



Date: November 22, 2015

To: Brian Williams, Brown & Gay, Engineering
James Schwerdtfeger, R-K Traffic Engineering

CC: Sherri Sirwaitis, Case Manager

Reference: Bull Creek Parcel (aka “The Grove at Shoal Creek”)
CD-2015-0009

Staff from the City of Austin Development Services and Transportation Departments have reviewed the revised Traffic Impact Analysis for the Bull Creek Parcel development proposal (hereafter called “The Grove”) and offer the following comments:

GENERAL COMMENTS

- A. Approval from the Texas Dept. of Transportation (TxDOT) is required for the proposed PUD as various state-maintained roadways are bordering and/or within the PUD area. TxDOT will need to review a revised TIA, reflecting appropriate revisions.
- B. Pedestrian crossings should be identified and paired with the (proposed) location of transit stops. Provide map showing location(s) of transit stops (current and proposed).
- C. Publically accessible bicycle/pedestrian connection from the site across Shoal Creek to Shoal Creek Blvd should be provided.

Development Services (Bryan Golden/Scott A. James):

- DSD1. The proposed development includes an exclusively private street network for internal site circulation. DSD requests public ROW for the intersections with Bull Creek Road and at a minimum, public right-of-way dedicated in alignment with their proposed major street network, the “collector plan.”
- DSD2. The proposed “Project Design Guidelines” do not reflect probable ultimate cross section(s) for Bull Creek Road, “Main Street” and the intersections of the driveways with Bull Creek Road.

DSD3. Project to be built in two phases: for initial 2018 build conditions, the full width construction of Bull Creek Road and Bull Creek Road/45th Street intersection is required. Inclusive of all operational elements: bicycle lanes, medians, turn lanes, sidewalks, trails and dedication of ROW required).

DSD4. 2024 build conditions will include improvements to Jackson Street (once identified), and contributions to offsite improvements for TxDOT facilities (where applicable).

DSD5. Please provide a draft Traffic Phasing Agreement that clearly outlines the traffic improvements to be built for each phase of the development. NOTE: the traffic phasing agreement will require the approval from the COA Legal Department.

Austin Transportation - Engineering (Upal Barua):

For the proposed intersection of 45th Street/ Bull Creek Road:

ATD1. Diagrams provided (using SU truck & P vehicle) do not indicate simultaneous northbound left turn maneuvers are possible with currently proposed lane widths. Recommendation of minimum 12 ft wide receiving lanes. FYI: COA does not limit geometric design elements to serve SU trucks as the design vehicle.

ATD2. Northbound thru movements (as shown) cannot operate simultaneously with dual left turns due to lateral shift (+/- 4 ft) for northbound movement.

ATD3. Diagrams do not show existing ROW lines accurately, and should show any proposed additional ROW needed to construct new signal and appropriate lane geometry and widths. Please present the existing and proposed ROW in different colors in the conceptual design diagrams.

ATD4. Identify the additional ROW requirement(s) for both Bull Creek Road and 45th Street approaches to the intersection.

ATD5. The intersection of 45th/Bull Creek Road should have ADA compliant ramps for all four crosswalks (diagrams provided do not include a crosswalk for southern side of intersection). Note: a minimum of 7 ft behind the curbline is required to allow for 5 ft sidewalks + utilities.

Austin Transportation - Signals (Andre Betit):

ATD6. Weaving analysis shown for Bull Creek Road between Driveway #1 and 45th Street should follow HCM guidelines.

ATD7. Projected volumes onto Jackson Street require mitigation measures along Jackson Street.

ATD8. The document does not provide AM volume figures for any analysis period.

ATD9. Applicant should provide a diagram or conceptual sketch of the entire length of Bull Creek Road to provide spacing and transition lengths for driveways, turn lanes, tapers, intersection approaches and required ROW.

ATD10. The volumes shown on the trip assignment worksheets do not match the traffic counts (PM volumes shown are not the same as those provided in the Appendix).

ATD11. The Analysis provides PM traffic volume figures that are “with” and “without” pass-by trips. However the site generated trips are not the same between the figures and are different from those shown in the trip generation section of the report. While pass-by trips are expected, the site’s trip generation should remain constant.

Austin Transportation – Bicycles (Nathan Wilkes):

ATD12. The 45th street/Bull Creek Intersection configuration provided does not allow for adequate transition northbound to serve future bike lanes planned north of 45th street. The intersection must identify the path(s) assigned to cyclists and vehicles.

ATD13. If in street bicycle lanes are provided along Bull Creek Road (including to and through the intersections), they should be a minimum of 6 ft wide.

ATD14. The proposed transition from the shared use path (SUP) to the in street bicycle lane must occur a minimum of 50 feet to the south of the start of northbound right turn lane taper approaching the 45th Street/Bull Creek intersection. Current design proposal shows transition from SUP to in street lane at beginning of right turn channel.

ATD15. Angle of channelizing islands for signalized intersections of 45th/Bull Creek Road and Jackson St/Bull Creek Road should be 60 degrees (not 45 degrees) to slow vehicular traffic.

ATD16. Proposed SUP must be a minimum of 10 ft in width for the length of the development (from intersection of 45th/Bull Creek Road south to property limit).

ATD17. For intersections of SUP with proposed driveways serving the development, raised crossings and/or speed reducing elements are required to ensure slower vehicle speeds.

We thank you for the revised TIA submitted in support of this PUD application. COA staff will continue to review elements of the proposal and may provide additional comments.

If you have any questions please feel free to contact me at (512) 974 - 3124.

A handwritten signature in black ink, appearing to read 'B. Golden', with a stylized, cursive script.

Bryan Golden, Planner III
Land Use Review Division
Development Services Department