



## **COMMISSION RECOMMENDATION**

### **Urban Transportation Commission**

#### **Recommendation Number #20201208-02D Draft Transportation Criteria Manual**

WHEREAS, the City approved an updated city-wide transportation plan in 2019, the Austin Strategic Mobility Plan (ASMP), that expands the vision of the Imagine Austin Comprehensive Plan into actionable mobility-related goals and objectives to guide Austin's near- and long-term transportation investments; and,

WHEREAS, the foremost goals of the ASMP are improving safety on our transportation network and significantly changing the City's work commute mode split to be less reliant on single-occupancy vehicle trips; and,

WHEREAS, the Central Texas region is anticipated to double its population and add two million residents in the next 20 years; and,

WHEREAS, the Transportation Criteria Manual defines the design requirements for transportation infrastructure within the City of Austin (City) and its Extraterritorial Jurisdiction (ETJ), when adopted by the applicable jurisdiction, including Travis County and Williamson County; and,

WHEREAS, the City has revamped its transportation review guidelines for new development and is considering adopting a Street Impact Fee Program to impart a one-time charge to new developments to contribute to capital improvement projects and roadway expansions as designated in the ASMP; and,

WHEREAS, the City intends to look at managing transportation demand with respect to vehicle travel as much as providing additional supply;

NOW, THEREFORE, BE IT RESOLVED that the Urban Transportation Commission recommends that, in order to meet the goals listed in the Austin Strategic Mobility Plan, set an example for best practices in transportation, and to strive to meet voters' desires as shown by the passage of Proposition A and Proposition B in 2020, the City should:

1. Remove the requirement for transportation review related to new development to be conducted by a licensed Professional Engineer since American Institute of Certified Planners are permitted to aid with Transportation Demand Management plans and have important perspectives and many have appropriate skill sets to conduct full Transportation Impact Analyses.
2. Include no travel lanes with a recommended/required design width of more than 12 feet.
3. Modify Section 10.4 TIA to include guidelines for analysis and not be in a separate administrative document (Please see UTC Recommendations 2018-0416A, 20190318-04C, 20191101-02A, and 20200710-02A for previous recommendations regarding transportation impact analysis processes).
4. Clearly identify the interplay between the a) Transportation Impact Analysis/Comprehensive Transportation Review/Transportation Demand Management requirements, b) Rough Proportionality,

and c) Street Impact Fee program should be clear within the Transportation Criteria Manual such that the Comprehensive Transportation Review is inclusive of all developer responsibilities for off-site improvements.

Date of Approval:

Record of the vote:

Attest:

DRAFT