



MEMORANDUM

To: Wendy Rhoades, Case Manager
CC: Ron Thrower; Victoria Haase; Amber Mitchell; Joan Jenkins, EIT
FROM: Justin Good, P.E.
DATE: November 05, 2019
SUBJECT: Neighborhood Traffic Analysis for 7410 Cooper Lane
Zoning Case # C14-2019-0090

The Transportation Development Services division has performed a Neighborhood Traffic Analysis for the above referenced case and offers the following comments.

The 5.0-acre tract is located in south Austin at 7410 Cooper Lane. The site is currently zoned Development Reserve (DR). The west is zoned SF-2 with DR zones to the north and south. The zoning request is for Townhouse and Condominium residence (SF-6).

Roadways

The tract proposes access to Cooper Lane. Cooper Lane is classified as a residential collector and would provide the main access to the site. The roadway currently has 60 feet of right-of-way and 20 feet of pavement. The roadway has two-lanes without curb and gutter and no sidewalks. The average 24-hour count traffic volume on Cooper Lane was 3,194 vehicles per day, based on data collected from August 27, 2019 to August 29, 2019.

Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineer's Trip Generation Manual, 10th Edition, the proposed 60 unit multi-family development, with the requested zoning of SF-6, will generate 413 vehicle trips per day.

Table 1.		
Land Use	Size	Unadjusted Trip Generation
Multifamily Housing (Low-Rise)	60 units	413
TOTAL		413

Table 2 represents the expected distribution of the 413 trips:

Table 2	
Street	Traffic Distribution by Percent
Cooper Lane	100%
TOTAL	100%

Table 3 represents a breakdown of existing traffic on Cooper Lane, proposed site traffic, total traffic after development, and percentage increase in traffic on Cooper Lane.

Table 3				
Street	Existing Traffic (vpd)	Proposed New Site Traffic to each Roadway	Overall Traffic	Percentage Increase in Traffic
Cooper Lane	3,194	413	3,607	13%

According to Section 25-6-116 of the Land Development Code, streets which have pavement width of less than 30 feet are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 1,200 vehicles per day. Based on the values in Table 3, Cooper Lane is currently operating at an undesirable level and will continue to do so with proposed site traffic. In order to account for increased stress on the surrounding traffic network due to site traffic, recommendations for mitigations and improvements are presented in the following section.

Recommendations/Conclusions

1. At time of subdivision or site plan, a total of 39 feet of right-of-way from the existing centerline of Cooper Lane should be dedicated in accordance with the Transportation Criteria Manual.
2. At time of subdivision or site plan, the applicant shall widen Cooper Lane along the property frontage to provide a separate left-turn lane for entering site traffic. The applicant should submit a schematic drawing with dimensions and a construction cost estimate signed and sealed by an engineer to verify the amount required for posting. It is recommended that these improvements be implemented by the applicant to assure safer access and circulation into the subdivision. The roadway improvements should be included with the site plan application and be designed according to the Transportation Criteria Manual.
3. To mitigate the increase of traffic on Cooper Lane and to encourage pedestrian connectivity in the area, it is recommended that the following improvements be explored at the time of subdivision or site plan: reconstruction of Cooper Lane to urban standards with curb and gutter, construction of all ages and abilities bicycle facilities, and construction of sidewalk along Cooper Lane. Additional improvements may be required upon further review.
4. If the number of units proposed in Table 1 are exceeded, the Transportation Development Services division will have to reassess the NTA.

5. 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.
 6. Improvements shall not exceed the impact of demand placed on thoroughfare system. All required improvements shall not exceed Rough Proportionality per LDC Section 25-6-101 (*Mitigation of Transportation Impacts*).
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If you have any questions or require additional information, please contact me at 974-1449.



Justin Good, P.E.
Transportation Development Engineer – Lead: South
Austin Transportation Department