



TRANSPORTATION

Transportation Criteria Manual Update

Danielle Morin | Project Coordinator | 09/21/21

Austin's Transportation Criteria Manual Update: Overview

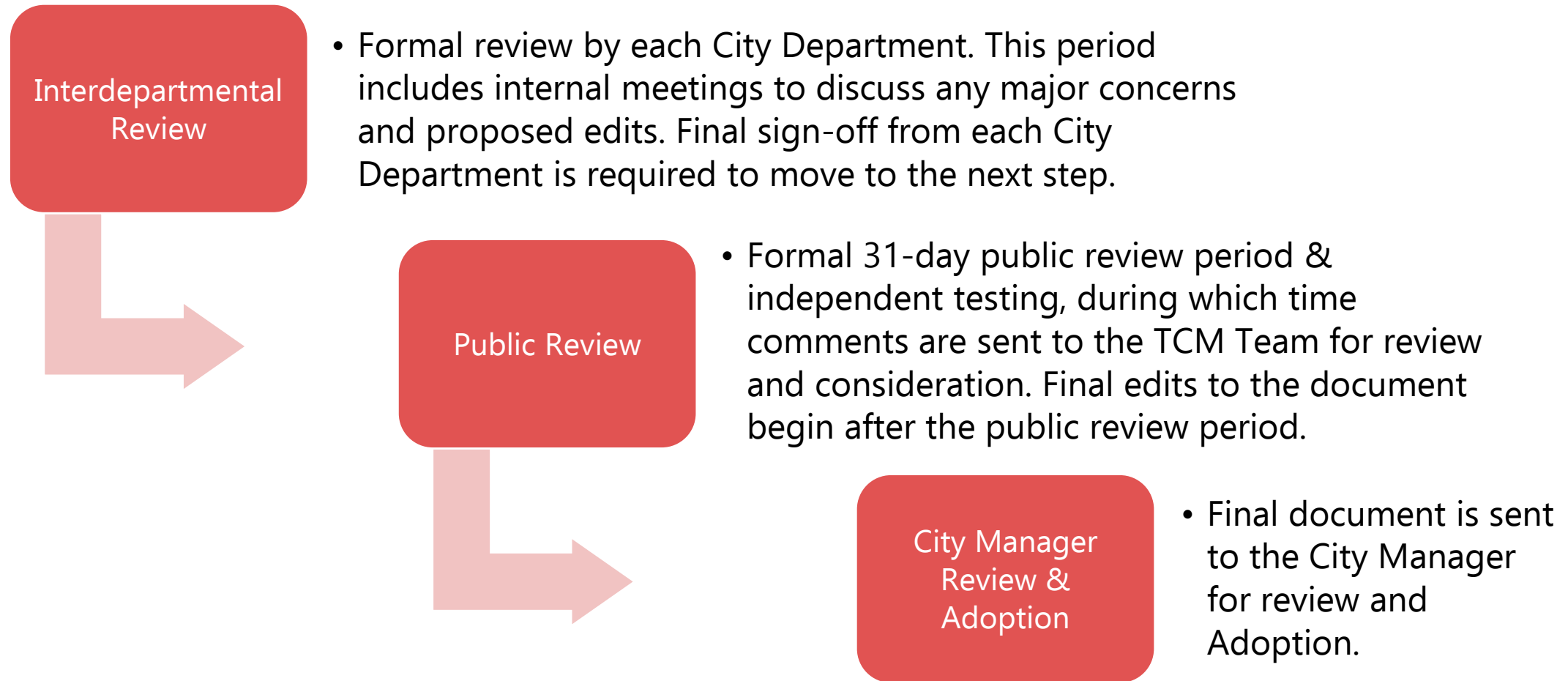
The criteria presented in the updated Transportation Criteria Manual (TCM) provides a foundation or starting point for transportation related engineering design decisions.

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

Overall significant changes to the updated TCM include:

- Prioritized safety for sustainable modes (pedestrians, bikes, etc.).
- Modernized criteria in line with local & national best practices
- Flexible design options
- Updated analysis criteria for development related transportation impacts

Rules Adoption Process



Project Timeline

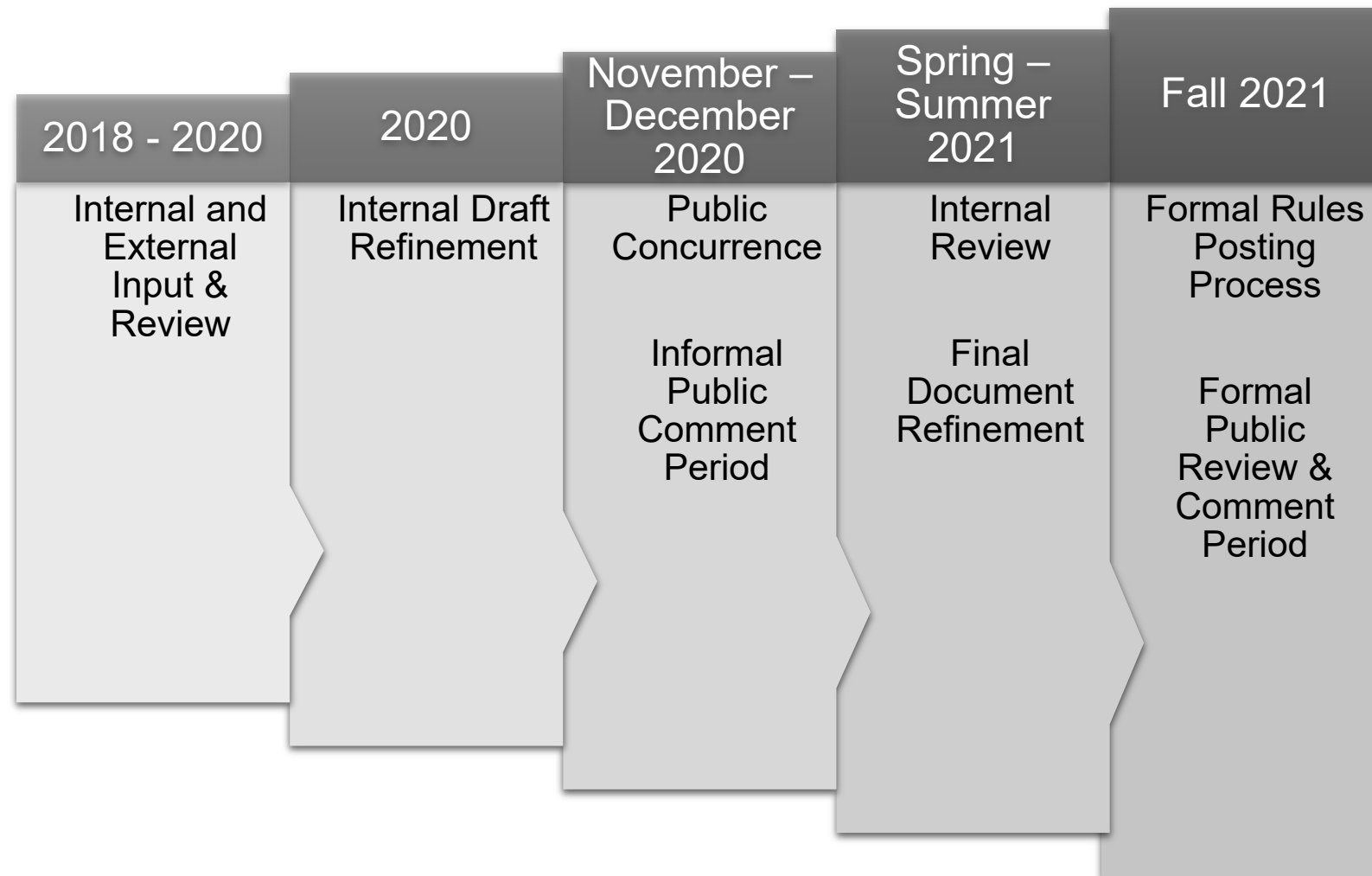
2017



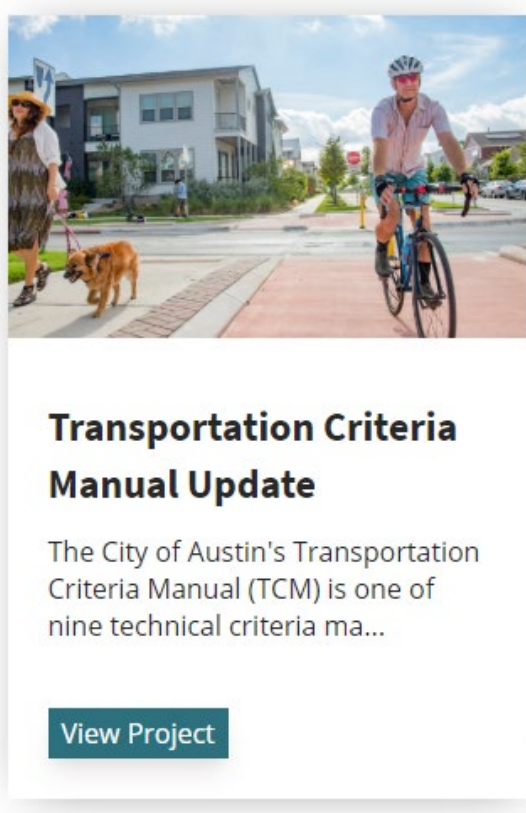
2019



2020



Public Feedback – Nov/Dec 2020



- Public comments were received through the months of November and December 2020.
- Over 1,200 comments were received both through the SpeakUp! Austin website and through the TransportationCM email account.
- Comments were reviewed and analyzed by staff and our consultants.
- The TCM went through a robust interdepartmental review period which lasted through early Summer of 2021.
- The next few slides illustrate how we are responding to major comment themes...

Public Feedback – Key Themes

Street Cross Sections, Geometric
Design & Street Trees

Pedestrian
Safety

Bicycle Safety

Driveways, Parking & Loading

Transportation
Impact Analysis

Clear Waiver Process &
Definitions

Recent TCM Updates Based on Public Feedback

- **Section 1: Intro**

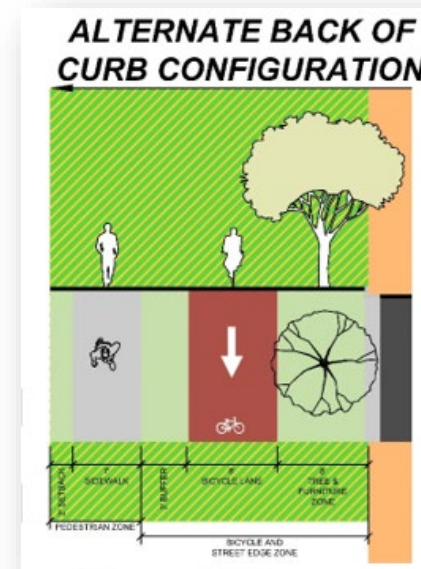
- New waiver language section.

- **Section 2: Street Cross Sections**

- Updated cross sections for both Level 1 & Level 2 streets based on public feedback.
- Alternative back of curb options on corridors to alternate street tree & bicycle facility placement.
- Tree soil requirement updates to include structural soils and soil cells.
- Reworked sidewalk easement and setback requirements in coordination with PWD.
- Improved access will include an easy to read & download PDF posted on ATD website.

- **Section 3: Geometric Design Criteria**

- Updated sight distance calculations to reflect real world applications.
- Updates to multimodal and ADA elements (bicycle facilities, detectable warnings, etc.).
- Standardized smart right turns and updated right turn lane thresholds to address safety concerns.
- Intersection Control Evaluation & Standardized Subdivision Intersection Control Types updated to reduce confusion.
- Turning movement standards have been updated to reflect safe control vehicle turning movements.



Recent TCM Updates Based on Public Feedback

• Section 4: Pedestrian Zone

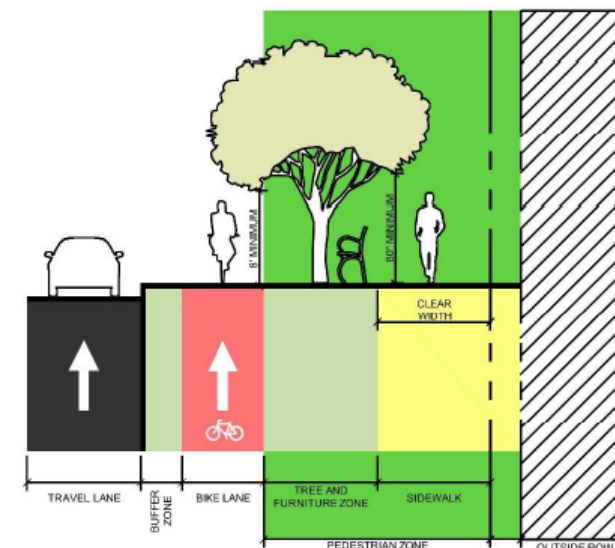
- Vertical clearance updated to 80" (6'-6") in sections without bicycle facilities.
- Revamped pedestrian cross spacing table to provide clarity.
- Revised priority order of pedestrian crossing treatments based on public concerns.

• Section 5: Bikeways and Urban Trails

- Updated bicycle figures based on public feedback.
- Updated bicycle tapering criteria to reflect appropriate facility design speeds.

• Section 6: Transit

- Revamped transit stops and ped/bike interaction areas to address real-world scenarios.
- Includes references to Project Connect's future design criteria.
- Updated bus stop and multi-modal criteria standards.



Recent TCM Updates Based on Public Feedback

- **Section 7: Driveways**

- Clear spacing criteria for simplicity.
- Updated throat & curb radii criteria based on public and internal feedback.
- Revised allowable driveway grades.

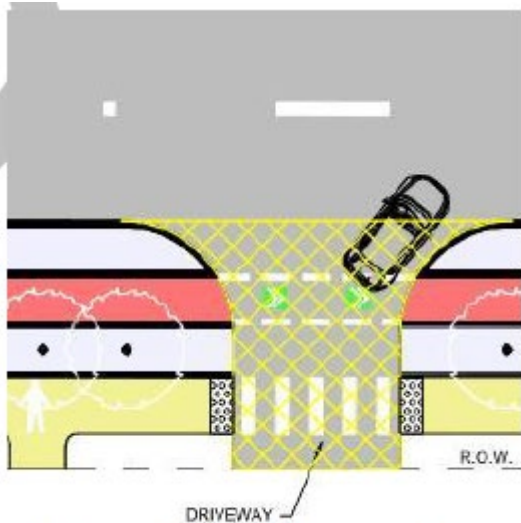


Figure 7-1 – Driveway Area

- **Section 8: Temporary Traffic Control**

- Revised pedestrian & bicycle temporary traffic control criteria to prioritize safety.
- Added positive protection criteria.

- **Section 9: Parking & Loading**

- Refined structured parking to better align with how parking garages are used, especially in downtown contexts.

Recent TCM Updates Based on Public Feedback

- **Section 10: Traffic Impact Analysis**

- Inclusion of Street Impact Fees, which was adopted by Council after previous public draft.
- Revised Transportation Impact Analysis (TIA) and Transportation Demand Management (TDM) thresholds.
- Developed a tiered TIA system with differing levels of analysis (Transportation Assessment & TIA)
- Included nexus standards.

- **Section 11: Offsets and Railings**

- Simplified lateral offset standards.
- Revamped landscaping requirements and tree placements.

- **Sections 12 & 13: Small Cell Facilities & Structures in the ROW**

- No/minor change to these sections.

- **Section 14: Appendix**

- Included a definitions “Appendix A”
- Nomenclature updated to pavement design guidelines “Appendix B”.

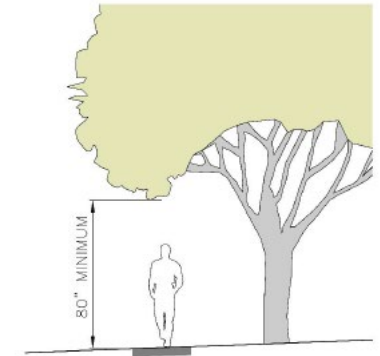


Figure 11-9 – Landscaping Vertical Clearance Above Sidewalks

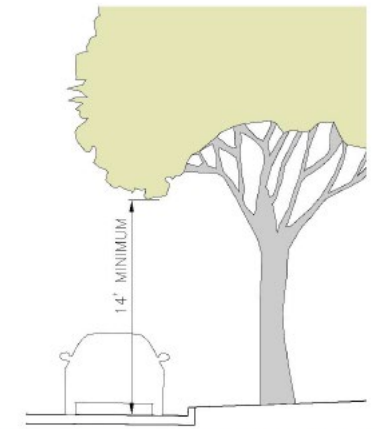
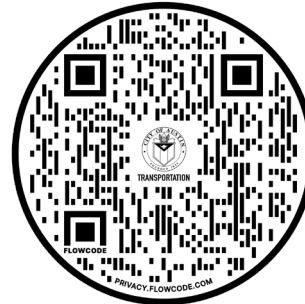


Figure 11-10 – Landscaping Vertical Clearance Above Streets

Next Steps

Formal Rules Posting Process

- ATD's final proposed TCM document will be posted for public review on 09/29/21. This will be posted on the City Clerk's Website. More information can be found here:
<http://austintexas.gov/departments/land-development-rule-postings-and-technical-criteria-manuals>
- The **09/29/21** posting will trigger a formal public review period, which will close on **11/01/21**.
- ATD will review all public comments received and will make final edits to the TCM prior to presenting to the City Manager for approval in Winter 2021.



Stay Involved

- **SpeakUp Austin Website:**
bit.ly/ATXTCM
 - Staff will post updates to this website as we go through the Rules Posting Process
- **Project Newsletter:** bit.ly/TCMlist
- **Email:**
TransportationCM@austintexas.gov
or Danielle.Morin@austintexas.gov

THANK YOU



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