

**OAK HILL PARKWAY
BIKE/PED WORKSHOP
March 19, 2013
ACC Pinnacle Campus
6:00-7:30 pm**

Goal: Understand the bike/pedestrian plans for the Oak Hill Parkway corridor, including those that are part of the City of Austin plan, the Oak Hill Neighborhood Plan and the Oak Hill Trails plan. In addition, identify any issues or concerns the community has regarding bike/pedestrian improvements and begin to prioritize the greatest needs.

Wade Strong provided an overview of the Oak Hill Parkway, stating that the project kicked off last fall. We are at the beginning of a multi-year process. We have held an environmental constraints workshop and alternative design workshop previously.

Rick Perkins gave a presentation (see attached) regarding the Oak Hill Parkway Trails plan to the group. The presentation includes descriptions of the different types of trails and includes the current plans for the Y to Barton Creek Trail, Williamson Creek Trail, Violet Crown Trail and several other spurs to these trails.

Workshop attendees were divided into four different tables. Each discussed the following questions:

1. What are your general impressions of what you have seen tonight in regard to bike and pedestrian plans for the area?
2. Do you have any concerns or issues that weren't addressed in the presentation?
3. What are the top three bike/pedestrian priorities for the corridor?

Table 1:

General Impressions:

- Don't mix bicycles/pedestrians with traffic.
- Make bike/pedestrian crossings grade separated with the highway (over or under).
- Make sure there is access to the trails from neighborhoods.
- There is a lot of interest from neighbors regarding bike/pedestrian issues.
- Safety is a priority.
- One attendee said, "I would like to be a bike person," but there are not safe alternatives that allow bike riding in the area.

Concerns/Issues:

- Safe crossings are a must. The current highway is a barrier.
- Sidewalks are needed. Sidewalks would work in some locations; multi-use trails are not needed everywhere.

Priorities:

- Building the "Y" to William Cannon (Williamson Creek Trail).
- Connection to Barton Creek Bridge (YBC Trail) for transportation and recreation.
- It was noted that YBC and Williamson Creek trails will serve different purposes.

Issues for Trails:

- Getting them funded.
- Acquiring needed right of way.
- Controlling access from the trails to neighboring property.

Table 2:

General Impressions:

- Connectivity
 - Ex: SH 71 access to YBC.
- Trail heads
- Look at alternative alignments.
 - Do they take into account populated areas?
- Coordinate with the City and neighborhoods about connectivity.
- Access to trail needs to be researched.
- Mobility versus aesthetics.
- Don't put trails right next to highway.

Concerns/Issues:

- Safety/security of students.
 - Safe walk to school program.
 - More formal trails.

Priorities:

- Prioritize Y to Barton Creek Trail.

Table 3:

General Impressions:

- Impressive, ambitious, family-friendly.
- A certain number of crossings are needed to get people to retail along major thoroughfares.
- With adequate trails, Oak Hill can become a cycling and pedestrian oriented city.

Concerns:

- If the trails are off-road, then how can the people reach retail destinations?
- The effect of the trails on water quality and water quantity.
- Preserving open space is important.
- Should infrastructure be placed in the Edwards aquifer contributing and recharge zone?
- How do we get people back and forth across major roads?
- Crossings should be grade-separated.
- Demographics need to be considered. Both current age and income and future age and income.

Priorities

- Top priority number 1 is commuting to school in a safe manner.
- Priority number 2 -- Connect locally to retail.
- Additional priorities: connect to Austin; aesthetics and open space; environmental impact

Table 4:

General Impressions:

- Path more useful if it extends past the immediate 290 corridor.
- Connect neighborhoods to businesses.
- Cleaner and nicer to ride if further out.
- Just a bike lane—not ideal, better as a separate multiuse trail.
- The Texas Department of Transportation added 8 feet sidewalks to part of MoPac.

Concerns:

- Concerned about future development (issues with driveways).
- Any crossing of 290 or 71.
- Need grade separated (like going under) –consider low-level lighting system (solar, footlights, dim so as not to interfere with stars).
- Directional signs, maps, distances.
- Neighbors concerned about parking at head of trails.
- Emphasis on connectivity.
- Bring traffic into trails and off highways.
- Expand area under consideration for improvement beyond just 290 corridor.
- YBC trail improvements may have immediate positive traffic impact.

Priority:

- Priority should be trails to downtown from neighborhoods, schools and businesses.
- YBC Trail equals crown jewel -- connects to downtown completely off road; use a spine to improve other trails.

Workshop attendees were then lead through a survey exercise that allowed them to cast electronic votes using a clicker. Survey results were immediately shown to the group and discussed. Below are the list of questions that were asked and the results.

1. Where do you live?

- Oak Hill/Southwest Austin - 57%
- Hays County - 0%
- Central Austin - 26%
- Northwest Austin - 0%
- South/Southeast Austin - 9%
- North/Northeast Austin - 9%

2. Bike and Pedestrian improvements should be part of the Oak Hill Parkway Project?

- Strongly Agree - 83%
- Agree - 13%
- Neutral – 4%
- Disagree – 0%
- Strongly Disagree – 0%

3. Please rank your top three priorities in order from highest to lowest.

- The YBC Trail - from the new Barton Creek MUT Bridge to the intersection of 71 and 290, or the "Y" - 35%
- The YBC Trail from the "Y" west to ACC Pinnacle – 11%
- The Williamson Creek Trail (WCT) from MoPac/Williamson Creek to Hwy 290 West and then on up Hwy 71 to join with the YBC trail – 27%

- d. The Davis Lane Extension from West Davis Lane/Barstow to FM 1826 (about 0.5 miles and may need a small bridge over a drainage area) – 6%
- e. The Brush Country extension between the dead end of Brush Country and Monterrey Oaks (0.6 miles and needs a small bridge over a drainage ditch). – 13%
- f. A MUT on the east side of FM 1826 from Hwy 290 West to the Slaughter Creek Wildlands. – 1%
- g. A MUT on the south side of Hwy 290 West between the Oak Hill Ball Fields / WCT Trail heading west past FM 1826 to Southview/Circle Drive to the Austin Waldorf School. – 6%
- h. Other – 1%

Steve Pustelnyk stated that, where feasible, the Mobility Authority is committed to incorporating bike and pedestrian facilities. It is likely that funding from other sources would need to supplement what could be generated even if it was to become a tolled facility. He stated that, in general, these types of bike/pedestrian improvements are along the corridor, but the project team will look into the possibility of some of the suggestions of bike/trail systems that were presented tonight. After the discussion, the group was asked the following question:

- 1. How would you suggest paying for the improvements?
 - a. County or City Bond (property tax increase) - 39%
 - b. Toll revenue – based on income from the project - 61%
 - c. Wait until some funding resource becomes available from the legislature – 0%
 - d. Other – 0%

The project team thanked everyone for coming to the event and announced there would be an open house where we would bring all these items back to the community likely in late May or June time frame.