



To: Garrett Martin, Milestone Community Builders & Caitlin Admire, Norris Design
From: Louis Alcorn, Capital Metro Planning
Date: 9 November 2015
Subject: RESPONSE - Site Evaluation for Potential Future Bus Stop Placement (*The Grove at Shoal Creek*)

Mr. Martin and Ms. Admire:

This is a follow up to our conversation regarding your project proposed along Bull Creek Road south of West 45th Street, *The Grove at Shoal Creek*. As you know Capital Metro currently operates one bus route, bi-directionally along Bull Creek Road, with fully accessible bus stops already located within the vicinity of your project's extent. Currently, Capital Metro is conducting a holistic service plan update (*Connections 2025*) during which all routes will be evaluated in terms of productivity, efficiency, and equity with respect to Austin's rapidly changing urban environment in order to recommend service changes and/or expansions to be implemented in the next five to ten years. The 19-Bull Creek route will be evaluated in this process and staff remains optimistic that transit-supportive densities in the form of new development should lead to increased ridership along this corridor.

Regarding your question concerning the flexibility of moving or redesigning certain bus stops to better serve future residents, we would be interested in working with you to identify suitable areas for new and improved bus stops. Our current stops within proximity to the project extent (identified on the attached map) exist in the following locations:

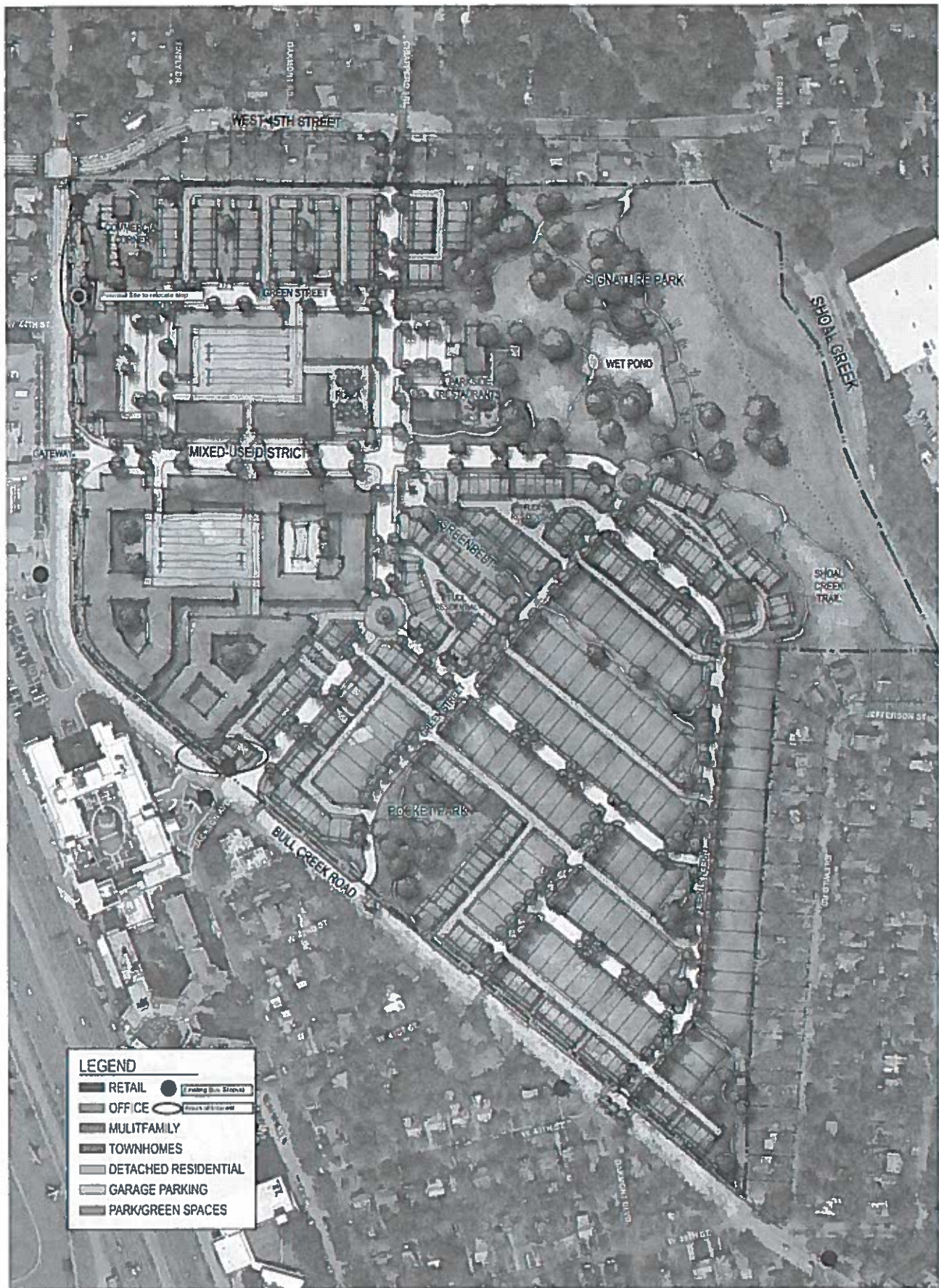
- Northbound (NB): Along Bull Creek Rd. at West 45th St., Jackson Ave., and West 39th Street
- Southbound (SB): Along Bull Creek Rd. at West 44th St., Jackson Ave., and West 40th Street

As per the Fall 2015 Update to our Service Guidelines and Standards, stop spacing in an area with medium density should generally be a minimum of 1,200 feet. This being said, the following map depicts our proposed bus stop placements, including the potential to relocate the W 45th & Bull Creek NB stop up to 300 feet south of its current location.

Bus stops should be approximately 25 feet in length by 10 feet in width and incorporated into the sidewalk. A larger area of approximately 15 feet in width (perpendicular to the road by 50 feet in length (parallel to the road) surrounding the stop should maintain a level slope to ensure that all ADA slope requirements are met.

What I have suggested here is based on what we know today and what is depicted in your site plan. We would want to continue to work with you as you develop your plans to help in refining these suggestions as you move forward.

Louis Alcorn
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The Grove at Shoal Creek
Austin, Texas