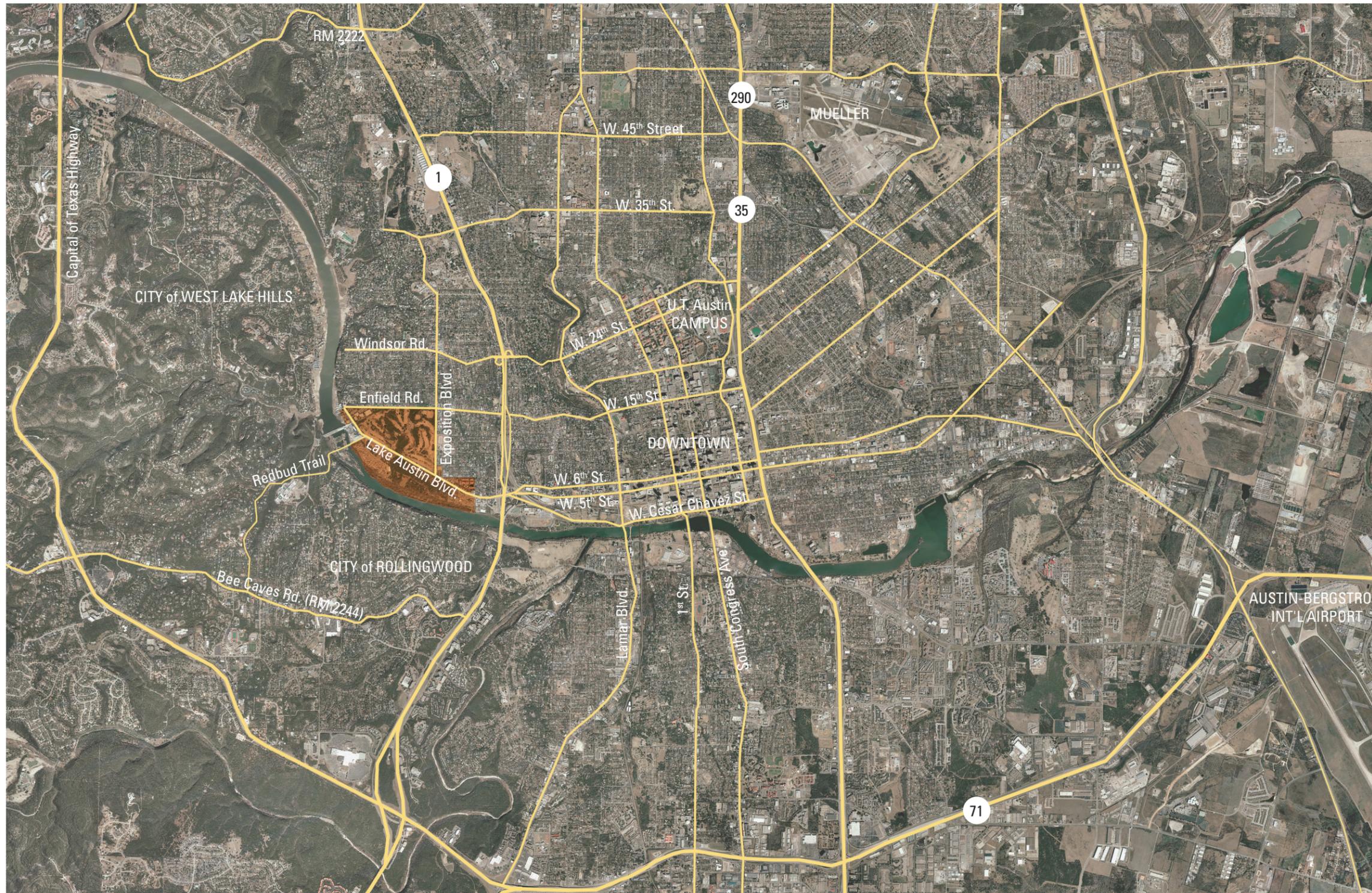


CHAPTER III

TRAFFIC AND TRANSPORTATION



3.1 Traffic Operations and Capacity	page 3.1
3.2 Site Through-Traffic.....	page 3.7
3.3 Regional Transportation Solutions	page 3.8
3.4 Timing of Development and Regional Improvements.....	page 3.10



Regional transportation network

3.1.1. TRAFFIC OPERATIONS AND CAPACITY

There are four (4) major issues or conditions affecting traffic operations and capacity within the site and access to and from the site:

1. Use of site roadways as diversion or alternative routes to non-site destinations
2. Geometry of the Loop 1 connections to local streets that are part of the access network to the site: 5th Street, 6th Street, Cesar Chavez Street, and Lake Austin Boulevard
3. Traffic growth along the Loop 1 corridor
4. Purpose and function of site roadway network

3.1.1.1. DIVERSION/ALTERNATIVE ROUTES

Probably the most critical issue affecting traffic operations in and around the site is the reality of existing challenges in the regional transportation system to provide sufficient North-South and East-West capacity and access. Because of this, the site roadways are used as diversion or alternative routes to the regional transportation system. Diversion or alternative routes are those wherein drivers leave (or simply avoid) direct routes to access non-site destinations. For example, review of the regional transportation system, as shown in Regional Transportation Network map, reflects no access to RM 2244 (Bee Cave Road) or other destinations within the Westlake Peninsula from downtown, the Capitol Complex or West Austin other than from Loop 1 South or Redbud Trail. Redbud Trail is a functional minor arterial accessed only by Enfield Road/Scenic Drive and/or Lake Austin Boulevard (all functional minor arterials or less), and within a regional context serves as the "front door" to the Town of Westlake.

Access to North-Central/West neighborhoods is generally limited to Interstate 35, Guadalupe Street, Lamar Boulevard, MoPac Boulevard (Loop 1) and Exposition Drive. Drivers may use Loop 1 for a portion of the trip, but exit and drive through the site, or avoid Loop 1 altogether and use only the arterial/collector system to access destinations outside of the site. East-West access, especially as previously noted to the Westlake Peninsula, is far more limited.

As illustrated in the maps on page 3.2 and 3.3, the following are the typical diversion/alternative route traffic patterns that impact site roadways:

1. Westbound Diversion/Alternative Route from Downtown to Westlake Peninsula via Redbud Trail
2. Westbound Diversion/Alternative Route from Downtown/Capitol Complex to Westlake Peninsula via Enfield Road, Lake Austin Boulevard and Redbud Trail
3. Diversion/Alternative Route to southbound Loop 1 to Westlake Peninsula via Enfield Road, Lake Austin Boulevard and Redbud Trail
4. Diversion/Alternative Route for northbound Loop 1 via Enfield Road and Exposition Boulevard
5. Diversion/Alternative Route for northbound Loop 1 via Lake Austin Boulevard and Exposition Boulevard
6. Diversion/Alternative Route for northbound Loop 1 via Enfield Road and Exposition Boulevard

Tables and maps on page 3.4 showing the overall existing traffic counts and the traffic generated by the site sharply illustrate that the majority of the traffic on site roadways is through-traffic. Observation of through-traffic and Loop 1 North- and South-bound traffic, in addition to informal polling, indicates that a large percentage of this through-traffic originates through the selection of diversion or alternative routes. Site-generated traffic and through-traffic is addressed in greater detail in the following section.



Westbound diversion/alternative route from Downtown to Westlake Peninsula via Redbud Trail



Westbound diversion/alternative route from Downtown/Capitol Complex to Westlake Peninsula via Enfield Road, Lake Austin Boulevard and Redbud Trail

TRAFFIC OPERATIONS AND CAPACITY

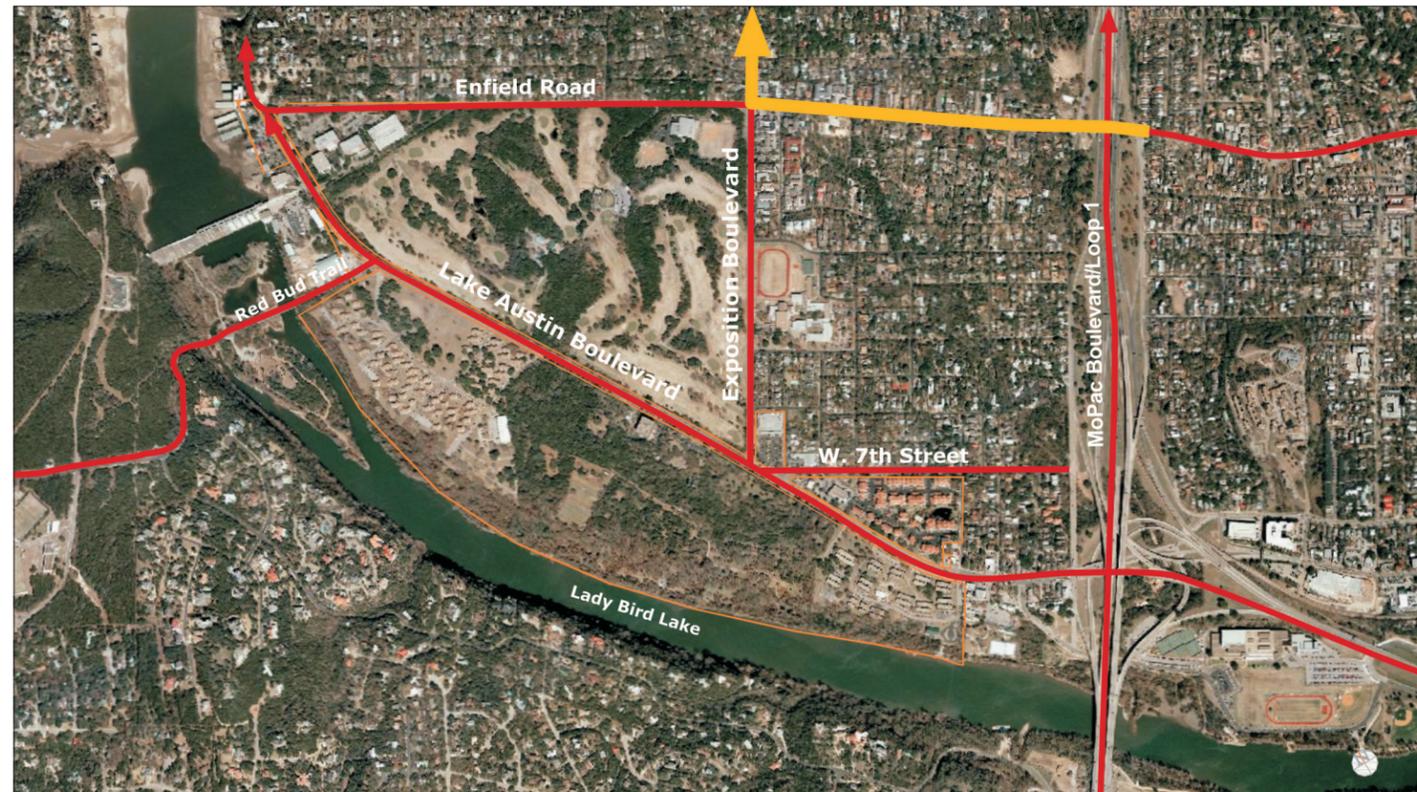




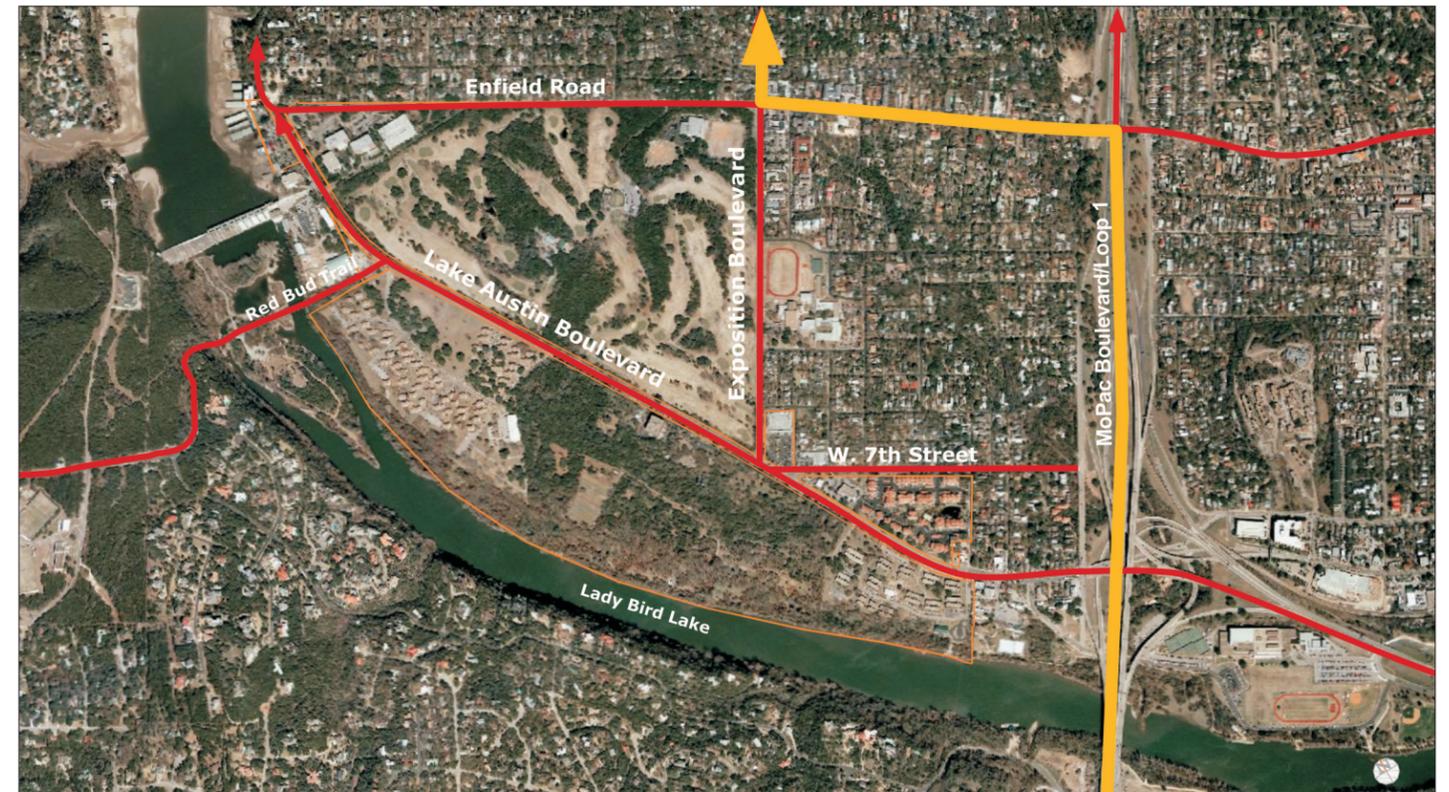
Diversion/alternative route to southbound Loop 1 to Westlake Peninsula via Enfield Road, Lake Austin Boulevard and Redbud Trail



Diversion/alternative route for northbound Loop 1 via Lake Austin Boulevard and Exposition Boulevard



Diversion/alternative route for northbound Loop 1 via Enfield Road and Exposition Boulevard



Diversion/alternative route for northbound Loop 1 via Enfield Road and Exposition Boulevard

TABLE 1 : 24-HOUR TRAFFIC COUNT LOCATIONS AND VOLUMES		
Count Location Number	Location	Volume
1a	5th St. from Lake Austin Boulevard EB	16,078
1b	5th St. from Loop 1 SB exit ramp	8,469
2	7th St. W. of Loop 1 SB frontage	3,106
3	7th St. W. of Atlanta St.	2,334
4	Loop 1 Cesar Chavez/6th St. Exit Ramp to Enfield Rd.	1,449
5	Cesar Chavez from Lake Austin Bl. EB	3,382
6a	Cesar Chavez from Loop 1 SB	10,347
6b	Cesar Chavez E. of Loop 1	35,768
7	Cesar Chavez Ramp to Lake Austin Bl. WB	2,384
8	Enfield Road E. of Raleigh Ave.	6,000
9	Enfield Road W. of Exposition Bl.	7,382
10	Enfield Road E. of Norwalk Ln	11,424
11	Enfield Road W. of Loop 1	15,494
12	Exposition Bl. N. of Lake Austin Bl.	10,698
13	Exposition Bl. S. of Enfield Rd.	11,588
14	Lake Austin Bl. E. of Exposition Bl.	19,985
15	Lake Austin Bl. N. of Redbud Tr.	19,952
16	Lake Austin Bl. S. of Enfield Rd.	7,982
17	Lake Austin Bl. S. of Redbud Tr.	16,606
18	Lake Austin Bl. W. of Exposition Bl.	17,040
19	Lake Austin Bl. W. of Loop 1	25,661
20	Lake Austin Bl. E. of Loop 1	23,645
21a	Loop 1 NB Entrance Ramp from Cesar Chavez	9,127
21b	Loop 1 NB Entrance Ramp from 6th St.	12,222
22	Loop 1 NB Entrance Ramp N. of Enfield Rd.	9,307
23	Loop 1 NB Entrance Ramp N. of Lake Austin Bl.	20,262
24a	Loop 1 NB Entrance Ramp to 5th St.	12,351
24b	Loop 1 NB Entrance Ramp to Cesar Chavez	6,951
25	Loop 1 SB Entrance Ramp N. of Lake Austin Bl.	10,996
26a	Loop 1 SB Entrance Ramp from Loop 1 SB Frontage	12,044
26b	Loop 1 SB Entrance Ramp from Cesar Chavez	5,947
27	Loop 1 SB Exit Ramp N. of Enfield Rd.	8,557
28	Loop 1 SB Exit Ramp N. of Lake Austin	4,387
29	Loop 1 SB Frontage N. of 7th St.	6,497
30	Median Break between 5th and 6th Sts. (NB)	5,045
31	Redbud Tr. E. of Westlake Dr.	13,243
32	Redbud Tr. W. of Lake Austin Bl.	15,857
33	Westlake Dr. N. of Redbud Tr.	10,297
34	Westlake Dr. S. of Redbud Tr.	10,261



The overall existing traffic counts

TABLE 2: BRACKENRIDGE SITE TRIP GENERATION				
Site Use		Site-Generated Trips Within 24-Hour Period*	Site-Generated Trips Within AM Peak Period*	Site-Generated Trips Within PM Peak Period*
CVS Pharmacy	Pharmacy with Drive-Through Window	458	14	46
Brackenridge Apts.	Apartment	2,044	158	191
Gables Town Lake Apts.	Apartment	1,689	129	158
Colorado Apts.	Apartment	1,352	101	128
The Kitchen Door	High-Turnover (Sit-Down) Restaurant	301	27	26
7-11 Store	Convenience Market with Gas Pumps	920	50	67
Randall's	Supermarket	1,955	63	203
Brackenridge Field Lab	Research and Development	428	65	57
LCRA	Government Office Building	3,869	330	68
Mozart's	High-Turnover (Sit-Down) Restaurant	839	76	72
Hula Hut	High-Turnover (Sit-Down) Restaurant	1,233	112	106
Moreland Properties	Single Tenant Office Building	26	4	4
Oyster Landing Offices	General Office Building	63	9	8
Lion's Golf Course	Golf Course	643	40	50
WAYA w/ fields	Recreational Community Center	658	46	47
Total Trips Generated		16,478	1,224	1,230

*Based on Trip Generation 7th Edition by Institute of Transportation Engineers; includes reductions for internal capture and pass-by traffic, as appropriate.

TRAFFIC OPERATIONS AND CAPACITY

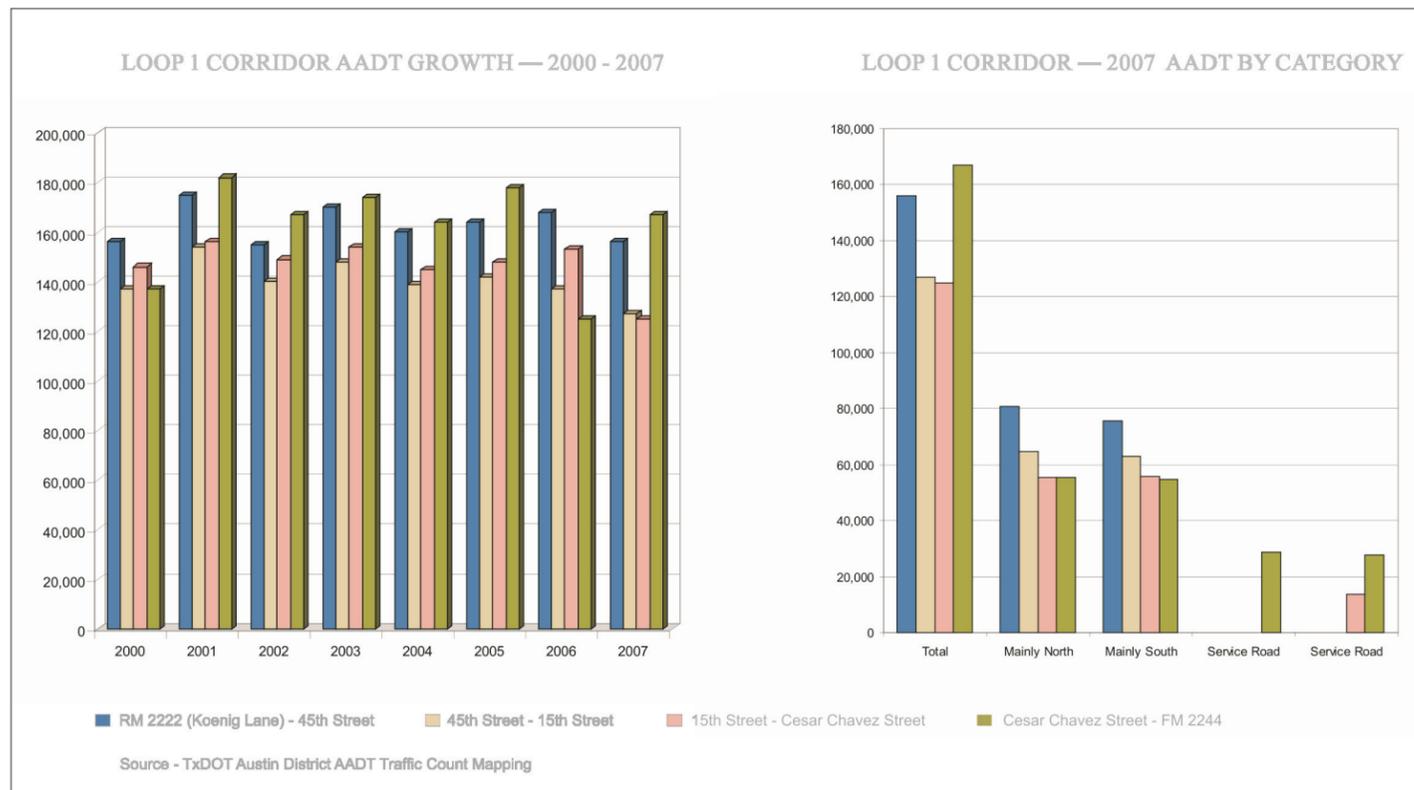




Local Street Connections at Loop 1

3.1.2. LOOP 1/LOCAL STREET CONNECTION GEOMETRY

The geometry of the local street connections at Loop 1 illustrates the inadequate capacity for local traffic to access the site through the Loop 1/Cesar Chavez Street/5th Street/6th Street interchange. These local streets, narrowing at times to one lane, converge through the interchange which is limited by existing land uses (including parkland), vertical alignment clearances, merge/weave patterns of local through-traffic, and Loop 1 existing and entering traffic. This situation contributes not only to inefficient access to the site, but also to drivers diverting from Loop 1 to site roadways in order to access non-site destinations. Most notable are the PM peak hour Westbound traffic from 6th Street attempting to travel South on Loop 1: 6th Street vehicles must merge left into traffic coming from Cesar Chavez Street traveling Westbound to access Lake Austin Boulevard or Southbound Loop 1, creating numerous conflicts and delays.



The growth of traffic along the Loop 1 corridor and year 2007 traffic volume split between northbound and southbound average daily traffic

3.1.3. TRAFFIC GROWTH ALONG THE LOOP 1 CORRIDOR

Also impacting access to and traffic operations at the site is the growth of traffic along the Loop 1 corridor, most notably between Bee Cave Road (RM 2244) and RM 2222 (Koenig Lane). Congestion and the ensuing delays in travel time result in drivers choosing to take diversion/alternative routes. Traffic on Loop 1 is projected to increase to more than 211,000 by Year 2010 at RM 2222 and to nearly 320,000 by Year 2030 (Source: TxDOT Transportation Planning and Programming Division). The historical increase in traffic has been experienced in both Northbound and Southbound traffic. The charts on the left illustrate the growth of traffic along the Loop 1 corridor and the Year 2007 traffic volume split between Northbound and Southbound average daily traffic, which is relatively equal. Ramp volumes, where existing, are indicated also.

3.1.4. PURPOSE AND FUNCTION OF SITE ROADWAY NETWORK

The site roadways Lake Austin Boulevard, Enfield Road, Exposition Boulevard, and Redbud Trail are functionally classified as minor arterials, and are either undivided 2-lane or 4-lane roadways. Minor arterials can be either divided or undivided and are intended to provide local access and circulation, facilitate through-traffic, and are given low priority at significant intersections. This functional classification, in conjunction with the following factors, creates the conflicts at the site boundary intersections:

- Numerous driveways accessing adjacent land uses;
- Lack of major regional East-West and North-South corridors;
- Use of site roadways to provide through-traffic access to remote destinations as either diversion or alternative routes; and
- Reduced geometry of site roadways through the Loop 1 interchange.

These conflicts results in AM and PM peak periods intersection Levels of Service at site boundary road intersections that are either failing or near-failing, as illustrated in Level of Service maps on this page.

Additionally, prior to the construction of the Loop 1 facility, the local "grid" street system continued West into the Brackenridge Tract area. Those streets are now truncated both East and West of Loop 1 and no longer provide connectivity from the downtown and Capitol Complex to the site, leaving only two minor arterials (Enfield Road, Lake Austin Boulevard) to provide East-West connectivity.

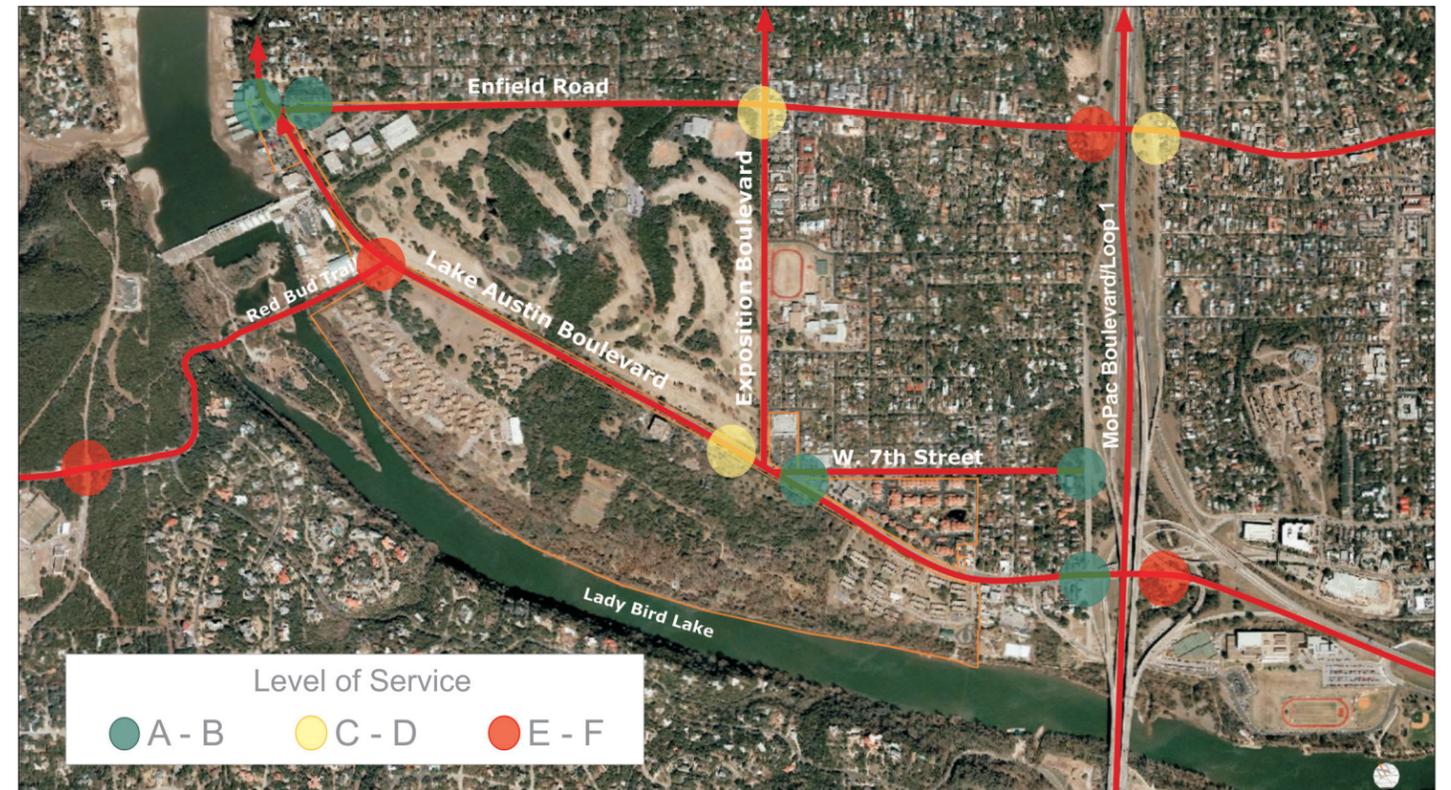
Definition of Level of Service for Signalized and Unsignalized Intersections

LOS	Average Control Delay per Vehicle (sec/veh)	Description	
	Signalized	Unsignalized	
A	≤ 10	≤ 10	No delays at intersections with continuous flow traffic. Uncongested operations; high frequency of long gaps available for all left and right turning traffic; no observable queues.
B	> 10 and ≤ 20	> 10 and ≤ 15	
C	> 20 and ≤ 35	> 15 and ≤ 25	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.
D	> 35 and ≤ 55	> 25 and ≤ 35	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No long standing lines formed.
E	> 55 and ≤ 80	> 35 and ≤ 50	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.
F	> 80	> 50	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.

Source: Highway Capacity Manual.



AM peak periods intersection levels of service at site boundary road intersections



PM peak periods intersection levels of service at site boundary road intersections

TRAFFIC OPERATIONS AND CAPACITY

3.2. SITE THROUGH-TRAFFIC

3.2.1. DETERMINATION OF SITE-THROUGH TRAFFIC

Typically, the determination of site through-traffic is based on existing traffic volumes on site roadways, site-generated (or "primary") trips and distribution on site roadways, and a consideration of factors such as pass-by traffic trips, internal capture trips, and diverted linked trips. Pass-by trips are those not directly generated by the site land uses and do not add additional traffic to adjacent roadways but can increase conflicts at access points as drivers choose to "stop in" at specific site land uses. Internal capture trips do not re-enter the adjacent roadway system to access a second destination within the site. Diverted linked trips are attracted from roadways within the area of a site generator to an adjacent roadway to access the generator. They add trips to the adjacent roadway system but may not add trips to the major travel routes in the area.

3.2.2. 24-HOUR TRAFFIC VOLUMES

Based on the low intensity of uses in the site, the majority of the traffic on site roadways, especially Lake Austin Boulevard, can be considered diverted linked trips, with Westlake and Rollingwood in actuality serving as a site-external "generator." A review of the existing 24-hour traffic locations and volumes indicated on Exhibit 8 and site-generated trips can help frame the discussion of what the existing "through-traffic" is within the site. Because of the low number and intensity of land uses within the site, pass-by trips and internal capture trips would have an impact on determining through-traffic. The site's location, the factors as noted above, and the high amount of diverted linked trips would factor heavily in creating site through-traffic.

3.2.3. EXISTING SITE TRIP GENERATION

Existing land uses on the site generate 16,478 trips per day, as summarized in Table 2, Brackenridge Tract Trip

Generation. In addition to the 24-hour trip generation, both AM and PM peak hour trip generation are summarized in the table.

At this level of analysis, the percentage of site-generated trips accessing the site through specific site boundary roadways can be estimated; however, those site-generated trips cannot be assigned to specific site roadway links without further analysis. The percentages of site-generated trips assigned to site boundary roadways is shown in the lower left map on this page.

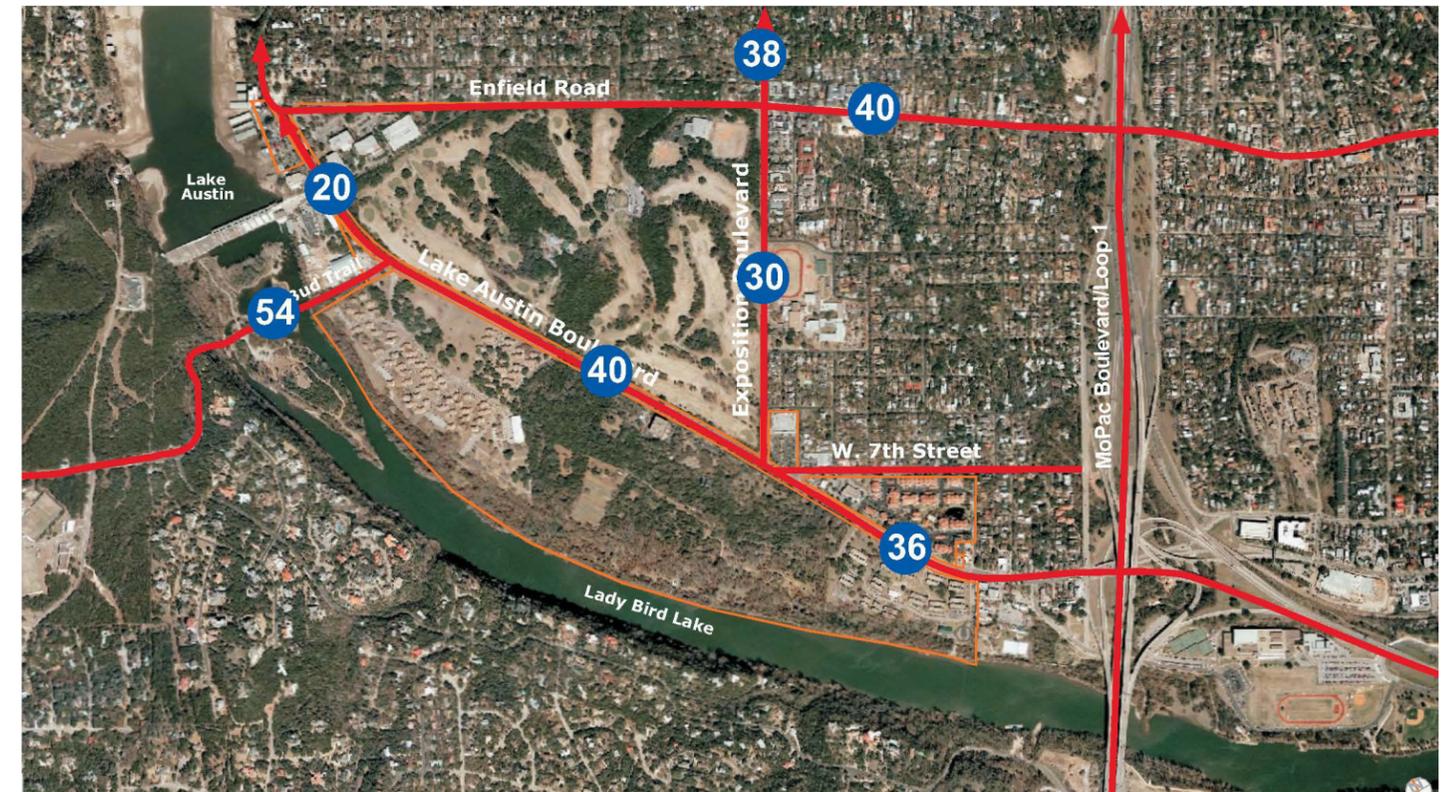
3.2.4. ESTIMATE OF EXISTING THROUGH-TRAFFIC

A review of the site-generated traffic and site "roadway access assignments" can then be compared to the 24-hour traffic counts, AM/PM peak hour (periods), and peak hour turning movement counts conducted to begin to estimate what the through-traffic is within the site. Through-traffic volumes represent both diverted trips as well as local/regional trips using the existing

roadway network to facilitate through access to areas outside (from and to) the study area, and does not include either site-generated or adjacent use (neighborhood) trips. Background traffic volumes include through-traffic and adjacent use (neighborhood) trips. Without further analysis and completing specific site roadway link assignments, background traffic cannot be estimated. However, through a review of the existing roadway network and traffic volumes generated by other land uses in and around the study area developed by the Capital Area Metropolitan Planning Organization (CAMPO) to calibrate the Travel Demand Model used in long-range roadway planning efforts, an estimate can be developed of through-traffic using the existing minor arterial roadway network. The percentage of estimated through-traffic on existing site roadways is shown in the lower right map on this page.



The percentages of site-generated trips



The percentage of estimated through-traffic on existing site roadways

3.3. REGIONAL TRANSPORTATION SOLUTIONS

In addition to internal site roadway solutions that may be proposed as part of the conceptual planning process for the site, regional planning in the greater Austin Metropolitan area has the potential to positively impact traffic operations in the site. The major regional planning efforts are led by the Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Austin-San Antonio Intermunicipal Commuter Rail District, Capital Metropolitan Transit Authority (Capital Metro), Capital Area Metropolitan Planning Organization (CAMPO), and the City of Austin (COA).

3.3.1. TEXAS DEPARTMENT OF TRANSPORTATION

TxDOT is both a planning and implementation entity, responsible for the State Highway System in Texas. While the site roadways are functionally classified as minor arterials and are not located on the State Highway System, much of the traffic which accesses the site today and in the future will use the Loop 1 facility, both Northbound and Southbound. The Loop 1 Managed Lane project, initiated by TxDOT, is currently under development by the CTRMA. This project would construct one "Managed Lane" (currently proposed to be free high-occupancy vehicle use and tolled single-occupancy vehicle use) in each direction. The project will be developed in two phases: Phase 1 - Parmer Lane (FM 734) to North of Lady Bird Lake/Lake Austin, and Phase 2 - North of Lady Bird Lake/Lake Austin to South of RM 2244 (Bee Cave Road). Phase 1 is currently in the environmental clearance phase, which is anticipated to conclude in mid/late 2010. Phase 1 construction design is currently not underway; however, the TxDOT Austin District estimates that once the environmental clearance phase is completed, Phase 1 could be let for construction within 18 to 20 months. Other than some preliminary traffic modeling, project development for Phase 2 has not been initiated. No other improvements for Loop 1 have been proposed at this time.

Article XII, Section 12.6. of the Brackenridge Development Agreement (BDA) between the COA and the University of Texas stipulates that the City will "modify its Roadway Plan, Austinplan, and any other compre-

hensive plan or master planning document" to call for the construction of a Loop 1 Northbound entry ramp for Eastbound Lake Austin Boulevard traffic and that the University will assist the City in its application to TxDOT for the design and construction of such a ramp. The currently-adopted Austin Metropolitan Area Transportation Plan (AMATP; see following section) Roadway Table includes a remark under the Lake Austin Boulevard section from Exposition Boulevard to Loop 1 to "add ramp for Northbound access to Loop 1." To date, no efforts have been undertaken by the City to initiate the process with TxDOT for the design and construction of the ramp.

The Loop 1 Managed Lane project, as proposed, would not improve access to the site directly, although in terms of segregating through-traffic from local traffic it could potentially reduce conflicts for drivers attempting to enter and exit the roadway and reduce overall travel time. This could make the trip to the site more attractive. The access ramp referenced in the BDA would clearly have a positive impact on vehicles attempting to access Northbound Loop 1 from Eastbound Lake Austin Boulevard, eliminating the indirect route and merge/weave conflicts which currently exist for drivers accessing Westbound 6th Street via Campbell Street to the existing Northbound Loop 1 ramp.

3.3.2. CAMPO 2030 PLAN

The CAMPO Mobility 2030 Plan (Plan), adopted in June 2005, identifies recommended mobility improvements (minor arterial system through the State Highway and Toll Road systems) in the 3-County area over a 30-year timeframe within a financially constrained context. The Plan is currently being updated, as mandated by Federal regulations. Traffic modeling is underway, and the CAMPO Board is anticipated to provide direction to staff regarding which growth scenario(s) to adopt for further planning efforts in Summer 2009. The CAMPO Mobility 2035 Plan will be adopted in Fall 2010. At this time, it is not anticipated that any new arterials, either minor or major, would be added to the arterial roadway system that would positively impact access to and/or circulation within the site, other than the recommended expansion of the existing arterials included in the currently-adopted Plan, as illustrated in Table 3. It is anticipated, however,

that as part of the CAMPO 2035 Mobility update, the Loop 1 Managed Lane project will be extended South of RM 2244 to a terminus to be determined.

3.3.3. AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN

The COA's Metropolitan Area Transportation Plan (AMATP) is a long range plan for the 20 to 25-year timeframe. Like the CAMPO Mobility Plan, roadways anticipated to receive Federal or State funding must be identified in the AMATP, although the AMATP also includes local street recommendations that are not in-

cluded in the scope of the federally-mandated CAMPO planning process. While historically the AMATP process has been independent of the CAMPO process, the COA adopted the CAMPO 2025 Mobility Plan recommendations as part of the AMATP 2025 update, although with some notations regarding right-of-way and environmental issues. It is anticipated that the City would consider adopting the CAMPO 2035 Mobility Plan recommendations as part of the next AMATP update. As noted previously, based on the stipulation of the Brackenridge Development Agreement, the City included a remark in the currently-adopted AMATP for the section of Lake Austin Boulevard from Exposition Boulevard to Loop 1 for the

TABLE 3: CAMPO 2030 MOBILITY PLAN - SITE ROADWAY RECOMMENDATIONS		
Roadway	Current Designation/Lanes	Campo 2030 Mobility Plan Recommended Designation
MoPac (Loop 1)		
Far West Boulevard to RM 2222	Parkway / 6	Parkway / 6 – Managed Lanes / 2
RM 2222 to Caesar Chavez	Parkway / 6	Parkway / 6 – Managed Lanes / 2
Caesar Chavez to Town Lake	Parkway / 6	Parkway / 6 – Managed Lanes / 2
Town Lake to RM 2244	Freeway / 6	Freeway / 6 – Managed Lanes / 2
Lake Austin Boulevard		
Enfield Road to Redbud Trail	Minor / 2	Minor / 4
Redbud Trail to Exposition Boulevard	Minor / 4	Minor / 4
Exposition Boulevard to Loop 1	Minor / 4	Minor / 4
Exposition Boulevard		
Westover Road to Enfield Road	Minor / 2	Minor / 2
Enfield Road to Lake Austin Boulevard	Minor / 2	Minor / 2
Enfield Road/15th Street		
Lake Austin Boulevard to Exposition Boulevard	Minor / 2	Minor / 2
Exposition Boulevard to Loop 1	Minor / 4	Minor / 4
Loop 1 to North Lamar Boulevard	Minor / 4	Minor / 4
Redbud Trail		
RM 2244 to Westlake Drive	Minor / 2	Minor / 2
Westlake Drive to Lake Austin Boulevard	Minor / 2	Minor / 2
Cesar Chavez (West)		
Loop 1 to North Lamar Boulevard	Major Undivided / 4	Major Undivided / 4
5th Street		
Loop 1 to North Lamar Boulevard	Major Undivided / 4	Major Undivided / 4
6th Street		
Loop 1 to North Lamar Boulevard	Major Undivided / 4	Major Undivided / 4



addition of a Northbound Loop 1 ramp. No efforts are currently underway by the City requesting that TxDOT proceed with the design and construction of the ramp.

3.3.4. TRANSIT

Commuter Rail

A possible enhancement of the Loop 1 Managed Lane project could result from the relocation of the Union Pacific Railroad (UP) mainline which currently is located North of 6th Street within the median of Loop 1. A commuter rail system has been proposed for the UP corridor should UP relocate its existing mainline from the Loop 1 corridor. The Austin-San Antonio Intermunicipal Commuter Rail District (ASAICRD) is the entity charged with the development and implementation of a commuter rail system between Austin (Georgetown) and San Antonio, in concert with the ultimate relocation of the UP mainline (with possible shared use of the UP corridor in the early phase of commuter rail operations). Preliminary feasibility and alternatives analyses have been completed, along with station location

and design reports and other early-stage development. No funding has been identified for the system, and coordination with UP regarding shared use and mainline relocation is ongoing. The relocation of UP from the Loop 1 corridor could provide the capacity to add one additional Managed Lane in each direction, for a total of two Managed Lanes in each direction.

Bus and Urban Rail

Currently, the Capital Metropolitan Transit Authority (Capital Metro) operates two bus lines, along with managing the UT Shuttle service, that serve the site. These service lines are illustrated on Exhibit 15, The Capital Metro All Systems Go Long-Range Transit Plan, adopted in 2004, identifies Urban Rail and other transit solutions (expanded express bus system, bus rapid transit, circulator system) recommended to be implemented over the 25-year timeframe.

The initial phase of the Urban Rail project, the Capital Metro Metrorail Red Line from Leander to the Austin Convention Center, is currently under construction and

service to the first three stations, Crestview, MLK and Plaza Saltillo, will begin in mid-2009. A proposal for the development of a circulator system to connect major employment and activity centers in Central Austin in conjunction with the Metrorail and Commuter Rail being developed by the (ASAICRD) has been prepared as an element of the Downtown Austin Plan under the direction of the COA in partnership with Capital Metro. The alignment originally proposal in Capital Metro's All Systems Go plan runs from the Commuter Rail station at Seaholm to the Metrorail station at the Convention Center, through downtown and the Capital Complex to The University of Texas and then East along Manor to the Mueller development.

The current Central Austin Circulator – Long Center Spur and East Riverside ABIA proposal currently under review by the CAMPO Transit Working Group and CAMPO staff would retain the Urban Rail circulator service to the activity centers originally recommended in the All Systems Go plan and add service on the East Riverside Drive corridor to address connectivity needs of the East Riverside community and ultimately to Austin-Bergstrom International Airport. Connections with the Metrorail system are proposed at a downtown 4th Street station (an extension of the Convention Center station) and a future phase Manor Road station, as well as with the Commuter Rail system at Seaholm. A spur connection from downtown would provide access South of Lady Bird Lake to the Long Center/Auditorium Shores during special events and to provide access to the parking facilities there.

The first phase is proposed to connect the Seaholm station with the downtown core, and continue the system through the Capitol Complex, University of Texas and on to the Mueller Metrorail station on Manor Road, and include the spur South of Lady Bird Lake (which could also be incorporated into the second phase). Future phases would continue service along the East Riverside Corridor ultimately to ABIA, and to extend service through the Mueller development from the Manor station to a proposed 51st St. station.

3.3.5. COA BICYCLE PLAN

The site roadways offer a discontinuous system of

bicycle lane facilities. Some roadways, such as Enfield Road and Lake Austin Boulevard, have variable right-of-way widths which cannot accommodate continuous bike lanes. While the City's currently adopted Bicycle Plan (1998) recommend predominantly continuous bike lane facilities for the site roadways, those recommendations have not been implemented in their entirety.

The COA is currently updating its 1998 Bicycle Plan. The Plan was approved in June 2009, subject to final edits. While preliminary update information indicates that continuous bike lane facilities would be recommended for the site roadways, specific roadway recommendations are currently unavailable. Recently, Exposition Boulevard between Lake Austin Boulevard and 35th Street was striped for bike lanes North to Westover on the West side and to 35th St. on the East side (with striping for parking on alternate sides) to address safety and mobility issues for both bicycle and vehicle traffic.

The City's Lance Armstrong Bikeway is a 6-mile dedicated bikeway enabling bicyclists to travel East to West through downtown on a network of concrete off-street trails, on-street striped bike lanes and signed bike routes. The current limits of the Bikeway extend from Veterans Drive at Lake Austin Boulevard in West Austin to US 183 to the Montopolis Bridge in East Austin.



Exhibit 15: Capital Metro's two bus lines and UT shuttle service serve the site.

3.4. TIMING OF BRACKENRIDGE TRACT REDEVELOPMENT AND REGIONAL IMPROVEMENTS

Thoughtful consideration should be given to the level and phasing of future development on the Brackenridge Tract in light of potential regional transportation infrastructure solutions. The University of Texas System should initiate close coordination with the transportation planning and implementing entities (e.g., TxDOT, CTRMA, CAMPO, COA). This early planning effort would help assure that future development phases of the Brackenridge Tract could be brought online to coincide with the region's mid- and long-range transportation improvements.

Specifically, efforts should be explored to identify and improve street access to Loop 1, in addition to the already identified Loop 1 Northbound entry ramp for Eastbound Lake Austin Boulevard traffic contained in the Brackenridge Development Agreement. While these types of improvements are not part of the Loop 1 Managed Lane Project, they would help address overall mobility and access to the CBD and Capitol Complex, as well as the Brackenridge Tract.

In addition, long-term transit solutions should be explored to connect the Brackenridge Tract, West Austin, and the 5th Street/6th Street corridors to the Austin CBD, as well as to the rest of the region. Opportunities to access the regional commuter rail line and proposed Urban Rail circulator system would benefit the Brackenridge Tract by improving regional accessibility and connectivity to the U.T. Austin campus.

How these potential roadway improvements and transit connections could be made greatly influences the types and level of development that could ultimately be built on the Brackenridge Tract.

