

Austin Oaks Planned Unit Development

School Access & Safety Summary

11.17.2014

Introduction

In 2012, more than 600 Doss students participated in the Boltage program which encourages students to bike or walk to school. It was estimated that year that students collectively traveled 23,000 miles commuting to school on bike or foot.

In 2014, Doss Elementary has 849 enrolled students. If the 2012 data is applied to the present - and 600 of them commute to school by bicycle or walking with parents – this is just over 70% of the student population.

Apply this statistic to the populations at the other area schools (Murchison has 1,1419 students in 2014 and Anderson has 2,196 students), and it's possible to have up to 3,000 students walking or biking to school between Doss Elementary, Murchison Middle, and Anderson High Schools.

From these statistics, it's obvious that this mode of transportation is important to both students and parents in this area, and everyone must do their part to help keep these students safe on their way to and from school.

The Austin Oaks Planned Unit Development can play a role in facilitating safe access to schools in the vicinity of the project in several ways:

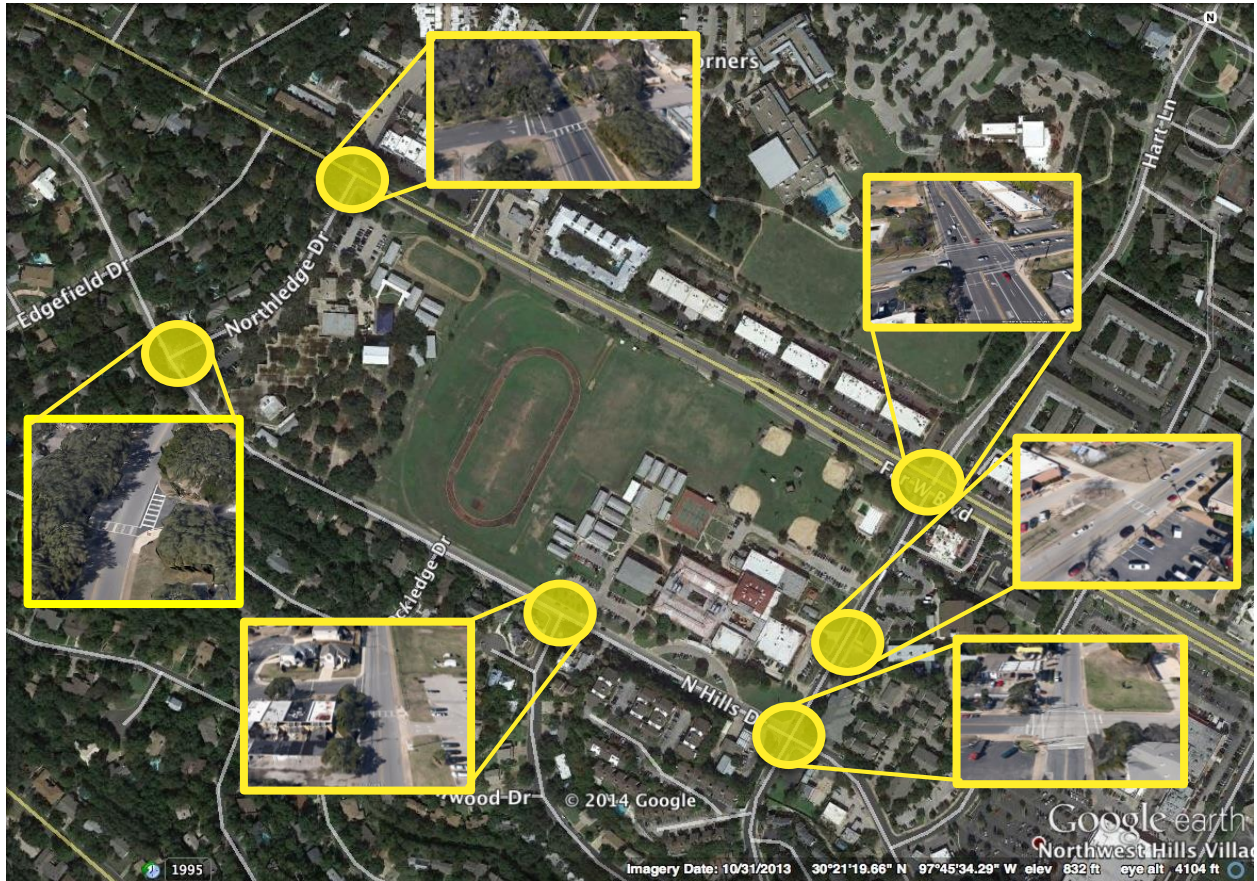
Making Existing Pedestrian and Bicycle Conditions Safer

In the area encompassing Doss Elementary and Murchison Middle Schools, there are at least six (6) crosswalks in the immediate vicinities of those schools that impact student abilities to safely commute to and from the classroom each day.

These include the following and are depicted on the next page:

1. Northledge Drive & North Hills Drive
2. Thorncliffe Drive & North Hills Drive
3. North Hills Drive & Hart Lane
4. Hart Lane
5. Far West Boulevard & Hart Lane
6. Far West Boulevard and Northledge Drive





Working with AISD Vertical Team, the Doss and Murchison PTAs, and the City of Austin, Austin Oaks is prepared to provide pedestrian hybrid beacons, rapid flashing beacons, or some similar infrastructure at each of these crosswalks to make sure students can walk or bike to school in the safest possible way.



Reducing Existing Traffic by Converting Vehicle Trips to Pedestrian or Bicycle Trips

But even making changes in locations away from school zones can have a positive impact on student safety. More pedestrians and bicyclists in the area means less traffic – which creates a safer environment to bike and walk.

By making changes in and around the 30+ acre Austin Oaks PUD that facilitate pedestrian and bicycle use, we aim to convert existing vehicle trips to pedestrian or cycling as local residents access the public amenities (such as parks, playgrounds, and running/walking trails) and much-needed retail spaces at Austin Oaks.

This will be done by providing core transit corridor treatments along the roadways within the site, including wider sidewalks with shade trees, textured pedestrian crossings (along with traditional signage), improved signage, building placement to facilitate walking and biking, and expanded bicycle lanes.

Mitigating Changes in Future Traffic Patterns

Finally, to provide safe access to schools and local amenities, any additional traffic generated from the Austin Oaks Planned Unit Development must be mitigated.

Austin Oaks is studying 16 intersections and 11 proposed driveways in the area to determine existing conditions, future conditions at these intersections without the Austin Oaks project, and future conditions with the Austin Oaks project.

Also identified in this Traffic Impact Analysis (TIA) were improvements proposed at many of these intersections to mitigate potential impacts to local vehicular, bicycle, and pedestrian traffic. These improvements include:

Intersection	Improvement	Year	Estimated Cost (\$)
Far West Boulevard & Hart Lane	Restripe southbound Hart Lane approach to provide southbound left turn lane and one shared thru right lane	2023	
	Signal modification for northbound and southbound Hart Lane approaches	2023	
	Revise signal split timing	2023	
Far West Boulevard & Wood Hollow Drive	Signal Modifications for northbound and southbound Wood Hollow Drive approaches	2028	
	Revise signal split timing	2028	
Far West Boulevard & Mopac Southbound Frontage	Revise signal split timing	2018	
Far West Boulevard & Mopac Northbound Frontage	Revise signal split timing	2018	
Spicewood Springs Road & Mopac Northbound Frontage	Revise signal split timing	2018	

Spicewood Springs Road & Mopac Southbound Frontage	Revise signal split timing	2018	
Spicewood Springs Road and Wood Hollow Drive	Restripe northbound Wood Hollow Drive to provide 3 lanes: 1 northbound left turn lane, 1 shared thru right lane, and 1 northbound right turn lane	2018	
	Revise signal split timing	2018	
Steck Avenue & Mopac Southbound Frontage	Revise signal split timing	2018	
Steck Avenue & Mopac Northbound Frontage	Revise signal split timing	2018	
Greystone Drive & Hart Lane	Stripe northbound and southbound Hart Lane to provide 2 lanes: 1 shared left thru lane, & 1 shared thru right turn lane.	2023	
	Restripe eastbound and westbound Greystone Drive approaches to provide shared left thru & shared thru right turn lanes.	2023	
Greystone Drive & Wood Hollow Drive	Restripe eastbound and westbound Greystone Drive approaches to provide 1 shared left-thru and 1 shared thru right turn lane.	2028	
Executive Center Drive & Wood Hollow Drive	Add a traffic signal.	2018	
Executive Center Drive & Hart Lane	Stripe northbound Executive Center Drive approach to provide 2 lanes: 1 northbound left turn lane and northbound right turn lane.	2028	
Spicewood Springs Road & Hart Lane	Add a traffic signal.	2018	

Finally, potential improvements have also been identified in conversations with stakeholders and through personal experiences in the area – that were not identified in the Traffic Impact Analysis - that are being considered as part of future traffic solutions.

Intersection	Improvement	Year	Estimated Cost (\$)
Far West Boulevard & Mesa Drive	Potential Traffic Signal		

