



City of Austin  
Planning and Development Review Department  
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Austin, TX 78704

## UT Center for Transportation Research's Recommended Changes to the City of Austin Subdivision Code

- Make the subdivision regulations more easily understood through clearer language.
- Add graphics and visual aids to guide/assist developers, especially to show how connectivity can be achieved with and without cul-de-sacs and dead-end streets.
- Add a preamble/purpose section that sets out the purpose for the regulations and includes references to any/all other policies, ordinances, and plans that should be considered by a developer, including complete streets policies, comprehensive plan, bicycle master plan, sidewalk master plan, etc.
- Explicitly require stub-streets to connect to adjacent communities, both existing and future, and require signage installed at stub-streets to indicate future connectivity.
- Restrict block lengths to the lengths that other cities are utilizing to achieve complete streets/connectivity by capping block lengths in the range of 500–660 feet, with longer blocks requiring mid-block crossings.
- Add a minimum connectivity index for vehicular circulation, bike facilities, parking, and standards for public transit access. Average minimum connectivity index is between 1.2 and 1.65, measuring the ratio of street links divided by nodes (intersections and cul-de-sac heads).
- Make the City's complete street policies more robust.

### Questions or Comments? Want to be involved? Please contact:

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