



Project: Austin Light Rail Phase I
To: File
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From: ATP
Subject: North Shore Design Changes
Date: June 30, 2025

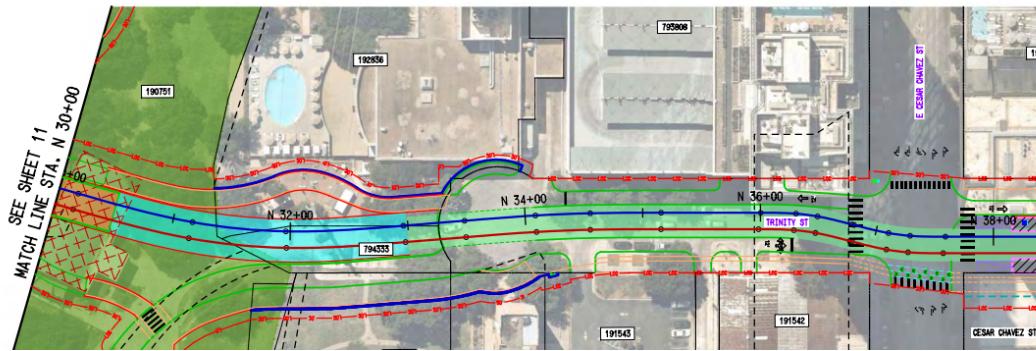
1. Preliminary Considerations for the North Shore Design

The North Shore segment of the Austin Light Rail alignment along Trinity Street is shaped by a complex set of overlapping constraints that have guided early design decisions. On the west side of the corridor, access must be maintained to existing loading docks and an Austin Energy transmission easement, while the Waller Creek Tunnel outlet requires occasional clearance for large maintenance vehicles. Space is further limited by the narrow right-of-way near the Four Seasons property and the need to preserve access to the Housing Authority of the City of Austin (HACA) site to the east.

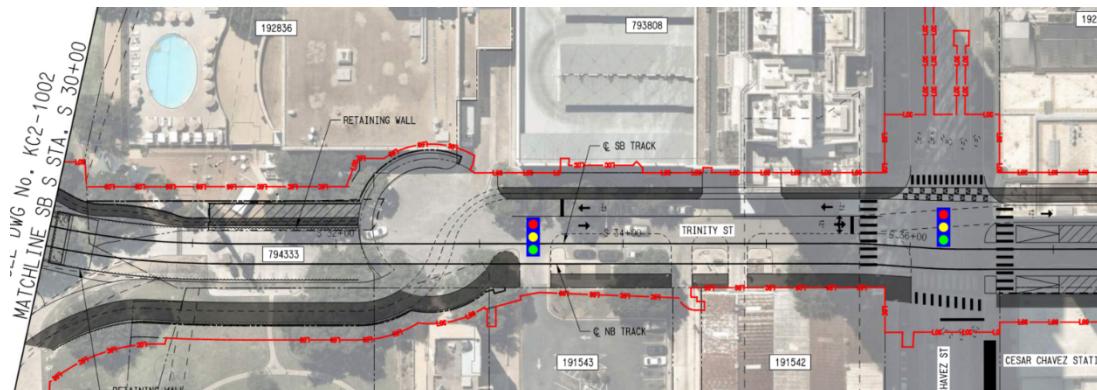
A key priority in this segment is to maintain and enhance pedestrian and bicycle connectivity between Trinity Street and the Ann and Roy Butler Hike and Bike Trail, a vital link in the City's active mobility network. This segment of the trail traverses Waller Beach at Town Lake Metropolitan Park. Collectively, these considerations have required close coordination across agencies to define an alignment that balances access needs, physical constraints, and future opportunities for multimodal integration.

2. Changes to the North Shore Design

The original design for the North Shore segment featured a center-running guideway along Trinity Street, with travel lanes on either side of the light rail and pedestrian and bike connections crossing the tracks to reach the Ann and Roy Butler Hike and Bike Trail. While functional, this layout presented challenges for large vehicle access, limited flexibility for utility coordination, and constrained multimodal circulation.



In the updated design, the guideway has been shifted to a side-running configuration on the east side of Trinity Street. This adjustment consolidates both travel lanes to the west, improving access to existing loading docks, the Austin Energy transmission easement, and the Waller Creek Tunnel outlet, which occasionally requires large vehicle entry.



The revision also enables a nearly continuous 8-foot-wide path along the west side of Trinity Street, providing a more direct and intuitive connection to the Ann and Roy Butler Hike and Bike Trail. Coordination with Austin Energy poles, an existing electrical vault, and a proposed electrical manhole is ongoing to maintain path continuity and reduce conflicts.

An additional benefit of consolidating both travel lanes to the west of the guideway is a reduced lane shift for northbound Trinity Street when crossing East Cesar Chavez Street.

Overall, the updated design reflects a more coordinated and flexible approach, balancing operational access with improved multimodal connectivity.

3. Mitigation Commitments

To maintain functionality of Waller Beach at Town Lake Metropolitan Park and trail



during construction, ATP shall coordinate with the Austin Parks and Recreation Department (PARD) and Texas Parks and Wildlife Department (TPWD) on design refinements to minimize the Project's footprint at Waller Beach, and ATP shall coordinate with PARD and The Trail Conservancy to maintain functionality and avoid disconnection of the trail network along the Ann and Roy Butler Hike and Bike Trail at both the north and south shores of Lady Bird Lake. ATP will also include in the Construction Management Plan a description of measures for temporary park closures, temporary trail closures, and/or temporary relocation of portions of trails.

For better connectivity on the north shore, ATP shall improve a portion of the Ann and Roy Butler Hike and Bike Trail located just west of the new LRT bridge that is not currently in compliance with the Americans with Disabilities Act.

ATP shall re-establish the Ann and Roy Butler Hike and Bike Trail beneath the bridge and connect to the new bicycle and pedestrian facilities on the bridge.