

MINUTES OF THE CITY COUNCIL

CITY OF AUSTIN, TEXAS

Regular Meeting

June 5, 1975
1:00 P.M.

Council Chambers
301 West Second Street

The meeting was called to order with Mayor Friedman presiding.

Roll Call:

Present: Councilmembers Himmelblau, Hofmann, Lebermann,
Linn, Trevino, Mayor Friedman, Mayor Pro Tem Snell

Absent: None

The Invocation was delivered by REVEREND CHARLES A SUMNERS, St. David's Episcopal Church.

PLAYGROUND DAY

Councilmember Linn read and then presented a proclamation to Messrs. Roy Guerrero and Jack Robinson, Parks and Recreation Director, and Rocker Verastique, proclaiming June 6, 1975, as "Playground Day" and encouraged all residents to join the Council in honoring the youth of Austin and the adults who devote their days and energies to providing high quality recreation programs for our citizens.

Rocker Verastique, representing one of Parks and Recreation's "Yankee Doodle Dandies," presented the Council with small American flags. Mr. Robinson noted that June 6 would begin the playground program at 1:45 p.m. at Pease Park, and he added that they would be operating 46 playgrounds this summer.

SER WEEK

Councilmember Trevino read and then presented a proclamation to Ms. Amalia Mendoza, Project Coordinator for Texas SER Job Bank, and Mr. Marcos Villalobos, Acting Director of the local SER Project, proclaiming June 9-13, 1975, as "SER Week" and called on all residents to join the Council in recognizing the contribution of this organization on its Ninth Anniversary on June 10.

Ms. Mendoza thanked the Council on behalf of the SER network and invited them to visit their offices from 9:00 a.m. to 5:00 p.m. and see their program in operation.

EXECUTIVE SESSION ITEMS

Mayor Friedman announced that the Council had met in an executive session earlier in the day and had discussed appointments to various boards and commissions that were now before the Council for action.

Capital Area Planning Council

Mayor Pro Tem Snell moved that the Council reappoint COUNCILMEMBER LEBERMANN and appoint COUNCILMEMBERS TREVINO, LINN, and HIMMELBLAU to the Capital Area Planning Council. The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Mayor Friedman, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Lebermann, Linn, Trevino
Noes: None

Texas Municipal League Board of Directors

Councilmember Himmelblau moved that the Council appoint MAYOR FRIEDMAN to the Texas Municipal League Board of Directors. The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Mayor Pro Tem Snell, Councilmembers Himmelblau,
Hofmann, Lebermann, Linn, Trevino, Mayor Friedman
Noes: None

Retirement Board

Councilmember Trevino moved that the Council appoint MAYOR PRO TEM SNELL and COUNCILMEMBER HOFMANN to the Retirement Board. The motion, seconded by Councilmember Himmelblau, carried by the following vote:

Ayes: Councilmembers Himmelblau, Hofmann, Lebermann, Linn,
Trevino, Mayor Friedman, Mayor Pro Tem Snell
Noes: None

Ad Hoc Revolving Fund Committee

Councilmember Lebermann moved that the Council appoint CHRIS PHILLIPS to the Ad Hoc Revolving Fund Committee. The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Councilmembers Hofmann, Lebermann, Linn, Trevino,
Mayor Friedman, Mayor Pro Tem Snell, Councilmember Himmelblau
Noes: None

Council Commission on Status of Women

Mayor Friedman noted that for the last several years in Austin there had been a Mayor's Commission on the Status of Women, appointed by the Mayor and basically in charge of reporting to the Mayor. Mayor Friedman moved that the Council decide to create a City Council Commission on the Status of Women, instead of the Mayor's Commission, to consist of 15 members, to give support and emphasis from the whole Council and the City. The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Councilmembers Lebermann, Linn, Trevino, Mayor Friedman,
Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann
Noes: None

Schedule of Appointments

Mayor Friedman announced that the Council would meet in Executive Session on June 12, 1975, at 11:00 a.m. to consider appointments to the following:

Board of Trustees of the Mental Health-Mental Retardation Center
Manpower Training Executive Committee
Human Relations Commission
Commission on Status of Women

He also noted that on June 19, 1975, the following appointments would be considered:

Planning Commission
Citizens Board of Natural Resources and Environmental Quality
Brackenridge Hospital Advisory Board

APPROVAL OF MINUTES

Councilmember Linn moved that the Council approve the Minutes of May 29, 1975. The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Councilmembers Linn, Trevino, Mayor Friedman, Mayor Pro
Tem Snell, Councilmembers Himmelblau, Hofmann, Lebermann
Noes: None

SELECTION OF CONSULTANT FOR AIRPORT MASTER PLAN STUDY

The Council had before it the selection of a consultant for development of a comprehensive Airport Master Plan Study and authorization of the City Manager to execute the agreement for the Study. Mr. Dick Hodgkins, Chairman of the Citizens Advisory Committee for the Airport Master Plan Study, reviewed the process through which the Committee had gone to present the Council with three recommended firms, along with the assistance of the Technical Committee. He pointed out that the decision had been difficult, but the project engineer for R. Dixon Speas Associates (first recommendation) had just recently done the San Antonio program that had a great impact environmentally and with a

great deal of citizen input. Because of this and his expertise in dealing in public matters, they recommended this firm. He pointed out that the Committee would do everything they could to cooperate with whomever the Council selected to bring about a Master Plan they felt would serve the needs of the City for the next 20 years in the aviation community.

Councilmember Linn moved that the Council select the firm of R. DIXON SPEAS ASSOCIATES as the consultant for development of a comprehensive Airport Master Plan Study and authorized the City Manager to execute the agreement for the study. The motion, seconded by Councilmember Lebermann, carried by the following vote:

Ayes: Councilmember Trevino, Mayor Friedman, Mayor Pro Tem Snell,
Councilmembers Himmelblau, Hofmann, Lebermann, Linn
Noes: None

CONTRACTS AWARDED

Councilmember Himmelblau moved that the Council adopt a resolution awarding the following contract:

GENERAL ELECTRIC 11-C East 601-C East 53rd Street Austin, Texas	- 1 Portable X-Ray Unit, Radiology Department - \$18,150.00
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The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Mayor Friedman, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Lebermann, Linn, Trevino
Noes: None

Councilmember Himmelblau moved that the Council adopt a resolution awarding the following contract:

HALLIBURTON SERVICES A Division of Halliburton Company 1711 Old Spanish Trail Houston, Texas	- Interior Chemical Cleaning of Boiler #1, Holly Power Plant, Electric Utility Department Item No. 1 - \$6,095.00
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The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Mayor Friedman, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Lebermann, Linn, Trevino
Noes: None

Councilmember Himmelblau moved that the Council adopt a resolution awarding the following contract:

TECHLINE, INC. 8750 Shoal Creek Boulevard Austin, Texas	- Traffic Signal Poles, Urban Transportation Department Item 1-4 - \$38,258.00
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The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Mayor Friedman, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Lebermann, Linn, Trevino
Noes: None

Councilmember Himmelblau moved that the Council adopt a resolution awarding the following contract:

CLAUDE S. HARGRAVE TOWN LAKE SAILAWAY 1800 South Lakeshore Boulevard Austin, Texas	- To authorize the City Manager to exercise an extension of the boat rental concession on Town Lake to June 11, 1976.
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The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Mayor Friedman, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Lebermann, Linn, Trevino
Noes: None

Councilmember Himmelblau moved that the Council adopt a resolution awarding the following contract:

LARSON-PUGH, INC. P. O. Box 5156 Austin, Texas	- Construction of a Reinforced Concrete, 3 Span, Flat Slab Bridge in Georgian Drive at Little Walnut Creek, C.I.P. Nos. 5017 2 and 6514 1. - \$89,978.00
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The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Mayor Friedman, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Lebermann, Linn, Trevino
Noes: None

Councilmember Himmelblau moved that the Council adopt a resolution awarding the following contract:

BANDAS INDUSTRIES, INC. P. O. Box 3595 Temple, Texas	- Street and Drainage Improvements, Assessment Paving, Springdale Road, C.I.P. No. 6212 1 - \$90,469.85
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The motion, seconded by Mayor Pro Tem Snell, carried by the following vote:

Ayes: Mayor Friedman, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Lebermann, Linn, Trevino
Noes: None

As requested by the Council, City Manager Davidson noted that the cost for testing and inspection of the asphalt in Temple would involve approximately \$98.00.

CONTRACT CANCELLED

Mayor Pro Tem Snell moved that the Council adopt a resolution authorizing the City Manager to terminate the Concession Contract at Zilker Park with CONCESSION SERVICES, INC., 401 East Braker Lane, Austin, Texas, according to the terms and conditions of the contract. The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann, Lebermann, Linn, Trevino, Mayor Friedman
Noes: None

RATE INCREASE FOR GROUP INSURANCE POLICY

The Council had before it the possible authorization of a rate increase for the City's group insurance policy with Connecticut General Life Insurance Company. Ms. Andrea Beatty, Personnel Director, reviewed this by stating that the increase was necessitated by increasing medical costs and would be in the amount of 31% across the board and would cost the City \$65,000 for this budget year. She noted that these funds were included in last year's budget.

It was pointed out that the insurance program would be reviewed and Mayor Friedman commented that not only would the current policy and cost be reviewed but possible improvements. In connection with this, Ms. Beatty indicated that there would be a report on this by the end of the summer or early fall.

It was also brought out by Ms. Beatty that there was a clause in the contract, whereby it could be terminated at 30 days' notice at the City's option.

Ms. Beatty introduced Mr. Tom Flynt, Austin's representative from Connecticut General, and indicated that he was from Houston. City Manager Davidson noted that the referenced report would also address itself to whether or not the City should have a local representative.

Mayor Pro Tem Snell moved that the Council adopt a resolution authorizing a rate increase for the City's group insurance policy with Connecticut General Life Insurance Company. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Councilmembers Himmelblau, Hofmann, Lebermann, Linn, Trevino, Mayor Friedman, Mayor Pro Tem Snell
Noes: None

APPROVAL OF DONOR CONTRACT

Councilmember Lebermann moved that the Council adopt a resolution authorizing approval of a donor contract between the City of Austin and the James Daugherty Foundation. Contract will stipulate usage guidelines for a fully equipped van for the East Rural Neighborhood Center. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Councilmembers Hofmann, Lebermann, Linn, Trevino,
Mayor Friedman, Mayor Pro Tem Snell, Councilmember
Himmelblau
Noes: None

APPLICATION FOR CONTINUATION GRANT

Councilmember Lebermann moved that the Council adopt a resolution authorizing the City Manager to submit an application to the Governor's Committee on Aging for a continuation grant in the amount of \$19,187 enabled by Title VII of the Older Americans Act. Total amount of grant will be \$22,502, including \$3,315 in-kind match provided by Parks and Recreation, with no City funds required. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Councilmembers Lebermann, Linn, Trevino, Mayor Friedman,
Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann
Noes: None

HEARING SET TO AMEND ZONING ORDINANCE

Councilmember Lebermann moved that the Council set a public hearing for June 26, 1975, at 1:00 p.m. to amend the Zoning Ordinance (Chapter 45, Section 30) to expand the area exempted from off-street parking requirements in the core area of the City. The motion, seconded by Councilmember Himmelblau, carried by the following vote:

Ayes: Councilmember Trevino, Mayor Friedman, Mayor Pro Tem Snell,
Councilmembers Himmelblau, Hofmann, Lebermann
Noes: None
Abstain: Councilmember Linn

APPROVAL OF PARADE PERMIT

Councilmember Lebermann moved that the Council approve a request by Rex Draman, Texas Motorcycle Roadriders Association (TMRA), for a parade permit for June 29, 1975, to begin at 12:00 NOON to show the State of Texas support for the National Helmet Low Ride, beginning at the Coliseum, east on Riverside to South 1st Street, north on South 1st to West 1st, east on West 1st to Congress Avenue, north on Congress to the State Capitol grounds. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Councilmember Trevino, Mayor Friedman, Mayor Pro Tem Snell,
Councilmembers Himmelblau, Hofmann, Lebermann, Linn
Noes: None

(This permit was approved subject to some sensible time frame for the parade in that the request had been from 12:00 noon to 4:00 p.m. City Manager Davidson stated that he would report back to the Council on this.)

ITEM CONCERNING POWER PLANT

Mr. Max Ladusch, Secretary of Austin Building and Construction Trades Council, had requested to appear before the Council to discuss the bidding of the proposed Decker Creek Power Plant II. City Manager Davidson noted that he had some questions in connection with one of the City's contract specifications, but all had been resolved to Mr. Ladusch's satisfaction. Therefore, it was not necessary that he be present.

Councilmember Lebermann took this opportunity to request the possible date of completion of the report from the Navigation Board with regard to open stack hydroplanes. In response to this, Mr. Lonnie Davis, Building Department Director, indicated that this would be before the Council in the next two weeks.

ORDINANCE TO PROVIDE SUPPLEMENTAL APPROPRIATION FOR AIRPORT

Mayor Friedman introduced the following ordinance:

AN ORDINANCE AMENDING ORDINANCE NO. 741017-M, CAPITAL IMPROVEMENTS PROGRAM BUDGET, AND ORDINANCE NO. 740919-B, ANNUAL OPERATING BUDGET, APPROPRIATING \$35,843 FOR AIRPORT LOADING BRIDGES, PROVIDING AN APPROPRIATION OF \$85,000 FOR OBSTRUCTION CLEARANCE L&R PROGRAM AND \$125,000 FOR THE AIRPORT MASTER PLAN STUDY; SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS; AND DECLARING AN EMERGENCY.

Councilmember Lebermann moved that the Council waive the requirement for three readings, declare an emergency and finally pass the ordinance effective immediately. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Mayor Friedman, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Lebermann, Linn, Trevino
Noes: None

The Mayor announced that the ordinance had been finally passed.

ORDINANCE AMENDING CITY CODE

Mayor Friedman introduced the following ordinance:

AN ORDINANCE AMENDING CHAPTER 21 OF THE AUSTIN CITY CODE OF 1967, SECTION 21-31 BY ADDING A NEW SUBSECTION (K), SECTION 21-37 BY AMENDING SUBSECTION (V), SECTION 21-45 BY AMENDING SAID SECTION; PROVIDING FOR THE CONTROL OF VEHICULAR PARKING BY POSTED SIGN IN OFF-STREET PARKING LOTS MAINTAINED BY THE CITY; PROVIDING AN EFFECTIVE DATE; WAIVING THE RULE REQUIRING THAT ORDINANCES BE READ ON THREE SEPARATE DAYS; AND DECLARING AN EMERGENCY.

Councilmember Lebermann moved that the Council waive the requirement for three readings, declare an emergency and finally pass the ordinance effective immediately. The motion, seconded by Councilmember Himmelblau, carried by the following vote:

Ayes: Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann, Lebermann, Linn, Trevino, Mayor Friedman
Noes: None

The Mayor announced that the ordinance had been finally passed.

ITEM CONCERNING NINTH AND TENTH STREETS PROJECTS

It was noted that the Council had requested on May 29, 1975, that the City Manager bring back a report on the 9th and 10th Streets Projects with certain background information. Also, on that date two alternatives were presented to the Council by the Old Austin Neighborhood Association.

MR. ALLEN BRECHER, Assistant Director for Traffic Engineering, stated that they had evaluated the two alternatives presented by the Association; and the first one did not provide any transportation or safety improvements. He listed the disadvantages associated with Alternative 1:

1. No improvement in circulation and access to and from the central area.
2. Serious conflicts at the intersection of 10th and Guadalupe associated with the two-way traffic on 10th.
3. Bicycle and pedestrian safety hazard crossing in the area of the 10th Street bridge.
4. Overall safety hazards associated with the existing bridge.
5. Traffic congestion along 10th Street.

He stated that Alternative 2 provided a slight increase in access over Alternative 1 from Lamar into the business district, but he noted the disadvantages:

1. Does not provide necessary access from Lamar Boulevard to and from central business district.
2. Intense use of 9th and 10th Streets during peak periods of traffic flow, resulting in potential of more accidents.
3. Serious safety considerations associated with maintaining the existing 10th Street bridge and with traffic operations at the intersection of 9th and 10th with Lamar, West Avenue, and Guadalupe.
4. Inability to provide for the mobility needs of the area.
5. Bicycle and pedestrian safety hazards crossing the area of the 10th Street bridge.

Mr. Brecher noted that the proposed one-way streets would provide increased safety because of fewer potential conflicts between pedestrians, vehicles, and bicycles. He pointed out that 9th Street would have the higher traffic flow in the morning, and 10th Street in the afternoon. He felt that the two alternatives did not provide the necessary access between the central business district and Lamar and within the area and would create potential safety hazards for bicyclists, motorists, and pedestrians.

Mayor Friedman suggested that these could be made two-way until there proved to be a need for one-way in that there was a question as to whether or not one-way was conducive to the neighborhood.

MR. CHARLES GRAVES, Director of Engineering, pointed out that both these bridges were within an area subject to severe flooding from Shoal Creek, involving several blocks of highly developed property. He added that both bridges were designed to accommodate the maximum flow possible; however, because of channel restrictions upstream and downstream, both bridges would be partially inundated in the event of the projected 100-year storm. He noted that later improvements within this watershed might give some relief in the area, which would not be possible without the replacement of the present 10th Street bridge. He submitted that without the removal of the bridge, there was little hope the flood hazard would be materially reduced.

In regard to the recommended proposal of a cover over the bridge, he stated that this would increase the hazard and the bridge would offer even more resistance than at present. He felt that the proposed way station appeared to be a very good idea, but he noted that the bridge would be the worst location for it. He pointed out that the existing bridge would also not accommodate hike and bike trails beneath it and would reduce the already restricted hydraulic capacities. He further pointed out that retaining the bridge would contradict the highly desirable feature of constructing hike and bike trails along the creeks.

He stated that he had attempted to estimate the total project cost for various alternatives as follows:

1. If the project was completed as presently designed - \$966,000
2. If the project was discontinued at the present stage - \$459,000
3. If the 9th Street portion was completed and no work done on the 10th Street portion - \$627,000

With regard to the work order changes, Mr. Graves pointed out any other changes other than very minor would effect the design of the structure and would be most undesirable in view of the intricate details of these structures. He submitted that a bridge change would result in a complete and costly redesign of the structure as well as a renegotiation of the City's contract cost.

In summary, Mr. Graves recommended the following:

1. From the standpoint of efficient hydraulics, 10th Street bridge should be removed whether or not it is replaced by an adequate structure.

2. In no case should a cover be erected above the existing structure due to the hazards that it would present.
3. No attempt should be made to construct a hike and bike trail beneath the existing 10th Street structure, and no revision to the project as now contracted should be expected to yield any significant savings in total cost of the project.

In response to Councilmember Linn's question concerning flooding caused by the 10th Street bridge, City Manager Davidson pointed out that this had occurred on November 28, 1974.

MR. TOM KNICKERBOCKER, Assistant Director of Planning, stated that the project as designed and under construction provided the most feasible method of preservation of this neighborhood and added that such improvements as one-way streets had the advantage of lessening noise and pollution effects. He felt that improved access to the downtown business district would increase the desirability of the area for residential uses. He brought out the following points:

1. Since all changes would require zoning changes, the Council would retain its control of land use.
2. Any changes would have to be instituted by owners of property within the neighborhood.
3. Resulting improvement in traffic flow and safety with increased access to Shoal Creek and downtown would provide greatest insurance for long-term stability and enhancement of the physical, social, and economic values.

In response to questions, Mr. Brecher stated that there was a signal system to control the operating speed of the roadway. Councilmember Linn commented that she did not want synchronized signals going through a neighborhood. City Manager Davidson pointed out that the proposal for 9th and 10th Streets was to leave all signs in existence on the cross streets between West Avenue and the central business district and install one signal at West Avenue. In connection with this, Councilmember Trevino was very much concerned about the effect of the one-way system and suggested that the City needed to keep safety in mind as well as the peace of mind and the tranquility of that neighborhood.

There was discussion concerning the need for one-way streets, and Mr. Knickerbocker pointed out that the City was trying to look two and three years ahead and was projecting a vast increase in the downtown area with the opening of MoPac. Councilmember Trevino suggested that the City should come up with some kind of transportation system so that there would not be these kinds of situations. Councilmember Hofmann suggested that the City might wait for the completion of the Transportation Plan. In reply to Councilmembers Himmelblau's inquiry, Mr. Knickerbocker stated that this area was presently designated "O" Office District in the current Master Plan.

City Manager Davidson pointed out that the project would not be completed and fully opened to traffic until the Transportation Plan was released; and no matter what the Council decided today, the Council might care to look at 9th and 10th Streets again after the Transportation Plan was completed. In regard to this, Councilmember Hofmann commented that by then the decision might be

irrevocable. Mr. Davidson indicated that the construction might be, but the final design of the traffic considerations was not irreversible; and the Council would still have a lot of latitude.

MR. JACK ROBINSON, Parks and Recreation Director, stated that park land adjacent to the right of way was purchased for open space and hike and bike trail uses; and Parks and Recreation had been involved with the development and design of what they felt would enhance the park area and would be an extension of the Shoal Creek green belt area. Mr. Robinson felt that this would be an improvement to the trail system on Shoal Creek. He noted that this had been reviewed by the staff, and they supported the study of the consultant and the construction of the 9th and 10th Streets project. He felt that this would be a very important portion of the Shoal Creek Hike and Bike Trail System.

MR. BILL SNYDER, Capital Improvements Program Administrator, concluded that based on the staff's review of the alternatives recommended and the re-analysis of the one-way system, they submitted that the Council retain the maximum possible control of the preservation of the neighborhood, vehicular and pedestrian safety, and traffic flow by allowing the project to proceed as planned.

MR. TED SIFF, President of the Old Austin Neighborhood Association, addressed himself to the following issues:

1. The potential impact of this project on the neighborhood.

He suggested that with the increase of traffic flow, the land values would increase and the use of the area would change. He felt that this would change this area from over 50% residential to a non-neighborhood and an extension of the central business district. He also felt that the impact of the one-way pair through the park would change that park.

2. Whether or not there is a need for this project.

He commented that the various departments had addressed themselves to the need for better access to the business district by cars. He submitted that the real need was to get people into the business district, not necessarily cars. He felt that the basic assumptions made by Bovay Engineers, Inc., in one of their reports were faulty and did not take into account the energy crisis that has caused people to use cars less and conserve on gasoline. He suggested that there was no need now but there might be in 1990 for 8 lanes of traffic.

3. The two alternatives that had been recommended to the Council by the Association on May 29, 1975.

Because they felt there was no need and because of the impact on the neighborhood and park, they had suggested two alternatives. He noted that they had over 1,000 signatures in support of this.

Alternative 1

- a. 9th Street between Lamar and West Avenue not be opened to motorized vehicular traffic. 9th Street between West Avenue and the new Shoal Creek bridge at 9th Street be used as an entrance and extension to the Shoal Creek Hike and Bike Trail for pedestrian and non-motorized vehicular traffic. 9th Street between the new Shoal Creek bridge at 9th Street and West Avenue be used as a parking area for the 9th Street neighborhood park.
- b. 10th Street between Lamar and West Avenue be improved in accordance with the following work order changes:
 - (1) 10th Street between Lamar and West Avenue be used as a two-way neighborhood street. Traffic control signs be placed at 10th Street between Lamar and West Avenue reading "Slow, Children at Play." Stop signs be retained or, where not in place, be installed at 10th and West Avenue, 10th and Rio Grande, 10th and Nueces, and 10th and San Antonio.
 - (2) The historic character of the Shoal Creek bridge at 10th 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.
 - (3) Those items in the present construction specifications solely related to the safety of the Shoal Creek bridge at 10th Street be pursued in a way that is compatible with the other items as described above.

Alternative 2

- a. 9th Street between Lamar and West Avenue be opened to two-way motorized vehicular traffic. Traffic control signs be placed on 9th Street between Lamar and West Avenue reading "Slow, Children at Play." Stop signs be retained or, where not in place, be installed at 9th and West Avenue, 9th and Rio Grande, 9th and Nueces, and 9th and San Antonio to stop traffic on 9th Street.
- b. 10th Street between Lamar and West Avenue be improved solely in accordance with the following work order changes:
 - (1) 10th Street between Lamar and West Avenue be used as a one-way street for traffic headed in a westerly direction. Traffic control signs be placed at 10th Street between Lamar and West Avenue reading "Slow, Children at Play." Stop

signs be retained or, where not in place, be installed at 10th and West Avenue, 10th and Rio Grande, 10th and Nueces, and 10th and San Antonio to stop traffic on 10th Street.

- (2) The historic character of the Shoal Creek bridge at 10th Street be enhanced by the construction of an all-weather cover over the bridge containing a way station facility for the Shoal Creek Hike and Bike Trail users.
- (3) Those items in the present construction specifications solely related to the safety of the Shoal Creek bridge at 10th Street be pursued in a way that is compatible with the other items as described above.

There was discussion by the Council and Mr. Siff concerning the 10th Street bridge and whether or not it should be widened or rebuilt and whether or not 40 feet was needed to make it safe. Mr. Davidson noted that it could not be raised so that there would be room for the hike and bike trail underneath it. He also noted that there was not even enough room on the bridge for pedestrian traffic.

Motion

Councilmember Linn moved that the Council accept Alternative 2 for the 9th Street portion of the project and include stop signs, "No Truck" signs, and "Slow, Children at Play" signs and leave the 10th Street bridge plans as they are at 40 feet wide, have one-way traffic westerly between West Avenue and Lamar, and modify the street plans in some way in order that as bicycle lanes come off the bridge, bicycle travelers will have safety to their destinations. Mayor Pro Tem Snell seconded the motion.

During the course of the motion, there was discussion concerning the fact that the street was only 30 feet wide and the bridge needed to be 40 feet wide. Mr. Davidson pointed out that by making the street two-way and not widening it would present traffic problems for the abutting property owners and the motorists, and he noted that five feet of widening was needed between West Avenue and Lamar for the bridge. At the suggestion of Mr. Siff, Councilmember Linn had included in her motion the proposal for one-way traffic westerly between West Avenue and Lamar.

During the discussion, City Manager Davidson suggested that the staff prepare about three drawings for the Council to look at next week that would illustrate some of the suggestions that had been made.

Councilmember Lebermann did not believe it was a valid approach to traffic controls and design to try to design this at the "Council table." He pointed out that the Council had engaged an engineering firm for the design and redesign to make this project as sensible and suitable as possible. He wanted to see the graphics in response to what had been suggested.

Substitute Motion

Councilmember Lebermann moved that the City continue with the project, then adjust traffic controls, and use alternate outside lanes for bicycle lanes if that is indicated. Councilmember Himmelblau seconded the substitute motion.

Amendment to Motion

Councilmember Linn amended her original motion so that 10th Street would be 40 feet wide but that 10 feet be used for bicycle lanes.

Mayor Friedman remarked that it was not very effective to have one-way bike lanes in a westerly direction.

Second Substitute Motion

Mayor Friedman moved that the 9th Street portion of the project proceed along the current plans with the inclusion of the traffic control system and suggestions of Councilmember Linn's motion and that the 10th Street bridge proceed as is under contract with the street to be widened to eliminate the offset, traffic be two-way on 10th Street, bicycle lanes be included on both sides of 10th from West Avenue to Lamar, and the bridge be cut down about 5 feet on each side for bicycles.

City Manager Davidson pointed out that this would entail the elimination of parking on both sides of 9th and 10th Streets from West Avenue to Lamar. He suggested that this not be done until the staff could present the Council with maps to indicate how many abutting property owners would be inconvenienced or how many should be notified in advance.

Councilmember Lebermann felt that Urban Transportation should come back and let the Council know what effects this would have.

Mayor Friedman submitted that whatever the Council decided would not go into effect for a while and would give an idea of what was wanted on the finished product.

Councilmember Lebermann felt that the primary concern should be that the Council not "tinker" with the contract and the specifications, and what might happen in the next few years would be a matter for further discussion and great flexibility in planning.

Withdrawal of Motions

Mayor Friedman withdrew his substitute motion.

Councilmember Lebermann withdrew his substitute motion, and Councilmember Himmelblau withdrew her second.

Councilmember Linn withdrew her amended motion.

Motion

Councilmember Linn moved that (1) the 9th Street portion of the project remain as is except have two-way traffic with stop signs, "No Truck" signs, and "Slow, Children at Play" signs and (2) the intent of the use of the Capital Improvements Program for the 10th Street portion of the project is now in question, and the Council would like to see alternatives more in tune with the "climate" of the neighborhood (while maintaining the two-lane, two-way character.) The motion, seconded by Mayor Friedman, carried by the following vote:

Ayes: Councilmembers Linn, Trevino, Mayor Friedman, Mayor Pro
Tem Snell, Councilmembers Himmelblau, Hofmann, Lebermann
Noes: None

In response to Councilmember Trevino's question as to when the Council might be presented with some alternatives, City Manager Davidson noted that the 9th Street portion would not be completed until around September. He suggested that the staff bring back alternatives ahead of any of that being completed and estimated mid or late August. He pointed out that the staff would be working with the Association to bring back the alternatives.

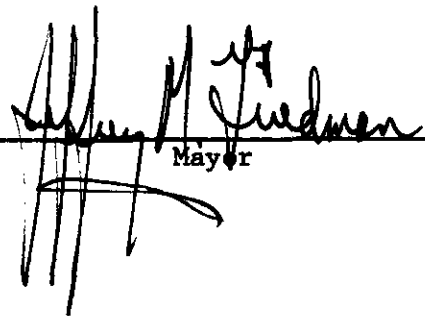
POSTPONEMENT OF CONSIDERATION OF ESTABLISHMENT OF COMMITTEE

The Council had before it the consideration of establishing and appointing a committee to continue to study the paint and glue sniffing problem, as proposed by Councilmember Trevino. However, at the request of Councilmember Trevino, this item was postponed.

ADJOURNMENT

The Council adjourned at 3:15 p.m.

APPROVED


Mayor

ATTEST:



City Clerk