



MEMORANDUM

To: Amer Gilani, P.E., PTOE (Carlson, Brigrance & Doering, Inc.)
CC: Curtis Beaty, P.E. (ATD); Joan Minyard EIT (ATD)
FROM: Justin Good, P.E. (ATD)
DATE: Original: November 12, 2020; Revised: June 30, 2021
SUBJECT: Neighborhood Traffic Analysis for FPT Development
Zoning Case Number C14-2020-0131

The Transportation Development Services (TDS) division has revised the original Neighborhood Traffic Analysis (NTA) for the above referenced case based on a change in requested zoning from MF-6 to MF-1 and the associated reduction in land use intensity from 265 dwelling units to 88 dwelling units. The information and conclusions contained herein shall supersede any previously issued NTA memos.

The 5.2-acre tract is located in south Austin at 1407 West Slaughter Lane (see Figure 1). In Figure 2 it is shown that the surrounding area south of Slaughter Lane is bounded on the west by an existing railroad track (red), the south by Slaughter Creek (blue), and the east by Mary Moore Searight Metropolitan Park (green). The site is currently zoned DR and the zoning request is for MF-1.

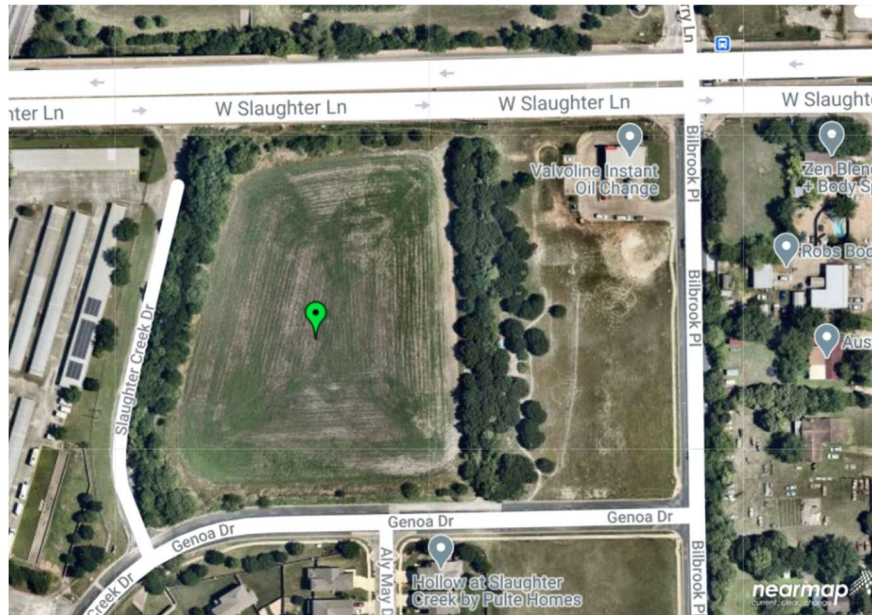


Figure 1: Local Map

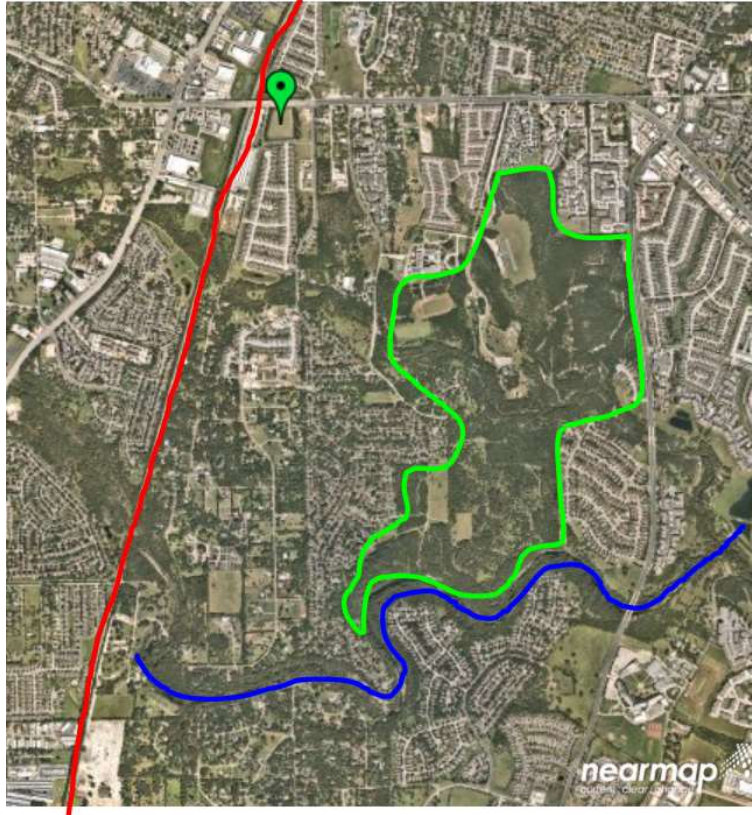


Figure 2: Regional Map

Roadways

The tract proposes access to Genoa Drive, which is classified as a residential local street and currently has 70 feet of right-of-way and 40 feet of pavement width. Genoa Drive has four travel lanes with curb and gutter and sidewalk on the south side of the street. There are no bicycle facilities present on Genoa Drive.

Bilbrook Place is the primary access point to Slaughter Lane both for the proposed development and the existing neighborhoods to the south. It is classified as a residential collector with 70 feet of right-of-way and 40 feet of pavement width. North of Genoa Drive, Bilbrook Place has two travel lanes, two bicycle lanes, and sidewalk on the west side of the street.

The 24-hour traffic volumes on Genoa Drive and Bilbrook Place were 2,316 vehicles per day and 6,664 vehicles per day, respectively, based on traffic counts collected August 18, 2020. Previously, daily traffic count data was collected on Bilbrook Place between August 27 and August 29, 2019, and showed an average 24-hour traffic volume of 8,022 vehicles per day. In order to account for reduced daily traffic volumes due to the ongoing COVID-19 pandemic, an adjustment factor of 1.20 was calculated based on the difference in traffic on Bilbrook Place between 2019 and 2020. Applying the adjustment factor to the August 18, 2020 daily traffic volume on Genoa Drive results in an adjusted daily traffic volume of 2,788 vehicles per day.

Trip Generation and Traffic Analysis

This zoning case assumes 88 low-rise multifamily dwelling units (ITE Code 220). Based on the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, the proposed development will generate 624 vehicle trips per day. See Table 1 for a detailed breakdown of the trip generation.

Table 1 - Trip Generation		
Land Use	Size	Unadjusted Trip Generation
Residential (Low-Rise Multifamily Housing)	88 DU	624
TOTAL		624

Table 2 provides the expected distribution of site trips to/from Slaughter Lane.

Table 2 - Trip Distribution	
Street	Traffic Distribution by Percent
Genoa Drive	100%
Bilbrook Place	100%

Table 3 represents a breakdown of traffic on Genoa Drive and Bilbrook Place: existing traffic, proposed site traffic, total traffic after development, and percentage increase in traffic.

Table 3 - Traffic Summary				
Street	Existing Traffic (vpd)	Proposed New Site Traffic to Roadway	Overall Traffic	Percentage Increase in Traffic
Genoa Drive	2,788 (adjusted)	624	3,412	22.4%
Bilbrook Place	8,022 (2019)	624	8,646	7.8%

According to Section 25-6-116 of the Land Development Code, streets which have pavement width of 40 feet or wider are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadway exceeds 4,000 vehicles per day. Genoa Drive is currently operating at a desirable level and will continue to do so with the addition of site traffic. Bilbrook Place is currently operating at undesirable levels and will continue to do so with the addition of site traffic.

Recommendations/Conclusions

Based on the results of the NTA, ATD has the following recommendations and conclusions.

1. At time of subdivision or site plan, contribute a fee-in-lieu payment of \$70,000 towards protected bike lanes on both sides of Slaughter Lane from Menchaca Road to Texas Oaks Drive as identified in the Slaughter Lane Corridor Mobility Plan.

2. At time of subdivision or site plan, construct a 5'-wide sidewalk on the north side of Genoa Drive from the property to Bilbrook Place.
3. If the number of units proposed in Table 1 is exceeded, the TDS division may be required to reassess the NTA. If at time of subdivision or site plan a TIA is required per LDC 25-6-113, the recommendations identified in this NTA memo may be revised. The final decision on mitigation recommendations shall defer to the TIA.
4. The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by the project combined with existing traffic exceeds the desirable operating level established on a residential local or collector street in the neighborhood traffic analysis study area.

If you have any questions or require additional information, please contact me at 974-1449.



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