



Northern Walnut Creek Trail Ph 2 PUBLIC Outreach - April 11, 2017

Project Goals

- Connect Northern Walnut Creek Trail Ph 1 to IH-35
- Connect neighborhoods, businesses and schools along the way
- Provide a safe pedestrian and bicycle friendly route suitable for all ages & abilities

Project Summary

Segment 1: Walnut Creek Metropolitan Park to Oakbrook Dr/Walnut Bluffs Trailhead

Segment 2: Cedarbrook Ct to IH-35

- Length = Approx. 8,000 Linear Feet (1.5 Miles)
- Width = 10 feet, with 2-5' of clear space/grass shoulders on each side
- Surface = Concrete
- Bridge Structures/Creek Crossings = 4
- Boardwalk Sections = 2
- Trail Connections = 2 (Lamar Blvd Trail and Oakbrook Dr/Walnut Bluffs Trailhead)
- Overlook Sites = 2

Funding:

- PARD: \$1M
- TxDOT Grant = \$1.5M
- 2016 Mobility Bond Budget = \$2.5M

Schedule

- Apr 2017: Public Meeting and Project Status
- Spring 2018: Design Complete for Segments 1 & 2 (See Attached Map)
- Fall 2018: Project Bid (Segment 1)
 - [Aside: Segment 2 construction dependent on funding, environmental and hydraulic constraints, TxDOT IH-35 bridge improvement plans]
- Fall 2019: Construction Complete [Segment 1 and possibly Segment 2]

Project website: <https://austintexas.gov/page/walnutcreektrail>

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FAQS

How wide will the trail be? – The trail will be a nominal width of 10 feet with 2-5 foot shoulders on each side. However, the design will be flexible so as to incorporate vital elements such as trees and to be set back sufficiently from creeks and watersheds.

Will the trail be lit? At this time there are no plans to light the trail. Most of the trail may receive some form of ambient light from adjacent roadways. Lighting can be added in the future if needed.

Will the trail bring crime? A 1998 study by the Rails to Trails Conservancy, “Rail-Trails and Safe Communities,” investigated 372 trails and summarizes that trails do not increase crime. The following two quotations were taken from this study:

- “The trail does not encourage crime, and in fact, probably deters crime since there are many people, tourists and local citizens using the trail.” - Sheriff, Green County, WI
- “The trail has not caused any increase in the amount of crimes reported and the few reported incidents are minor in nature... We have found that the trail brings in so many people that it has actually led to a decrease in problems we formerly encountered such as underage drinking along the river banks.” - Chief of Police, Buena Vista, PA Source: Rails-to-Trails Conservancy, “Trail-Trails and Safe Communities,” 1998. Source: Seattle Engineering Department, 1987.

Will the trail be safe? Urban Trail Program staff will partner with the Austin Police Department (APD) in the planning and design of new trail projects. The APD staff utilizes well established Crime Prevention through Environmental Design (CPTED) principles. Emphasis is placed on access control, natural surveillance, territorial reinforcement, maintenance, and landscaping. To encourage enforcement of safe practices, a standard set of rules will be posted at all trail entry points. The posting of rules is necessary in order for APD and staff to proceed with enforcement action.

Who will maintain the trail? Parks and Recreation (PARC) will be responsible for litter abatement and trash pick-up on parkland, at trailheads and parking lots. The trail will be maintained by the Street and Bridge Division of the Public Works Department in cooperation with local volunteers. The Urban Trails Program will soon be initiating an Adopt a Trail Program and hopes to have volunteers adopting portions of each urban trail by the fall of 2015.

What will be the surface of the trail? The surface of the trail will be designed to be stable, firm, slip resistant, and able to withstand extreme weather conditions. The trail surface must also require low levels of maintenance for the next 20 – 50 years. The Urban Trails Program is currently investigating and piloting viable alternatives to asphalt and concrete.

Where will trail users park their motor vehicles? The NWCT Ph 2 team will use feedback from community members to determine ideal places for trailheads that will provide parking opportunities. This may include partnering with a local business or shopping center to designate parking spaces for trail users.



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