



Redbud Trail Bridge Project – Public Comments

	Comment Date	Venue	Comments	Comment Response
1	6/7/2016	Open House	Access to Redbud Isle under options shown is a big problem.	Comment noted. Existing options are being reviewed for the safety aspects of the island access drives. An additional roadway/bridge option is also being developed for more direct access to the island.
2	6/7/2016	Open House	I am concerned about pedestrian access to Redbud Isle. Is it possible to have a stairwell from the bridge down to the Isle? I understand there would also be ADA issues, so maybe there could be a stairwell and then ADA compliant access the way already proposed, so a costly second ramp would not be necessary.	Comment noted. Existing options are being reviewed for the safety aspects of the island access drives. An additional roadway/bridge option is also being developed for more direct access to the island.
3	6/7/2016	Open House	Seriously consider preserving Redbud Isle access from the Austin (east) side and not demolishing the east span - note that this would provide isle access for the blue option without crossing traffic lanes using the shared lane.	Access to the island from the east will be preserved. The old bridge would be demolished to avoid additional expenses associated with maintaining a bridge past its useful life.
4	6/7/2016	Open House	I'm not sure I understand how road access to the park will work - it sounds like the current whole bridge will be retained?	In all options, a new bridge will replace the existing bridge. And in all options, access to the park will be retained.
5	6/7/2016	Open House	I appreciate the space given to pedestrians, as I use the bridge in that way.	Comment noted.
6	6/7/2016	Open House	Expand the project scope to include the Redbud Trail/Lake Austin Blvd. trail system intersection.	The City is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project.
7	6/7/2016	Open House	Would love to see improvements for bikes/pedestrians along the part of Redbud Trail on the west side from the bridge to Lake Austin BLVD. If there are improvements on the bridge for bikes/pedestrians, then it is necessary to provide a safe way for them to get to the bridge.	This is already under consideration from LA Blvd to Redbud Isle. All of the options include improved bike/ped access across the bridge, and improved sidewalks from the bridge to LA Blvd.
8	6/7/2016	Open House	Cross-sections look fine - the road section (bike lane and SUP) must be extended to Lake Austin Blvd and should be extended to Stafford as well. Pedestrian scale lighting is an important concept to incorporate into the SUP. Need to minimize the gradient so that the bike and pedestrian facilities can actually be used by pedestrians and bicyclists of all ages and abilities.	Sidewalk enhancement from LA Blvd to Redbud Isle is already under consideration. All of the options include improved bike/ped access across the bridge, and improved sidewalks from the bridge to LA Blvd. Sidewalks typically are at the same grade as the adjacent roadway section.
9	6/7/2016	Open House	Instead of removing the east segment of the existing bridge when the new bridge is complete, turn that segment into a fishing location - the eastern end can be blocked off to cars so that fishermen, pedestrians, and bicyclists can walk across the bridge.	Access to the island from the east will be preserved (all modes of travel), but utilizing a new safer bridge. Demolition of the old bridge is needed to avoid additional expenses on maintaining a bridge past useful life.
10	6/7/2016	Open House	I think I like the elevation of the lower bridge.	Comment noted.
11	6/7/2016	Open House	Prefer blue option subject to other constraints.	Comment noted.
12	6/7/2016	Open House	There doesn't seem to be a lot of info, but at first blush the orange option seems okay. I'm not inclined toward the blue option, which disturbs the hilltop, but there's no info on the reasons it's an option.	Comment Noted.
13	6/7/2016	Open House	The blue line bridge at 40 ft in height is too high.	The concept for this particular corridor's height is set based on a combination of utility needs as well as the terrain through which this corridor travels. This corridor is one among several being considered.
14	6/7/2016	Open House	Why are pedestrian/bicycle lanes so wide? They can easily be turned into car lanes.	Bicycle/pedestrian paths, as well as roadway lanes and shoulders are being widened for safety in accordance with current standards. Additional lanes are not planned.

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15	6/7/2016	Open House	Why does the bridge have to be so wide? (looks like extra car lanes are anticipated?)	Bicycle/pedestrian paths, as well as roadway lanes and shoulders are being widened for safety in accordance with current standards. Additional lanes are not planned.
16	6/7/2016	Open House	Add a third car lane up the hill to Lake Austin Blvd. Two lanes up, one lane down; one lane to turn left, one to turn right. There is a significant choke point going up Redbud Trail to Lake Austin Blvd.	The City is aware of the traffic congestion at this location and is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project.
17	6/7/2016	Open House	There needs to be an assurance that the two 6 ft shoulders can never be converted into an additional third drive lane. Redbud and Westlake Drive cannot handle additional traffic loads.	Bicycle/pedestrian paths, as well as roadway lanes and shoulders are being widened for safety in accordance with current standards. Additional lanes are not planned.
18	6/7/2016	Open House	Would love to see the bridge with more than 2 lanes - traffic backup on Redbud is obstructive and dangerous.	The City is aware of the traffic congestion at this location and is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project.
19	6/7/2016	Open House	Don't be afraid to widen ROW on east side.	Comment noted. ROW may be expanded to accommodate roadway, sidewalk, and potentially intersection and/or approaches. The City is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project.
20	6/7/2016	Open House	I believe it's very wise and important to construct the bridge itself as proposed, and NOT increase vehicular traffic lanes, but only bike and pedestrian lanes. Increased vehicular lanes will, you guess it, bring more traffic and justify additional development. However, traffic flow optimization should be part of the overall project. For example, the proposed project stops short of Lake Austin Blvd.	The City is aware of the traffic congestion at this location and is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project.
21	6/7/2016	Open House	Show conservation areas and cliff setbacks per Breckinridge Development Agreement.	Avoiding, minimizing, and mitigating environmental impacts are key project objectives, and are part of the overall bridge and roadway corridor study.
22	6/7/2016	Open House	It's very important to retain the character of that area - it's a very unique area, with a unique aesthetic, appeal, and quality. Obviously, tree removal, habitat loss, and ecological disruption should be minimized and such minimization should be a key consideration in the final design and implementation.	Avoiding, minimizing, and mitigating environmental impacts are key project objectives, and are part of the overall bridge and roadway corridor study.
23	6/7/2016	Open House	Why did Austin pick this project over the main pressing needs for traffic improvement in the city? Austin is paying for the needs of Westlake. One of the last idyllic, rural-seeming spots in the city will be destroyed. This doesn't make sense to me.	The City needs to study replacement of the Redbud Isle bridge and approaches for public safety reasons.
24	6/7/2016	Open House	As an Austin taxpayer, I am outraged at the money already spent on this project that has no bonding authority. Will someone explain to me how you can justify taking bond money from 1998, 2006, and 2012 where there is no authority in those years to fund a project that benefits 99% of non-Austin taxpayers in Westlake Hills? Why? Westlake is not giving the city of Austin one cent for this project. I hope to see these comments in any reports sent to Austin City Council. Yes, if there is a danger, fix the bare minimum to make it safe. You don't need to build a mansion when a bungalow will do.	City needs to study replacement of the bridge and approaches for public safety reasons.
25	6/7/2016	Open House	Future designs should incorporate minor widening of Redbud Trail near Lake Austin Blvd. in order to create two distinct lanes for vehicles approaching LAB - one left-turn and one right-turn lane. Traffic signals and right/left turns should also be optimized, potentially using continuous or flashing arrows, plastic upright lane dividers, etc.	The City is aware of the traffic congestion at this location and is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project.

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26	6/7/2016	Open House	Please do not be short-sighted and not address the traffic pile-ups at Redbud and Lake Austin Blvd as part of this project. The car back-up from motorists trying to turn right on Lake Austin Blvd from Redbud can back up to Westlake Drive due to poor design of that intersection. It would be wise to include this in the project plan.	The City is aware of the traffic congestion at this location and is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project.
27	6/7/2016	Open House	Wherever Redbud ends up intersecting Lake Austin Blvd., please install a lengthy right-turn lane on eastbound Redbud. Currently the right-turn lane is only a few car lengths long. During rush hour, much of the traffic that is eastbound on Redbud cannot promptly make the right-turn onto Lake Austin Blvd. because a few cars waiting to turn left block the short right turn lane on approach to the intersection. Many times, eastbound traffic will back up across the bridge.	The City is aware of the traffic congestion at this location and is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project.
28	6/7/2016	Open House	Perhaps a change/modification to the intersection of Redbud and Westlake Drive would help the backup of traffic and obstruction of the traffic on Westlake Drive.	Comment noted; work in West Lake Hills is not part of this project and therefore is not anticipated
29	6/7/2016	Open House	Put together 3-D representations of your plans and post online. What is the flood history of existing bridge? LRCA needs to be at a public meeting to inform us. There needed to be public input from the very beginning of this project - if agreements with the city and UT were worked out with input from the public (stakeholders) there would be more and safer options than the 3 you are offering. What are traffic accident figures? Please post all of our comments online (use Bloomfire?)	3D visualization may be incorporated in later stages of this project. Increasing roadway clearance over potential 100-year flood event is the City's safety criterion for the bridge. Traffic accident data may be requested from the Austin Transportation Department. The 2016 Bond program designated Redbud Tr just west of the bridge, in its list of crash-safety priority improvement locations.
30	6/7/2016	Open House	Separate meeting with PARD staff and public, AECOM, PW to discuss access, etc. re. Redbud Isle; would prefer presentation; What about LCRA? No contact with department representatives (AWC and PARD in particular) at open house; Will comments be posted online?	The design team is coordinating its work with City departments and stakeholders. Public comments are being posted online.
31	6/7/2016	Open House	You need to produce 3-D visualizations. Folks have a hard time with 2-dimensional products.	3D visualization may be incorporated in the later stages of this bridge replacement project.
32	6/7/2016	Open House	Please keep the name "Emmett Shelton" for the bridge! Emmett was my step-father.	Naming of the bridge is anticipated to be kept as is.
33	6/7/2016	Open House	If this benefits Austin taxpayers so much, why are there so many Westlake people here? I think all the comments with Westlake addresses should be thrown out. Austin taxpayer comments should count more than non-Austin, Westlake taxpayers.	Comment noted.
34	6/7/2016	Open House	Thank you for providing the information today and allowing an opportunity for public input.	Comment noted.
35	6/7/2016	Open House	Access to Redbud Isle requires some very tight turns - with all the traffic in the area this is a dangerous situation.	Safety standards and criteria will be the basis for new designs.
36	6/7/2016	Open House	Trucks from Ullrich WTP - number per day, each way, size and weight of trucks, loaded/unloaded, what trucks are carrying	The truck design loading will be utilized during detailed design
37	6/7/2016	Open House	Show us the accident data for existing bridge and the approach roads.	Traffic accident data may be requested from the Austin Transportation Department. The 2016 Bond program designated Redbud Tr just west of the bridge, in its list of crash-safety priority improvement locations.
38	6/7/2016	Open House	State has not given the bridge a bad report. Can it be improved/replaced in a smaller way to save money? Why eliminate the curve on Redbud trail? Have there been fatalities? Why raise the roadway? Current bridge has never flooded.	Previous City studies have indicated the bridge is nearing its useful life and plans should be undertaken for replacement. The curve is a safety hazard; the 2016 Bond program designated Redbud Tr just west of the bridge, in its list of crash-safety priority improvement locations. Raising roadway over potential 100-year flood event is City safety criterion
39	6/7/2016	Open House	Provide access for emergency response on bridge and isle. Relieve skid collisions on south approach.	Emergency vehicles will be able to access the bridge and island. The existing steep curves and bridge approaches are a key safety issue that will be addressed in all options under consideration

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40	6/7/2016	Open House	I agree that working on the s-curves to make it a less dangerous approach, particularly when wet, is important.	The existing steep curves and bridge approaches are a key safety issue that will be addressed in all options under consideration
41	11/29/2016	email	Main problem areas: a) treacherous downhill curve w/ wrecks; b) narrow unsafe sidewalks; c) left turning into dog park; Comments/recommendations: a) widen Redbud Tr at Lake Austin to provide for traffic flow; b) prefer combination of Blue and Orange to cut through cliffs at lower elevation with gentle curve like orange; c) avoid overhead traffic lights; d) provide LED illumination of pedestrian/bike way; d) create an object of beauty vs a utilitarian concrete overpass; aesthetics are important and desirable here;	Safety comments noted; these are part of the corridor study. The existing steep curves and bridge approaches are a key safety issue that will be addressed in all options under consideration. The City is reviewing options for improvements to the Redbud Trail/Lake Austin Blvd. intersection. The decision has not yet been made whether to incorporate intersection improvements with this project or a separate project. Bridge structural aesthetics, including illumination will be part of the overall design process.