

CITY OF AUSTIN
PUBLIC WORKS DEPARTMENT

LONGHORN DAM MULTIMODAL IMPROVEMENTS

CONNECTING YOU
ALL AROUND AUSTIN



November 13, 2018



Photo Credit: Mose Buchele, KUT

AGENDA



- ❖ Introduction of project team, purpose, and timeline
- ❖ Project and planning history
- ❖ Existing conditions
- ❖ Preliminary engineering study of new bridge
- ❖ Interim solutions
- ❖ Project funding
- ❖ Feedback / Station breakout

PROJECT TEAM



City Project Sponsors:	Janae Spence, Public Works Department Nathan Wilkes, Austin Transportation Department
City Partners:	D'Anne Williams, Parks and Recreation Gareth Nicely, Austin Water Utility Karl McArthur, Watershed Protection Liz Johnston, Watershed Protection
City Project Manager:	Genest Landry, Public Works Department
Project Consultants:	Lee Frieberg, HDR Jana McCann, McCann Adams Studio Leilani Williams, Baer Engineering and Environmental
Public Information Officers:	Elizabeth Ferrer, Public Works Department Marissa Monroy, Austin Transportation Department

PROJECT PURPOSE



To **conduct a preliminary study** of a new pedestrian and bicycle bridge crossing Lady Bird Lake near Longhorn Dam and **evaluate potential interim improvements.**

PROJECT TIMELINE



BEGIN
PRELIMINARY
ENGINEERING
STUDY
(July 2018)

MEETING 1
IDENTIFY NEEDS
AND ISSUES
(We are here)

MEETING 2
PRESENT
ALTERNATIVES
(Spring 2019)

MEETING 3
PRESENT
RECOMMENDATION
(Fall 2019)

BEGIN DETAILED
ENGINEERING
(TBD)

OPPORTUNITIES FOR INPUT

PROJECT HISTORY



Timeline Leading to this Study

- **2003-Current:** Various city plans speak to the importance of improvements to the bridge
- **2014:** Opening of the Boardwalk
- **2016-2018:** Funding approved for Preliminary Engineering Study of new pedestrian bicycle bridge and interim improvements
- **2018:** Consultant selected for Preliminary Engineering Study of new bridge
- **Ongoing Feedback:** Concerns raised by residents for bicycle and pedestrian safety

PROJECT HISTORY – What We've Heard



Existing bridge crossing is a barrier

Concern with low handrails

Concern with bicycles traveling in the roadway

Pleasant Valley separates the park

Concern with safety of crossing Pleasant Valley

Concern with width of sidewalk

Not room to pass on sidewalk

What are your concerns?

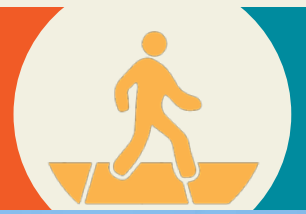
What do you like?

Concern with speeds on Pleasant Valley



**Visit: Station 2 to share what needs improvement
Station 3 to share what you like**

PROJECT HISTORY – Existing Conditions



Physical Conditions

- Current sidewalks are 4' wide due to concrete barriers and not room for comfortable passing
- Sidewalks width and rail are not ADA compliant
- Western sidewalk serves Ann and Roy Butler Trail
- Dam maintenance results in trail closures
- Trail connections to north and south are difficult



PROJECT HISTORY – Connectivity

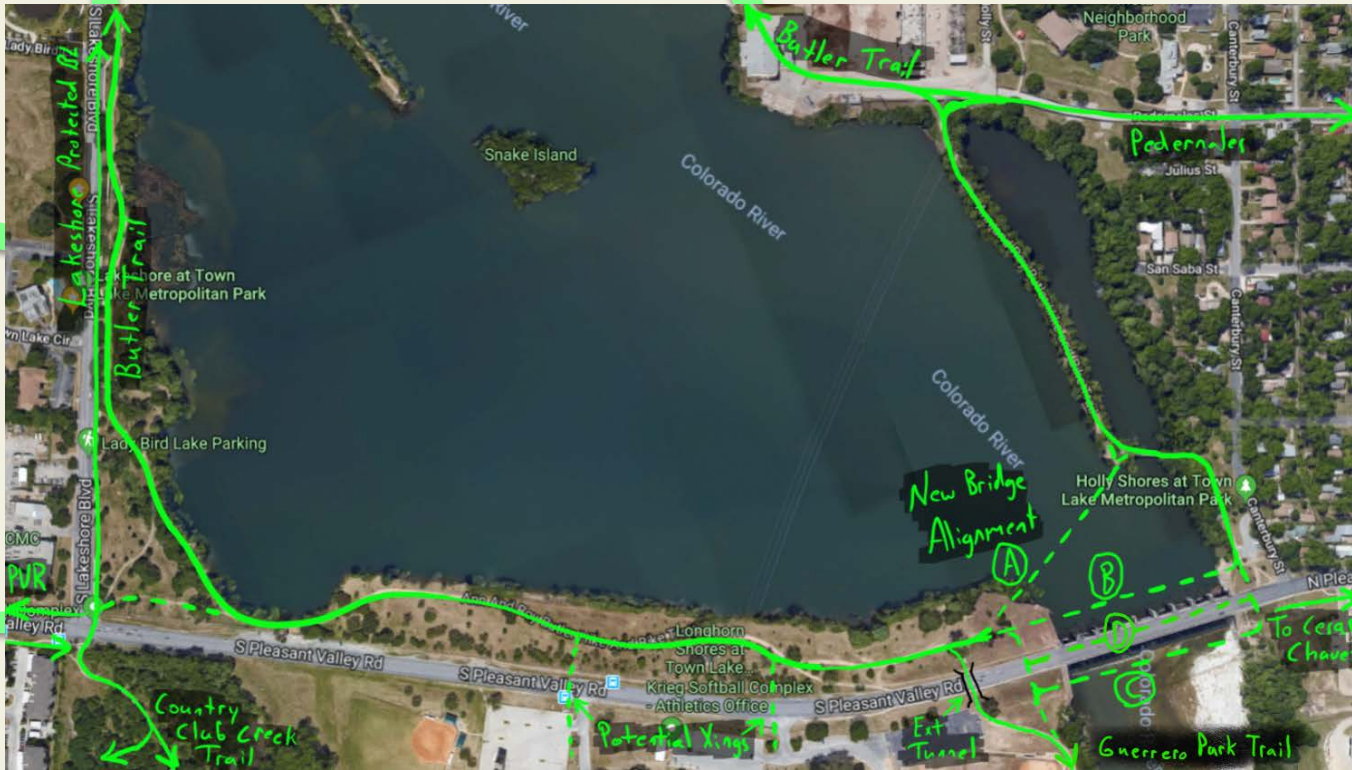
Challenges



Lakeshore & East Riverside

Ann and Roy Butler Trail

Eastlink Trail



Pleasant Valley South

Pleasant Valley North

Country Club Creek

Roy G. Guerrero Park Trail

PROJECT HISTORY – Planning History



Plans and Studies that Relate to this Priority Project

- **2009:** Roy G Guerrero Colorado River Park Plan
- **2014:** Bicycle Plan
- **2014:** Urban Trails Plan
- **2014:** Holly Shores / Edward Rendon Sr. Park at Festival Beach Plan
- **2014:** Southeast Shore Plan
- **2014:** Country Club Creek Trail Preliminary Engineering Report
- **2015 - Present:** EastLink Trail Plan

* Visit the project website for more information on planning history of this project

PROJECT HISTORY – Planning History



Longhorn Dam Multi-modal Improvements: Existing Plans Affecting Project Area Connectivity



SOURCES:
Holly Shores/Edward Rendon, Sr. Park Master Plan: City of Austin, adopted 2014
Ann and Roy Butler Trail at the Southeast Shore Master Plan: City of Austin, adopted 2014
Aerial Imagery: City of Austin, 2017
Property Lines: Travis County Appraisal District, 2016
Planimetrics: City of Austin, 2015
100-Year Floodplain: City of Austin FloodPro, FEMA, 2018

BASE MAP SHOWING EXISTING, COUNCIL-ADOPTED MASTER PLANS
“Longhorn Dam Pedestrian Bridge Project”
Prepared by McCann Adams Studio for the City of Austin
DRAFT September 5, 2018

0 100 200 400 ft



About the Preliminary Engineering Study

- To study the feasibility, cost, and timeline of new pedestrian and bicycle bridge alignments
- Alternatives will be developed and analyzed based on a variety of design criteria
- The study will result in a recommended alternative
- The results of the study will be documented in a report to support the next phase of full engineering design
- **Three public meetings will give a chance for input along the way**

BRIDGE STUDY - ALIGNMENTS



Bridge Alignments Proposed to Study

The following alignments have been previously identified for study:

- A separate structure, upstream of the dam (Alignments A and B)
- A separate structure, downstream of the dam (Alignments C)
- Widening the existing bridge (Alignment D)



Visit Station 1 to suggest other alignments that should be evaluated

BRIDGE STUDY - ALIGNMENTS



Flood Flow and Dam Maintenance May Affect Feasible Alignments

Colorado River

- 100-year flood elevation is 10' above normal surface elevation
- Floodplain Regulation - No change in 100-year flood water surface elevation is allowed
- Concerns with proximity of potential bridge upstream for water flow and maintenance

Longhorn Dam Water Works

- Dam was built by Austin Energy for the Holly Power Plan and is now operated by Austin Water
- Dam maintenance needs – water access and roadway access



Approximate 100-Year Flood Elevation



Large water release (planned, non-emergency)

BRIDGE STUDY – BRIDGE TYPES



**Conventional Beam
Bridge Type**

(~\$6.7- \$8.0 Million)



Mopac Bicycle Bridge- Austin, TX

**Steel Truss
Bridge Type**

(~\$7.0- \$8.3 Million)



North Animas River Pedestrian Bridge- Aztec, NM

**Conventional Beam
Bridge Type
with Enhanced Finishings**

(~\$7.1- \$8.4 Million)



Pfluger Pedestrian Bridge- Austin, TX

**Custom Beam
Bridge Type**

(~\$10.4- \$12.4 Million)



Pfluger Pedestrian Bridge- Austin, TX

**Iconic
Bridge Type**

(~\$21.7- \$26.2 Million)



Sundial Bridge- Redding, CA



★ Visit station 4 to give your feedback on bridge type preference

BRIDGE STUDY – EVALUATION CRITERIA



Potential Evaluation Criteria

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

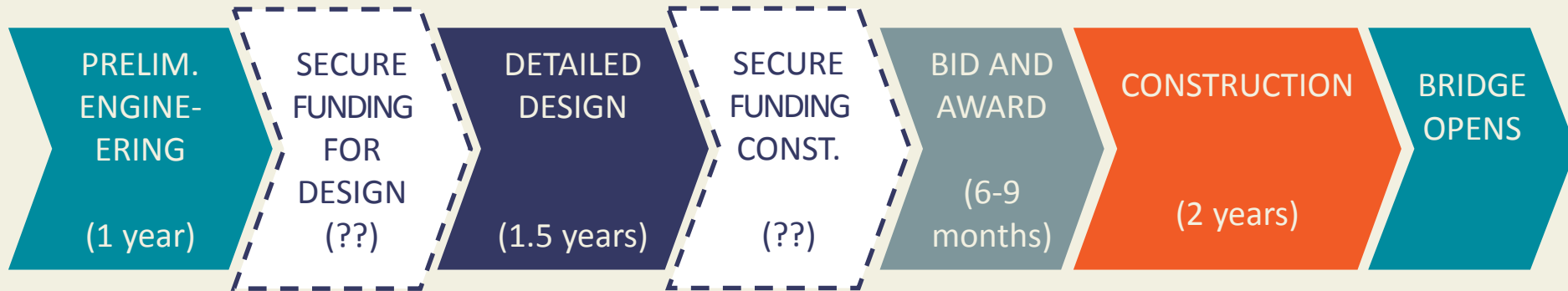


**Visit Station 5 to give
feedback on most important
evaluation criteria**

BRIDGE STUDY –TIMELINE



Implementation Timeline to Opening



- Total Timeframe: 5 years – 10+ Years
- Securing funding for design and construction is critical to accelerated timeline

INTERIM SOLUTIONS



We Want Your Feedback on Priority Interim Improvements

- Make pedestrian route over bridge ADA compliant
- Improve north and south pedestrian and bicycle connections connections to bridge
- Increase sidewalk widths on bridge
- Remove chain link fence from bridge
- Upgrade bridge handrails
- Reduce speeding on Pleasant Valley Road
- Improve pedestrian crossings of Pleasant Valley Road
- Others?



**Visit Station 6 to give
feedback potential
interim improvements**

BRIDGE STUDY - FUNDING



Current Funding

- \$950k of dedicated funding for this project
- \$500k has been earmarked for Preliminary Engineering Study
- Design and construction funds have not yet been secured
- Existing funding sources may be available to advance design of a bridge and / or interim improvements
- Funding for construction of a new bridge would need to be pursued

BREAKOUT STATIONS

Please give us your feedback!

Station 1) Desired travel paths / alignments

Station 2) What needs improvement

Station 3) What do you like / Should be preserved

Station 4) Bridge type preferences

Station 5) Evaluation Criteria

Station 6) Interim Improvements



LONGHORN DAM MULTIMODAL IMPROVEMENTS

PROJECT CONTACTS - Please give us your feedback!

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