

**ZILKER PARK MASTER PLAN RECOMMENDATIONS**  
**BY SHORT-TERM TRANSPORTATION SOLUTIONS SUB-GROUP**

**Approved by the full Zilker Park Working Group**

**on March 25, 2019**

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The Zilker Park Working Group puts forth the following recommendations to be incorporated into the Zilker Park Master Plan scope of work.

**The Master Plan should study:**

- Opportunities to increase pedestrian and bicycle safety, and to prioritize these active modes in the park.
- Opportunities to minimize private automobile traffic through the park, including the possible reduction of automobile traffic on Barton Springs Road during times of peak demand.
- Options for a circulator system within the park to move visitors from one area of the park to another, including a shuttle bus or expansion of the Zilker Zepher.
- A permanent shuttle system from off-site parking to the park.
- Limiting closest parking spaces to high-occupancy vehicles, families with small children, or ADA spaces. The plan should also carefully consider accessibility of these groups throughout the park.
- Offering a limited number of parking spaces that correspond to renting a PARD facility, such as a picnic area or sports court.
- Use of parking opportunities north of the river and accessible by the Mopac pedestrian bridge.
- Implementing systems such as “toll tag” upon entering/exiting parking lots; pre-purchasing of parking online; or annual parking pass to expedite entering the park.
- A new parking garage within or immediately adjacent to the park with green infrastructure features such as a green roof, paying close attention to environmental sensitivities and resulting in a net decrease in impervious cover in the park.
- Increasing the frequency of #30 Capitol Metro bus and reevaluate stop locations and improve stop comfort (benches, cover, visibility, and entries from stop to the park) within and without the park, including stops that will conveniently bring visitors to Barton Springs Pool, Umlauf Sculpture Gardens, Zilker Botanical Garden, and other areas of interest. CapMetro should advertise Zilker at stops such as the Westgate Transit Center.
- Viability of converting Andrew Zilker Rd and Lou Neff Rd to shared use paths that can be separated into ped and bike/scooter spaces.
- Re-aligning trails and shared-use paths to the best locations for convenient active transportation.

- Identify missing sidewalks, safe pedestrian crossings, and ADA accessibility issues, and propose solutions.
- Improve connectivity across Barton Springs Rd, studying the opportunity to connect the park over the road (eg road in tunnel or pedestrian bridge).
- Routes for permanent protected bike lanes to and through the park, and a plan for improved maintenance of bike lanes.
- Increasing investment in amenities of the City's other metropolitan parks in order to reduce demand on Zilker Metropolitan Park. This should include investment in the types of facilities identified as popular in recent Zilker Park and park-wide surveys.
- Implement a paid parking system for all parking spaces in the park, so there is no free parking during days and times of peak demand, to mitigate the need for more parking spaces.
- On-demand parking capacity notifications.
- Bus drop off and parking strategy.

We also ask that the City and consultants continue to involve the Zilker Park Working Group in the Zilker Park Master Planning Process and other decisions being made about Zilker Park.