

TRANSPORTATION INITIATIVES

PC/ZAP
March 29, 2016

Austin Transportation Department
& Development Services Department

Agenda

- Austin Strategic Mobility Plan (10 min)
- Implementation Strategies (25 min)
  - Rough Proportionally
  - Street Impact Fees
  - Transportation Code Amendments
- Connectivity (10 min)
- Discussion/Questions (15 min)

Austin Strategic Mobility Plan

Austin Strategic Mobility Plan

- The Austin Strategic Mobility Plan will:
  - Update and replace the 1995 Austin Metropolitan Area Transportation Plan (Ord. No. 950309-G) which is attached to Imagine Austin
  - Expand the Imagine Austin vision into actionable mobility-related goals and objectives and be proposed as an amendment to the transportation element of Imagine Austin
  - Pull multiple concurrent mobility programs and plans into one comprehensive vision and apply an integrated approach to planning for all modes of our transportation network.

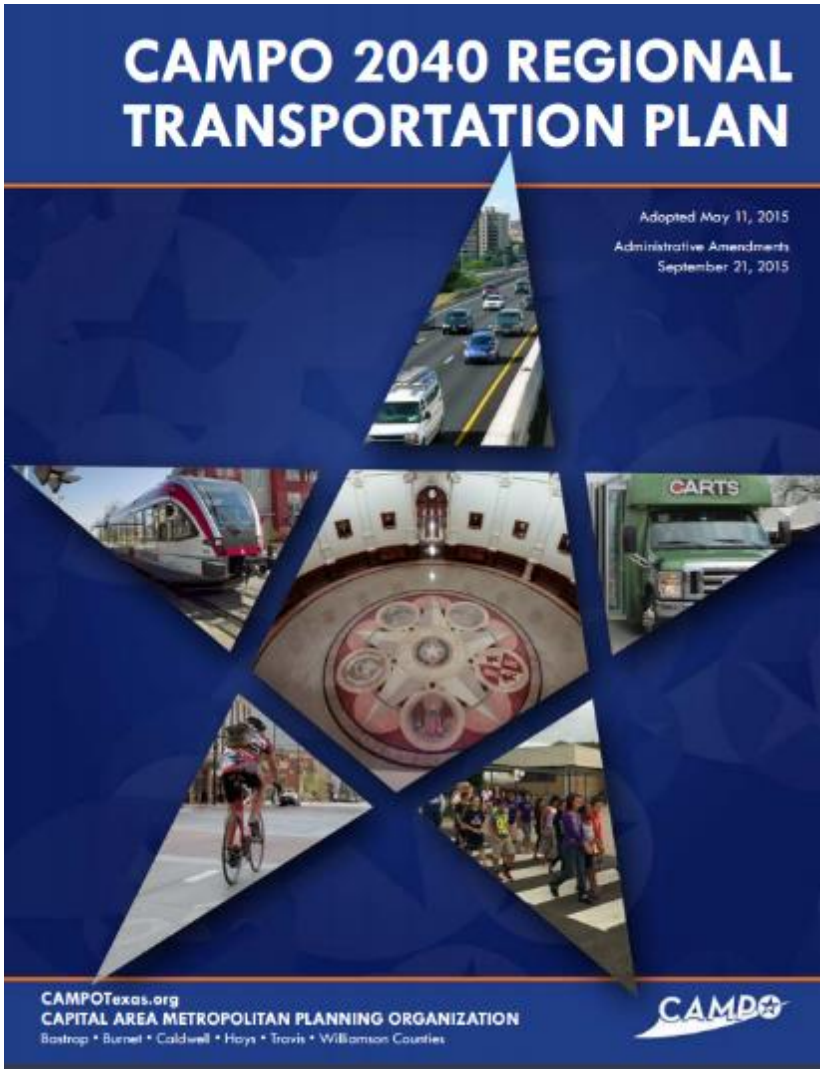
Austin Strategic Mobility Plan

- The Austin Strategic Mobility Plan will:
  - Approach transportation access and mobility as essential to quality of life for Austin residents
  - Add performance measures that will track the City's progress and ensure accountability
  - Consider technological advances shaping the 21st century transportation network
  - Identify ways to improve efficiencies in our existing system, manage demand, and strategically add capacity in all modes
  - Provide base data for the creation of a City of Austin Street Impact Fee program

Austin Strategic Mobility Plan

- The Austin Strategic Mobility Plan will:
  - Cover a 10+ year timeframe
  - Identify strategies in the form of programs and projects
  - Include network and program planning that will be done through a safety lens and will consider all modes
  - Include maps and tables of the existing and future street network
  - Be updated every 5 years

Relationship to Regional Planning



Relationship to Local Planning

Priority Programs

Strategic Mobility Plan

Components of the Strategic Mobility Plan

Austin's Mobility Story

Community Priorities and Vision

Integrated Network Scenario Planning

Building Blocks

Programs | Projects

Strategies | Metrics

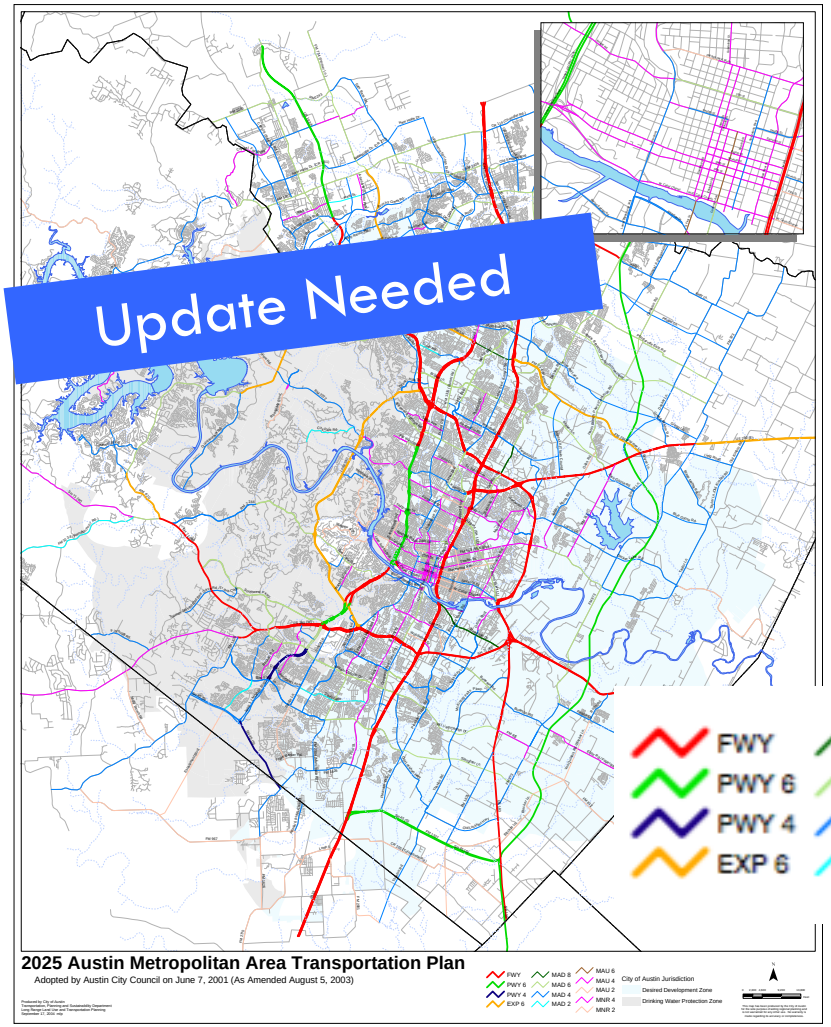
Project Development Process

Implementation Strategy

Typical Cross Sections

Street Network Table

Current Transportation Plan



A - Austin

M - Metropolitan

A - Area

T - Transportation

P - Plan

Street Network Table

CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN
Adopted June 7, 2001
Last Amended August 5, 2004

Unshaded
Desired Development Zone
Drinking Water Protection Zone

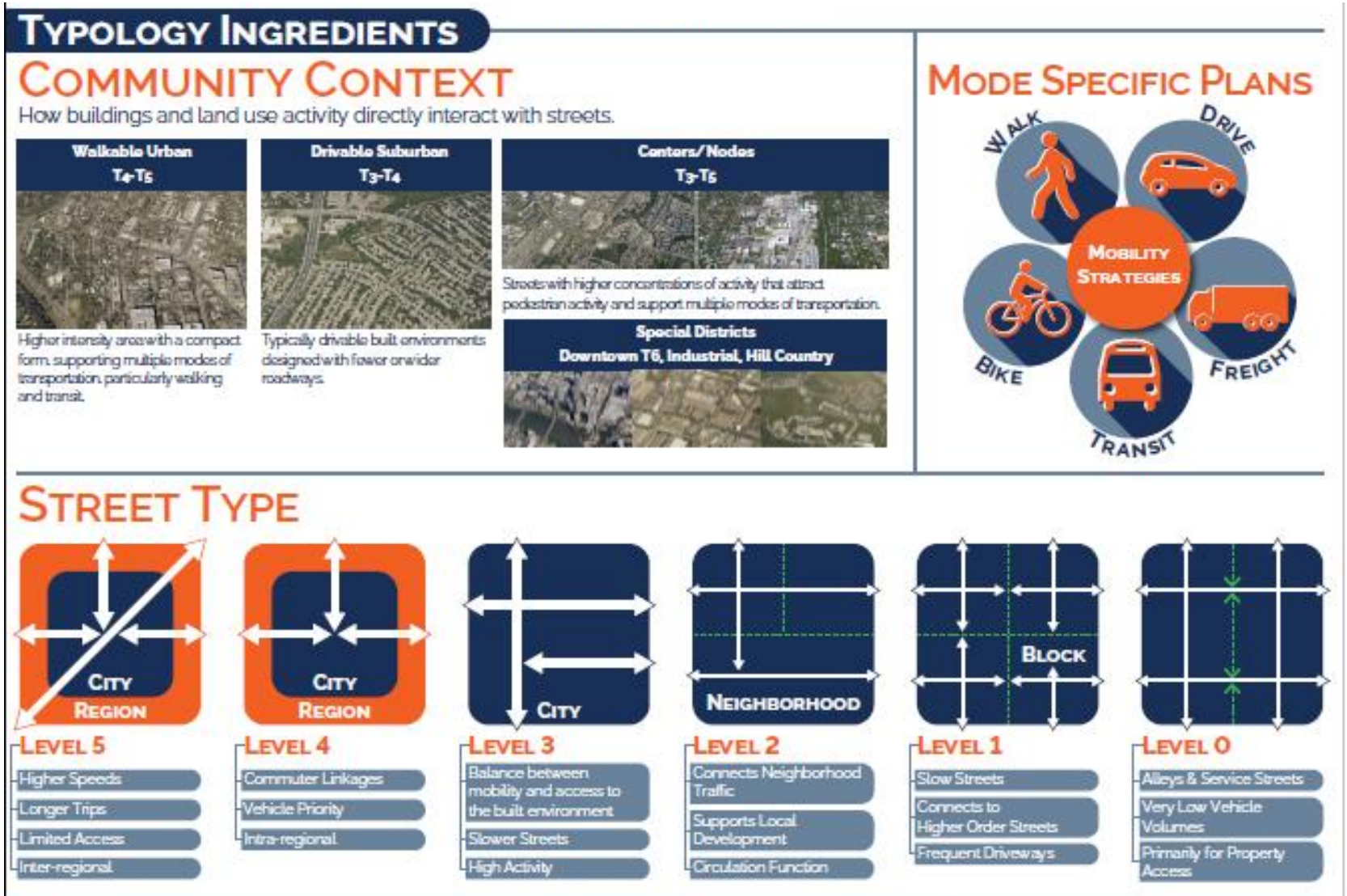
PROPOSED 2025 AMATP ROADWAY PLAN TABLE

ROADWAY	SEGMENT	Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility	Remarks	Portions in BSEA Recharge Zone	Portions in BSEA Contributing Zone	Portions in NEA Recharge Zone
					*GIS Estimate	ROW MIN	ROW MAX							
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
H 35	CR 111 - FM 3406	FWY 4	FWY 6					LOW						
National Highway System	FM 3406 - RM 620	FWY 6	FWY 6/HOV					LOW						
	RM 620 - SH 45 (N)	FWY 6	FWY 6/HOV					LOW						
H 35			FWY 6/HOV	400	300			LOW		wc/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS Recommend compliance with US Fish & Wildlife Service guidelines & standards (Attachment 1) to ensure non-degradation and water quality protection. Recommend compliance with TNRCC Edwards Rules 30 TAC 213			X
National Highway System	Parmer Ln. - Rundberg Ln.	FWY 6	FWY 6/HOV	400	<350	200	350	LOW		wc/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS			
	Rundberg Ln. - US 183 (N)	FWY 6	FWY 6/HOV	400	<300	200	300	LOW		wc/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS			
	US 183 (N) - US 290 (E)	FWY 8	FWY 8/HOV	400	300			LOW		wc/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS			

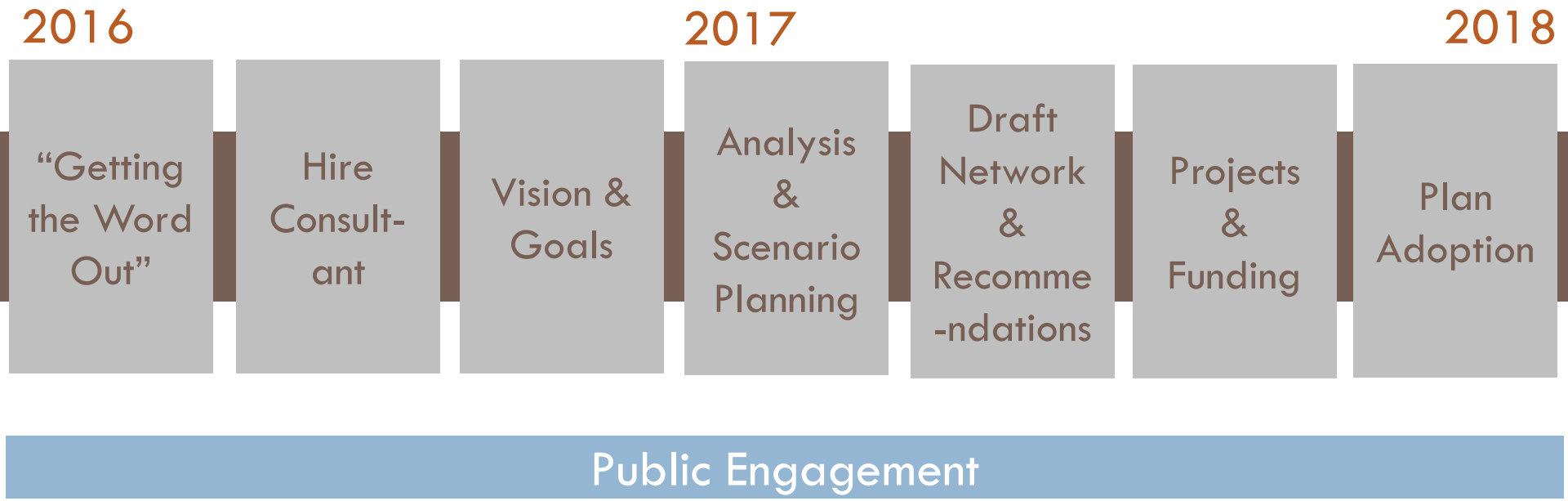
Update Needed

Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility
			*GIS Estimate	ROW MIN	ROW MAX			

Street Network Table



Strategic Mobility Plan Process and Timeline



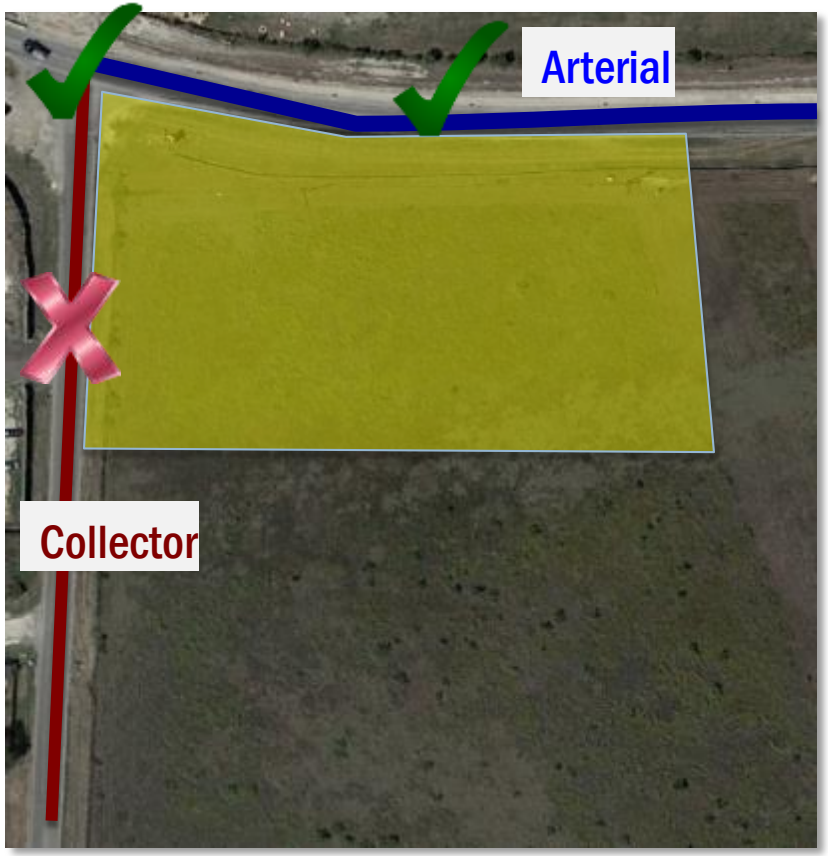
Implementation Strategies

- Rough Proportionally
- Street Impact Fees
- Transportation Code Amendments

Rough Proportionality

Austin's Standard Practice

- Border Street Policy
  - Require right-of-way (ROW)
  - Require partial street construction per Austin Metropolitan Area Transportation Plan (AMATP)
- Traffic Impact Mitigation
  - Intersection improvements, turn lanes, etc.
  - Pro-rata share for development-generated traffic



Rough Proportionality

Two important U.S. Supreme Court Cases established the principle of 'Rough Proportionality'

- **Nollan vs. California Coastal Commission (1987) -** established that an exaction must have an *essential nexus* to legitimate public interests
- **Dolan vs. City of Tigard (1994) -** established a two-part test for exaction: 1) *essential nexus* and 2) *roughly proportional* in nature and extent of the impact of the development

Legal Background cont.

- Texas House Bill 1835
  - Adopted in September 2005
  - Amended Section 212 of the *Local Government Code (LGC)*
    - Dedications, fees, or construction costs
    - "[The] developer's portion of the costs may not exceed the amount required for infrastructure improvements that are **roughly proportionate** to the proposed development…"

Use of Rough Proportionality

- What Applies?
  - Requirements not design standards
    - Right-of-way/easement, boundary street construction, intersection and roadway improvements, or fiscal in lieu
  - Part of typical development approval process
- How is Rough Proportionality Determined?
  - Compare the peak hour **demand created** by development to the **supply required** by City/County
  - Spreadsheet comparison
  - Same approach to HB 1835 as ~30 other TX cities

Rough Proportionality

What is 'Rough Proportionality'?

A. Legal Principle 

B. Fairness Check 

C. Calculation Tool 

D. City Policy/Rule 

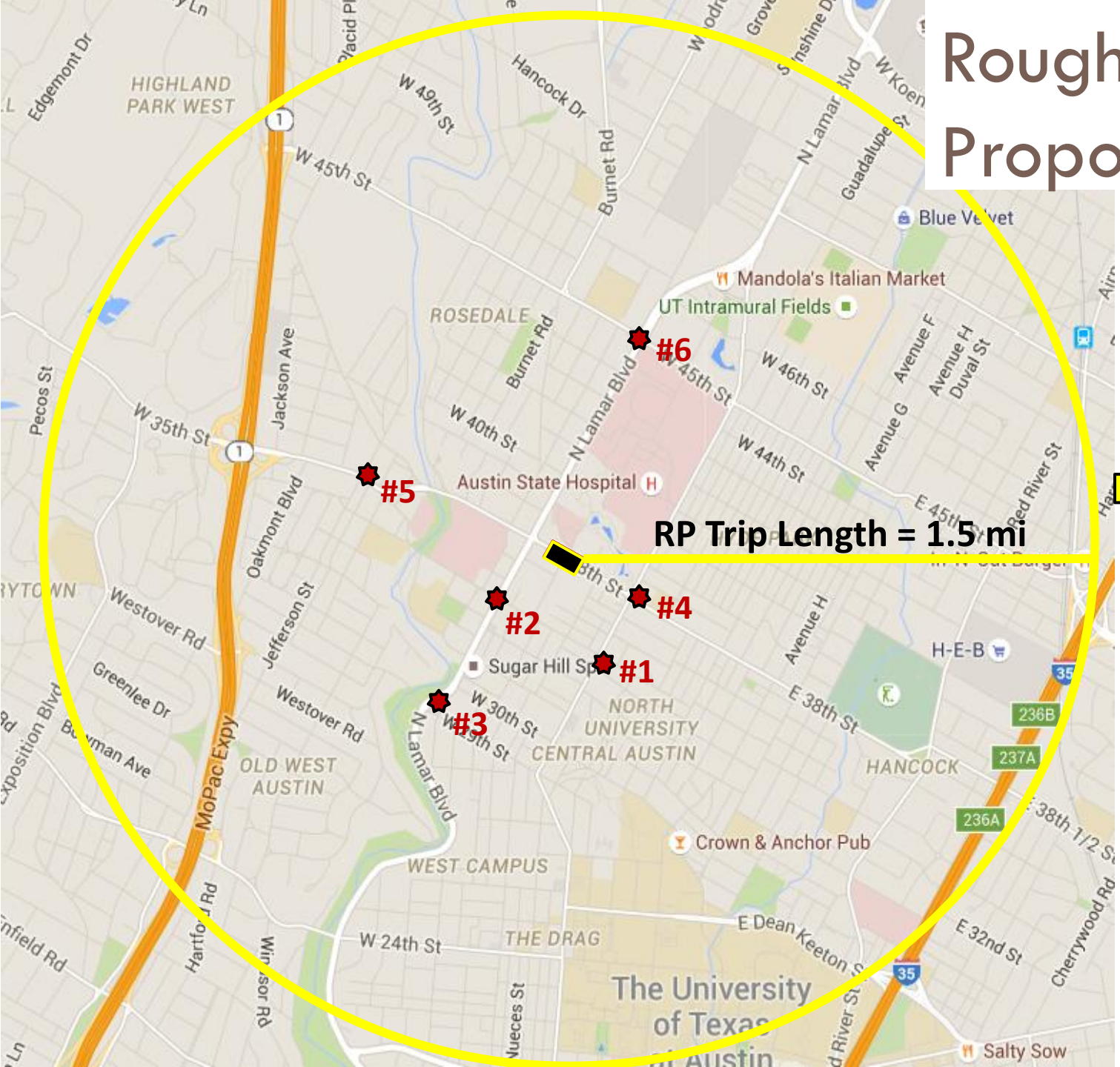
Determination

How is Rough Proportionality Determined?

- Transportation Demand
  - *Generated by Development*
  - Land Use Type
  - Intensity
  - Peak Hour Trip Rate & Length
- Transportation Supply
  - *Required by City/County*
  - Roadway Classification
  - Length
  - Cross-Section
  - Intersection & Roadway Improvements
  - Right-of-Way

Vehicle Miles Traveled (VMT) ≈ $2,276/VMT ≈ $1.6M/lane mile ≈ Construction Cost

Rough Proportionality



Standard Practice: TIA Intersection Analysis

Rough Proportionality: Trip Length Boundary

Street Impact Fees

Street Impact Fees

- Governed by Chapter 395 of the Texas Local Government Code (1987)
  - Water, Wastewater, Roadway, and Drainage impact fees allowed in Texas
  - Capacity-related costs (i.e. no public art, streetscape elements, expensive illuminations, etc.)
  - Recover infrastructure costs for future development
  - Subject to 'Rough Proportionality'

Street Impact Fees

- Impact Fee Definition

"Charge or assessment imposed…against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development."

Source: Local Government Code, Chapter 395

Street Impact Fees

- Impact Fee Calculation considers:
  - 10 year growth horizon
  - Proportional share of capacity needed for growth
  - Growth Projections
  - Adopted Capital Improvements Plan
- Impact fee calculations updated every 5 years

Street Impact Fees

- Checks & Balances
  - Licensed Professionals Prepare
    - Capital Improvements Plan
    - Growth Projections
    - Maximum Assessable Impact Fee Calculations
  - Public Hearing Required
    - Capital Improvements Plan
    - Growth Projections
  - Impact Fee Advisory Committee required

Transportation Code Amendments (LDC 25-6)

Transportation Code Amendments

- Modify Code Chapter 25-6
  - Defines Transportation Plan and System
  - Requirements for Proportionality Determinations
    - Off-site ROW or transportation improvements
    - Bring City's process into compliance with LGC § 212.904
  - Clarifies ROW Reservation & Dedication
    - Authorizes as condition to development approval
    - Prop. determinations required for off-site ROW

Transportation Code Amendments cont.

- Modify Code Chapter 25-6
  - Off-site Transportation Improvements
    - Authorize staff to require construction
    - Allow payment of fee in-lieu
    - Accommodates future code for off-site mitigation
  - Planning Commission Codes & Ordinances Committee and full Planning Commission – April 2016
  - Council – May 2016

Connectivity

What is Connectivity?

- Compact street network
- Multiple ways to get to one place
- Few dead ends
- Direct routing

Connected Street Network ⟷ **Disconnected Street Network**

Connectivity

Potential Concerns

- Cut-through traffic/safety
- Lower land values
- Precedence
- Nuisance – noise and increased street activity

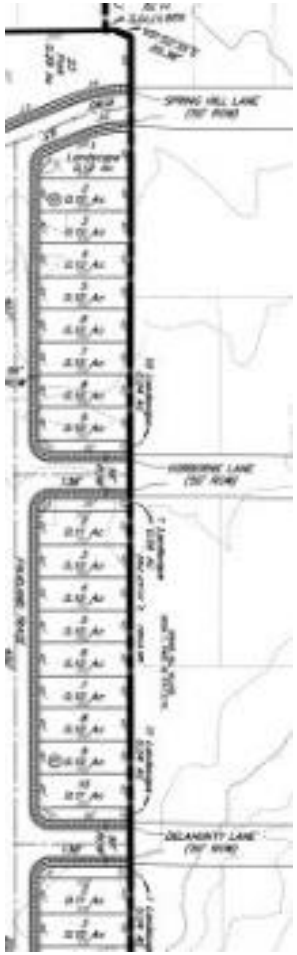
Potential Benefits

- Improved Mobility
- Increased Public Safety access
- Improved neighborhood safety and access
- Public Health (improved opportunities for active transportation)

Connectivity in Code

§25-4 Subdivision, Article 3. Platting, Division 2. Streets

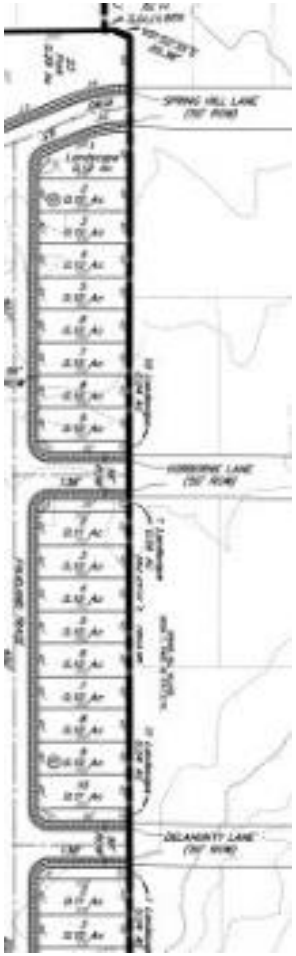
- Street alignment and connectivity
  - New streets aligned and connect to existing streets
- Dead-end streets
  - Street *may* end in cul-de-sac < 2000' in length
- Block length
  - Generally ≤ 1,200'
  - Residential > 900' must be transected by pedestrian path within 300' from each end
  - Commercial/industrial ≤ 2,000'
- Subdivision access streets
  - Generally new subdivisions need 2 access streets
  - Connect to different external streets



Connectivity in Code cont.

§25-2 Zoning, Subchapter E, Article 2. Site Development Standards

- Sites ≥ 5 acres
- Project Circulation Plan Required
- Block size & length
  - Generally ≤ 5 acres
  - Generally ≤ 800’
- Connectivity Between Sites
  - Drives/streets connect to existing drives/streets on adjacent property or stub-out
  - Direct bike/pedestrian access from streets



Connectivity in Code cont.

- § 25-4-151 - STREET ALIGNMENT AND CONNECTIVITY
  - Streets of a new subdivision shall be aligned with and connect to existing streets on adjoining property unless the Land Use Commission determines that the Comprehensive Plan, topography, requirements of traffic circulation, or other considerations make it desirable to depart from the alignment or connection.

Connectivity Strategies: Short-term

Traffic Calming Design Strategies: Professional engineering staff at the City will make determinations of the best strategies to apply in a given situation and context, considering safety, effectiveness, cost, and aesthetics. This includes review and guidance for applicant submittals.

- Subdivision Design
- Design for "yield-flow" conditions: Internal neighborhood streets
- Street Design
- Deflecting the Vehicle Path
- Mitigation of Existing Wide Streets
- Signage
- Markings

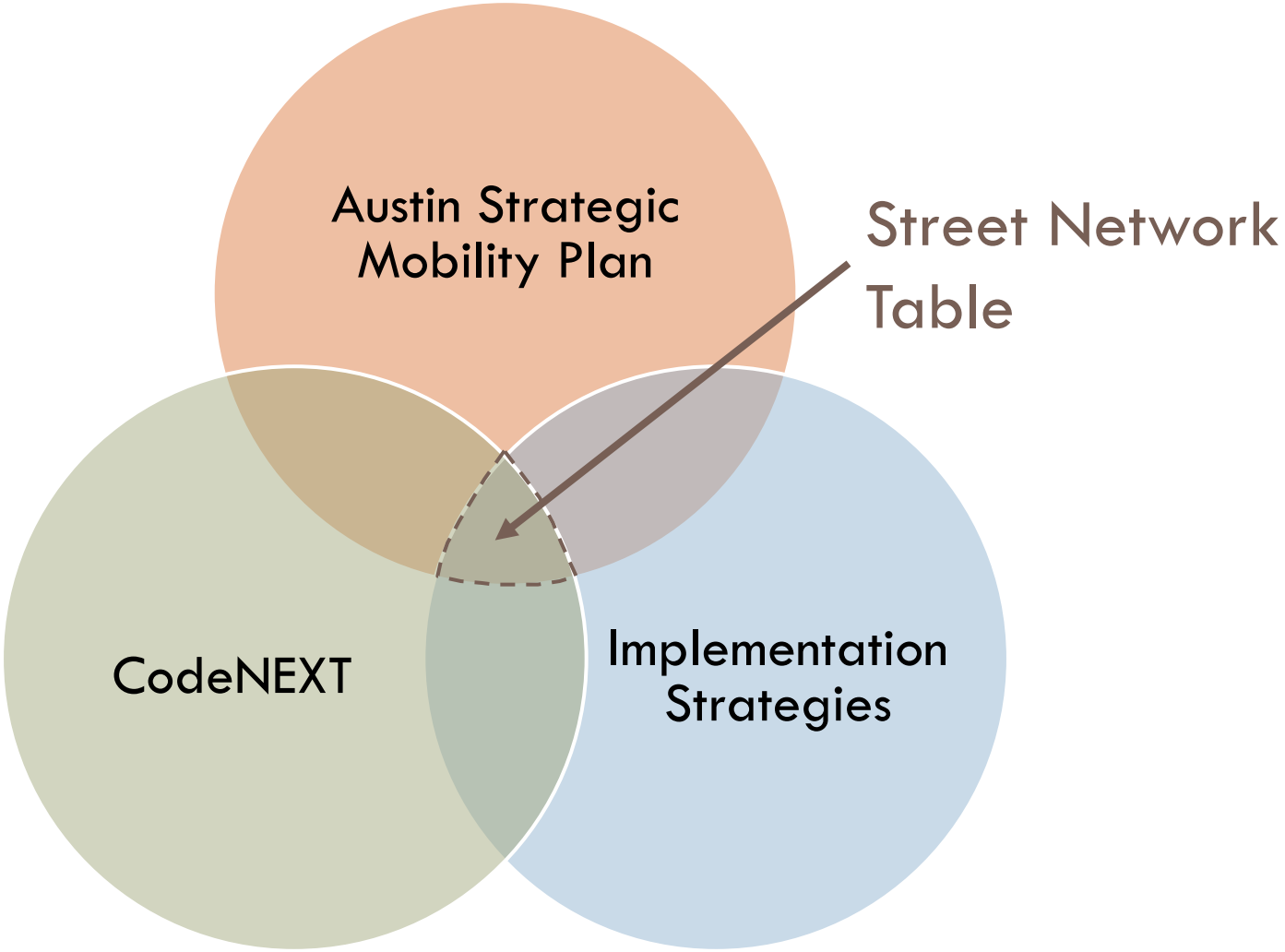
Connectivity Strategies: Short-term

- New streets should be designed initially for slower speeds; they should not require additional devices.
- For retrofitting of existing streets, Austin Transportation Department manages the **Local Area Traffic Management (LATM)** program, which implements:
  - Vertical deflection
  - Horizontal deflection
  - Circular intersections
- ATD installs traffic calming devices only after receiving an application and performing a speed study; there must be a documented speeding issue.

Connectivity Strategies: Long-term

- Austin Strategic Mobility Plan
  - Connectivity prioritization analysis for strategically completing the network
  - Further develop short-term strategies/interim strategies
- CodeNEXT
- Evaluation of Short-Term strategies

Transportation Improvements



Next Steps

Austin Strategic Mobility Plan	Street Impact Fees	Transportation Code Amendments
March: "Getting the Word Out" and Scope development	March: RFQ Solicitation	
March/April: Boards and Commissions Project Status Briefings		
March/April: Consultant Procurement	June: Consultant selection briefings	April: Mobility Committee Briefing
June 23: Request for City Council action		May: Request for City Council action

Questions