

## MINUTES OF THE CITY COUNCIL

CITY OF AUSTIN, TEXAS

Special Meeting Called to Hear the Recommendations  
of the Traffic EngineerApril 11, 1951  
8:00 P.M.

Council Chamber, City Hall

The meeting was called to order with Mayor Pro-tem Drake presiding.

## Roll Call:

Present: Councilmen Johnson, Long, MacCorkle, Mayor Pro-tem Drake  
Absent: Mayor Glass

MR. W. H. KLAPPROTH, Traffic Engineer, explained the master plan of one-way streets as the No. 1 item of his recommendation. These streets were in an area bound by 19th, East Avenue, 1st Street and West Avenue, with the University section as an added area. He stated the pattern was good in this area, and he pointed out the pairs of streets that would be needed in the one-way development, leaving certain streets two-way. One way streets will move from 35 to 80% more traffic. The proposed bridge across the Colorado between Guadalupe and Lavaca fits into the proposed plan beautifully. The streets recommended as one-way streets are as follows:

Fifth Street east from the I&GN Underpass to East Avenue  
Sixth Street west from East Avenue to the I&GN Underpass  
Seventh Street east from Guadalupe to Trinity  
Eighth Street west from Red River to Guadalupe  
Guadalupe south from 19th to 1st Street  
Lavaca north from 1st to 19th Street  
Colorado south from 11th Street to 1st Street  
Brazos north from 1st Street to 11th Street  
22nd Street west from Guadalupe to Rio Grande  
23rd Street east from Rio Grande to Guadalupe  
25th Street east from Rio Grande to Guadalupe  
Whitis north from 19th to 21st Street  
Wichita north from 19th Street to 21st Street  
22½ east from San Gabriel to Rio Grande

He stated it would take about 90 days to get proper equipment for signaling these streets; and if the plan were adopted, there would be poor public relations, and interruptions; but he would recommend to put the plan into effect and do the best possible with what was available. Mr. Klapproth felt the one-way street plan was the best expedient to improve traffic conditions; and that the police would help at first in getting people accustomed to the one-way plans.

Regarding making three lanes of traffic going one way on Congress Avenue Bridge, Mr. Klapproth stated he would certainly want much more study on this than he had been able to do. He stated the traffic would be rather heavy in the third lane, and he gave results of counts that had been made on this. He believed the situation would be relieved with the new bridge between Guadalupe and Lavaca.

The second part of the Traffic Engineer's recommendation was the down-town parking program. On his inquiry about cutting down the parking time to 30 minutes, the merchants agreed this would help, as most of the customers stayed 30 minutes or less in their stores. The banks reported 95% of their business could be consummated in 15 minutes; the Gas Company reported their customers possibly would not need but about 20 minutes, and so on. In the outer part of the parking district, a penny-nickle meter was recommended: -- one cent for 12 minutes, and so on. By changing the parking time, the parking space would be increased from 3100 to 4400, and this change has the approval of the merchants on Congress Avenue.

Another recommendation in the Traffic Engineer's plan was lengthening the bus stops to 60'. The ordinance now provides 20' except at 6th and Congress, which provides 90'. Busses now load from 15 to 18 feet from the curb, and this blocks one lane of traffic; and with longer bus stops, busses can pull over to the curbs and unload. He did not recommend crossing the street before stopping for loading, as too many parking spaces would have to be removed.

Regarding the change of parking time on the Avenue, Councilman Long felt a public hearing should be held, as this would be such a radical change.

The recommendation regarding the plan on Lamar and 12th Street and Shoal Creek Boulevard was explained by maps. The Traffic engineer recommended the channeling in the "Y" Intersection, taking town-bound traffic down Shoal Creek Boulevard into 12th with no left turn at 12th for southbound Lamar traffic.

Another recommendation made was cutting down the parkways in West 12th Street to provide an extra lane of traffic. This is the most economic way of widening the street and helping out the traffic. MR. KLAPPROTH stated the signal timing and equipment, street marking and all of his recommendations depended upon the decision of the Council regarding the overall plan. Councilman Long thought a good public relation program teaching drivers courtesy in driving would be helpful. Mr. Klapproth stated traffic and driving came under Traffic and Public Works. He explained an accident prevention program which was underway and the close analysis of every accident occurring.

It was suggested that a series of articles be published or a standing Committee on Traffic as a means of preventing so many accidents. The Committee on Traffic might be composed of members from the organization, members from civic and service groups, and get a publicity man and put on a traffic safety educational program.

The City Manager stated everything was ready to go on the 12th Street widening program, and that he would present it at the regular Council meeting the next day.

In general discussion, Mr. Klapproth stated 20% of all the accidents occurred at 45 intersections. He stated he was in favor for four-way stop signs, as experience in Austin showed that there was much less accident experience than at signalized intersections. He gave the minimum requirements for stop signs as, when more than half of the cross traffic is delayed by reason of heavy traffic on the main street, then a stop sign is warranted. Four-way stops are warranted where the traffic volume is 450 vehicles an hour and divided 50-50 in respect to streets. Signals require 750 vehicles per hour for eight hours. Those are requirements. The City Attorney brought out that many things that are being set up are not now supported by ordinance and that the ordinance can be amended and set up the standards and authorize the placing of these when these standards are met. When the standards are met and the warrant is made to that effect, it could be filed with the Chief of Police, City Clerk and City Manager, and not have to bother the Council ever week with the placing of stop signs. The Council could fix the standards, then those persons who have the administrative duty could work those things out under their authority.

A citizen in the room asked for a stop light at 49th and Rosedale, stating a request had been made in 1949, and the light had been promised; that this would affect 60 percent of the students going to the school in this neighborhood as that percentage crossed the highway. This 60% was 420 students. He stated they needed an officer at 7:30 instead of 8:00; at 11:30 instead of 12. He asked that some marking on the highway be made to slow traffic. Mr. Klapproth stated they could put up a school crossing light to be operated by a pedestrian push button, and the school could provide supervision for the light. As far as marking the highway, it was brought out that the Highway Department maintains that section.

The Council thanked Mr. Klapproth for his presentation and for his studies and recommendations.

The Council then adjourned until 10:00 A.M. the next day.

APPROVED: \_\_\_\_\_

*W. S. Dracy*  
Mayor Pro-tem

ATTEST:

*Elvis Strosley*  
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City Clerk