

Zilker Park



South Side Parking 2018

By Anthony Savage, Park Grounds Supervisor



Challenge

Currently, the Zilker Park south side parking areas along the park road, the designated surface parking to the east of the soccer field, and the designated parking at Wright Field are all unstructured parking areas (see image below). Additionally, these parking lot areas are connected via a single park road which lacks a specific traffic pattern or directional signage. The current state of the Zilker Park south side parking creates the following challenges:

- Inefficient use of available space for parking;
- Illegal parking;
- Enforcement issues;
- Random directional parking;
- Traffic congestion;
- Patron frustration; and,
- Lack of emergency vehicle access.



Recommended/Proposed Changes

The project described below includes recommendations for:

- Interim changes to create structured parking; and,
- A better pedestrian traffic pattern.

These recommendations are limited and specific to the south side of Zilker Park, consisting of the:

- Barton Springs Pool Entrance,
- Multi-purpose Athletic Fields,
- Trail System Access, and
- Sunken Gardens.

The project, as currently proposed, will allow for 250 structured parking spaces.

Estimated Resources and Cost

Phase I

- 125 Wheel Stops (125X \$22.50 = \$2,812.50)
- 20 No Parking Signs (PARD Sign Shop) with Poles
- 10 No Parking on Grass Signs (PARD Sign Shop) with Poles
- 6 One Way Signs (PARD Sign Shop) with Poles
- 2 Direction and ID Signs (1 for Wright Field Entrance, 1 for Barton Springs Pool Entrance) (PARD Sign Shop)
- 1 New Park ID Sign for Umlauf Garden to match new PAR D Signage
- Split Rail Fence (380 lineal feet) in stock at Zilker
- Split Rail Fence (Option, additional 800 lineal feet) in stock at Zilker. This will replace existing bollards to enhance the consistency of the project.

We have included several graphic descriptions in the next section which designate no parking and structured parking areas. The addition of the split rail fence will help control pedestrian traffic as well as parking safety. A map of signage installation is to be determined and provided at a later date when a definitive course of action is decided.

Graphic Descriptions

Parking Area Located along the One-Way Directional Road

The graphic below includes making the park road a one way directional road from the Barton Springs Pool lot to the Sunken Garden and Wright Field parking area. This area will provide 75 spaces of structured parking. The design includes handicap parking space to ensure accessibility and compliance regulations.



Comment [MM1]: Kim McNeeley: For consideration perhaps no entry signage at the end of the road. This means all cars wishing to park need to enter the parking area "by the pool" and travel one way to Wright Fields. While folks may circle both parking lots with a small stretch of park road being two way- they must exit on to Aize Morton Road- turning right if they would like to re-enter the space

What are the unintended consequences, patron tolerance?

Please see next graphic and comment.

The Wright Field and Sunken Gardens Parking Area

The Wright Field parking area is proposed to be structured to accommodate 50 parking spaces evenly divided on each side of the lot. Two “No Parking” areas will be created. One to protect a heritage tree, the other to protect harmful run off in the springs. Split rail fencing will be installed to prevent curb hopping. The area of the Wright Field and Sunken Garden parking lots will remain 2 way traffic. The lot would also require one handicap parking space on each side.



Comment [MM2]: Kim McNeeley: For consideration- the park road between the two parking lot spaces is only one way to be consistent with the park road from the south side- this means folks have two way traffic in the first lot and after they exit the first lot to move to the lot closer to Wright Fields- they cannot return without exiting on Azie Morton Road and circling back...

What are the un intended consequences? Enforcement considerations? Patron tolerance?

Do not enter signage is needed to ensure no one re-enters the park road along the soccer fields

Trail Connection/Walking Path to Parking Areas

The graphic below illustrates a proposed walking path connecting the trails. This would provide pedestrian safety traveling on the South Side, as well as to and from structured parking. This will also include a visible crosswalk. This path will be inside existing bollards (split rail fencing optional) to ensure patron safety from vehicles. The proposed path is 1,140 lineal feet. The preference on this option is to become a managed decomposed granite trail. This will also provide handicap access from structured parking.



Future Recommendation

We propose consideration to add pay stations only after a full analysis of Phase I successes and/or challenges is completed. The analysis timeframe is to be determined.

Proposed Additions

- 5 Pay Stations (Parking Fee Charging Approval)(Value = \$75,000.00 Seasonally)
- 30 Pay to Park signs (In stock at Zilker)