

April  
= ~~FEB~~ 1978

Proposals for the mitigation of the potential damaging effects of the

NINTH and TENTH STREET PROJECT

Submitted to the Austin City Council

By Ted Siff, President  
Old Austin Neighborhood Association

The following groups either through a vote of their membership or the consent of their leadership lend support and endorsement to the proposals contained herein:

Old Austin Neighborhood Association  
Concerned Citizens for the Development of West Austin  
The Travis County Autobon Society  
Hyde Park Neighborhood Association  
Allandale Neighborhood Association  
South River City Citizens  
South Austin Democrats  
Save our University Neighborhoods  
Falcones Neighborhood Association  
North University Neighborhood Association  
Save Austin's Valuable Environment

## NINTH AND TENTH STREET PROJECT

### Alternative #1

We request that:

1. Ninth Street between Lamar Avenue and West Avenue not be open to motorized vehicular traffic; Ninth Street between West Avenue and the new Shoal Creek Bridge at Ninth Street be used as an entrance and extension to the Shoal Creek hike and bike trail for pedestrian and non-motorized vehicular traffic; and Ninth Street between the new Shoal Creek Bridge at Ninth Street and West Avenue be used as a parking area for the Ninth Street Park.

2. Tenth Street between Lamar Avenue and West Avenue be improved in accordance with the following "work order changes:" Tenth Street between Lamar Avenue and West Avenue be used as a two-way neighborhood street; Traffic control signs be placed on Tenth Street between Lamar Avenue and West Avenue reading "Slow-Children at Play;" Stop signs be retained or, where not in place, be installed at Tenth and West Avenue, Tenth and Rio Grande Street, Tenth and Nueces Street, and Tenth and San Antonio Street; The historic character of the Shoal Creek Bridge at Tenth Street be enhanced by the construction of an all weather "cover" over the bridge containing a "way-station" facility for Shoal Creek hike and bike trail users; and Those items in the present construction specifications solely related to the safety of the Shoal Creek Bridge at Tenth Street be pursued in a way that is compatible with the other items described above.

NINTH AND TENTH STREET PROJECT

Alternative #2

We request that:

1. Ninth Street between Lamar Avenue and West Avenue be open to two-way motorized vehicular traffic; Traffic control signs be placed on Ninth Street between Lamar Avenue and West Avenue reading "Slow-Children at Play;" and stop signs be retained or, where not in place, be installed at Ninth and West Avenue, Ninth and Rio Grande Street, Ninth and Nueces Street, and Ninth and San Antonio Street to stop traffic on Ninth Street.
2. Tenth Street between Lamar Avenue and West Avenue be improved solely in accordance with the following "work order changes;" Tenth Street between Lamar Avenue and West Avenue be used as a one-way street for traffic headed in a westerly direction; Traffic control signs be placed on Tenth Street between Lamar Avenue and West Avenue reading "Slow-Children at Play;" Stop signs be retained or, where not in place, be installed at Tenth and West Avenue, Tenth and Rio Grande Street, Tenth and Nueces Street and Tenth and San Antonio Street to stop traffic on Tenth Street; The historic character of the Shoal Creek Bridge at Tenth Street be enhanced by the construction of an all weather "cover" over the bridge containing a "way-station" facility for Shoal Creek hike and bike trail users and those items in the present construction specifications solely related to the safety of the Shoal Creek Bridge at Tenth Street be pursued in a way that is compatible with the other items described above.



Memorandum to MAYOR and MEMBERS OF CITY COUNCIL

From Dan Davidson, City Manager

TED SIFF

June 4, 1975

SUBJECT: 9th & 10th Street Project

As requested, we have reviewed the proposals presented to the Council by Mr. Ted Siff, regarding the 9th & 10th Street Project.

Attached for your review is a summary of our conclusions and recommendations and a brief chronological history of the project and summary of the actions taken by the City Council and Boards and Commissions during their review of the project. Included also is the analysis performed by Urban Transportation and Engineering Departments in their review of these alternatives, a copy of the original report to the City Council in July of last year, and a memo from Mr. Dick Lillie which discusses the impact of this project on land use in the area.

Based on our reanalysis of one-way versus two-way operation, and the alternatives presented by Mr. Siff, we believe that the original proposal to operate these streets as a one-way pair is the most effective way to meet the needs for balanced access to the downtown area and preservation of the neighborhood.

We will be prepared to make a brief presentation and if you have any questions, or if you would like additional information, please let me know.

Dan H. Davidson  
City Manager

DHD:md

Summary  
Board and Commission Review  
9th & 10th Streets

A. CITIZEN'S TRAFFIC SAFETY COMMISSION - MAY 21, 1974

" . . . The Citizen's Traffic Safety Commission unanimously approved the West 9th and 10th Street improvements plan as necessary to make traffic conditions safer in the general area."

B. PARKS AND RECREATION ADVISORY BOARD - JULY 1, 1974

"After discussion, the following motion was made by Mrs. McClellan: Accepting the limitation that the decision as to the extension of 9th Street does not lie within the powers of the Parks and Recreation Advisory Board, nevertheless, the Board wishes to express to the Austin City Council the belief that the extension of 9th Street adjacent to parkland originally purchased for greenbelt use will affect the ectone and environment of the area. However, if the Council chooses to extend 9th Street, it is our further belief that implementation of the Bovay Engineer's report recommended for acceptance by the Parks and Recreation Department staff, will through the use of careful planning and construction techniques will result in a minimal amount of damage. The motion was accepted by Mrs. Scarborough and unanimously carried."

C. CITIZEN'S BOARD OF NATURAL RESOURCES AND ENVIRONMENTAL QUALITY - JULY 2, 1974

"The Environmental Review Committee, after considerable study and deliberation, and for the reasons discussed in the attached report, made the following recommendations to the Board:

1. That the project be limited to the four-lane two-way 10th Street at this time. The 9th Street portion could be accomplished in the future when and if the need is demonstrated. An island design should be considered to save the large oak tree on the southwest corner of the intersection of 10th Street and West Avenue.
2. Consideration should be given to restoring a left turn option for southbound traffic for 12th Street.
3. That an intensive urban design study of the Old Austin Neighborhood be instituted to (a) determine the physical and historical qualities of the area, and (b) develop methodology to preserve the important and essential qualities of the physical fabric while

Board and Commission Review

June 3, 1975

Page Two

(c) identifying the scale, speed, extend and character of redevelopment that will alternatively reshape the area.

4. That alternative solutions to the projected traffic problems be thoroughly investigated, with due regard being given to system and operational alternatives."

VOTE: Aye 7, Nay 1, Abstain 3, Absent 5

D. LANDMARK COMMITTEE - JULY 2, 1974

"The Committee recommended denial of the 9th and 10th Street project as an encroachment into the potentially historically zoned neighborhood."

Vote 5 for, one absent)

E. CITY COUNCIL - JULY 18, 1974

1. Original Motion. "That the Council close the public hearing and direct the staff to proceed with the extension of West 9th Street and widening of West 10th Street."

2. Substitute Motion. "That the Council close the public hearing and stop any further consideration of the extension of West 9th Street and proceed with the widening of West 10th Street into a two way street."

The substitute motion failed by a 2 to 4 vote with one abstention, the original motion passed by a 4 to 2 vote with one abstention.

F. CITIZENS BOARD OF NATURAL RESOURCES AND ENVIRONMENTAL QUALITY - DECEMBER 3, 1974. (Creek Permit)

"It was decided to reaffirm the Board's previous recommendation made July 2, 1974, when it reviewed the preliminary engineering report. . . . It is felt that the alternative proposed in those recommendations -- constructing 10th Street as a four-lane two-way street and not extending 9th Street -- is a viable alternative and one which bests meets the standard in the Creek Ordinance of preserving the natural and traditional character of the Creek."

Board and Commission Review  
June 3, 1975  
Page Three

"Having reaffirmed that previous recommendation, the Board then limited its scope of review to the proposed design for the modification of both 9th and 10th Streets. . . . Quoting from the report of the subcommittee that reviewed the plans in detail and made recommendations to the Board: "The consultants, the City and all people involved in this project should be complimented for their concern and the changes made. The plans represent a considerable improvement over previous ones and surpass our expectations. This is a very encouraging action and should be considered a prototype for future City projects. The few reservations that we have should be seen as minor and in the spirit of trying to make what is really an excellent project just a bit better."

VOTE: Aye 8, Nay 2, Abstain 1, Absent 5.

G. PLANNING COMMISSION - DECEMBER 10, 1974. (Creek Permit appeal)

"Motion to deny the appeal by Mr. and Mrs. Malcolm Bucknall and Mr. Dwight Monteith to Water Development Permit No. 74-10-3076 for the construction improvements to the 9th and 10th Street bridges at Shoal Creek, CIP projects 6220-1 and 6220-2."

VOTE: Aye 5, Nay 1, Abstain 1, Absent 2.

H. CITY COUNCIL - JANUARY 2, 1975. (Creek Permit appeal)

"Motion to deny the appeal of the Waterway Development permit."

VOTE: Aye 4, Nay 1, Abstain 1, Absent 1.

HISTORY  
9th & 10th STREETS

1. 1929-1930 - Land acquired for possible parkland purposes just east of Shoal Creek.
2. 1958 - The Austin Development Plan - Prepared by Pacific Planning and Research Co. included 10th Street as a local street.
3. 1961 - The need for improved street systems in the area was identified when the City Council adopted the Development Plan which identified 10th Street as an arterial.
4. 1963-1974 - Land acquired for street development - including the land which bisected the land previously purchased for park purposes for the extension of 9th Street and seven parcels of land for the widening of 10th Street.
5. 1965 - The 9th and 10th Street one-way pair was first recommended in the Austin Transportation Plan, 1962-1982, published in 1965 and adopted in 1967. The layout in the plan called for 9th Street to extend west from West Avenue and swing back to tie in with 10th Street before it intersects Lamar Boulevard. The recommended cross-sections for each of the streets in this plan were 60 feet of paving on 80 feet of right-of-way.
6. 1969 - The revised Expressway/Arterial Plan, adopted as a part of the Austin Development Plan by the City Council on April 24, 1969, showed 9th Street extending west across Shoal Creek to intersect with Lamar Boulevard, thus establishing a one-way pair with 10th Street. The approved cross-sections on both streets were 60 feet roadway on 80 feet of right-of-way.
7. 1973 (June) - 9th and 10th Street one-way pair recommended for inclusion in the 1973/78 CIP.
8. 1973 (August) - Bovay Engineers were retained by the City Council to perform the detailed planning and engineering for the project.
9. January 10, 1974 - Demolition of house at 810 West Avenue.



History

June 3, 1975

Page Two

10. April 20, 1974 - Demolition of house at 819 West 10th.
11. May 21, 1974 - Review by Citizen's Traffic Safety Commission.
12. July 1, 1974 - Review by Parks and Recreation Advisory Board.
13. July 2, 1974 - Project review by Citizen's Board of Natural Resources and Environmental Quality.
14. July 18, 1974 - City Council public hearing at which the consultant was instructed to proceed.
15. November 11, 1974 - Creek Permit issued.
16. December 3, 1974 - Creek Permit reviewed by the Environmental Board.
17. December 10, 1974 - Creek Permit appeal heard by the Planning Commission. Appeal denied.
18. December 19, 1974 - Contract award by the City Council.
19. January 2, 1975 - Creek Permit appeal heard by City Council. Appeal denied.