



March 28, 2019

Questions and Answers Report



Mayor Steve Adler

Mayor Pro Tem Delia Garza, District 2

Council Member Natasha Harper-Madison, District 1

Council Member Sabino "Pio" Renteria, District 3

Council Member Gregorio Casar, District 4

Council Member Ann Kitchen, District 5

Council Member Jimmy Flannigan, District 6

Council Member Leslie Pool, District 7

Council Member Paige Ellis, District 8

Council Member Kathie Tovo, District 9

Council Member Alison Alter, District 10

The City Council Questions and Answers Report was derived from a need to provide City Council Members an opportunity to solicit clarifying information from City Departments as it relates to requests for council action. After a City Council Regular Meeting agenda has been published, Council Members will have the opportunity to ask questions of departments via the City Manager's Agenda Office. This process continues until 5:00 p.m. the Tuesday before the Council meeting. The final report is distributed at noon to City Council the Wednesday before the council meeting.

QUESTIONS FROM COUNCIL

Agenda Item #14: Amend Austin Strategic Direction 2023 to include the Mobility outcome strategies and metrics.

QUESTION/ANSWER: COUNCIL MEMBER ALTER'S OFFICE

1) How is incident management accounted for here?

The current draft of the Mobility outcome does not include a metric related to incident management. Staff recommends the following if Council would like to add a metric: Average time to clear crashes from major roadways. The City's towing contract includes Traffic Incident Management Services (TIMS) that will provide the necessary data. In addition, the City can also seek data from CAMPO's HERO program.

2) How are clean air measures included in the Mobility Outcome?

Clean air metrics are not included in the Mobility outcome because they are already present in the Health and Environment outcome. Instead of adding metrics and to minimize duplication or confusion, staff proposes the addition of the following text as part of the System Efficiency and Congestion indicator category and listing of related metrics:

* Scientific research has found a direct link between traffic congestion, vehicle emissions, and air quality. The region's efforts to improve system efficiency and congestion therefore has the potential to positively impact air quality. While air quality metrics are not listed within the Mobility outcome, they can be found under the Health and Environment outcome's Environmental Quality indicator. The City is committed to collaboration between the two outcomes to address these challenges.

3) How is the percentage of households reducing the number of cars a useful measure over time for direction? Once you reduce to zero you can't reduce any further, but then we won't capture that the zero households still exist.

Staff's intent is to add a question to the City's annual community survey regarding percent of households reducing the number of cars in their household along with a variety of answer options (ex: lack of driver license, fewer drivers in household, access to other transportation modes, too expensive to own a car, etc.) in order to further understand the reason(s) a household may have to reduce the number of cars. By incorporating the question into the community survey, it provides the ability to track the responses geographically and demographically over time. After further research, staff determined the original proposed metric (Percent of households owning a car or percentage of zero car households) was not indicative of why a household may reduce the number of cars, and this is what we are interested in as automobile ownership can be a significant portion of household expenses, impacting affordability in Austin. By collecting the information directly and knowing the general

location of each response, we are able to compare that information over time as well as conduct crosstab analysis versus other survey questions (such as demographic, owner/renter, etc.). This information would supplement the data we receive from the biannual Austin Energy "Commute and Transportation Survey." This metric combined with other data will be useful to understand how our investments and programming are affecting mode shift. We understand the issue of tracking results over time and staff will work to design the survey question in a way that addresses this issue.

Agenda Item #15: Approve adoption of the Brush Square Master Plan.

QUESTION/ANSWER: COUNCIL MEMBER ALTER'S OFFICE

1) Have the recommendations of the Design Commission, or any other commission, been incorporated into the Master Plan? If not, please explain whether staff object to the recommendations or have a plan for incorporating them into the Master Plan.

Design Commission's Recommendation 1: "Additional trees be included along the southern edge of the park to create more shade for the Festival Lawn space."

The recommendation to incorporate additional trees along the southern edge will be considered during the design of Brush Square. PARD supports the recommendation and will ensure that it is included as part of the design process.

Design Commission's Recommendation 2: "Renaming the Downtown Metro Rail Station to Brush Square Station."

PARD does not have the authority to name a Capital Metro station. However, Capital Metro is already aware of the recommendation that came out of the master planning process and the Commissions. PARD will continue to coordinate with Capital Metro.

Design Commission's Recommendation 3: "Commission a study on how to create a sustainable funding source for the programming of the park as this will be essential to its future success."

PARD will consider commissioning a study if funding becomes available. Please also know that the Brush Square master plan includes specific recommendations for revenue generating programming that will be further discussed during the implementation phase. PARD will be working closely with other city Departments and partners to address enhanced programming, security and maintenance at the Square.

Other Boards and Commissions, including the Downtown Commission and Parks Board, also included in their recommendations to rename the Downtown Rail Station to Brush Square Station. The Waller Creek LGC Board recommended the relocation of the downtown Fire Station.

Agenda Item #23: Authorize an amendment to an existing contract with GCA Services Group Mountain States LP, to provide continued janitorial services, for an increase in the amount of \$818,000, for a revised total contract amount not to exceed \$2,453,932.

QUESTION/ANSWER: COUNCIL MEMBER ALTER'S OFFICE

1) Are there any reference documents available that outline why Austin Energy is pursuing an extension of the contract?

In 2017, Council authorized this contract for an initial two-year term with three, one-year extension options, with the requirement that Austin Energy return for approval for funding of the extension options. Authorizing this item would allow Council further opportunity to examine the policy issues regarding contracting versus hiring for these services. As Council continues to examine this policy area, Austin Energy is seeking authorization for only one of the one-year extension options to avoid a lapse in janitorial services for 19 of its facilities.

QUESTION/ANSWER: COUNCIL MEMBER TOVO'S OFFICE

1) Is there a budgetary or other time sensitive reason as to why this contract is being presented to Council three months prior to the contract's initial term expiration date?

The timing of the authorization request is to allow sufficient lead time in case other accommodations need to be made to provide these services.

Agenda Item #29: Authorize negotiation and execution of a multi-term contract with Avolve Software Corporation, to provide software licenses, maintenance, and support for the electronic plan review solution, for up to five years for a total contract amount not to exceed \$3,000,000.

QUESTION/ANSWER: COUNCIL MEMBER ALTER'S OFFICE

1) Why is the contract being sole sourced? Did the department take steps to identify comparable alternative solutions for this type of software?

This item is being withdrawn by staff.

Agenda Item #30: Authorize negotiation and execution of a multi-term contract with WorkQuest, to provide cleanup services for overpasses and under bridges, for up to four years for a total contract amount not to exceed \$1,560,000.

QUESTION/ANSWER: COUNCIL MEMBER ELLIS' OFFICE

1) Can you provide a list of the locations inclusion frequency which will be serviced under this contract?

The attachment provided is the Scope of Work for this contract which lists the 61 locations. These locations are organized into 8 tracts. Each location will be visited once a month.

2) Is TxDOT phasing out cleanup of all underpasses and is the COA expected to take on additional contracts?

No, TxDOT will continue to perform litter and moving services at all locations in accordance with the current Municipal Maintenance Agreement (MMA)

3) Is TxDOT currently serving locations in District 8?

No, the Scope of the TxDOT homeless camp cleanup contract does not include any locations in District 8.

4) Will there be an opportunity to add additional locations?

If the City desires, other locations could be added to the contract in the future.

QUESTION/ANSWER: COUNCIL MEMBER TOVO'S OFFICE

1) The RCA states that TxDOT no longer has the funding to continue the cleaning services for overpasses and under bridges and has allowed the contract with WorkQuest to expire. Has TxDOT allowed these services to expire in other cities in Texas?

TxDOT only allowed the homeless cleanup portion of the existing contract to expire, and will continue to provide litter and moving services for the locations under this contract. To our knowledge, Austin was the only City receiving this scope of services regarding homeless camp cleanup.

2) Please provide the relevant state statute regarding maintenance of state assets within a municipality.

The following state statutes are relevant in regards to the maintenance of highways in Incorporated Cities:

-- Texas Administrative Code for the Maintenance of Designated Highways in Incorporated Cities, Towns, or Villages: [SECTION 29.5. Maintenance of Designated Highways in Incorporated Cities, Towns, or Villages, SUBCHAPTER A. GENERAL, CHAPTER 29. MAINTENANCE, PART 1. TEXAS DEPARTMENT OF TRANSPORTATION, TITLE 43. TRANSPORTATION, Texas Administrative Code](#)

-- Texas Transportation Code §203.003 – Specifies the jurisdiction of municipalities of roads within and incorporated city: [TRANSPORTATION CODE CHAPTER 203. MODERNIZATION OF STATE HIGHWAYS; CONTROLLED ACCESS HIGHWAYS](#)

-- Texas Transportation Code § 311.001 -- specifies jurisdiction of home rule municipality over the public highways: [TRANSPORTATION CODE CHAPTER 311. GENERAL PROVISIONS RELATING TO MUNICIPAL STREETS](#)

3) Please provide the maintenance agreement with the Texas Department of Transportation – which as I understand, is still in force.

The 1986 Municipal Service Agreement is attached (Attachment 1).

4) Please indicate which highway overpasses would now become the City of Austin's responsibility.

There are 61 locations that are grouped into 8 tracts which are listed in the scope of work document, see attached (Attachment 2).

5) Would the City of Austin then enjoy more regulatory abilities over those facilities for which we assume maintenance responsibility?

No, the City of Austin would not enjoy more regulatory responsibilities because it is still TX-DOT's right of way; however, we will asked for additional considerations as part of our discussions in updating the Municipal Maintenance Agreement (MMA).

6) Please indicate from which departmental operating budgets the funds would be secured.

The funding would come from the Operating Budgets of the Austin Transportation Department, Austin Resource Recovery and Public Works.

Agenda Item #32: Approve an ordinance amending City Code Section 12-1 (Traffic Regulation and Administration) and 12-2 (Bicycles) relating to the safe operation of micro-mobility devices.

QUESTION/ANSWER: COUNCIL MEMBER ALTER'S OFFICE

1) *How will dismount zones be marked so the boundaries are clear? How large do we envision these zones to be and where will they be?*

Dismount zones will be marked with a large traffic symbol, applied on the sidewalk pavement at the beginning and end of each zone. The dismount zones will be at least a block long, but could be multiple blocks based on all of the conditions observed in the field.

2) *Will we have temporary dismount zones during major events such as SXSW?*

Yes. ATD will establish no-ride zones during special events in the public right of way as needed, similar to those established during SXSW. Notification to users will be posted via temporary signage affixed to barricades around the no-ride area, and ATD and APD will be able to enforce.

3) *How is "reasonable and prudent" defined for use on sidewalks?*

Response will be provided when the item returns on May 23, 2019.

Agenda Item #50: Conduct a public hearing and consider an ordinance amending the Imagine Austin Comprehensive Plan (Ordinance No. 20120614-058) by adopting the Austin Strategic Mobility Plan.

QUESTION/ANSWER: COUNCIL MEMBER ALTER'S OFFICE

1) *Where can we find the most up-to-date maps and changed maps for our reference? Are the ones on the ASMP website the most up-to-date versions?*

The final draft of the ASMP was released on Feb. 22; no changes to those maps will be made until the City Council adopts the ASMP with directed changes. The most up to date maps can be found on the ASMP website under "Final Draft Maps". If the City Council were to approve the ASMP ordinance without any amendments, Exhibit A - the final draft ASMP - would include these maps. Staff has proposed changes to these maps based on feedback from Boards, Commissions and Associated Entities, and descriptions of those proposed changes can be found in "Exhibit B - staff proposed changes".

2) *Where and how does the ASMP address concerns about wildfire risks, as well as evacuation plans/routes?*

The ASMP recognizes the importance of properly preparing and responding to natural threats, such as wildfires. Policy 3 within the "Safety Culture" subchapter is "Optimize public safety priorities," which calls for mobility facilities to be planned, constructed, and maintained to

ensure that important public safety concerns such as wildfire are part of the transportation planning process.

Action 80 within the ASMP's Action Table is "Regional Evacuation Study." This calls for us to:

"Participate in a regional evacuation study to determine:

- evacuation routes and zones
- critical locations for transportation network improvements
- strategies for managing evacuation demand, including contraflow lanes, and
- information provision strategies during evacuations"

Action 6 - Mobility and public safety priorities, also calls for collaboration across City departments to optimize mobility and public safety, including wildfire response.

The terrain and environmental features extremely limit our ability to identify new roadways in some parts of Austin. Improvements made to existing roadways, as identified in the ASMP, will undoubtedly help to increase safety and manage congestion in a wildfire evacuation situation.

3) There seems to be a focus on the High Injury Network when it comes to enforcement. How does the ASMP address enforcement in other areas?

The High-Injury Network (HIN) identifies streets in Austin with a relatively high number of serious injury and fatal crashes and will be used by the City as a data-informed planning tool to identify locations where engineering, education, or enforcement interventions should be prioritized to have the most impact in improving safety at high crash locations.

The HIN is intended to focus Vision Zero activities on the areas where the most egregious safety issues exist, however, it does not mean all activities will only occur on the High Injury Network. The ASMP target for education and enforcement is to ensure that at least 50 percent of targeted education and enforcement efforts occur on the High-Injury Network (page 25). ATD will continue to work with the public safety service providers on enforcement against dangerous behavior throughout the community.

4) What geography is considered when calculating transit-supportive density? For example, should we be aiming for 16 individuals per acre within ¼ mile, ½ mile of the corridor or within what geography of the corridor should we be aiming for 16 residents per acre?

Please see Exhibit B, recommendation B-24 includes the following proposed change to a bullet in Action Item 21: "Allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network and within a 1/4 mile of those corridors."

It is important to note that 16 individuals per acre and/or 8 jobs per acre are levels that staff, in coordination with our partners at Capital Metro Transportation Authority (Capital Metro), consider baselines densities necessary in order to support transportation service. These numbers are an average along the corridor, and as such some sites will necessarily need to have densities above 16 and 8 people or jobs per acre, respectively. Staff recommends higher

densities than 16 and 8 people or jobs per acre to better support implementation of high-capacity transit service along corridors in the Project Connect Long Term Vision Plan.

5) There are discrepancies between "Summary of Map Changes" available on the ASMP website and Exhibit B in the backup document. What are the reasons for the differences? Does Exhibit B outline finalized changes, or are these new corridors/roads/removed roads in addition to previous map changes?

The "Summary of Map Changes" document available on the ASMP website is the summary of changes between Phase III and the publishing of the final draft on February 22 (Phase IV). The final draft ASMP includes only those changes outlined on the "Summary of Map Changes" document.

As part of Public Engagement Phase IV of the ASMP and subsequent to publishing of the final draft ASMP, we have heard additional feedback from the community, Boards and Commissions and our colleagues; "Exhibit B - proposed changes" includes those proposed changes to the ASMP with which staff concurs. For example, the Bicycle Advisory Council recommended adding high-injury network maps for each mode to allow for mode-specific viewing (Item C-82 on Exhibit C). Staff agrees that this should be added to the ASMP, and you can see this recommended change on as item B-16 on Exhibit B. Changes included in Exhibit B will not be added to the ASMP until such a time when Council approves the changes.

6) How does a revised LATM program fit into the ASMP framework?

The ASMP discusses speed management as part of Chapter 1 - Prioritizing Our Safety, primarily in the first policy in the ASMP's Designing for Safety section. Also see Action Item 9 - Speed management guidelines for more detailed information on how staff plan to address speeding concerns more holistically, and similarly Action Item 81 - Neighborhood-focused data collection, for how staff plan to support neighborhoods to mitigate disruptions caused by changing travel patterns.

The concurrent effort already underway to revise and expand the Local Area Traffic Management program (LATM) will complement the ASMP. Staff sent memos on the revisions to LATM in June and October 2018. Staff plans to bring an outline of a holistic speed management program, informed by the ASMP, by the end of May 2019.

7) Please provide a bit more clarification on the new category that was created for reconstruction projects.

One type of reconstruction project, known as Capital Renewal, is intended to restore or replace existing infrastructure to increase longevity and improve functionality. Capital Renewal projects were not specifically identified in the ASMP because they are planned and prioritized through a separate process based on the age and integrity of the infrastructure, among other things. However, the ASMP highlights the capital renewal process as an opportunity for street design change when roadways are ready for reconstruction (Condition of Infrastructure Policy 2). Another type of reconstruction project, known as Substandard Streets, are improvements to roads that are less than 24 feet wide and typically lack some curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure. Substandard Streets were identified in the ASMP.

8) In Exhibit B ID B-24, Action Item 21 states: “Update the Land Development Code to ... allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network...” How is staff understanding the “require” statement in the proposal? If it is to require a mix of land uses, vs. simply allowing a mix of land uses, what does that mean in practice, and please explain the rationale behind the interpretation.

Action Item 21 under Managing Our Demand, including the staff proposed update in Exhibit B-24, reads as follows: Update the land development code to:

- require a more compact and connected street network
- allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network and within a ¼ mile of those corridors
- allow for missing middle housing types, including mixed-use infill development types.

While we may not be able to require certain densities and mix of land uses, the action item is meant to demonstrate our commitment to planning for public transit not only within the realm of transportation projects, but also land use planning. The intent is to require a mix of land use designations to be mapped through any land use planning process, which would then allow property owners to provide a mix of uses at the time of development should they fully utilize the zoning regulations.

Additionally, staff intends to work more collaboratively through the development review process with other departments to ensure transit supportive density information is included for both administrative and policy decisions that relate to land use. For example, the Austin Transportation Department is working with Development Services, Planning and Zoning, and Capital Metro on an agreement to enhance the transportation section of zoning case reports to include information on transit supportive density.

Agenda Item #52: Conduct a public hearing and consider an ordinance authorizing an amendment to the agreement with Austin Independent School District establishing site development standards for Bowie High School to allow transfers of impervious cover to Bowie High School from certain campuses in the Barton Springs Zone. (This action concerns land located with the Barton Springs Zone).

QUESTION/ANSWER: COUNCIL MEMBER ALTER’S OFFICE

1) What other AISD campuses are in the Barton Springs Zone that would be included in the amended agreement?

The proposed agreement is specific and only pertains to the development of Bowie High School, but proposes that impervious cover would be transferred from Mills Elementary and Bailey Middle School. The currently available (unused) impervious cover from Mills and Bailey would be transferred to Bowie High School to achieve the 25% impervious cover limit in the current Bowie agreement. Please see pdf page 33 for a map (<http://www.austintexas.gov/edims/document.cfm?id=316351>).

This does not otherwise amend the underlying interlocal agreement between Austin and AISD, and thus does not affect other campuses.



Council Question and Answer

Related To

Item #14

Meeting Date

March 28, 2019

Additional Answer Information

Amend Austin Strategic Direction 2023 to include the Mobility outcome strategies and metrics.

QUESTION/ANSWER: Council Member Alter's Office

1) The proposed edits for B3 now read "percent of households reducing the number of cars in their household". Please explain how one would compare this measure over time.

Staff's intent is to add a question to the City's annual community survey regarding percent of households reducing the number of cars in their household along with a variety of answer options (ex: lack of driver license, fewer drivers in household, access to other transportation modes, too expensive to own a car, etc.) in order to further understand the reason(s) a household may have to reduce the number of cars. By incorporating the question into the community survey, it provides the ability to track the responses geographically and demographically over time. After further research, staff determined the original proposed metric (Percent of households owning a car or percentage of zero car households) was not indicative of why a household may reduce the number of cars, and this is what we are interested in as automobile ownership can be a significant portion of household expenses, impacting affordability in Austin. By collecting the information directly and knowing the general location of each response, we are able to compare that information over time as well as conduct crosstab analysis versus other survey questions (such as demographic, owner/renter, etc.). This information would supplement the data we receive from the biannual Austin Energy "Commute and Transportation Survey." This metric combined with other data will be useful to understand how our investments and programming are affecting mode shift. We understand the issue of tracking results over time and staff will work to design the survey question in a way that addresses this issue.

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Council Question and Answer

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Meeting Date

March 28, 2019

Additional Answer Information

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QUESTION/ANSWER: Council Member Alter's Office

1) Have the recommendations of the Design Commission, or any other commission, been incorporated into the Master Plan? If not, please explain whether staff object to the recommendations or have a plan for incorporating them into the Master Plan.

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QUESTION/ANSWER: Council Member Alter's Office

- 1) *Are there any reference documents available that outline why Austin Energy is pursuing an extension of the contract?*
 In 2017, Council authorized this contract for an initial two-year term with three, one-year extension options, with the requirement that Austin Energy return for approval for funding of the extension options. Authorizing this item would allow Council further opportunity to examine the policy issues regarding contracting versus hiring for these services. As Council continues to examine this policy area, Austin Energy is seeking authorization for only one of the one-year extension options to avoid a lapse in janitorial services for 19 of its facilities.

QUESTION/ANSWER: Council Member Tovo's Office

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Council Question and Answer

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QUESTION/ANSWER: Council Member Alter's Office

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Council Question and Answer

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QUESTION/ANSWER: Council Member Tovo's Office

1) Can you provide a list of the locations inclusion frequency which will be serviced under this contract?

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3) Is TxDOT currently serving locations in District 8?

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Action 6 - Mobility and public safety priorities, also calls for collaboration across City departments to optimize mobility and public safety, including wildfire response.

The terrain and environmental features extremely limit our ability to identify new roadways in some parts of Austin. Improvements made to existing roadways, as identified in the ASMP, will undoubtedly help to increase safety and manage congestion in a wildfire evacuation situation.

3) There seems to be a focus on the High Injury Network when it comes to enforcement. How does the ASMP address enforcement in other areas?

The High-Injury Network (HIN) identifies streets in Austin with a relatively high number of serious injury and fatal crashes and will be used by the City as a data-informed planning tool to identify locations where engineering, education, or enforcement interventions should be prioritized to have the most impact in improving safety at high crash locations.

The HIN is intended to focus Vision Zero activities on the areas where the most egregious safety issues exist, however, it does not mean all activities will only occur on the High Injury Network. The ASMP target for education and enforcement is to ensure that at least 50 percent of targeted education and enforcement efforts occur on the High-Injury Network (page 25). ATD will continue to work with the public safety service providers on enforcement against dangerous behavior throughout the community.

4) What geography is considered when calculating transit-supportive density? For example, should we be aiming for 16 individuals per acre within ¼ mile, ½ mile of the corridor or within what geography of the corridor should we be aiming for 16 residents per acre?

Please see Exhibit B, recommendation B-24 includes the following proposed change to a bullet in Action Item 21: “Allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network and within a 1/4 mile of those corridors.”

It is important to note that 16 individuals per acre and/or 8 jobs per acre are levels that staff, in coordination with our partners at Capital Metro Transportation Authority (Capital Metro), consider baselines densities necessary in order to support transportation service. These numbers are an average along the corridor, and as such some sites will necessarily need to have densities above 16 and 8 people or jobs per acre, respectively. Staff recommends higher densities than 16 and 8 people or jobs per acre to better support implementation of high-capacity transit service along corridors in the Project Connect Long Term Vision Plan.

5) There are discrepancies between "Summary of Map Changes" available on the ASMP website and Exhibit B in the backup document. What are the reasons for the differences? Does Exhibit B outline finalized changes, or are these new corridors/roads/removed roads in addition to previous map changes?

The “Summary of Map Changes” document available on the ASMP website is the summary of changes between Phase III and the publishing of the final draft on February 22 (Phase IV). The final draft ASMP includes only those changes outlined on the “Summary of Map Changes” document.

As part of Public Engagement Phase IV of the ASMP and subsequent to publishing of the final draft ASMP, we have heard additional feedback from the community, Boards and Commissions and our colleagues; “Exhibit B - proposed changes” includes those proposed changes to the ASMP with which staff concurs. For example, the Bicycle Advisory Council recommended adding high-injury network maps for each mode to allow for mode-specific viewing (Item C-82 on Exhibit C). Staff agrees that this should be added to the ASMP, and you can see this recommended change on as item B-16 on Exhibit B. Changes included in Exhibit B will not be added to the ASMP until such a time when Council approves the changes.

6) How does a revised LATM program fit into the ASMP framework?

The ASMP discusses speed management as part of Chapter 1 - Prioritizing Our Safety, primarily in the first policy in the ASMP’s Designing for Safety section. Also see Action Item 9 - Speed management guidelines for more detailed information on how staff plan to address speeding concerns more holistically, and similarly Action Item 81 - Neighborhood-focused data collection, for how staff plan to support neighborhoods to mitigate disruptions caused by changing travel patterns.

The concurrent effort already underway to revise and expand the Local Area Traffic Management program (LATM) will complement the ASMP. Staff sent memos on the revisions to LATM in June and October 2018. Staff plans to bring an outline of a holistic speed management program, informed by the ASMP, by the end of May 2019.

7) Please provide a bit more clarification on the new category that was created for reconstruction projects.

One type of reconstruction project, known as Capital Renewal, is intended to restore or replace existing infrastructure to increase longevity and improve functionality. Capital Renewal projects were not specifically identified in the ASMP because they are planned and prioritized through a separate process based on the age and integrity of the infrastructure, among other things. However, the ASMP highlights the capital renewal process as an opportunity for street design change when roadways are ready for reconstruction (Condition of Infrastructure Policy 2). Another type of reconstruction project, known as Substandard Streets, are improvements to roads that are less than 24 feet wide and typically lack some curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure. Substandard Streets were identified in the ASMP.

8) In Exhibit B ID B-24, Action Item 21 states: "Update the Land Development Code to ... allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network..." How is staff understanding the "require" statement in the proposal? If it is to require a mix of land uses, vs. simply allowing a mix of land uses, what does that mean in practice, and please explain the rationale behind the interpretation.

Action Item 21 under Managing Our Demand, including the staff proposed update in Exhibit B-24, reads as follows: Update the land development code to:

- require a more compact and connected street network
- allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network and within a ¼ mile of those corridors
- allow for missing middle housing types, including mixed-use infill development types.

While we may not be able to require certain densities and mix of land uses, the action item is meant to demonstrate our commitment to planning for public transit not only within the realm of transportation projects, but also land use planning. The intent is to require a mix of land use designations to be mapped through any land use planning process, which would then allow property owners to provide a mix of uses at the time of development should they fully utilize the zoning regulations.

Additionally, staff intends to work more collaboratively through the development review process with other departments to ensure transit supportive density information is included for both administrative and policy decisions that relate to land use. For example, the Austin Transportation Department is working with Development Services, Planning and Zoning, and Capital Metro on an agreement to enhance the transportation section of zoning case reports to include information on transit supportive density.



Council Question and Answer

Related To

Item #52

Meeting Date

March 28, 2019

Additional Answer Information

Conduct a public hearing and consider an ordinance authorizing an amendment to the agreement with Austin Independent School District establishing site development standards for Bowie High School to allow transfers of impervious cover to Bowie High School from certain campuses in the Barton Springs Zone. (This action concerns land located with the Barton Springs Zone).

QUESTION/ANSWER: Council Member Alter's Office

1) What other AISD campuses are in the Barton Springs Zone that would be included in the amended agreement?

The proposed agreement is specific and only pertains to the development of Bowie High School, but proposes that impervious cover would be transferred from Mills Elementary and Bailey Middle School. The currently available (unused) impervious cover from Mills and Bailey would be transferred to Bowie High School to achieve the 25% impervious cover limit in the current Bowie agreement. Please see pdf page 33 for a map (<http://www.austintexas.gov/edims/document.cfm?id=316351>).

This does not otherwise amend the underlying interlocal agreement between Austin and AISD, and thus does not affect other campuses.