

Austin Oaks Planned Unit Development

Transportation

11.17.2014

Introduction

This document is intended to highlight the transportation components envisioned by the Austin Oaks Planned Unit Development (PUD) as of November 17, 2014. It addresses the following modes of transportation:

1. Mass Transit
2. Vehicles
3. Bicycles & Pedestrians

Mass Transit

The Austin Oaks Planned Unit Development lies in the general area of the Spicewood Springs Neighborhood Center and has been identified in the Growth Concept Map of the Imagine Austin Comprehensive Plan (IACP) as having a future stop.

Currently, only one Capital Metro bus stop is present within the neighborhood center boundary, and it lies just outside of the Austin Oaks PUD site.

The goals of the Austin Oaks PUD related to mass transit are:

1. Provide adequate population density and jobs to support a transit hub on or near the site; and
2. Provide local residents and users of the Austin Oaks amenities a variety of transportation options to help alleviate existing vehicular congestion in the area.

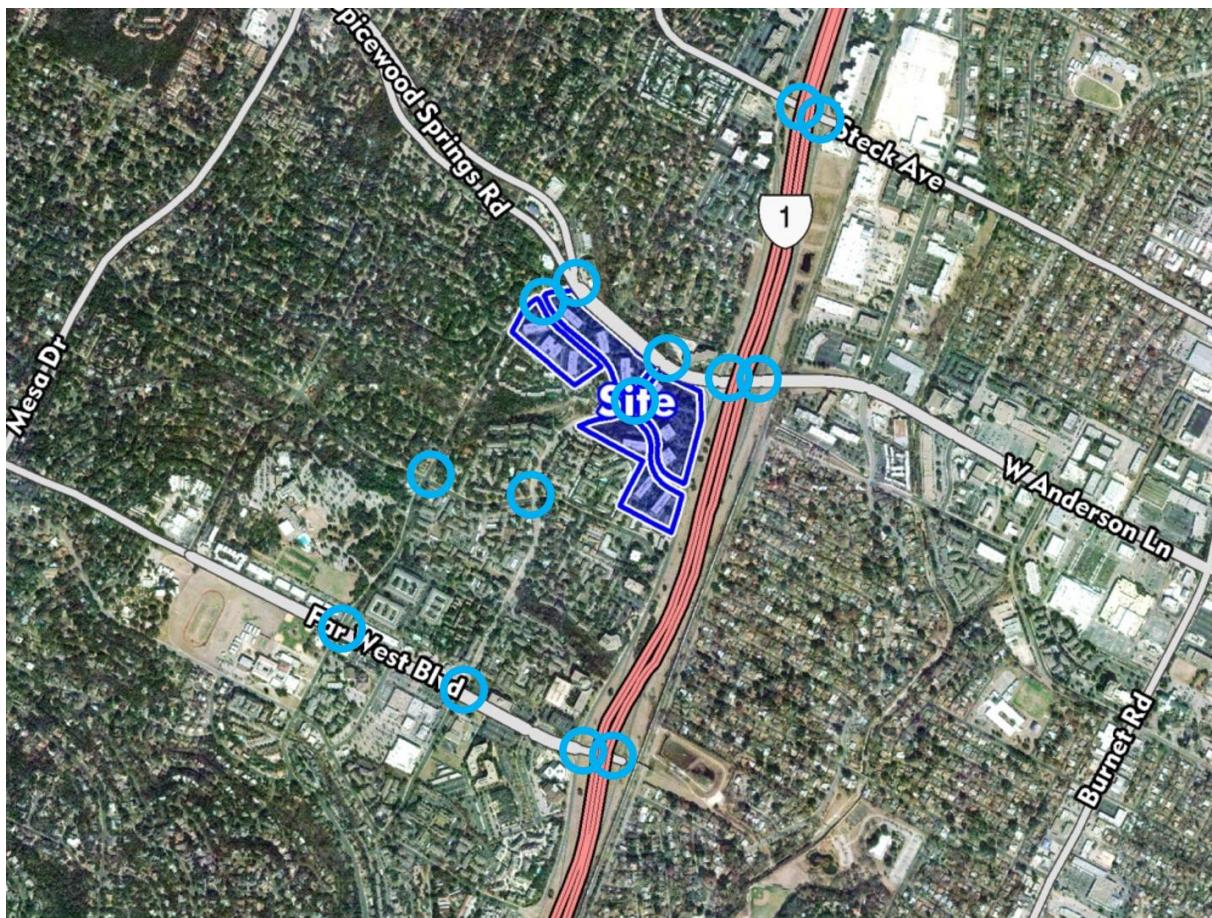
Austin Oaks plans to bring the density and mix of uses necessary to support a rail stop in the future (5,000-10,000 people and 2,500-7,000 jobs as envisioned in the IACP), and hopes to work with Capital Metro to re-locate or add a new bus stop on the site to facilitate the use of mass transit in an effort to combat vehicular congestion in the area.

Vehicles

As currently envisioned, the Austin Oaks PUD envisions a net increase of just less than 14,000 vehicle trips (adjusted to account for internal circulation) as a result of the Austin Oaks PUD. The goals of the Austin Oaks PUD related to this vehicular traffic are:

1. Mitigate these additional trips through the identification and implementation of local and regional roadway improvements; and
2. By thinking strategically about the types of improvements to be implemented as a result of the Austin Oaks PUD, provide a less-congested traffic environment than would exist in the future without both the project and the improvements; and
3. Improve traffic safety and reduce congestion by considering selected potential transportation improvements away from the Austin Oaks site.

In June, 2014, the Austin Oaks team developed and submitted a Traffic Impact Analysis (TIA) Report related to the Austin Oaks PUD. Based on comments received from the City, various stakeholders, and components of the project that have continued to evolve, a revision was submitted to the City of Austin in August 2014. Review comments on this latest submittal are still pending from the City of Austin.



The following intersections are being studied as part of the TIA:

1. Far West Boulevard & Hart Lane
2. Far West Boulevard & Wood Hollow Drive

- 3. Far West Boulevard & Mopac Southbound Frontage Road
- 4. Far West Boulevard & Mopac Northbound Frontage Road
- 5. Spicewood Springs Road & Mopac Southbound Frontage Road
- 6. Spicewood Springs Road & Mopac Northbound Frontage Road
- 7. Spicewood Springs Road & Wood Hollow Drive/Private Driveway
- 8. Steck Avenue & Mopac Southbound Frontage Road
- 9. Steck Avenue & Mopac Northbound Frontage Road
- 10. Greystone Drive & Hart Lane
- 11. Greystone Drive & Wood Hollow Drive
- 12. Executive Center Drive & Wood Hollow Drive
- 13. Executive Center Drive & Hart Lane
- 14. Spicewood Springs Road & Hart Lane

As part of the TIA, specific improvements have been identified for the intersections studied to mitigate any potential impacts to traffic from the Austin Oaks site. The improvements modeled for some intersections are encouraging and show significant improvements in the Level of Service of those intersections. This is especially true for Far West Boulevard/Wood Hollow, Executive Center Drive/Wood Hollow Drive, and Spicewood Springs Road/Hart Lane.

For the intersections that encompass Mopac, however, there are currently failing Levels of Service due to major congestion at Steck Avenue, Spicewood Springs Road, and Far West Boulevard. The modifications needed to mitigate the existing conditions are massive (bridge replacements, additional capacity on overpasses and Mopac itself, etc.) and must be undertaken by local or regional transportation entities if congestion relief is truly expected.

Traffic safety and congestion issues are also being considered away from the Austin Oaks site itself – even outside of the TIA study area. Due to past input from the neighborhood representatives, a traffic signal is being evaluated for the intersection of Mesa Dr. and Far West Boulevard, along with potential speed cushions on Hart Lane.

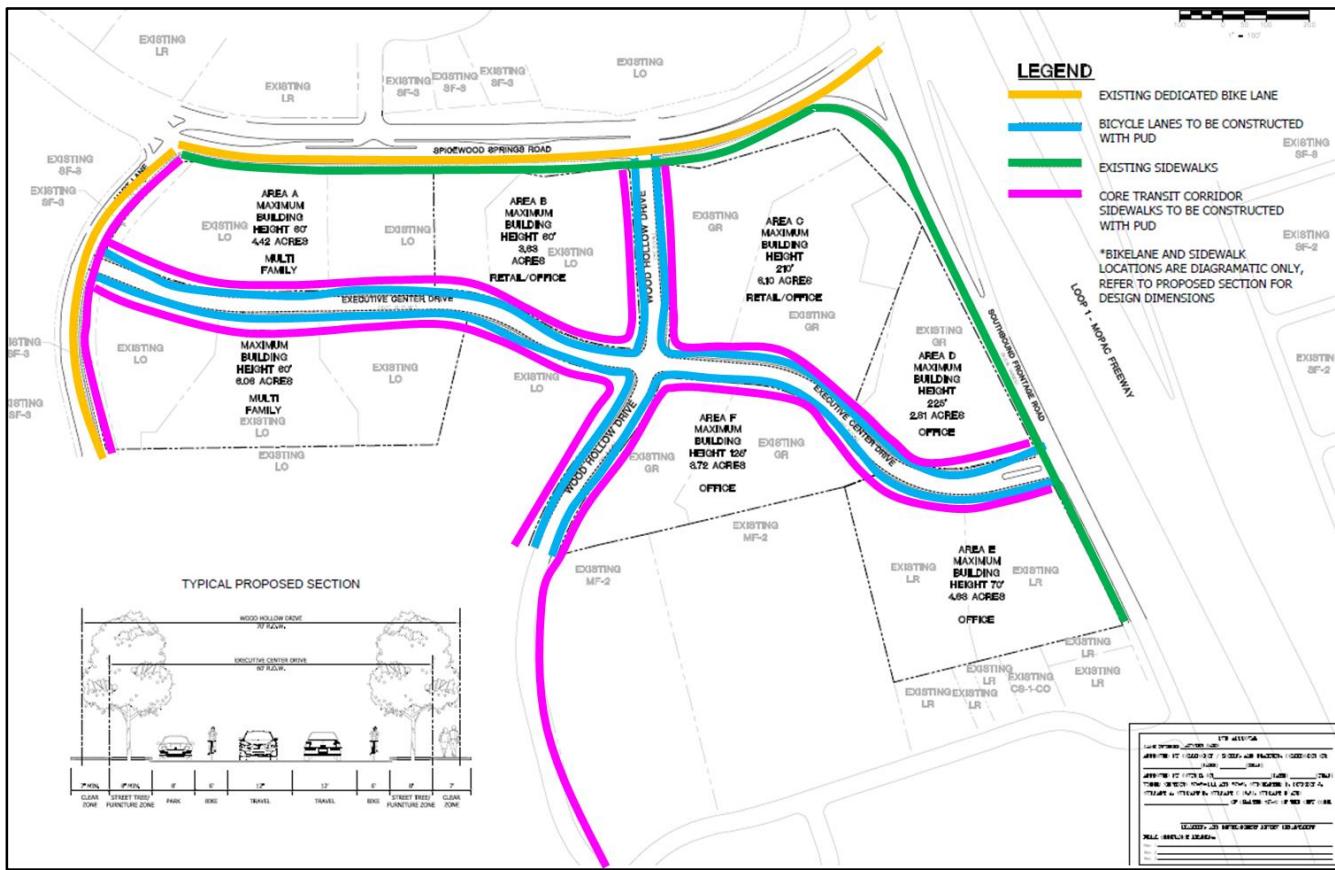
Bicycles & Pedestrians

Efficient and safe bicycle and pedestrian options can help alleviate congestion and provide an active space for mixed uses to thrive in the vicinity of the Austin Oaks site. The Austin Oaks PUD aims to achieve two goals in addressing bicycle and pedestrian transportation options:

1. Making existing pedestrian and bicycle conditions safer; and
2. Reducing existing and projected future traffic by converting vehicle trips to pedestrian or bicycle trips.

The project looks to add both bicycle lanes and sidewalks within the limits of the PUD to activate the space and connect new open space, parks, retail, and office uses to the

surrounding multi-family and single-family residences. This also provides safer conditions for users of this infrastructure.



Outside of the PUD, safer pedestrian and bicycle crossings are being envisioned in the areas around both Doss Elementary and Murchison Middle Schools in the form of pedestrian hybrid beacons (or some similar illuminating technology) that will keep students safer on their way to school and local bicycle or pedestrian commuters safer on their way to the office.

By providing this infrastructure and connecting it to the amenities (public open space, trails, playgrounds, etc.) and retail spaces at Austin Oaks, it is possible to convert vehicle trips to either bicycle or pedestrian, thus removing cars from the road and reducing congestion.