

November Meeting

When: 7:00 pm
Monday, November 7, 2016

Where: Griffin School
5001 Evans Avenue

Note: HPNA meetings usually take place on the first Monday of each month.

HPNA General Meeting Agenda for November 7

- Presentation and discussion on ProjectConnect regarding transportation plans
- Update from our Social Committee Chair on recent and upcoming events
- Update on the proposal process for the Baker School Property
- Update from the Flood Mitigation Committee
- Announcements

See You There!

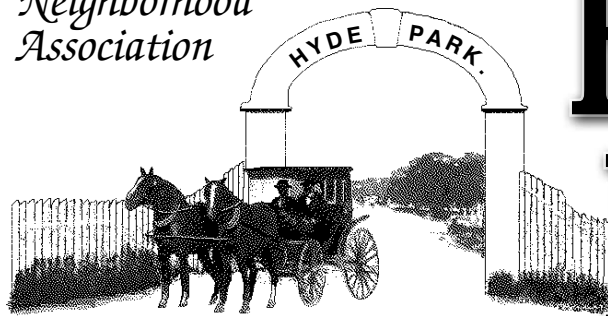
Austin Parks and Recreation Hosts Open House to Review Pool Renovation Plans

On Monday, October 10, the Austin Parks and Recreation Department held an Open House at Hancock Center to view the complete set of the Shipe Pool project's schematic drawings. This concluded a series of six public meetings held over the last 8 months focusing on the renovation of Shipe Pool. Rey Hernandez, project manager and landscape architect for PARD, explained to attendees that while some relatively minor tweaking of the schematic designs would continue, the main concept, layout, and program, as shown in a series of drawings, was complete. Construction drawings, permitting, and other documents are pending.

The options for the re-design and layout of the pool were significantly constrained by a number of factors.

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*The Hyde Park
Neighborhood
Association*



Pecan Press

November 2016 • National Register District Neighborhood • Vol. 42, No. 11

Street Issues in Hyde Park: Lee Austin of Austin Department of Transportation

Editor's Note: Because of concerns with speed throughout the neighborhood and safety issues on 45th Street, the HPNA presented Lee Austin, Area Engineer for Central Austin from the Traffic Management Division of the City of Austin Transportation Department, at the October HPNA meeting for a question and answer session. Below are excerpts from her answers. If you would like to listen to the recording, email pecanpress@austinhypark.org.

Introduction

I used to live on Avenue A and 46th for years, so I'm really familiar with the area; I know the traffic that's here. The volumes from 2010 and 2015, when we had some counts, are pretty much identical. It's actually 1000 less in 2015 than it was in 2010; it's around 19,000 or 18,000 cars a day. I will say, 45th is difficult because it's an arterial, it's one of the few east-west arterials we have that goes from I-35 to Mopac, so it does carry a lot of traffic. It's too much traffic to be considered for a road dyad and we have right-of-way constraints. You can see how narrow the sidewalks are, because there isn't a lot of room there, the property line is right there. A similar street is MLK, it's got really narrow right of way, we just don't have a lot of room there.

As far as sidewalks go, Transportation (Department) doesn't actually build sidewalks, the Public Works Department does – but I talked to the Public Works Department and they did say, currently they have no funding for sidewalks. They've spent all the 2012 bond money for sidewalks. However – I am not allowed to advocate one way or the other for bonds, so I'm not advocating whatsoever – but if this bond were to pass, there is some improvement money in there. He did say that 45th would be pretty high on the list as far as improving the sidewalks, because it is a major corridor that is missing sidewalks, like out by the church – down there we have some gaps. Some of the existing sidewalks aren't in the best shape. We're putting up a little more signage on Duval, just a little more curb signage, but Duval has been like this for 60 or more years. It's got some accidents, it doesn't rank particularly high compared to some intersections that are really, really bad, which tend to be the really big ones out in the suburbs that have a lot more fatality-type crashes and things like that.

The Bond Issue

Legal has informed me that, as a city employee, as staff, I have to be very, very careful in what I say. There are things that can be done. There are corridor projects that are specifically identified; the closest one to here would be Airport. There are the estimates for the corridors. It's not guaranteed that if the estimate

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As you read this letter, we are only days away from a critical election for our country. While the national elections, especially the battle between Hillary Clinton, Donald Trump, Gary Johnson, and Jill Stein, are grabbing the vast majority of the headlines, there is a local election that has drawn a lot of neighborhood interest. That election, of course, is the City of Austin's proposed \$720 million dollar bond package aimed at improving the transportation system and reducing congestion.

Under the City's proposal, the vast majority of money generated from the bonds would go towards projects affecting several specific corridors, including segments of the nearby Guadalupe corridor, North Lamar corridor, and Airport corridor. The goal of these projects is to develop better and more efficient methods for using the existing infrastructure while making minimal changes to the current infrastructure. The majority of the changes in efficiency will occur through the use of new technologies and improved signal timing.

While there is great potential promise in these methods for improving efficiency of Austin's roadways, many remain skeptical that these minor improvements will make a significant difference to Austin's transportation woes. Additionally, many neighbors in Hyde Park are worried about the

potential impact on neighborhoods surrounding the improved corridors. The HPNA passed a resolution asking the City for clarification regarding the impact of these corridor projects on neighborhoods and called on the City to begin the process of developing a comprehensive mass transit plan.

Mayor Adler recently sent a letter to the Austin Neighborhood Council (ANC) in response to the ANC's resolution regarding the impact of the proposed bond on neighborhoods. While we have not yet had an opportunity to extensively review and consider the Mayor's comments, our initial impression is of cautious optimism that this letter will address many neighborhoods' concerns. We are also in the process of reaching out to the Mayor to have either him or a member of his staff come to our November meeting to discuss the bond proposal. As our meeting is the night before the election, it would provide a valuable opportunity to address the concerns of neighbors before they go to the polls.

In other election-related news, the new HPNA officers and steering committee members began their terms at the Fire Station Festival. We are thankful to all of those who have served the organization for many years including Adrian Skinner and Mark Fishman, who are both leaving officer positions, and Jessica Charbeneau and John Williams, who have served their terms as Steering Committee

members. Mark will be staying on the Steering Committee as a regular member, and Paula Rhodes will join us as a new member. Both of us are eagerly looking forward to working with the Steering Committee in the coming months.

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Pecan Press

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ASH Update: The HHSC Report

The Health and Human Services Commission submitted its report on the relocation of ASH (and the nearby Austin State Supported Living Center) to the Texas legislature in September. The report includes the findings of three public hearings as well as unsolicited written statements from interested parties, staff comments, and a feasibility study prepared by architecture and engineering firm Page Southerland Page, LLP.

The report offered no specific recommendations concerning the future of ASH. Instead, it assessed each of six proposed options on feasibility, possible costs and benefits, ease of public access, and capacity to avoid patient disruption. Its operating assumption in estimating costs is that ASH, earmarked for replacement in 2015, will be upgraded to state-of-the-art patient care.

Of the six options, one was disqualified as unfeasible: the replacement of ASH on other state-owned land. This is because there is no state-owned land of sufficient acreage in Travis, Hays, or Williamson counties. HHSC appears to accept submitted testimony that ASH should be centrally located in order to best serve the needs of patients, staff, and family. Two other options appear unlikely: consolidating ASH and the Living Center on one or the other campus; the report notes the disruption to long-term residents of being relocated to the ASH campus and alternatively the accessibility problems and site difficulties of the Living Center property for serving the needs of ASH. The report stresses that there is little overlap in services or residential space between the two facilities and suggests that there are minimal benefits to sharing one campus.

Of the three remaining options, two choices consist of moving either or both facilities to land not currently owned by the state. A key feasibility issue for these options is that a remote location would likely be necessary due to land availability and affordability. This raises issues of accessibility that the report has deemed important to patient care. Alternatively, the benefits of relocation include new facilities with lower maintenance costs and revenue from selling or leasing the existing ASH campus.

The remaining option was included as a consequence of a formal request made in April 2016 by State Senator Kirk Watson: the replacement of ASH on its existing campus. The report notes that the ASH campus is an ideal location for public access and, as a feasibility point, listed community resistance to selling or leasing any of its land. There are two possibilities examined in the feasibility study: rebuilding ASH on the central portion of the campus, which threatens other historic buildings on the site, or rebuilding ASH on the northern part of the campus, with the possibility of selling or leasing about 55 acres on the southern section of site.

Senator Watson has elaborated his vision for rebuilding ASH at its present location. In a statement released in late September, he noted Texans' pride in MD Anderson Cancer Center. As MD Anderson offers hope to cancer patients, a new ASH can become the "MD Anderson of the brain," offering hope to those suffering from bipolar disorder, concussion, PTSD, Alzheimer's, and other mental illness. Note that his proposed plan expands the present function of ASH. He said this failing hospital provides an opportunity to partner with Dell Medical School, public health departments, and local nonprofits to help reduce construction and operating costs.

All of the proposed options give at least passing mention to the goal of preserving historic buildings on the ASH campus, particularly the Administration Building, but little consideration to integrating new construction into the historic campus. The Texas Historical Commission notes this omission in detailed comments sent to HHSC. THC asserts the eligibility of an Austin State

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Membership Information

- Membership in HPNA is open to all residents 18 years or older residing within the boundaries of Hyde Park or within 300 feet of its boundaries.
- All memberships expire on September 30th of each year.
- New members and members who lapse in dues for over six months are eligible to vote at HPNA meetings 30 days after receipt of dues.
- Membership dues can be paid in several ways: By signing up at an HPNA meeting or event, by mailing in the membership form, or by joining online using PayPal. To pay online, go to www.austinhypark.org and click on the Join Now button. Dues paid online are \$6.

Submission Information

- Send your articles, letters, and photos by the 10th of each month to Lorre Weidlich at lweidlich@grandecom.net.
Opinion articles & letters to the editor must not exceed 500 words.
- Send your poems to Charlotte Herzele at herzele@gmail.com.
All poems, even if written under a pen name, must include a name and contact information for identification and verification purposes.
- Send your contributions to Kid's Corner to Jessica Charbeneau at ppkidscorner@yahoo.com.

Hyde Park Neighborhood Association Membership Form

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	2014	2015	2016
NUMBER OF HOMES SOLD	21	29	24
AVERAGE SALES PRICE	\$470,419	\$570,905	\$578,158
AVERAGE SQ FT	1,582SF	1,549SF	1,927SF
AVERAGE SOLD \$/SQ FT	\$321.75	\$376.47	\$361.16
MEDIAN DAYS ON MARKET	14 DAYS	7 DAYS	7 DAYS

All statistics & square footage are from Austin MLS for Single Family Residence taken 10/04/2016 from the Austin MLS. For detailed market information about your home, contact Sam Archer, Broker.



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The 2016 Fire Station Festival Wrap-up

Fire Station Festivals must be experienced to be believed: the costumed kids, families, and pets; the music and amazing fire protection vehicles; the food and drink; crafts and games; the tire pull; and the McCallum Drum Line make for a super fun experience, made better in the presence of our awesome neighbors and friends under the pecan trees at our own Fire Station # 9. Based on the number of cups used and sodas consumed, it was our biggest festival ever – or at least the thirstiest!

Huge thanks go out to our sponsors, especially Grande Communications, who helps the HPNA cover the expenses associated with the event. Also, Jen Berbas of Homesville Realty supported us by sponsoring the hair-braiding booth, and Carolyn Grimes of Coldwell Bankers provided the photo booth.

Many of our area businesses helped us:

- With food and drink: Fresh Plus Grocery, Wheatsville Coop, Hyde Park Bar & Grill.
- With the fire truck-shaped cookies for decorating and staffing: Quackenbush's 43rd Street Bakery.
- With inimitable staffing of the Tire Pull area: Danes Body Shop.

Our thanks go to Senator Kirk Watson and his wife Liz for supporting the festival in the capacity of Honorary Chair and for giving away the costume prizes. We recognized many other heroes in our midst.

Thanks also go to the fire fighters of our Station #9, who were about as kind and helpful as any person could ever hope to encounter. Thank you for helping us prepare for the festival, for helping to assemble and load the stage, for showing us the amazing equipment you use to

keep us safe, and for teaching our kids about fire safety. We appreciate your wholehearted support of the festival and everything you do for our neighborhood.

The biggest thanks of all go to the best committee ever: Sarah Cook (volunteer coordinator and expert problem solver), Jen Berbas (logistics and kind support of big ideas), Liz Lock (most amazing children's activities ever), Matt Ott (best flyer design), Judy Gurgiolo (thoughtful parade logistics), Deaton Bednar (marketing), Anne Marie Griger (book drive), Michael Crider (graphic design), Joan Yamini (teen activities), Mary LaTouf (music advisor), Joanna Fitzgerald (children's activities subcommittee), and Leigh Ann McGehee (children's activities subcommittee).

– Linda van Bavel

Monthly Calendar November

- 7 — HPNA General Meeting
- 10 — DRC Meeting
- 11 — Recycling Pickup
- 12 — Fall Family Fun Day at the Ney
- 14 — Steering Committee Meeting
- 15 — Community Engagement Salon at the Ney
- 26 — Recycling Pickup

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Around & About the Avenues

Save the Date. Join us at the annual Hyde Park Holiday Party on December 11, 6 to 8 pm, at the Elisabet Ney Museum and put your wish on the Wish Tree! We'll all celebrate the season with champagne, soft drinks, cocoa, and cookies. We request that you bring donation for Helping Hands: gift cards (Target or Toys"R"Us), Perler beads, coloring books, LEGOs, My Generation Dolls and clothing, board games, Play-Doh, science



kits, sketch books, and art or craft kits. Please, no weapons of any kind (including Nerf guns), sharp metal items, or glass or ceramic items. If you can't attend the party but want to donate, contact our neighborhood representative, Linda Pennington, plinda513@gmail.com, to make arrangements to drop them by.



Mail Thefts Target Hyde Park Residents. Hyde Parkers and residents of surrounding neighborhoods have been plagued by a rash of mail thefts during the past few months. Packages have been repeatedly pilfered from residents' front porches. People with security cameras have even acquired footage of the thefts.

David Chang, one of the victims, discussed the issue with the HPNA Steering Committee, which decided to refer the issue to the HPNA Crime and Safety Committee. Co-Chairs Carol Welder and Kristin Remeza have already conferred about the situation with the Austin Police Department (APD). Continue to monitor these pages for updates. In the meantime, consider having any packages delivered to a neighbor if you won't be home, or require a signature for the delivery. Report any thefts to the APD.



National Night Out a Success. Our thanks go to the residents of Towne Park for their organization and hosting of National Night Out. A large community of Hyde Park residents attended and enjoyed food prepared by neighbors and sandwiches donated by the Noble Sandwich Company. Eric Copeland, the Austin Police Department liaison to Hyde Park, attended the



Photos by Kevin Heyburn



event, and the Hyde Park Fire Station crew drove up in the Hyde Park fire truck to enjoy the event as well. It was a successful gathering of Hyde Parkers with their neighbors and their city officials.



Operation Christmas Child Drop-Off Location. Operation Christmas Child is a project of the international relief organization, Samaritan's Purse. Hyde Park Baptist Church is an official drop-off site this year as they partner with others around the world to fill shoeboxes with small toys, hygiene items, and school supplies for children. This is a wonderful opportunity to make a difference in the lives of thousands of children. Donated items can be dropped off in the HPBC Senior Center at 3810 Speedway during the week of November 14.



Graffiti Patrol on the Prowl Again. On the afternoon of September 24, the HPNA Graffiti Patrol targeted the area around Shipe Park. We thank members Liz Lock, Sumit Guha, David Kivel, and Lisa Harris for their work.



Austin's 1st Annual Compost Art Contest a Success.

Highlights included a Skype presentation, all the way from Indonesia, from Ines Puspita, an internationally noted compost artist. Repurposed athletic trophies, beautifully embellished, were given out to the best compost art pieces. Prizes included trowels, kitchen tongs, and for the first place winner, a very nice pitch fork, donated by Home Depot. Representatives from the City of Austin's Resource and Recovery Department, Organics By Gosh, Red Barn Garden Center, and other groups took part in the making and judging of artwork from



Photo by Cindy Rellin

table scraps, donated by Trader Joe's. It was a very good turnout, with perfect Hyde Park weather, for what is to become an annual event. More art! More compost! The event was the brainchild of Cindy Rellin and held at the home of Jim "Flag Day" Ellinger.



Friends of Shipe Park Movie Night a Success. No deflating



Photos by Lorre Weidlich

movie screen this time! Everyone was able to enjoy the movie after the costume contest. We congratulate the winners: For Best 10 and Under Costume, Eggs and Bacon by Santiago and Carlos; for Best Over 10 Costume, the Cat in the Hat by Guadalupe Jara; for Most Original Costume, Suspicious Mushroom by Meredith Cole; and for Scariest Costume, The Feuding Grim Reapers by Alex and Charlie.



A Historical Note. On September 10, 2016, the *Austin American-Statesman* published an article written by Michael Barnes called "Part 2: Where did Austin's railroads go?" and featuring a photograph from the Austin History Center. It was labeled "Streetcar and railroad tracks on West 39th Street." Unfortunately, the writer wasn't an expert on Hyde

Park. The streetcar didn't run on 39th Street, it ran east from Guadalupe on 40th Street and west from Avenue G on 43rd Street. Two former Hyde Park residents, John Crutchfield and James Clayton, contacted the *Austin-American Statesman*, which published an update on October 1.

Mr. Crutchfield stated, "The picture was taken on West 40th Street near the intersection with Avenue A, not 39th Street. ... The little building on the left is still standing; years ago it was a beauty shop. The Baker School grounds are on the right, and the church on Avenue B is in background." Mr. Clayton stated, "I can tell you that's definitely 40th Street. ... That's the Presbyterian Church on the right. There's a house and a store on the left. I was born in that house, and my parents owned that little store. That's 40th Street." (Both quotations are from "The Truth behind the Hyde Park streetcar line" by Michael Barnes, *Austin American-Statesman*, October 10, 2016.) We thank these gentlemen for correcting the record.



Hyde Park Trolley, courtesy of Austin History Center



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Street Issues in Hyde Park... ...cont'd from page 1

was 20 million for Airport, all 20 million would go to Airport. (They will) take all the corridor projects and hire a consultant to prioritize where the improvements should be done first, to get the most bang for our buck. Maybe all that money needs to go to South Lamar, and Airport gets a smaller percentage; maybe Airport and Guadalupe get a smaller percentage. So they'll prioritize as it goes, but there's more money in there for improvements outside the corridor projects, and that's where money for 45th Street sidewalks would come.

Problems with Parking on Both Sides of the Street, Often by Non-Residents

There is the residential parking program and if you think there is egregious parking on your street you can apply for that. There was actually just an article in the paper about how that program has expanded – not intentionally on our part but because we're seeing a lot more infill development of restaurants and bars creating a burden on the neighborhood. There's still debate about the philosophical aspects of that, but the way we've interpreted it is as quality of life. If you can prove it's excessively parked up with non-residents, we will approve residential parking permits as a cost to the residents and the parking is restricted to the residents.

I will say this though, a lot of people complain it's so congested and people go so fast, but the congestion can actually help a lot. Having it parked up on both sides

makes people go significantly slower. We generally will not just restrict parking because it makes you kind of uncomfortable; we like people being kind of uncomfortable because we get a lot slower traffic in the neighborhoods, which is what we want to see.

We come out; we do a parking survey to verify that it's actually parked up. We always do the least restrictive. We've got some neighborhoods that want 24 hours; no, you've only got the parking problems through these hours, so we're only going to do the hours that we actually see the problem.

Lower Speed Limits on Hyde Park Streets

Speed limits are set by state law. The prima facie (limit) for urban streets is 30 MPH or the 85th percentile. That's the speed at which 85% of the drivers are driving at or lower, which is considered the reasonable speed limit. It has a lot to do with the way the streets are designed; that's why we like to do things like narrow them up to make (drivers) drive slower. There was this House Bill 87 that passed 10 years ago that said, if your streets met certain criteria, (including that) residential streets have a certain width without parking restrictions, they could be lowered to 25 miles per hour. The very following year, the state legislature said, we don't like that, so they created this really onerous reporting requirement on top of that. That made it very difficult to implement, and so about half of our streets had already been converted to 25 and a lot of them were still at 30. There's no difference in the streets, just whether or not we managed to hit them in House Bill 87 or we didn't.

But I will say this, we don't see a lick of difference in what speed people drive. Whatever's posted, it makes no difference. It's really more the context of what the street's designed as. A really good example of that is coming off Mopac and hitting Cesar Chavez eastbound. It's 40 by Austin High School. Nobody goes 40. It's designed like a highway. I think the design speed for that highway must be 55.

Recently MLK between JJ Seabrook and Airport was dropped to 35 MPH. It was a TXDOT request; it's still a TXDOT roadway. And we did it. It had been 45 MPH. It's right next to the golf course with no cues to go any slower. That's a great example because I have data from before and after: before we had a certain speed, it's about 45 miles an hour, after 3 years into it, they're still going the exact same speed. We wrote 1 or 2 tickets a year before that; we wrote 1200 tickets a year after that. No change in speed. So it's really the context of the roadway, not the sign.

Unregistered Vehicles Parked on the Street

Code enforcement. These issues, the way we deal with it, is our CSR system, 311. There's an app, or you can go online, or you can call it in. They will route it to the appropriate department. I always call it in because they have call takers who are really good at routing it to the right place. But then it will be assigned to a department and they'll look at it and I'm pretty sure there's an ordinance that says you have to have active tags. If you don't, then you can be fined for that.

View Obstruction on Avenues G, H, and F

That's a view obstruction intersection; that is also a category of the 311 system. The maintenance of the right of way adjacent to a property is the responsibility of the property owner. So those houses on those corners should

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be keeping those things trimmed. I will say this year it's been crazy because it rained so much. Normally we have about 400 view obstructions a year and over 800 so far this year. But call those in and what we do: I assign it to an engineering tech. He or she goes out, talks to the property owner, and says, "You've got to get this done within 10 days." We work with them. If they absolutely don't do it, we'll do it for them; it won't be very pretty. But generally the property owners will comply.

Permanent Speed Indicators on 45th Street

We call those dynamic speed devices. We've gotten a lot of requests from neighborhoods. If you ever go way down south, Brodie south of Slaughter has got one there. It's been there for a long time. We have a program where the neighborhood can enter into a contract to get them installed, pay for them basically. We don't install them because honestly, they work really great for a week or two and then everybody starts ignoring them. They're not very effective and they really only help the people who are pretty conscientious anyway. They don't help the people who don't really care. So that's why the Transportation Department is not willing to put our money toward that, because that's not really effective. But neighborhoods do like them, so if the neighborhood feels strongly they want one, you can always work through our program. That's also our Department. Request one and we'll work with you all. They're not crazy expensive, 10 grand or something like that. But they're not like a PHB, which is a pedestrian crossing like you see at Shipe (Park), that's 80 grand, or a full signal, (which is) 240 grand. I don't think by state law you can (use devices to take pictures of speeders) right now. You can have a red light camera but I don't think you can do that for speeding.

Cars Abandoned by Car Dealers

It's really weird because there's some scrap value, even if it's not running. You can get a couple hundred bucks from the scrapyards; it'd be worth it. But definitely call (violations) in when you see them because code (enforcement) can go out there and eventually (the cars) get picked up. I will say (code enforcement) waits until (the violations) are pretty elderly. They want to wait until (the registrations) are really expired. If they expired last month, (code enforcement) probably won't ticket it. It's got to be expired for a while. I had this problem in central downtown, particularly around the bars, before we metered Rainy and so forth. They would park food trucks, taco trucks outside the bars and (the trucks) would just stay there full time and I couldn't tow them because (the owners) would keep the tags up.

Turn Signal at 45th and Duval

That's a signal timing question. Because the right of way is so constrained in there, we don't have enough of the left-hand turn base, so if you want to have a signal it's got to operate like Shoal Creek and 45th, way on the other end. You know how one side goes and you get the straight and the left; and the other side goes and you get the straight and the right; and you wait for a long time. That's called a split phase. You can only run one direction at a time and it's a really inefficient way to run a signal. Because that means, if you're going straight, you only have the green for half the time period. Say you have a 90

second cycle and say 60 seconds of that is for 45th and 30 seconds for Duval. That would mean, if 60 seconds is for 45th and we have a split phase, we have the left-turn arrow, we can only run that one for 30 seconds and this one for 30 seconds, so that means your east-bound gets 30 seconds and your west-bound gets 30 seconds. If we just let you turn on the green, that means, east-bound gets 60 seconds and west-bound gets 60 seconds, but those middle lanes have to wait until they have a gap. We can always look at it, there are certain times that the volumes are high enough you need that, but overall it makes your traffic signal much less efficient, which is why we like term bays. Term bays can make you wait there, run the green the whole time, and then give you the arrow, but without term bays it's really difficult.

Speed on 46th Street

By state law we don't use stop signs for speed control. The way we address speeding is through a local area traffic management program - LATM - and somebody on the street needs to apply for it. We go out on the street and we take counts and we see how much over the speed limit it is and what the volume is. We have a spreadsheet. Schools or parks are ranked a little higher, (not residences with children); the entire city could put that they have children.

If you qualify for the program, then we take all of the applications we got and we rank them and we get to however much budget we have for that (time period). So if we get to the top 10, we go for the top 10. Then we get more applications; we re-rank them; we're working our way through the city.

We've shifted more toward speed humps and speed cushions because they're cheaper. We were trying to do a lot of things like circles and bulb-outs and they're very expensive and so we're getting a little more bang for our bucks with the speed cushions and get further down the list doing that. We do look at things sometimes like center median islands, so you have to go around, so you have to slow down because it's more narrow, or bulb outs, so you have to come forward and go, it's more narrow. Things like that, so we have some techniques in use.

Downsizing Lanes as a Result of the Bond Issue and Impact on Neighborhoods

I don't think the proposal is to downsize any of the lanes on Lamar or Burnet. There's a proposal to have transit-only lanes on Guadalupe and that's pretty much the only - just right on the Drag portion - lane reduction that I know of. Generally when we put bike lane in, we are able to work with an existing right of way. We see them all over town, see them on Barton Springs, where we're able to paint the gore and the double stripe and get you through there. That's what is planned, I'm pretty sure, for Burnet and Lamar.

Four-Way Intersections

That is another great thing for the 311 system: you can request an intersection evaluation of the site. A tech goes out and takes counts. Generally, at an intersection for an all-way stop, you want to have it balanced as far as volumes. If you have one that's the heavy volume and you get three cars an hour on the minor volume, people start rolling through the stop signs; they don't stop, they don't

Continued on page 12

Fire Station Festival 2016



The Parade



Photos,
counterclockwise
from top left:

- Lorre Weidlich
- Lizzie Chen
- Lizzie Chen
- Lorre Weidlich
- Lizzie Chen





At the Fire Station



Photos,
counterclockwise
from top left:
Linda van Bavel
Lizzie Chen
Lizzie Chen
Lizzie Chen
Lizzie Chen

Street Issues in Hyde Park... ...cont'd from page 9

give very good compliance. We want to be successful but we try not to be the department that cried wolf. We want to make sure that, when we put stuff in, it has some validity to be there. But we will come out and we can evaluate. Crashes are an aspect because sometimes it's a visibility issue. That's one of the factors that we look at when we look at whether an intersection is appropriate for an all-way stop. But just to mitigate speeding, really, an LATM is where we encourage you to go.

Painting Speed Bumps

If you see one that you consider inadequately marked, call 311, but I will say this, our signs and markings department - there were a few years when we didn't have very good leadership. You guys would be so aghast at how under-computerized we are. You would think all this stuff would be in GIS and we'd have a maintenance schedule and it would be listed and we don't have that. For a lot of it, we rely on citizens telling us what an issue is so we can go out and examine it. We're beginning to get a maintenance schedule, but it's not in place right now. So if you see what you think is not sufficient beveling, let us know and we'll come out and remark it. We're trying to head towards that, but we're not there yet.

Poor Visibility due to Curve at 45th and Duval

We were looking at adding a little signage as far as alerting you to the fact that the curve is there - some chev-

rons, which should be out in the next week or so, but we can definitely look at that. It's a tough corner. I will say, because it's a little bit tougher, that does mitigate the speed somewhat. If it was a straight shot without that little curve, (drivers) would probably be picking up speed even faster.

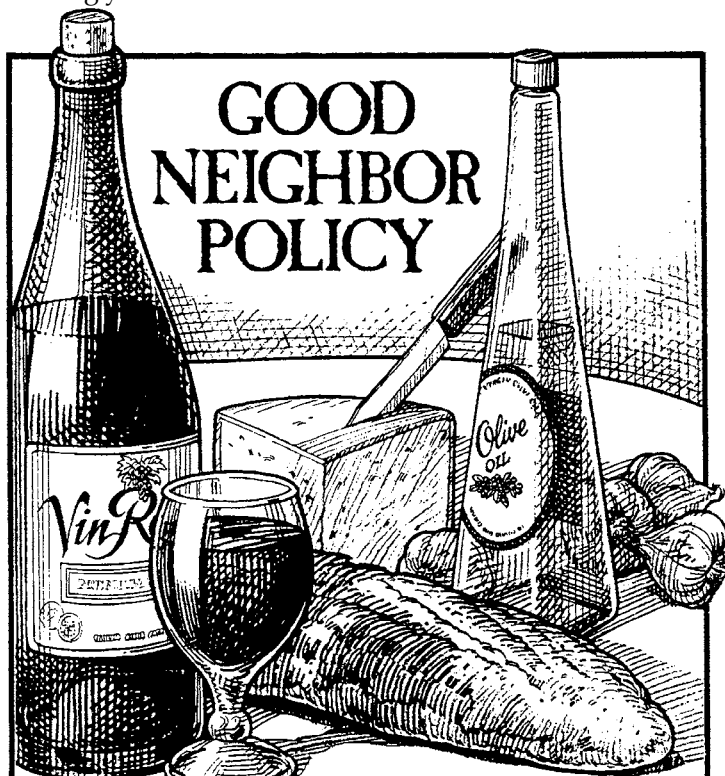
If you see specific things we can always investigate them. We're not seeing the level of accidents on 45th where we go, "Oh my gosh, we have to get in there right away." Compared to a lot of the arterials, it's not all that different. It carries 20,000 cars a day, which is a lot, so there are going to be some accidents, but if there's something specific we can look at - if it's a building, that's probably been there for a long, long time. If you're not comfortable, you shouldn't make a turn there (at Avenue F), but I'm definitely unlikely to prohibit that if other people feel comfortable making it. If it's not truly where I can justify it from an engineering decision, I will leave it.

Cars Parked Close to Intersections

State law specifies a clearance from cross walks of 20 feet and, from a traffic control device, which puts a stop sign, of 30 feet; and a cross walk even if it's not painted is implied at every single intersection. So we don't bother generally to sign at every single neighborhood street - that's a lot of signs and a lot of money - we only do it when we have an issue. So if there's an issue with cars parking too close to the intersection, that's another 311 thing. That's when a tech would go out and do either a curb painting, which I don't like because honestly that stuff fades really fast, or we do a sign to the corner to clear out the cars a little bit. So that's something we can look at.

Measuring Traffic on 45th Street

2015 (was the last time we measured it). And we compared it to previous times and honestly it hasn't really changed all that much. (45th Street) has kind of reached the saturation peak where more people don't want to take it because it's already kind of rotten. We've seen it all over downtown. When my boss came about 10 years ago to the Transportation Department, he took all the traffic coming into downtown and out of downtown and compared it to figures from 20 years ago. When he goes and does his little spiel, he says, "Well, how much do you think traffic downtown has increased? 240%?" It was 5 percent, because we were saturated 20 years ago and we are saturated now, which is making a pitch for rail or bikes or alternate forms of transportation. So I don't really see it going up much because it can't, because you're already waiting too long.



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We are seeing our peaks get bigger. I used to leave work at 6:30. It would be OK. Now I leave work at 7. Like MoPac - it used to be bad once a week, now it's every single day. So we're seeing longer peaks like that but the volume won't increase a ton, it'll get a little bit bigger peaks.

Alleys

There's a city ordinance that says you can park on one side of the alley.

Alleys are pretty much like driveways, which is to say, you cannot block (them). That's really open to interpretation, because if APD can squeeze by there, they won't write a ticket. But if we've had clearance issues turning out of alleys, which we haven't particularly when the streets are narrow, what we'll do, which again has worked pretty well, is we'll paint white Ls around it that say, here 's the end of the parking. We'll do it 5 or 10 feet back from the radius of the alley. That's been actually fairly successful in getting compliance. That's (another) thing where (you need) specific issues; none of these are problems where we go out and blanket the whole neighborhood because it's not needed in a lot of places. But if there are issues, definitely, I keep saying over and over again, 311 - that's where we get that. That's where we get out, investigate, and write the reports. All that stuff comes through my office.

Purpose of Stop Signs

State law says that you can't use stop signs for speed control. Stop signs are for intersection control and regulation. They're not for speed. They're to know who has precedent at that intersection. So 45th goes and Avenue F has a stop sign right there. Or within the neighborhood, you know who has precedent because if nobody had stop signs, you'd all go through at the same time. It wouldn't be a safe situation. All-way stops generally are where your volumes are pretty well balanced and you couldn't really get a gap if you were on the side streets. As I mentioned before, there are guidelines. We use The Texas Manual of Uniform Traffic Devices, which is basically our Bible, which has criteria for volumes you should meet for an all-way stop or where the major leg is. If you (used an all-way stop) and your major leg stopped all the time and your minor leg never stopped, people would start blowing that stop sign. And a T-boning crash is fatal, so we don't want to have T-boning crashes.

LATM is the way we encourage you. That's how we mitigate speed in neighborhoods. We do have some temporary speed trailers that we can set up. You can call and get on the list for it. APD has some as well. I don't know if you know your district representative. Talk to them. As I mentioned, (speed trailers) are not super-effective. They initially are effective, then people start disregarding them.

Poor Street Lighting

That would be an Austin Energy thing. They're responsible for the street lighting. I've never been able to pin them down to let me know how many foot candles, what are actual quantitative numbers they use as far as their lighting. It seems to be a little capricious, as far as how they apply it in neighborhoods. But they're the people you talk to if you think you have street lighting issues.

News from the Ney

So what do you think? How's the Museum doing?

On Tuesday, November 15, from 6:30 to 8, you'll get to answer that question when the Elisabet Ney Museum hosts its first annual Community Engagement Salon. Over the last few years, the Museum has been opening its doors wider, finding new ways to inspire people with Miss Ney's remarkable art, life, and legacy, and sharing a bit about Austin along the way. So, what do you think? Do you like the "new Ney?" Do you have comments? Suggestions? What does the future hold? You'll hear how some of your friends and neighbors feel and they in turn will solicit your thoughts in fresh and unusual ways that ensure that you will be heard. The Elisabet Ney Museum means a lot to a lot of folks, from all over town, the State, even the world. What does it mean to you? Talk about it on November 15.

To prime your pumps, bring the kids to the Museum for the new Fall Family Fun Day on Saturday, November 12, when visitors will have the opportunity to officially welcome *Ms Humpty Dumpty* to the Ney site! A temporary visitor, *Ms. Humpty Dumpty* was crafted by Austin artist Yuliya Lanina. The charming, bobbing, musically-inclined anthropomorphic egg makes a colorful addition to the west entrance to the landscape trail. Visitors will also be able to greet a remarkable replica of Elisabet's famed self-portrait, created with 3-D subtractive manufacturing techniques and rendered in materials that will sparkle at night, evoking Elisabet's penchant for sleeping under the stars. *Ney Remixed* is also a temporary installation, created by Lisa Woods. Both pieces are part of the City of Austin's Art in Public Places TEMPO program, and this is their official opening! We'll have refreshments and sculpting activities, storytelling, face painting, and much more. See you then!

Coming in December, another ARTSWAP, the Wish Tree, Holiday Open House, and more!



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Shipe Pool Update... ...cont'd from page 1

These included the fact that most of Shipe Park (nearly up to the big swings and over the basketball court) is within the floodplain of Waller Creek. Other limitations included the art mural, the historic Texas dogtrot log cabin, low power lines running along 44th Street and Avenue G, and two huge heritage live oaks close to the existing pool. The designers and architects made very thoughtful changes to the initial proposed schematic designs in response to stakeholder feedback and concerns. Most notably, neighbors were initially surprised and disappointed that to accommodate the family or wading pool within the same



deck and fenced area, the main pool's length would have to be reduced by 25%, from 100 feet to 75 feet. Mr. Hernandez explained that 75 feet has been set as the standard dimension for a neighborhood pool (as compared to a district pool, like the one at Northwest Park), but it is still a regulation length for junior competitive swimming. No one was happy at first with the prospect of the new pool being smaller than the old one, but the designers listened to those comments and figured out a way to expand the width of the pool to increase overall volume of the initial proposed design and to ensure that two lap lanes would be available during recreational swimming.

Another concern was the dimension and size of the bathrooms and showers, which are dictated by the Texas Pool Code. Early renderings of the pool appeared to be dominated by buildings with showers, toilets, and storage rooms. There were also some questions about whether those facilities could be accessible during the off-season. The designers developed an alternative layout that includes rehabilitating the bathrooms in the log cabin (which need it badly anyway), and providing some storage for pool equipment in the cabin as well. These adjustments, along with the installation of some outdoor showers, mean that the bathroom facilities in the fenced pool area can be smaller. A thorough assessment of the condition of the historic cabin was included in the scope of this project, though restoration is not included in the budget for the pool renovation. Other notable features in this latest version of the design include a larger shade structure, a "Ney Lawn," which is really more of a grassy platform or launching pad that draws you out to look across Avenue G at the former abode of our oldest and

perhaps most mysterious neighbor, Elisabet Ney.

Also not included are any improvements to the playground or any more landscaping outside the pool area. A majestic but aging post oak just north of the cabin has been thoroughly examined by the Forestry Department after losing several large limbs. They discovered decay throughout the entire trunk, which indicates that the tree cannot be expected to live much longer, and in the meantime, the risk of dropping more heavy limbs in a high traffic area makes it a risk to park visitors. The tree will be removed and replaced with other trees both during pool renovation and during volunteer park service days.

To learn more about the pool process, go to www.austintexas.gov/department/shipe-pool-improvements/. Pool construction is scheduled to begin in late summer or fall of 2017, after the swim season ends, and be completed in time for a new swim season in 2018. We invite you to check in with the Friends of Shipe Pool Facebook page from time to time for more information. We also hope this exciting new project will inspire you to join the Friends of Shipe Pool, and pitch in with us at events such as It's My Park! Day, the Pool Opening Party, and movie nights. For more information, contact jacknokes@gmail.com or alison@alisonyougdesign.com.

– Jill Nokes



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Co-Presidents' Letter... ...cont'd from page 2

October was not only filled with the election run-up, but also with several major neighborhood events. First, the annual Fire Station Festival was an absolute success. Under the watchful eye of event chair Linda van Bavel, the event went off without a hitch. No event could have happened without a key group of supporters and volunteers to assist. In this regard, we would like to express our gratitude for the hard work of Linda and our Social Chair, Sarah Cook. Joining them to help make this event a rousing success were Liz Lock, Jen Berbas, Ashley Aarons, Matt Ott, Joan Yemini, Deaton Bednar, Ann Marie Grieger, Michael Crider, June Spikes and the Hyde Park Baptist Church, and Mary LaTouf. In addition to manpower, we are incredibly gratified to have Grande Communication's continuing support of this event. Additional donors include Fresh Plus, Wheatsville, the Hyde Park Bar & Grill, Quack's 43rd Street Bakery, Dane's Body Shop, and the event band, Off The Record. All were key elements in putting on a signature event. As the grand marshal of the event, we were honored to have our neighbor and State Senator Kirk Watson. Additionally, Elliott Naishtat, our outgoing state representative, Mayor Pro Tem Kathie Tovo, our City Council member, Brigid Shea, our County Commissioner, and Bruce Elfant, our neighbor and County Tax Assessor-Collector, joined us for the event. Finally, we would like to thank all of you, our neighbors, who attended the event.

This event is for you and your families and we are honored that so many of you were able to join the Hyde Park Neighborhood Association for the event.

Earlier in the month, our neighbors at Towne Park hosted a very successful National Night Out party on Avenue H. With generous amounts of food and drink, neighbors hosted our fire fighters from the Hyde Park Fire Station as well as our new Austin Police Department liaison, Officer Eric Copeland. We want to thank Mark Eaton, Sandra Vellalaz, Cynthia Beeman, Mike Shefman, Sherry Greenberg, Margie Sanford, and all of the other neighbors who made the event a huge success.

The neighborhood's next big event is HPNA's annual Holiday Party on Sunday, December 11, from 6 to 8 pm at the Elizabeth Ney Museum. Then we have to get ready for the Historic Hyde Park Homes Tour, which we have postponed to the spring.

Finally, we would like to encourage all of you who are eligible to go to vote on November 8. In addition to the bond election and presidential election mentioned above, there are several key races on the ballot. As citizens, it is our responsibility to actively engage in the governance of our republic by exercising our civic duty to vote. You can find out more information about the specifics of voting by visiting either www.votetexas.gov or www.votetravis.com.

– Reid Long
Kevin Heyburn
HPNA Co-Presidents

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Rope Swing

Twice now I have seen her
in the private world of her front yard
swinging from a rope swing
her champagne ponytail a flag.

She took my breath away both times
sending me to my grandmother's yard
about 1957 Summer Dappled Thick
content for hours by myself.

It was a greyed hemp rope tied to a
burlap bag that held an old basketball
left over from one of my uncles
nothing ever wasted.

The ladder I remember was
the height of the attic window.
Probably not but still in the branches
of the big pecan shading the lawn and garden.

I climb that ladder to the top
holding the rope behind me then
turn, bottom against the top step
fitting the bag between my knees

Survey the yard from that height
grip the rope above eye level
lean back, stretch my head up
through leaves to sky then jump.

I am still learning what I learned
at the end of that rope
about physics and arc
choices and trust
the caring language of trees
how it feels to be free.

— Jolynn Free

ASH Update...

...cont'd from page 3

Hospital Historic District for listing in the National Register "for its state-level significance to social and medical history and for its architecture." It identifies from 7 to 13 additional structures and landscape features that could be included in a historic district. It urges that any construction plans on these campuses be preceded by detailed research "on the history and condition" of additional ASH buildings as well the role of ASH in "the evolution of psychiatric care in the twentieth century, and the history of segregation at ASH." In addition to the Administration Building (c. 1857), some of the potential buildings that could be part of an Austin State Hospital Historic District include the former Power Plant (1900), Laundry Building (1911), Employee's Dormitory (1939), and African American Dining Hall (1954). National Register status will add a further defense against building demolition and confer significant state and federal tax credits for building rehabilitation that will incentivize preservation and reduce construction costs.

Some observers of state politics believe that no final decision on ASH will be made in the upcoming legislative session. Regardless, HPNA will monitor and report on any progress made toward a decision. In the meantime, take an hour to visit this rare green space in Central Austin and imagine what a renovated historic district would contribute to our city and our neighborhood.

— Susan Marshall

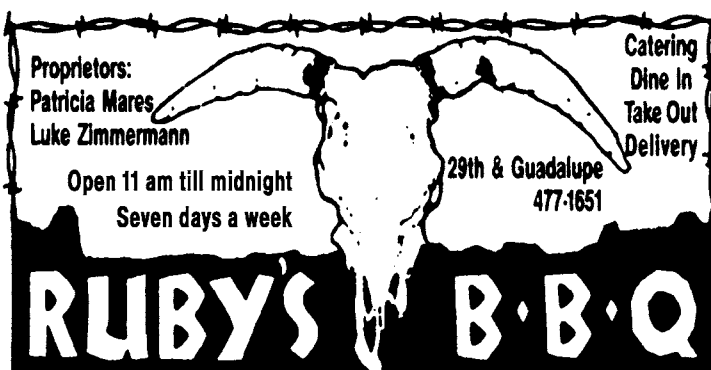


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HPNA General Meeting Minutes: October 3, 2016

The meeting was called to order at 7:08 pm by co-President Reid Long at the Griffin School, 5001 Evans Avenue.

The meeting began with an announcement by co-President Kevin Heyburn concerning tomorrow's (October 4) National Night Out, from 6:30 to 9:00 at Towne Park.

The first agenda item was a vote on the nominations for membership of the Steering Committee. The Nominations Committee report, with a list of their selections, was published in the October *Pecan Press*. The vote to approve the slate of nominees was 24 in favor, 0 opposed, and 0 abstentions.

Lee Austin, City Traffic Engineer for our district, was present to address traffic concerns about 45th Street raised in prior meetings. She explained that traffic studies document little change between 2010 and 2015, with about 20,000 cars per day using 45th Street. She also stated that 45th Street does not rank high in number and severity of accidents. She then took questions that covered a wide variety of topics. We learned that all the 2012 bond money for sidewalks has been spent, and that the current bond proposal before Austin voters includes sidewalk funding. If the bond passes, the plan is to prioritize the various corridor projects (and even corridor sections) for improvement. Responding to questions about how to slow traffic in the neighborhood, she stated that stop signs cannot, by state law, be used for speed control. Four-way stop signs are restricted to intersections with equal traffic volume. If residents wish to slow traffic, she recommended speed bumps and cushions, which are more cost efficient and effective. Concerning reducing traffic on some streets from 30 mph to 25 mph, she said that the Texas legislature has made this very difficult to enact and opined that signs are less effective in reducing speed than road design. Asked about obstructed views of traffic turning onto 45th Street, she said that residents are responsible for cutting back limbs that obstruct views and recommended that these issues be reported using 311. Concerning installing an arrow turn signal at the intersection of Duval and 45th Street, she said that this is a "tight corner" and that such a signal shortens turning time and impedes traffic flow. Finally, she recommended that residents phone 311 to report code violations (unregistered cars, obstructed intersections) or to report a traffic issue (cars parked too close to intersections or alleyways). For inadequate street lighting, call Austin Energy or 311.

The next agenda item was a vote on a standard response to City boards and commissions when the applicant planning changes to a property has not

Continued on following page



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yet met with the HPNA Development Review Committee (DRC). The purpose of this notification is to encourage neighbors to use this resource to gather information and ensure a successful project. The response was amended with the addition of one sentence for clarification. The vote on the amended response was 18 in favor, 0 opposed, and 3 abstentions. The text of the response now reads as follows:

The Hyde Park Neighborhood Association cannot take a position on this application as the applicant has not met with the Neighborhood Association or our Development Review Committee and thus we do not have enough information to reach an informed decision. It is not the desire of the HPNA to inconvenience the applicant; rather, HPNA seeks to work with the applicant to ensure that all projects satisfy relevant requirements of the NCCD, the LHD, and the neighborhood plan.

The next agenda item was a resolution on the upcoming transportation bond. Lorre Weidlich introduced the resolution, explaining that it mirrors the concerns expressed by the Austin Neighborhood Council. After some discussion, two revisions were accepted. The amended resolution passed by a vote of 24 in favor, 0 opposed, and 0 abstentions. It reads as follows:

Whereas, on August 18, 21016, the Austin City Council voted 7-1-3 to place the \$720 million transportation bond proposal on the November 8, 2016 ballot; and

Whereas, residents of the Hyde Park neighborhood have expressed the following important concerns about the transportation bond proposal:

- 1. The potential impact of the individual features of the bond proposal on neighborhood plans has not been considered. After decades of time, energy, and financial resources devoted by individual neighborhoods and the City of Austin to the development of neighborhood plans, the HPNA urges City Council to respect and support these plans.*
- 2. The size of this bond proposal negatively impacts the likelihood of bond proposals in the immediate future that address alternative public transportation options.*

Therefore, be it resolved that the Hyde Park Neighborhood Association requests that City Council take the following actions:

City Council enact a policy that any improvements to the corridors addressed in the bond proposal will NOT violate neighborhood plans or impact the integrity of single-family neighborhoods without the consent of these neighborhoods, and

City Council address public transportation options at the earliest possible opportunity.

The final agenda item was a resolution on the activity corridor designation. The background of this resolution was explained by Lorre Weidlich. The resolution was accepted without amendment. The vote on the resolution was 21 in favor, 0 opposed, and 0 abstentions. The resolution reads as follows:

Whereas, the Planning Commission has forwarded to City Council a proposal that Guadalupe Street between 29th Street and 51st Street be designated as an Activity Corridor; and

Whereas, the term "Activity Corridor," since it was first introduced in the ImagineAustin plan, has changed its significance from being a descriptive term to being a prescriptive term; and

Whereas, the prescribed zoning now attributed to Activity Corridors differentially impacts neighborhoods based on neighborhood characteristics such as size, density, and historic zoning; and

Whereas, CodeNEXT has not yet specified the neighborhood implications of the term "Activity Corridor;" and

Whereas, the prescriptive use of the term "Activity Corridor" overrides the neighborhood plans of neighborhoods adjacent to Activity Corridors; and

Whereas the City of Austin and numerous individual neighborhoods have devoted significant time, energy, and financial resources to the creation and adoption of neighborhood plans; and

Whereas the Hyde Park neighborhood was not provided with sufficient opportunity for public input and discussion of the designation;

Therefore, be it resolved that the Hyde Park Neighborhood Association opposes the designation of Guadalupe Street between 29th Street and 51st Street as an Activity Corridor if that designation will in any way serve as a tool for blanket zoning changes that override adopted neighborhood plans and NCCDs that were created through a full public process.

Announcements included October HPNA committee meetings, Shipe Pool redesign open house (October 10), and the Fire Station Festival (October 16).

The meeting was adjourned at 8:26 pm.

– Submitted by Susan Marshall
Co-Secretary, HPNA

HYDE PARK



HYDE PARK & NORTH UNIVERSITY HOMES GALLERY



2311 SHOAL CREEK BLVD.

1949 Mid-century modern home overlooking Caswell Tennis Courts. Over 3,000 SF with 3BR, 2BA, open floor plan, wonderful natural light, great outdoor areas, .384 acre lot.

Listed at \$1,095,000



103 WEST 32ND STREET

1930s Colonial Revival with guest house and swimming pool. Main house has 3,064 SF with 4 BR, 4 BA, 2 LIV, 2 DIN. Beautifully updated kitchen & baths. 1-car garage.

Listed at \$1,045,000



838 EAST 37TH STREET

Spacious 1940s Austin stone house located just south of Hancock Golf Course. 2,271 SF, one-story, 3 BR, 3 BA, 1 LIV, 2 DIN, 2-car garage. Walk to UT and Lee Elementary.

Listed at \$675,000



4605 EILERS AVENUE

Hyde Park bungalow with 2nd story master bedroom addition. Open floor plan, approximately 2,010 SF with 3 BR, 2 BA, 2 LIV. Covered back porch, large fenced backyard.

Listed at \$675,000



4202 AVENUE C

Classic 1920s Hyde Park bungalow featuring 2 BR, 1 BA plus separate 1 BR, 1 BA garage apartment. Both have hardwood floors and many recent updates.

Listed at \$529,500



3303 LIBERTY STREET

Beautiful modern Craftsman style home with high-end finish-out. Maple flooring throughout. Gourmet kitchen. 3 BR, 2.5 BA, 2 LIV, 2 car garage.

Listed at \$989,000



821 HARRIS AVENUE

1930s storybook cottage just steps from Lee Elementary. 3 BR, 2 BA, 2 LIV, formal dining. Upstairs master suite. Stone patio, pergola, private gardens. Detached workshop.

Listed at \$650,000



3306 HARRIS PARK AVENUE

Charming renovated 1930s duplex available for January 1st move-in. Adorable downstairs unit has hardwoods, 2 BR, 1 BA, 1 LIV, 1 DIN, screened-in porch. All appliances.

Listed at \$1,995/mo.

The Central Austin real estate market remains strong! Contact your neighborhood expert for a complimentary market analysis and customized marketing plan for your property.

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