

2013 Q3 – PWD Proposed Rule Changes

PROPOSED VERSION for 3rd Quarter 2013 Posting

Transportation Criteria Manual – Section 1

Earliest Possible Adoption: August 4, 2013

SECTION 1 - VISION, GOALS, AND STREET DESIGN CRITERIA

1.1.0 GENERAL - This section provides guidelines for the assignment of street classifications and their respective design criteria

1.1.1 VISION: The Vision of the Transportation Criteria Manual is to provide design guidelines for roadways that help the City of Austin:

- Grow as a compact, connected city,
- Integrate nature into the city,
- Provide paths to prosperity for all,
- Develop as an affordable and healthy community,
- Sustainably manage water and other environmental resources,
- Think creatively and work together.

1.1.2 GOALS:

1.1.2.1 Promote Complete Streets to serve all roadway users, pedestrians, bicyclists, transit riders, and motorists regardless of age or ability

1.1.2.2 Provide safe and efficient movement of people, goods, and services.

1.1.2.3 Integrate roadways into the existing and future context of the adjacent land uses and the built environment.

1.1.2.4 Incorporate trees and natural vegetation to maximize their community benefits.

1.1.3 DESIGN PROCESS

Prior to design of a preliminary subdivision plan, PUD, or any other project that includes the planning and development of new, retrofitted and reconstructed streets the design team (including but not limited to the project owner, architect, engineer, planner, and/or developer) shall meet with the City of Austin Complete Streets Review Team(s) to discuss context sensitive design parameters and the City's Comprehensive Plan.

The Complete Streets Review will assist the design team in incorporating context sensitive design for streets, intersections, and networks, which provide design flexibility in the development of the project. Context sensitive geometric design looks at the project development process in terms of describing a transportation project as part of the community's overall objectives for an area.

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At this meeting the desired functionality of the roadways and intersections will be determined based on the surrounding context and the projected traffic impact of the proposed project. Anticipated land use, connectivity, the placement of utilities, and opportunities for multi-modal accommodations will be discussed and a plan for traffic mitigation will be determined as needed. Design parameters will be developed from the principles found in the TCM. It is these design parameters which will be used as the basis for plan review. A product of this meeting will be a Complete Streets Memorandum of Understanding (MOU). The Complete Streets MOU will be submitted at the Completeness Check for approval and shall be approved upon by both the City and the applicant. The Complete Streets MOU will be used throughout the life of the project.

1.1.4 Reference Standards

The most current version of the references in APPENDIX I may be used along with engineering judgment to justify waivers from the criteria outlined below in support of the Vision and Goals of the Transportation Criteria Manual. Inconsistencies between references shall be resolved through the Transportation Criteria Manual Waiver Process.

Appendix I: References

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	Design	Roadway Geometry	Transportation Engineering (Signs, Signals, Markings)	Roadway Safety Systems (Guardrails, Barricades, Fencing)	Pavements	Bridges	Bike/Ped	Transit
Designing Walkable Urban Thoroughfares – A Context Sensitive Approach (Recommended Practice) –ITE	*	*					*	*
Neighborhood Street Design Guidelines(Recommended Practice) -ITE	*	*						*
Promoting Sustainable Transportation Through Site Design (Recommended Practice) –ITE	*						*	*
Smart Growth Transportation Guidelines (Recommended Practice) -ITE	*	*					*	*
Planning Urban Roadway Systems (Recommended Practice) -ITE	*							
City of Austin Complete Streets Resolution (#020418-40)	*						*	
A Recommended Practice: Guidelines for Residential Street Design (ITE)		*						
Traditional Neighborhood Development Street Design Guidelines (Recommended Practice) –ITE		*						
Urban Street Geometric Design Handbook-ITE		*						
Flexibility in Highway Design - FHWA	*	*				*		
Highway Capacity manual (HCM) – FHWA		*	*				*	*
Residential Streets – ASCE	*	*			*			
Roundabouts – An Informal Guide (NCHRP 672) – FHWA	*	*						
Roadside Design Guide – AASHTO		*	*	*				
Texas Manual on Uniform Traffic Control Devices (TxMUTCD) – TxDOT			*				*	
Access Management Manual – TxDOT		*						
Access Management Manual – TRB		*						

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Highway Safety Manual (HSM) - AASHTO	*	*	*				
Guide for the Design of Pavement Structures – AASHTO				*			
Guidelines for Geometric Design of Very Low-Volume Local Roads – AASHTO	*						
International Building Code (IBC) – ICC				*	*	*	
Building Code Requirements for Structural Concrete – ACI 318				*			
Design and Construction of Joints for Concrete Streets – ACPA				*			
Design Handbook for Precast and Pre-stressed Concrete – PCI				*			
Steel Construction Manual – AISC					*		
Roadway Design Manual (RDM) – TxDOT	*		*		*	*	
Load and Resistance Factor Design Bridge Design Specification – AASHTO					*		
Load and Resistance Factor Design Guide Specification for the Design of Pedestrian Bridges – AASHTO					*	*	
Guide Specifications for Bridge Railings – AASHTO					*		
Bridge Design Guide (BDG) – TxDOT					*		
Design and Safety of Pedestrian Facilities (Recommended Practice) - ITE						*	*
Urban Bikeway Design Guide – NACTO						*	
Guide for the Development of Bicycle Facilities – AASHTO						*	
A Policy on Geometric Design of Highways and Streets – AASHTO	*					*	
Pedestrian facilities users guide – providing safety and mobility – FHWA		*				*	*
Public rights-of-way accessibility guidelines (DRAFT) – US Access Board	*	*				*	*