



Hem 87
06/07/07 Council

Date June 5 2007
To Tina Bui Case Manager
CC Kathy Hornaday P E HDR/WHM Transportation Engineering
Reference Eastbourne Crossing TIA (Hwy 71 East at FM 973)\
C14 06 0208

The Transportation Review Section has reviewed the Traffic Impact Analysis for the Eastbourne Crossing dated October 26 2006 prepared by Kathy Hornaday P E WHM Transportation Engineering and offers the following comments

TRIP GENERATION

Eastbourne Crossing is a 10 71 acre development located in east Austin just southeast of the intersection of State Highway 71 and FM 973. The area analyzed in this TIA is within the City's full purpose jurisdiction and is a portion of a larger planned development most of which is within Travis County. An interlocal agreement between the applicant TxDOT and Travis County for significant improvements to SH 130 and SH 71 in conjunction with the overall development is currently being finalized.

The property is currently undeveloped and zoned Development Reserve (DR). The applicant has requested a zoning change to General Commercial Services (CS). The estimated completion of the project is expected in the year 2008.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE) the development will generate approximately 3 882 unadjusted average daily trips (ADT).

The table below shows the adjusted trip generation by land use for the proposed development.

Table 1 Trip Generation						
LAND USE	Size	ADT	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
Specialty Retail Center	20 000 SF	327	0	0	18	22
Fast Food w/o Drive Thru	4 500 SF	1 015	56	54	36	34
High Turnover Restaurant (Sit Down)	6 000 SF	525	32	30	19	12
Total		1,867	88	84	73	68

ASSUMPTIONS

- 1 Traffic growth rates provided by the Texas Department of Transportation were as follows

Table 2 Growth Rates per Year	
Roadway Segment	%
All Roads	6%

- 2 In addition to these growth rates background traffic volumes for 2003 included estimated traffic volumes for the following projects

Del Valle Detox & Treatment Facility	SP 06 0151C
Paul Keller Investments	C14 06 0125
Interport	C8 00 2121 01

- 3 Reductions were taken for pass by for the following uses

Table 3 Summary of Pass-By Reductions		
Land Use	Pass-By Reductions %	
	AM	PM
Specialty Retail Center	0	18
Fast Food Restaurant w/o Drive Thru	49	50
High Turnover Restaurant	0	47

- 4 Reductions were taken for internal capture for the following uses

Table 4 Summary of Internal Capture Reductions		
Land Use	Internal Capture Reductions %	
	AM	PM
Specialty Retail Center	10	10
Fast Food Restaurant w/ Drive Thru	10	10
High Turnover Restaurant	10	10

- 5 No reductions were taken for transit use

EXISTING AND PLANNED ROADWAYS

SH 71 – SH 71 forms the northern boundary of the subject site. This roadway is currently classified as a four lane divided major arterial from Avenue F to SH 130. The CAMPO 2030 Plan identifies this roadway as a six lane freeway by 2030. This expansion construction however is not assumed to take place before project build out. The 2004 traffic volumes on SH 71 were approximately 45 000 and 49 000 vehicles per day (vpd) respectively east and west of FM 973.

FM 973 – This roadway is classified as a two lane minor arterial from FM 969 to SH 71 and as two lane major undivided arterial from FM 71 to Pearce Lane. The existing traffic volume for FM 973 between SH 71 and Pearce Lane was approximately 8 800 vpd.

Fallwell Lane – Fallwell Lane is a two lane undivided roadway north of the site across SH 71. 24 hour traffic data are not available for this location however based on a review of peak traffic period traffic counts 1 600 vpd are estimated north of SH 71.

SH 130 – This roadway is under construction in the vicinity of the site. The CAMPO 2030 Mobility Plan classifies this roadway as a six lane toll parkway. Traffic volumes for 2007 on SH 130 north and south of SH 71 are forecasted to be 22 100 vpd and 19 900 vpd respectively.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 5 intersections 2 of which are or will be signalized. Existing and projected levels of service are as follows assuming that all improvements recommended in the TIA are built.

Table 4 PM Peak Level of Service		
Intersection	2006 Existing	2008 Site + Forecasted
Fallwell Ln/FM 973 and SH 71*	D	D
FM 973 and SH 71*	C	C
FM 973 and Driveway A		A
FM 973 and Driveway B		A
Driveway C and SH 71		A

= SIGNALIZED

RECOMMENDATIONS

- 1) Prior to 3rd reading at City Council fiscal is required to be posted for the following improvements

Intersection	Improvements	Pro Rata Share (%)
Fallwell Lane/FM 973(East) and SH 71	1 additional lane south of SH 71 extending the length of the site	70
FM 973(East) and Driveway A	Install a traffic signal when warrants are met	100

EB=Eastbound WB=Westbound NB=Northbound SB=Southbound

- 2) Final approval from DPWT ~ Signals and TXDOT is required prior to 1st Reading
- 3) Cost estimates for the above improvements should be submitted prior to 1st Reading
- 4) Driveways should be constructed to the widths and cross sections recommended in the TIA
 - Recommend no lefts out of Driveway B
 - Recommend Driveway C operate as a right in right out driveway
- 5) For information Two copies of the final version of the TIA incorporating all corrections and additions must be submitted prior to final approval of the zoning case
- 6) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA including peak hour trip generations traffic distribution roadway conditions and other traffic related characteristics
- 7) Recommend that an EB right turn lane on SH 71 to Driveway C be constructed at time of site plan by the applicant

If you have any questions or require additional information please contact me at 974 3428

Amber Mitchell

Sr Planner ~ Transportation Review Staff

City of Austin – Watershed Protection and Development Review Department