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# “The Big Loop” Urban Trails Update Mobility Committee

September 19, 2024

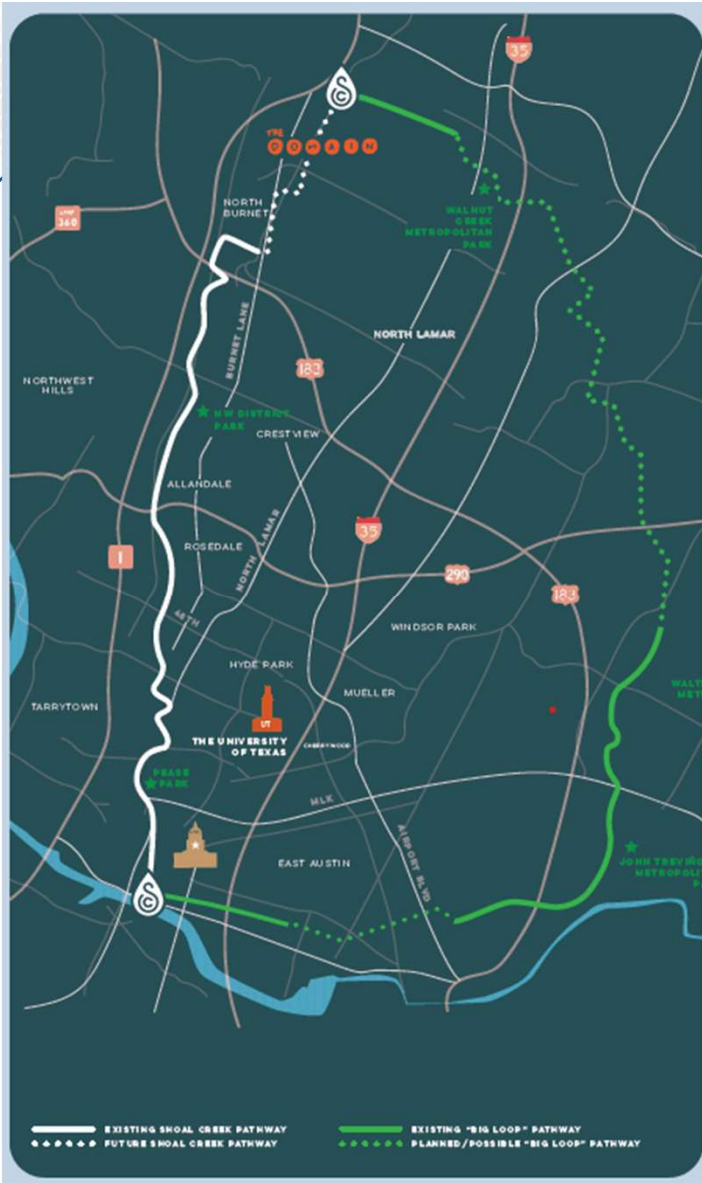
John Eastman

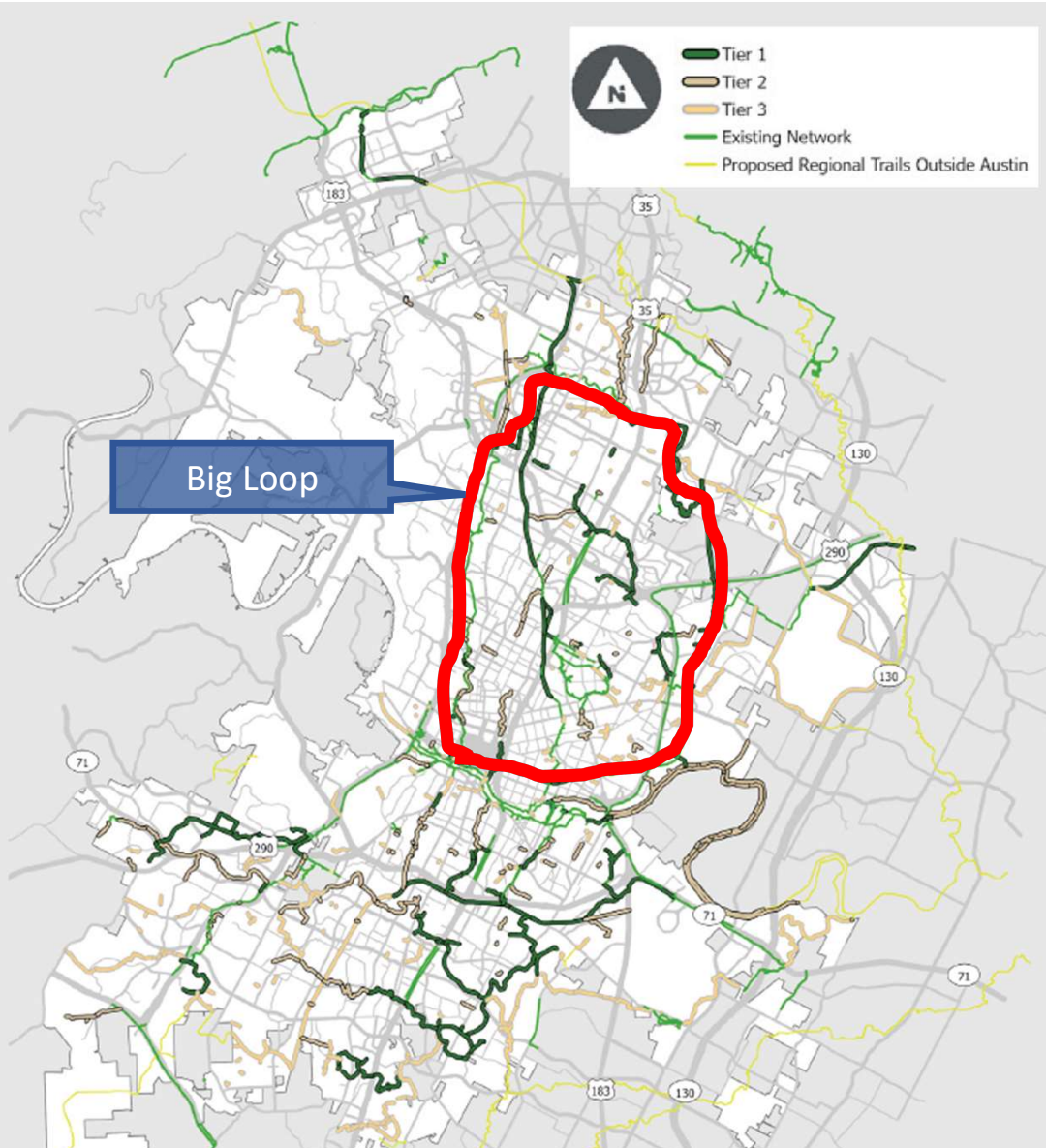
Sidewalks and Urban Trails Division Manager



## “The Big Loop”

- 30-mile loop highlighted in the 2023 Urban Trails Plan
- Includes portions of: Shoal Creek Trail, Red Line Trail, LAB, Northern Walnut Creek Trail, Southern Walnut Creek Trail, and the Mokan Trail





## Urban Trails Network

68 miles existing

268 miles proposed

- Tier 1: 94 miles
- Tier 2: 78 miles
- Tier 3: 96 miles

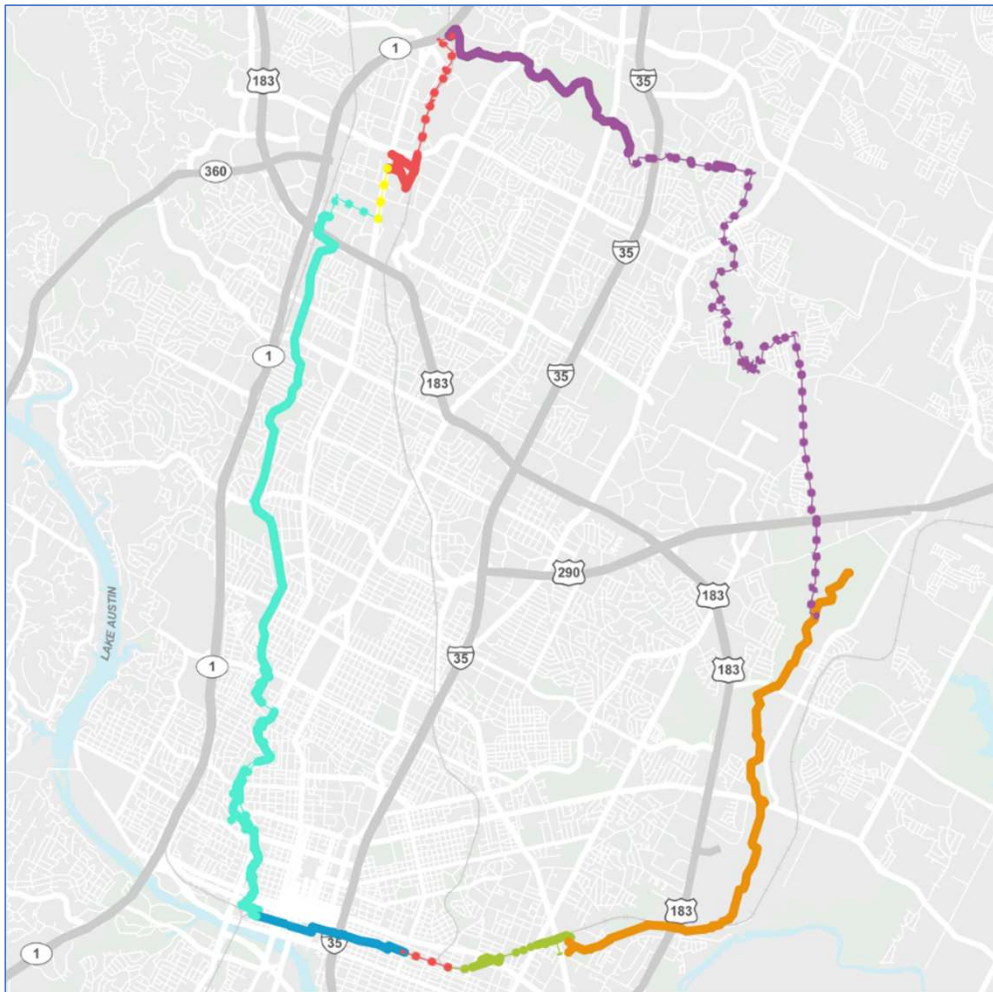
## 2023 Urban Trail Plan Goals

- Complete all Tier 1 trails by 2043
- Opportunistically pursue partnerships to complete Tier 2 and Tier 3 trails
- \$152M of trails in active design/development
- \$60M in construction funding currently available

# “The Big Loop”



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## Map Overview

### Big Loop Trail

#### Proposed

- Burnet Rd Shared Use Path
- MoKan Corridor Trail
- Northern Walnut Creek Trail
- Southern Walnut Creek Trail
- Red Line Trail
- Shoal Creek Trail

#### Existing

- LAB
- MoKan Corridor Trail
- Northern Walnut Creek Trail
- Southern Walnut Creek Trail
- Red Line Trail
- Shoal Creek Trail

# Big Loop Segments



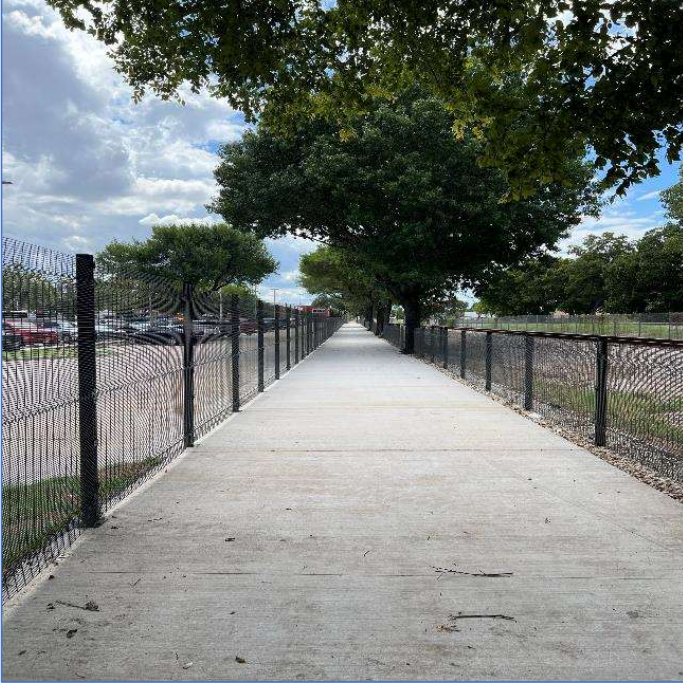
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Shoal Creek Trail



Red Line Trail



MoKan Trail

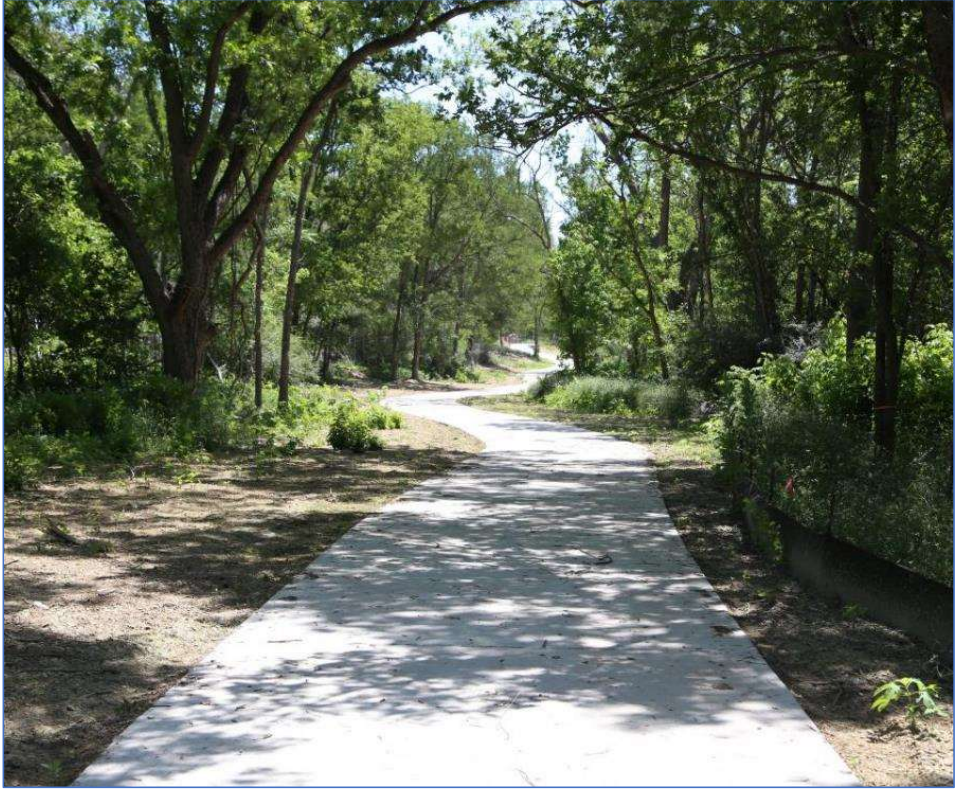
# Big Loop Segments



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Northern Walnut Creek Trail

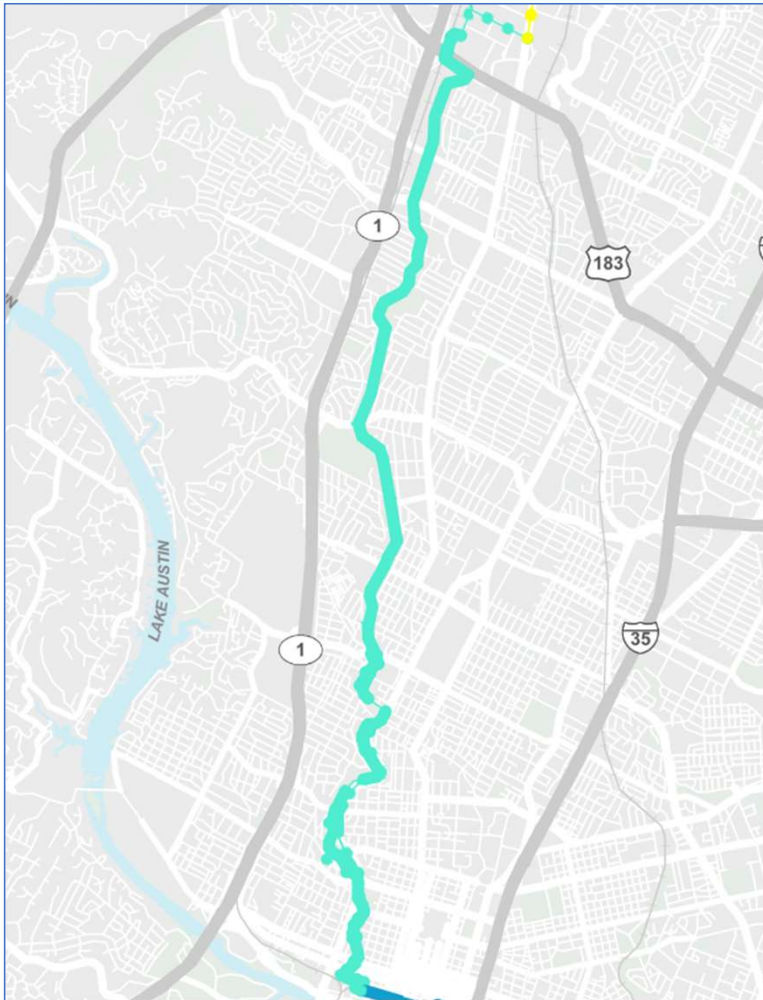


Southern Walnut Creek Trail

# Shoal Creek Trail



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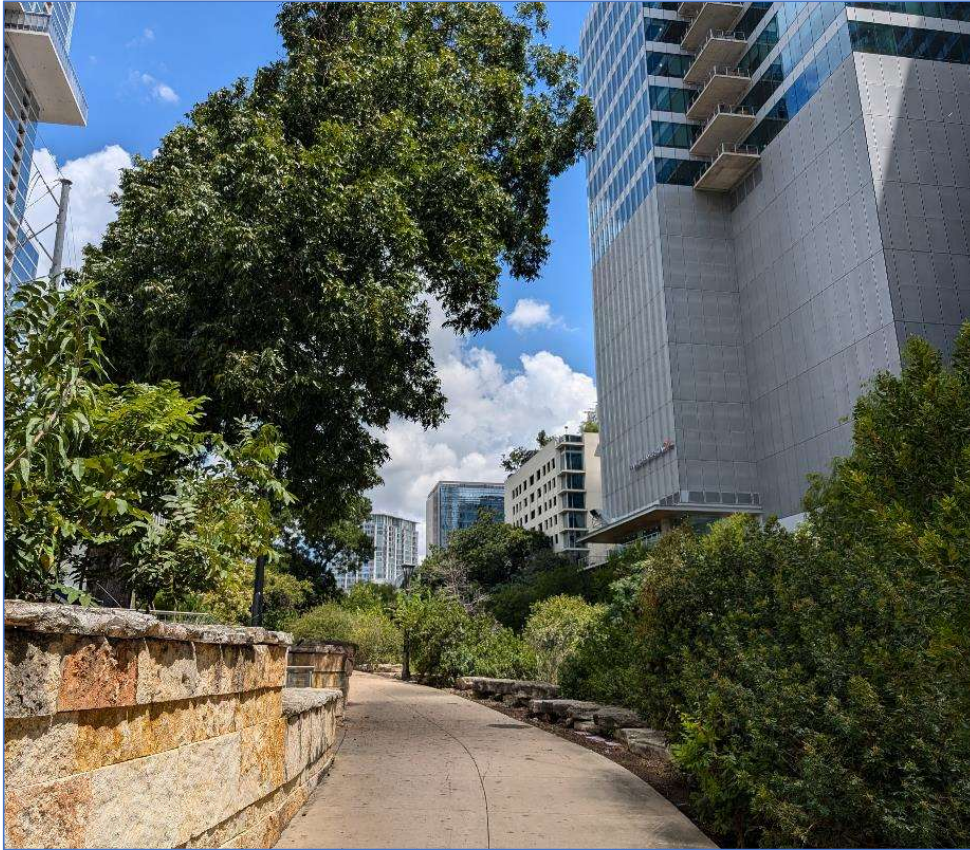


- Currently working on trail upgrades:
  - Connectivity under 3rd Street Pedestrian Bridge is in planning stage
  - Addition of lighting under Historic 6th Street Bridge is underway
  - Upgrades along Lamar Blvd between 24th and 31st Streets are in design stage
  - Protected facilities under 2222 underpass expected to begin construction spring 2025

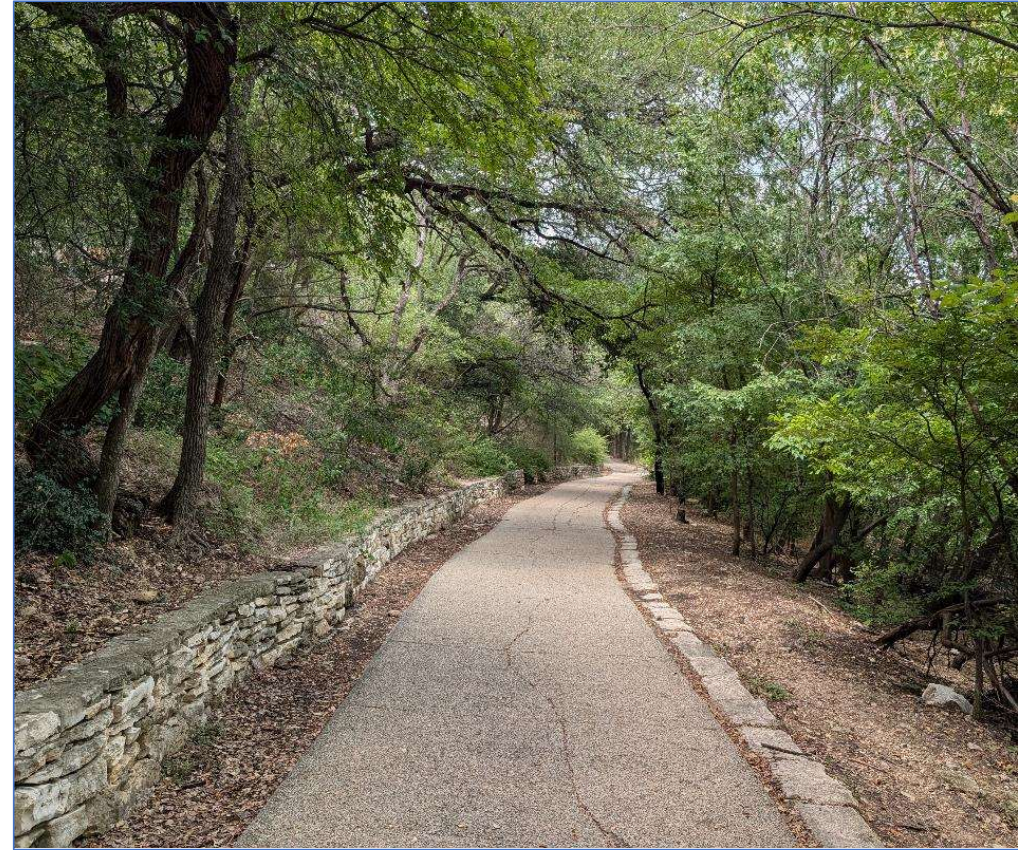
# Shoal Creek Trail



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Near 3rd Street Pedestrian Bridge



Close to South Lamar Boulevard, south of West 29th Street



# Shoal Creek Trail



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Shoal Creek Boulevard, north of RM 2222

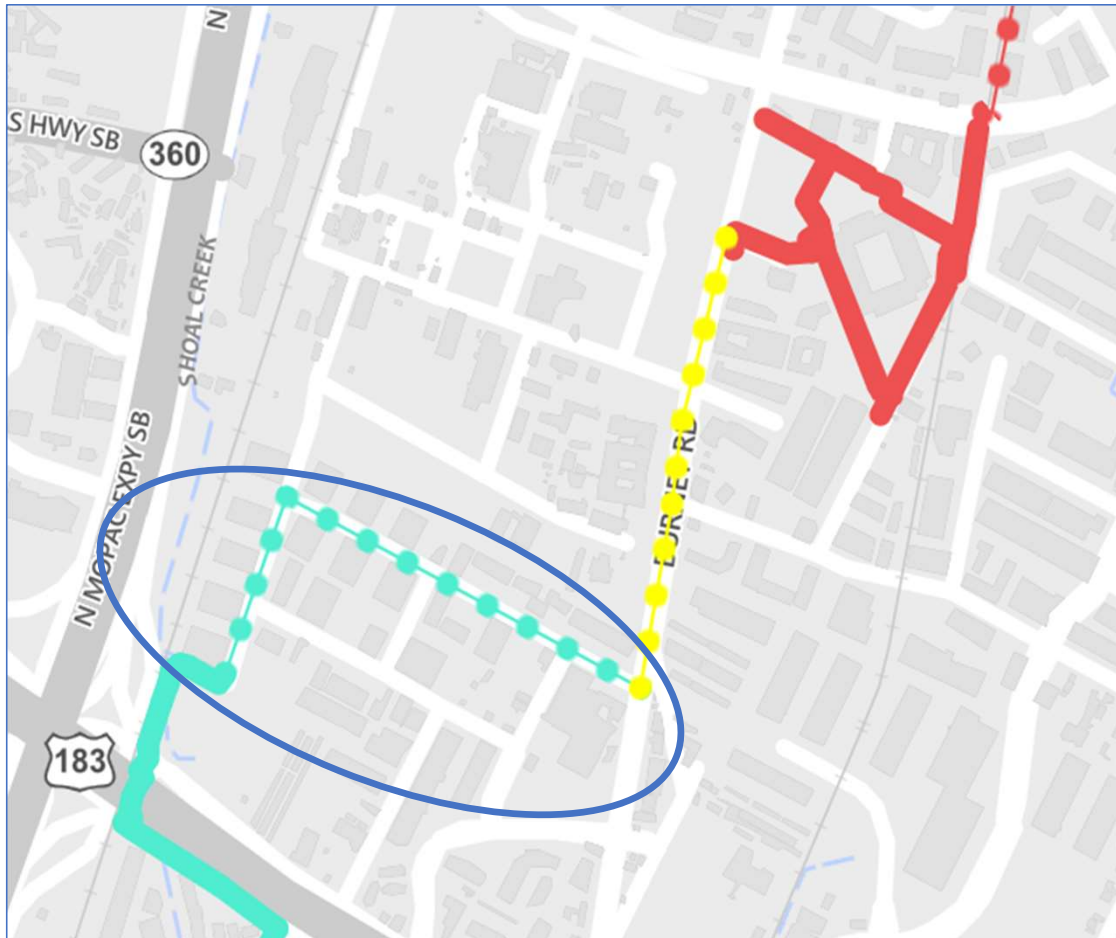


MoPac Shared Use Path

# Shoal Creek to Red Line Trail Connector



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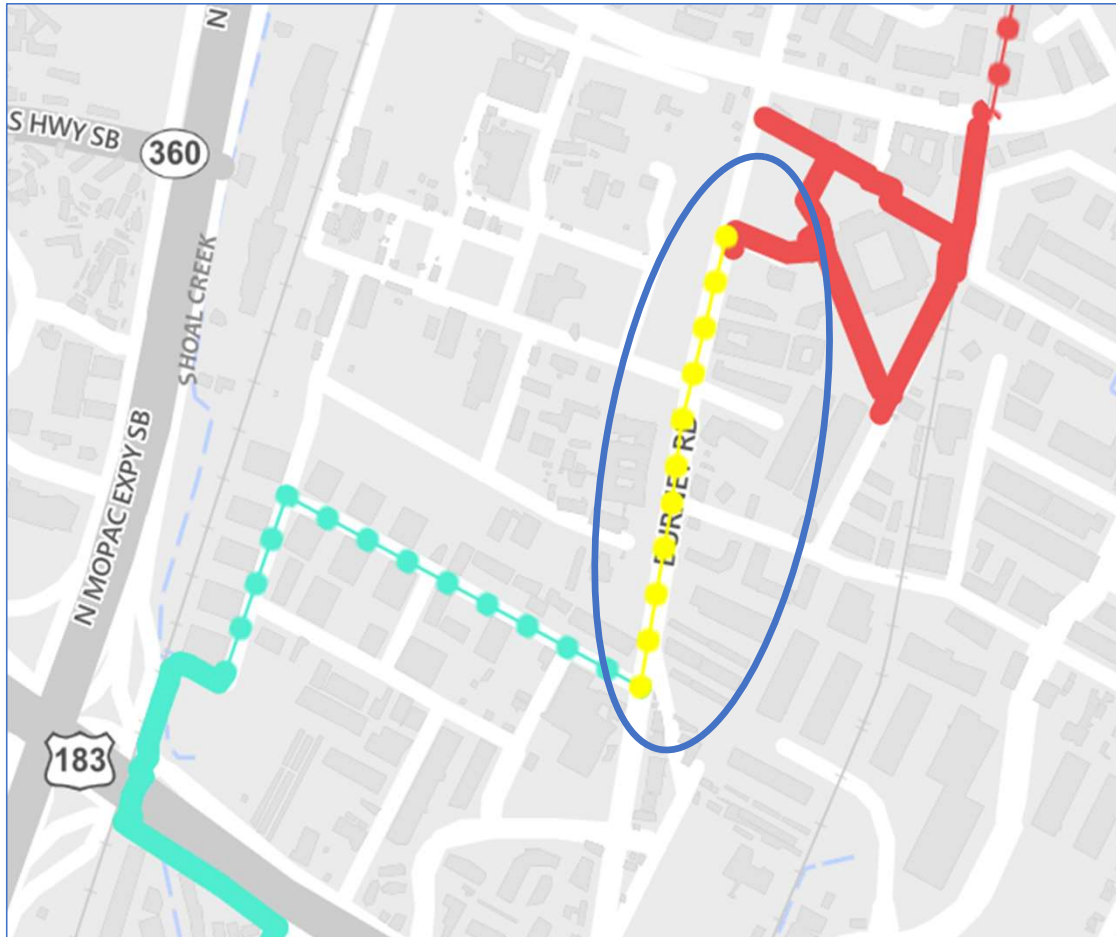


- Phase 1 is funded and construction tentatively scheduled to start late 2024/early 2025
- Phase 1 will tie in at Neils Thompson Drive and end at Longhorn Boulevard and Burnet Road

# Shoal Creek to Red Line Trail Connector



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- Phase 2 will connect from Phase 1 to Red Line Trail at McKalla Station
- This segment is funded and will be constructed as part of Burnet Road Corridor Project
- Construction anticipated to begin fall 2025

# Shoal Creek to Red Line Trail



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Neils Thompson Drive, looking north toward Longhorn Boulevard

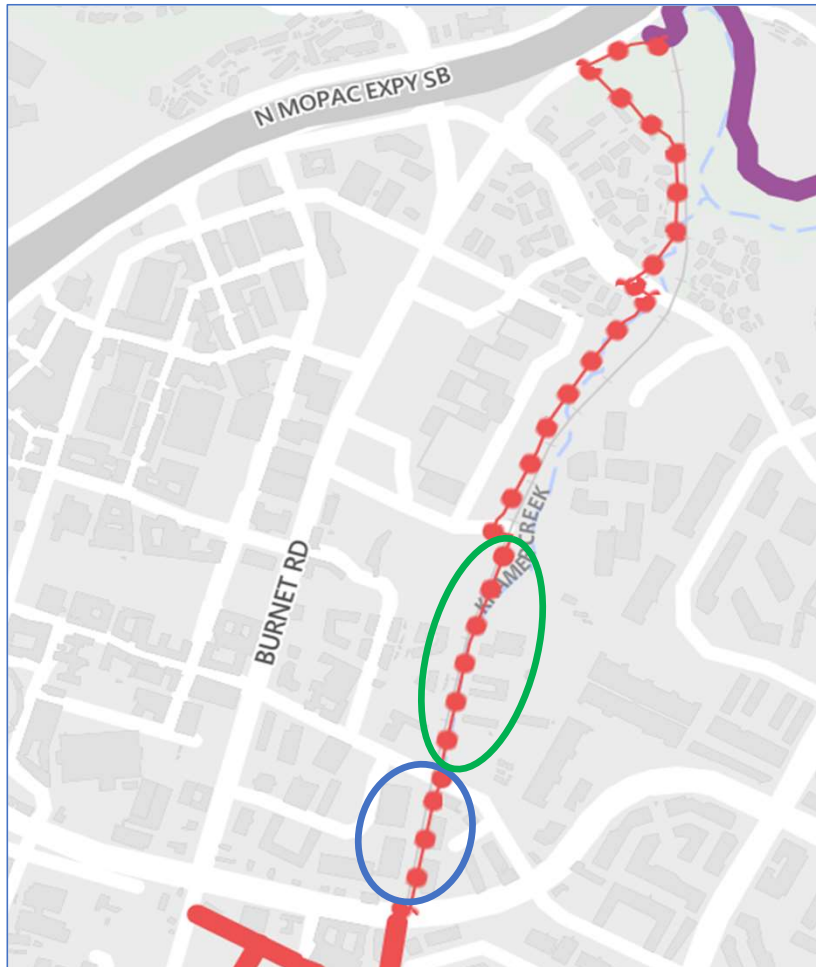


Longhorn Boulevard looking east toward Burnet Road

# Red Line Trail



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## Braker Ln to Northern Walnut Creek Trail (funded)

### Phase 1: West Braker to Kramer Lane

- 1/3-mile section with construction expected to start late 2025
- Will connect to McKalla Station and Q2 Stadium

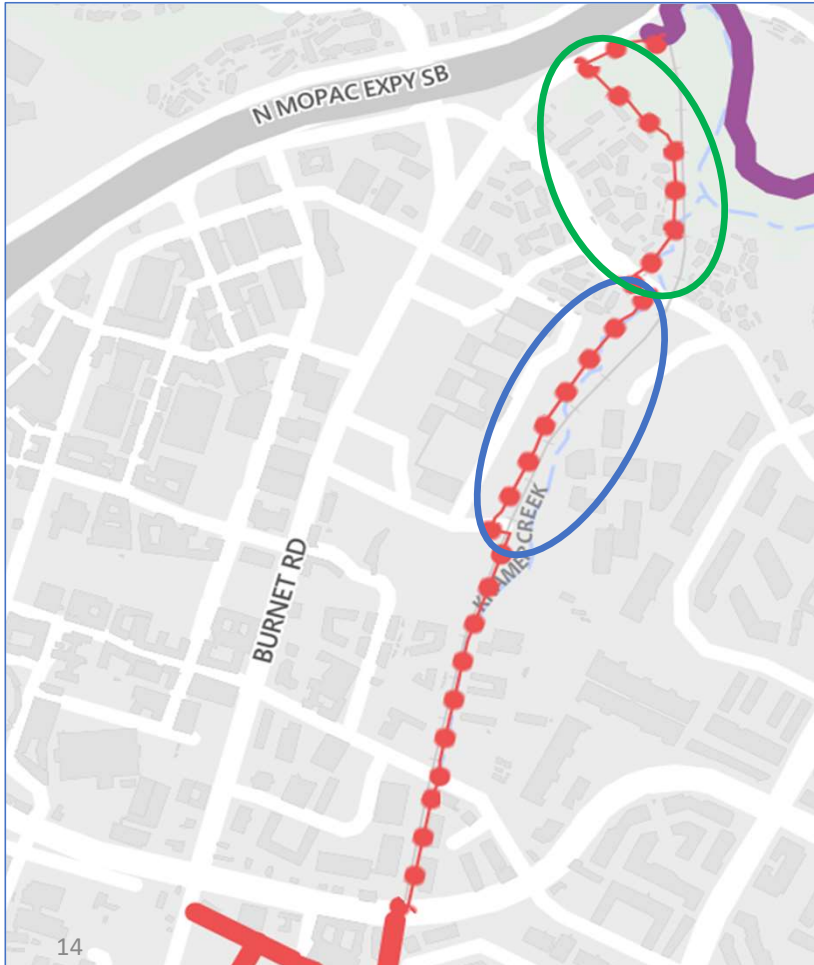
### Phase 2: Kramer Lane to IBM Campus

- 1/3-mile section
- Construction has recently started as part of the Burnet Corridor Project

# Red Line Trail



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## Braker Ln to Northern Walnut Creek Trail (funded)

### Phase 3: IBM Campus to Gracy Farms Ln

- 1/2-mile section with construction planned for spring 2026 connecting to the future Broadmoor Station

### Phase 4: Gracy Farms Ln to Northern Walnut Creek Trail

- 1/2-mile section with construction tentatively planned for spring 2026
- Will connect to Walnut Creek Trail and SUP on Mopac Frontage Road
- Federal funding request in review

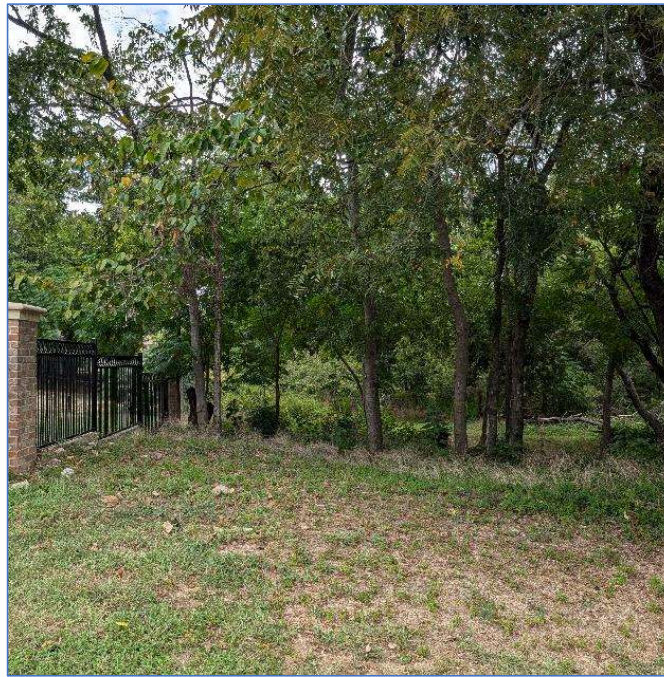
# Red Line Trail



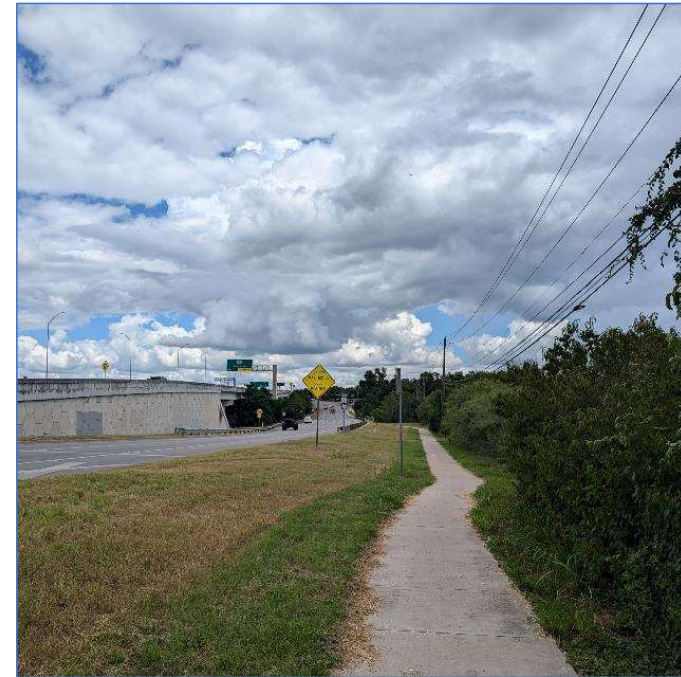
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Bikeway facilities on Gracy Farms Lane



North of Gracy Farms Lane

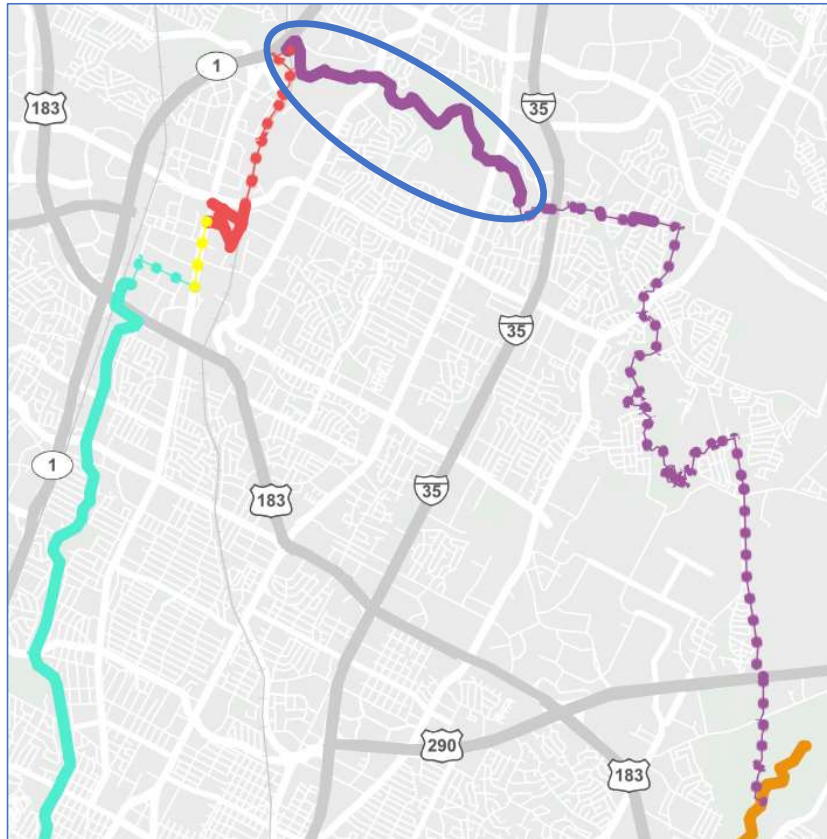


MoPac Shared Use Path

# Northern Walnut Creek Trail



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## Balcones District Park to Oakbrook Drive

- Northern Walnut Creek Trail opened in 2015 and expanded west in 2019 and east in 2023
- This project was completed in partnership between the Urban Trails Program and the Austin Parks and Recreation Department
- This section traverses 4.4 miles



# Northern Walnut Creek Trail



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Northern Walnut Creek Trailhead – Balcones District Park

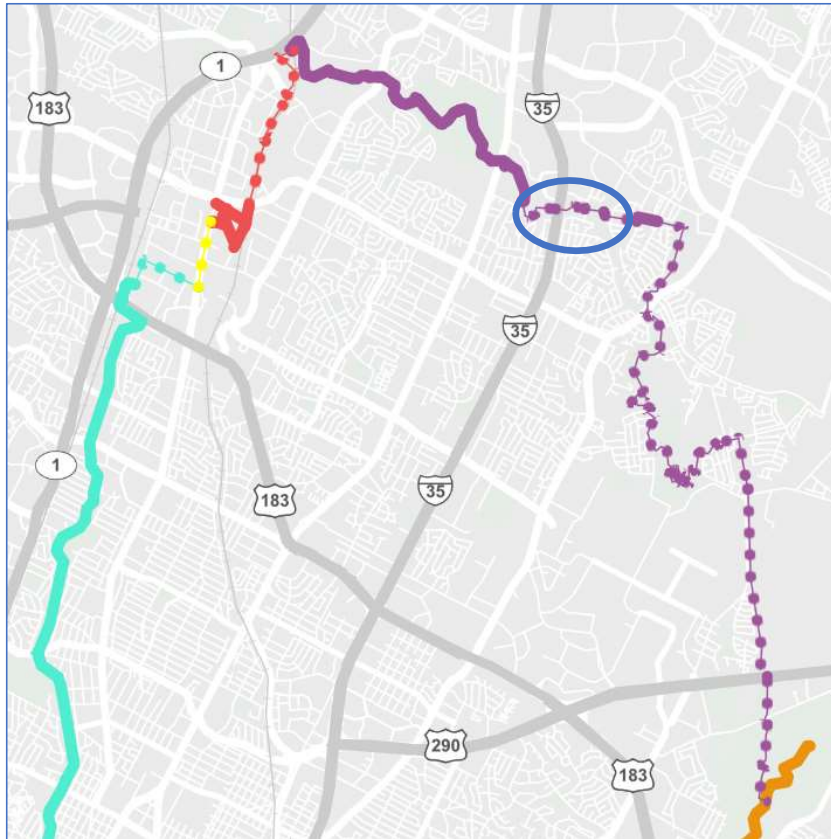


Bridge over Walnut Creek – Walnut Creek Metropolitan Park

# Northern Walnut Creek Trail



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## Section 2B and 3A (funded)

- Current Status: 60% Design
- 100% Design: late spring 2025
- Anticipated Const. Start: summer 2025
- Section 2B construction cost estimate: \$3.2M (federal funding request in review)
- Section 3A construction cost estimate: \$4M (funded)

# Northern Walnut Creek Trail



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Section 2B proposed alignment – crossing under IH35

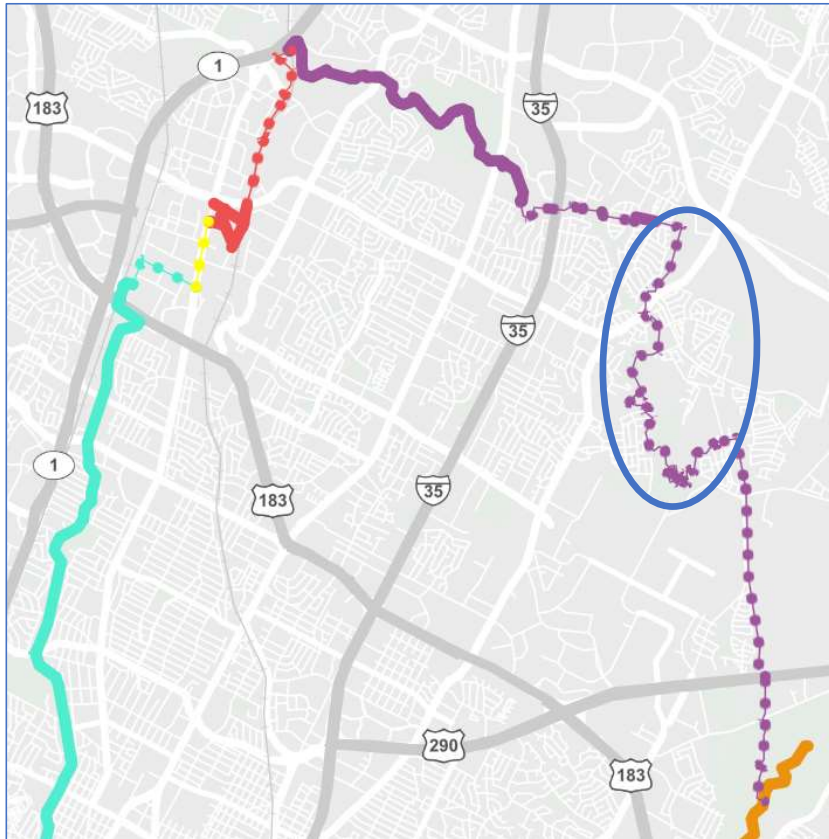


Section 3A – Rendering of pedestrian bridge in LCRA easement

# Northern Walnut Creek Trail



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## Section 3B (unfunded)

- Current Status: Feasibility Review
- Initial Design expected to begin by winter 2024
- Bike lane improvements on Shropshire and Braker Lane will provide connectivity from 3A North to the north end of 3C

# Northern Walnut Creek Trail



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Section 3B Copperfield – alignment along Copperfield Nature Trail

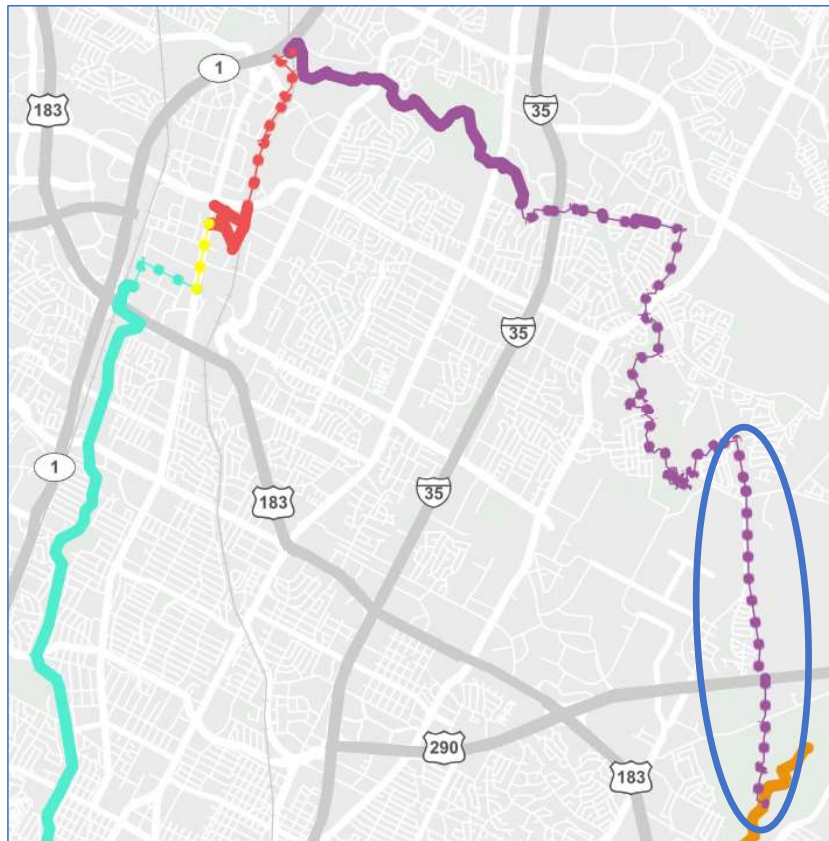


Section 3B Pioneer proposed trail alignment – Walnut Creek easement

# Northern Walnut Creek Trail



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## Section 3A South and 3C (funded)

- Current Status: Feasibility Review
- Early Estimated Cost: \$5.8 Million
- Partially federally funded project in coordination with Congressman Doggett's Office
- The segments are moving together with the intention to bid as a single project.
- Construction is anticipated to take 2 years

# Northern Walnut Creek Trail



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Section 3C proposed trail alignment – crossing under HWY 290

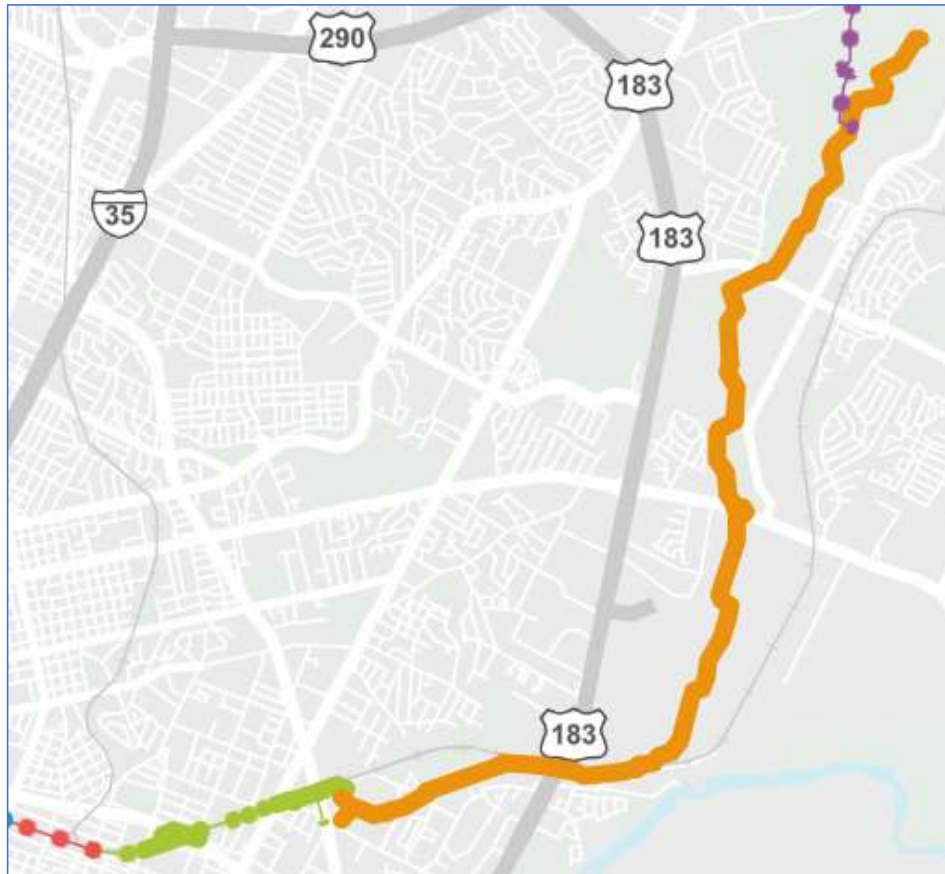


Section 3A South – Rendering of proposed tunnel under Old Manor Rd

# Southern Walnut Creek Trail



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## From Daffan Lane to Govalle Park

- Opened in 2014
- Austin's First Urban Trail
- Trail Length: 8.7 miles
- Cost was approximately \$10.5M



# Southern Walnut Creek Trail



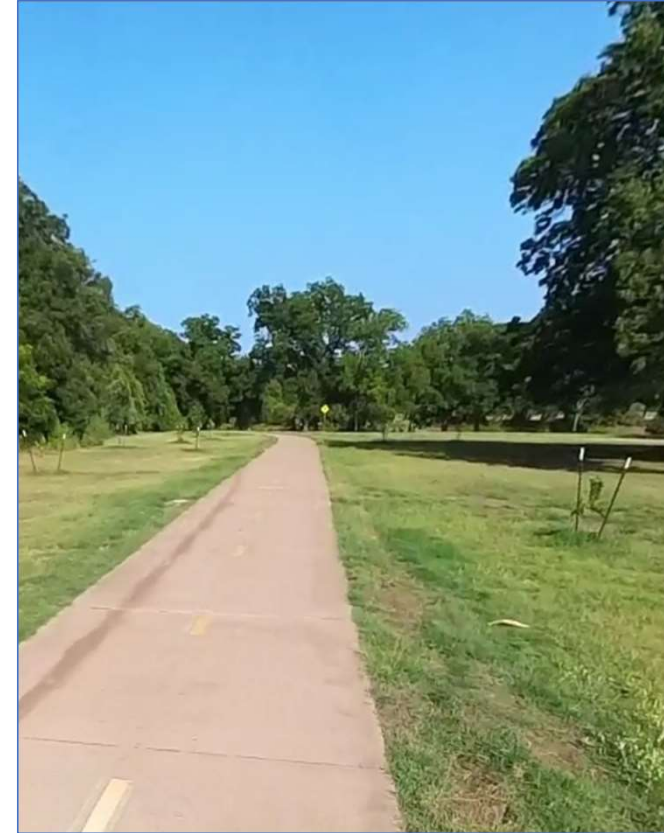
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Southern Walnut Creek Greenbelt



MoKan Rail Crossing at Delwau Lane

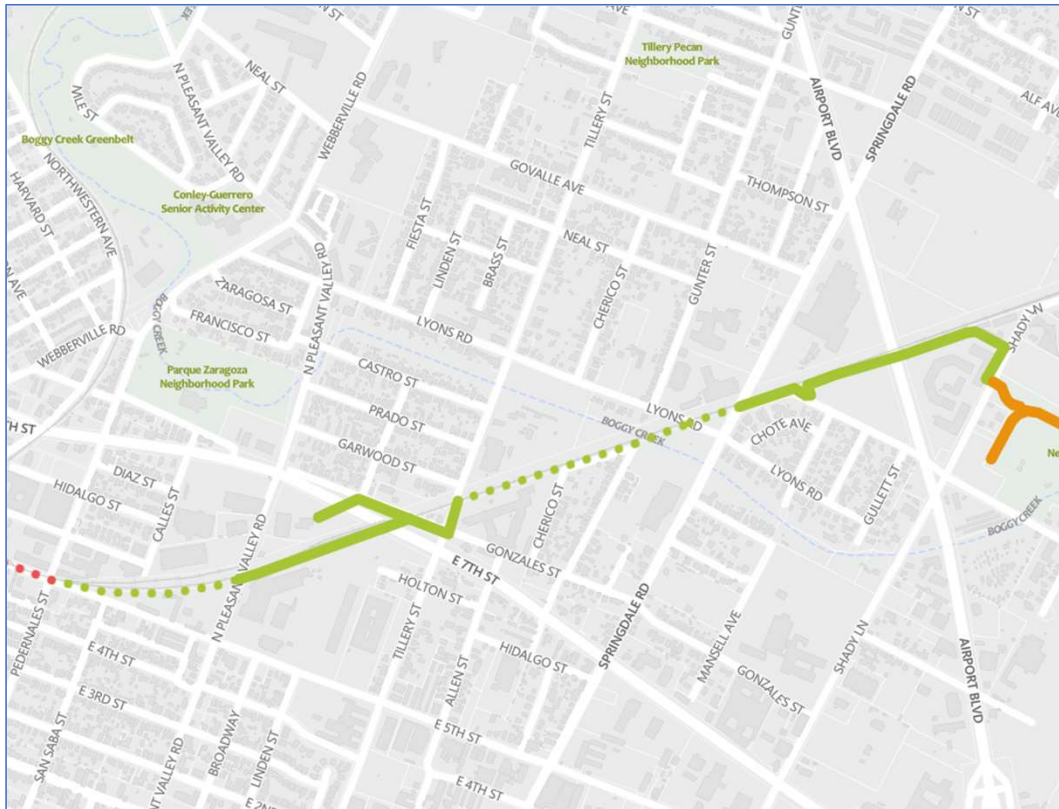


Govalle Neighborhood Park

# MoKan Trail



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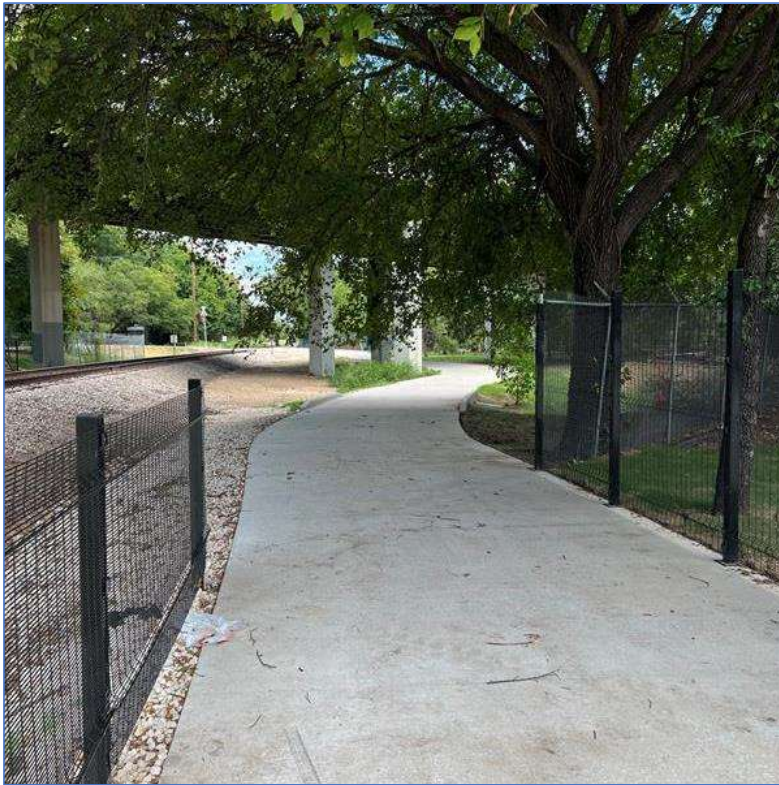


- Approximately 2/3 of the trail to be complete by early 2025
- Completion of the bridge is anticipated by the end of 2026
- Section between Pedernales and Pleasant Valley will be built by private development
- Fully funded with an estimated cost of \$12 million

# MoKan Trail



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Adjacent to Cap Metro Depot heading under 7<sup>th</sup> Street Bridge,  
Heading east from Pleasant Valley toward Gonzales Street



From Gonzales Street looking west toward Pleasant Valley

# MoKan Trail



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Heading west toward Pleasant Valley adjacent to Cap Metro Depot

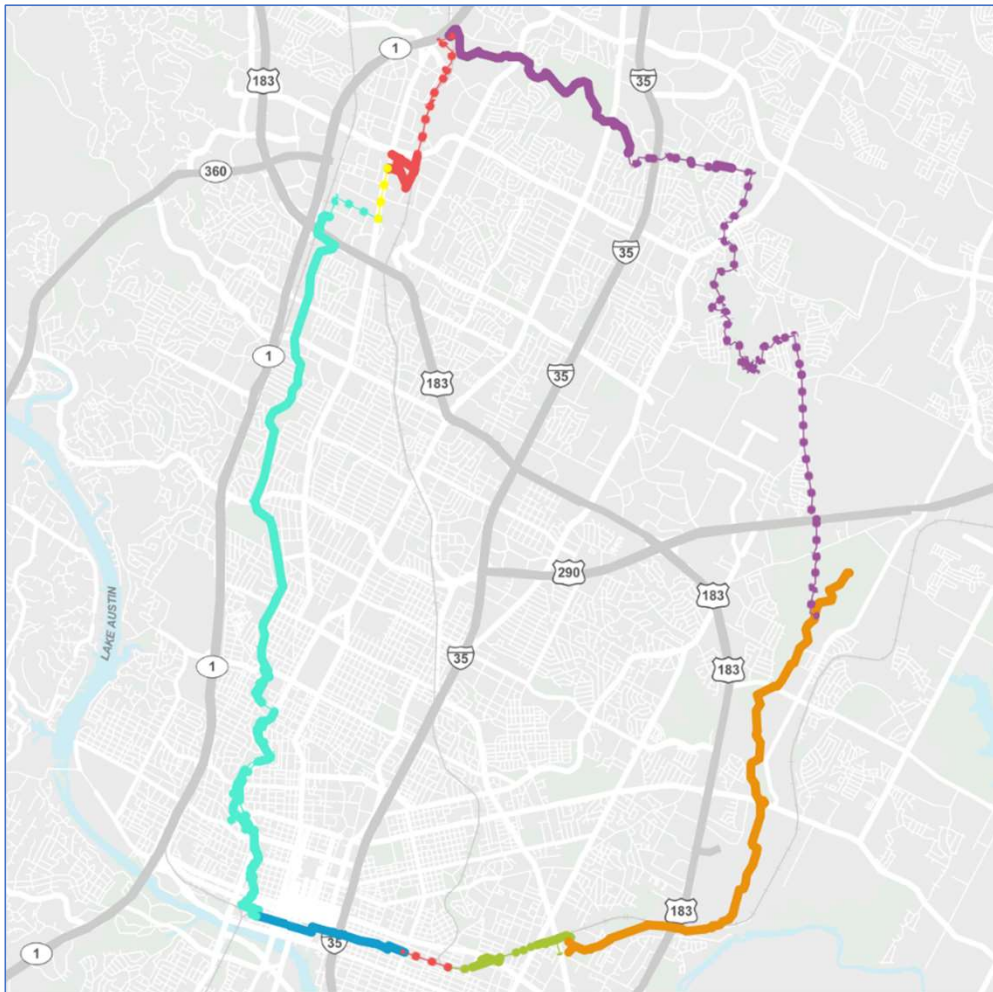


On Gonzales Street heading toward Tillery intersection

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# Connecting to the Great Springs Project

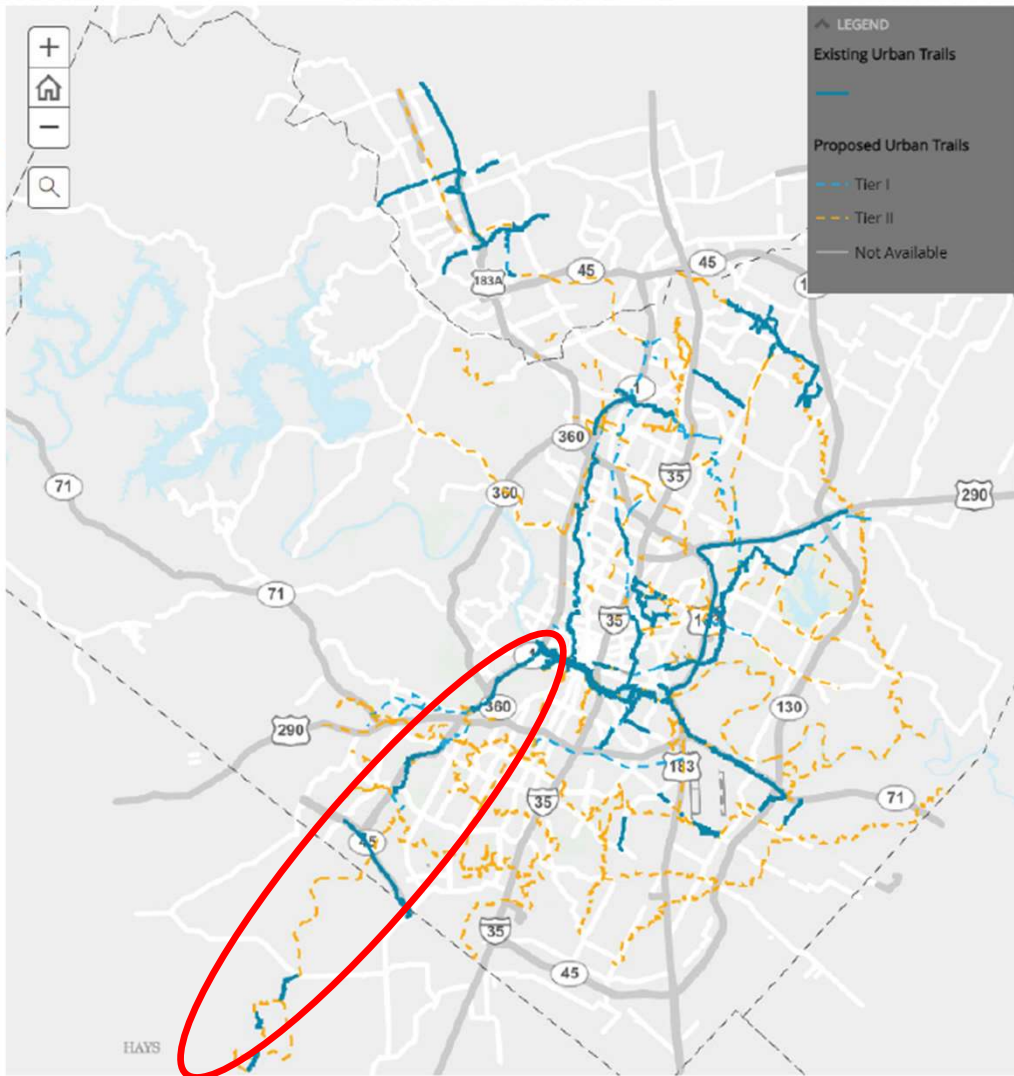


Figure 4-1: Screenshot of City of Austin online map of urban trails as of plan adoption. Note: some trails on this map are shared use paths that are built and managed by other agencies.

<https://greatspringsproject.org/>