



TRANSPORTATION MITIGATION PRACTICES & POLICIES

URBAN TRANSPORTATION COMMISSION

January 10, 2016

Austin Transportation Department
& Development Services Department



Agenda

2

- TIA Guidelines
- Draft Transportation Code Amendment
- Rough Proportionality
- Discussion/Questions

Process History

□ Presentations and Outreach

- Initiated by Planning Commission (10/13/15)
- Planning Commission/Zoning and Platting Commission (3/29/16)
- Mobility Committee (4/6/16)
- Austin Contractors and Engineers Symposium (4/14/16)
- Planning Commission Codes & Ordinances (4/19/16)
- Stakeholders' meeting (5/9/16)
- Consultants' meeting (5/31/16)
- Planning Commission/Zoning and Platting Commission Joint meeting (11/29/16)
- Public Forum (12/9/16)

4

TIA Guidelines

TIA Guidelines – Overview

5

- Document Current Practice and Set Expectations
 - System and Site Improvements
 - Construct vs fund by applicant
 - Process and Requirements Updates
 - Review Committee, Safety Analysis, Costs for Improvements
 - Pro Rata Methodology
 - Establish calculations and baseline contribution
 - Acceptable exceptions to pro rata
 - Possible Future Code Changes for TIAs
 - Outside review of code

TIA Guidelines – Overview

6

- Released to Public for Review and Comment
 - ▣ Initial draft in August 2016
 - ▣ Revised draft in December 2016 based on comments
 - ▣ Currently incorporating comments from Forum

7

Transportation Code Amendment (LDC 25-6)

Transportation Code Amendments

- Modifications to LDC Chapter 25-6
 - Defines Transportation Plan and System
 - Codifies Requirement 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
 - Authorizes dedication requirements for improvements to support all modes of travel
 - Proposed determinations required for off-site ROW

Mitigation Options: No TIA or NTA

- Clarifies that the director may require mitigation for development that does not require a TIA or a NTA
- Without a TIA or NTA, required system improvements may not be further than from the proposed development than:
 - one-quarter mile; or
 - three-fourths of a mile, for an improvement required to provide access between the proposed development and a school, bus stop, public space, or major street

Mitigation Options: No TIA or NTA

- Required system improvements are limited to:
 - ▣ sidewalks and curb ramps;
 - ▣ traffic signs, markings, and upgrades to signal infrastructure;
 - ▣ traffic calming devices;
 - ▣ bike lanes and upgrades to bike facilities;
 - ▣ rectangular rapid flashing beacons;
 - ▣ pedestrian refuge islands;
 - ▣ pedestrian hybrid beacons; and
 - ▣ measures to limit transportation demand;
 - ▣ Other measures previously identified through administrative programs

System Improvements: No TIA or NTA

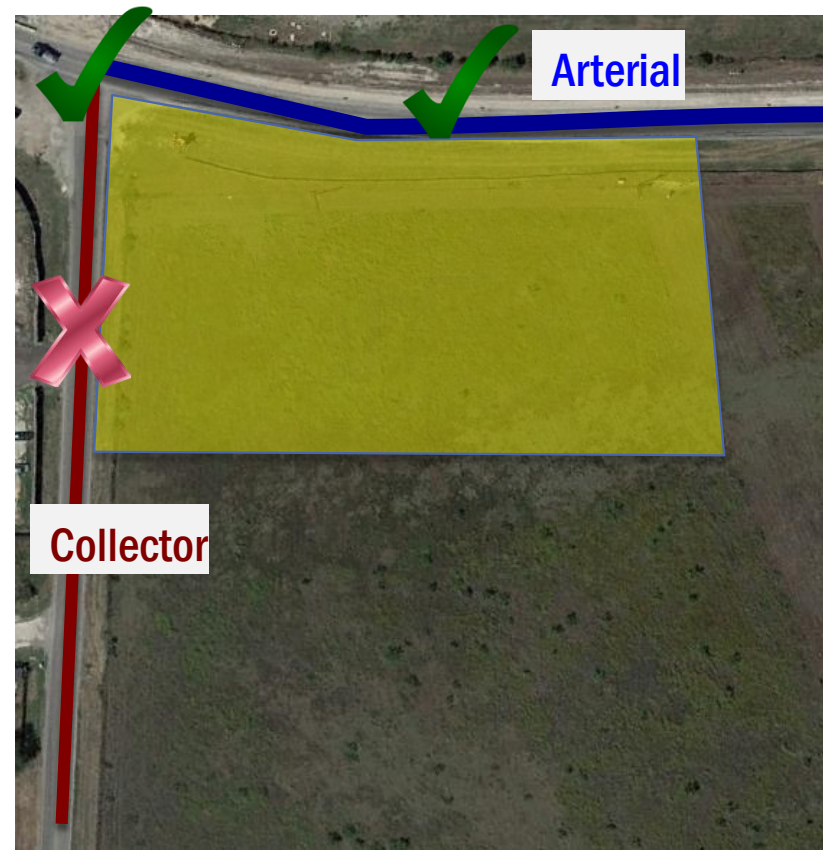
- Tied to transportation plans and engineering studies
- List of publicly available references
- Improvements reviewed by committee
 - ▣ Requirements based on plans
 - ▣ Focused adjacent to site

12

Rough Proportionality

Austin's Standard Practice

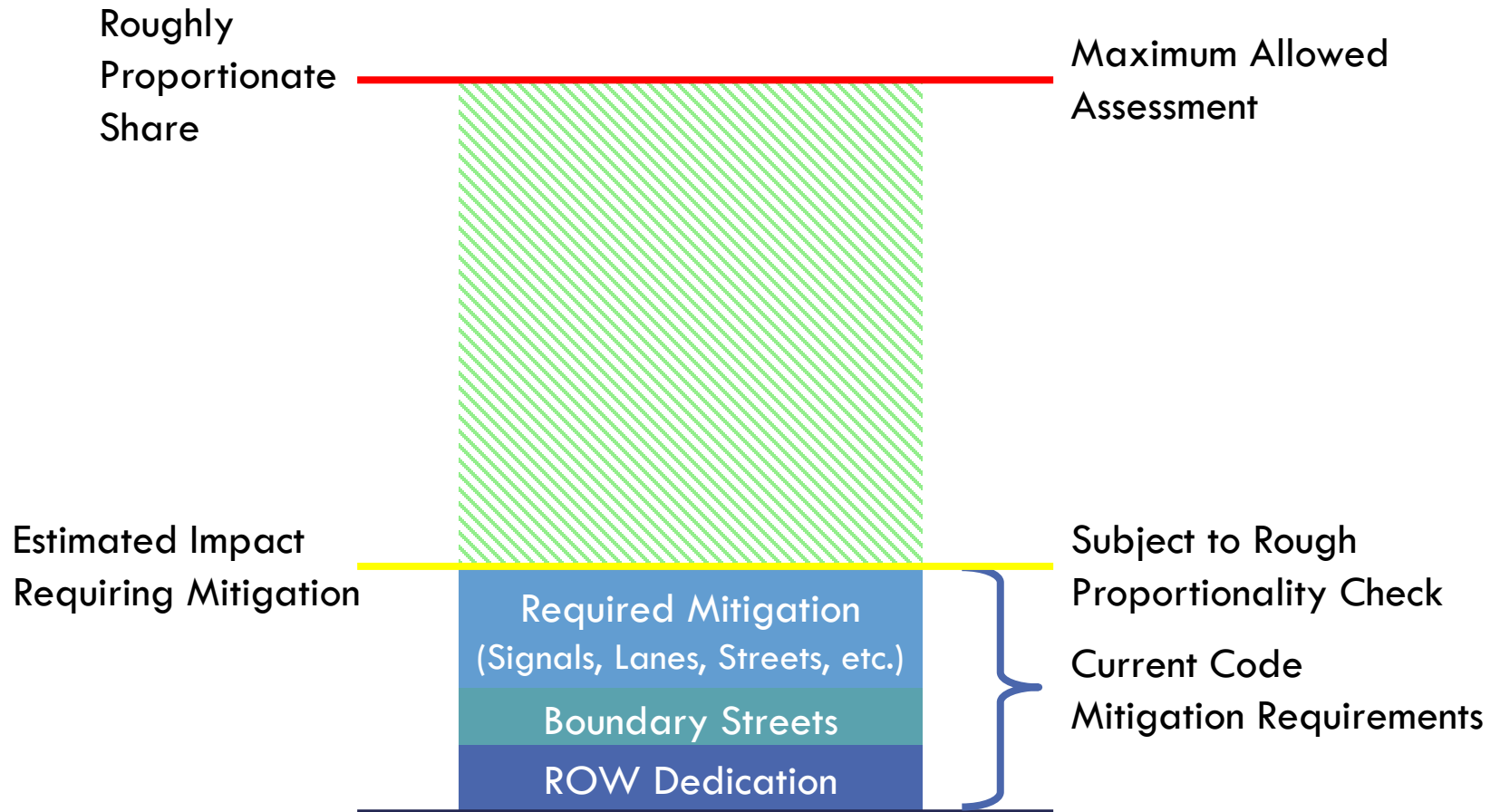
- Border Street Policy
 - ▣ Require right-of-way (ROW)
 - ▣ Require partial street construction per Austin Metropolitan Area Transportation Plan (AMATP)
- Traffic Impact Mitigation
 - ▣ Intersection improvements, turn lanes, etc.
 - ▣ Pro-rata share for development-generated traffic



Use of Rough Proportionality

- What Applies?
 - Requirements, not design standards
 - Right-of-way/easement, boundary street construction, intersection improvements, of 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

Roughly Proportionate Share – Relationship to Other Mitigation Tools



Mitigation Tools

16

- Individualized determination
 - ▣ Outline in City Code
 - ▣ Traffic Impact Analysis
 - ▣ Rough Proportionality Study – “mini impact fee”
 - ▣ Must be done for each applicant
- Impact Fee Ordinance
 - ▣ Determine the proportional share for all future development
 - ▣ Can still require TIA
 - ▣ Must ‘credit’ a developer’s impact fee for construction of off-site improvements

Next Steps

- TIA Guidelines
 - ▣ Feedback from forum & online comments
 - ▣ Publish final version in early 2017
- Code Amendment
 - ▣ City Council Briefing on February 14, 2017
 - ▣ City Council Presentation on March 2, 2017
- Street Impact Fee
 - ▣ Stakeholder Meetings
 - ▣ Technical Analysis

Questions

18

