

Transportation Criteria Manual

Kiolbassa recommendations

Bicycles

As the bicycle program grows into a robust and well-organized plan, the Transportation Criteria Manual needs to reflect this.

Speed humps are not mentioned in the current TCM and are only mentioned in reference to automobiles in the draft TCM (section 3.3.0) yet are starting to be used on neighborhood bikeways. Criteria should be established for determining when to employ speed humps because of their expense, their difficulty for some bicyclists, they slow bikes down and the challenge they may pose for emergency vehicles. Recommended criteria include:

1. Conducting a safety and speed study
2. Lower the posted speed limit first
3. Installing a speed hump only on the block where the speed has been measured because speed can vary on different segments of the road
4. Bike-car accidents
5. NACTO also recommends where “the neighborhood feels traffic speeds are too high and are supportive of speed management treatments.”

Neighborhood bikeway intersections with arterials should be safe. Section 5.2 and Figure 5.4 of the draft TCM depicts intersections; they should include a requirement that the grade of the streets at the intersection should adhere to best practices, which is no more than 5%. (i.e. Seattle Right-Of-Way Improvements Manual)

Sidewalks

Incorporate current Subchapter E Section 2.2 sidewalk requirements for each type of roadway.

From: [King, David - BC](#)
To: [Rivera, Andrew](#)
Subject: Re: Item C-3 - Transportation Criteria Manual - Comments
Date: Friday, December 11, 2020 1:51:37 PM

Andrew,
I corrected the Council meeting date in item 1 in the email below that I just sent you.
Thank you,
David

From: King, David - BC
Sent: Friday, December 11, 2020 1:49 PM
To: Rivera, Andrew <Andrew.Rivera@austintexas.gov>
Subject: Item C-3 - Transportation Criteria Manual - Comments

Hello, Andrew,

Please include the following comments with ZAP commissioners' feedback for item C-3, Transportation Criteria Manual, on the agenda for our meeting on Tuesday, December 15, 2020.

Transportation Criteria Manual (TCM):

1. How will the new street impact fee program and ordinance approved by the Austin City Council on December 10, 2020, affect the proposed TCM?
2. How will the Project Connect Bond and Anti-Displacement Funding approved by Austin voters this past November affect the proposed TCM? Can projects funded by Project Connect bonds override or receive exemptions from or modifications to any parts of the TCM?
3. Has the Equity Office reviewed the proposed TCM and provided feedback or recommendations?
4. How does the proposed TCM affect the current Neighborhood Traffic Analysis thresholds and requirements?
5. How does the proposed TCM specifically address centers (regional, town, neighborhood, job, etc.) identified in the Imagine Austin Comprehensive Plan?

Regards,
David

David King
Zoning and Platting Commission - District 5

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David King
Boards and Commissions

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-----Original Message-----

From: Aguirre, Ana - BC <BC-Ana.Aguirre@austintexas.gov>

Sent: Tuesday, December 15, 2020 2:17 PM

To: Rivera, Andrew <Andrew.Rivera@austintexas.gov>

Subject: Re: December 15, 2020 Zoning and Platting Commission Agenda

Hello Andrew,

In reviewing the TCM questions, I figured I better send you the questions that I'm going to ask:

1. How is parking vs bicycle lanes determined?
2. How does actual neighborhood engagement taken into consideration?

Thank you! Ana