

Redbud Trail Bridge Selection/Concept Design Phase  
CIP Project No. 5873.012  
Public Comments/Responses from January 30, 2020 Open House

Comment	Date	Venue	Comments	Comment Response
9	1/30/2020	Open House	I like the pylons better and thank you for improving left turn situation from Lake Austin Blvd. heading west and turning south/southwest onto Redbud.	Comment noted.
23	1/30/2020	Open House	Suggestion: Interpretive signage along pedestrian/bike guardrails on History of Tom Miller Dam and its formation of Redbud Isle. (a la Pfluger Pedestrian Bridge and along Cesar Chaves at 1st St on River Floods) (Maybe sponsored thru Trails Foundation and Austin PARD)	Comment noted
18a	1/30/2020	Open House	I feel like the pylons across bridge should be the short type - not the light, tall pylons.	Comment noted.
19e	1/30/2020	Open House	5) As between pylon or monument - pick whatever is best for visibility.	Comment noted.
22c	1/30/2020	Open House	Would also like to see a more traditional lighting design architecturally. Thank you.	Comment noted.
29a	1/30/2020	Open House	Bridge lighting should be variable, i.e., lighting should be different colors at will of city and/or occasion.	Comment noted.
2f	1/30/2020	Open House	6. I prefer the monuments, not the pylon lighting " too much expense".	Comment noted.
7e	1/30/2020	Open House	5. If lighting only "moon light" style/color.	Comment noted.
44d	2/14/2020	Online	Of the two design options, I prefer the Monument option, since it seems less obtrusive on the scenic natural beauty than the Pylon option.	Comment noted.
39a	2/3/2020	Online	Design preference: pylon design with vertical lighting.	Comment noted.
43b	2/14/2020	Online	The gears look stupid. Why wouldn't you want to accent the beauty of the nature around the bridge instead of competing with it with big monuments of gears or other artwork?	Comment noted.
41	2/12/2020	Online	It's a much needed improvement. I like the pylon design.	Comment noted.
46c	2/10/2020	Email	I think I would prefer a bit different treatment re the entrance to Redbud Isle... The round wheel-like things are interesting, and remind one of the dam and power generation... but do not really have anything to remind you that Red Bud Isle is a more "natural" area - next to the lake and its creatures and activities... — i.e., activities on Red Bud Isle are NOT industrial, but very natural and park-like....	Comment noted.
10	1/30/2020	Open House	Overall I'm impressed. I'm a little disappointed that Redbud Isle won't have more parking, but I understand the water quality issues. I also like how the designs are now trying to proactively avoid impacts to Buzzard Hollow by bridging over sections of it instead of utilizing fill. Intersection improvements are great, too!	Comment noted.
11	1/30/2020	Open House	This is a great project on a much needed structure. I am so happy this is finally happening.	Comment noted.
13	1/30/2020	Open House	Pretty bridge. Much needed.	Comment noted.
19a	1/30/2020	Open House	1) I like the safety features and new design of the bridge.	Comment noted.
1a	1/30/2020	Open House	A beautiful bridge! With improved flow at Red Bud Trail/Lake Austin Blvd.	Comment noted.
7c	1/30/2020	Open House	3. Like the proposed location and style of new bridge.	Comment noted.
46e	2/10/2020	Email	I am very glad that an effort is being made not to make the bridge so high over the water - with the 100 yr floodplain taken into consideration — as well as easier access to Redbud Isle ( i.e., easier than the drawings shown at the previous Open House.	Comment noted.
29b	1/30/2020	Open House	Is current bridge capacity appropriate?	The Project team expects that the new bridge's capacity and configuration will serve public needs for the foreseeable future.
44a	2/14/2020	Online	What is the height of the of the planned bridge? (I don't see that number in the background materials.) At the open house, I believe one of the reps said it would be only 10 feet higher than the current bridge. If so, that is an improvement over the last design—and it should be as low as possible so as not to obscure the natural beauty of the area.	Bridge Height We are raising the bridge out of the Town Lake Watershed floodplain to comply with current drainage regulations and best practices for hydraulic bridge design. The elevations being used are from the Lower Colorado River Authority (LCRA) and City of Austin (COA) Watershed Protection based on river analysis, dam system release estimates, and relevant flood data. The final elevation will be driven by the most appropriate solution satisfying the design constraints in the best manner possible. The height profile of the proposed bridge is shown on the project website. The relative height change varies, but it is now set as reasonably low as it can be. The proposed bridge is taller than the existing bridge since it will be built above the 100-year water surface elevation.

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43a	2/14/2020	Online	What is the expected shelf life of the proposed bridge?	The new bridge should continue to serve its intended purpose for 100 years.
32	1/30/2020	Online	I think that you have done a great job helping bridge users visualize your improvements. I would hope that there is a way for ped/bike access to the grated area on the west [north] side of the bridge. That view is one of my favorites. I understand the reasons for putting the shared path on the east side from a connectivity standpoint BUT please provide access to the west side of the bridge. Thanks!	The north side of the bridge is currently planned to be reserved for utility use.
18c	1/30/2020	Open House	Why "shared use" so wide? The hike-bike trail does fine with its width. There are not huge numbers of walkers and bikers across bridge. Make it narrower - please. Make it a little less "industrial looking".	Shared Use Path The Redbud Isle park area is already a popular destination but can only be arrived at safely by car. However, the area is hampered by poor alternative access for walking, running, or biking. Furthermore, this is the far end of the Lance Armstrong Bikeway and the improvements will allow for additional safe biking routes and options. The conceptual design of the bridge allows for vehicles as well as bicyclists and pedestrians on a shared use path. It is standard practice to design new bridges in this fashion to accommodate vehicles as well as pedestrians and bicyclists. The width of the shared use path is in accordance with current urban trails design guidance and City preferences for trail widths.
2e	1/30/2020	Open House	5) Reduce pedestrian/bike lane either side of new bridge to ± 6' (traffic lanes space is much more important than bikes, very few pedestrians).	Shared Use Path The Redbud Isle park area is already a popular destination but can only be arrived at safely by car. However, the area is hampered by poor alternative access for walking, running, or biking. Furthermore, this is the far end of the Lance Armstrong Bikeway and the improvements will allow for additional safe biking routes and options. The conceptual design of the bridge allows for vehicles as well as bicyclists and pedestrians on a shared use path. It is standard practice to design new bridges in this fashion to accommodate vehicles as well as pedestrians and bicyclists. The width of the shared use path is in accordance with current urban trails design guidance and City preferences for trail widths.
1b	1/30/2020	Open House	1) As you know, the volume of traffic direction is time-of-day specific and it's still a 2-lane bridge! Possible to make a 3-lane bridge - direction of middle lane reversed, depending on am vs pm?2) Suspect this improvement will increase traffic using it as a short cut. Relieving point 1 (Lake Austin Blvd/Red Bud Trail) and a traffic will shift the traffic line-up to 2 (Red Bud/Westlake Dr). Relieving obstruction at only one of two tandem sites will not improve overall flow?	Bridge Lanes and Traffic Volume The project intends to maintain a two lane bridge with safety shoulders. This configuration is expected to serve the needs for the foreseeable future. Development on the Lake Austin Blvd (east) side of the bridge is an unknown. However, Westlake Drive will always be a limiting factor for significant increases in traffic on the bridge coming from the east. And, while modest growth over time will occur and a little more development west of the bridge is likely, the westerly areas served by this structure are significantly developed. No great influx of new bridge users is anticipated nor even feasible without a huge transformation of the character and capacity throughout the entire length of Westlake Drive. The chances of this magnitude of development occurring throughout West Lake Hills is exceptionally remote.
3b	1/30/2020	Open House	You really need to consider having four (4) lanes over the bridge. Adding walk and bike lanes does not help traffic congestion. You could bring the four (4) lanes all the way to the intersection of Westlake Dr and Redbud Trail. It is almost that wide now! Westlake Hills has proposed different options at the intersection of Westlake Dr and Redbud Trail. Please coordinate with them before you have two boondoggles at those two intersections. The traffic stacks up on Westlake Dr all the way to Bee Caves Rd from 4:00 - 6:30 pm. People who do not live in this area use Westlake and Redbud to cut through to wherever they live.	Bridge Lanes and Traffic Volume The project intends to maintain a two lane bridge with safety shoulders. Urban roadway congestion is almost entirely a matter of how well the control points (e.g., intersections) function and is far less affected by the number of lanes. This configuration is expected to serve the needs for the foreseeable future. Development on the Lake Austin Blvd (east) side of the bridge is an unknown. However, Westlake Drive will always be a limiting factor for significant increases in traffic on the bridge coming from the east. And, while modest growth over time will occur and a little more development west of the bridge is likely, the westerly areas served by this structure are significantly developed. No great influx of new bridge users is anticipated nor even feasible without a huge transformation of the character and capacity of the entire length of Westlake Drive. The chances of this magnitude of development occurring throughout West Lake Hills is exceptionally remote.

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5a	1/30/2020	Open House	There should be a walkway, bikeway that is the same space as the utility line with grades or removable panels so that there could be a third lane that could be reversible so it would change for the two different rush hours.	<p>Bridge Lanes and Traffic Volume</p> <p>The project intends to maintain a two lane bridge with safety shoulders. Urban roadway congestion is almost entirely a matter of how well the control points like intersections function and is far less affected by the number of lanes. This configuration is expected to serve the needs for the foreseeable future. Development on the Lake Austin Blvd (east) side of the bridge is an unknown. However, Westlake Drive will always be a limiting factor for significant increases in traffic on the bridge coming from the east. And, while modest growth over time will occur and a little more development west of the bridge is likely, the westerly areas served by this structure are significantly developed. No great influx of new bridge users is anticipated nor even feasible without a huge transformation of the character and capacity throughout the entire length of Westlake Drive. The chances of this magnitude of development occurring throughout West Lake Hills is exceptionally remote.</p>
35	1/31/2020	Online	Why keep it to one lane each direction? Shouldn't we plan for the future and expand the bridge to at least 2 lanes while there is still room?	<p>Bridge Lanes</p> <p>The project intends to maintain a two lane bridge with safety shoulders. Urban roadway congestion is almost entirely a matter of how well the control points like intersections function and is far less affected by the number of lanes. This configuration is expected to serve the needs for the foreseeable future. Development on the Lake Austin Blvd (east) side of the bridge is an unknown. However, Westlake Drive will always be a limiting factor for significant increases in traffic on the bridge coming from the east. And, while modest growth over time will occur and a little more development west of the bridge is likely, the westerly areas served by this structure are significantly developed. No great influx of new bridge users is anticipated nor even feasible without a huge transformation of the character and capacity throughout the entire length of Westlake Drive. The chances of this magnitude of development occurring throughout West Lake Hills is exceptionally remote.</p>
17	1/30/2020	Open House	<p>This is a disaster either way - pylons or monument. The project should include <u>only</u>:</p> <ol style="list-style-type: none"> <li>1) refurbishing and reinforcing existing bridge</li> <li>2) creating sidewalks between existing bridge and Lake Austin Blvd</li> <li>3) Creating a designated right turn lane at LAB</li> <li>4) removing the textured road surface on the Westlake side. This is the <u>wrong</u> surface - it's for snow! - seriously!</li> </ol> <p>Any new bridge will DESTROY the character and aesthetics of the area. BAD IDEA!</p>	<p>Project Rationale</p> <p>The primary reason we are replacing this bridge is that this 70-year-old bridge has reached the end of its useful structural life. Thus the project will improve public safety by addressing the fact that the bridge is beyond its useful structural life; the bridge has inadequate safety measures for autos, bikes, and pedestrians; and there are safety issues for the roadways adjacent to the bridge.</p> <p>Rehabilitation Options</p> <p>The current bridge was already extensively rehabilitated in 1998 to extend its useful life as long as possible. Further structural modifications would not be very cost effective or reasonable. The City intends to avoid, minimize, or mitigate environmental impacts. The exact locations of bridge piers and columns have some flexibility to allow for avoiding special sites. Note that "bridging over" a site, while reducing direct sunlight, does not preclude maintaining a natural</p>
16b	1/30/2020	Open House	<p>12 foot lanes are unacceptable. This entire area should be designed for 20 mph speeds. Absolutely no supportable reason to design for anything higher.</p> <p>Why not convert existing bridge to single yield lane for cars and trucks, renegotiate and move water treatment trucks to wealthy city's streets, and reallocate ample existing bridge to walk bike!</p>	<p>Lane Widths</p> <p>The lane and shoulder widths are in compliance with Texas Department of Transportation (TxDOT) preferences and American Association of State Highway Transportation Officials (AASHTO) national best practices; have been vetted with the Austin Transportation Department; and are appropriate to allow for truck traffic, emergency vehicle access, and driver safety. Problems can occur on either or both sides and as well as in both travel directions. A single shoulder or narrow shoulders creates an unavoidable hazard and traffic disruption if a safe, adequate "breakdown" space is not available on either side where it is needed along the bridge.</p>

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19c	1/30/2020	Open House	3) If shoulders are there to use as extra lanes - will encourage more traffic - if you build it, they will come.	<p><b>Shoulder Widths</b>            The lane and shoulder widths are in compliance with TxDOT preferences and AASHTO national best practices; have been vetted with the Austin Transportation Department; and are appropriate to allow for truck traffic, emergency vehicle access, and driver safety. Problems can occur on either or both sides of the bridge and in both travel directions. A single shoulder or narrow shoulders creates an unavoidable hazard and traffic disruption if a safe, adequate "breakdown" space is not available on either side where it is needed along the bridge.</p>
44b	2/14/2020	Online	The bridge is still WAY too wide. I was told the reason the shared use path is so wide (15 ft across?) is that it had to conform to the American With Disabilities Act. If so, this would be a good reason to figure out a way to use the old road as a shared use path and entryway to Redbud Isle. That would eliminate 15 feet from the new bridge.	<p><b>Rehabilitation/Reuse Options</b>            The current 70-year-old bridge was already extensively rehabilitated in 1998 to extend its useful life as long as possible. Further structural modifications would not be very cost effective or reasonable.</p>
39b	2/3/2020	Online	Safety concerns: the road width of this bridge raises severe concerns for auto users. The width of the lanes combined with the shoulder creates highway conditions and people will be speeding on this roadway, no matter the posted speed limit . Urge you to remove the shoulder space and/or reduce the lane widths. Should a vehicle break down, queing traffic can be accomplished with a 27' overall width - not 40'. Look to the city's Vision Zero policy, NACTO design guidelines, FHWA Context Sensitive Design - we should not be encouraging unsafe speeds and increased rates of fatality / severe injury through bad, outdated roadway design. PLEASE NARROW THE ROAD BED AND ACTUALLY MAKE THIS BRIDGE SAFER.	<p><b>Shoulder Widths</b>            The lane and shoulder widths are in compliance with TxDOT preferences and AASHTO national best practices; have been vetted with the Austin Transportation Department; and are appropriate to allow for truck traffic, emergency vehicle access, and driver safety. Problems can occur on either or both sides and travel directions. A single shoulder or narrow shoulders creates an unavoidable hazard and traffic disruption if a safe, adequate "breakdown" space is not available on either side where it is needed along the bridge.</p>
45	1/30/2020	Online	The immense scale (width) of the bridge will detract from Redbud's current serenity where wildlife and traffic coexist. It is a very wide bridge for a two lane road.	<p>The project intends to maintain a two lane bridge with safety shoulders. In addition, the bridge requires utility space as well as ample space for bicycles and pedestrians. This configuration is expected to serve the needs for the foreseeable future. The antiquated 10-span design with heavy, walled piers has a very cluttered and inelegant appearance. The long spans with many fewer, non-walled piers will open up a lot more of the river area for a better view and greater use of the waterway. The City intends to avoid, minimize, or mitigate environmental impacts. The exact locations of bridge piers and columns have some flexibility to allow for avoiding special sites. Note that "bridging over" a site, while reducing direct sunlight, does not preclude maintaining a natural state of most of the land underneath the bridge.</p>
46f	2/10/2020	Email	I am still concerned that the bridge is so wide. It seems to me that it would be VERY EASY to convert the bridge to 4 lanes rather than 2 lanes - ie. 4 lanes of 10' width. I notice that the Before and After Cross Sections illustration no longer tells you how wide each of the sections will be — i.e. previous cross sections showed the utility corridor as 14 ft, shoulder - 8 ft., lane 12 ft, lane 12 ft, shoulder 8 ft, barrier 2 ft and shared use 12 ft all totalling 75 ft.	<p>The project intends to maintain a two lane bridge with safety shoulders and the suggested conversion could not be so easily accomplished. The City's proposed configuration is expected to serve the needs for the foreseeable future. The entire character and capacity of Westlake Drive would have to change significantly before there could be a driving force for even considering such a change. However, under such distant future conditions the public's desires might also be different. While the combined roadway/shoulder width has remained unchanged, there are still design discussions on the exact widths of the shared use path and utility corridors. The decisions to be made during the detailed design are not anticipated to change these widths more than a couple of feet; however, these future decisions make it inappropriate to include exact widths at this time.</p>
26	1/30/2020	Open House	Very amused b/c while you spend \$50M on this wasteful bridge w/fancy aesthetics, this money could be spent on more schools, specifically charter schools. Education in this state is SO much more important than wasting money. This project is just an excuse to waste money and its disgusting. How about solving a real crisis instead of some art project.	<p>The reason we are replacing this bridge is that this 70-year-old bridge has reached the end of its useful structural life. The project will improve public safety by addressing the fact that the bridge is beyond its useful structural life; the bridge has inadequate safety measures for autos, bikes, and pedestrians; and there are safety issues for the roadways adjacent to the bridge.</p>

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44e	2/14/2020	Online	I can't emphasize enough that the natural beauty and the fragile ecosystem of the Redbud Isle area must be preserved for future generations!	The City intends to avoid, minimize, or mitigate environmental impacts. The longer spans with many fewer, non-walled piers will open up a lot more of the river area for a better view and greater use of the island and waterway. The exact locations of bridge piers and columns have some flexibility to allow for avoiding special sites. Note that "bridging over" a site, while reducing direct sunlight, does not preclude maintaining a natural state for most of the land underneath
46g	2/10/2020	Email	When will any drawings be available that show the bridge sections that will replace the current winding road up to Stratford Drive???? Are there Environmental Studies that will be done prior to completing such drawings? I hope so, as the area being traversed is certainly environmentally sensitive....	The current drawings show the approximate location of all the bridge and roadway sections that will comprise the project; these drawings will continue progression throughout detailed design. The current concept already contains some significant changes and adjustments from earlier preliminary designs in recognition of the high environmental sensitivity of this area. The City completed a preliminary environmental existing conditions assessment and vetted this with City staff, as necessary, to evaluate several conceptual alternative bridge and roadway corridors. This process led to the current preferred alternative. A detailed environmental impacts analysis and report will be completed and submitted for permitting and review purposes during the subsequent design phases of the project. This report will inform the project team and reviewing agencies about concerns, requirements, mitigation, and restoration.
46a	2/10/2020	Email	Slide 9 — Bridge Aesthetics - Pylon Option - Will the LCRA access road exit the bridge exactly opposite from the entrance to Red Bud Isle??? While shown on slide 7, it does not clearly show on the Bridge Aesthetics - Pylon Option.	The LCRA access exit will be roughly opposite from the driveway; during design it may need to be adjusted a few feet. It is shown on Slide 9; however, you have to zoom in to the pdf to see the opening. As a note, LCRA does not frequently use this access.
42	2/14/2020	Online	No comment made; only an email address	NA
6	1/30/2020	Open House	Very impressive! You all have done a good job balancing all the variables - safety, access, environment, etc. I would recommend not adding too many parking spots. Dogs need a lot of space and when there are too many in a confined space, there can be trouble. The idea for a water fountain, for dogs and people, sounds good. A dog shower would be smart to include. Thanks for involving everyone as you have. If you want to run any ideas by dog park people, there are about 20 of us there every morning, 6-7:30, rain or shine.	Thank you for the comments and ideas; there have been and will continue to be discussions with the Parks and Recreation Department staff on the balance between providing ample parking spaces and park usage, as well as desirable amenities.
7a	1/30/2020	Open House	1. Limit parking - the park cannot hold more people/dogs.	Thank you for the comments and ideas; there have been and will continue to be discussions with the Parks and Recreation Department staff on the balance between providing ample parking spaces and the park usage.
7b	1/30/2020	Open House	2. Water faucet/foot shower would be a useful amenity.	Thank you for the comments and ideas; there have been and will continue to be discussions with the Parks and Recreation Department staff on desirable amenities.
7d	1/30/2020	Open House	4. Please stripe the parking lot.	Depending upon the decisions made after discussion with Parks and Recreation Department staff, striping will be a consideration in the design phase.
8b	1/30/2020	Open House	2) Please provide capability for traffic waiting to park at Redbud Isle park when all parking spots are occupied. Just like now, people will queue up back to Redbud Trail. Make sure there is a clearly marked area to queue that allows ingress and egress from the parking area.	Depending upon the decisions made after discussion with Parks and Recreation Department staff, the layout and operations of the driveway and parking area will be a consideration in the design phase.
8c	1/30/2020	Open House	3) Please do not add too many parking spots - concern about park over-use.	Thank you for the comments and ideas; there have been and will continue to be discussions with the Parks and Recreation Department staff on the balance between providing ample parking spaces and the park usage.
25	1/30/2020	Open House	Ingress and egress from dog park (Redbud Isle) needs more attention - segregated left turn lane for w-bound traffic <u>plus</u> protected merge lane for e-bound traffic existing the park.	The driveway entrance and intersection are still being reviewed for additional design refinement. The City intends to optimize the operations of the driveway as well as safety aspects. This may include adding a small left turn lane from the roadway into the park, and may include modifying the exit lane(s).

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27	1/30/2020	Open House	My concerns are two: 1. the entrance and exit to RBI 2. the number of additional parking spots	The driveway entrance and intersection are still being reviewed for additional design refinement. The City intends to optimize the operations of the driveway as well as safety aspects. This may include adding a small left turn lane from the roadway into the park, and may include modifying the exit lane(s). Depending upon the decisions made after discussion with Parks and Recreation Department staff, the layout and operations of the driveway and parking area will be a consideration in the design phase.
20a	1/30/2020	Open House	1. There are 2 lanes coming out of the park. I was told this was to relieve congestion. I have lived in West Lake 20 years and have never seen congestion coming out of the park. These 2 turning lanes are a safety issue for cars coming down a hill and cars trying to turn into the park.	The driveway entrance and intersection are still being reviewed for additional design refinement. The City intends to optimize the operations of the driveway as well as safety aspects. This may include adding a small left turn lane from the roadway into the park, and may include modifying the exit lane(s).
28c	1/30/2020	Open House	Having an unsignaled left turn from Redbud Isle is a safety issue but having no turn lane to move stopped/left turn traffic to Redbud is just a waste of taxpayer dollars. There should be no signal at Redbud intersection which would stop traffic and create a safety issue.	The driveway entrance and intersection are still being reviewed for additional design refinement. The City intends to optimize the operations of the driveway as well as safety aspects. This may include adding a small left turn lane from the roadway into the park, and may include modifying the exit lane(s).
4d	1/30/2020	Open House	4) Access to/from park area's parking - stop sign on circle.	The operational layout and traffic flow signage will be considered in the design phase.
44c	2/14/2020	Online	Further, the traffic problems for people going in and out of Redbud Isle by cars entering onto the new bridge will still be there. You may need to add a 4-way stop sign to accommodate people making a left turn out of Redbud Isle during rush hours.	The operational layout and traffic flow signage will be considered in the design phase.
33	1/31/2020	Online	Why would you spend this amount of money and not include a center turn lane for the park entrance?	The driveway entrance and intersection are still being reviewed for additional design refinement. The City intends to optimize the operations of the driveway as well as safety aspects. This may include adding a small left turn lane from the roadway into the park, and may include modifying the exit lane(s).
46b	2/10/2020	Email	Those going to Redbud Isle from Lake Austin Blvd. in a car will have to turn across incoming traffic from the West Lake Hills area, and across the Shared Pathway, where bicycles are going both ways. Are those traffic patterns being studied???	The driveway entrance and intersection are still being reviewed for additional design refinement. The City intends to optimize the operations of the driveway as well as safety aspects. This may include adding a small left turn lane from the roadway into the park, and may include modifying the exit lane(s).
12	1/30/2020	Open House	Please leave the through-lane on LAB where it intersects Redbud. If both westbound lanes are queued up to cross over to Westlake, folks wanting to continue on LAB, whether to go to Oyster Landing or futher into the neighborhood, are cut off.	The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
21	1/30/2020	Open House	I really don't see any relief of the traffic that backs up on Lake Austin Blvd into the neighborhood and the traffic backup on 15th St.	Modeling indicates reduced congestion at this intersection with the proposed improvements. The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
19d	1/30/2020	Open House	4) Lake Austin Blvd. right lane from HEB to Mozarts should be a bypass lane - or through lane (not have to wait at light).	The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
20b	1/30/2020	Open House	2. There is no reason to create a new square where traffic comes together. Keep lanes going straight. Make the straight traffic and turning traffic 2 separate areas. Do not make it all concrete. Put in a plant island.	The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
22a	1/30/2020	Open House	Very concerned about requiring cars traveling southwest on Lake Austin Blvd and wanting to continue straight through LAB-Redbud intersection to jog back to west, then turn slightly right to go onto Tarrytown. It is unnecessary to abandon (and grass) what is now a <u>very</u> effective straight route. It will not help with car traffic turning left onto Redbud.	The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
28b	1/30/2020	Open House	Not having a traffic circle or slip lane to allow westbound traffic to continue straight is a huge mistake and will back up traffic going to Oyster Landing.	The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.

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2c	1/30/2020	Open House	3) Allow straight thru northbound lane at new intersection of Redbud and L.A. Blvd to keep that traffic moving.	The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
3a	1/30/2020	Open House	My largest concern is the intersection at Lake Austin Blvd and Redbud Trail. The proposed design doesn't alleviate anything more than it is tacky. Lake Austin Blvd could continue straight as it is today. Turning it into grassy area is worthless.	The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
4b	1/30/2020	Open House	2) At Lake Austin southbound to bridge, need better pedestrian crossings. Traffic turning to bridge won't yield to pedestrians.	The <del>detailed</del> design phase will provide detailed layouts for safe bike/ped routes <del>for safety</del> .
4c	1/30/2020	Open House	3) Having 2 lanes turn west to bridge plus a lane merging from south to west plus then a merge from 2 to 1 lane shortly after means a big volume entering a funnel - will cause backups.	Modeling indicates reduced congestion at this intersection with the proposed improvements. The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
8a	1/30/2020	Open House	1) Please extend the extra lane coming up the hill from the bridge to Lake Austin Blvd as far as possible. The more you can separate the left turning traffic from the right turning traffic the better.	It is anticipated that this lane will extend as close to the bridge structure as possible given available ROW.
46d	2/10/2020	Email	It is difficult to imagine how the preferred intersection at RBT and LAB will work...I did not get to hear it explained by a transportation person.... Hopefully, the traffic information to be gathered by UT (and city participation) will help in evaluating the alternative shown in Slide 8 as "preferred"....	The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
28a	1/30/2020	Open House	Two lanes to the bridge reduced to one lane on the bridge is a huge mistake and will create accidents next to LCRA bldg.	Modeling indicates reduced congestion at this intersection with the proposed improvements. The Lake Austin Blvd intersection is still being reviewed for additional design refinement. The City intends to improve and optimize the operations and safety of this intersection.
40	2/11/2020	Online	About the bike lane, we need more of those, promote bike commute options. Unfortunately though, this lane will be of little use due to the incline of the road on the west side. Very very few bike riders will manage that hill, furthermore, the lane is on the left side of the road, obfuscating the possibility to continue on Redbud Trail rd. On the east side, the likely hood of bike users utilizing this lane to go to the dog park will be slim. Very unlikely any bike rider will bring their dog to the redbud isle dog park on a bicycle. As alternatives narrow the lane to pedestrians and have use that space on the west side as dedicated traffic lane to turn onto Stratford Dr, or raise the height of the bridge to diminish the grade when connecting to the s curves section on the west side and have that bike lane on both sides of the road if space allows.	During detailed design, there will be a focus on provision of safe bike/pedestrian access and crossings on Redbud and Lake Austin Blvd.
37	1/31/2020	Online	Please improve the sidewalk, and create a better walk/bike path all the way up down the bridge and up to the hill on red bud.	The design calls for improvements/widening of the sidewalks through installation of wide shared use paths.
38	2/1/2020	Online	I like the idea of a new dedicated shared use path. But putting it on only one side of the road means that its connectivity is not great in all directions. For example, when riding a bike on Lake Austin towards downtown and turning right onto the bridge, the current proposal would require awkward transitions across multiple lanes of automobile traffic both to get onto the path and to get off it (if continuing on Redbud past the Stratford intersection). Anything you can do to improve these transitions would be very helpful for cyclists. If it's not convenient and safe to access the path then cyclists will likely use the shoulder instead, introducing another conflict point with cars.	During detailed design, there will be a focus on providing safe bike/pedestrian access and crossings on Redbud and Lake Austin Blvd.

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Comment	Date	Venue	Comments	Comment Response
31	1/30/2020	Open House	I'm all up for bike routes, paths and commuting by bicycle. Unfortunately, the proposed bike lane will not be used much to cross from north [east] to south [west] since the lane is on the left side of the road, assuming of course, the grade at the "S" curves area is fixed since current design is still too steep. Bike riders wanting to go south [west on] Redbud Trail won't be able to do so being on the left side of the road. Same thing to turn to Stratford.	During detailed design, there will be a focus on provision of safe bike/pedestrian access and crossings on Redbud and Lake Austin Blvd.
18b	1/30/2020	Open House	When the "new road" to Stratford ends with a bike lane - does the city continue the lane up Bee Cave Road - where are all those bike riders and walkers go?	Additional sidewalks or bike lanes to Bee Caves Road are beyond the limits and scope of this project.
22b	1/30/2020	Open House	Also any encouragement for cyclists to go beyond the end of the bridge to the west will create a difficult and dangerous merging of bicycles and cars.	During detailed design, there will be a focus on provision of safe bike/pedestrian access and crossings on Redbud and Lake Austin Blvd.
4a	1/30/2020	Open House	1) Concerned about ability to manage flow of traffic at peak times, esp. 4:30 - 6:30 pm M-F. Request a light at Stratford Drive that flashes yellow most times but runs red-yellow-green at rush hour.	<u>Traffic Flow and Volume</u> The City is aware of traffic flow problems along Redbud Trail from Stratford Drive to Westlake Drive. The Westlake Drive intersection is out of our jurisdiction and must be primarily solved by West Lake Hills. Austin Transportation has been encouraging West Lake Hills to jointly work on a solution there. <u>Stratford Drive Intersection</u> At this time, the intersection at Redbud Trail and Stratford Drive does not meet the required warrants for the installation of a traffic signal at this location.
15	1/30/2020	Open House	Good Plan. Suggestion - Schedule the Lake Austin Blvd/Redbud intersection first, then bridge. That would help with current vehicle backups and allow traffic flow to LAB and to Redbud to improve. Currently backed up in both directions.	Maintenance of Traffic Maintenance of traffic is a key consideration in the project sequencing and construction. The existing bridge and the park will remain open to traffic during construction. In fact, almost the entire existing bridge will remain in service throughout the new bridge construction. And although there will have to be at least a few short-term disruptions to normal two-way traffic flow, our goal will be to minimize these disruptions to the degree possible.
36	1/31/2020	Online	Will this close Red Bud Isle Dog Park?	Maintenance of Traffic Maintenance of traffic is a key consideration in the project sequencing and construction. The existing bridge and the park will remain open to traffic during construction. In fact, almost the entire existing bridge will remain in service throughout the new bridge construction. And although there will have to be at least a few short-term disruptions to normal two-way traffic flow, our goal will be to minimize these disruptions to the degree possible.
30	1/30/2020	Open House	Just make sure Project 360 and Redbud Trail project are not going on at the same time; otherwise, getting in and out of Westlake area could be seriously impaired.	Maintenance of Traffic Maintenance of traffic is a key consideration in the project sequencing and construction. The existing bridge will remain open to traffic during construction. In fact, almost the entire existing bridge will remain in service throughout the new bridge construction. And although there will have to be at least a few short-term disruptions to normal two-way traffic flow, our goal will be to minimize these disruptions to the degree possible.
14b	1/30/2020	Open House	How will this impact traffic through Yaupon Valley, Westlake Dr, Laurel Valley - which have become a thoroughfare to Bee Cave and beyond?	Since the Westlake Drive/ Redbud Trail intersection is not part of this project, it is envisioned that this bottleneck will continue to meter traffic flows through the area. The City is aware of traffic flow problems along Redbud Trail from Stratford Drive to Westlake Drive. The Westlake Drive intersection is out of our jurisdiction and must be primarily solved by the City of West Lake Hills. Austin Transportation has been encouraging West Lake Hills to jointly work on a solution there.
2b	1/30/2020	Open House	2) Address Redbud Trail and Westlake Dr intersection <u>NOW</u> .	<u>Westlake Drive Intersection</u> The City is aware of traffic flow problems along Redbud Trail from Stratford Drive to Westlake Drive. The Westlake Drive intersection is out of our jurisdiction and must be primarily solved by the City of West Lake Hills. Austin Transportation has been encouraging West Lake Hills to jointly work on a solution there.



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5b	1/30/2020	Open House	Traffic lights should be smart lights so if there is no traffic at the lights, it allows the traffic to flow.	Cameras and detection sensors will be installed as part of the upgraded traffic signal at this location to aid in optimizing traffic flow.
34	1/31/2020	Online	Concerned about residents living on Westlake Drive and their commute to Lake Austin Blvd. The alternative for me as a Westlake Highlands resident working downtown would be Bee Caves Rd & MoPac which would double/triple commute times to downtown during rush hour. Not to mention increasing congestion on MoPAC in both directions. Will RedBud bridge be available during construction of NEW bridge?	<p>Maintenance of Traffic</p> <p>Maintenance of traffic is a key consideration in the project sequencing and construction. The existing bridge will remain open to traffic during construction. In fact, almost the entire existing bridge will remain in service throughout the new bridge construction. And although there will have to be at least a few short-term disruptions to normal two-way traffic flow, our goal will be to minimize these disruptions to the degree possible.</p>