

RULE NO.: R161-21.14

NOTICE OF PROPOSED RULE

POSTING DATE: September 29, 2021

The Director of the Austin Transportation Department proposes to adopt the following rule after November 1, 2021.

EFFECTIVE DATE OF PROPOSED RULE

A rule proposed in this notice may not become effective before the effective date established by a separate notice of rule adoption. A notice of rule adoption may not be posted before November 1, 2021 (the 33rd day after the date of this notice) or not after December 08, 2021 (the 70th day after the date of this notice).

If a proposed rule is not adopted on or before December 08, 2021, it is automatically withdrawn and cannot be adopted without first posting a new notice of a proposed rule.

REQUEST FOR COMMENTS ON PROPOSED RULES

The City requests comments from the public with respect to the proposed rules included in this Notice. Comments must be submitted in writing to the contact person below no later than November 1, 2021 (the 33rd day after the date of this notice).

Contact Person:

Danielle Morin, Project Coordinator, Systems Development Division
Austin Transportation Department

U.S. Mail

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512-974-6407

TEXT OF PROPOSED RULE

A PDF of the proposed rules can be accessed via the following website for personal download: <https://www.speakupaustin.org/transportation-criteria-manual>

A copy of the complete text of the proposed rule is available for public inspection and copying at the following locations at a cost of ten cents per page:

Austin Transportation Department,
901 S. MoPac Expressway, Building 5, Suite 300
Austin, Texas 78703

and

Office of the City Clerk
City Hall
301 West 2nd Street,
Austin, Texas 78701

BRIEF EXPLANATION OF PROPOSED RULE

The Austin Transportation Department is submitting for rules posting an update to the Transportation Criteria Manual (TCM) in its entirety. The City of Austin's Transportation Criteria Manual (TCM) defines the design requirements for transportation infrastructure. The design requirements outlined in this manual offer standards and criteria for planning, design and coordination of applicable facilities within the Full Purpose Limits of the City of Austin (City) and its Extraterritorial Jurisdiction (ETJ), if adopted by the applicable jurisdiction, including Travis County and Williamson County.

The criteria presented in the TCM provide a foundation or starting point for engineering design decisions. It is the intent of the TCM to be used by City staff and private sector street design professionals in applying a consistent approach to street design, particularly for new streets and right-of-way planning. The TCM is also intended to provide guidance for street design in constrained right-of-way with flexible design criteria to fit existing situations that make the preferred design unobtainable. In the redesign of existing streets, additional engineering design work and public engagement may result in design features outside of the scope of this manual. Highly constrained scenarios may vary from minimums or maximums presented in this manual with approval of the applicable director or their designee. In addition, City Capital Improvement Projects (CIP), Corridor Construction Program Standards, or Project Connect Design Criteria may supersede the requirements of this manual to align with highly localized contextual design, subject to final approval by the City Traffic Engineer. Further engineered design will be required along Project Connect transit corridors as defined in the Project Connect Design Criteria, which may supersede the criteria of this manual, subject to final approval by the City Traffic Engineer. Within any of these contexts, this TCM applies a consistent and predictable approach to street design.

The standards contained herein are based largely upon the standards, guidelines and policies set forth by the American Association of State Highway and Transportation (AASHTO), National Association of City Transportation Officials (NACTO), and the Institute of Transportation Engineers (ITE). The criteria presented in the TCM are intended

to meet the long-term goals of both advancing transportation mode choice through investment and prioritization of non-automobile modes of travel, implementing measures to limit transportation demand, and increased safety for all users of the transportation network.

The design criteria established in the TCM affect the review and approval of subdivision plats, zoning change applications, right-of-way dedications, site plans, preliminary plans, final development plans, and capital improvement plans within the Full Purpose Limits of the City of Austin. To achieve consistency between design practices, the manual applies to all projects that impact the public right-of-way along all City streets. Additional engineering design work will be required to safely transition streets between jurisdictional boundaries that do not adopt the same criteria. Inconsistencies between references shall be resolved by the Director of Transportation or designee for all aspects related to transportation operations. Deviations and waivers from the criteria in this manual will be at the discretion of the Director.

The TCM contains 14 Sections to guide street design for staff and private sector street design professionals:

1. **Section 1: Vision and Goals** – This section introduces the vision and goals of the TCM. This section also covers references to national and local standards, how this document relates to other plans in the City, deviations from this manual, and the history of changes to this manual in a Supplement History Table.
2. **Section 2: Street Cross Sections** – This section defines elements of street cross sections and street typologies as well as how the transportation network is intended to function and serve different modes of transportation through a Street Level classification system that aligns with the Austin Strategic Mobility Plan (ASMP).
3. **Section 3: Geometric Design Criteria** – This section covers what design controls are to be used for development of street design and dimensional design elements. This includes horizontal and vertical design components as well as cross-sectional design parameters and design of intersection treatments.
4. **Section 4: Pedestrian Zone** – This section covers the design and policies for the zone of a street that generally falls outside the edge of pavement or back of curb. The focus of this section is centered on sidewalks, pedestrian crossings, and general streetscape requirements.
5. **Section 5: Bikeways and Urban Trails** – This section covers the design of bike facilities and urban trails and general policies about when certain facilities are required.
6. **Section 6: Transit** – This section covers general design requirements for transit facilities.
7. **Section 7: Driveways** – This section covers policy governing driveway locations, design, and access management requirements on different street types.

8. **Section 8: Temporary Traffic Control** – This section outlines policies, procedures and standardized design related to temporary traffic control that deviate from national standards for localized applications.
9. **Section 9: Parking and Loading** – This section focuses on detailing design related to parking requirements, reductions, and loading policies found in the Land Development Code (LDC).
10. **Section 10: Transportation Impact Analysis** – This section outlines the administrative and content requirements for transportation analysis related to development required by the Land Development Code.
11. **Section 11: Offsets and Railing** – This section relates to lateral offset and clear zone requirements, environmental considerations in street design, and pedestrian and bridge railing design.
12. **Section 12: Rules and Design Manual for Small Network Facilities in the Right-of-Way** – This section covers rules for private use of City public right-of-way by small cell wireless network providers. **No changes to this section proposed from current adopted Rule.**
13. **Section 13: Structures in the Right-of-Way and in Easements** – This section details design criteria and policy for construction of structures in the right-of-way or easements.
14. **Section 14: Pavement Design** – This section gives an overview of the pavement design process and how to use the **Appendix B – Pavement Design** for street design.
15. **Appendix A: Definitions** – This appendix includes definitions for several terms used in the manual.
16. **Appendix B: Pavement Design** – This appendix covers the technical analysis methodology for determining an appropriate street pavement section.


AUTHORITY FOR ADOPTION OF PROPOSED RULE

The authority and procedure for adoption of a rule to assist in the implementation, administration, or enforcement of a provision of the City Code is provided in Chapter 1-2 of the City Code. The authority to regulate the private use of public right-of-way and City-owned utility infrastructure is established in City Code Chapter 12 (Traffic Regulations), Chapter 13 (Transportation Services), Chapter 14 (Use of Streets and Public Property), Chapter 15 (Utility Regulations), Chapter 25 (Land Development), and Chapter 30 (Austin/Travis County Subdivision Regulations).

CERTIFICATION BY CITY ATTORNEY

By signing this Notice of Proposed Rule R161-21.14, the City Attorney certifies the City Attorney has reviewed the rule and finds that adoption of the rule is a valid exercise of the Director's administrative authority.

REVIEWED AND APPROVED


Robert Spillar, Director
Austin Transportation Department

Date: 24, September, 2021

Deborah Thomas for
Anne L. Morgan
City Attorney

Date: 9/27/2021