

Ted Siff, President  
Old Austin Neighborhood Assn.  
604 West 11 Street  
Austin, Texas 78701

Mr. Dan Davidson, City Manager  
Municipal Building  
Austin, Texas

Dear Mr. Davidson:

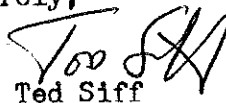
As per your request I have attached a copy of the Ninth and Tenth Street "Alternatives #1 and #2" that were presented to Council yesterday. In addition I have attached a letter of support for these alternatives from Mr. Bill Stoll, Executive Secretary, Allandale Neighborhood Association.

I am looking forward to receiving your "briefing paper" on the history of the Ninth and Tenth Street Project and your objective assessment of the effects, if any, of Alternatives #1 and/or #2. I hope that your office and the appropriate City departments take into consideration not only potential legal and financial effects, but also research and comment on what the impact of the alternatives would be on ① the character of the neighborhood (e.g. changes in present land use patterns, and pedestrian and vehicular safety) ② the character of the park (changes in user safety and access) & ③ the stated need for additional access to the central business district.

I also urge you and the appropriate City departments to use the relevant sections of the Austin Tomorrow Goals Report (such as the one used in Mr. Stoll's letter) as guidelines by which to measure the value of either Alternative #1 or #2 as compared to the value of the project as it is presently defined. In other words, to the extent the alternatives or the project as it is presently defined match the Goals, that is the policy that the City should follow.

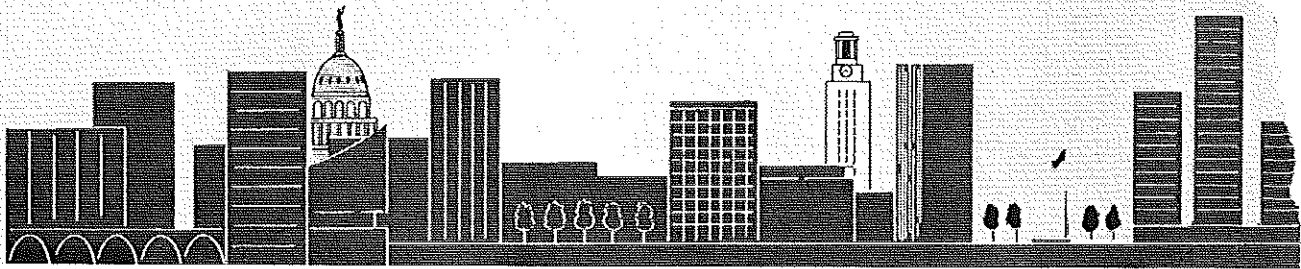
I look forward to your report, and stand ready to help at your request.

Sincerely,

  
Ted Siff

June 12, 1975

cc: The Mayor and Austin City Council



P.O. Box 1088  
Austin, Texas 78767

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Jeffrey M. Friedman  
MAYOR

Jimmy Snell  
MAYOR PRO TEM

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Dr. Emma Lou Linn  
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June 13, 1975

Mr. Ted Siff, President  
Old Austin Neighborhood Association  
604 West 11th Street  
Austin, Texas 78701


Dan H. Davidson  
CITY MANAGER

Dear Mr. Siff:



Thanks for your letter of June 12 indicating that the Old Austin Neighborhood Association is formulating some ideas for the utilization of 9th and 10th Streets. I will stand by to hear from you so that we might review the proposals that you mention.

Sincerely,

  
Dan H. Davidson  
City Manager

DHD:jp

cc: Honorable Mayor and Members of the City Council  
Joe Ternus, Director of Urban Transportation  
Bill Snyder, CIP Administrator

NINTH AND TENTH STREET  
TRANSPORTATION PROPOSALS

prepared cooperatively by:

Old Austin Neighborhood Association

City of Austin Urban Transportation Department

July, 1975

## TABLE OF CONTENTS

	<u>Page</u>
Introduction	1
Traffic Controls	1
Bicycle Facility Development	3
Roadway Markings	4

## NINTH AND TENTH STREET TRANSPORTATION PROPOSALS

Recognizing the uniqueness and sensitivity of the area along 9th and 10th Streets between Lamar and West Avenue, the Old Austin Neighborhood Association and the Urban Transportation Department have worked together to develop a traffic plan along these streets. The proposed utilization of the street corridors detailed in this report provides for the overall transportation needs of bicyclists, pedestrians, and motorists and minimizes any adverse impact of vehicular activity in the area. Through these proposals, access to the park and hike and bike trails will be enhanced, and mobility by all modes of transportation within the neighborhood will be improved.

### Traffic Controls

One of the most important aspects of developing the proper utilization of 9th and 10th Streets is the traffic control strategy instituted. The land uses adjacent to the two streets include park and open space, residences, and businesses. There must be a balance between the character of the area and the character of the streets. The traffic control strategy presented in Figure 1 provides for this balance.

In the area of the park, warning signs (PARK ENTRANCE) will be installed at all approaches to the park to advise motorists of the recreational-oriented activities in the area. "NO TRUCK" signs will also be installed to minimize visual and audio intrusion in the area. A "20 M.P.H." speed limit is proposed to be posted along 9th and 10th Streets between Lamar and West Avenue.

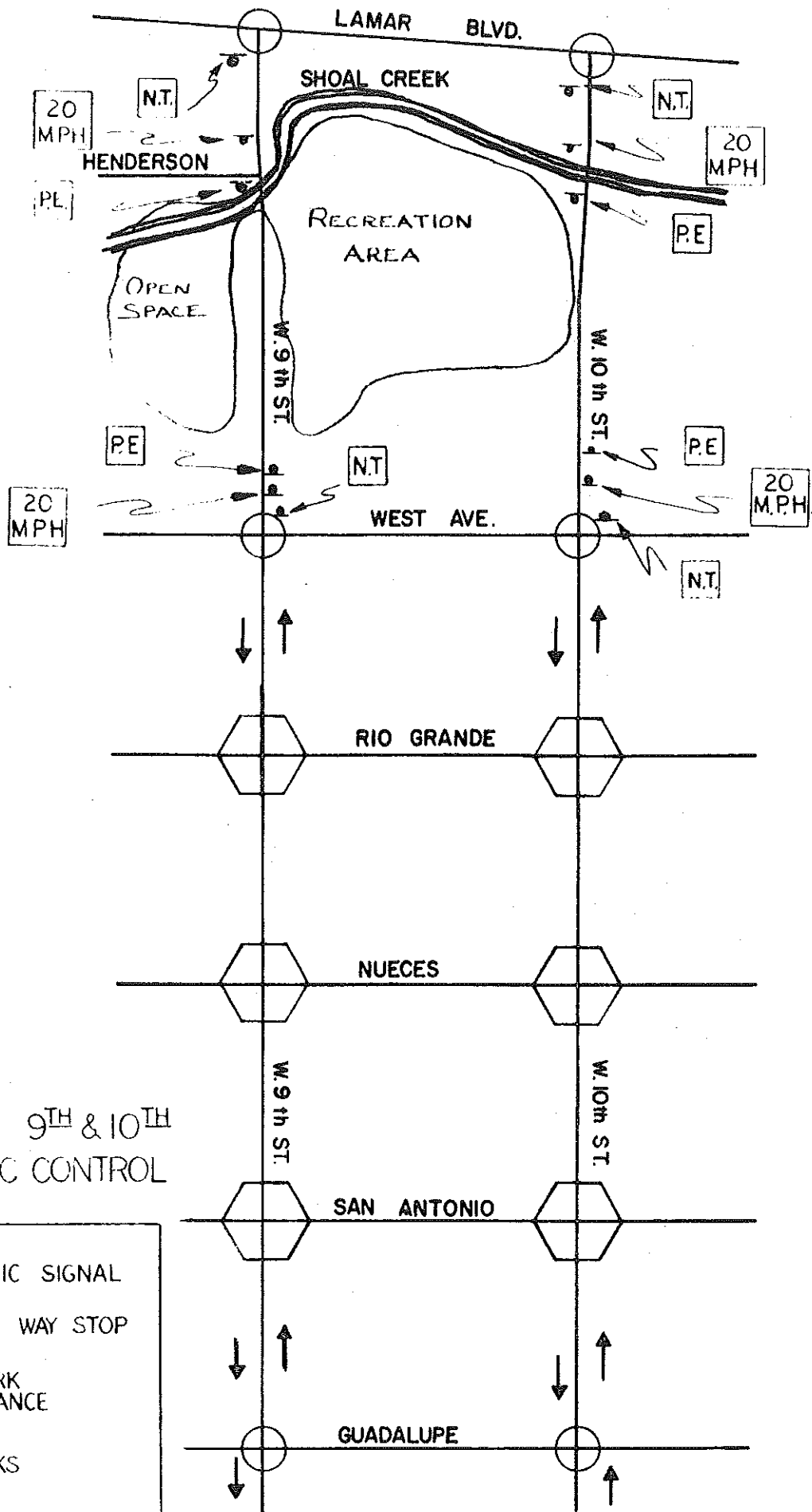







FIGURE - 1 9<sup>TH</sup> & 10<sup>TH</sup> ST. TRAFFIC CONTROL

	TRAFFIC SIGNAL
	FOUR WAY STOP
	PARK ENTRANCE
	NO TRUCKS
	20 MILES PER HOUR

In order to control speed and improve pedestrian safety through the area, traffic signals will be installed or modernized on 9th and 10th Streets at Lamar Boulevard, West Avenue, and Guadalupe Street. Because of the anticipated level of pedestrian activity, special signal indications will be provided to define the right-of-way for people crossing these intersections.

The timing of the signals at Lamar and West Avenue, coupled with the 20 M.P.H. speed zone and truck prohibition will provide maximum protection for the movement of people within the vicinity of the park.

Four-way stop signs along 9th and 10th at their intersections with Rio Grande, Nueces, and San Antonio will be installed to safely control the movement of traffic through the neighborhood.

#### Bicycle Facility Development

The development of bicycle facilities has also been reviewed in the vicinity of the park along 9th and 10th Streets. The utilization of these facilities supports a close relationship between the Hike and Bike Trail, the park and the neighborhood. Bicycle lanes, clearly delineated by traffic buttons, will be installed on both streets between Lamar and West Avenue. These lanes are consistent with concepts developed by the University of Texas Student Government-City Lobby Committee in cooperation with the Old Austin Neighborhood Association.

Due to the importance of the bicycle network to provide access to the Central Business District (CBD), bike lanes are planned along the north side of 10th Street (for west bound bicyclists) and the south side of 9th Street (for east bound bicyclists) between West Avenue and Guadalupe. These bicycle lanes, which are recommended in the Austin Transportation Study's

"Austin Area Bicycle System Interim Report," will provide protected access for bicyclists traveling between the downtown area (CBD) and the Hike and Bike Trail. This proposal will also minimize the number of lost parking spaces to accomodate the lanes.

### Roadway Markings

In delineating the different uses within the streets, a detailed marking layout has been developed for the roadways between Lamar and West Avenue and is displayed in Figure 2.

Bicycle lanes are delineated on both streets using ceramic traffic buttons placed three feet apart. Through the use of the traffic buttons, motorists will be diverted from encroaching in the bicycle lane. In addition, bicyclists will not be trapped should some obstacle be present within the lane. The use of buttons will also allow for proper drainage and street sweeping.

To provide for access from Lamar Boulevard, bicycle lanes have been extended to Lamar on the south side of 10th. The other bike lanes terminate at the Shoal Creek Hike and Bike Trail. This design provides for access to and from the Hike and Bike Trails, the recreational areas, and the residential area west of Lamar.

In order to provide for safe traffic flow at Lamar, two westbound lanes have been provided. The outside lane allows people to travel north on Lamar and the center lane allows people to turn left or go straight.

In conclusion, the installation of these traffic controls, with the delineation of specific areas for pedestrians, bicyclists, and motorists will provide maximum benefits to the neighborhood and the entire community. Through this unique blend of the roadway and the neighborhood, the impact of the facilities on the area will be minimized.