. Even shorter-term: there are massive pot holes in the road leading up to and going over the bridge along the far right side of the right lane, which must be avoided when on a bicycle. Hitting one of these potholes would send a cyclist flying, but the space required to swerve around them is often not given by passing cars. Just patching the potholes would be a very helpful start!</p>
<p>Easy street crossing to access the trail from either the East or West side of Pleasant Valley</p>
<p>PHB's are kind of expensive... people don't need to cross on the north side of the river because there's a crossing at Cesar Chavez</p>

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

Comments related to connectivity and access points <ul style="list-style-type: none"> <li>Support for improved bicycle connectivity</li> <li>Support for extending shared use paths</li> </ul>
I like extending the SUPs. What about better connections north of Canterbury for bikes? How can we improve the intersection of Cesar Chavez + Pleasant Valley? There are a ton of buses that go this way and the bridge gets substantially backed up during peaks.
Increase ability to cross bridge both directions for bikes and runners, with separate path for pedestrians
improve bicycle access
New SUP at NW corner of Lakeshore would be great; anything to increase sidewalks across bridge would be a huge help.
Where do bikes go to get across the dam? can bikes travel either direction in the 7' wide portion?? lower the speed limit on the bridge.
Create a sup along the we deft edge of PVR.
making the connection to the trail heading into Roy G park easier to get to from the bridge would be great.
Widening the west side of the bridge and improving connections on both ends of the bridge will provide the most safety benefits.
Fix the trail connection on the northwest side of the bridge first. Right now it is just an eroded footpath.
I felt it was pretty aggravating someone enclosed the barrier which existed barring trail access at the top.
Access to bridge for pedestrians from the south is particularly bad.
Even with a new bridge, these should remain open so the dam bridge can be used multi-modally in the future too.
Would really prefer to lose a lane of traffic and make much wider western trail connection for interim improvements.
keep connections to existing trails accessible
Easy street crossing to access the trail from either the East or West side of Pleasant Valley
Shared use path connectivity on east side of bridge. I see myself needing help navigating from the extended shared use path towards Cesar Chavez and especially continuing toward 2nd st. There is a right hand turn lane causing conflict for a cyclist going straight. Signage for cyclist and cars might help. There is no space for a bike lane so maybe improving sidewalks on east side of pleasant valley between Cesar Chavez and 2nd.
I'd like to see the Butler Trail completed to go around Holly before any other improvements are made.
Northbound bike access
Has there been any consideration of what to do with any trails leading to E Cesar Chavez and Pleasant Valley? A lot of bikers use that side to turn right on Cesar Chavez from Pleasant Valley. I don't see this addressed at all. Thank you.



## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

<p><b>Comments relating to Pleasant Valley Road</b></p> <ul style="list-style-type: none"> <li>• General safety and comfort concerns</li> <li>• Support for reduced speeds through speed limit changes, enforcement, narrowed lanes</li> <li>• Support for protected bicycle lanes</li> <li>• Concern for increased traffic</li> <li>• Support of conversion of travel lanes to provide additional width for people walking or bicycling</li> <li>• Requests for additional travel lanes</li> <li>• Concern about reducing width of travel lanes</li> </ul>
<p>Given the volume of traffic on Pleasant Valley, I hope there is plan to add a stop sign or light at the new crosswalk at Canterbury. Cars are typically going 45+mph and northbound drivers cannot see the north end of the bridge until about halfway across the bridge. I don't think drivers will safely stop unless a sign or light is added here.</p>
<p>I would also like to see sharrows added to the rightmost vehicle lanes in both directions on Pleasant Valley between 7th and Lakeshore</p>
<p>Least amount of disruption to Pleasant Valley road.</p>
<p>Definitely an improvement, but still far too narrow. Why not take away a car lane on the bridge to get extra width for the bike/ped area? Need 12-14 feet, not 7 feet.</p>
<p>This stretch of road has many people aggressively speeding! Please do something to reduce speed in the interim. Also, north of long horn dam, there is a stop light where Cesar Chaves intersects Pleasant Valley. This intersection is very uncomfortable for bikes, it could use an overhaul as that is the closest intersection to these proposed changes.</p>
<p>Anything is better. 45 MPH is INSANE.</p>
<p>Existing crossing on Pleasant Valley is too narrow for pedestrians and bikes. maybe narrow the car lanes on the bridge now for bikes and implement a Protected bike lane for safety. Not just a stripe on the pavement.</p>
<p>During some work on the dam in the last couple of years, the right outside lane of the roadway was allocated to trail users and protected with barriers. I would love this as a temporary alternative.</p>
<p>Please include the increased street traffic into the discussion</p>
<p>Fix Cesar Chaves and Pleasant Valley.</p>
<p>Is there any consideration being given to altering the ceasar chavez and pleasant valley intersection to allow for protected turns? Area is super unfriendly to ped traffic largely because that intersection is such a cluster.</p>
<p>Recommend sharrows for travel lanes between 7th Street and S Lakshore to improve bikeability.</p>
<p>Handrails need to be raised for sure. I would also like to see sharrows added to the rightmost vehicle lanes in both directions on Pleasant Valley between 7th and Lakeshore</p>
<p>I strongly support protected bike and pedestrian facilities in this area.</p>
<p>I would rather you just eliminate one lane of traffic both ways on pleasant valley and wifen the sidewalks and bike lanes.</p>
<p>Would be great to put share the road symbols in the car lanes - using the sidewalk is not ideal for bikes.</p>
<p>Slower speed limits on Pleasant Valley considering inner lane reduced to 10 feet and no divider between east/west traffic.</p>

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

reducing the speed limit on this roadway and more signage could go a long way in raising driver awareness over the bridge.
The light on Lakeshore and Pleasant Valley gives a protected left turn signal and the pedestrian cross light at the same time. The crosswalk is on the left. Are y'all trying to murder people? Please time this light more safely!
The sidewalk widening would be great but I worry about the narrowing of the lanes. Traffic is very fast in the area. A turning lane near the Chavez light is desperately needed.
Widening the existing sidewalk on the west side of Pleasant Valley or adding a bike lane next to the sidewalk would really improve safety.
Lower the speed limit on Pleasant Valley Road.
Traffic on pleasant valley
Protect cyclists
Less impediment on traffic
Consider a full traffic signal at the Kreig Field parking lot (north driveway) rather than a pedestrian hybrid beacon.
Get APD to enforce the dang speed limits out there to help!
Existing vehicular lanes need to be restriped to 10' maximum to slow traffic. Feels very unsafe when crossing right now because of speeding cars.
Traffic will back up for some time further down at intersection.
Would really prefer to lose a lane of traffic and make much wider western trail connection for interim improvements.
wider 7 foot sidewalk with hight handrails/remove chainlink fence and new raffic barrier on the west isde of the bridge
Bike lanes
Consider sidewalk improvements on only west side of bridges if that enables more drive lanes.
I don't know if this is within the scope of this project. When traveling south on Pleasant Valley and then turning right onto Lakeshore, the road pavement drops off onto the grass/dirt. It is too easy for an auto to run off of this "ledge", which could cause harm to pedestrians and bicyclists at the intersections. This really should be rectified asap.
Widening PV would help for now and during construction
Not enough traffic calming is being done to reduce excessive speeds and make pedestrian crossings safe.
Since the capacity of pleasant valley is constrained by the intersection capacity at Lakeshore and Cesar Chavez, why not consider a road diet to 3 lane across the bridge and approaches and improve intersection capacity. Have the operations of this corridor been modeled?
Narrowing traffic lanes is not a good idea
This street needs a 4 lane to 2 lane road diet, safety comes first and none of the proposed alternatives address this.
Let's do a road diet, or reduce car speed. Cars travel way too fast on pleasant valley.
The narrower travel lanes give me pause - I think the speed limit would have to be reduced on Pleasant Valley to avoid wild drivers from causing accidents.
Do not implement interim improvements if they will be later removed, ie if the existing bridge is widened.

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

<b>Comments relating to timeline</b> <ul style="list-style-type: none"> <li>• Question of when will interim improvements be constructed</li> <li>• Concerns about lengthy time to complete</li> <li>• Support for a quick timeline</li> </ul>
Will the interim solution be implemented during the construction of the final solution (co-build?)
We need some action on this ASAP
Depends on how long it is going to take. The trail could use some interim improvements.
Sooner the better.
stop collecting input and get started making improvements
Interim Improvements should be implemented IMMEDIATELY. As soon as is reasonably possible to do so.
As soon as y'all can finish it would be wonderful.
Love it! How soon can we get that done? ;-)
Do it sooner!
The interim improvements will definitely result in the quickest improvement and should be prioritized, even if it means a slight delay in the new structure.
lets get this bridge built as soon as possible. and get the interim improvements built sooner! it is currently in bad condition
please do these ASAP!
Please make it happen soon
Excellent ideas for these much-needed improvements. The sooner these can get done, the better.
Please implement as soon as possible. I live in the neighborhood and rely on biking and walking to be able afford it, and am disappointed by the delays in this project because of the pushback from and deference to a small minority who don't even live here but are seemingly entitled because they drive cars unlike us poor folks who need to do stuff without a car.
These are good and should be implemented ASAP.
Sooner the better!
Do it quickly, please
Do it fast
The sooner the better
how soon can you install? it's dangerous now
Hurry up!!!!
Get these done ASAP.
act fast!
Provide timeline.

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

Comments relating to construction concerns
For all improvements, but especially the interim ones, please spread info WIDELY when trail sections will be shut down for any amount of time!
Add signage upstream and downstream, north and south sides each to warn cyclist that there is an alternate route or construction
If doing the interim improvements would impact the bridges and trail realignment schedule, I would recommend only widening the dam crossings before doing bridge construction.
Don't close the trail during construction
I think the goal should be to minimize construction timing and effects on traffic and congestion. The bridge is heavily trafficked so any disruptions caused by construction to the bridge will make traffic worse than it currently is.
Widening the current sidewalk would be pretty devastating for people who use that bridge regularly during construction. So even though that's the cheapest option, it's probably the most cumbersome to people who use that bridge to commute or run
safety - widening walkway a great idea but traffic impact could be bad depending on how long the road is tied up, dam offers alternative at rush hour to 35 southbound so minimum construction detours is essential
Support for creating interim improvements exclusively for the west side of the bridge or prioritizing west side improvements
Keep structures on west side of dam
Consider only making improvements on west side (add foot by not expanding east side) since there are beacons to cross on both ends.
Please consider closing the east sidewalk, shifting the lanes of traffic to the east and widening the west sidewalk. 90+% of users use the west sidewalk.
Consider sidewalk improvements on only west side of bridges if that enables more drive lanes.
west side improvements should be the priority
Emphasis should be on West side of bridge
The west improvements should take priority as that's where 90%+ of the traffic is.
Get these done ASAP. Consider only making improvements on west side (add foot by not expanding east side) since there are beacons to cross on both ends.

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

General support of interim improvements
It is better than the current structure.
Interim improvements look good. These should proceed.
Very important to address immediate needs.
These are all good. Even if the no build option wins, these improvements should happen.
All sounds reasonable
Any improvement is VERY welcome
Seems fine.
I do like the interim Improvements
Any improvement, no matter how small, is welcome and needed
very much needed! We use the east end of the trail alot but often double back rather than use the current path
Please do something.
Interim changes are good.
Looks OK
Looks good.
These are positive steps. New shared use path on east Pleasant Valley is great!
none - I like all of the referenced improvements until a permanent bridge (hopefully) is in place for use
it's fine for the interim
Think it will address 95% of the issues. Lets get cracking!
Good plans!
I think the interim proposal is great. I hope that, regardless of the chosen alternative, the interim bridge improvements become permanent. Something should still happen to fix the bridge for pedestrians and bicyclists who aren't using the trail.
They are needed at this time.
This needs to be a high priority!
Looks good. Do it now!
They will be nice!
Anything is better than what we have now, but don't let it become a permanent solution.
Awesome!
The interim improvements look very helpful. I love this route, but it is nerve-wracking
Sounds good
Definitely be an improvement!
Good plan
Don't miss this opportunity to build something great.
Anything would help, so I'm happy to see near-term solutions.
this is great to have an interim plan! Thank you for this safety upgrade for the time being!
very good plan
looks good!

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

Do it, great idea the current bridge is awful
Glad there is a much needed interim solution
Do em all
like the interim improvements
Good Ideas. I support the interim improvements
Great to see interim improvements that can happen more quickly than the actual bridge. Those are needed ASAP and should be made permanent changes that stay in place even after bridge is constructed.
Looks good.
Very excited! Any of these alternatives will make this a significantly safer experience so thank you very much!
These look excellent - congrats! Assuming that these won't go away, right?
Good to do until more funding
Go forth!
Those look good, and should help for the short term.
Thank you for making those interim improvements - I'm scared being on the sidewalk going up north bound with no rail and cars flying down the bridge.
Sounds good
They are better than what's on the ground today but are only a band aid at best.
As someone who is on this section trail at least once a week, I am super excited for these changes! Can't wait to see improvements here. Thank you!
i'm excited for these proposed changes.
Great
Really excited for those!
These would definitely help! Worth doing in the short term!
Not great but needed
The interim improvements are a great way to address the current safety hazards when using the bridge
I love them. Am indifferent from A-D, but do not like E (widening bridge)
These will significantly improve the dam crossing. For sure do at least these improvements!!!!
I would run and bicycle on these interim improvements.
Excellent approach to improve safety of the trail immediately while other solution(s) are constructed.
It is great!
Looks great!
This is wonderful and addresses immediate issues. Thanks!
Looks good
I strongly support the interim improvements. Consider where bikes and scooters will travel and how they will interact with pedestrians. It may be preferable to have pedestrians only on one side of the bridge and bikes/scooters only on the other side.
They will be a big improvement to safety and comfort
We are grateful for ANY improvements to the existing, dangerously unacceptable, configuration!
I am happy that at least some sidewalk expansion is happening. It's long overdue.

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

They are all fantastic ideas!
Good
I like the design.
These interim improvements are much needed.
Thank you for seeking a short-term solution
I really like the temporary solution

### Interim improvements are all that is necessary

interim improvements are all that is needed. Dump the other 5 drafts. Too expensive and not necessary..

The interim improvements is all that needs to be done. These improvements are all that is needed to solve the challenges navigating around the dam.

### Opposition to interim improvements

- Interim improvements are unnecessary
- Interim improvements are too costly

Interim improvement seems like stalling and makes other changes unnecessary. Do it once.

I wouldn't waste any money on interim improvements but just commit to getting the job done as fast as possible.

Personally, and I have ridden in groups of 2-8, we have never had an issue with the way it is as of now.

No build

No build

No build

not needed

I would rather add "Improved Trail Underpass" on the south side, common to all future plans, than most of the interim improvements. Spend the extra money on the final bridge plan and move the final plan start date earlier.

The interim seems to move us a long way towards Alternative E, meaning why spend all that money, and then provide the non-bridge alternatives?

I'd prefer to just get the bridge built as opposed to bandaid solutions.

We already have a bridge that is perfectly functional and safe. Please stop spending tax dollars on things that we already have and don't need to change.

Stop wasting money! Don't waste money like everything else the city has done in the past 20 years. Pavement markings done one way, then revised within a couple of years, convention center waste, 4th street train area, Mueller

Just build a big new pedestrian bridge

If it costs the taxpayers additional money, don't do it.

I think don't waste money on all that. Maybe just give a higher rail on the west sidewalk, and otherwise save the money for the starting the long term work. The fraction of people who use that

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

section of the trail vs section between Holly street site / baseball fields and westward suggests don't invest in the interim work.
Are interim improvements needed? how much do they add to overall cost?
Doesn't seem like it's worth the hassle.
The money should be put into a holding account and used for the final project, rather than spending it now for something temporary.
Why bother? The bridge has been terrible for years. Put this money toward the ultimate improvements.
I vote for building a bridge at the new fishing pier at the boardwalk trailhead. Then later improving the Pleasant Valley crossing. Pleasant Valley road is not safe at night. It will take more time and development for it to become safe.
Cut to the chase skip the interim and go for the long term plans...this is a waste of money!
interim proposal cost would be money better spent on permanent proposal
Depending on how long it would take to build the final solution, I'd rather not waste time on the interim solution
There is so little traffic on the bridge I'm not sure how it's an issue. I run it a few times a week.
Just don't see why we'd invest any money for something temporary. Let's use that money toward the final project! We've lived with it this way for this long after all!
Interim improvements are not necessary. Save the money and the construction time and traffic snafus and move forward with something to finish the project. If no changes is the final selection, then the interim changes would make sense..
Do not implement interim improvements if they will be later removed, ie if the existing bridge is widened.
Can we just leave it alone and lower property taxes?
No interim improvements



## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

Other comments Comments received not relating explicitly to the interim improvements were varied
Same as 8. Don't want fishing allowed.
Serve the people.
Will the expansion of path sizes on the current dam make the future bridge less likely to be used?
Do not use the Dam as a road just like Mansfield Dam.
Bridge needs to accommodate bikes and pedestrians; clear delineation as to which mode has ROW preference; no dogs on bridge!
I ride my bike here and I'm in then 4th grade
Pave the existing parking area on the west side of pleasant valley between lakeshore blvd and kreig fields
utilize tax dollars on greater need for vehicular transportation/mobility
I would recommend studying lighting and drainage at this location as part of the interim improvements.
And there is commonly standing water in the tunnel that prevents travel through the tunnel after rain events. usually leading users to unsafely cross the road. Studying the current drainage patterns that

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

PLEASE remember that thousands of us have to use this bridge to get to from work. It is not a recreational facility, it is vital to our economic life.
I cross the bridge many times weekly, on foot, bike, and bus
What is the lifetime of the Longhorn Dam?
None of the interim improvements slow cars or give transit or people outside of cars any priority
Consider where bikes and scooters will travel and how they will interact with pedestrians. It may be preferable to have pedestrians only on one side of the bridge and bikes/scooters only on the other side.
Think long term. More and more people are using a mode of transportation that is not a car.
Requests to repair the Roy G Guerrero bridge
Fixing the bridge inside the park should also be a priority. That is a valuable bicycle route from Montopolis.
The small bridge between Krieg Fields & Roy G Guerrero needs repaired (it's been washed out for 5 years now. . . .)
Lighting
Please upgrade tunnel lighting, including at portals! Lights are often dim or burned out, and should be on all day. Especially in the summer its a cave, because the sun gets your eyes used to the bright and then there could be anything in that tunnel.
These are good, however, adequate lighting should be considered.
The tunnel under Peasant Valley is extremely unwelcoming. Could use some lighting improvements.
Lighting could stand to be updated to LED and the fixture numbers increased to increase output (could be an opportunity for a TEMPO installation??).

## Open Ended Responses Categorized by Theme of Response

Q9: Is there any feedback you would like considered regarding the interim improvements?

Add lighting.
Please add lighting in both sides.
<b>Concern about impacts to neighboring communities and/or environment</b>
<ul style="list-style-type: none"> <li>• Requests to engage stakeholders</li> <li>• Request to pursue an anti-displacement program</li> </ul>
Public infrastructure improvements like the interim road improvements and long-term trail improvements often raise the value of adjacent properties, which increases property taxes and housing costs that displace low income families and communities of color. Please ensure that these infrastructure improvements are coordinated with sustained and robust anti-displacement programs to help low-income families and communities of color avoid displacement.
Thanks for listening to the public that's most affected!
<b>Amenity requests</b>
include water fountain
adding a restroom would be very good for this location
More shade
Shading along the trail would be so sweet
<b>Signage requests</b>
Perhaps a sign at either end asking bicycles to yield to pedestrians.
addition of temporary mile markers for the trails
Also some signage related to right of way. May not be relevant with wider sidewalks but it is never clear whether bikes or runners should go first. signage will be key

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

<b>General support for change</b> <ul style="list-style-type: none"> <li>• Current conditions are dangerous</li> <li>• A new bridge will improve the quality of the trail</li> <li>• Improvements are long over due</li> </ul>
It's dishgracerful, considering this is one of 4 river crossings downtown, that this has gone unremedied for so long, this bridge facility should have been fixed 15 years ago.
Thanks for working on this! Our trail is an amazing feature and we should all be proud of it and strive to make it even better.
Something does need to be done.
Thank to for correcting this problem for us bikers
It is about time that the city did something to improve this bridge for cyclists and pedestrians.
Any of the options are better than the current status! It's very hard to share the path.
Thanks City of Austin. As a resident, I appreciate the surveys and meetings to contribute.
Thank you for addressing this project. It's been a long time coming.
Good luck in getting all this done. It looks great and am glad your doing something about it.
How exciting!
These improvements are long overdue and will be a welcome improvement in the overall trail.
Thank you for working to influence this decision. I don't see any other part of the trail that is in higher need or improving.
Very excited to see this project becoming a reality!
I'm excited about the plan to fix this pinch point on the trail.
This project is important. Will greatly enhance all the previous work.
Thank you for all of your hardwork to make these improvements!
sooner is better than later! let's go!
Glad this is coming to a head. This is clearly the worst spot in the entire trail system.
thank you for considering these improvements!
Please get something done as soon as possible.
I really support this project!
Very happy to see this is being addressed as the current bridge feels incredibly dangerous
I commute from East Oltorf to 5th and Bowie using the Country Club Creek and Roy Butler Hike and Bike trails and am beyone excited for the proposed bridge project. I know it will be a few years at least before coming to fruition but I love the idea and willwelcome it enthusiastically whenever it happens
Thank you for looking into this part of the trail. Finding a way to allow for more connection options in East Austin is a must.
Thank you for looking into this! The eastside has been long overdue for improvements

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

thank you for improving this!
Thanks for the inclusion. Love our neighborhood and appreciate the work yâ€™™all do
Thank you for improving this wonderful trail.
Glad this project is finally up for a change.
I'm so glad this improvement is in the works! I use this trail a few times a week and am looking forward to the improvements.
This is probably the last "missing link" in the lakefront trail system!
Thanks for working on this important project.
Don't let the neighborhood grumps in east Austin stop this from happening.
Thanks for making this happen. I ride a bike for transportation and fun and more and more feel like a first class citizen in Austin. Let's work on getting cars off some streets next!
Thanks for the great work!
Thank you for doing this! It will make a huge difference
I use this crossing multiple times each week.
Thanks for considering improvements
this is an important project and I'm glad the City is working on it
Thank you for taking the time to improve this area, it has been a consistent concern on mine while using the roads and path for several years now and I do not want to see any one else get injured.
Thank you for facilitating this extremely important project!
The more bicycle infrastructure the better!
The interim improvement may be sufficient for commuters along pleasant valley, but still ideal to make new bridge in the path so people use it.
FINALLY. Let's get that show on the road, please. :)
Please consider a meaningful investment in this project. The benefits of the Lamar pedestrian bridge have been wonderful in a historically wealthier neighborhood. East Austin deserves a similar investment on top of the benefits to cyclist commuters utilizing the boardwalk and Riverside corridors..
Thanks, this bridge needs some improvements
Please, fix this soon
Keep up the great work! Looking forward to this!!
Thanks for your work on this! It's so exciting to watch the progress!
Thank you for considering making improvements to this area. It is used often and the weakest area of the trail.
Excited! Start building!

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

Great project.
This is great no matter which is chosen I a glad this improvement is being considered
This project is long overdue and very welcome.
Thank you for addressing this! It's such a narrow and noisy bridge to cross currently.
thank you. We love the trail system and improvements!
This is really exciting. The Pflugger Bridge has been such an incredible asset for the City of Austin. Great to see that we will have that kind of asset in East Austin too!
Thank you! As an East Riverside resident and a regular trail user, I'm excited that change is coming to this area.
I live in 78702 and am glad that they are finally fixing this bridge.
This area of the trail is way overdue for better connectivity for bikes and pedestrians so the sooner it happens the better.
thanks for the great bridge ideas!
I'm glad something is finally being done about this!!
All options are a welcome improvement.
I am impressed with the thorough, clear, well-designed, and aesthetically pleasing visual and textual explanations of the options, timeline, budgetary considerations, etc. I also appreciate that you put these materials and the survey online for those of us who could not attend the open house.
Very excited for a new pedestrian bridge!
This is the worst bottleneck of our amazing hike and bike trail. Please get this underway as soon as possible. The more bike/ped connectivity the better!
Keep up the good work! Can't wait to see the improvements.
Very excited for any of these improvements!
Thanks goodness, Its about time something is being done to this area.
I support the idea of this bridge completing the pedestrian loop around the lake.
I'm very optimistic about these proposals!
Although I live in South Austin, I am on the trail almost daily. Please note that Longhorn Dam is used extensively by East Austinites commuting to work. Anything we can do to support them helps reduce car traffic and improve mobility.
An avid user of Guerro for recreation I am excited. This will also make our family to bike downtown instead of driving.

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

let's get started!
Nope, any improvements are wonderful.
Great work
Great presentation, thanks for your hard work.
All of the new bridge options would be awesome and if any can happen it would be great
Don't let the very few vocal negative people drown out our voices! We need connectivity.
This is a very exciting improvement to this part of the Trail
Amazing job all around! Good job y'all!
long overdue
This is much needed. Thanks for doing this!
New Bridge please!
This NEEDS to get done
I can't wait to see the next phase of this process. I appreciate how well the city rolls out the public meetings and keeps the drum beat going.
Awesome work guys :)

### Comments relating to the environment

- Concern for environmental impacts
- Preference towards a design that compliments the surrounding environment

I hope that it creates a beautiful sense of place, and highlights native plants and the river.

It is difficult to tell which solution will have the least impact on the waterway and native species

my chief concerns are safety and environment. I hope these are chief for the planners and builders, too.

please make sure the proper environmental considerations are considered

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

<b>Comments relating to safety</b> <ul style="list-style-type: none"> <li>• Concern for current conditions</li> <li>• Requests for increased safety measures and safer design</li> <li>• Support for a safer alternative</li> </ul>
Thank you for addressing the need for a safe and usable path here.
Looking forward to a safer crossing.
I like the idea of going around the eastern side of longhorn dam but am afraid for the safety in the tunnels that would be required. Improving (safe) access to the park and water east of the dam should be a consideration, though.
The sidewalk next to Kreig fields is nice, but pretty poorly lit. Leaving the fields at night, I feel it's dangerous for pedestrians and cyclists on the sidewalk
regardless of what happens, police need to patrol the area.
The present situation is dangerous and is an accident looking for a place to happen. The situation needs to be immediately addressed.
my chief concerns are safety and environment. I hope these are chief for the planners and builders, too.
Would like to see changes ASAP! Needed for safety!!!
Thanks for the work you are all doing! I ask that the safety and mobility of non-motorists be the top priority in every decisions made about the final design.
Safety of pedestrians and bicyclists should be paramount in any design implemented. We have personally witnessed near misses of bicyclists falling onto Pleasant Valley St.
make bikes safe again
Please don't leave this as is. It is very dangerous. A no build option is an accident waiting to happen.
Very happy to see this is being addressed as the current bridge feels incredibly dangerous
This is a very worthwhile project as many runner, walkers and bikers use this bridge dailey. These improvemnts wouls allow more people to safely use this route.
Grateful for any improvements to pedestrian/ bike path for safety and quality of living in the area
So glad this is happening! Hope I donâ€™t get knocked over that wretched low railing & die before it gets done.
I really appreciate that the city is going to make improvements to the trail in this regard. I always a little trepidation crossing the dam
Please build something! The current crossing is not safe for pedestrians.
thank you for doing this construction; the current setup is very dangerous
Thank you for taking the time to improve this area, it has been a consistent concern on mine while using the roads and path for several years now and I do not want to see any one else get injured.
Let's make these improvements as soon as possible! Current situation is dangerous.
Thank you! That bridge is currently *very* scary, but I need to take it to get to and from work on my bike.
Excited for a safer way to cross!
This looks great I can't wait to see the final results. I think it will have huge impact. I bike across that bridge all the time and it's pretty sketchy

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

No build sentiment
I don't think this part of the trail is that crowded and funds may be better used elsewhere.
I'm not sure why the focus is on bridges when there's not a single safe intersection for cyclists in Austin.
No build
No build
No build
no changes required
No build seems to be the most cost-effective option, as well as having the least environmental impacts. A fancy new bridge would look nice, but not sure that's needed
We already have a bridge that is perfectly functional and safe. Please stop spending tax dollars on things that we already have and don't need to change.
The distance from I-35 to Pleasant Valley is probably the longest stretch of this entire trail without a way to get across to the other side. If a pedestrian and bike bridge is being considered, I'd much rather one be placed closer to the Expedition School or at least through Snake Island to the peninsula on the south side. We already have connectivity at Pleasant Valley. Why not just do the "interim" improvements there as final improvements and build the hike and bike bridge somewhere that doesn't have connectivity?
Quit wasting our tax money.
I cross the bridge on foot at different times of day multiple times a week. There is not enough foot/bike traffic on the dam to warrant spending millions of dollars just so someone doesn't have to turn sideways when another person is crossing the dam at the same time which happens rarely. Improve the ability to cross Pleasant Valley, remove the stupid chain link fence, and improve the trail connectivity at the north side but don't waste money on a new bridge.

Comments relating to timeline <ul style="list-style-type: none"> <li>Support for quick timeline</li> </ul>
Faster is better.
I think deciding on one long-term solution and moving that forward as quickly as possible is better than multiple big construction projects.
this process takes too long. you have professionals looking at this, trust them. we take too much time gathering input from citizens who don't know what is the best solution. make a decision and get going. trying to get everybody's opinion is a waste of time and money that is better spent on getting this much needed project started.
Get it done in a year. There is no excuse for this multi-year timeline.
Make haste
The best thing you could do is make this happen faster!
The faster any of this can be done, the better



## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

<b>Comments related to cost</b> <ul style="list-style-type: none"> <li>• Support for prioritizing cost effectiveness</li> <li>• Suggestion to partner with private company to secure funding</li> </ul>
Cheaper vs more expensive
Please do everything in your power to find funding for the long-term improvements ASAP. Consider the philanthropic community as a way to get it done faster.
I don't see how an interim step fits a cost effective model.
Several options look good, need to take more time to factor in costs, details to favor a particular design.
I don't understand why stuff costs so much in CoA...
Let's just do cheapest boardwalk connecting the trails
Please don't spend a ton of money on a bridge in a place where not many people go.
The full buildout of a bridge is a great project, but it is expensive, and so the benefits of this project should be compared with benefits from other potential projects with similar goals.
Let's partner with a private company to make these improvements happen sooner! We don't do enough of this in Austin. I look forward to seeing who would be interested in partnering with the City on this project.
I would prioritize any of options A-D if one was significantly faster to implement than the others
be willing to accept private or company donations to name the bridge and raise funds
The cost figures are not consistent in the material provided.
I'd like the council to consider making changes to the way funding of these kind of facilities are financed. Please find ways to allow or encourage firms like Oracle to contribute to the town that they want to locate in. Oracle employees will greatly benefit from this bridge and they should invest in it.
Talking about funding sooner than later is important especially if alternative funds are needed. The district representative should also be present since this is a major project in his district.

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

### Comments relating to stakeholder engagement

- Requests for community engagement and stakeholder participation from trail users, community members and the Trail Foundation

The Trail Foundation input should be given a lot of consideration, as the Foundation is the source of support for many future enhancements for generations.

We should have continuing neighborhood meeting with the community most impacted

Please interview actual users of the trail and bridge. The surveys are nice, but you are reaching a lot of non-users. I don't want your decision to be based on people's imagined ideas of how things might work instead of actual, practical experiences.

thank you for your consideration and attempts to collect community feedback.

### Comments about accessibility

- Support for ADA requirements
- Support for All Ages and Abilities design

ADA, ADA, ADA

I think a goal of the bridge being accessible even to kids on bikes and non-confident bikers is important. I say that as a very confident bike commuter.

I am assuming everything built will be completely accessible to everyone. To reiterate, keep it simple. The simplest connection from north to south will be such an improvement to the current situation, it doesn't need to be over-designed or extra expensive. It is all for the users, not to win design awards.

Please make it comfortable for both commuters and casual users to help improve how many people will use it.

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

<b>Bridge design recommendations</b> <ul style="list-style-type: none"> <li>• Requests for a new bridge</li> <li>• More lighting</li> <li>• New underpass</li> <li>• Create a divide for different users</li> <li>• Create appropriate amount of width to accommodate for different modes of travel</li> <li>• Allow for recreational opportunities like fishing, kayaking, canoeing <ul style="list-style-type: none"> <li>○ One comment requesting to discourage fishing</li> </ul> </li> <li>• Requests for amenities like bathrooms, water fountains</li> <li>• Provide a direct route for commuters</li> </ul>
I would like a pedestrian bridge cantilevered off the dam with supports through the water to bedrock if necessary creating an over the water experience
Build a new pedestrian bridge
I use this bridge multiple times a week on bike and running. It would be great to have a clearer divide for runners and bikers as bikers tend to go way too fast on the trails.
More lighting on the trail is the second priority!
Keeping the current distance for a walk around Lady Bird Lake would be nice.
Please do not have the architect with the overkill metal "cow chute" look and the awkward piers to nowhere with no seating involved.
Make new trail VERY wide for bikes, walkers, joggers, etc.
Why not do an underpass underneath Pleasant Valley like in Alternative D that also connects to the new shared use path that will connect to Cesar Chavez? That way people wouldn't have to wait for the PHB to cross.
I wish the eastern portion of the trail, east of the dam, was marked better. If I go alone I get lost! LOL!
I love the idea of having a beautiful bridge like the Pfluger bridge, but bicycle commuters also want a short and direct route. That's why you'll see them on Lamar; the Pfluger bridge is a huge detour.
The Butler trail is exactly 10 miles, would like to keep it at 10 miles or slightly more.
Whatever alternative is chosen should be at least 25 feet wide.
I avoid running across the dam if traffic is up so I really like the idea of having the bridge bypass Pleasant Valley.
I think it is important to give the east side an iconic bridge.
I'd like to see the fruit market vendors along Pleasant Valley incorporated into the future design. Perhaps a fixed structure of some kind to facilitate this type of business.
Make something people look forward to running, biking, walking on just like the boardwalk.

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

After taking out the existing bridge, add a little place to launch a canoe, kayak or stand up paddle board
I'm mostly concerned with there being sufficient room on the bridge for both cyclists and pedestrians, as right now it is very tight and feels unsafe.
Please be sure that it is wide enough to have separate lanes for walkers/runners and bikers.
This project is sorely needed to improve pedestrian and bicycle access. The pedestrian bridge near South Lamar is a wonderful inspiration for this project, and leveraging that design could save the City money.
Schemes should better address flow thru for commute route biking, have a more direct route across with straighter connections (not T or Y) for main paths.
Please consider a drinking fountain on the main trail (versus up at the Montelongo pavillion).
Love the iconic bridge idea. Would be behind that.
I cycle and I would like the bridge to be wider overall sometimes it's safer to ride in the road over the bridge then to hop on a trail from the road
The city could plant more native trees and shrubs in that area. Maybe creating a program training and hiring the homeless to plant and clean the parks.
This part of the city deserves the biggest and best of improvements. An iconic bridge is well deserved to join both unique east sides together.
a tunnel on the north shore, regardless of which design is implemented, would be avoid much traffic congestion
If fishing is intended from structures, is enough room being provided so that runners won't get hooked when casting?
Hydration areas/water fountains would be great.
Many communities around the world have achieved iconic and elegant bridge designs at reasonable costs through the use of pedestrian bridge design competitions. I urge you to look at precedents for this process in other communities instead of pursuing the path of narrow minded highway bridge designs for a structure type that is fundamentally different.
Solar Panels
investing in a crossing at Snake Island is a better place to cross the lake. Also from Rainey to the south shore.
Can you add a restroom?
I don't get a clear sense of how bicycles access Lakeshore. Road bikes will still use the road if the proposed bridges only connect to the Butler Trail.
Keep any new design direct from shore to shore, simple and least structure as possible over the water
I like the hybrid conventional bridge design, but the iconic is a close second. Priority should be making sure this gets built instead of goldplating and getting nothing, or wasting money we could use for expanding the bike network elsewhere
Prefer LED lighting in hand rail, like the Boardwalk or Congress Bridge (I designed the Boardwalk)

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

build a new bridge for the trail and then improve existing one for traffic
Don't make the handrails so high an adult can't easily look over them like over Waller Creek. The ones on the boardwalk are much better.
Do as little as possible to the area, keep it solitary and wild. Upgrade safety for users and commuters but leave it as the part of the trail that people have to make an effort to visit. Those of us who love it think of it as the peaceful part of the trail
I live on the SE corner of Willow and Llano and use this area every day. I walk my dog on the peninsula, ride my bike on the trail, and put my kayak in under the footbridge. I have a few thoughts. First, I commend you taking steps to improve safety for bikes crossing the river here. It will save lives and reduce carbon emissions. I fully support it. Second, please consider immediate neighbors in your design. Allow us to access the water without getting on a bike highway. The footbridge is a good way to do that. Makes no sense to tear it out. Third, once the bridge-bike hazard is resolved, the big death trap in this area will be pedestrians on Canterbury, Llano, and Willow navigating aggressive rush hour traffic without sidewalks. I often observe road rage drivers behaving aggressively towards each other, accelerating quickly and trying to get around each other, on these residential streets as they try to avoid the light at C. Chavez/P. Valley. Additionally, northbound drivers who turn left onto Canterbury often open up the throttle, quickly accelerating-- I guess it is a psychological response to having to wait to turn and finally having "open road" in front of them. These cars are very much a hazard to the children, seniors, and other peds living in this neighborhood. We do not have sidewalks. We do not have crosswalks. With these changes, we will have more out-of-neighborhood peds and bikers coming through the area to access the completed loop trail. We need sidewalks and some way to either discourage drivers from using the neighborhood as a shortcut or some way of discouraging their aggressive driving habits as they pass through..
Some of these proposals bypass or make access to water more difficult and they bypass statue near current fountain which has significance to the East side community.
If these are true long-term solutions then no matter what option is chosen we should do a below grade crossing on the north side of the bridge for commuters. We need a design that separates bikes and walkers, this doesn't happen on Pfluger Bridge
Please don't encourage fishing. Actually, I'd appreciate it if you discouraged it...especially from any new bridges.
Don't curve the upstream bend so much. If it's not going to be a wishbone there is no need.
No need for an iconic structure. Let the lake be the star
Pay special attention to the way the bridge intersects with the shoreline to minimize environmental impacts and maximize the way the bridge "belongs."
A bridge utilizing peace point to connect the south shore to the north would be more preferable than any alternatives presented here. AND REPLACE THE COUNTRY CLUB CREEK BRIDGE!
Can't wait to watch the sunset under the trellis!
Please make sure that the shade structures will actually provide shade. If vines are to provide shade, make sure someone has responsibility for growing them. It could be cool to fill in the center of the landing in option B, making that a more usable community space.
No thank you!!! Wait, add some of those public pull up bars if there's space so I can show people how strong I am ðŸ™ ðŸ™

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

It would be nice for the shade structures to actually provide shade and be functional during the opening of the facility.
As a cyclist, I'd like an option with clear cycling paths that also allow fisherman and walkers to enjoy the area.
I think the most important factors are width and the distance from the main roadway
Limit speed of scooters if allowed on trails.
I think that connecting the peninsula to the trail across the dam would be the best thing for people in this area

<b>Comments related to Pleasant Valley Road</b> <ul style="list-style-type: none"> <li>• Support for protected bicycle lanes</li> <li>• Concerns about congestion <ul style="list-style-type: none"> <li>○ Concern about current peak use congestion</li> <li>○ Concern about future congestion as the area develops</li> </ul> </li> <li>• Safety concerns <ul style="list-style-type: none"> <li>○ Speed</li> <li>○ Road rage from motorists</li> </ul> </li> </ul>
As a frequent biker riding down the Longhorn Dam is dangerous and incites outrage from cars who refuse to share the rode. I am constantly honked at and have almost gotten into physical altercation because there are no bike lanes.
New road and stay off the Dam.
45 MPH speed limit is absolutely insane in that area.
Biking across the bridge consistently leads to hostile interactions with cars. I ride on streets all around Austin, but for some reason the bad interactions are always on Pleasant Valley. Most bikers I know have similar experience. Last weekend, my friend and I were biking across the bridge in the right lane. A driver behind us honked, passed us, stopped at the red light by Roy G. Park, opened his door, and shouted "That's not a [expletive] bike lane."
Love the designs of the bridge. Doing nothing is not an option. I would like to see the speed limit lowered on pleasant valley and the lanes reduced to one with way to protect our families and kids who play in the area.
Please consider how to deal with the traffic problems in this area
I hope whatever is chosen is mindful of increasing the size of the intersections before and after this new development. It is getting to be a busier street with a lot of traffic problems. If pedestrian traffic continues, it will bring more cars to the area.
The traffic along Cantubury St is really bad during rush hour. If all parking is to be moved along that street, will it negatively impact traffic flow? I have tried to drive down that road several times during rush hour and already there is hardly any room for two-way traffic. It could also be dangerous for people to walk down thtat street to the trailhead because of the heavy traffic (I do not think there are sidewalks there)

## Open Ended Responses Categorized by Theme of Response

Q10: Any additional comments?

Build protected bike lanes on S. Pleasant Valley. Merge traffic into one northbound and one southbound lane starting at the bridge and heading north, with a turn lane in the middle. Continue protected bike lanes north on Pleasant Valley/Chestnut until the property owners in Cherrywood won't let you build protected bike lanes on Cherrywood since off-street parking is more important to those residents.
Slow the cars down, Cap Metro buses too!
Bike lanes!
I would strongly recommend taking into consideration traffic when making any interim changes. The traffic is heavy during rush hour and this would add to that congestion.
Even more immediate solutions should also be considered, such as restriping all 4 lanes to 10 feet widths in order to provide one 4 feet wide bicycle lane.

Comments about interim improvements <ul style="list-style-type: none"> <li>Support for pursuing interim improvements immediately</li> </ul>
The proposed improvements should be kept on the side of Lady Bird Lake to keep uniformity with the rest of the trail.
Even more immediate solutions should also be considered, such as restriping all 4 lanes to 10 feet widths in order to provide one 4 feet wide bicycle lane.
The existing bridge is horrible. Why the 8" fence on road side and barley 40" railing on damn side.
Now!!- raise the existing hand rails to the CODE required 42". Bikes must walk across bridge when pedestrians are on walkway! I have requested this several times over the years!!
Don't wait to begin on the interim (existing bridge sidewalk widening) effort!!!
Do something quickly. Interim improvements should not need to be studied to death.
Don't make the handrails so high an adult can't easily look over them like over Waller Creek. The ones on the boardwalk are much better.
The INTERIM Improvements need to happen ASAP
I would like to see earliest possible interim improvements

## Open Ended Responses Categorized by Theme of Response

Comments regarding specific alternatives

*Responses were collected from all three open ended questions and categorized by alternative*

Alternative A: Peninsula Node Alignment - Upstream
<ul style="list-style-type: none"> <li>• General support <ul style="list-style-type: none"> <li>○ Support for an All Ages and Abilities grade</li> <li>○ Support for directness of Alternative A</li> <li>○ Support for the trellis</li> <li>○ Support for separating people walking and riding bicycles from vehicle traffic</li> <li>○ Provides aesthetically pleasing views</li> </ul> </li> <li>• Concern about congestion and choke points along the bridge</li> <li>• Concern about connectivity <ul style="list-style-type: none"> <li>○ Connecting to the peninsula without an alternative route is inconvenient</li> <li>○ Concern about crossing</li> </ul> </li> </ul>
On alternatives A and B, I have concern that the nodes could become congested and choke points for runners and bikers, as well as attractive unauthorized camping locations.
Keep the look consistent with the existing boardwalk already in place. I feel Alternative A offers this. If not feasible, Alternate C would be a good option for widening the crossover & avoiding closeness to automobile traffic.
My concerns with A-D are how to get across Pleasant Valley to continue north. It is extremely busy.
I love all three of the new upstream design options and would be happy with any of them (particularly the two with minimal elevation change) as it keeps cyclists safely away from traffic, doesn't involve the same uphill climb as the existing dam, and appears to be plenty wide enough to accommodate cyclists, runners, dog walkers, parents with strollers, etc. I would really love to see one of these three options implemented, as it would make my bike/exercise route much more pleasant, easy, and convenient!
options A and B look fantastic! i prefer both of those to C and D, and prefer all of them over E by a large margin....though even E would be a major improvement.
I prefer A or B, but would like to see some money saved and spent on other public work projects.
Alternatives c and d do not connect straight to the peninsula, which will cause people to walk or bike longer to go around and connect to the north shore. Alternative A does the inverse and only connects the peninsula. That's why I prefer B. It connects everything.
Cost should be an important factor; pick the cheaper of A or C
The alternative A could cause a bottleneck from people coming from the peninsula and from south of the bridge leading to the same bridge to get to the north park of the water. The wishbone would allow people to filter towards their destination or sight seeing a lot more efficiently. When using the trails today, the areas where multiple trails meet can be congested with people walking slowly, biking or running fast and stopped completely to sight seeing.
A and B are the most all age all abilities appropriate due to the reduction of any elevation change to remain on the trail loop.



## Open Ended Responses Categorized by Theme of Response

Comments regarding specific alternatives

it would be great to do an iconic bridge and the wishbone looks awesome. i also like the trellis on option A.
Options a through c look great. Separate from the roadway and not too high. Whatever is fastest and most cost effective for a, b, or c is fine with me.
I'm concerned about having enough room for pedestrians and bikes at the junctions. I really like both the wishbone and the peninsula node
Alternatives A, B, and C provide views of LBL looking west, which is ideal. Alt D would not. Alt E is right out.
As, primarily, a cyclist, alternatives A-C appeal to me pretty much all the same because the 'extra distance' to maneuver is negligible on a bike. But, I can see why peds would prefer the more direct routes.
The bridge is not currently safe to travel on, as-is. The Peninsula and Wishbone improvements would drastically increase the safety.
Thanks for fixing this area! it's so dangerous. Be cost effective & plan for large crowds (A will be just traffic jam; D too \$\$\$)
I think connecting to the peninsula on its own in Option A would be unfair to commuting pedestrians as they would have to walk or bike well out of their way to just cross the bridge
The south to north arc provides a swift and direct connection. The proximity of the center of the arc and the Roy plaza creates a pedestrian scaled space that feeds off each other. In terms of safety it's critical to be seen like all eyes on the street. Vines may not grow well, therefore use fabric as a cost alternative but you need to provide real shade for the space to be used. Also provide seating for relaxation. ,

## Open Ended Responses Categorized by Theme of Response

Comments regarding specific alternatives

Alternative B: Wishbone Alignment – Upstream	
<ul style="list-style-type: none"> <li>• General support <ul style="list-style-type: none"> <li>○ Provides adequate connections</li> <li>○ Provides adequate directness</li> <li>○ Support for the different travel options</li> <li>○ Provides aesthetically pleasing views</li> <li>○ Support for All Ages and Abilities grade</li> <li>○ Support for separating people walking and riding bicycles from vehicle traffic</li> </ul> </li> <li>• Comments related to congestion <ul style="list-style-type: none"> <li>○ Concern that the design could create choke points or congestion</li> <li>○ The design prevents congestion by providing options and space for sight seeing</li> </ul> </li> <li>• Concern about cost <ul style="list-style-type: none"> <li>○ Requests to keep costs low if Alternative B is chosen</li> <li>○ Request to choose a different design if Alternative B has high costs</li> </ul> </li> </ul>	
On alternatives A and B, I have concern that the nodes could become congested and choke points for runners and bikers, as well as attractive unauthorized camping locations.	
Please make our City better and invest in our future with Plan B	
My concerns with A-D are how to get across Pleasant Valley to continue north. It is extremely busy.	
I love all three of the new upstream design options and would be happy with any of them (particularly the two with minimal elevation change) as it keeps cyclists safely away from traffic, doesn't involve the same uphill climb as the existing dam, and appears to be plenty wide enough to accommodate cyclists, runners, dog walkers, parents with strollers, etc. I would really love to see one of these three options implemented, as it would make my bike/exercise route much more pleasant, easy, and convenient!	
options A and B look fantastic! i prefer both of those to C and D, and prefer all of them over E by a large margin....though even E would be a major improvement.	
I prefer A or B, but would like to see some money saved and spent on other public work projects.	
Alternatives c and d do not connect straight to the peninsula, which will cause people to walk or bike longer to go around and connect to the north shore. Alternative A does the inverse and only connects the peninsula. That's why I prefer B. It connects everything.	
Alternative "B" (Wishbone) is the best !!	
Wishbone is best design but will cost more \$\$	
The alternative A could cause a bottleneck from people coming from the peninsula and from south of the bridge leading to the same bridge to get to the north park of the water. The wishbone would allow people to filter towards their destination or sight seeing a lot more efficiently. When using the trails today, the areas where multiple trails meet can be congested with people walking slowly, biking or running fast and stopped completely to sight seeing.	
Wishbone satisfies two needs - access to trail and it provides a straight path across along Pleasant Valley Rd.	
A and B are the most all age all abilities appropriate due to the reduction of any elevation change to remain on the trail loop.	
it would be great to do an iconic bridge and the wishbone looks awesome. i also like the trellis on option A.	

## Open Ended Responses Categorized by Theme of Response

### Comments regarding specific alternatives

Wishbone!
Options a through c look great. Separate from the roadway and not too high. Whatever is fastest and most cost effective for a, b, or c is fine with me.
I'm concerned about having enough room for pedestrians and bikes at the junctions. I really like both the wishbone and the peninsula node
Wishbone.
Alternatives A, B, and C provide views of LBL looking west, which is ideal. Alt D would not. Alt E is right out.
While alt. B is intriguing, but likely too expensive given all the other needs, I think Alt C with a generously-sized and shaded platform element for viewing, resting, lounging etc would be a nice addition to the overall trail system, from both utility and aesthetic dimensions.
B and C are by far the best options, although if you also widened the current bridge in addition that would be the best.
As, primarily, a cyclist, alternatives A-C appeal to me pretty much all the same because the 'extra distance' to maneuver is negligible on a bike. But, I can see why peds would prefer the more direct routes.
The bridge is not currently safe to travel on, as-is. The Peninsula and Wishbone improvements would drastically increase the safety.
Go for the wishbone. It's the most dynamic.
Alternative "B" (Wishbone) is clearly the best option !!
Even if Plan B is chosen (which looks to cost the most), please still keep the costs down
Build the bridge upstream, wishbone is best design.
Alt B is beautiful and I believe to be the best option. I'm so glad this is getting fixed. Riding my bike over the current bridge is very scary!
Thanks for adding the wishbone option. It's an interesting idea.
I really like the wishbone alternative.
If the Wishbone option is too costly, don't build it.
Options C and E seem to work best for cyclists that use the road and multi-use paths.
The Wishbone is the best design concept because the spaces are related to each other in terms of views, physical distance and relationship to each other. The south to north arc provides a swift and direct connection. The proximity of the center of the arc and the Roy plaza creates a pedestrian scaled space that feeds off each other. In terms of safety it's critical to be seen like all eyes on the street. Vines may not grow well, therefore use fabric as a cost alternative but you need to provide real shade for the space to be used. Also provide seating for relaxation. ,
I would like to see earliest possible interim improvements then for the long term I'd like to see both B the wishbone plus additional improvements to the interim improvements. h

## Open Ended Responses Categorized by Theme of Response

Comments regarding specific alternatives

Alternative C – Arc Alignment – Upstream	
<ul style="list-style-type: none"> <li>• General support <ul style="list-style-type: none"> <li>○ Support for separating people walking and riding bicycles from vehicle traffic</li> <li>○ Provides aesthetically pleasing views</li> </ul> </li> <li>• Concerns about connections <ul style="list-style-type: none"> <li>○ Connection to peninsula is inadequate</li> <li>○ North-south connection inadequate</li> </ul> </li> <li>• Support for cost</li> </ul>	
With option 3 I do not like the north side alignment for continuing on the north east side. Folks will not go under pleasant valley then cross back over. Instead they will create a foot path up the hill.	
Keep the look consistent with the existing boardwalk already in place. I feel Alternative A offers this. If not feasible, Alternate C would be a good option for widening the crossover & avoiding closeness to automobile traffic.	
"C" seems to be the one that helps with no cars folks getting across the lake.	
My concerns with A-D are how to get across Pleasant Valley to continue north. It is extremely busy.	
I love all three of the new upstream design options and would be happy with any of them (particularly the two with minimal elevation change) as it keeps cyclists safely away from traffic, doesn't involve the same uphill climb as the existing dam, and appears to be plenty wide enough to accommodate cyclists, runners, dog walkers, parents with strollers, etc. I would really love to see one of these three options implemented, as it would make my bike/exercise route much more pleasant, easy, and convenient!	
Alternatives c and d do not connect straight to the peninsula, which will cause people to walk or bike longer to go around and connect to the north shore. Alternative A does the inverse and only connects the peninsula. That's why I prefer B. It connects everything.	
alternative C doesn't need to be an arc, it makes for more hairpin shaped paths of travel, all underpasses should be generously wide	
Cost should be an important factor; pick the cheaper of A or C	
Alternative C (Arc upstream) gets the job done well for the lowest price point!	
Options a through c look great. Separate from the roadway and not too high. Whatever is fastest and most cost effective for a, b, or c is fine with me.	
Alternatives A, B, and C provide views of LBL looking west, which is ideal. Alt D would not. Alt E is right out.	
While alt. B is intriguing, but likely too expensive given all the other needs, I think Alt C with a generously-sized and shaded platform element for viewing, resting, lounging etc would be a nice addition to the overall trail system, from both utility and aesthetic dimensions.	
As, primarily, a cyclist, alternatives A-C appeal to me pretty much all the same because the 'extra distance' to maneuver is negligible on a bike. But, I can see why peds would prefer the more direct routes.	
Upstream Arc alignment is best because it keeps the north side active instead of just being a spoke.	

## Open Ended Responses Categorized by Theme of Response

Comments regarding specific alternatives

Alternative D – Arc Alignment – Downstream	
<ul style="list-style-type: none"> <li>• <b>General Support</b> <ul style="list-style-type: none"> <li>○ Provides access to the east</li> <li>○ Provides potential for future connections to Roy G Guerrero park</li> </ul> </li> <li>• <b>Concerns about connections</b> <ul style="list-style-type: none"> <li>○ Does not connect to the peninsula</li> <li>○ Needs improved connectivity to the trail and shared use paths</li> <li>○ Concern about having to utilize a tunnel to cross Pleasant Valley Road</li> </ul> </li> <li>• <b>Comments relating to downstream views</b> <ul style="list-style-type: none"> <li>○ Support for downstream views</li> <li>○ Critiques of downstream views</li> </ul> </li> <li>• <b>Concern about dam operations impacting the bridge</b></li> <li>• <b>Concern about cost</b></li> </ul>	
Taking cost, safety and visual appearance should be considered. Options I suggested above may meet that-although leveraging existing bridge in Option D may save costs - although my least favorite since I'd prefer to be AWAY from the busy bridge. Good luck and thank you for what you do for us!!	
D seems to be safest and least disruptive to current structures and environment	
Option D also allows access to points further east, which is nice	
My concerns with A-D are how to get across Pleasant Valley to continue north. It is extremely busy.	
The mere presence of a downstream crossing engages the public by seamlessly expanding the atmosphere from urban to suburban or rural characteristics. That is very important.	
The downstream arc option is subpar because it requires an underpass to cross pleasant valley. With the major transient population in the immediate vicinity, this should be avoided if at all possible. All of the large drainage tunnels, and pedestrian tunnels and under bridge areas on this section of town have large transient communities. I expect similar in the improved underpass, so it's best to avoid putting large amounts of trail traffic through that	
options A and B look fantastic! i prefer both of those to C and D, and prefer all of them over E by a large margin....though even E would be a major improvement.	
My major concern with Alternative D is potential wash out from dam release similar to what happened on Roy Guerrero foot bridge	
Alternatives c and d do not connect straight to the peninsula, which will cause people to walk or bike longer to go around and connect to the north shore. Alternative A does the inverse and only connects the peninsula. That's why I prefer B. It connects everything.	
If the Alt. D is used, please add connecting trail between pedestrian bridge and North-traveling ped/bike traffic to flow onto northbound Pleasant Valley. For all options, please make similar considerations for northbound bike traffic along Pleasant Valley. These drafts are beautiful - Thank you!!!!	
Using D takes advantage of the view on the other side of PV and extends the trail bs shortens it	
worry about downstream option due to heavy current during damn release as well as fishermen taking over leaving objects/trash	
The downstream alginment, alt D, doesn't seem good. I wouldn't touch the "wild" river area. leave it alone for the wildlife. Keep the addition, which is needed, either on the dam, or upstream.	
it is unclear what the benefits are of the "arc" alignment--downstream. It is the costliest, while providing seemingly much more inefficient trail traffic routing than any of the other alternatives.	

## Open Ended Responses Categorized by Theme of Response

### Comments regarding specific alternatives

I think the downstream alternative would provide some really unique views, but hesitated with the additional construction cost as compared with some of the other alternatives.
Alternative D is really my favorite. I ranked it 2nd, however, because the high cost and impact to traffic makes me nervous.
I like that the downstream option would better connect the trail to Guerrero park.
I think the downstream proposal would create the most distinct space from the rest of the Bridge Overpasses (Congress, 1st, 35, etc), as this model would show off the river condition vs. lake condition of the Colorado.
Alt. D should have continued shared use path on east side from bridge to Pleasant Valley frontage. this is an important North- South connection for cyclist going towards walnut creek and the future bike lanes along 1835
Alternatives A, B, and C provide views of LBL looking west, which is ideal. Alt D would not. Alt E is right out.
Downstream bridge would give great view of water as it turns back into flowing river. Very cool.
Option D is by far my favorite option for making an improvement in this area.
Option D is the best of the proposed ideas
Alternative D just is not appealing aesthetically to me at all ("rare view of downstream, haha) but I'd take it over no-build any day.
option d bridge could be awesome if the arc started low, went high in the middle and then went back down again
I have always longed for the view eastward across PV from the bridge sidewalk -- it's SO pretty and has such promise for eastward expansion of the trail system! PLEASE use option D as the priority design! One input though, I really don't like the crosswalk idea. That road is too dangerous. If you put steps (or maybe a switchback ramp) from the east sidewalk of PV down to the new trail at the bridge, it would allow crossing PV without risk! And that bridge would be a huge attraction to take users farther east on the trail system. Frankly I don't think the project has ANY merit if we don't use this opportunity to break through the PV barrier. Long term this would also allow a northside trail on the east side of PV to loop in with the trail on the south river toward the Guerrero Park and beyond, perhaps all the way out to cross on the Montopolis trestle bridge! That would be awesome!
Any of the Build alternatives would be a welcome improvement. For Alternative D, shouldn't the new bridge also tie directly into the new shared use path on the south side of Cesar Chavez (instead of forcing people to use the underpass, then immediately turn around and use the mid-block crossing)?
Alt D " Arc" has best approach to connect Roy Guerro and Holly Shores as a part of the main trail. The other options more or less has side trails to RG and HS that will likely be passed up on by many pedestrians.
While this section of the trail isn't as popular as areas like the Pfluger Pedestrian Bridge, this part of Austin is the next area to really grow (and gentrify) and could easily meet the popularity of the Lamar area. The ideas of doing nothing, widening existing bridge or arc downstream keep this section feeling disconnected and limit it's potential.
Thanks for fixing this area! it's so dangerous. Be cost effective & plan for large crowds (A will be just traffic jam; D too \$\$\$)
Don't build bridge downstream of dam. That would look horrible. e
Great job!! All of these would be such drastic upgrades from what currently exists! I would worry about the downstream arc option in case of really heavy flooding.
While this section of the trail isn't as popular as areas like the Pfluger Pedestrian Bridge, this part of Austin is the next area to really grow (and gentrify) and could easily meet the popularity of the Lamar

## Open Ended Responses Categorized by Theme of Response

Comments regarding specific alternatives

area. The ideas of doing nothing, widening existing bridge or arc downstream keep this section feeling disconnected and limit it's potential.
The downstream is neatest but least convenient. Hard choice.

Alternative E – Widen the existing bridge
<ul style="list-style-type: none"> <li>• Support for less impacts to the surrounding environment</li> <li>• Concern about safety <ul style="list-style-type: none"> <li>○ Preference for separating people walking and bicycling from vehicle traffic</li> <li>○ Current bridge height is too tall</li> </ul> </li> <li>• Support for the directness Alternative E provides</li> <li>• Support for widening the bridge in addition to building a new structure</li> <li>• Concern about crossing Pleasant Valley on the north side of the bridge</li> </ul>
Safety needs to be number 1 concern. This area isn't as well trafficked as the western half of the trail. And please please keep this something that blends in with the environment. From a safety perspective, I'm think seperating trail traffic from the road is best, but I ranked Alternative E (widen bridge) in the middle beacuse I feel it would have the least impact onthe surrounding environment/views.
The biggest issue is the danger of running/biking across the bridge so option E is pointless and a waste of money
Too much car traffic and noise w/widening the bridge
Please don't just widen. Traffic + bridge height is terrifying.
options A and B look fantastic! i prefer both of those to C and D, and prefer all of them over E by a large margin....though even E would be a major improvement.
Widening the sidealks as a stand alone project will "clear the path" for administrative coordination with the LCRA/State and city entities outside transportation. This should be aimed at ramping up into Alt E build
Anything is better than "no-build" so please understand I'm 90% happy with A-D alternatives. Assuming there's perfectly valid reason to have PV crossing then I can be sold. Thank you for making Austin more bike- and pedestrian-friendly!
Alternatives A, B, and C provide views of LBL looking west, which is ideal. Alt D would not. Alt E is right out.
All alternatives except E have the flaw that traffic on the east side of Pleasant Valley cannot easily cross on any proposed new bridge. Very covoluted to back track and then access the crossing. Even "D" has this flaw even though it crossed on the east side. Priority should be widening the bridge crossings so east and west crossings are easy. Plus need to keep in mind that crushed granite is not ideal for road bikes with thin tires.
My top choice would be to expand the existing bridge to include two way bike traffic on the upstream side. In the current configuration itâ€™s too narrow for bicycles crossing both ways at once, but also unreasonably inconvenient to cross pleasant valley at a traffic light only to cross right back again when circumnavigating the lake via the Butler path.
all of the alternatives would be much better than no-build. I use this area often for riding my bike for recreation and would love any of the proposed changes.
B and C are by far the best options, although if you also widened the current bridge in addition that would be the best.

## Open Ended Responses Categorized by Theme of Response

### Comments regarding specific alternatives

Alternative E actually would be great EXCEPT for that fact that there's no underpass on the north side and would require crossing Pleasant Valley at a PHB? A PHB is not called out in the design so if it's a non light-assisted crossing it's an absolute no-go.
1. For Alternative E, I suggest filling in the hole in the middle and installing some kind of focal-point structure. For instance, a gazebo could also recall Mexican plazas and connect thematically with Austin's Latino community. 2. Let's have proper shade structures, not those elevated "fins" that don't work. 3. The bridge's materials should be organic-feeling, not industrial, and those materials should be able to return to the Earth, not landfill, when the time is right. 4. Let's have plenty of benches on the new bridge, including tables under shade structures. We will host community gatherings there if these are installed! This could be the Pfluger Bridge of the east. 5. Pleasant Valley Road needs a road diet. If this isn't part of the current project, let it be tabled for when the moment is right. With the nearby (ill-advised, demand-inducing) Hwy 183 expansion, we should act soon to make the case that Pleasant Valley Rd can now handle the diet - take it down to 2 lanes and use the new space for bus-only lanes. Climate change is here, we need to act quickly and aggressively.
While this section of the trail isn't as popular as areas like the Pfluger Pedestrian Bridge, this part of Austin is the next area to really grow (and gentrify) and could easily meet the popularity of the Lamar area. The ideas of doing nothing, widening existing bridge or arc downstream keep this section feeling disconnected and limit it's potential.
Options C and E seem to work best for cyclists that use the road and multi-use paths.



# Longhorn Dam

## Alternatives Survey Responses

---

### All Open Ended Responses

## All Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

Timestamp	Response
7/11/2019 7:55	Love this plan. Hope it happens because it is dangerous
7/11/2019 0:01	No
7/10/2019 21:41	No
7/10/2019 20:58	No
7/10/2019 20:35	No
7/10/2019 18:08	Well aligned. Priorities are where they should be.
7/10/2019 17:18	No
7/10/2019 17:04	No
7/10/2019 14:36	no
7/10/2019 14:13	No
7/10/2019 12:45	Go for the cheaper option
7/10/2019 13:24	I think scooters on the trail, off leash dogs, litter, and people running/walking 3+ across are bigger issues than longhorn dam.
7/10/2019 11:54	Need to include shaded rest area with drinking water.
7/10/2019 11:39	No
7/10/2019 11:30	No
7/10/2019 11:10	The sidewalks are way too narrow as is. I am a cyclist and I use these narrow sidewalks frequently.
7/10/2019 11:03	This is an opportunity to incorporate the neighborhoods and communities of the area, not just find a solution for trail users.
7/10/2019 11:10	Not really
7/10/2019 11:00	Should have a high priority on optimizing this corridor for transit. Perhaps a car bridge could be built to the south and the existing bridge could be converted to transit and active transportation, or vice versa.
7/10/2019 10:02	no
7/10/2019 9:46	Could not download the attachments
7/10/2019 9:43	N/a
7/10/2019 9:36	No
7/10/2019 9:36	No
7/10/2019 9:24	The prevailing winds should be considered for the impact on pedestrians and cyclists from drifting auto exhaust
7/10/2019 8:59	No
7/10/2019 8:51	No feedback.
7/10/2019 8:47	No
7/10/2019 8:50	convenient, environmentally sound, cost
7/10/2019 8:50	Go big or stay home! Austin deserves it!

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

7/10/2019 8:45	Please provide shade, trees, vegetation, solar lighting or well lit, sustainable materials, maybe something inspired by the hi-line in New York.
7/10/2019 8:44	Runners would like to maintain the 10.2 mile loop distance from SFA high school to Longhorn Dam and back.
7/10/2019 8:45	Don't like people fishing from these structures. It's gross, attracts nasty critters as ppl don't clean up after fishing, and it's cruel to our fellow animals. How would you like to take a bite of food only to get a hook in your mouth and then be pulled 25 feet into the air to suffocate? It's one of the cruelest things I've ever seen.
7/10/2019 8:42	no
7/10/2019 8:44	No
7/10/2019 8:40	no
7/10/2019 8:40	A timely solution is very important.
7/10/2019 8:32	No
7/10/2019 8:38	Taking cost, safety and visual appearance should be considered. Options I suggested above may meet that-although leveraging existing bridge in Option D may save costs - although my least favorite since I'd prefer to be AWAY from the busy bridge. Good luck and thank you for what you do for us!!
7/10/2019 8:32	No
7/10/2019 8:34	No
7/10/2019 8:32	No great job
7/10/2019 8:35	No
7/10/2019 8:31	No
7/10/2019 8:30	no
7/10/2019 8:33	No.
7/10/2019 8:32	No crossing traffic
7/10/2019 8:32	No
7/10/2019 8:31	Just would love to see the change... That bridge is not good for crossing on bike of foot.
7/10/2019 8:04	no
7/10/2019 7:57	No.
7/10/2019 7:24	As a runner who comes along this section of the bridge every few days, my biggest concern is that the pathway stays open even during periods of heavy rain and flooding. I like D but am curious about the flooding issues.
7/10/2019 6:40	No
7/10/2019 5:39	The waterfall and peninsula should remain the oasis that they are. Also, the bridge should be as simple as possible. Pfluger Bridge is pretty simple and it is great. We don't need any iconic design. The natural surroundings are the icons. Shade is VERY important.
7/9/2019 21:13	No
7/9/2019 19:27	excited to see you developing a plan. It is badly needed.
7/9/2019 17:38	I agree with the guidelines
7/9/2019 11:06	Include importance of access to the river...including views, sound (roar of dam) and recreation.

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

7/9/2019 10:44	No rhx
7/9/2019 9:36	I think they are important and appear well thought out.
7/9/2019 9: 47	Place a high premium on minimizing traffic disruptions on Pleasant Valley Rd. during construction.
7/9/2019 8:48	Improve vehicular capacity and operational safety as well as NMV by replacing the structure entirely.
7/9/2019 8:42	Maintain access along Pleasant Valley for locals.
7/9/2019 8:17	no
7/9/2019 7:08	No
7/9/2019 6:45	No
7/9/2019 6:27	Minimize at-grade crossings between cars/bikes (more below)
7/9/2019 4:08	No
7/8/2019 23:08	Ease of access and safety are the #1 priorities to me, but the principles are pretty solid from what I've viewed.
7/8/2019 22:24	No
7/8/2019 21:19	Cost should be number 2
7/8/2019 20:42	n/a
7/8/2019 19:17	no
7/8/2019 18:21	No
7/8/2019 17:10	agree it must cater to both bicycles and pedestrians
7/8/2019 17:09	Having a wider trail is priority #1
7/8/2019 16:09	no
7/8/2019 15:48	no
7/8/2019 15:44	no
7/8/2019 15:42	None
7/8/2019 15:35	that section of the trail doesn't seem to get a lot of use. seems like the trail area next to mopac could utilize funds better
7/8/2019 15:13	The truss bridge option best reflects the working-class character of East Austin, and will be the least likely to engender opposition from neighborhood activists as its design does not signify gentrification in the same manner as the iconic or other contemporary styles. Echoing the character of the Montopolis bridge should be a serious consideration, as it is one of the city's most iconic and under-appreciated spans.
7/8/2019 13:00	No build.
7/8/2019 13:11	No build.
7/8/2019 13:03	no.
7/8/2019 13:07	no
7/8/2019 4:47	none
7/7/2019 17:42	Safety
7/7/2019 9:42	no
7/7/2019 2:17	NA
7/6/2019 21:45	Please consider cost and how it will be paid for.

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

<b>7/6/2019 15:44</b>	Don't give Parks Department something they can't maintain. Also, don't let hanging vines reduce headroom.
<b>7/6/2019 15:12</b>	Make it safe for pedestrians and cyclists and it will be used!
<b>7/6/2019 12:58</b>	I like the creation of the new view. This investment should give us more than we have already.
<b>7/6/2019 11:45</b>	Good
<b>7/6/2019 8:33</b>	Thank you for removing the parking lot. Please have lighting for the night, and shade for the day. Please consider offering a clearing for the "scenic overlook" area. Ensure that water fountains work and have shade
<b>7/6/2019 7:29</b>	shared used path on East side of bridge is equally as important as west side.
<b>7/5/2019 23:38</b>	No
<b>7/5/2019 22:07</b>	No
<b>7/5/2019 21:00</b>	Guiding principles are great!
<b>7/5/2019 19:09</b>	No
<b>7/5/2019 18:35</b>	no thx
<b>7/5/2019 18:11</b>	N/A
<b>7/5/2019 18:03</b>	no feedback
<b>7/5/2019 17:09</b>	No build.
<b>7/5/2019 16:21</b>	no
<b>7/5/2019 15:02</b>	broadly, I like the principles, and it makes sense that "cost-effective" is number 5. We spend so much on car-supportive infrastructure that, while obviously being good stewards of public money, it would be equally reprehensible to skimp on short-lived materials or systems which can increase opportunities for non-car options.
<b>7/5/2019 13:29</b>	n/a
<b>7/5/2019 12:29</b>	wide enough for multiple users simultaneously, secure lighting under bridges, moderate grade for riding bikes
<b>7/5/2019 10:17</b>	Add underpass to North side of Pleasant Valley Bridge for connection to Cesar Chavez
<b>7/5/2019 8:37</b>	No
<b>7/4/2019 11:44</b>	N/A
<b>7/3/2019 16:22</b>	no
<b>7/3/2019 11:50</b>	No
<b>7/1/2019 15:59</b>	No
<b>7/1/2019 15:10</b>	All of these are great ideas and happy to see the city of Austin working on this. My main concern is safety and they all provide that
<b>6/30/2019 14:53</b>	keep us safe!
<b>6/29/2019 16:27</b>	No
<b>6/27/2019 15:14</b>	I think environment/landscape should be higher than convenient connections
<b>6/26/2019 22:37</b>	no
<b>6/24/2019 21:56</b>	no
<b>6/24/2019 21:19</b>	No
<b>6/24/2019 11:36</b>	Safety has been neglected for so long

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

6/24/2019 0:52	Safety needs to be number 1 concern. This area isn't as well trafficked as the western half of the trail. And please please keep this something that blends in with the environment. From a safety perspective, I think separating trail traffic from the road is best, but I ranked Alternative E (widen bridge) in the middle because I feel it would have the least impact on the surrounding environment/views.
6/23/2019 21:15	none - I agree and appreciate all points outlined in the guiding principles
6/23/2019 7:13	Passing underneath the road is fairly "sketchy" feeling even today and it would be nice to avoid it entirely
6/22/2019 16:26	No
6/22/2019 15:55	no
6/22/2019 12:50	off road; any design is great ! separate bikes and seating though
6/22/2019 11:25	I feel that there should be more emphasis on preserving nature, and the animals that live along the river corridor. I know TTF and the City are very committed to using native landscaping etc., but I worry deeply about the health of the river. Draft Guideline #3 talks about "enhancing" the landscape, but I feel it should be focused more on Preservation and Conservation. Maybe it's a small distinction but I wanted to put that out there "the river ecosystem is so fragile."
6/22/2019 9:35	no
6/22/2019 9:13	NA
6/22/2019 7:23	On alternatives A and B, I have concern that the nodes could become congested and choke points for runners and bikers, as well as attractive unauthorized camping locations.
6/22/2019 1:00	With option 3 I do not like the north side alignment for continuing on the north east side. Folks will not go under pleasant valley then cross back over. Instead they will create a foot path up the hill.
6/21/2019 19:00	One thing to consider is whether the path goes enough out of the way that people will choose to use the existing bridge instead. I would ask that you look to ensure that the crossing is relatively direct, so that people don't choose instead to risk the traffic of the existing bridge (especially bicycle traffic).
6/21/2019 15:12	Please plan for many signs reminding bikes there is a safe speed limit. I am concerned, based on current habits, that an improved bridge will encourage veloway type high speeds.
6/21/2019 14:29	No
6/21/2019 13:27	I would add to point 2, making it easier for bike and foot traffic going both north or south to access the new structure.
6/21/2019 11:44	The trail was the 2nd reason I chose to have a 2nd home in Austin
6/21/2019 10:39	The trail was the 2nd reason I chose to have a 2nd home in Austin
6/21/2019 10:06	D seems to be safest and least disruptive to current structures and environment
6/21/2019 9:36	NO
6/21/2019 9:33	No
6/20/2019 17:00	Spend as little money as possible to accomplish the objective.
6/21/2019 9:20	no
6/21/2019 8:22	Nome

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

6/21/2019 8:24	The boardwalk shade structures are very ineffective and might as well be omitted
6/21/2019 7:14	no
6/21/2019 0:11	no
6/20/2019 22:53	no
6/20/2019 22:14	no
6/20/2019 21:04	Please make our City better and invest in our future with Plan B
6/20/2019 19:16	I am a runner and am only thinking about this from that perspective and not from the other uses.
6/20/2019 18:40	no
6/20/2019 18:39	No
6/20/2019 18:02	n/a
6/20/2019 17:43	No installations of crosswalks over Pleasant Valley.
6/20/2019 17:05	n/a
6/20/2019 16:09	No
6/20/2019 15:21	Least expensive alternative to widening bridge would be preferred.
6/19/2019 14:06	Keep same dam bride wide to three lanes for predestination
6/20/2019 14:01	running along the road is SCARY. Unless there is complete separation from the horrible drivers, i am not a fan
6/20/2019 13:47	N/A
6/20/2019 14:09	Option D also allows access to points further east, which is nice
6/20/2019 14:08	Would be key to have the construction of the project designed in a manner that will not at any point eliminate the ability for pedestrians to cross
6/20/2019 13:56	Agree the tunnel needs to be addressed, too narrow. Agree needs of commuters should be included.
6/20/2019 13:53	The biggest issue is the danger of running/biking across the bridge so option E is pointless and a waste of money
6/20/2019 13:52	Please ensure that the communities of color have a major role in the design, construction, and utilization of the new trail and transit infrastructure.
6/20/2019 13:54	N/A
6/20/2019 13:37	No
6/20/2019 13:09	I think the guiding principles are sound.
6/20/2019 13:11	na
6/20/2019 13:04	No
6/20/2019 13:06	No
6/20/2019 12:03	No
6/20/2019 11:26	No
6/20/2019 11:20	no
6/20/2019 10:43	none
6/20/2019 9:19	No
6/19/2019 21:25	I'd be more open to widening the existing bridge if there could be a barrier between the road and the walkway. I have kids with me who are learning to ride

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

	their bike and cars speed way too fast on Pleasant Valley to trust a no barrier situation.
<b>6/19/2019 15:48</b>	Stay consistent with Pfluger Bridge and Southside Boardwalk
<b>6/19/2019 13:54</b>	Make trail accessible with safe alternative routes during construction.
<b>6/19/2019 13:03</b>	n/a
<b>6/19/2019 11:44</b>	no
<b>6/19/2019 9:32</b>	none
<b>6/18/2019 23:34</b>	A separate pedestrian and bike crossover is long overdue
<b>6/18/2019 22:16</b>	no
<b>6/18/2019 21:16</b>	No
<b>6/18/2019 21:12</b>	none
<b>6/18/2019 16:56</b>	Yes, reconstruct Pleasant Vally Rd so no road is on the Dam.
<b>6/18/2019 17:00</b>	too expensive
<b>6/18/2019 14:26</b>	Keep the look consistent with the existing boardwalk already in place. I feel Alternative A offers this. If not feasible, Alternate C would be a good option for widening the crossover & avoiding closeness to automobile traffic.
<b>6/18/2019 14:02</b>	Convenient connections and safety/accessibility should be top priority; everything else is nice-to-have
<b>6/18/2019 13:23</b>	Safety is the correct #1. Good alignment so it is used helps safety.
<b>6/18/2019 13:07</b>	no
<b>6/18/2019 12:07</b>	"C" seems to be the one that helps with no cars folks getting across the lake.
<b>6/18/2019 12:03</b>	no
<b>6/18/2019 11:34</b>	No
<b>6/18/2019 11:31</b>	My concerns with A-D are how to get across Pleasant Valley to continue north. It is extremely busy.
<b>6/18/2019 10:58</b>	no
<b>6/18/2019 11:01</b>	nope
<b>6/18/2019 11:04</b>	Wishbone is best design but will cost more \$\$
<b>6/18/2019 10:47</b>	none
<b>6/18/2019 9:43</b>	Don't over rely on vegetation to provide shade if you build a trellis!
<b>6/18/2019 9:45</b>	Mayor says he must cut emergency services, this money us go to that.
<b>6/18/2019 9:24</b>	Excellent - no additional comments
<b>6/18/2019 8:56</b>	Status quo is similar to prior situation of Lamar bridge over LBL - very dangerous for pedestrians and cyclists.
<b>6/18/2019 8:13</b>	Consider the environment of the south landing as well, while the peninsula is a beautiful part of the trail the north side is a bit of a mowed grass wasteland. Shade structures will hopefully provide shade from day one, relying on vines growing up the trellis can take years! Try and increase the shade of the trail landings and around the tunnel entrance.
<b>6/18/2019 7:37</b>	I love all three of the new upstream design options and would be happy with any of them (particularly the two with minimal elevation change) as it keeps cyclists safely away from traffic, doesn't involve the same uphill climb as the existing dam, and appears to be plenty wide enough to accommodate cyclists, runners, dog walkers, parents with strollers, etc. I would really love to see one of these



## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

	three options implemented, as it would make my bike/exercise route much more pleasant, easy, and convenient!
6/18/2019 7:32	Please make sure thinks are paved
6/18/2019 7:23	Safety guidelines don't entirely address safety - eg. the narrow/dark underpass - the guidelines say improve safety - but for who? by what standards? Make it safe enough that a parent would let a 10 year old ride through.
6/18/2019 7:25	These are great.
6/18/2019 7:16	Keep Pleasant Valley moving fast, separate the trail from the roadway
6/18/2019 7:19	no
6/18/2019 7:09	All 6 pieces are vitally needed.
6/18/2019 7:08	No, I like them fine.
6/18/2019 6:37	Prefer something aesthetically pleasing and functional, something to compliment the rest of the trail.
6/17/2019 22:59	I prefer the options exactly in the order presented. Don't interpret the fact that I didn't change anything as a non-answer. I just agree with your ordering.
6/17/2019 21:44	Too much car traffic and noise w/widening the bridge
6/17/2019 19:05	I really appreciate the perspectives here. I would only add in terms of safety that the very heavy auto traffic on all roads adjacent to the bridge must be taken into account as a safety issue for bike and especially foot traffic.
6/17/2019 19:12	It would be wonderful to have both an upstream and downstream bridge, but I can understand budget constraints. Mostly I am interested in underpasses/overpasses for cyclists & pedestrians so that we do not have to cross Pleasant Valley
6/17/2019 18:37	No
6/17/2019 18:28	The current state of this bridge, along with the recent surge in daily traffic is creating danger to drivers and pedestrians
6/17/2019 18:25	no
6/17/2019 18:13	The mere presence of a downstream crossing engages the public by seamlessly expanding the atmosphere from urban to suburban or rural characteristics. That is very important.
6/17/2019 17:21	the peninsula should be left alone. it's allure would be gone once connected. options to improve without affecting that node should be considered
6/17/2019 17:21	Safety and equity. I It would be nice to be able to cross the bridge without having to go in two underpass tunnels as they sometimes feel unsafe.
6/17/2019 16:32	Better shade structures, water fountains, telescope on bridge
6/17/2019 16:00	looks great!
6/17/2019 16:06	Nope
6/17/2019 14:47	utilize tax dollars on greater need for vehicular transportation/mobility
6/17/2019 11:54	The downstream arc option is subpar because it requires an underpass to cross pleasant valley. With the major transient population in the immediate vicinity, this should be avoided if at all possible. All of the large drainage tunnels, and pedestrian tunnels and under bridge areas on this section of town have large transient communities. I expect similar in the improved underpass, so it's best to avoid putting large amounts of trail traffic through that
6/17/2019 12:23	Pedestrian underpasses in general do not feel safe to me.

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

6/17/2019 12:05	No
6/17/2019 12:04	The principles look great!
6/17/2019 12:00	stop collecting input and get started fixing the trail
6/17/2019 11:07	We already have a bridge that is perfectly functional and safe. Please stop spending tax dollars on things that we already have and don't need to change.
6/17/2019 10:43	No
6/17/2019 10:41	no
6/17/2019 10:20	Even after crossing the bridge (if itâ€™s widened or not) the trail around it should be improved. Terrain like the majority of the boardwalk are much better for cycling (paved) than the crushed gravel etc.
6/17/2019 10:21	Please do this quickly! Itâ€™s dangerous
6/16/2019 18:46	There should be easy crossing of Pleasant Valley Road (underpass or bridge over the street) on both the north and south sides of the river.
6/16/2019 16:53	No
6/15/2019 18:17	options A and B look fantastic! i prefer both of those to C and D, and prefer all of them over E by a large margin....though even E would be a major improvement.
6/15/2019 15:57	Please fix traffic issue at Pleasant Valley and Ceasar Chavez. The current traffic pattern makes it very unsafe for pedestrians.
6/15/2019 5:16	All alternatives are more expensive than I would like, but its dangerous sometimes on current bridge. I really don't mind going some extra distance. Currently I use the bridge both on bike and on foot.
6/15/2019 0:15	no
6/15/2019 0:15	Same design as the current boardwalk with fishing areas would be great
6/14/2019 22:06	no
6/14/2019 15:51	i don't think pleasant valley is still road bike friendly enough in that area, this only really helps for trail biking and running
6/14/2019 15:02	No
6/14/2019 13:44	I bike through this area a lot, and my biggest concerns with some of the proposed designs is that they have tight bottleneck corners where bikers, pedestrians, and dogs will all converge in a tight space.
6/14/2019 11:14	no thank you
6/14/2019 10:54	no comments
6/14/2019 10:48	I am super impressed with all of them and their sub points
6/14/2019 10:32	West sidewalk super sketchy. No protection for peds. Also lower speed limit on bridge. People speed insanely on Pleasant Valley. Have police enforce speed limit. Never cops here.
6/14/2019 10:42	A solution that keeps the skyline in view is best.
6/14/2019 9:02	No
6/14/2019 10:05	Make a big beautiful bridge. East side currently has no memorable big structure at all vs. rest of Austin.
6/14/2019 9:02	Priorities should be safety and active transportation connectivity
6/12/2019 18:23	Transit uses should be a priority over park uses
6/14/2019 8:34	No
6/14/2019 8:28	I strongly support protected bike and pedestrian facilities in this area.

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

6/14/2019 8:12	Safety and the growing population
6/14/2019 7:31	Current state is very dangerous.
6/13/2019 22:59	Traffic already sucks and please don't throw a lot of trash/debris in the water and land
6/13/2019 20:49	I would rather you just eliminate one lane of traffic both ways on pleasant valley and widen the sidewalks and bike lanes.
6/13/2019 20:40	Looks great!
6/13/2019 18:30	Just consider parking access to and from the trail, and ESPECIALLY not being close along pleasant valley road. So incredibly dangerous for those using the trail. Also, making it wide enough to where people on bikes can pass each other in opposing directions without being in danger.
6/13/2019 18:21	Yes, please protective river below the dam and recreation opportunities available, especially fishing and boating. Improve coordination and communication of releases to safely provide this opportunity.
6/13/2019 17:47	No
6/13/2019 17:49	I would like to see some consideration given to adding a left turn lane into the ballpark at the light. Backup on Pleasant Valley during rush hour is ridiculous.
6/13/2019 16:35	N/A
6/13/2019 16:06	No
6/13/2019 15:17	I prefer A or B, but would like to see some money saved and spent on other public work projects.
6/13/2019 11:17	The gravel bike trail on the south side of the bridge is not ideal terrain for road bikes. It is very poorly lit at night. I prefer to take a lane in the road than ride on that trail. Improvements should address this portion of the trail.
6/13/2019 9:48	No
6/13/2019 9:25	GREAT guiding principles! Let's try to not let them get watered down through the process :)
6/13/2019 6:34	Keeping the trail loop at exactly 10 miles is a priority for me
6/12/2019 21:12	Separate pedestrians, bikes, and cars from each other with a higher fence on edge of bridge.
6/12/2019 19:35	In the meantime please help fix the current infrastructure to improve safety
6/12/2019 18:13	As long as the path is wide enough to accept 2 way traffic, it will be an improvement. I broke my hand on the existing railing due to it being too narrow.
6/12/2019 15:06	No
6/12/2019 13:50	it would be good to have connection to the street
6/12/2019 13:11	If you're going to build, please pick a project design that is cheapest and will effect traffic flow the least.
6/12/2019 13:09	No
6/12/2019 12:27	No
6/12/2019 12:28	I prefer when pedestrian bridges are separate from the road like the bridge we have on Lamar.
6/12/2019 12:29	n/a
6/12/2019 11:54	N/A
6/12/2019 11:51	none
6/12/2019 11:45	No

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

6/12/2019 11:29	My major concern with Alternative D is potential wash out from dam release similar to what happened on Roy Guerrero foot bridge
6/12/2019 11:22	No
6/12/2019 10:54	No
6/12/2019 10:17	Go with the citizen-conceived plan. Democracy in action.
6/12/2019 10:20	Shade structures are important as this area is a natural rest point on the trail.
6/12/2019 9:58	a safer way for bikes to cross the bridge is needed!
6/11/2019 17:43	make Austin more bike friendly
6/12/2019 9:43	Na
6/12/2019 9:34	I would like to put specific emphasis on the stewardship principal. I've seen a number of wonderful trails and paths become unusable simply because they have not been kept up consistently and reliably. Which ever plan is chosen for the new bridge, I'd like to see extra attention given to clear and thoughtout plans for how to receive and act on maintenance requests, etc.
6/12/2019 9:20	No
6/12/2019 8:56	No
6/12/2019 8:42	Alternatives c and d do not connect straight to the peninsula, which will cause people to walk or bike longer to go around and connect to the north shore. Alternative A does the inverse and only connects the peninsula. That's why I prefer B. It connects everything.
6/12/2019 8:42	I cannot tell the practical differences between the options that extend the gravel trail. Widening the bridge is the only good option for cyclist who are actually traveling. All the trail options are better for recreation, and not as quick. Really, I think you need a combo because recreation and travel are different use cases. Pleasant Valley is currently so dangerous and terrible, so I'm glad you're planning to do something!
6/12/2019 7:28	Let's fix this fast!
6/12/2019 5:59	No
6/12/2019 2:03	alternative C doesn't need to be an arc, it makes for more hairpin shaped paths of travel, all underpasses should be generously wide
6/11/2019 22:19	bicycles can solve so many transportation problems. keep investing in cycling infrastructure.
6/11/2019 21:55	An important part of the peninsula is to have quiet nooks that don't feel part of the path. Currently there is a node past the bridge that is quiet. Design in low flow areas.
6/11/2019 20:48	No
6/11/2019 20:48	something MUST be built
6/11/2019 19:45	I like the choice of ideas
6/11/2019 19:43	No. But thanks for asking.
6/11/2019 18:59	If the Alt. D is used, please add connecting trail between pedestrian bridge and North-traveling ped/bike traffic to flow onto northbound Pleasant Valley. For all options, please make similar considerations for northbound bike traffic along Pleasant Valley. These drafts are beautiful - Thank you!!!!
6/11/2019 18:43	No
6/11/2019 18:24	no

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

6/11/2019 17:43	Any additions should have night lighting and be wide enough for bikes to pass with pedestrians.
6/11/2019 17:41	Alternative "B" (Wishbone) is the best !!
6/11/2019 17:33	Cost should be an important factor; pick the cheaper of A or C
6/11/2019 17:29	No
6/11/2019 17:29	Looks good!
6/11/2019 17:24	Looks great
6/11/2019 17:17	N/A
6/11/2019 16:48	no
6/11/2019 16:53	When considering alternatives, please try to fix the growing traffic problem on this bridge. With any alternative, this should be considered. At a minimum, we need a left turn signal at Cesar Chavez for those coming from the south
6/11/2019 17:02	flooding sustainability; environmentally least impact
6/11/2019 17:06	Is there a better option out of the top 4 options I listed which would function better during flooding?
6/11/2019 17:04	no
6/11/2019 16:29	NO
6/11/2019 16:59	Something is better than what is there now
6/11/2019 16:41	no
6/11/2019 16:45	No
6/11/2019 16:46	No
6/11/2019 16:25	Disturbing natural habitats is my number one concern
6/11/2019 16:35	No
6/11/2019 16:30	The alternative A could cause a bottleneck from people coming from the peninsula and from south of the bridge leading to the same bridge to get to the north park of the water. The wishbone would allow people to filter towards their destination or sight seeing a lot more efficiently. When using the trails today, the areas where multiple trails meet can be congested with people walking slowly, biking or running fast and stopped completely to sight seeing.
6/11/2019 16:30	worry about downstream option due to heavy current during dam release as well as fishermen taking over leaving objects/trash
6/11/2019 16:28	no
6/11/2019 16:26	no
6/11/2019 16:20	Pfluger bridge has landing spots and tie-downs for people boating etc. on town lake. The new design should consider how people on the lake will interact with it.
6/11/2019 16:21	I appreciate that you consider directness both for users of Pleasant Valley and for users of the Butler trail.
6/11/2019 16:17	n/a
6/11/2019 15:29	No
6/11/2019 10:27	Glad to see this will happen!
6/11/2019 14:25	No

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

6/11/2019 13:13	Longhorn dam itself is visually unappealing. In fact, I bet many drivers do not even realize that it is a dam at all. The planned pedestrian bridge could be made aesthetically appealing.
6/11/2019 12:36	No
6/11/2019 12:06	Commuters require efficient travel more than recreational trail users do. For that reason, focus on optimizing travel in the direction of Pleasant Valley even if it means trail users have a bit more distance added to their path.
6/11/2019 10:51	ENVIRONMENT & LANDSCAPE:
6/11/2019 10:46	Using D takes advantage of the view on the other side of PV and extends the trail bs shortens it
6/11/2019 9:57	I would emphasize having no concrete for the running surface. I would raise priority for design to break through the pleasant valley barrier, exposing more of the river to trail (ie: northside river trail along E C.C. in long term future)
6/10/2019 22:11	no
6/10/2019 21:01	The more you build it up the more issue you're going to have with people parking along the neighborhood or lack of parking. And nobody wants a pay to park.
6/10/2019 20:12	N/a
6/10/2019 19:14	some sort of lighting for early morning and evenings
6/10/2019 19:03	no
6/10/2019 19:09	Looks good.
6/10/2019 19:06	Make sure there is connectivity to the bike path
6/10/2019 18:54	Please get it done as soon as possible. Thank you!
6/10/2019 18:57	No
6/10/2019 18:47	This is a very important connectivity project. Although it is beyond the scope of the current design, connectivity to Roy Guerrero park and the "new" 183 bike/pedestrian bridge should be considered at a future time.
6/10/2019 18:33	longevity and flood resistance
6/10/2019 18:41	no
6/10/2019 18:40	What about just a basic platform similar to the boardwalk on south side of town lake?
6/10/2019 18:37	cost
6/10/2019 18:27	No
6/10/2019 18:00	Please consider SAFETY -- there's been A LOT of assaults and attacks on runners on the trail lately. Consider lighting and accessibility.
6/10/2019 18:29	please keep the trail mileage close to 10
6/10/2019 18:19	how will this impact the operations of the dam? relative to maintaining water levels in Lady Bird Lake and mitigating down stream flooding.
6/10/2019 18:10	Item 5, cost-effective structure, appears to be perpetuating a myth that elegant design cannot be cost effective. Please do not give us another highway bridge dressed up as a pedestrian bridge like the Pfluger bridge.
6/10/2019 18:15	Using Pleasant Valley as my main commute route to/from work, I'd hate to see the lanes shut down for anytime due to construction. Also, a daily jogger, something has to be done to make it safer.

## Open Ended Responses

Q8: Is there any feedback you would like considered regarding the draft guiding principles?

<b>6/10/2019 18:15</b>	No
<b>6/10/2019 18:04</b>	Fix the pedestrian bridge that connects the woods along the river to the softball fields. Was washed out by rain years ago!
<b>6/10/2019 17:48</b>	The eroding banks of the Colorado river and the wetlands downstream of the bridge should be considered. Disturbing the lake shoreline is preferable to the river's banks.
<b>6/10/2019 17:56</b>	minimizing traffic congestion is key
<b>6/10/2019 17:54</b>	Wishbone satisfies two needs - access to trail and it provides a straight path across along Pleasant Valley Rd.
<b>6/10/2019 17:41</b>	none
<b>6/10/2019 17:03</b>	A primary goal should be to minimize environmental impacts to Lady Bird Lake
<b>6/10/2019 17:03</b>	no feedback
<b>6/10/2019 14:18</b>	NA
<b>6/10/2019 12:33</b>	Y'all should plan for the reduction in automobile transportation and increase in bike and transit more.
<b>6/10/2019 12:04</b>	No
<b>6/10/2019 11:44</b>	No

## All Open Ended Responses

Q9: Is there any feedback you would like considered regarding the proposed interim improvements?

Timestamp	Response
7/11/2019 0:01	No
7/10/2019 21:41	No
7/10/2019 20:58	No
7/10/2019 20:35	No
7/10/2019 18:08	Interim improvements look good. These should proceed.
7/10/2019 17:18	No
7/10/2019 17:04	I don't see the cost mentioned
7/10/2019 14:36	no
7/10/2019 14:13	No
7/10/2019 13:24	NA
7/10/2019 12:10	Save the \$ and put towards the final build
7/10/2019 11:39	No
7/10/2019 11:30	No
7/10/2019 11:03	Would prefer to keep the chain link fence or some kind of tall, secure, safety barrier.
7/10/2019 11:10	It is better than the current structure.
7/10/2019 11:03	Very important to address immediate needs.
7/10/2019 11:10	Boxes on the dam towers also take up space on the path.
7/10/2019 10:58	YES... please raise those railings! It's very scary to ride a bike on that bridge.
7/10/2019 10:02	improve bicycle access
7/10/2019 9:43	No
7/10/2019 9:36	No
7/10/2019 9:36	No
7/10/2019 8:59	Improve safety when crossing the bridge.
7/10/2019 8:51	These are all good. Even if the no build option wins, these improvements should happen.
7/10/2019 8:51	No feedback
7/10/2019 8:47	No
7/10/2019 8:50	meh
7/10/2019 8:45	Is it possible to build A and Expand and beautify the bridge? Can we please innovate and create something beautiful, practical and useful. Can we raise the bar a little? I am from Texas and have travel all over the world. We really seem to build mostly ugly public spaces. It does not have to be that way. Thank you. I am happy to help if you want input.
7/10/2019 8:44	With minimal cost, the current path width could be increased, and the jail-style fence could be reduced on the walker/runner path across Longhorn Dam.
7/10/2019 8:45	Same as 8. Don't want fishing allowed.



## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

7/10/2019 8:42	no
7/10/2019 8:44	No
7/10/2019 8:40	no
7/10/2019 8:40	N/A
7/10/2019 8:32	No
7/10/2019 8:38	Safety
7/10/2019 8:32	No
7/10/2019 8:34	No
7/10/2019 8:32	It's better than nothing but would rather see the funds diverted to ANY of the other alternatives
7/10/2019 8:35	No
7/10/2019 8:31	No
7/10/2019 8:30	All sounds reasonable
7/10/2019 8:33	Given the volume of traffic on Pleasant Valley, I hope there is plan to add a stop sign or light at the new crosswalk at Canterbury. Cars are typically going 45+mph and northbound drivers cannot see the north end of the bridge until about halfway across the bridge. I don't think drivers will safely stop unless a sign or light is added here.
7/10/2019 8:32	No
7/10/2019 8:31	Any improvement is VERY welcome
7/10/2019 8:04	no
7/10/2019 7:57	No.
7/10/2019 6:40	No
7/10/2019 5:39	Seems fine.
7/9/2019 21:13	No
7/9/2019 19:27	no
7/9/2019 17:38	I do like the interim Improvements
7/9/2019 11:06	Make sure "higher handrails" are horizontally oriented to be bike friendly due to narrow conditions of passing cyclists.
7/9/2019 10:44	N
7/9/2019 9:36	Any improvement, no matter how small, is welcome and needed
7/9/2019 9:47	Don't waste too much time or \$\$ on interim solutions. The alternative designs could be funded and built w/24 months. Please focus on that.
7/9/2019 8:48	Pedestrian beacon at Krieg Field crosswalk, and adequate overhead illumination for all road crosswalks
7/9/2019 8:17	no
7/9/2019 8:21	none
7/9/2019 7:08	No
7/9/2019 6:45	No
7/9/2019 6:27	If Alternative D didn't require crossing PV to continue North/South I would be more supportive of this scheme. All of the alternatives show the PV crossing which I think is an inherent weakness in all solutions. On D, it seems particularly circuitous, which makes me like that alternative even less.

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

<b>7/8/2019 23:08</b>	Will the interim solution be implemented during the construction of the final solution (co-build?)
<b>7/8/2019 22:24</b>	No
<b>7/8/2019 20:42</b>	n/a
<b>7/8/2019 19:17</b>	no
<b>7/8/2019 18:21</b>	No
<b>7/8/2019 16:54</b>	Least amount of disruption to Pleasant Valley road.
<b>7/8/2019 16:09</b>	no
<b>7/8/2019 15:48</b>	no
<b>7/8/2019 15:44</b>	n/a
<b>7/8/2019 13:00</b>	No build
<b>7/8/2019 13:11</b>	No build
<b>7/8/2019 13:03</b>	no.
<b>7/8/2019 13:07</b>	no
<b>7/8/2019 4:47</b>	none
<b>7/7/2019 19:48</b>	very much needed! We use the east end of the trail alot but often double back rather than use the current path
<b>7/7/2019 17:42</b>	safety
<b>7/7/2019 9:42</b>	no
<b>7/7/2019 8:00</b>	The wider walks on either side of the bridge (especially West) are the best option, but not a great long term solution.
<b>7/7/2019 2:17</b>	NA
<b>7/6/2019 15:44</b>	Restore guardrail opening at south end of dam NOW! Closing it last year took away any protection trail users had from out of control vehicles and made the trail users serve as cushioning for the guardrail. Does someone have to be killed as happended along Cesar Chavez under South Lamar?
<b>7/6/2019 15:26</b>	Please do something.
<b>7/6/2019 15:12</b>	Interim changes are good.
<b>7/6/2019 11:45</b>	Looks OK
<b>7/6/2019 8:34</b>	Don't close the trail during construction
<b>7/6/2019 8:33</b>	Looks good.
<b>7/5/2019 23:38</b>	No
<b>7/5/2019 22:07</b>	I think the goal should be to minimize construction timing and effects on traffic and congestion. The bridge is heavily trafficked so any disruptions caused by construction to the bridge will make traffic worse than it currently is.
<b>7/5/2019 21:00</b>	Definitely an improvement, but still far too narrow. Why not take away a car lane on the bridge to get extra width for the bike/ped area? Need 12-14 feet, not 7 feet.
<b>7/5/2019 19:09</b>	No
<b>7/5/2019 18:35</b>	nope
<b>7/5/2019 18:11</b>	Would be nice to have higher protection from debris on Dam-side sidewalk upon removal of chain-link fence. The fence at least helped reduce debris falling off trucks or kicked up by heavy-vehicle traffic.
<b>7/5/2019 18:03</b>	no

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

7/5/2019 18:05	I hope all of the pedestrian hybrid beacons will be made permanent.
7/5/2019 17:09	No build
7/5/2019 16:21	no
7/5/2019 13:29	n/a
7/5/2019 12:29	Where do bikes go to get across the dam? can bikes travel either direction in the 7' wide portion?? lower the speed limit on the bridge.
7/5/2019 10:17	N/A
7/5/2019 8:37	Higher guardrail would be great.
7/4/2019 11:44	No
7/3/2019 16:22	no
7/3/2019 11:50	No
7/1/2019 15:59	No
7/1/2019 15:10	N/A
6/29/2019 16:27	No
6/27/2019 15:14	I feel like the city could save money by not modifying the east side of the bridge crossing- I've never seen anyone use it
6/27/2019 12:04	These are positive steps. New shared use path on east Pleasant Valley is great!
6/26/2019 22:37	no
6/24/2019 9:00	Widen the pedestrian path up to the bridge on the South side
6/24/2019 21:56	no
6/24/2019 21:19	No
6/24/2019 11:36	Serve the people.
6/24/2019 0:52	Higher handrails and new traffic barrier!! YAY! It's always tight over there and sometimes a bit unnerving to be two people wide while crossing the bridge.
6/23/2019 21:15	none - I like all of the referenced improvements until a permanent bridge (hopefully) is in place for use
6/23/2019 20:36	Interim improvement seems like stalling and makes other changes unnecessary. Do it once.
6/23/2019 18:54	Personally, and I have ridden in groups of 2-8, we have never had an issue with the way it is as of now.
6/22/2019 16:26	No
6/22/2019 15:55	no
6/22/2019 11:25	I think the interim plan looks really good. The crosswalks are fantastic but as a long time trail user I have to say, those cars (and city buses!) FLY down Pleasant Valley. The City should consider one of those flashing light-style crosswalksâ€”Peds hit the button and the crosswalk flashes yellow lights.
6/22/2019 9:35	no
6/22/2019 9:13	NA
6/22/2019 7:23	No.
6/21/2019 16:03	We need some action on this ASAP
6/21/2019 14:29	No
6/21/2019 13:27	Will the expansion of path sizes on the current dam make the future bridge less likely to be used?

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/21/2019 11:44	No
6/21/2019 10:39	No
6/21/2019 11:02	If doing the interim improvements would impact the bridges and trail realignment schedule, I would recommend only widening the dam crossings before doing bridge construction.
6/21/2019 10:31	making the connection to the trail heading into Roy G park easier to get to from the bridge would be great.
6/21/2019 10:06	it's fine for the interim
6/21/2019 9:36	NO
6/21/2019 9:33	No
6/21/2019 9:20	no
6/21/2019 8:24	Considering that the lake-side sidewalk will always see two-way traffic, including bicycles, it would be better to eliminate the downstream sidewalk and make the lake-side sidewalk 12 feet
6/21/2019 7:14	no
6/21/2019 0:11	include water fountain
6/20/2019 22:53	led flashing sign alerting motorist crossing bridge going south
6/20/2019 22:14	no
6/20/2019 21:01	No
6/20/2019 18:40	no
6/20/2019 18:39	No
6/20/2019 18:02	n/a
6/20/2019 17:43	no
6/20/2019 17:05	n/a
6/20/2019 16:09	No
6/20/2019 14:17	I'm eager to see a safe and easy way for pedestrians to cross the bridge, becoming more of a concern as trail traffic increases.
6/20/2019 14:11	This stretch of road has many people aggressively speeding! Please do something to reduce speed in the interim. Also, north of long horn dam, there is a stop light where Cesar Chaves intersects Pleasant Valley. This intersection is very uncomfortable for bikes, it could use an overhaul as that is the closest intersection to these proposed changes.
6/20/2019 14:08	Think it will address 95% of the issues. Lets get cracking!
6/20/2019 13:56	Good plans!
6/20/2019 13:53	N/A
6/20/2019 13:52	Public infrastructure improvements like the interim road improvements and long-term trail improvements often raise the value of adjacent properties, which increases property taxes and housing costs that displace low income families and communities of color. Please ensure that these infrastructure improvements are coordinated with sustained and robust anti-displacement programs to help low-income families and communities of color avoid displacement.
6/20/2019 13:54	N/A
6/20/2019 13:37	No

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/20/2019 13:09	I think the interim proposal is great. I hope that, regardless of the chosen alternative, the interim bridge improvements become permanent. Something should still happen to fix the bridge for pedestrians and bicyclists who aren't using the trail.
6/20/2019 13:11	na
6/20/2019 13:06	I wouldn't waste any money on interim improvements but just commit to getting the job done as fast as possible.
6/20/2019 12:03	No
6/20/2019 11:26	No
6/20/2019 11:20	mo
6/20/2019 10:43	none
6/20/2019 9:19	No
6/19/2019 21:25	Wider is better and really the thing needing the most attention. I often have to stop with my bike trailer and wait for another cyclist to get through before we can start to cross.
6/19/2019 13:03	n/a
6/19/2019 11:44	no
6/19/2019 11:08	Enlarge tunnel to the north, New bridge east of the dam!
6/19/2019 9:32	none
6/19/2019 4:06	No
6/18/2019 23:34	No
6/18/2019 22:16	no
6/18/2019 21:16	No
6/18/2019 21:12	Needs to be safer !
6/18/2019 16:56	Do not use the Dam as a road just like Mansfield Dam.
6/18/2019 17:00	not needed
6/18/2019 14:26	N/A
6/18/2019 14:02	Higher handrails URGENTLY NEEDED. Widen sidewalks as much as possible too, including by getting rid of the chainlink fence. Widening the tunnel would also help a lot for perception of safety
6/18/2019 13:23	Anything is better. 45 MPH is INSANE.
6/18/2019 13:07	I would rather add "Improved Trail Underpass" on the south side, common to all future plans, than most of the interim improvements. Spend the extra money on the final bridge plan and move the final plan start date earlier.
6/18/2019 12:07	They are needed at this time.
6/18/2019 12:03	This needs to be a high priority!
6/18/2019 11:34	No
6/18/2019 11:08	The interim seems to move us a long way towards Alternative E, meaning why spend all that money, and then provide the non-bridge alternatives?
6/18/2019 10:58	no
6/18/2019 11:01	nope
6/18/2019 11:04	Existing crossing on Pleasant Valley is too narrow for pedestrians and bikes. maybe narrow the car lanes on the bridge now for bikes and implement a Protected bike lane for safety. Not just a stripe on the pavement.

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/18/2019 10:47	no
6/18/2019 9:43	Looks good. Do it now!
6/18/2019 10:11	During some work on the dam in the last couple of years, the right outside lane of the roadway was allocated to trail users and protected with barriers. I would love this as a temporary alternative.
6/18/2019 10:07	During some work on the dam in the last couple of years, the right outside lane of the roadway was allocated to trail users and protected with barriers. I would love this as a temporary alternative.
6/18/2019 9:45	Mayor says budget deficit, is this spending wise, particularly given the small usage.
6/18/2019 9:24	No
6/18/2019 8:56	N/A
6/18/2019 8:13	Please upgrade tunnel lighting, including at portals! Lights are often dim or burned out, and should be on all day. Especially in the summer its a cave, because the sun gets your eyes used to the bright and then there could be anything in that tunnel. Just south of the bridge on the east side it would be nice to move the barrier in between the sidewalk and the road as well, people can really zoom there in their big bad cars!
6/18/2019 7:37	Love that you're planning to widen the sidewalk on the upstream side; the existing sidewalk is VERY tight, especially when two cyclists are attempting to pass in opposite directions. Anything you can do to make the existing bridge/sidewalk more accommodating for cyclists would be much appreciated!
6/18/2019 7:32	Please widen everything. Lots of people
6/18/2019 7:25	These are good, however, adequate lighting should be considered.
6/18/2019 7:16	Keep the chain link, sidewalk still won't be wide enough for safe bike passage. Spend less now on interim upgrades, more later on permanent fixes
6/18/2019 7:19	I ride my bike here and I'm in then 4th grade
6/18/2019 7:09	Depends on how long it is going to take. The trail could use some interim improvements. One to be careful of is the proposal of the Crosswalk at Canterbury St. People come over the dam from the South headed North and do not slow down as much as they should. That crosswalk area is a little bit of a blind spot. Plus it is a little hectic between 4pm and 7pm.
6/18/2019 7:16	More ADA sidewalks
6/18/2019 7:08	They will be nice!
6/18/2019 6:37	Anything is better than what we have now, but don't let it become a permanent solution.
6/17/2019 21:44	no
6/17/2019 19:12	I'd prefer to just get the bridge built as opposed to bandaid solutions.
6/17/2019 18:37	No
6/17/2019 18:28	Please include the increased street traffic into the discussion
6/17/2019 18:25	no
6/17/2019 18:13	Sooner the better.
6/17/2019 17:18	increase safety for pedestrians and people on bikes

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/17/2019 17:21	Excited about these changes! I am always so nervous running or biking along the sidewalk along the bridge now due to the narrow path and low railings. Will there be a safe space for wheelchairs to cross without such a steep incline?
6/17/2019 17:07	Bridge needs to accommodate bikes and pedestrians; clear delineation as to which mode has ROW preference; no dogs on bridge!
6/17/2019 16:32	Pave the existing parking area on the west side of pleasant valley between lakeshore blvd and kreig fields
6/17/2019 14:31	I like the chain-link fence. Opposed to its removal. Like being separated from cars and flying debris
6/17/2019 16:00	Awesome!
6/17/2019 16:06	Nope
6/17/2019 14:47	utilize tax dollars on greater need for vehicular transportation/mobility
6/17/2019 12:59	Something has to be done soon. I was walking across the bridge this evening and I had to get into a little nook so that I bike with baby carriage in the back could pass.
6/17/2019 11:54	No
6/17/2019 12:05	No
6/17/2019 12:04	The interim improvements look very helpful. I love this route, but it is nerve-wracking
6/17/2019 12:00	stop collecting input and get started making improvements
6/17/2019 11:07	We already have a bridge that is perfectly functional and safe. Please stop spending tax dollars on things that we already have and don't need to change.
6/17/2019 10:43	No
6/17/2019 10:41	no
6/17/2019 10:20	Sounds good
6/17/2019 10:21	Definitely be an improvement!
6/17/2019 7:31	The tunnel under Pleasant Valley is extremely unwelcoming. Could use some lighting improvements.
6/16/2019 18:46	The proposed improvements look excellent.
6/16/2019 16:53	No
6/15/2019 15:57	Fix Cesar Chavez and Pleasant Valley.
6/15/2019 10:57	1 foot separating the car traffic from pedestrians makes me somewhat uncomfortable, but I guess it's better than the existing configuration!
6/15/2019 7:41	I wish the handrail on the west facing bridge (by the dam tower) was higher for those of us who have a fear of heights but want to use the trail
6/15/2019 0:15	no
6/15/2019 0:15	Keep structures on west side of dam
6/14/2019 23:11	Is there any consideration being given to altering the Cesar Chavez and Pleasant Valley intersection to allow for protected turns? Area is super unfriendly to ped traffic largely because that intersection is such a cluster.
6/14/2019 22:06	no
6/14/2019 15:02	Good plan
6/14/2019 13:44	The wider sidewalks will be great.

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/14/2019 13:37	Stop wasting money! Don't waste money like everything else the city has done in the past 20 years. Pavement markings done one way, then revised within a couple of years, convention center waste, 4th street train area, Mueller
6/14/2019 13:30	Stop wasting money! Don't waste money like everything else the city has done in the past 20 years. Pavement markings done one way, then revised within a couple of years, convention center waste, 4th street train area, Mueller
6/14/2019 11:14	no
6/14/2019 10:54	I like the proposed improvements for widening the existing sidewalks, they seem like easy, low cost solutions to immediately enhance the existing connections. I do not see any proposed improvements to the existing tunnel under PV? I would recommend studying lighting and drainage at this location as part of the interim improvements. Lighting could stand to be updated to LED and the fixture numbers increased to increase output (could be an opportunity for a TEMPO installation??). And there is commonly standing water in the tunnel that prevents travel through the tunnel after rain events, usually leading users to unsafely cross the road. Studying the current drainage patterns that are pushing water into the tunnel, and how they might be redirected to prevent water intrusion would be a start. Also, investigating the existing drain and piping that are located inside the tunnel to clear them out and make them functional again would help.
6/14/2019 10:48	I would love a way to cut back on the amount of broken glass on sidewalks. Also some signage related to right of way. May not be relevant with wider sidewalks but it is never clear whether bikes or runners should go first. signage will be key
6/14/2019 10:32	Wider sidewalks and concrete traffic barriers should be installed as soon as possible. West sidewalk is a car-pedestrian death waiting to happen as southbound car drives on sidewalk.
6/14/2019 10:42	Don't miss this opportunity to build something great.
6/14/2019 10:08	Recommend sharrows for travel lanes between 7th Street and S Lakshore to improve bikeability.
6/14/2019 9:02	No
6/14/2019 10:05	Just build a big new pedestrian bridge
6/14/2019 9:32	Anything would help, so I'm happy to see near-term solutions.
6/14/2019 9:32	Protect cyclists
6/14/2019 9:02	Handrails need to be raised for sure. I would also like to see sharrows added to the rightmost vehicle lanes in both directions on Pleasant Valley between 7th and Lakeshore
6/12/2019 18:23	Na
6/14/2019 8:52	Wider sidewalks ASAP would be great!
6/14/2019 8:34	No
6/14/2019 8:28	I strongly support protected bike and pedestrian facilities in this area.
6/14/2019 7:31	-
6/13/2019 20:49	I would rather you just eliminate one lane of traffic both ways on pleasant valley and widen the sidewalks and bike lanes.
6/13/2019 19:08	Fixing the bridge inside the park should also be a priority. That is a valuable bicycle route from Montopolis.



## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/13/2019 18:46	Interim Improvements should be implemented IMMEDIATELY. As soon as is reasonably possible to do so. All listed interim improvements are needed and must be prioritized. Current situation is extremely unsafe.
6/13/2019 18:30	this is great to have an interim plan! Thank you for this safety upgrade for the time being!
6/13/2019 18:21	Thanks!
6/13/2019 17:47	No
6/13/2019 17:49	PLEASE remember that thousands of us have to use this bridge to get to from work. It is not a recreational facility, it is vital to our economic life.
6/13/2019 16:06	no
6/13/2019 11:17	Would be great to put share the road symbols in the car lanes - using the sidewalk is not ideal for bikes.
6/13/2019 9:48	No
6/13/2019 9:25	For all improvements, but especially the interim ones, please spread info WIDELY when trail sections will be shut down for any amount of time! Additionally, love to see all the PHBs but they'll need MEGA enforcement at the beginning to get folks to actually stop (and for them to know there are consequences if they don't).
6/13/2019 6:34	No
6/12/2019 21:12	no
6/12/2019 19:35	safety improvements as quickly as possible please
6/12/2019 12:09	Slower speed limits on Pleasant Valley considering inner lane reduced to 10 feet and no divider between east/west traffic.
6/12/2019 15:57	Provide a safer option for bicyclists
6/12/2019 13:50	can the sidewalks be one way?
6/12/2019 13:11	If it costs the taxpayers additional money, don't do it.
6/12/2019 13:02	Widening the west side of the bridge and improving connections on both ends of the bridge will provide the most safety benefits.
6/12/2019 12:49	Increase ability to cross bridge both directions for bikes and runners, with separate path for pedestrians
6/12/2019 12:27	No
6/12/2019 12:29	n/a
6/12/2019 11:54	Given that the burgeoning development east of the dam, option D could act as a catalyst for the city to develop public spaces in the vicinity. It would also give user a view of the city / dam that is not usually experienced. With regard to the design, I would advocate for more pocket spaces for rest rather than spaces meant just for pedestrian traffic
6/12/2019 11:51	none
6/12/2019 11:45	NO
6/12/2019 11:29	reducing the speed limit on this roadway and more signage could go a long way in raising driver awareness over the bridge.
6/12/2019 11:22	No
6/12/2019 10:54	Wider sidewalks are needed
6/12/2019 10:47	very good plan
6/12/2019 10:17	No

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/12/2019 10:20	no
6/12/2019 10:04	handrail and guardrail need to be heightened on all sides, not just the downstream side
6/12/2019 9:58	definitely need higher guardrail on dam side of bridge!
6/12/2019 9:43	Na
6/12/2019 9:20	No
6/12/2019 8:56	No
6/12/2019 8:42	no removal of the chainlink fence. People can jump from the bridge into the dam. There is a reason that fence is there.
6/12/2019 8:42	The light on Lakeshore and Pleasant Valley gives a protected left turn signal and the pedestrian cross light at the same time. The crosswalk is on the left. Are y'all trying to murder people? Please time this light more safely!
6/12/2019 8:00	west side improvements should be the priority
6/12/2019 6:43	The choices would be more meaningful if they came with an estimated cost.
6/12/2019 5:59	No
6/12/2019 2:03	no
6/11/2019 22:19	none
6/11/2019 21:55	Looks great. What is the cost? If cheap, the widen bridge option isnt that much better than the interim.
6/11/2019 20:48	No
6/11/2019 19:43	Maybe just consider adding an additional railing at a higher point during the interim (where a biker whose point of gravity is higher would feel comfortable, particularly when the winds pick up over that bridge).
6/11/2019 18:59	As soon as y'all can finish it would be wonderful.
6/11/2019 18:43	No
6/11/2019 18:24	no
6/11/2019 18:01	NA
6/11/2019 17:49	Nah
6/11/2019 17:43	Add signage upstream and downstream, north and south sides each to warn cyclist that there is an alternate route or construction
6/11/2019 17:29	No
6/11/2019 17:29	looks good!
6/11/2019 17:24	No
6/11/2019 17:17	addition of temporary mile markers for the trails
6/11/2019 16:48	no
6/11/2019 16:53	See above
6/11/2019 17:04	no
6/11/2019 16:29	NO
6/11/2019 16:51	No
6/11/2019 16:41	No
6/11/2019 16:45	No
6/11/2019 16:46	No
6/11/2019 16:35	I like them all

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/11/2019 16:30	The sidewalk widening would be great but I worry about the narrowing of the lanes. Traffic is very fast in the area. A turning lane near the Chavez light is desperately needed.
6/11/2019 16:30	lowest cost upstream option C would be my choice. this side of the lake is not nearly as busy as the west side so over spending for an under utilized part of the trail seems like a waste.
6/11/2019 16:28	no
6/11/2019 16:26	no
6/11/2019 16:21	Widening the existing sidewalk on the west side of Pleasant Valley or adding a bike lane next to the sidewalk would really improve safety.
6/11/2019 16:17	n/a
6/11/2019 15:29	No
6/11/2019 14:25	Do it, great idea the current bridge is awful
6/11/2019 13:13	Fix the trail connection on the northwest side of the bridge first. Right now it is just an eroded footpath.
6/11/2019 12:36	Glad there is a much needed interim solution
6/11/2019 10:51	Do em all
6/11/2019 9:57	I think don't waste money on all that. Maybe just give a higher rail on the west sidewalk, and otherwise save the money for the starting the long term work. The fraction of people who use that section of the trail vs section between Holly street site / baseball fields and westward suggests don't invest in the interim work.
6/10/2019 22:11	no
6/10/2019 21:01	Na
6/10/2019 20:12	N/a
6/10/2019 19:14	none
6/10/2019 19:03	Please widen the sidewalk on the west side of Pleasant Valley, especially on the south side of Longhorn Dam.
6/10/2019 19:09	Love it! How soon can we get that done? ;-)
6/10/2019 18:59	Lower the speed limit on Pleasant Valley Road.
6/10/2019 18:57	No
6/10/2019 18:47	None at this time
6/10/2019 18:33	none
6/10/2019 18:41	no
6/10/2019 18:40	No
6/10/2019 18:37	no
6/10/2019 18:27	Are interim improvements needed? how much do they add to overall cost?
6/10/2019 18:00	Please consider SAFETY -- there's been A LOT of assaults and attacks on runners on the trail lately. Consider lighting and accessibility.
6/10/2019 18:29	like the interim improvements
6/10/2019 18:18	No
6/10/2019 18:19	the improvements to the sidewalks are marginal. Focus on a separate bridge for hike and bike trail.
6/10/2019 18:15	Thanks for listening to the public that's most affected!

## Open Ended Responses

Q9: Is there any feedback you would like considered regarding the interim improvements?

6/10/2019 18:15	No
6/10/2019 18:04	Do it sooner!
6/10/2019 17:52	The interim improvements will definitely result in the quickest improvement and should be prioritized, even if it means a slight delay in the new structure.
6/10/2019 17:56	safety - widening walkway a great idea but traffic impact could be bad depending on how long the road is tied up, dam offers alternative at rush hour to 35 southbound so minimum construction detours is essential
6/10/2019 17:54	Doesn't seem like it's worth the hassle.
6/10/2019 17:41	none
6/10/2019 17:03	N/A
6/10/2019 17:03	The 7' sidewalk width will be a welcome improvement but I wonder if the temptation will be to settle for this as "good enough" to avoid funding the other alternatives.
6/10/2019 14:18	NA
6/10/2019 12:52	The money should be put into a holding account and used for the final project, rather than spending it now for something temporary.
6/10/2019 12:33	Why bother? The bridge has been terrible for years. Put this money toward the ultimate improvements.
6/10/2019 12:04	No
6/10/2019 11:44	No

## Open Ended Responses

Q10: Any additional comments?

Timestamp	Response
7/11/2019 0:01	No
7/10/2019 21:41	No
7/10/2019 20:35	No
7/10/2019 10:44	It's disgraceful, considering this is one of 4 river crossings downtown, that this has gone unremedied for so long, this bridge facility should have been fixed 15 years ago.
7/10/2019 17:18	No
7/10/2019 17:04	No
7/10/2019 15:12	I hope that it creates a beautiful sense of place, and highlights native plants and the river.
7/10/2019 14:10	Thanks for working on this! Our trail is an amazing feature and we should all be proud of it and strive to make it even better.
7/10/2019 14:13	No
7/10/2019 12:45	Cheaper vs more expensive
7/10/2019 13:26	Any of Alternatives A-D would be a big improvement. Even Alternative E would be much better than nothing.
7/10/2019 12:45	Something does need to be done.
7/10/2019 13:24	I don't think this part of the trail is that crowded and funds may be better used elsewhere.
7/10/2019 12:02	I'm not sure why the focus is on bridges when there's not a single safe intersection for cyclists in Austin.
7/10/2019 11:39	No
7/10/2019 11:30	No
7/10/2019 11:03	No
7/10/2019 11:16	Thank you for correcting this problem for us bikers!
7/10/2019 11:10	It is about time that the city did something to improve this bridge for cyclists and pedestrians.
7/10/2019 11:10	Any of the options are better than the current status! It's very hard to share the path.
7/10/2019 10:02	no
7/10/2019 10:10	Wishbone.
7/10/2019 9:43	No
7/10/2019 9:36	No
7/10/2019 9:36	No
7/10/2019 9:24	It is difficult to tell which solution will have the least impact on the waterway and native species
7/10/2019 8:59	No
7/10/2019 8:58	None

## Open Ended Responses

Q10: Any additional comments?

7/10/2019 8:41	Please don't leave this as is. It is very dangerous. A no build option is an accident waiting to happen.
7/10/2019 8:51	Alternative D is really my favorite. I ranked it 2nd, however, because the high cost and impact to traffic makes me nervous.
7/10/2019 8:47	No
7/10/2019 8:50	when
7/10/2019 8:37	I like that the downstream option would better connect the trail to Guerrero park.
7/10/2019 8:45	See above. Thanks.
7/10/2019 8:44	Thanks City of Austin. As a resident, I appreciate the surveys and meetings to contribute.
7/10/2019 8:45	Please don't encourage fishing. Actually, I'd appreciate it if you discouraged it...especially from any new bridges.
7/10/2019 8:42	no
7/10/2019 8:44	No
7/10/2019 8:40	no
7/10/2019 8:40	N/A
7/10/2019 8:38	I think a goal of the bridge being accessible even to kids on bikes and non-confident bikers is important. I say that as a very confident bike commuter.
7/10/2019 8:32	No
7/10/2019 8:38	Thank you again!
7/10/2019 8:32	No
7/10/2019 8:34	No
7/10/2019 8:32	Thank you for addressing this project. It's been a long time coming.
7/10/2019 8:35	No
7/10/2019 8:31	No
7/10/2019 8:30	No
7/10/2019 8:33	Thank you for addressing the need for a safe and usable path here.
7/10/2019 8:32	No
7/10/2019 8:31	Good luck in getting all this done. It looks great and am glad your doing something about it.
7/10/2019 7:57	No.
7/10/2019 7:02	I would like a pedestrian bridge cantilevered off the damn with supports through the water to bedrock if necessary creating an over the water experience
7/10/2019 6:40	How exciting!
7/10/2019 5:39	I am assuming everything built will be completely accessible to everyone. To reiterate, keep it simple. The simplest connection from north to south will be such an improvement to the current situation, it doesn't need to be over-designed or extra expensive. It is all for the users, not to win design awards.
7/9/2019 21:13	No
7/9/2019 19:27	no
7/9/2019 17:38	These improvements are long overdue and will be a welcome improvement in the overall trail.

## Open Ended Responses

Q10: Any additional comments?

7/9/2019 11:06	I think the downstream proposal would create the most distinct space from the rest of the Bridge Overpasses (Congress, 1st, 35, etc), as this model would show off the river condition vs. lake condition of the Colorado.
7/9/2019 10:49	I love that this survey exists.
7/9/2019 10:44	N
7/9/2019 10:19	Thank you for working to influence this decision. I don't see any other part of the trail that is in higher need or improving.
7/9/2019 9:36	Very excited to see this project becoming a reality!
7/9/2019 9:47	General Patton's advice: "A good plan today is better than a perfect plan tomorrow." Make a decision and move forward.
7/9/2019 8:48	No
7/9/2019 8:17	no
7/9/2019 8:21	none
7/9/2019 7:08	No
7/9/2019 6:48	Plan bigger than we need right now. Austin is only going to get larger.
7/9/2019 6:45	Build a new pedestrian bridge
7/9/2019 6:27	Anything is better than "no-build" so please understand I'm 90% happy with A-D alternatives. Assuming there's perfectly valid reason to have PV crossing then I can be sold. Thank you for making Austin more bike- and pedestrian-friendly!
7/8/2019 23:08	I'm excited about the plan to fix this pinch point on the trail.
7/8/2019 22:24	No
7/8/2019 21:48	I use this bridge multiple times a week on bike and running. It would be great to have a clearer divide for runners and bikers as bikers tend to go way too fast on the trails.
7/8/2019 19:17	This project is important. Will greatly enhance all the previous work.
7/8/2019 18:21	Thank you!
7/8/2019 17:23	Thank you for all of your hardwork to make these improvements!
7/8/2019 17:09	More lighting on the trail is the second priority!
7/8/2019 16:54	Looking forward to a safer crossing.
7/8/2019 16:09	no
7/8/2019 15:48	no
7/8/2019 15:44	n/a
7/8/2019 13:00	No build
7/8/2019 13:11	No build
7/8/2019 13:07	n/a
7/8/2019 4:47	none
7/7/2019 19:48	sooner is better than later! let's go!
7/7/2019 17:42	no
7/7/2019 9:42	none
7/7/2019 8:00	Glad this is coming to a head. This is clearly the worst spot in the entire trail system.
7/7/2019 2:17	NA

## Open Ended Responses

Q10: Any additional comments?

<b>7/6/2019 15:44</b>	Keeping the current distance for a walk around Lady Bird Lake would be nice.
<b>7/6/2019 15:12</b>	Faster is better.
<b>7/6/2019 12:47</b>	thanks
<b>7/6/2019 9:32</b>	Please do not have the architect with the overkill metal "cow chute" look and the awkward piers to nowhere with no seating involved.
<b>7/6/2019 8:34</b>	Make new trail VERY wide for bikes, walkers, joggers, etc.
<b>7/6/2019 8:33</b>	I like the idea of going around the eastern side of longhorn dam but am afraid for the safety in the tunnels that would be required. Improving (safe) access to the park and water east of the dam should be a consideration, though.
<b>7/6/2019 7:29</b>	Alt. D should have continued shared use path on east side from bridge to Pleasant Valley frontage. this is an important North- South connection for cyclist going towards walnut creek and the future bike lanes along 183S
<b>7/5/2019 21:00</b>	Please do everything in your power to find funding for the long-term improvements ASAP. Consider the philanthropic community as a way to get it done faster.
<b>7/5/2019 19:09</b>	No
<b>7/5/2019 18:35</b>	thx
<b>7/5/2019 18:11</b>	Alternatives A, B, and C provide views of LBL looking west, which is ideal. Alt D would not. Alt E is right out.
<b>7/5/2019 18:03</b>	no
<b>7/5/2019 18:05</b>	Why not do an underpass underneath Pleasant Valley like in Alternative D that also connects to the new shared use path that will connect to Cesar Chavez? That way people wouldn't have to wait for the PHB to cross.
<b>7/5/2019 17:09</b>	No build
<b>7/5/2019 16:21</b>	no
<b>7/5/2019 15:10</b>	The sidewalk next to Krieg fields is nice, but pretty poorly lit. Leaving the fields at night, I feel it's dangerous for pedestrians and cyclists on the sidewalk
<b>7/5/2019 15:02</b>	While alt. B is intriguing, but likely too expensive given all the other needs, I think Alt C with a generously-sized and shaded platform element for viewing, resting, lounging etc would be a nice addition to the overall trail system, from both utility and aesthetic dimensions.
<b>7/5/2019 13:29</b>	thank you for considering these improvements!
<b>7/5/2019 10:17</b>	N/A
<b>7/5/2019 8:37</b>	No
<b>7/4/2019 11:44</b>	No
<b>7/4/2019 11:31</b>	Please get something done as soon as possible.
<b>7/3/2019 16:22</b>	no
<b>7/3/2019 11:50</b>	No
<b>7/1/2019 15:59</b>	No
<b>7/1/2019 15:10</b>	Thank you
<b>6/30/2019 14:53</b>	regardless of what happens, police need to patrol the area.
<b>6/29/2019 16:27</b>	No



## Open Ended Responses

Q10: Any additional comments?

6/29/2019 14:35	The Trail Foundation input should be given a lot of consideration, as the Foundation is the source of support for many future enhancements for generations.
6/28/2019 15:12	get bike and foot traffic off the existing bridge!
6/27/2019 15:14	I really support this project!
6/27/2019 12:04	All alternatives except E have the flaw that traffic on the east side of Pleasant Valley cannot easily cross on any proposed new bridge. Very convoluted to back track and then access the crossing. Even "D" has this flaw even though it crossed on the east side. Priority should be widening the bridge crossings so east and west crossings are easy. Plus need to keep in mind that crushed granite is not ideal for road bikes with thin tires.
6/26/2019 22:37	no
6/25/2019 19:23	Thanks for asking!
6/24/2019 21:56	none
6/24/2019 21:19	No
6/24/2019 16:43	Very happy to see this is being addressed as the current bridge feels incredibly dangerous
6/24/2019 11:36	Thank you
6/24/2019 13:50	Thank you!
6/23/2019 21:15	I commute from East Oltorf to 5th and Bowie using the Country Club Creek and Roy Butler Hike and Bike trails and am beyond excited for the proposed bridge project. I know it will be a few years at least before coming to fruition but I love the idea and will welcome it enthusiastically whenever it happens
6/23/2019 20:36	I don't see how an interim step fits a cost effective model.
6/23/2019 18:54	I wish the eastern portion of the trail, east of the dam, was marked better. If I go alone I get lost! LOL!
6/23/2019 16:51	The present situation is dangerous and is an accident looking for a place to happen. The situation needs to be immediately addressed.
6/22/2019 16:26	Option D is by far my favorite option for making an improvement in this area.
6/22/2019 15:55	no
6/22/2019 11:25	Nice survey, and nice explanatory materials. Well done.
6/22/2019 9:35	no
6/22/2019 9:13	NA
6/21/2019 16:22	Thank you.
6/21/2019 14:29	No
6/21/2019 13:27	Thank you for looking into this part of the trail. Finding a way to allow for more connection options in East Austin is a must.
6/21/2019 11:44	No
6/21/2019 10:39	No
6/21/2019 10:06	my chief concerns are safety and environment. I hope these are chief for the planners and builders, too.
6/21/2019 9:36	NO
6/21/2019 9:33	No

## Open Ended Responses

Q10: Any additional comments?

6/21/2019 9:20	Downstream bridge would give great view of water as it turns back into flowing river. Very cool.
6/21/2019 7:14	no
6/21/2019 0:11	no
6/20/2019 22:14	no
6/20/2019 21:42	Please make it comfortable for both commuters and casual users to help improve how many people will use it.
6/20/2019 21:01	No
6/20/2019 18:40	no
6/20/2019 18:39	No
6/20/2019 18:02	n/a
6/20/2019 17:43	no
6/20/2019 17:26	I love the idea of having a beautiful bridge like the Pfluger bridge, but bicycle commuters also want a short and direct route. That's why you'll see them on Lamar; the Pfluger bridge is a huge detour.
6/20/2019 17:05	Thank you for looking into this! The eastside has been long overdue for improvements
6/20/2019 16:09	No
6/20/2019 14:34	thank you for improving this!
6/20/2019 14:17	Several options look good, need to take more time to factor in costs, details to favor a particular design.
6/20/2019 14:08	Thanks for the inclusion. Love our neighborhood and appreciate the work y'all do
6/20/2019 13:56	Thanks
6/20/2019 13:53	N/A
6/20/2019 13:54	N/A
6/20/2019 13:37	This is a very worthwhile project as many runner, walkers and bikers use this bridge dailey. These improvemnts wouls allow more people to safely use this route.
6/20/2019 13:09	Please consider including the improvements to the bridge permanent. It would be great to enhance the experience of crossing the bridge for pedestrians and bicyclists traveling along Pleasant Valley Road.
6/20/2019 13:02	None
6/20/2019 13:09	The Butler trail is exactly 10 miles, would like to keep it at 10 miles or slightly more.
6/20/2019 12:03	No
6/20/2019 11:26	No
6/20/2019 11:07	Wonderful proposals!
6/20/2019 11:20	no
6/20/2019 10:43	none
6/20/2019 10:07	Thank you for improving this wonderful trail.
6/20/2019 9:19	No
6/19/2019 13:03	n/a
6/19/2019 11:44	no

## Open Ended Responses

Q10: Any additional comments?

6/19/2019 11:08	Waterfall would be iconic for Austin!
6/19/2019 9:32	none
6/19/2019 4:06	No
6/18/2019 23:34	No
6/18/2019 22:16	no
6/18/2019 21:16	No
6/18/2019 21:12	none
6/18/2019 19:11	Option D is the best of the proposed ideas
6/18/2019 16:56	New road and stay off the Dam.
6/18/2019 17:00	no changes required
6/18/2019 14:26	Glad this project is finally up for a change.
6/18/2019 13:23	45 MPH speed limit is absolutely insane in that area.
6/18/2019 13:07	none
6/18/2019 11:01	My top choice would be to expand the existing bridge to include two way bike traffic on the upstream side. In the current configuration it's too narrow for bicycles crossing both ways at once, but also unreasonably inconvenient to cross pleasant valley at a traffic light only to cross right back again when circumnavigating the lake via the Butler path.
6/18/2019 12:07	We should have continuing neighborhood meeting with the community most impacted
6/18/2019 12:03	Now!!- raise the existing hand rails to the CODE required 42". Bikes must walk across bridge when pedestrians are on walkway! I have requested this several times over the years!!
6/18/2019 11:34	No
6/18/2019 11:18	While I don't see a new bridge as completely necessary, it would make the trail much nicer.
6/18/2019 11:08	I think deciding on one long-term solution and moving that forward as quickly as possible is better than multiple big construction projects.
6/18/2019 10:58	no
6/18/2019 11:08	I'm so glad this improvement is in the works! I use this trail a few times a week and am looking forward to the improvements.
6/18/2019 11:01	Thank you for your work!
6/18/2019 11:04	No
6/18/2019 10:47	nope
6/18/2019 9:43	This is probably the last "missing link" in the lakefront trail system!
6/18/2019 10:11	Thanks for working on this important project.
6/18/2019 10:07	Thanks for working on this important project.
6/18/2019 9:45	Traffic congestion is the biggest concern of most citizens shouldn't we be doing that first?
6/18/2019 9:24	Thanks for this survey - great work!
6/18/2019 8:56	Area near the dam is beautiful. Please consider the entire parkland plan and development. Park land is simply the crown jewels of Austin!
6/18/2019 8:13	Thanks ya'll for putting such in depth thought into this, it's exciting to contemplate this future improvement!

## Open Ended Responses

Q10: Any additional comments?

6/18/2019 7:37	Looking forward to further updates on this project, and to seeing progress made!
6/18/2019 7:32	N/a
6/18/2019 7:25	no
6/18/2019 7:19	no
6/18/2019 7:08	Thanks for making this happen. I ride a bike for transportation and fun and more and more feel like a first class citizen in Austin. Let's work on getting cars off some streets next!
6/18/2019 6:37	Don't let the neighborhood grumps in east Austin stop this from happening.
6/17/2019 23:01	Whatever alternative is chosen should be at least 25 feet wide.
6/17/2019 22:59	all of the alternatives would be much better than no-build. I use this area often for riding my bike for recreation and would love any of the proposed changes.
6/17/2019 21:44	no
6/17/2019 21:32	B and C are by far the best options, although if you also widened the current bridge in addition that would be the best.
6/17/2019 19:05	Thanks for the great work!
6/17/2019 19:12	Thank you for doing this! It will make a huge difference
6/17/2019 18:37	I avoid running across the dam if traffic is up so I really like the idea of having the bridge bypass Pleasant Valley.
6/17/2019 18:25	no
6/17/2019 17:21	Thank you for working on this! It will be a great improvement to the trails and public spaces.
6/17/2019 17:07	I use this crossing multiple times each week.
6/17/2019 16:32	I think it is important to give the east side an iconic bridge.
6/17/2019 14:31	No build seems to be the most cost-effective option, as well as having the least environmental impacts. A fancy new bridge would look nice, but not sure that's needed
6/17/2019 16:00	Thank you for doing this survey.
6/17/2019 16:06	The proposed improvements should be kept on the side of Lady Bird Lake to keep uniformity with the rest of the trail.
6/17/2019 14:47	utilize tax dollars on greater need for vehicular transportation/mobility
6/17/2019 13:48	I'd like to see the fruit market vendors along Pleasant Valley incorporated into the future design. Perhaps a fixed structure of some kind to facilitate this type of business.
6/17/2019 12:59	Would like to see changes ASAP! Needed for safety!!!
6/17/2019 11:54	No
6/17/2019 12:05	No
6/17/2019 12:04	Thank you for doing this!
6/17/2019 12:00	this process takes too long. you have professionals looking at this, trust them. we take too much time gathering input from citizens who don't know what is the best solution. make a decision and get going. trying to get everybody's opinion is a waste of time and money that is better spent on getting this much needed project started.

## Open Ended Responses

Q10: Any additional comments?

6/17/2019 11:07	We already have a bridge that is perfectly functional and safe. Please stop spending tax dollars on things that we already have and don't need to change.
6/17/2019 10:43	Grateful for any improvements to pedestrian/ bike path for safety and quality of living in the area
6/17/2019 10:41	none
6/17/2019 10:20	NA
6/17/2019 10:21	So glad this is happening! Hope I don't get knocked over that wretched low railing & die before it gets done.
6/16/2019 18:46	I cross the dam many times a month on my bicycle, so thank you for these proposed improvements.
6/16/2019 16:53	No
6/15/2019 18:17	very excited for this to take shape!
6/15/2019 11:16	Nooe
6/15/2019 0:38	Excited to better connect bike trail in this area.
6/15/2019 0:15	no
6/14/2019 22:06	none
6/14/2019 15:02	Excited to see what happens
6/14/2019 13:37	No
6/14/2019 13:30	No
6/14/2019 11:14	no
6/14/2019 10:32	Great idea to add bridge. Do not use existing tunnels in dam. They are super sketchy, smell of urine, and would be unsafe at night even with lighting.
6/14/2019 10:42	Make something people look forward to running, biking, walking on just like the boardwalk.
6/14/2019 9:02	I really appreciate that the city is going to make improvements to the trail in this regard. I always a little trepidation crossing the dam
6/14/2019 10:05	Na
6/14/2019 9:31	As a frequent biker riding down the Longhorn Dam is dangerous and incites outrage from cars who refuse to share the rode. I am constantly honked at and have almost gotten into physical altercation because there are no bike lanes.
6/14/2019 9:32	Biking across the bridge consistently leads to hostile interactions with cars. I ride on streets all around Austin, but for some reason the bad interactions are always on Pleasant Valley. Most bikers I know have similar experience. Last weekend, my friend and I were biking across the bridge in the right lane. A driver behind us honked, passed us, stopped at the red light by Roy G. Park, opened his door, and shouted "That's not a [expletive] bike lane."
6/12/2019 18:23	These improvements are good for the city and the safety of the area
6/14/2019 8:34	No
6/14/2019 7:31	-
6/14/2019 7:26	something needs to be done, it is not a great place to run/bike or even walk -
6/13/2019 22:59	Thanks for doing all of this. The trail is my favorite place in Austin.
6/13/2019 22:37	Please build something! The current crossing is not safe for pedestrians.

## Open Ended Responses

Q10: Any additional comments?

6/13/2019 20:49	Love the designs of the bridge. Doing nothing is not an option. I would like to see the speed limit lowered on pleasant valley and the lanes reduced to one with way to protect our families and kids who play in the area.
6/13/2019 18:21	Nope
6/13/2019 16:06	none
6/13/2019 13:42	After taking out the existing bridge, add a little place to launch a canoe, kayak or stand up paddle board
6/13/2019 12:34	After taking out the existing bridge, add a little place to launch a canoe, kayak or stand up paddle board
6/13/2019 12:11	I'm mostly concerned with there being sufficient room on the bridge for both cyclists and pedestrians, as right now it is very tight and feels unsafe.
6/13/2019 11:17	thank for addressing this pathway, very pleased to see this work.
6/13/2019 9:48	No
6/13/2019 9:25	Alternative E actually would be great EXCEPT for that fact that there's no underpass on the north side and would require crossing Pleasant Valley at a PHB? A PHB is not called out in the design so if it's a non light-assisted crossing it's an absolute no-go. As, primarily, a cyclist, alternatives A-C appeal to me pretty much all the same because the 'extra distance' to maneuver is negligible on a bike. But, I can see why peds would prefer the more direct routes. Alternative D just is not appealing aesthetically to me at all ("rare view of downstream, haha) but I'd take it over no-build any day.
6/13/2019 6:34	No
6/12/2019 21:12	thank you for doing this construction; the current setup is very dangerous
6/12/2019 17:01	Thanks for considering improvements
6/12/2019 15:09	Please be sure that it is wide enough to have separate lanes for walkers/runners and bikers.
6/12/2019 13:50	no
6/12/2019 13:09	The bridge is not currently safe to travel on, as-is. The Peninsula and Wishbone improvements would drastically increase the safety.
6/12/2019 13:09	This project is sorely needed to improve pedestrian and bicycle access. The pedestrian bridge near South Lamar is a wonderful inspiration for this project, and leveraging that design could save the City money.
6/12/2019 12:49	Schemes should better address flow thru for commute route biking, have a more direct route across with straighter connections (not T or Y) for main paths.
6/12/2019 12:27	Please consider a drinking fountain on the main trail (versus up at the Montelongo pavillion).
6/12/2019 12:27	No
6/12/2019 12:29	no
6/12/2019 11:54	N/A
6/12/2019 11:51	none
6/12/2019 11:45	NO
6/12/2019 11:22	No
6/12/2019 10:54	Love the iconic bridge idea. Would be behind that.

## Open Ended Responses

Q10: Any additional comments?

6/12/2019 10:47	I cycle and I would like the bridge to be wider overall sometimes it's safer to ride in the road over the bridge then to hop on a trail from the road
6/12/2019 10:17	No
6/12/2019 10:20	Let's make these improvements as soon as possible! Current situation is dangerous.
6/12/2019 9:58	this is an important project and I'm glad the City is working on it
6/12/2019 9:43	Goodluck
6/12/2019 9:34	Thank you for taking the time to improve this area, it has been a consistent concern on mine while using the roads and path for several years now and I do not want to see any one else get injured.
6/12/2019 9:20	You rock!
6/12/2019 8:56	Go for the wishbone. It's the most dynamic.
6/12/2019 8:42	The city could plant more native trees and shrubs in that area. Maybe creating a program training and hiring the homeless to plant and clean the parks.
6/12/2019 8:33	Thank you for facilitating this extremely important project!
6/12/2019 8:42	Please interview actual users of the trail and bridge. The surveys are nice, but you are reaching a lot of non-users. I don't want your decision to be based on people's imagined ideas of how things might work instead of actual, practical experiences.
6/12/2019 5:59	No
6/12/2019 2:03	option d bridge could be awesome if the arc started low, went high in the middle and then went back down again
6/12/2019 1:21	The more bicycle infrastructure the better!
6/11/2019 22:19	I am a regular bike commuter. Look at hwy 969 east of 183 next! next
6/11/2019 21:55	The interim improvement may be sufficient for commuters along pleasant valley, but still ideal to make new bridge in the path so people use it.
6/11/2019 20:48	No
6/11/2019 19:43	Nope. Thanks for asking.
6/11/2019 18:59	FINALLY. Let's get that show on the road, please. :)
6/11/2019 18:41	Stop ignoring south Austin!
6/11/2019 18:43	Please consider a meaningful investment in this project. The benefits of the Lamar pedestrian bridge have been wonderful in a historically wealthier neighborhood. East Austin deserves a similar investment on top of the benefits to cyclist commuters utilizing the boardwalk and Riverside corridors..
6/11/2019 18:24	Please finish the bridge to walnut creek trail over 51st
6/11/2019 18:01	NA
6/11/2019 17:49	Thanks, this bridge needs some improvements
6/11/2019 17:43	Please, fix this soon
6/11/2019 17:41	Alternative "B" (Wishbone) is clearly the best option !!
6/11/2019 17:33	I don't understand why stuff costs so much in CoA...
6/11/2019 17:29	No
6/11/2019 17:29	Keep up the great work! Looking forward to this!!
6/11/2019 17:17	please make sure the proper environmental considerations are considered
6/11/2019 16:48	no

## Open Ended Responses

Q10: Any additional comments?

6/11/2019 16:53	Please consider how to deal with the traffic problems in this area
6/11/2019 17:04	no
6/11/2019 16:29	I hope whatever is chosen is mindful of increasing the size of the intersections before and after this new development. It is getting to be a busier street with a lot of traffic problems. If pedestrian traffic continues, it will bring more cars to the area.
6/11/2019 16:53	Even if Plan B is chosen (which looks to cost the most), please still keep the costs down
6/11/2019 16:51	No
6/11/2019 16:56	Thanks for your work on this! It's so exciting to watch the progress!
6/11/2019 16:41	n/a
6/11/2019 16:45	No
6/11/2019 16:46	No
6/11/2019 16:35	I bike commute and take this route over the bridge daily.
6/11/2019 16:30	This part of the city deserves the biggest and best of improvements. An iconic bridge is well deserved to join both unique east sides together.
6/11/2019 16:29	The distance from I-35 to Pleasant Valley is probably the longest stretch of this entire trail without a way to get across to the other side. If a pedestrian and bike bridge is being considered, I'd much rather one be placed closer to the Expedition School or at least through Snake Island to the peninsula on the south side. We already have connectivity at Pleasant Valley. Why not just do the "interim" improvements there as final improvements and build the hike and bike bridge somewhere that doesn't have connectivity?
6/11/2019 16:30	thank you for your consideration and attempts to collect community feedback.
6/11/2019 16:28	no
6/11/2019 16:26	Thank you for considering making improvements to this area. It is used often and the weakest area of the trail.
6/11/2019 16:21	Thank you! That bridge is currently *very* scary, but I need to take it to get to and from work on my bike.
6/11/2019 16:17	n/a
6/11/2019 15:29	No
6/11/2019 14:25	No
6/11/2019 13:13	No.
6/11/2019 12:36	Excited! Start building!
6/11/2019 11:39	Great project.
6/11/2019 10:51	This is great no matter which is chosen I a glad this improvement is being considered
6/11/2019 9:57	I have always longed for the view eastward across PV from the bridge sidewalk -- it's SO pretty and has such promise for eastward expansion of the trail system! PLEASE use option D as the priority design! One input though, I really don't like the crosswalk idea. That road is too dangerous. If you put steps (or maybe a switchback ramp) from the east sidewalk of PV down to the new trail at the bridge, it would allow crossing PV without risk! And that bridge would be a huge attraction to take users farther east on the trail system. Frankly I don't think the project has ANY merit if we don't use this opportunity to break



## Open Ended Responses

Q10: Any additional comments?

	through the PV barrier. Long term this would also allow a northside trail on the east side of PV to loop in with the trail on the south river toward the Guerrero Park and beyond, perhaps all the way out to cross on the Montopolis trestle bridge! That would be awesome!
6/10/2019 22:11	no
6/10/2019 21:01	Na
6/10/2019 19:14	none
6/10/2019 19:09	This project is long overdue and very welcome.
6/10/2019 19:01	Thans for doing this.
6/10/2019 19:04	Build the bridge upstream, wishbone is best design.
6/10/2019 18:57	No
6/10/2019 18:33	a tunnel on the north shore, regardless of which design is implemented, would be avoid much traffic congestion
6/10/2019 18:41	no
6/10/2019 18:40	Letâ€™s just do cheapest boardwalk connecting the trails
6/10/2019 18:37	no
6/10/2019 18:27	If fishing is intended from structures, is enough room being provided so that runners won't get hooked when casting?
6/10/2019 18:00	Hydration areas/water fountains would be great.
6/10/2019 18:27	Thank you for addressing this! It's such a narrow and noisy bridge to cross currently.
6/10/2019 18:29	no
6/10/2019 18:18	No
6/10/2019 18:19	Is the dam still operated by Austin Energy or will the City take over responsibility? How much life does the existing structure have left?
6/10/2019 18:10	Many communities around the world have achieved iconic and elegant bridge designs at reasonable costs through the use of pedestrian bridge design competitions. I urge you to look at precedents for this process in other communities instead of pursuing the path of narrow minded highway bridge designs for a structure type that is fundamentally different.
6/10/2019 18:15	n/a
6/10/2019 18:15	No
6/10/2019 18:04	Get it done in a year. There is no excuse for this multi-year timeline.
6/10/2019 17:56	thank you. We love the trail system and improvements!
6/10/2019 17:54	A custom or iconic bridge structure would suit the areas future needs best.
6/10/2019 17:54	I am a bike commuter and am interested in getting across the bridge efficiently. I donâ€™t want to tak a significant detour.
6/10/2019 17:41	The traffic along Cantubury St is really bad during rush hour. If all parking is to be moved along that street, will it negatively impact traffic flow? I have tried to drive down that road several times during rush hour and already there is hardly any room for two-way traffic. It could also be dangerous for people to walk down thtat street to the trailhead because of the heavy traffic (I do not think there are sidewalks there)
6/10/2019 17:03	Consider flood hazard impacts for any new bridges

## Open Ended Responses

Q10: Any additional comments?

<b>6/10/2019 14:18</b>	NA
<b>6/10/2019 12:33</b>	Build protected bike lanes on S. Pleasant Valley. Merge traffic into one northbound and one southbound lane starting at the bridge and heading north, with a turn lane in the middle. Continue protected bike lanes north on Pleasant Valley/Chestnut until the property owners in Cherrywood won't let you build protected bike lanes on Cherrywood since off-street parking is more important to those residents.
<b>6/10/2019 12:04</b>	Solar Panels
<b>6/10/2019 11:44</b>	No