

August 19, 2015

Mr. Bryan Golden
Land Use Review Division
Development Services Department
City of Austin
505 Barton Springs Road
Austin, Texas 78704

Re: TIA Comments
Austin Oaks
Austin, Travis County, Texas

Dear Mr. Golden:

This is our response to comments received from your office on July 27, 2015. We have reviewed these comments and respond in the following manner:

1. Please include a complete copy of the approved TIA Scope in the report and appendix.

The Appendix has been updated to reflect the complete TIA Scope of Work.

2. Do not include traffic adjustments for the existing office land use trip count. Revise trip counts for Table 1 and Table 2 accordingly (pg. 20 'Site Traffic' or please specify code reference.

Per our meeting on August 3, 2015, the existing trip generation volumes in Table 2 were revised to match what is shown in Table 1 since no reductions can be taken for the trips associated with the existing use.

3. Submit a cost estimate for all improvements sealed by the engineer to the transportation reviewer. The cost estimate should include all of the improvements assumed in the TIA.

A cost estimate will be provided once all the mitigation measures have been approved by City Staff to avoid continually changing the total cost of mitigation. Cost estimates are not provided until this time to avoid confusion when presenting this report to neighborhoods and the public in general.

4. The following intersections, despite the proposed improvements, will experience a significant increase in seconds delay (Table 11). The LOS becomes unacceptable at the following intersections and respective years:

- a. Far West and Hart Lane (2028)
- b. EB Executive Center and Mopac SB FR (2023)

221 West Sixth Street
Suite 600
Austin, Texas 78701

P 512.328.0011
F 512.328.0325

Arizona
Florida
Texas

- c. EB Executive Center and Wood Hollow Drive (2028)
- d. WB Executive Center and Wood Hollow Drive (2028)
- e. EB Wood Hollow Drive and Driveway 11(2028)
 - i. This intersection must be addressed in both the report and Exhibit 4 of the Appendix.

Please provide additional improvements to mitigation the delays and decline in LOS.

Please refer to the responses provided in the Austin Transportation Department Comment Response Letter.

- 5. Please clarify the LOS data errors (>9999.9?) for the 2028 Improvements (pg. 11).

With the software that is utilized as required by the Austin Transportation Department (Synchro 9.0), when a delay exceeds a certain amount the software can no longer provide an actual value, therefore the value provided by the software output is provided as >9999.9. There is nothing that can be done to change this.

- 6. For each of the failing intersections, please give the LOS for each associated turning movement (Figure 12, Exhibit 6). All failing movements for each intersection must be accounted for at each phase of development.

Per our meeting with the Austin Transportation Department on August 6, 2015, LOS has been provided by Approach and not by individual movements as that is not practical. Please coordinate with ATD Reviewers on this specific concern. New Approach Tables have been included with the updated TIA Report.

- 7. Traffic Distribution (Table 8 and Exhibit 8) does not correlate with the approved TIA Scope traffic distribution. Concurrently, the NTA site distribution assumptions of 5% do not reflect the traffic distribution shown in Exhibit 8 either. These distributions should not be broken into separate commercial and residential uses, as this was not included in the TIA Scope.

Per our meeting with Austin Transportation Department on August 6, 2015, Bury, Inc. presented the Journey to Work Data as well as backup information on the Trip Distribution that has been utilized in the analysis. It was agreed that the distribution that we have presented in the report is acceptable.

- 8. Please provide a draft Traffic Phasing Agreement that clearly outlines the recommended traffic improvements as triggered by site-generated trips for each phase of the development. NOTE: the traffic phasing agreement will require the approval from the COA Legal Dept.

This will be provided to staff once staff provided concurrence on the TIA Report and the associated mitigation measures.

- 9. All of the roads identified in the Neighborhood Traffic Analysis are forecasted to operate beyond their road capacities per LDC-6-114. Please provide additional improvements to mitigation the impacts of the development on these local streets. These may include pedestrian, bicycle, safety, etc. improvements. The cost estimates of these improvements shall be included in the recommendations and in the NTA analysis (pg. 32).

Per our meeting with Austin Transportation Department on August 6, 2015, additional pedestrian and bicycle related mitigation has been added to the TIA report. Improvements include improving sidewalks, adding curb ramps where none are provided, addressing old curb ramps, and other pedestrian related mitigation.

- 10. Austin Transportation Department comments have been provided as an attached memo.

Please see the Austin Transportation Department Comment Response Letter.

- 11. Additional comments may be generated after updated information is provided.

Comment noted. Thank you.

Please contact our office should you have any questions or if we can be of further assistance.

Sincerely,



Bobak Tehrany, P.E.
PROJECT MANAGER

cc: Tori Haase, Case Manager – City of Austin