

SHNA Meeting - Tuesday January 6, 2015

1. Approve December Meeting Minutes (10 minutes; Louisa Brinsmade)
2. Approve Proposed Agenda for Today (below)

Proposed Agenda (Jan 6, 2015)

1. Treasurers Report / SHNA Bank Account (5 minutes; Steven Macon)
2. New Business:
 - a) UT-related Parking Issues (15 minutes; Jim Walker UT)
 - b) Wes Peoples Update (20 minutes; Louisa Brinsmade)
 - c) 1109 IH-35 Residential Tower (15 minutes; Louisa Brinsmade)
 - d) 1210 Angelina Street Requested Variance (10 minutes; Louisa Brinsmade)
3. Announcements
4. SHNA Committees & Representatives
 - a) Committees & Representatives Status (10 minutes; Bill Minor)
5. Adjournment

SHNA Meeting Minutes (December CY14):

Meeting called to order

Approved October & November 2014 Meeting minutes

Adopted December Agenda

1. Treasurer's Report – Steve Macon; \$3,111.48 in SHNA bank account
2. New Business:
 - a. TXDOT Presentation on Mobility 35 project (30 minutes; Kendal Ascension)
 - b. Parking on Olander by Bruce Sheehan
 - c. Wes Peoples Update by Louisa Brinsmade

New Business item (a): TXDOT Presenter: Steve Miller, Engineer Consultant with IH35 Capital Area Improvement Program

Mr. Miller's made the following points during his presentation:

- Doing nothing is not an option – IH 35 accommodates over 200,000 vehicles per day, is ranked #2 on the TTI 2014 TX Congestion Index, and there have been no major capacity improvements in the last 40 years.
- The Mobility 35 plan utilized \$1 million in bond funds to look at what to do.
- Mobility 35 initially recommended improvements to from SH 290 to Ben White – that initial effort is now a 56-mile long corridor project from SH 130 to Posey Road south of San Marcos.
- There are now 24 active initiatives along that corridor with contributions from TXDOT partners
- Phases 1 and 2 of Mobility 35 have come through in Travis County, and as funding becomes available for individual projects, TXDOT will enter into Phases 3, 4, and 5.
- The Mobility 35 plan is completed for Travis County, “We have a roadmap for IH 35,” says Mr. Miller. But, up until completing the environmental process, these projects are preliminary and subject to change.
- The current plan is to: add capacity to IH 35 main lanes to improve traffic flow; complete ramp modifications, add auxiliary lanes, build new “Collector/Distributor roads” to unclog intersection bottlenecks; address bicycle and pedestrian needs; and maintain East/West access.
- “Short of installing a Katy freeway-style highway, we won't fix IH 35,” says Mr. Miller: IH 35 will be out of capacity almost as soon as the improvements are installed.
- Solutions: Travel Demand Management to reduce peak-hour single occupant auto commuting with transit; bicycling; walking; non-traditional options of teleworking; flexible work schedules/work hours; car sharing; ridesharing; carpooling; van carpools.
- Downtown Improvement Challenges: Multiple Users include local, commuter, regional needs; rail crossing; ROW issues; downtown access for commuters; East/West access; and “constructability,” i.e. IH 35 cannot be shut down to work on it.
- Current plans for Downtown area include two choices: complete reconstruction of IH 35 from MLK south to Riverside with a “modified existing” plan for depressed lanes in certain limited areas from Cesar Chavez to 8th St., and a “fully depressed option” from Cesar Chavez to 8th St., and between 11th and 12th Sts.

SHNA Meeting Minutes (December CY14):

- Both plan choices would have the same number of highway lanes, but with Collector/Distributor roads for downtown traffic so they don't clog up frontage roads.
- Bicycle and pedestrian pathways need 10-14' feet of space - where it is tight, TXDOT will work with adjacent property owners to gain more ROW.
- The "Fully Capped Alternative" would fully cap IH 35 south of Cesar Chavez to 8th St., and then between 11th and 12th Sts.
- East/West connectivity would be improved at existing locations and at 2nd and 3rd Sts. as well if needed.
- Existing cross structures will be rebuilt from 38th and ½ St. to Oltorf, and would include: improved bicycle and pedestrian facilities, and U-turn bridges at most locations.
- Ramping will change, which cuts off a NW corner of the Doubletree Hotel lot.
- Swede Hill ROW: No plans to utilize that ROW except as potentially a "staging" area for construction. Additionally, there are no plans to purchase more ROW along the frontage road in the downtown Austin area.
- Schedule: PEL (Environmental) study for FTC will be complete in early 2015, and then the environmental coordination and PS&E for stand alone projects will proceed.
- TXDOT is attempting to encourage the redirection of traffic to I30. 225,000 vehicles per day pass through IH 35 at peak times, but only 40,000 are "through traffic," and not many are trucks. (Most trucks travel during off-peak times.)
- Programs to encourage through traffic to move off IH 35 to I30 include: reduce I30 toll charges on trucks to passenger car rates; (Bond holders have to be paid, so can't reduce it to zero, but there is a bill from Senator Watson to keep that program going with those rates reduced); install information signs for traffic coming into Austin from Georgetown and Buda to tell people the travel time difference between IH 35 and I30, ten miles away. "Those signs will be installed next summer."
- Upper decks: "We don't have the money to take the upper decks down, and structurally they are fine," Mr. Miller states.
- Determining the boundaries of depressed lanes: 12th and 15th Sts. are at the northern end (TXDOT looked at 15th but the land rises up, so they would be chasing a hill.); to the south, TXDOT looked at going over or under Holly St., but TXDOT would have to go under too far and the ramp is too short and below the level of the lake which may lead to water intrusion.
- TXDOT's 10 year projection: IH 35 cannot grow more than the total 225,000 cars/peak hour capacity. While the number of cars may go up, peak hour is saturated.
- Mr. Miller states that "What will happen are better choices. We'll decide to time share, car pool, transit, etc., instead."
- As for rail on IH 35, there is a Lone Star Rail District with a plan for commuter rail between San Antonio and Austin using the Union-Pacific tracks. They wouldn't use IH 35.
- Frontage roads will remain the way they are today.
- TXDOT will use the current ROW to build vertical walls for extra lanes. No additional ROW will be sought.

SHNA Meeting Minutes (December CY14):

New Business item (b): Parking on Olander by Bruce Sheehan

- Mr. Sheehan has requested that the COA install “No Parking from Here to Corner” signs on Olander and E. 14th, and Olander and E. 15th. Mr. Sheehan is requesting an official letter from SHNA to request the signs from COA.
- Mr. Sheehan will write up a proposal for the January meeting

New Business item (c): Wes Peoples Update by Louisa Brinsmade

- The Wes Peoples NPA case will proceed to the Planning Commission for a public hearing on January 13 at 6pm.
- SHNA Board members and adjacent neighbors plan to speak in opposition.
- No zoning application has been submitted by Wes Peoples.

3. Announcements

- None

4. SHNA Committees and Representatives

OCEAN Update by Louisa Brinsmade

- A new development plan is in the works for 1109 IH 35 where the current Bingo parlor, Mexican restaurant, and CVS are located. The plan includes two residential towers and ground level retail.
- Members of the OCEAN Board will meet with the developers to discuss their request for additional height on the tracts.
- Ms. Brinsmade will return to SHNA in January with an update from that meeting.

Committees and Representatives Status by Bill Minor

- Postponed until January SHNA meeting.
- Adjournment @ 8:30pm

Treasurers Report (SHNA Bank Account) – Jan CY15:

Opening Balance:	\$3111.48
Deposits:	+\$30.00 (member dues)
	+\$00.24 (interest earned)
Withdrawals:	- none -
Closing Balance:	\$3141.72

All disbursements & reimbursements require receipt & board approval