

Welcome!

Please sign in

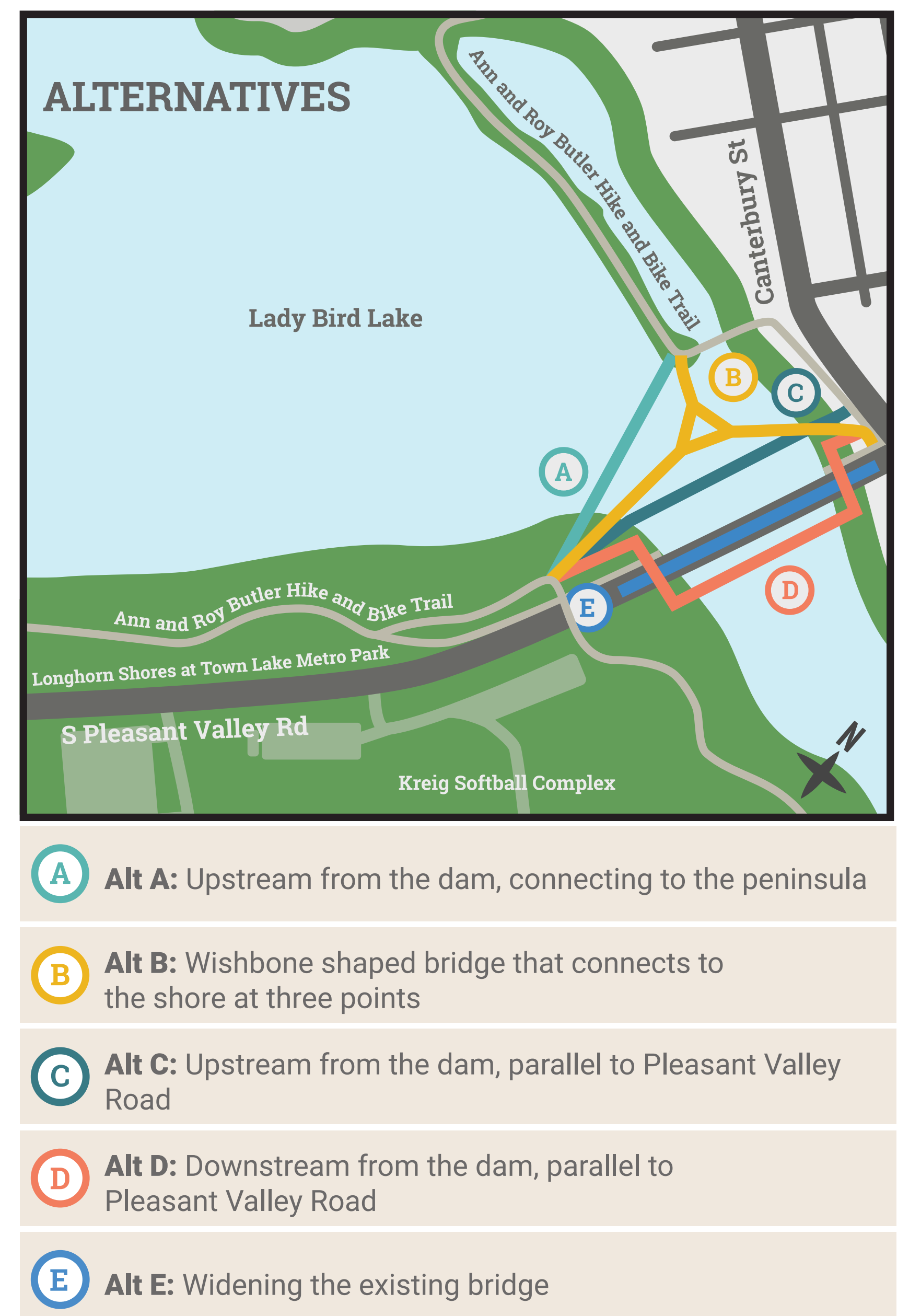
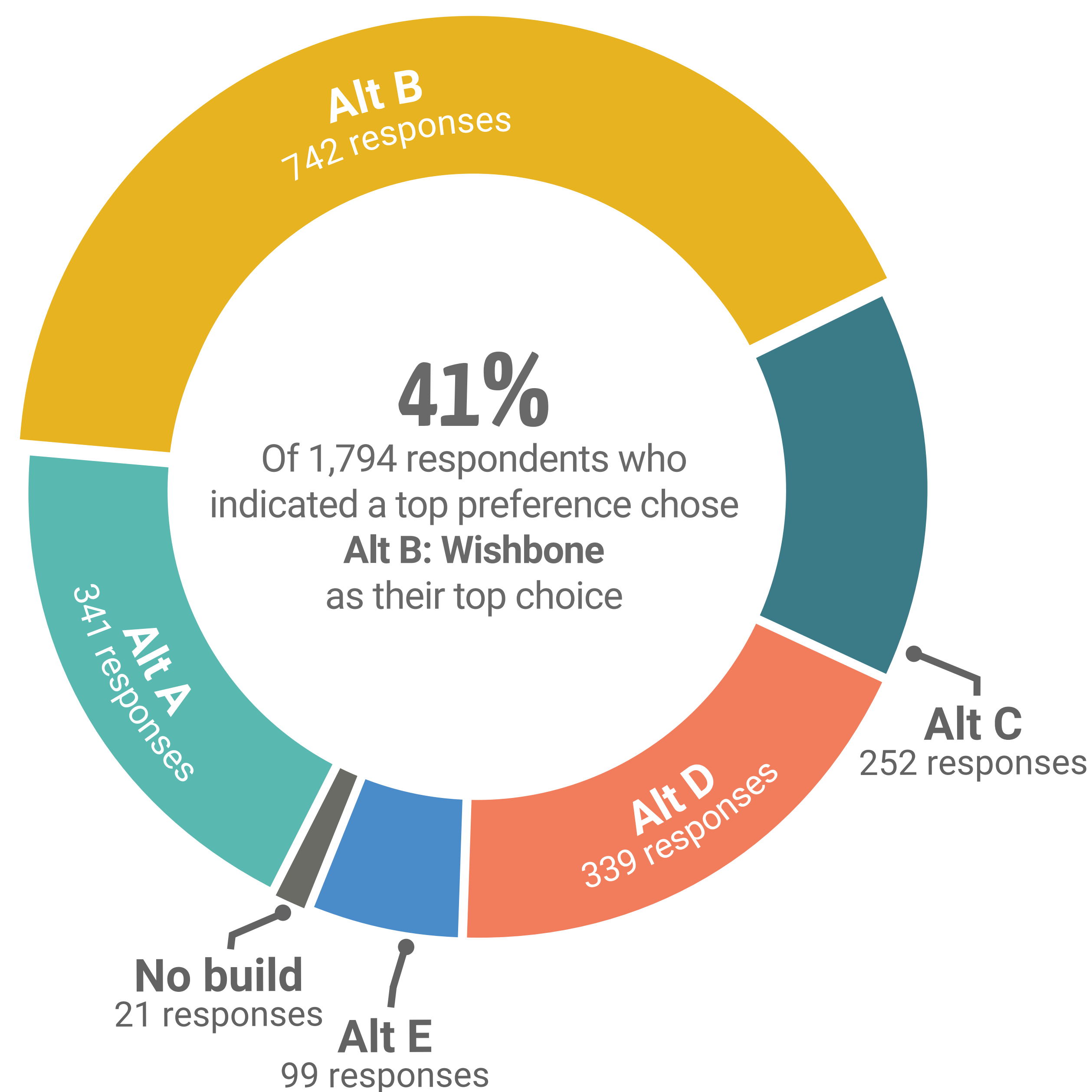
At this open house, you will have the opportunity to:

- Review previous public input on this project
- Review a refined bridge design
- Review interim improvements
- Review the project timeline
- Discuss the project with staff
- Take our survey

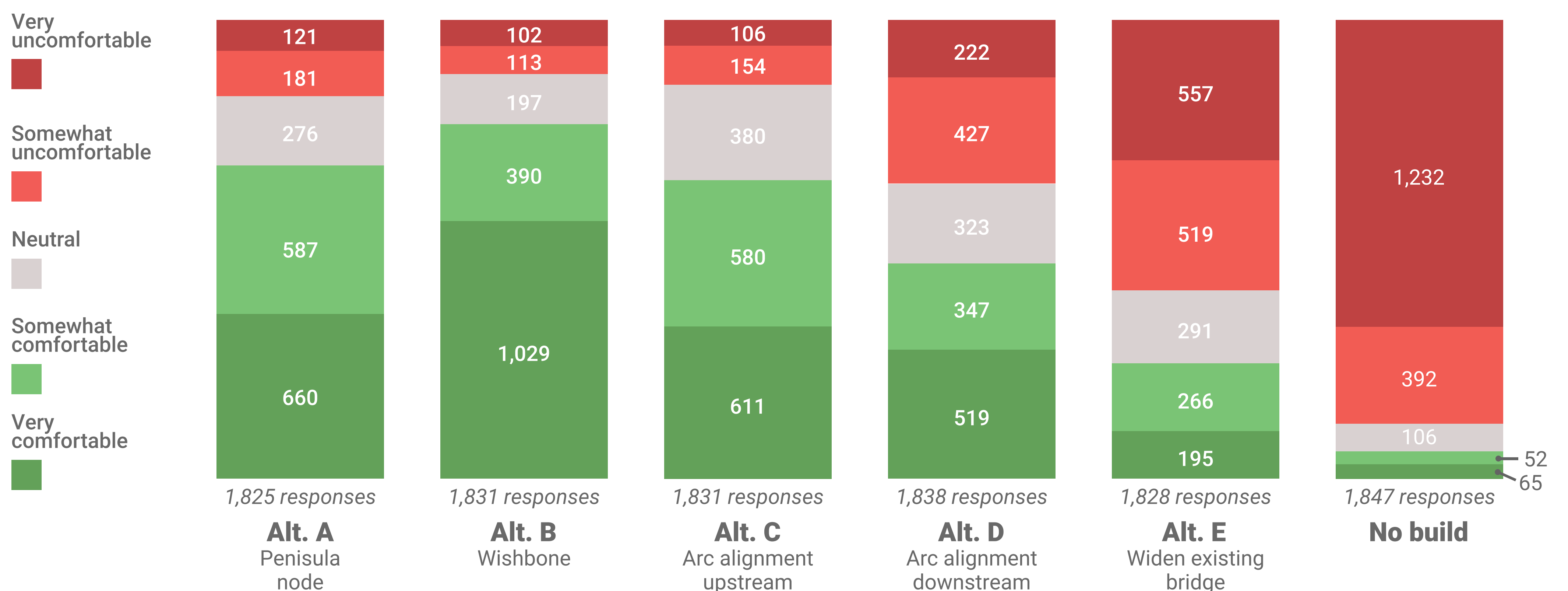
PUBLIC INPUT SUMMARY

SURVEY RESULTS: JUNE - JULY 2019

In 2018, the City of Austin began work on a Preliminary Engineering Report to evaluate the possibility of a new pedestrian and bicycle bridge over Lady Bird Lake. Initial input received from the community in late 2018 was evaluated to develop several alternatives for public review. A second public meeting was held on June 10 and an online survey was available from June 10 to July 10 for feedback on five proposed alternative designs. Over 1,800 survey responses were received and analyzed.



COMFORT BY ALTERNATIVE



PUBLIC INPUT SUMMARY

ADDITIONAL COMMENTS



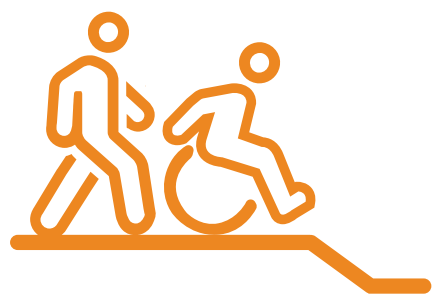
Safety

55 responses related to safety, including concern for the current conditions and support for increasing safety to the crossing.

“Make it safe for pedestrians and cyclists and it will be used!”

“A safer way for bikes to cross the bridge is needed!”

“Current state is very dangerous.”



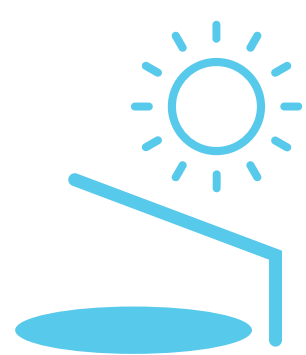
Accessibility

11 responses related to ensuring accessibility for all trail and bridge users.

“Wheelchair accessible please. Thanks!”

“Keep deck space safe, accessible to users of different abilities.”

“Please have it be ADA accessible.”



Shade

24 responses related to shade and the desire to include more shade in the final bridge design.

“Shade structures on bridge would really help!”

“Please make sure the shade structures will actually provide shade.”

“Shade is VERY important.”



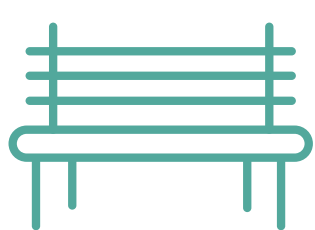
Environment

23 responses related to concerns about minimizing environmental impacts.

“A primary goal should be to minimize environmental impacts to Lady Bird Lake.”

“I feel that there should be more emphasis on preserving nature, and the animals that live along the river corridor.”

“My chief concerns are safety and environment.”



Amenities

13 responses related to amenities, including requests for specific features.

“Hydration areas/ water fountains would be great.”

“Can you add a restroom?”

“Better shade structures, water fountains, telescope on bridge.”



Cost

38 responses related to cost, including a majority of comments supporting a cost efficient design.

“Spend as little money as possible to accomplish the objective.”

“Prioritize cost and connectivity.”

“Cost needs to be kept very low.”



Timeline

23 comments related to supporting a quick timeline of completion.

“The faster any of this can be done, the better.”

“Please get it done as soon as possible. Thank you!”

“A timely solution is very important.”



Interim Improvements

Over 80 responses included support for the proposed interim improvements.





















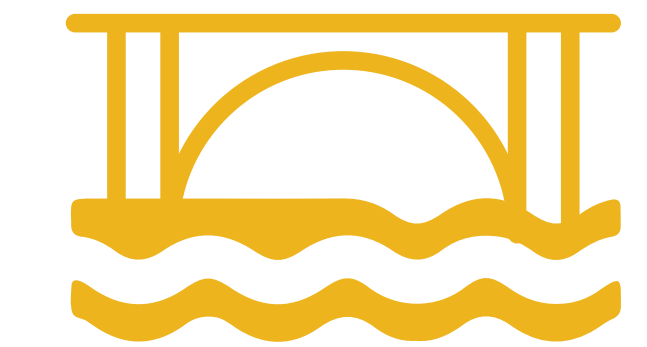



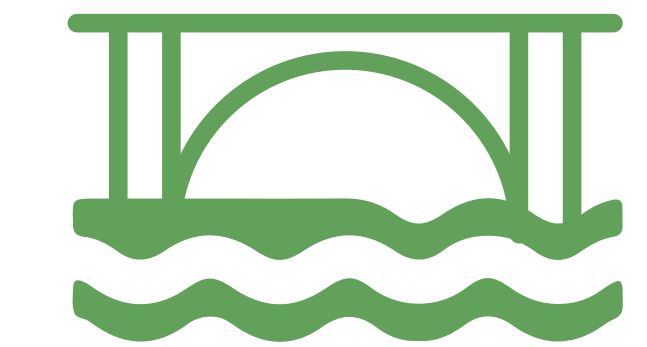





“Very important to address immediate needs.”

“Anything would help, so I’m happy to see near-term solutions.”

“Think it will address 95% of the issues. Lets get cracking!”

Bridge Alternatives

EVALUATION CONSIDERATIONS

	PENINSULA ALTERNATIVE A	RECOMMENDED ALTERNATIVE WISHBONE ALTERNATIVE B	UPSTREAM ALTERNATIVE C	DOWNSTREAM ALTERNATIVE D	BRIDGE WIDENING ALTERNATIVE E
COMMUNITY FEEDBACK Measure of support for individual alternatives	 19% SELECTED AS #1 CHOICE	 41% SELECTED AS #1 CHOICE	 13% SELECTED AS #1 CHOICE	 19% SELECTED AS #1 CHOICE	 5% SELECTED AS #1 CHOICE
SAFETY, ACCESSIBILITY, SUSTAINABILITY Minimizes grades and elevation changes; maximizes widths and maintainability			 ELEVATION CHANGE	 ELEVATION CHANGE	 LIMITED LIFESPAN¹ ELEVATION CHANGE
CONVENIENT CONNECTIONS Supports direct connections for people walking and bicycling along trail and Pleasant Valley Road					
ENVIRONMENT, LANDSCAPE, SPACE USE Maximizes space use with minimal impact				 WETLAND IMPACT²	
HYDRAULIC IMPACT Minimize 100-year stormwater level rise (shown in feet). <i>Note: Boardwalk rise was .05 FT.</i>	 .03 FT	 .03 FT	 .08 FT	 .00 FT TURBULET FLOW³	 .00 FT
COST EFFECTIVENESS Minimizes cost	 \$12.8M	 \$12.6M	 \$10.9M	 \$13.7M	 \$13.9M

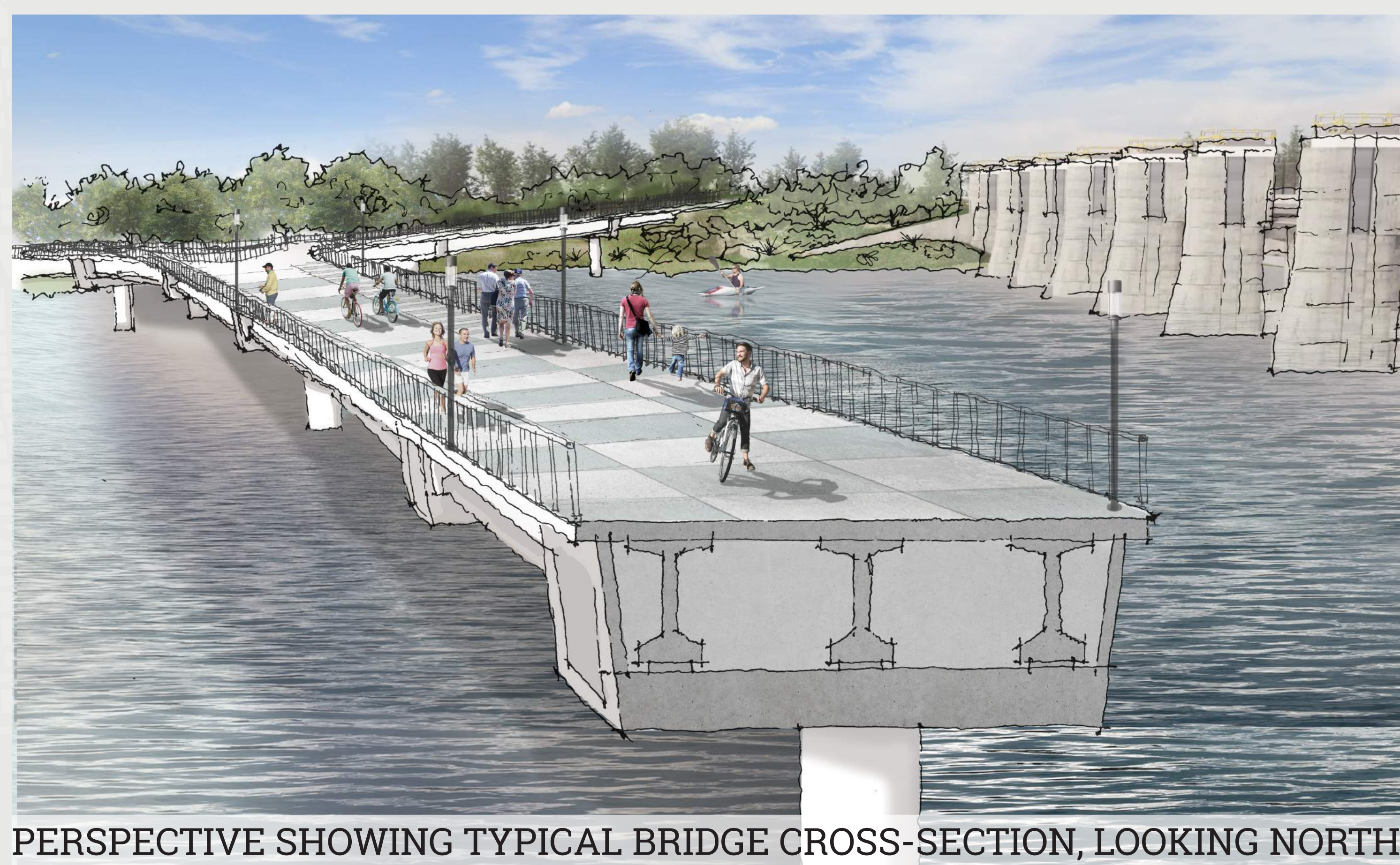
How well the alternative meets the evaluation considerations. High Medium Low

Footnotes:
 1 Lifespan of improvement by this alternative that widens a bridge built in the late 1950's would be limited compared to a new bridge with a 100 year lifespan.
 2 This alternative has the risk of affecting a spring fed wetland that has been identified downstream of the dam.
 3 Flows downstream of the dam are more turbulent and higher velocity compared to upstream alternatives that could result in risk for users.

“WISHBONE” RECOMMENDED BRIDGE ALTERNATIVE



ILLUSTRATIVE SITE PLAN



PERSPECTIVE SHOWING TYPICAL BRIDGE CROSS-SECTION, LOOKING NORTH

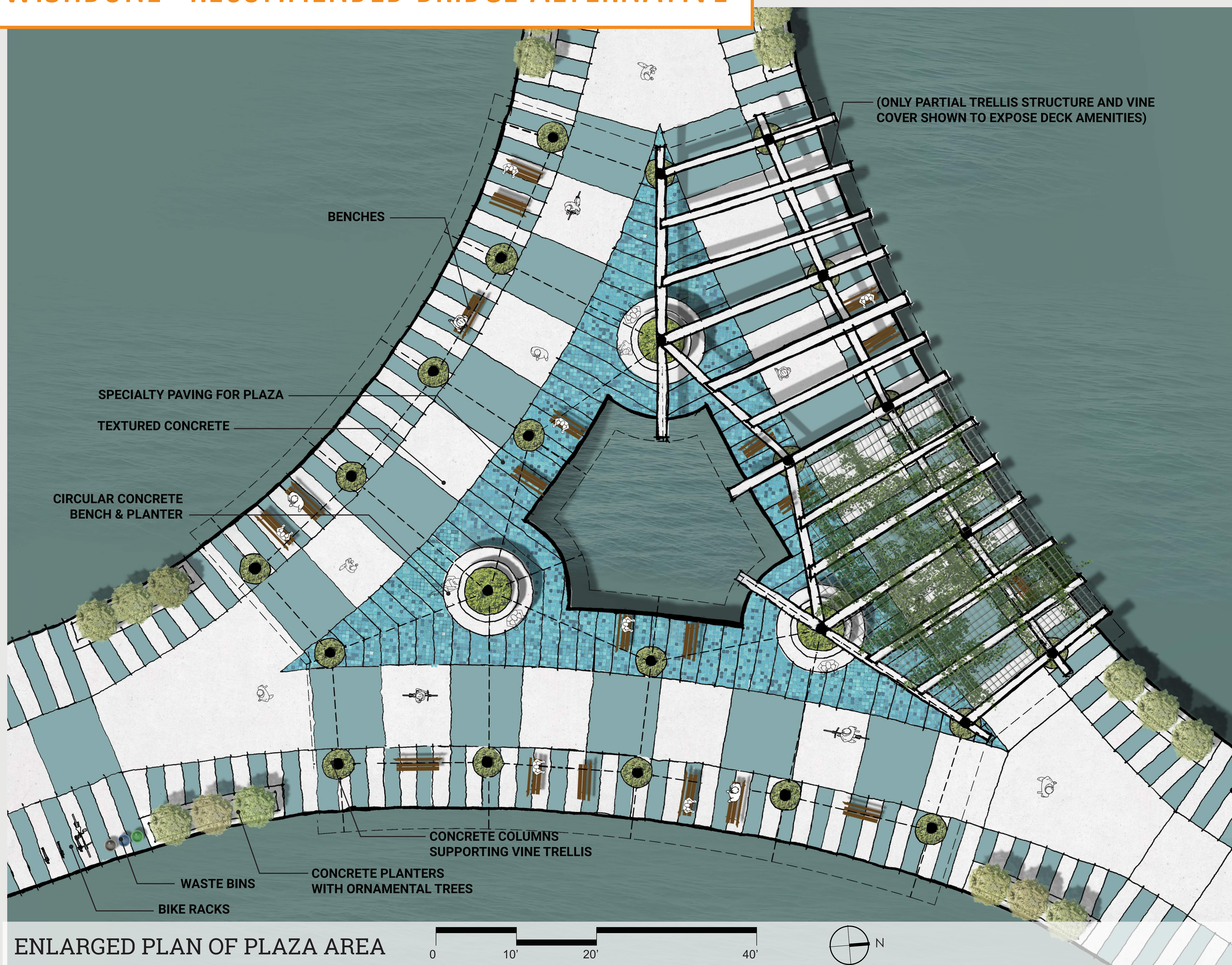
- The main structural elements of the bridge will be concrete columns, beams, girders, and deck, designed to minimize flood impacts and to reduce cost.
- The vertical pickets of the guardrails will be low-maintenance, galvanized steel that maximizes views through to the water.
- Low-maintenance, LED lighting will be installed to maximize safety.



NEW TRAIL UNDERPASS AT PLEASANT VALLEY ROAD, LOOKING WEST

- The existing tunnel passage (see white outline) will be removed, once the large and lighted underpass is constructed.
- The new underpass will be an archway, detailed with natural limestone blocks to harmonize with other stonework found in Austin parks.
- This important trail junction is an opportunity for enhanced landscaping, furnishings, wayfinding, and parking information.

“WISHBONE” RECOMMENDED BRIDGE ALTERNATIVE



PLAZA AREA, LOOKING NORTH TO SHORELINE

- The confluence of the bridge's three legs forms a unique, plaza space suspended above the water, that will be accentuated by a lighted, triangular trellis structure.
- The trellis, with both shade panels and evergreen vines, will provide shade from "day one", as well as an oasis-like place for relaxing, gathering, and taking in the views and breezes.
- The paving pattern cues people moving toward the center, or the "through-zone" of the bridge with its larger scale, smoother pavement. The bridge edges will provide refuge for lingering, signaled by the smaller-scaled paving pattern and placement of amenities.
- The planters, pavement surfaces and/or the columns could provide wayfinding information and/or could be artist-designed features.



BRIDGE LANDING ON PENINSULA, LOOKING EAST

- This leg of the bridge is kept on a structure with columns over the existing peninsula instead of utilizing a solid embankment to minimize impacts to trees, which connects to the new segment of the Ann & Roy Butler Trail along the shoreline, as well as the Metz Park, Pool and Recreation Center, the Tejano Trails, and the Eastlink Trail.
- The space under the bridge will not be accessible, except where there is ample headroom to pass under, such as the tip of the peninsula. The inaccessible areas will be screened with a recessed, vertical vine trellis, so that the views and breezes can travel through this space.
- Park users will be able to access all edges of the shoreline of the peninsula, which has long been a place for fishing, sitting, and viewing Lady Bird Lake and its "lagoon".

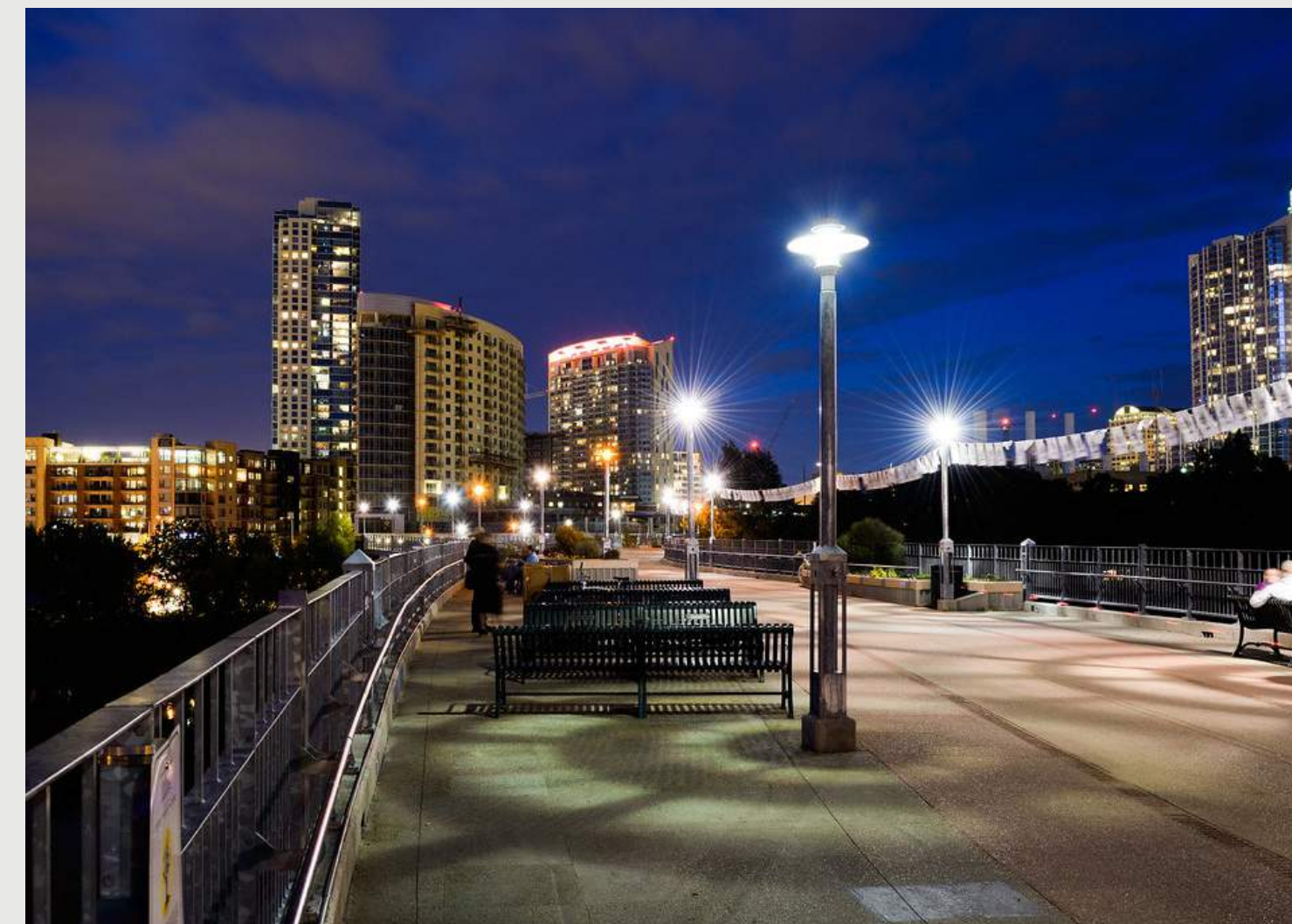
REFINED GUIDING PRINCIPLES FOR BRIDGE DESIGN

The intent of the guiding principles is to establish a design framework for the project. The guiding principles have been drafted in response to public input and technical analysis. The guiding principles will be documented in the Preliminary Engineering Report (PER), and carried forward to guide the design phase of the project.

● SAFETY & ACCESSIBILITY:

Design the bridge and its connecting trails to the highest standards of safety and accessibility.

- Provide night sky and wildlife-friendly lighting for safe and comfortable 24-hour use of the bridge, and its connecting trails.
- Provide lighting and integrate into shade structures.
- Provide ample bridge widths for high levels of anticipated use, and safe opportunities to linger on the bridge.
- Remove the existing, narrow pedestrian tunnel under Pleasant Valley Road and construct a new, wide, and lighted undercrossing linking to the Roy G. Guerrero Colorado River Metro Park and Trail.



Lighting for the bridge, trail and public places is essential.

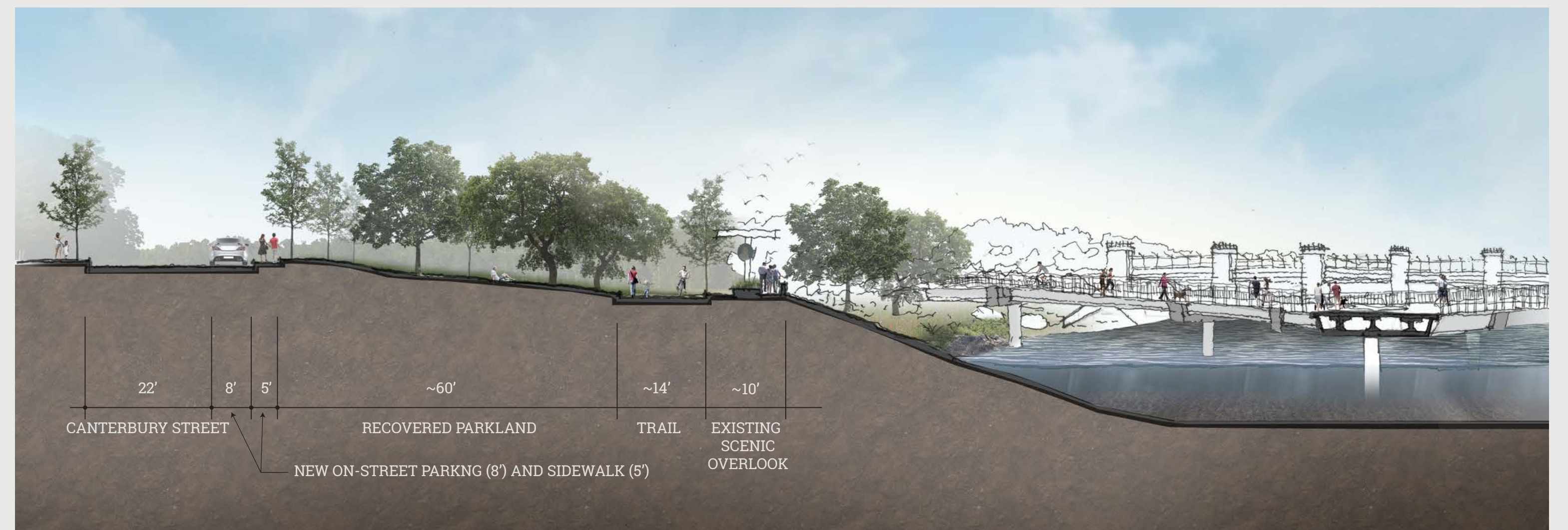


A new, spacious underpass will replace the existing pedestrian tunnel.

● CONVENIENT CONNECTIONS:

Provide a bridge alignment and connections that create direct and convenient travel paths for both commuters and recreational trail users.

- Minimize the steepness of bridge slopes so they are comfortable for all ages, and abilities, with a maximum slope of less than 5%.
- Ensure high-quality connections to accommodate the significant travel demand, including at the Pleasant Valley Road and Ann and Roy Butler Trail crossings.



The existing parking lot on parkland will be removed to allow for the bridge landing and an enhanced trailhead, and new on-street parking will be striped along Canterbury Street.

● ENVIRONMENT & LANDSCAPE:

Design the bridge to complement and enhance the environment, park, river and the natural landscape.

- Carefully integrate the bridge landings into the parkland, to beautify these areas and maximize preservation of existing trees and landscape.
- Provide opportunities for both upstream and downstream river views.
- Honor existing landmarks and community spaces, such as the Roy Montelongo Scenic Overlook, an Art in Public Places installation created by artist Connie Arismendi.



Bridge landings will be designed to minimize the impact on the existing landscape.

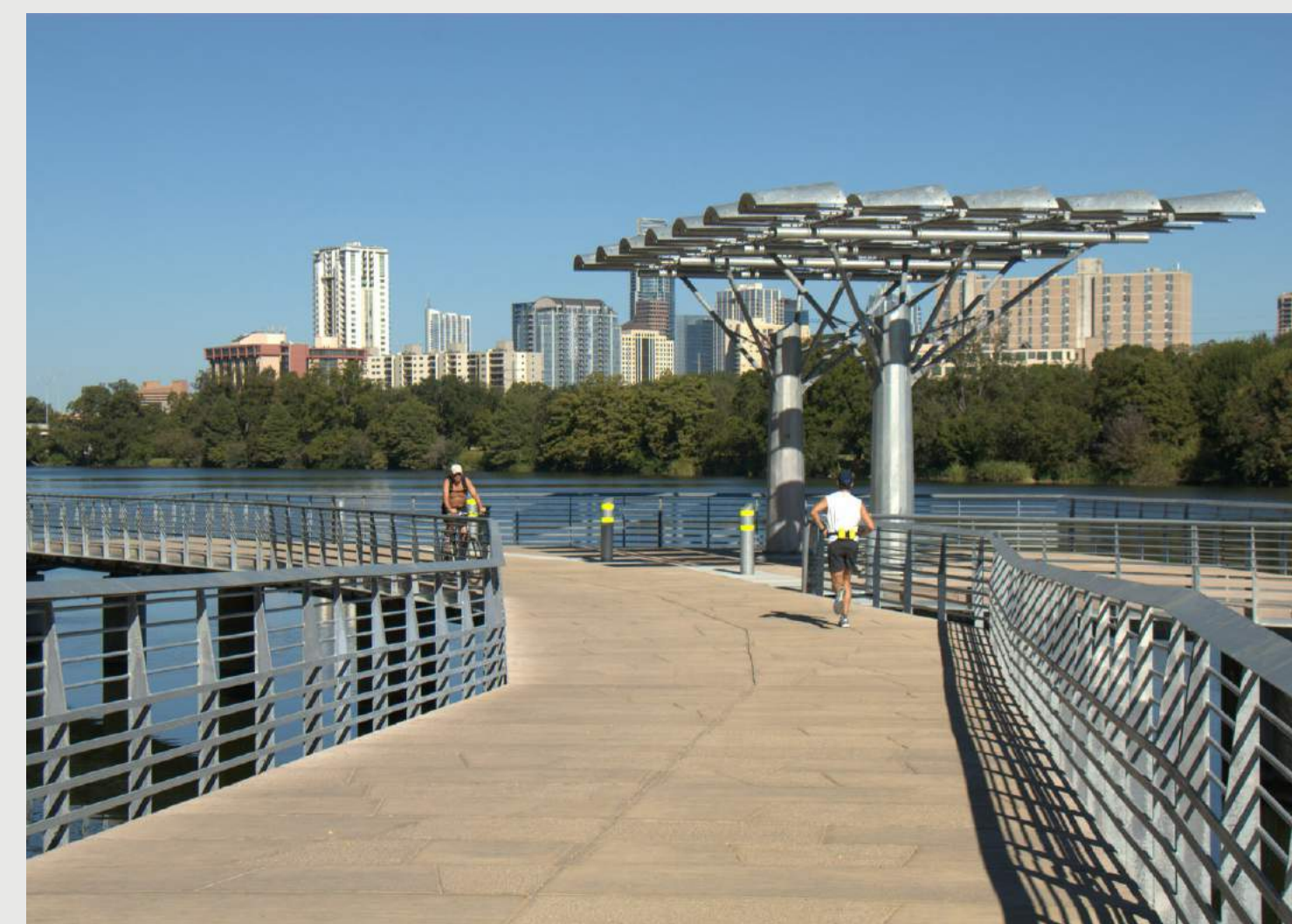


This shade structure commemorates the Tejano music legend, Roy Montelongo.

● FRIENDLY & ENGAGING DECK SPACE:

Design the bridge deck, furnishings, and connecting trails and spaces to create a high-quality user experience.

- A variety of seating should be available on the bridge deck to provide places for rest, relaxation, and enjoyment of views.
- Ensure that guardrails will maximize views.
- Provide shade on portions of the bridge to increase comfort.
- Ensure that bridge "finishings" (guardrails, paving, lighting, etc.) are carefully detailed using durable materials.



The Lady Bird Lake Boardwalk has several shade structures and overlooks.

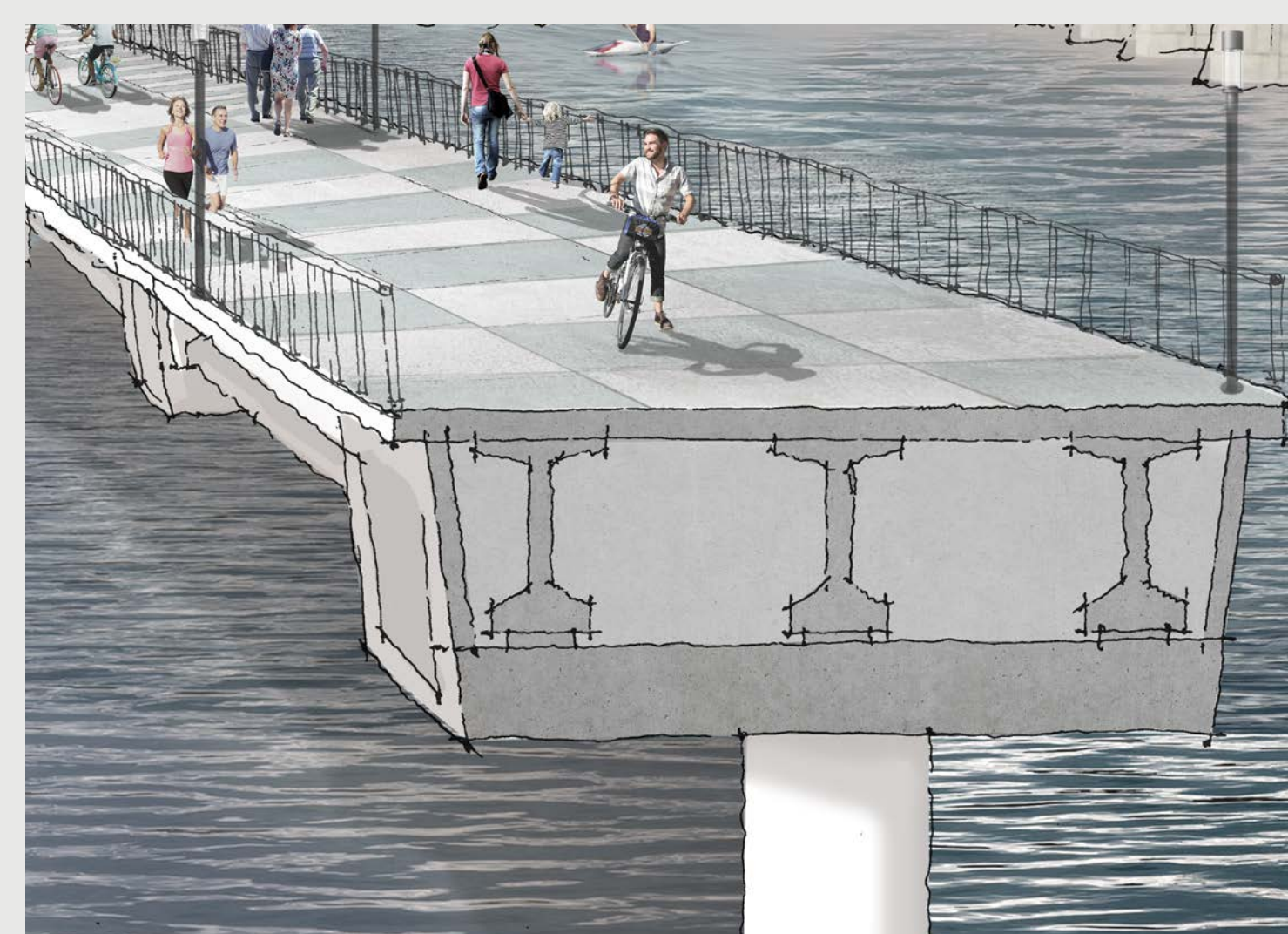


The Pfluger Bridge hosts a variety of informal activities.

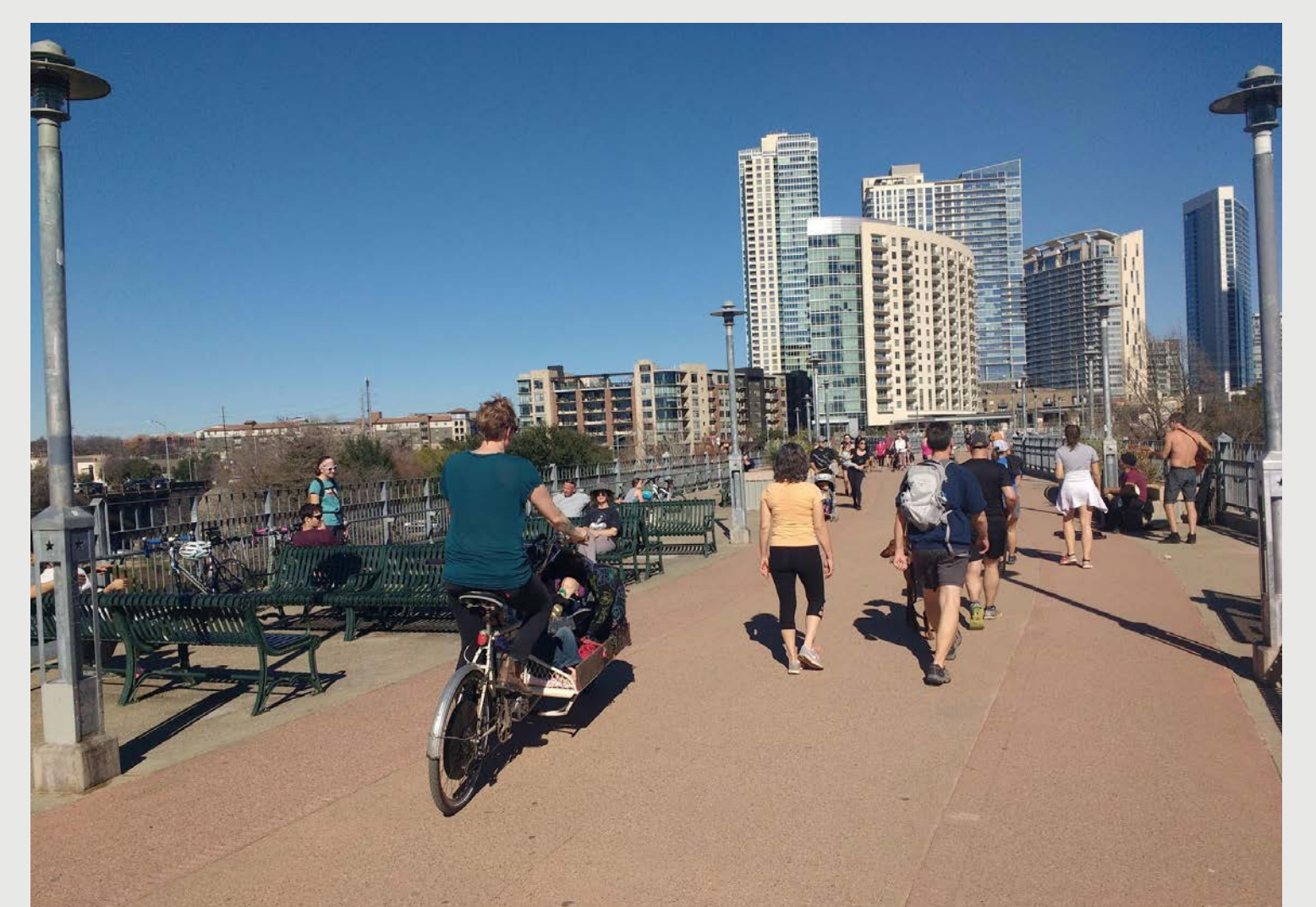
● COST-EFFECTIVE STRUCTURE:

Design the bridge structure to be as time and cost-efficient as possible, prioritizing the user experience at the deck level.

- Use simple, cost-effective structural elements.
- Provide elements that enhance the function and appearance of the bridge at a reasonable cost, such as seating, shade, specialty paving, attractive guardrails, and plantings.



Standard, structural components will be used for the bridge structure.



Using a simpler structure still allows for a high-quality deck experience.

● STEWARDSHIP:

Identify partners to ensure maintenance of the enhanced landscape treatments and amenities.

- Identify partners early-on to ensure maintenance of the enhanced level of landscape, structures, and furnishings that accompany the bridge and trails.
- Identify partners to program events, performances, outdoor education, and more.



The Congress Avenue trail underpass and overlook was sponsored by The Trail Foundation.

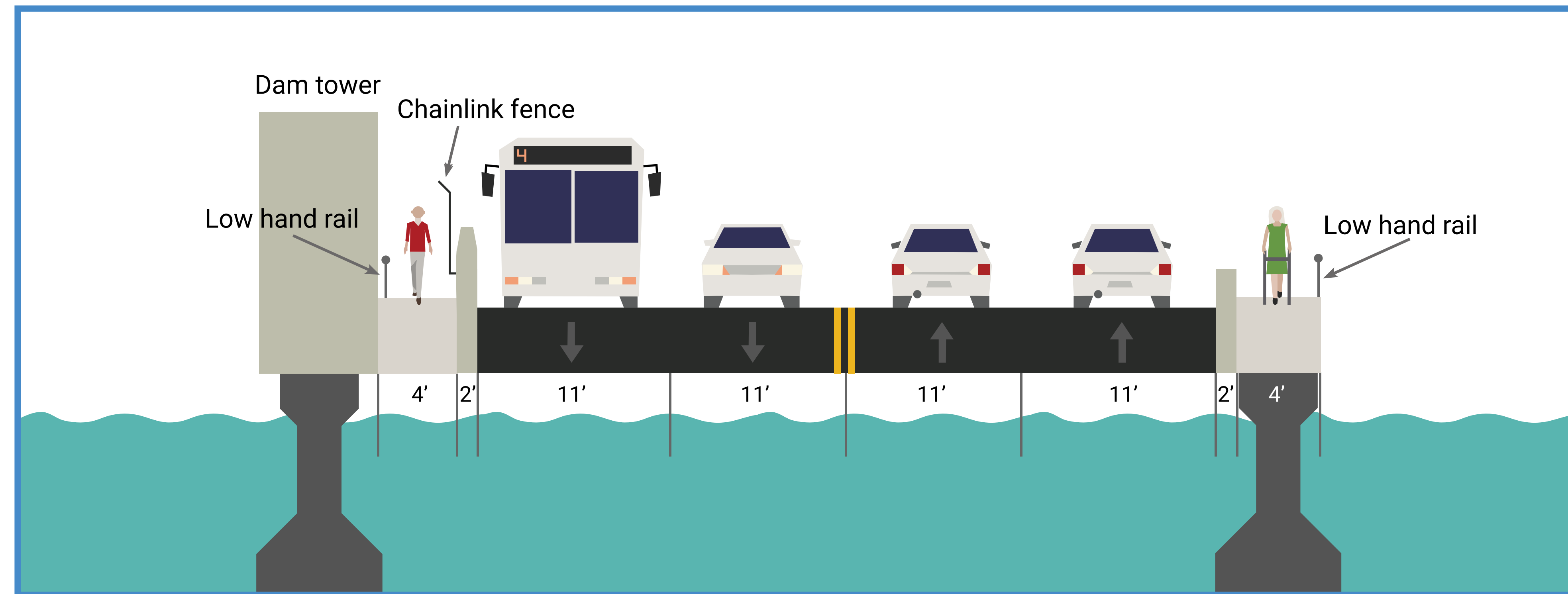


The Boardwalk's landing plaza includes partner recognition bricks and signage.

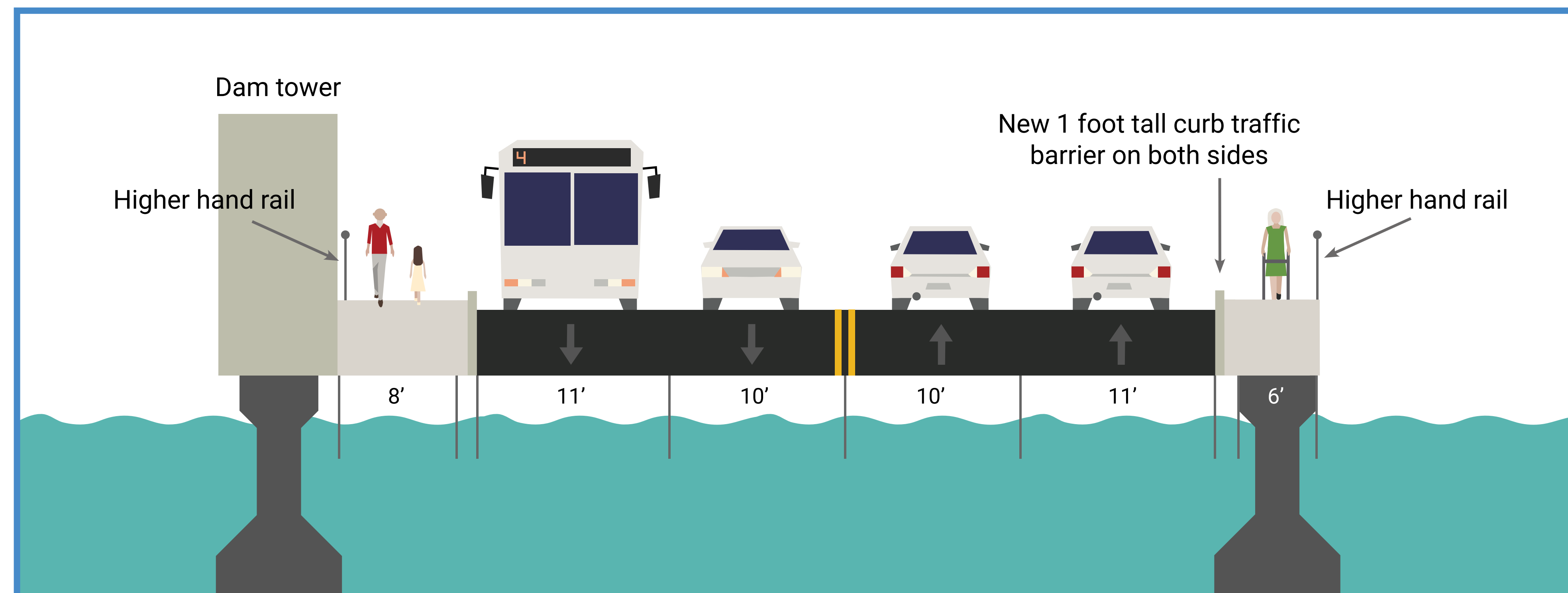
INTERIM IMPROVEMENTS - EXISTING BRIDGE

- Interim improvements are near-term changes that will remain in place if a new bicycle and pedestrian bridge is constructed.
- Funding for these interim improvements is available from a number of City of Austin funding sources, including the 2016 Mobility Bond.
- The estimated cost for interim improvements is **\$1.5 million**.

EXISTING BRIDGE CROSS SECTION

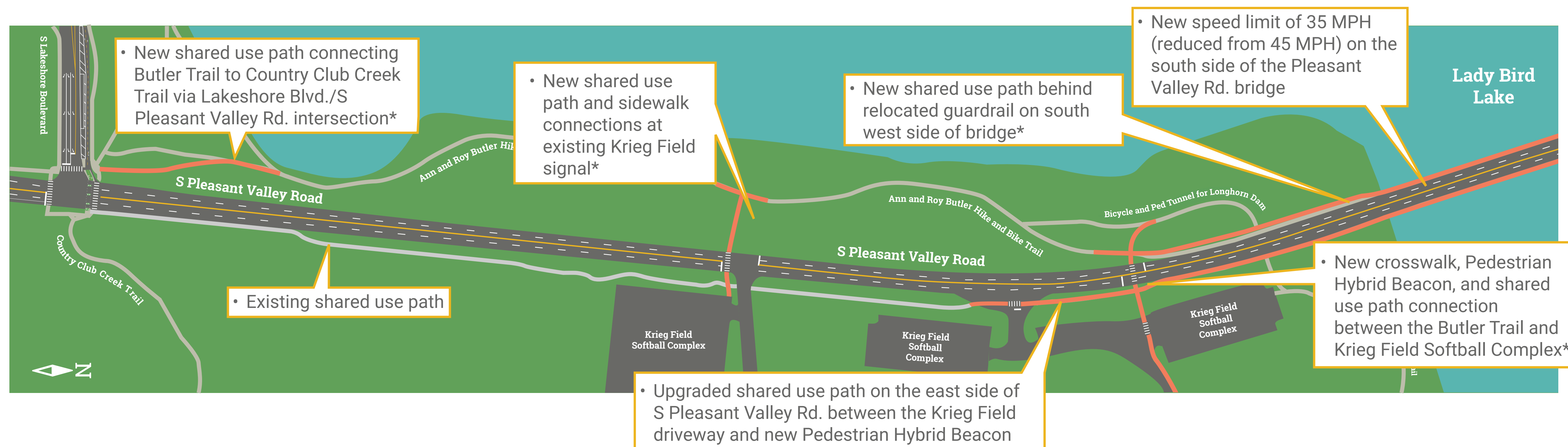


PROPOSED BRIDGE CROSS SECTION

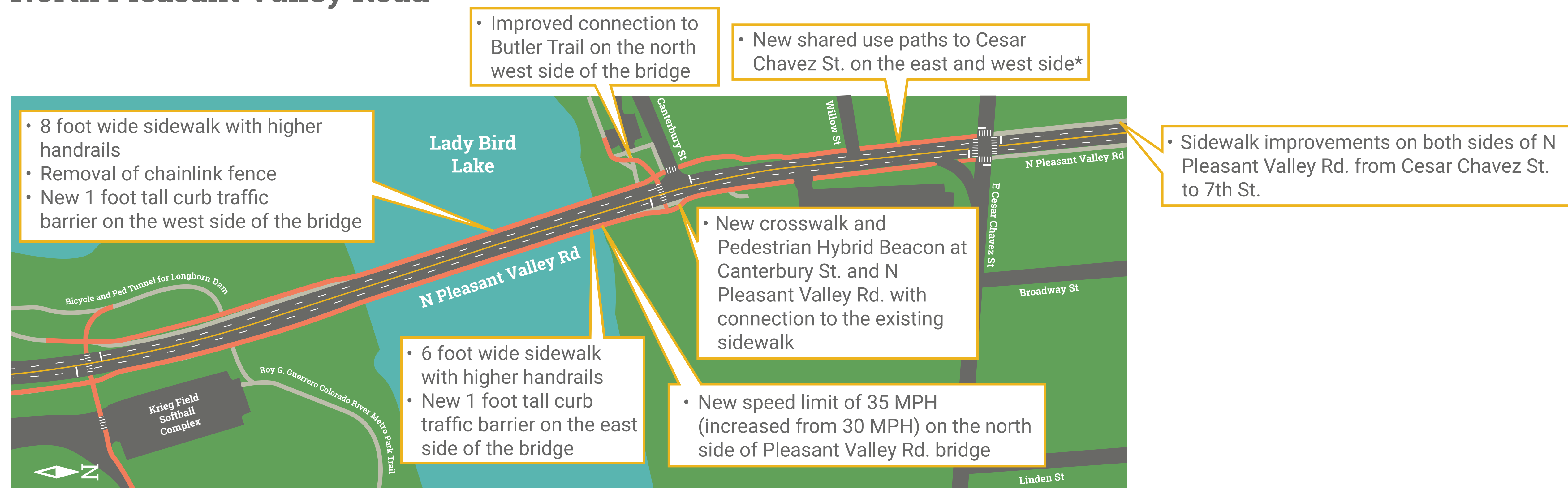


INTERIM IMPROVEMENTS - PLEASANT VALLEY ROAD

South Pleasant Valley Road



North Pleasant Valley Road



*Improved lighting along portions of new shared use path sections.

FUNDING AND TIMELINE



Funding for design of the recommended bridge alternative and construction of the interim improvements is available from several City of Austin funding sources, including the 2016 Mobility Bond.



Funding for construction of the recommended bridge alternative will still need to be identified.



Timeline to opening a new bridge includes detailed design, permitting, bidding, award and construction.

WE ARE HERE

