



# The HPWBANA News

Volume 3, Number 7

July 2007

[www.hpwbana.org](http://www.hpwbana.org)

## Highland Park PTA Fun Run!



*Coach Dave Woods starting the race at the Perry Park Track Fun Run.*

In early May hundreds, yes hundreds, of kids and their parents descended on the newly upgraded running track at Perry Park. Most of you are aware of the significant efforts put forth by the HP PTA, AISD, PARD, HPWBANA and the community this past year to repair the running track erosion problems. The Perry Park Track Fun Run and Dedication was a great way to brake in the new track and show appreciation for all those involved. It was a party really, with the highlight being all the kids running a lap around the track. Run Tex provided an air filled finish line - it was a real race for the kids. A race, tee shirts, pizza, snow cones and socializing made it a fun filled evening!

*Don't want to wait for the mail?*  
**View the current issue of the  
Highland Park West Balcones Area  
Neighborhood Newsletter on the  
1st day of each month at  
[www.PEELinc.com](http://www.PEELinc.com)**

## HPWBANA Yahoo Listserv

Interested in getting emails about what is going on in the neighborhood? Join our HPWBANA yahoo listserv:

<http://groups.yahoo.com/group/hpwbana/>

Just click on the Join this Group button and follow instructions. A yahoo login and password setup is involved so you control how and where you get emails. Question about getting started? Contact our listserv moderator Marvin Smith at [marvin@marvinsmith.com](mailto:marvin@marvinsmith.com)

## HPWBANA Board Meetings

Please attend our next monthly meetings:

July 23, 2007

Yarborough Library  
2200 Hancock Drive

7:00-8:30 pm



# Highland Park West Balcones Area

## Helpful Phone Numbers

Austin Citywide Information Center .....974-2000 or 311  
 Emergency Police ..... 911  
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 Dana Munguia, Senior Patrol Officer ..... 974-5440  
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The HPWBANA Board meets on the 4th Monday of each month except December. Meetings are held from 7:00 – 8:45 p.m. at the Yarborough Library, 2200 Hancock Drive. All neighbors are invited to attend. [www.hpwbana.org](http://www.hpwbana.org)

HWPBANA is bordered on the north by 2222, on the south by 35th St., on the west by Mt. Bonnell Rd., and on the east by MoPac and by Bull Creek Rd. between Hancock Dr. and 45th St.

Mail your membership dues to HPWBANA, P.O. Box 26101, Austin, Texas 78755

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# Have a Happy & Safe July 4<sup>th</sup>

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## Reed Thomas Completes Eagle Scout Project at Perry Park



Congratulations to Reed Thomas who recently completed his Eagle Scout project at Perry Park. Reed's project involved constructing a new stone pathway near the tennis courts. Reed worked with PARD, AISD, the HP PTA, the HPWBANA and many businesses who donated materials to

his project. It was hard work for his crew of boy scouts and dads on a hot sunny day and it turned out great! The stone pathway connects Coach Woods's equipment shed to the tennis courts and also connects new steps from Crenshaws to the park entrance line of boulders. The pathway length totals over 160 feet.

Reed worked with Allan Pierce of Howard Pierce & Son's Stone Company who donated 9 tons of the rattlesnake limestone and

Raymond Baker who donated 2 cubic yards of crushed granite for the base and filler. Reed also received a grant from Home Depot to help with other supplies.

Thanks to Crenshaws for building the new steps that connect to the new stone pathway.

The steps were in place shortly before Reed started construction which helped him define the pathway. Many children and parents use this path during the weekdays.

As project manager Reed worked with both Wes Amberboy from the HP PTA and Nadene Morning from the HPWBANA to resolve project issues. Overall it was great success!

Congratulations Reed!



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## Addition of managed lanes and noise barriers recommended by MoPac 1 project team

By John P. Kelly - Project Manager, MoPac 1  
DMJM Harris

TxDOT and the MoPac 1 project team met with nearly 200 interested citizens at two open houses in April to discuss a recommendation for improving mobility on Loop 1 from FM 734 (Parmer Lane) to the Cesar Chavez Street interchange. As proposed, the recommended alternative involves adding one managed lane in each direction, improving traffic flow across the Town Lake bridges by adding one more thru-lane each way, and adding approximately seven miles of noise barriers in residential areas throughout the central corridor.

Over the past several years, Loop 1 commuters, MoPac corridor residents, Austin-area elected officials, and other stakeholders have articulated several goals for future MoPac improvements, including:

- “Don’t go up -- don’t go out”
- Reduce noise and cut-thru traffic in adjacent neighborhoods
- Encourage mass transit and HOV use
- Don’t reduce the number of general purpose lanes

Using these as parameters, TxDOT and the MoPac 1 project team developed a range of options on how to improve travel conditions along the highway. The alternatives were developed following dozens of meetings with a diverse cross-section of the Austin community, and then rigorously evaluated to identify a recommendation that would:

- comply with the CAMPO Mobility 2030 Plan
- retain all existing general purpose and auxiliary lanes
- eliminate the need to acquire additional right-of-way
- encourage bus and vanpool use
- accommodate ASA Rail District plans for commuter train service
- provide noise barriers and address other neighborhood concerns
- give commuters the choice of using a lane free of traffic congestion

Importantly, while all existing general purpose lanes would remain available to all travelers for use without charge, the addition of one new managed lane in each direction would offer drivers the choice of using a lane designed to keep traffic flowing steadily. Buses and

registered van pools would use the managed lanes for free at all times, and private vehicles would pay a variable fee based on real-time traffic congestion.

Again, I want to stress that the recommended alternative would provide a new option for all of us when we need a reliably quick route into and out of central Austin. The recommendation includes improvements that would uncork the bottleneck that currently exists at the Town Lake bridges, and it will help extend the life of a critical part of the Austin area’s transportation network. More detailed information about the recommended alternative is available at [www.MoPac1.org](http://www.MoPac1.org)

### Questions about the Recommendation

Nearly everyone I spoke to at the open houses recognized that Loop 1 was not designed for the amount of traffic it carries today, and that improvements are needed. The conversations we had and the comments we received at the open houses revealed a broad range of concerns and opinions about how to improve Loop 1.

Overall, safety is one of the top concerns on the public’s mind, and I want to assure everyone that safety is and always will be our top priority. Much has been made of the fact that in order to add two lanes within existing right of way boundaries, the general purpose lanes and shoulders would need to be narrowed in some parts of the corridor. What some folks might not realize is that several sections of Loop 1 and other highways in cities across Texas have 11-foot wide lanes that safely carry traffic today. Even so, the recommended design for Loop 1 includes a number of elements to enhance the safety of the traveling public, including improved traffic control devices, limited access points and extra-wide shoulders (where possible).

Some people have expressed concern that charging a fee to use a managed lane on MoPac is akin to charging a toll to use an existing public highway. There is an important distinction here: tolls are charged to all users of a road as a direct method of funding the road and the tolls remain the same regardless of the time of day. For the Loop 1 project, fees would be used as a tool to keep the managed lanes free of congestion and functioning at optimum capacity.

*(Continued on Page 5)*



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## Highland Park West Balcones Area

### Mopac - (Continued from Page 4)

Some folks also questioned whether high occupancy vehicle lanes (HOV) wouldn't do a better job of encouraging mass transit use. Actually, HOV lanes by themselves are not as effective as managed lanes. Nationally, managed lanes have proven to be an excellent tool for improving the efficiency of roads, especially when resources are limited. In fact, several cities are now looking at ways to convert their existing HOV lanes to managed lanes in order to move more people through a specific traffic corridor more efficiently at a reasonable cost with minimum disruption to the surrounding area.

Another criticism I've heard is that this project simply involves re-striping the existing pavement. This criticism ironically stems from the project team's successful effort to keep the recommended improvements within TxDOT's existing right of way, so as not to intrude upon adjacent residents and other landowners. While the right of way width will remain unchanged, the roadway and several bridges will indeed be widened. In fact, the approach we have recommended involves widening the existing roadway and bridges the entire project length, laying down new pavement, making significant drainage system improvements, and adding nearly seven miles of noise barriers.

### A closing thought . . .

In closing, I would like to emphasize that the recommended alternative we have presented evolved through a true partnership

between TxDOT, the community and the MoPac 1 consultant team. We strongly believe this project will provide Austin-area drivers, local residents, and other stakeholders with numerous benefits, including:

- Encouraging the use of mass transit;
- Providing a safer and more effective alternative for avoiding congested conditions on Loop 1 (i.e., reducing neighborhood "cut-thru" traffic);
- Reducing traffic-related noise in adjacent neighborhoods, where feasible;
- Preserving and rehabilitating existing general purpose lanes; and
- Giving drivers the choice of using a lane that will provide them a quicker, congestion-free commute.

Again, regardless of which alternative is ultimately selected, TxDOT and the MoPac 1 project team will ensure that Loop 1 continues to be a safe and well-maintained component of Austin's transportation network. I can assure you, we wouldn't have it any other way.

John P. Kelly  
Project Manager, MoPac 1  
DMJM Harris

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# Highland Park West Balcones Area

## Movie Fun in Perry Park

The recent outdoor movie event in Perry Park was great fun for the many families who attended. Snack bar concessions, fun cars, baseball games, and great weather joined forces to make the evening a wonderful success. If you couldn't make it, see the photos to see the fun you missed! Thanks to HPWBANA Board Member Chereen Fisher who organized the entire event. If you want to volunteer to help at other events, contact Chereen at [chereen@austin.rr.com](mailto:chereen@austin.rr.com) or 454-8286.



## Support HPWBANA with your Membership!

It's important for neighbors to join and stay active in HPWBANA. A growing membership makes us a stronger force with the City of Austin and allows us undertake projects that directly contribute to the quality of life in our neighborhood:

- Movies in Perry Park
- July 4<sup>th</sup> Parade and Picnic
- Neighborhood Beautification Efforts
- Spring Easter Egg Hunt
- Involvement in City Planning & Zoning Issues
- Focal Point for MoNAC

We need your support! Please renew your membership or become a new member of HPWBANA today. Send \$15 for a Family membership or \$10 for a Single-Member Household membership (only one adult in household) to:  
**HPWBANA, PO Box 26101, Austin, TX 78755**

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