

ID	Type	Page Number	Change Proposed	Informed By
			<i>Text in red are changes to this exhibit since March 22</i>	
B-1	N/A	Various	There were typographical errors in the final draft document that will be corrected.	Staff
B-2	Street Network Table, Map	A8	<p>The Street Network Table and Map will be updated to include Level 1 Streets that were included in the Roadway Capacity Projects Map but were left out of the Street Network Table in error.</p> <p>The following text will be added to the Street Network Table home page to support the proposed change: "The right of way requirements for Level 2, 3, and 4 streets are included in the Street Network Table. <u>Level 1 streets (local streets) with improvements identified are included in the Street Network Table. Level 1 streets without improvements identified (local streets)</u> were not evaluated for right of way constraints and are all required to be 50 feet in constrained conditions and 60 feet in greenfield developments."</p> <p><i>(See revised Street Network Map at the end of this exhibit)</i></p>	Staff
B-3	Policy, Map	100, 104, A16	<p>Public Transportation System Policy 4 Invest in a high-capacity transit system</p> <p>"...For <u>the BRT Light corridors in the Project Connect Long Term Vision Plan</u> that are not slated for dedicated transit pathways in the near-term, we must continue to advance the levels of transit service, such as by increasing frequency to less than 15 minutes and by providing high-capacity vehicles, in order to have a complete high-capacity transit system in the long term. <u>Opportunities to make near-term operational improvements, such as designating transit-only lanes, should be made while pursuing longer-term opportunities to operate transit in dedicated pathways in the future in order to have a complete high-capacity transit system by 2039.</u>"</p> <p><i>(See revised Public Transportation System Map reflecting the BRT Light corridors at the end of this exhibit)</i></p>	Urban Transportation Commission, Planning Commission
B-4	Policy	88	Roadway System Policy 1: "...provide new roadway connections <u>to improve street grid connectivity</u> and make improvements..."	Staff
B-5	Policy	158	Closures and Detours Policy 3 short description: "Limit and coordinate closures, including for special events, on the Vehicle, Transit, <u>and Bicycle</u> Priority Networks to minimize disruptions to transportation network operations"	Staff
B-6	Policy	7, 18-19	<p>Designing for Safety Policy 1: "<u>Design and</u> manage for safe speeds"</p> <p><i>...Our approach to speed management begins with selecting safe target speeds for all streets based on their context. Target speed refers to the speed at which we want cars to drive on the street. Surrounding land uses, traffic volumes, and pedestrian activity all affect the appropriate target speed for a street. The target speeds inform the design speed, which refers to the specific geometric features or elements of a roadway necessary to achieve the target speed. <u>We will use design criteria that are at or below the target speed of a given street.</u> The posted speed limits are set to help communicate and reinforce safe target speeds. After setting the target speed and implementing design speeds, we analyze operating speed, which refers to the observed speed of people using the street...</i></p> <p><i>[pg. 19] <u>NACTO Urban Street Design Guide Recommendations</u></i> <i>The 85th percentile of observed target speeds should fall between 10–30 mph on most urban streets. The maximum target speed for urban arterial streets is 35 mph. Some urban arterials may fall outside of built-up areas where people are likely or permitted to walk or bicycle. In these highway-like conditions, a higher target speed may be appropriate, but the use of higher speeds should generally be reserved for limited access freeways and highways and is inappropriate on urban streets, including urban arterials.</i></p>	Urban Transportation Commission, Planning Commission

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B-7	Policy	128	"Emerging technologies include new modes of vehicular travel, like scooters, connected and automated vehicles, <u>low-speed electric vehicles, and pedicabs.</u> "	Urban Transportation Commission, Pedestrian Advisory Council, Commission on Seniors, Community Development Commission, Bicycle Advisory Council
B-8	Policy	90	Roadway System Policy 3: "...high-occupancy vehicle lanes are a another strategy to increase person-carrying capacity. <u>Another strategy is to include access points to managed lanes that are configured to allow the efficient entrance and exit of commuter transit service.</u> Without..."	Urban Transportation Commission, Planning Commission
B-9	Policy	75	Supplying Our Transportation Infrastructure introduction: "...increase its resiliency, and leverage mobility improvements through capital renewal, <u>and ensure it is available to everyone whenever and wherever they need to go.</u> We also must..."	Urban Transportation Commission, Pedestrian Advisory Council, Bicycle Advisory Council, Joint Sustainability Committee
B-10	Policy	54	Transportation Demand Management Programming introduction: "...away from peak travel times, <u>combine trips,</u> or reduce the need to take a trip in the first place."	Environmental Commission
B-11	Policy	70	Shared Mobility Policy 1: "...more people can more conveniently connect to their destinations all around Austin. <u>Voluntary services, such as Drive a Senior, also provide shared mobility to people who don't drive, connecting people to services in our community.</u> "	Commission on Seniors
B-12	Policy	120	"...important facilities. <u>Urban trails can be a tool to connect the street grid to provide additional pedestrian and bicycle connectivity and shorten walking and bicycling distances.</u> New trail connections..."	Bicycle Advisory Council

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B-13	Map, Street Network Table	93, A11, A15	<p>The Roadway Capacity Projects Map and Street Network Table and Map will reflect the following revisions:</p> <p>New alignments: FM 973 RD RELOCATION</p> <p>New roadways: RALPH ABLANEDO DR - from S CONGRESS AVE to S IH 35 SVRD SB NORTH LAKE CREEK PKWY - from AVERY RANCH BLVD to LAKELINE BLVD BRIDGE POINT PKWY - from COLDWATER CANYON DR to WEST COURTYARD DR</p> <p>Removed roads: FM 973-E BRAKER LN CONNECTOR DAHLGREEN AVE - GOHRAM GLEN LN TO SOUTH BAY LN SOUTH BAY LANE - SOUTH BAY LN TO MOPAC EXPY REDBUD TRL-ENFIELD RD CONNECTOR</p> <p><i>(See revised Roadway Capacity Projects Map and maps of individual project changes at the end of this exhibit)</i></p>	Staff
B-14	Map	37, 104, A13, A16	<p>The Transit Priority Network will include the following additional corridors:</p> <p>Lakeline Blvd - from Staked Plains Dr/Lyndhurst St to Parmer Ln Parmer Ln - from Lakeline Blvd/Neenah Ave to a future terminus near the Green Line Pleasant Valley Rd - from William Cannon Dr to a future terminus near the Imagine Austin Southside Regional Center</p> <p><i>(See revised Public Transportation System Map at the end of this exhibit)</i></p>	Staff
B-15	Map	93, A15	<p>The Roadway Capacity Projects Map will be corrected to include the Vehicle Priority Network roadways that were included in the Phase III Draft Map. This layer was left out of the final map in error but this designation was included correctly in the Street Network Table.</p> <p><i>(See revised Roadway Capacity Projects Map at the end of this exhibit)</i></p>	Staff
B-16	Map	N/A	<p>Appendix C: Add High-Injury Network maps for each mode to allow for mode-specific viewing.</p> <p><i>(See mode specific High-Injury Network maps at the end of this exhibit)</i></p>	Bicycle Advisory Council
B-17	Map	114, A17	Bicycle Priority Network: Add W 29th St between N Lamar and Rio Grande	Bicycle Advisory Council
B-18	Indicator	219	<p>New Indicators:</p> <p>Increase the percentage of affordable housing available at 30% MFI within 1/2 mile of transit and bicycle priority networks Increase the percentage of affordable housing available at 50% MFI within 1/2 mile of transit and bicycle priority networks</p>	Community Development Commission
B-19	Glossary	N/A	Add "vulnerable user - a transportation network user that is not shielded by a protective shell"	Staff
B-20	Executive Summary	ix	Increase bicycle mode share target from 4% to 5% based on Bicycle Plan and decrease telework mode share target from 15% to 14%	Pedestrian Advisory Council, Urban Transportation Commission
B-21	Executive Summary	xi	New Key Action Item: "Advance active transportation initiatives"	Bicycle Advisory Council

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B-22	Appendices	A19	List of Attached Plans: Pedestrian <u>Safety</u> Action Plan	Staff
B-23	Action Item	269	Action Item 12: "...provide high visibility signs and markings in high priority areas <u>in compliance with International Dark Sky Association standards, where possible.</u> "	Environmental Commission
B-24	Action Item	270	Action Item 21: "Update the Land Development Code to:... - <u>revise zoning and/or bonuses to</u> allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network <u>and within a 1/2 mile of planned high-capacity transit, in a manner that blends-in with, and is sensitive to, existing forms of housing</u> -incentivize shared driveways for all types of development	Urban Transportation Commission, Planning Commission
B-25	Action Item	271	Action Item 26: "...allow for reduced or zero parking minimums <u>based on the context</u> , excepting the required provision of accessible parking -consider requirements or incentives for short-term parking spaces/zones - <u>consider the use of context-sensitive parking maximums</u> - <u>review existing parking exemptions and incentives for structured parking</u> "	Urban Transportation Commission, Commission on Seniors, Bicycle Advisory Council, Planning Commission, Joint Sustainability Committee
B-26	Action Item	271	Action Item 32: "...flexible curb use, <u>dockless vehicle parking</u> , context-sensitive and ecologically-supportive design..."	Urban Transportation Commission
B-27	Action Item	271	Action Item 33: "...support the mobility plan goals, <u>acknowledging that not all members of the community have access to or skills to use the internet.</u> Include..."	Commission on Seniors
B-28	Action Item	273	Action Item 53: "...marketed to Austin's most vulnerable populations <u>historically underrepresented and underserved communities</u> ...transportation options to historically underserved and underrepresented <u>these</u> communities."	Staff
B-29	Action Item	273	Action 56: "...shared worksites (remote workstations) close to where employees live (<u>remote workstations known as hoteling</u>)."	Staff
B-30	Action Item	274	Action Item 64: "...for low-income communities and , communities and neighborhoods with low vehicle-ownership rates, <u>and in places with limited transportation services.</u> Prioritize electric vehicles..."	Staff
B-31	Action Item	274	Action Item 61: "...on private property. <u>Develop priorities for locating dockless vehicle parking.</u> "	Urban Transportation Commission
B-32	Action Item	275	Action Item 72: "Develop a prioritization process for the design and construction of new roadway connections and capacity projects <u>that emphasizes improving the street grid pattern and connecting sustainable modes.</u> "	Urban Transportation Commission
B-33	Action Item	275	Action Item 73: "Develop projects that increase <u>person</u> vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity. <u>Lane additions and roadway widening along the Transit Priority and Bicycle Priority Networks should prioritize dedication of space for the priority modes.</u> "	Urban Transportation Commission, Planning Commission
B-34	Action Item	277	Action Item 97: "Assess streets on the Bicycle Priority Network for access management and other bicyclist safety measures, <u>such as opportunities to enhance intersections for bicycle mobility and safety.</u> "	Bicycle Advisory Council
B-35	Action Item	277	Action Item 104: "...urban trail system <u>and identify locations where trails could provide connectivity in the transportation network.</u> "	Staff
B-36	Action Item	279	Action Item 132: "Develop guidance, evaluate, and implement pedestrian crossing improvements, including leading pedestrian intervals, pedestrian scrambles at signalized intersections with high pedestrian volumes, <u>and signalized crossings at locations with high potential for pedestrian crossings.</u> "	Urban Transportation Commission, Pedestrian Advisory Council

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B-37	Action Item	281	Action Item 159: "...method to evaluate pedestrian and bicycle level-of-service <u>accommodations</u> . Conduct pedestrian and bicycle level-of-service evaluations early..."	Urban Transportation Commission
B-38	Action Item	282	Action Item 164: "...negative impacts of global warming, <u>in accordance with the Austin Community Climate Plan</u> ."	Urban Transportation Commission, Planning Commission
B-39	Action Item	285	Action Item 202: "...and education. <u>Support 311 or another appropriate entity with central dispatch capabilities to provide callers with information and assist with scheduling of rides</u> . Promote awareness of..."	Commission on Seniors
B-40	Action Item	285	Action Item 213: "...include accessible vehicles and , are responsive to accessible requests, <u>and offer customer service and sensitivity training to drivers providing service to riders of all ages and abilities</u> ."	Commission on Seniors
B-41	Action Item	286	Action Item 224: "...Ozone Action Days, anti-idling, and others..." [incorporated into B-67]	Environmental Commission
B-42	Action Item	289	Action Item 264: "...development patterns, <u>and goals of this plan</u> ."	Staff
B-43	Action Item	N/A	New Action Item: Explore and identify ways to measure and track non-work related trips.	Environmental Commission
B-44	Action Item	N/A	New Action Item: Explore the process to convert right of way to car-free space, such as active transportation malls.	Urban Transportation Commission, Pedestrian Advisory Council, Bicycle Advisory Council
B-45	Action Item	N/A	New Action Item: Educate the public on their role in keeping sidewalks clear and functional including vegetation removal, motor vehicle and dockless vehicle parking, and trash cart placement.	Pedestrian Advisory Council
B-46	Action Item	N/A	New Action Item: Conduct regular post-implementation review of new or redesigned transportation facilities to ensure that safety and mobility goals are adequately being met.	Bicycle Advisory Council
B-47	Action Item	N/A	New Action Item: Explore the creation of all ages and abilities bicycle access to and between all airport terminals.	Bicycle Advisory Council
B-48	Action Item	N/A	New Action Item: Evaluate existing processes for transportation safety analysis for the development review process and as part of capital project development.	Urban Transportation Commission, Planning Commission
B-49	Action Item	N/A	New Action Item: Implement strategies identified in the Regional Incident Management Strategic Plan and Performance Assessment, such as expanding the HERO program to cover more highways and regional arterial roadways, in order to improve the safety and reliability of our transportation network	Staff
B-50	Action Item	N/A	New Action Item: Explore opportunities to work with property owners to better utilize surface parking lots as mobility hubs, including park and ride opportunities to complement and enhance shared mobility solutions.	Staff
B-51	Policy	125	Condition of Infrastructure Policy 2: "Pursue opportunities to increase mobility options during capital <u>renewal</u> projects"	Staff

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B-52	Policy	217	<p><i>Text in red are changes to this exhibit since March 22</i></p> <p><i>[replace full page photo]</i></p> <p><u>Mobility Justice is a concept that focuses on the many different ways people interact with our transportation network and built environment. Individual transportation options, possibilities, or preferences are shaped by the intersection of different personal backgrounds, abilities, cultures, and geographies, among many possible influences. Mobility Justice calls for transportation planning and processes to recognize these differences.</u></p> <p><u>Upholding Mobility Justice principles requires focusing on people and communities first when designing our transportation network, as opposed to the modes or infrastructure that compose the transportation network. A community's history and lived experience are critical data when planning or evaluating transportation projects, and "human infrastructure," the value of people themselves, must be integral to transportation planning in our community.</u></p> <p><u>Mobility Justice recognizes that how we use our transportation network is more than just the route we walk, the bus we take, or the time of day we drive to work. It is a combination of the many cultural factors that influence who we are, and where, when, and why we are using our transportation network in the first place.</u></p>	Community Development Commission

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B-53	Policy	36	<p>Land Use Policy 1: <u>Plan and promote transit-supportive densities along the Transit Priority Network</u> Use all planning tools to establish <u>Require or incentivize transit-supportive densities along Transit Priority Network</u></p> <p><u>Appropriate land use density is the foundation for efficient public transportation; dense urban areas with multiple uses including employment centers, multifamily homes, and commercial uses make high-quality transit services viable. Transit-oriented development is not just density; it is also a mix of land uses and a public realm with a pedestrian-friendly streetscape and amenities. Environments like these invite When more people to live close to transit, which allows transit to can run more often and connect people to more destinations. Establishing transit-supportive densities along planned high-capacity transit is essential to its success, and to securing federal transit funding, and should be a top priority. This also aligns with established City goals to add housing near transit, especially housing affordable to Austinites with lower incomes. Certain types of affordable housing also meet Federal Transit Authority funding criteria, so affordable housing investments near the Transit Priority Network should be steered to comply with these standards when possible in order to maximize our chances of receiving Federal funding.</u></p> <p><u>The Project Connect high-capacity transit routes planned in Austin run through different types of built environments, including downtown, commercial centers, already-dense mixed-use neighborhoods, and areas dominated by detached, single-family homes. Transit-supportive densities are measured for routes as a whole. Planning should be flexible to take into account the existing character of neighborhoods and community input to appropriately allocate density within transit corridors, and we must plan to achieve the transit-supportive density appropriate for the planned mode of transit. Transit-supportive density can be achieved by requiring an appropriate level of density through land planning efforts and zoning regulations, as well as through development incentives associated with small area planning policies. Encouraging denser development near the Transit Priority Network will foster development patterns which will create compact centers designed to encourage walking and bicycling, and will enable transit-supportive development. The full range of planning tools should be used to establish these densities, including zoning reviews, small area plans, density bonuses, and affordable housing investments. The portions of the Transit Priority Network not planned for high-capacity transit should have transit-supportive densities considered in land use planning, but are a lower priority.</u></p> <p><u>Other sStrategies to encourage this type of development include providing incentives in certain cases or enacting more permissive regulations for developments that go above and beyond base zoning requirements. Direct public investment in and management of redevelopment at major mobility hubs will ensure high levels of community benefits accompany density along the Transit Priority Network. These community benefits should include affordable housing, affordable space for arts, music, "legacy," and small business uses, civic spaces, and other amenities like "green" design and childcare. Bicycle facilities, sidewalks, urban trails, and other investments that allow people of all ages and abilities to access transit should also be prioritized along the Transit Priority Network. Finally, people living downtown and near the University of Texas campus already have the lowest rate of drive-alone trips and vehicle miles travelled, and increasing density in Imagine Austing Activity Centers like these is one of the surest ways to lower that rate citywide and facilitate increased transit ridership.</u></p>	Planning Commission
B-54	Action Item	N/A	New Action Item: Government employer TDM strategies: Seek partnerships with various federal, state, and local government agencies and universities that are major employers within Austin to encourage employees to telework or to take public transportation and other modes to work and disincentivize employees to drive alone to work.	Planning Commission
B-55	Action	277	Action Item 105: "Complete condition assessments on all existing urban trails within the next 3 years to inform maintenance planning."	Staff
B-56	Policy	269	Action Item 9: "Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve <u>desired safety results</u> targeted operating speeds systemwide.	Planning Commission

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B-57	Action Item	270	Action Item 22: "Conduct corridor-based land use planning in parallel with corridor mobility planning and implementation to calibrate zoning and land development code requirements with needs, constraints, and opportunities to create cohesive multimodal corridors, quality built environment, and transit-supportive and context-sensitive density development that aligns with Federal Transit Administration transit supportive density ratings of "Medium-High" (for the Project Connect BRT Light Corridors) and "High" (for the Project Connect Dedicated Transit Pathways and Commuter Rail Service) within ½ mile of planned high-capacity transit investments.	Planning Commission
B-58	Action Item	N/A	New Action Item: Complete the Austin Core Transportation (ACT) Plan, an update to the 2022 Downtown Access and Mobility Plan. The ACT will serve as a decision-making tool for downtown transportation planning, project development, operations, and demand management, with the goal of making decisions more transparent and predictable for all stakeholders. Outcomes include the identification of TDM strategies, multimodal projects, priority segments, and spatial needs to support mobility to, from, and within downtown for all users.	Planning Commission
B-59	Policy	88	Roadway System Policy 1: Strategically provide new roadway connections and add capacity for vehicles Identify and develop projects that, <u>while helping meet our mode share goals</u> , increase vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and <u>prioritize provide connectivity of our streets for the common public good</u>	Planning Commission
B-60	Policy	21	Designing for Safety Policy 3: A built environment that facilitates safe mobility will vary greatly based on context. Infill development may help create compact places, lighting increases safety for all users, and strong access management policies help minimize conflicts at driveways or in parking lots. Developing strong access management policies that address safety at entry and exit points along a roadway is a critical area of focus in this regard. The Federal Highway Administration estimates that comprehensive corridor access management strategies can reduce injury and fatal crashes on urban/suburban streets by up to 30%. <u>We should require and incentivize reducing the number and size of curb cuts - especially those that interact with the Bicycle Priority Network - including relocating or consolidating driveways.</u> Techniques to do this could include reducing curb cuts to minimize conflicts between modes or consolidating driveways. This means several properties would be accessed through one driveway, and requires joint use easements to allow movement into and out of the site.	Planning Commission
B-61	Action Item	276	Action Item 88: "Develop Transit Enhancement Program guidelines <u>that includes</u> and strategies for transit enhancement treatments, when to apply them, <u>and metrics for periodic review of high capacity transit corridors and initiation of lane dedication.</u> "	Planning Commission
B-62	Indicator	79	Change indicator: Increase the percentage of street frontages with sidewalks <u>Increase the year-over-year miles of sidewalks constructed</u>	Planning Commission
B-63	Action Item	N/A	Action Item 66: "...does not create new gaps in the sidewalk system. <u>This includes evaluating the fee-in-lieu program and how neighborhoods participate in the program.</u> "	Planning Commission

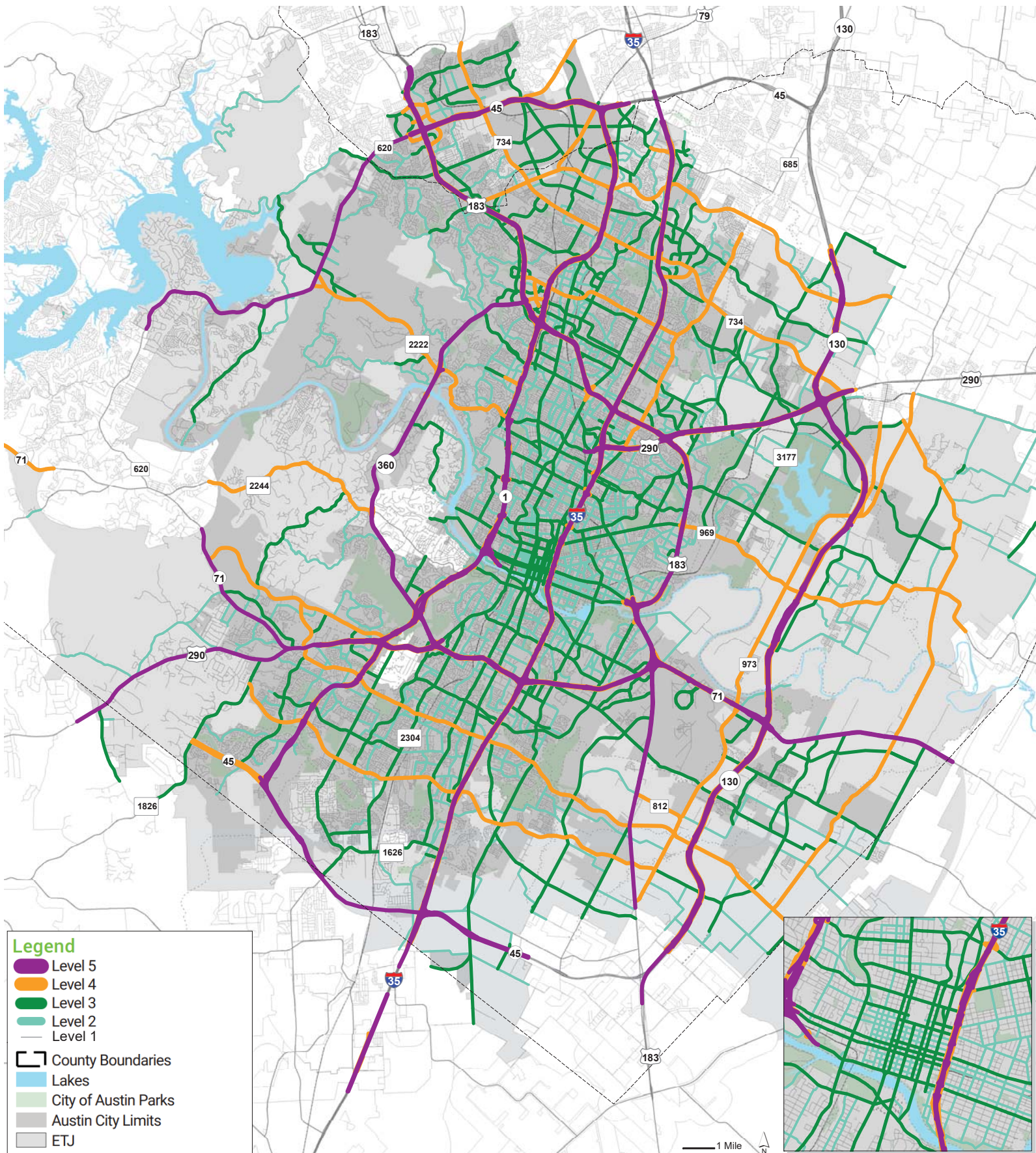
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B-64	Action Item	287	<p>Action Item 234: "...update the Transportation Criteria Manual <u>to:</u></p> <ul style="list-style-type: none"> <u>-modernize transportation impact analysis requirements to align with ASMP mode share goals</u> <u>-supplement intersection level of service (LOS) (and/or consider removing it) with the inclusion of VMT per person-trip and target mode share as measures of a development's impact</u> <u>-change the language of these analyses to include person trips in addition to vehicle trips</u> <u>-develop tools or models to provide local data specific to person-trip generation by mode and parking generation and utilization</u> <u>-incentivize low VMT per person-trip and high non-SOV mode share developments</u> <u>-focus on Transportation Demand Management (TDM) strategies as a first step to transportation mitigation</u> <u>-develop tools or models specific to the City of Austin that predicts the impacts of TDM strategies on person-trip generation and parking demands</u> 	Urban Transportation Commission, Planning Commission
B-65	Action Item	N/A	New Action Item: Update administrative process to provide staff comments on potential annexations to include information on multimodality, connectivity, and impact on mode share goals.	Planning Commission
B-66	Policy	36	<p>[Text changes to highlight box on page 36]</p> <p>Transit-Supportive Densities</p> <p>Population density refers to the amount of people that live, work, or play within a specified geographic area. It is generally measured by people or units per acre. <u>Transit-supportive density is measured as an average density across an entire corridor. This means individual segments and properties may have higher or lower densities, which helps give flexibility in planning.</u> When enough people live, work, or play in an area, it means that public transportation serving the area can be economically, environmentally, and socially efficient.</p> <p>Different contexts, including whether a place is urban or suburban, whether it is residentially- or commercially-focused, and other differences, may require different densities to be transit-supportive. <u>Transit-supportive densities are also different for different levels of transit service; generally higher levels of service require higher density.</u></p> <p>Within the urban and suburban contexts of Austin, Capital Metro has defined <u>what the minimum transit-supportive density levels are needed to support cost-effective transit service. Contiguous areas of the following densities are deemed transit-supportive and should be prioritized for transit service within walking distance (1/4 mile):</u></p> <ul style="list-style-type: none"> <u>-Residential transit-supportive density densities of 16 people per acre or</u> <u>-Employment Commercial transit-supportive density densities of 8 employees people per acre</u> <p><u>By achieving these transit-supportive densities along the Transit Priority Network and other existing bus lines, Capital Metro can avoid service changes that eliminate or move routes due to a lack of density and riders.</u></p> <p><u>The Federal Transit Administration (FTA) scores applications for Federal funding assistance based on the transit project's surrounding density, among other things. The FTA sets density benchmarks to ensure that neighborhoods surrounding proposed transit stations have the fundamentals in place to ensure that as service is improved over time there is a mix of housing options for existing and future residents. All projects submitted must achieve an average "Medium" grade across all categories, including density, to be eligible for these funds. A "Medium-High" or "High" grade makes grant proposals more competitive. The FTA measures density in a 1/2 mile radius around transit stations. The FTA also takes Central Business District parking levels into account.</u></p> <p><u>FTA Density Benchmarks Table</u> - see page 11 of this document for the table</p>	Planning Commission

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B-67	Action Item	N/A	New Action Item: Increase promotion, collaboration, and outreach about the relationship between public health and air quality. Include education on Ozone Action Days and anti-idling restrictions. Collaborate with regional partners to understand, plan for, and mitigate impacts of potential future non-attainment designations.	Environmental Commission, Joint Sustainability Committee
B-68	Policy	217	<p>[replace full page photo]</p> <p><u>Title VI of the Civil Rights Act of 1964</u></p> <p><u>Section 106 of Title VI of the Civil Rights Act of 1964 states the following: "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." This has since been clarified to apply to both Federal entities (like the Federal Transit Authority or U.S. Department of Transportation) and all their operations and activities, and to entities that receive Federal financial assistance (such as public transportation providers like the Capital Metropolitan Transportation Administration or for construction projects where the City receives Federal grant funding). The City of Austin is committed to non-discrimination in the provision of our transportation network and will continue to work to ensure that the principles outlined in Title VI of the Civil Rights Act guide the projects we implement and the programming we provide.</u></p>	Planning Commission

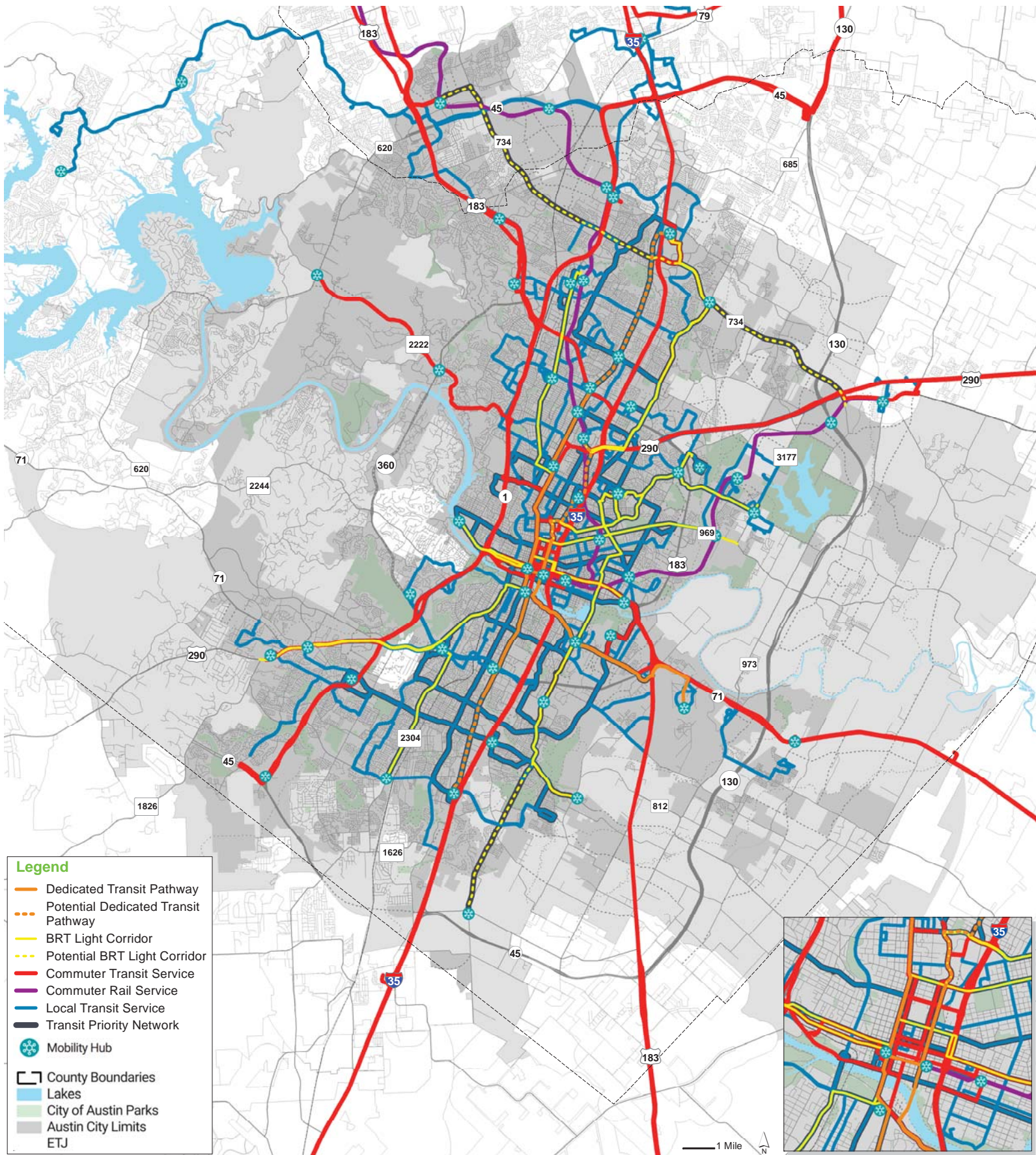
Federal Transit Administration Density Benchmarks (June 2016)

	<u>Station Area Development</u>		<u>Parking Supply</u>	
<u>Rating</u>	<u>Employment Served by System</u>	<u>Avg. Population Density (per acre)</u>	<u>CBD Typical Cost-Per-Day</u>	<u>CBD Spaces Per Employee</u>
<u>High</u>	<u>>220,000</u>	<u>>23.4</u>	<u>>\$16</u>	<u><0.2</u>
<u>Medium-High</u>	<u>140,000-219,999</u>	<u>15-23.4</u>	<u>\$12-\$16</u>	<u>0.2-0.3</u>
<u>Medium</u>	<u>70,000-139,999</u>	<u>9-14.9</u>	<u>\$8-\$12</u>	<u>0.3-0.4</u>

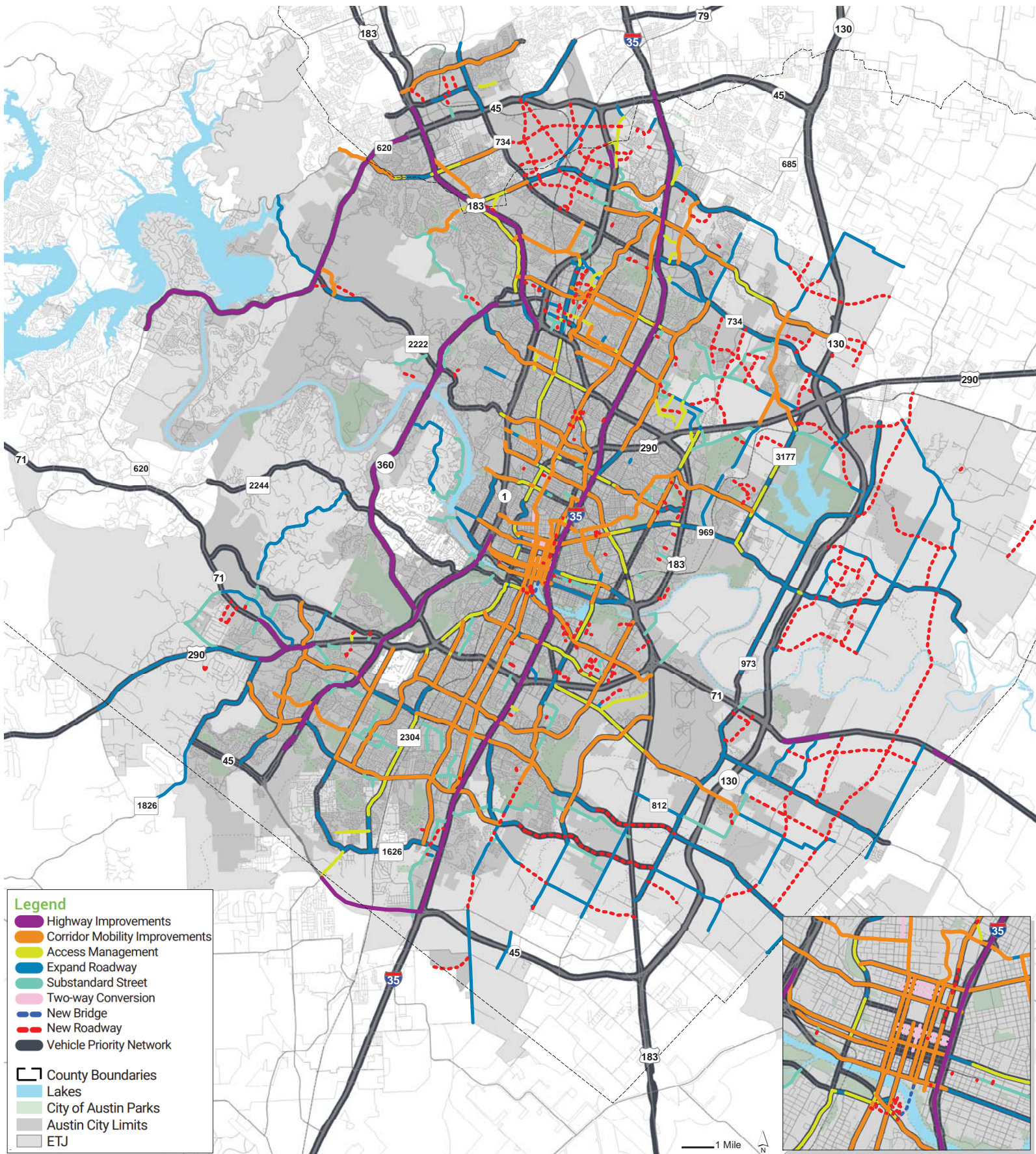
Item B-2: Revised Street Network Map



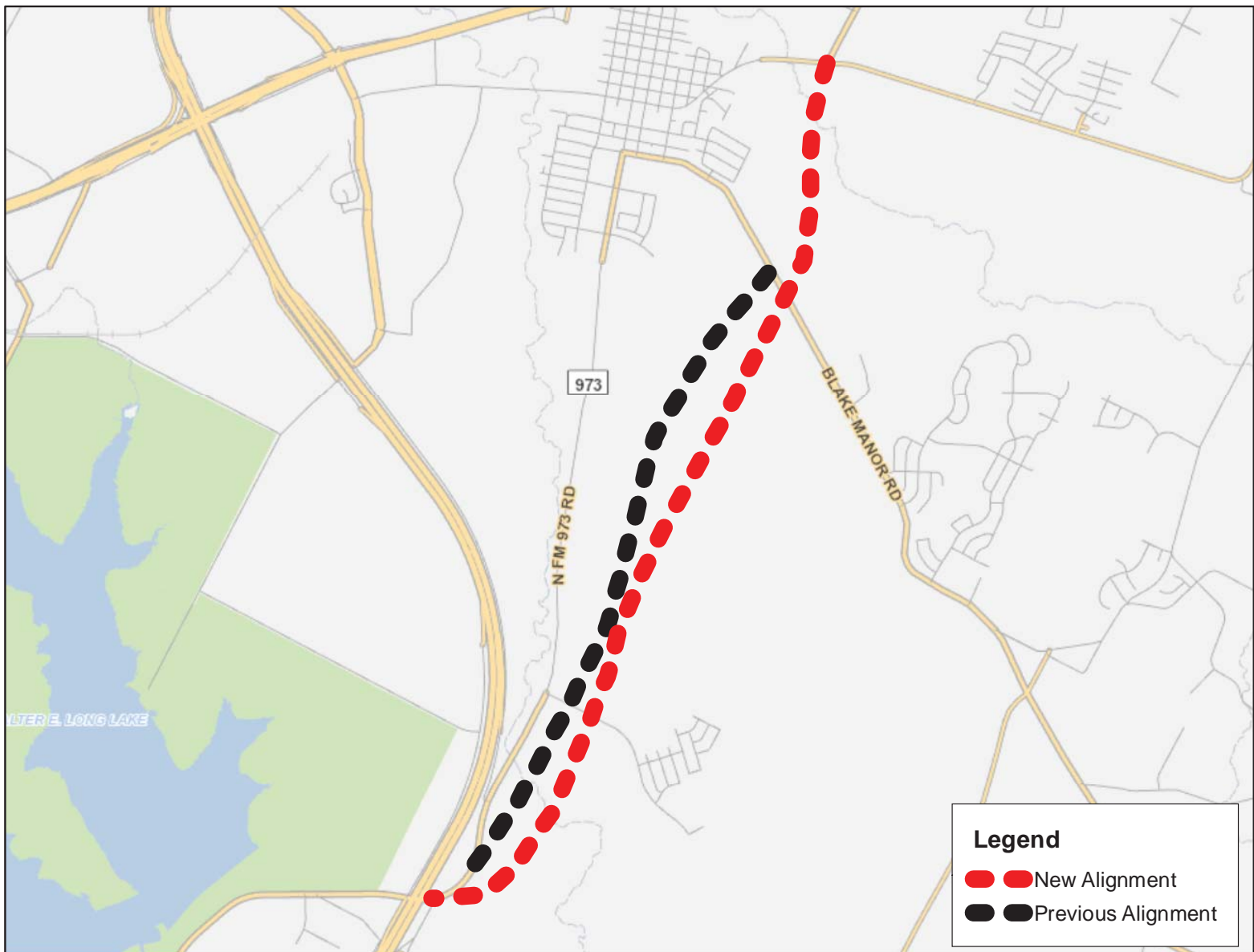
Item B-3: Revised Public Transportation System Map



Items B-13 and B-15: Revised Roadway Capacity Projects Map



Item B-13: FM 973 RD RELOCATION - New Alignment



Details:

Name = FM 973 RD RELOCATION

Segment Limits = END TO END

Type = Regional Mobility

Street Level = Level 4

Improvement = New Roadway

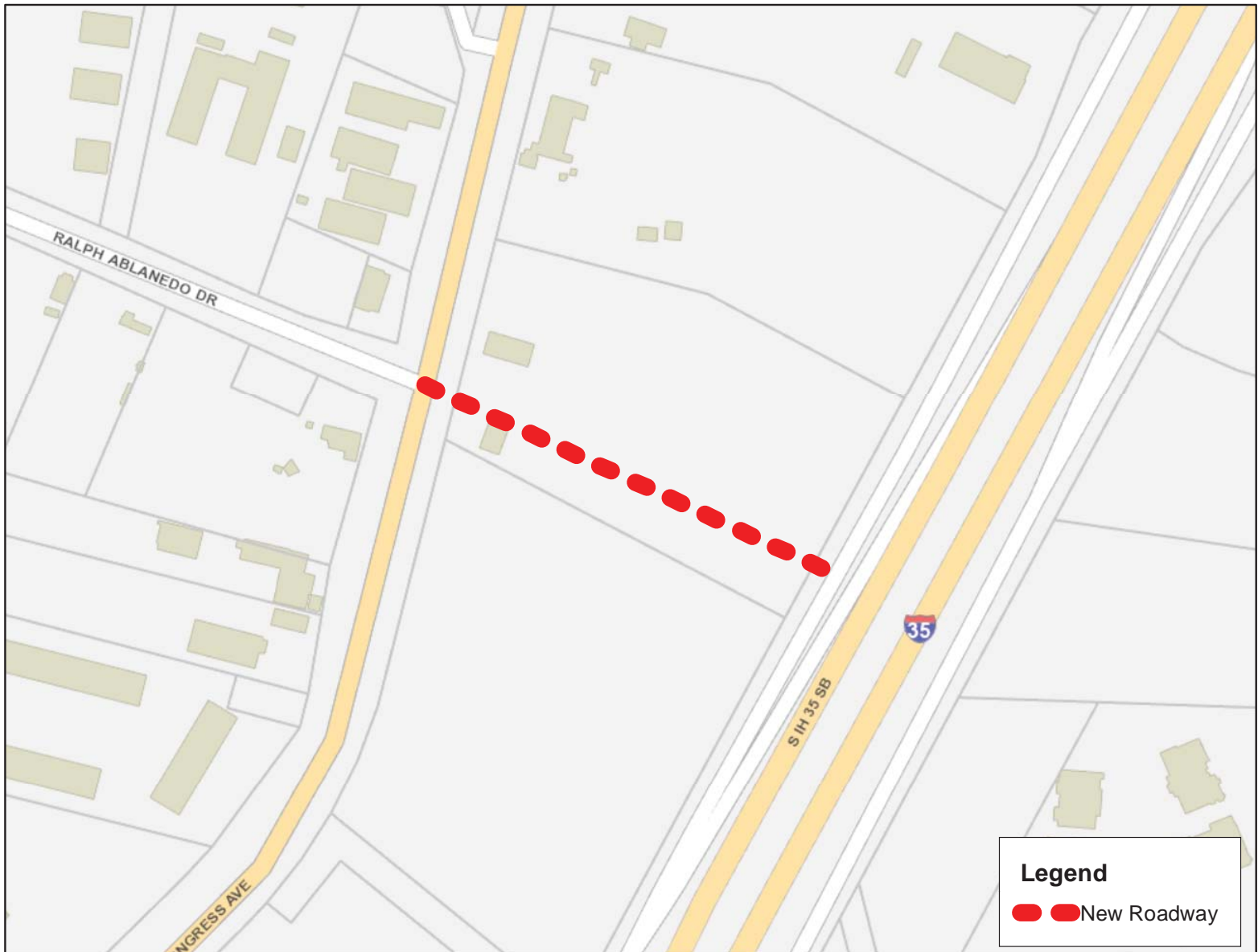
Project Description = This corridor is currently being studied. The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.

ROW Remarks = Defer to TxDOT

Change:

New Alignment. This roadway is under the jurisdiction of the Texas Department of Transportation (TxDOT) and is currently being studied. This alignment is based off of the latest information provided and is being included for coordination purposes.

Item B-13: RALPH ABLANEDO DR - New Roadway



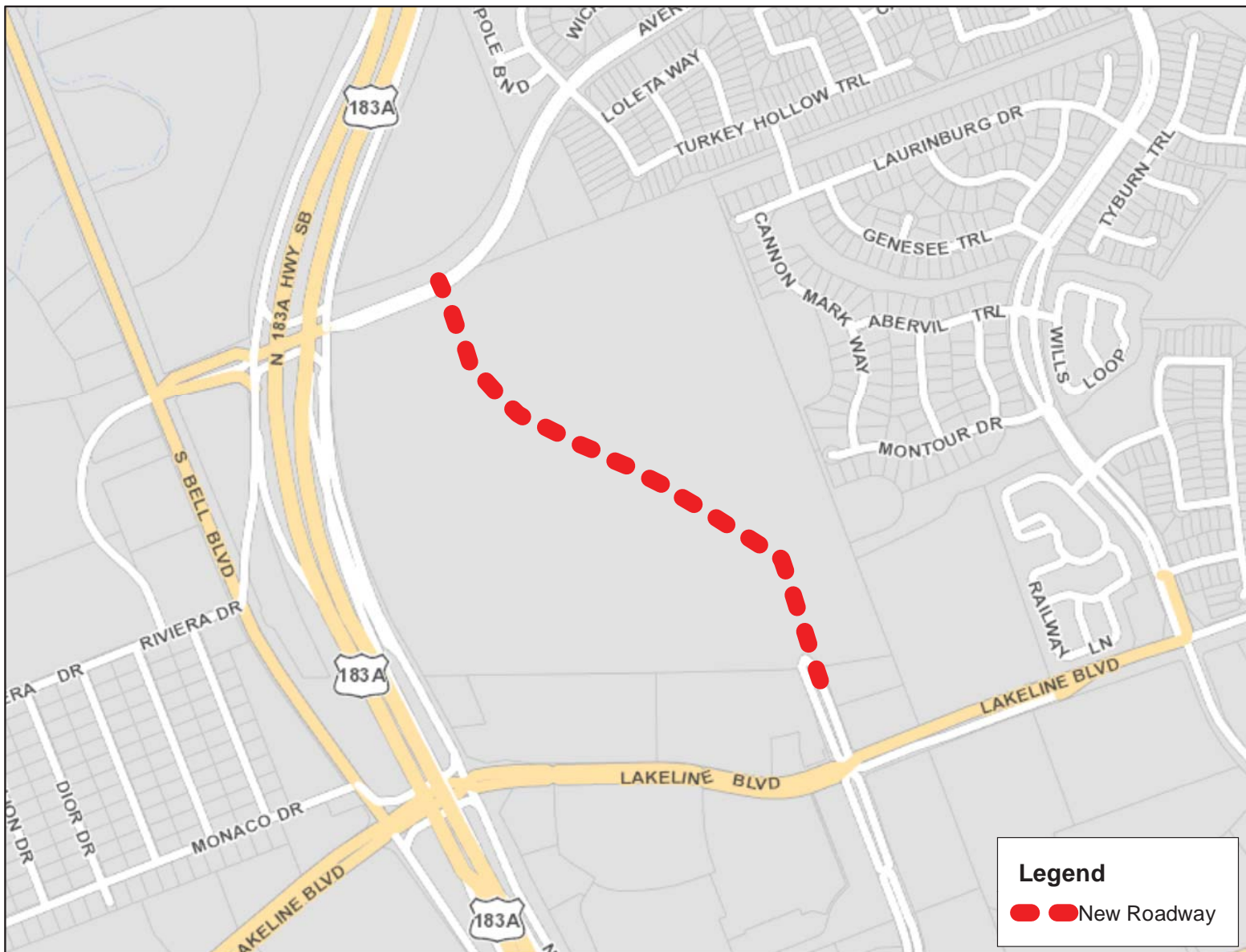
Details:

Name = RALPH ABLANEDO DR
Segment Limits = S CONGRESS AVE TO S IH 35 SVRD SB
Type = Local Mobility
Street Level = Level 2
Priority Network =
Improvement = New Roadway
Existing Cross Section = DNE
Existing Number of Lanes = 0
Future Cross Section = 3U
Future Number of Lanes = 2
Roadway Description = 2 travel lanes with a center turn lane
Existing Bicycle Facility =
Future Bicycle Facility =
Bicycle Description = all ages and abilities bicycle facilities
Pedestrian Description =
Project Description = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
Mean ROW = 0
Median ROW = 0
Minimum ROW = 0
Maximum ROW = 0
Required ROW = 62
ROW Remarks = Future Road. ROW assumed to be acquired for Ideal cross section.

Change:

New Roadway. This new roadway has been identified as part of a new development.

Item B-13: NORTH LAKE CREEK PKWY - New Roadway



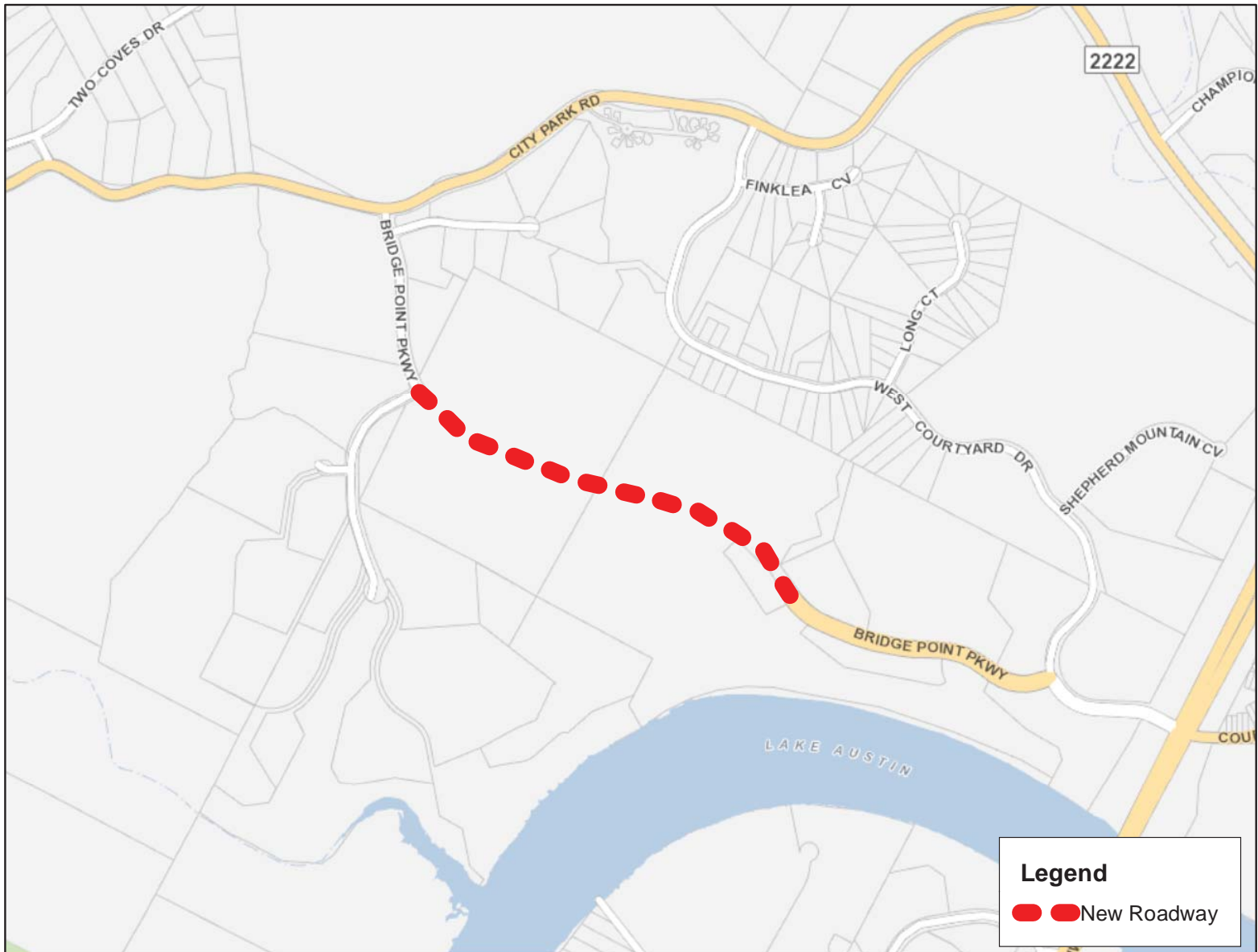
Details:

Name = NORTH LAKE CREEK PKWY
 Segment Limits = AVERY RANCH BLVD TO LAKELINE BLVD
 Type = Local Mobility
 Street Level = Level 2
 Improvement = New Roadway
 Existing Cross Section = DNE
 Existing Number of Lanes = 0
 Future Cross Section = 2U
 Future Number of Lanes = 2
 Roadway Description = 2 travel lanes
 Existing Bicycle Facility =
 Future Bicycle Facility =
 Bicycle Description = all ages and abilities bicycle facilities
 Pedestrian Description =
 Project Description = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
 Mean ROW = 0
 Median ROW = 0
 Minimum ROW = 0
 Maximum ROW = 0
 Required ROW = 78
 ROW Remarks = Future Road. ROW assumed to be acquired for Ideal cross section.

Change:

New Roadway. This new roadway has been identified as part of a new development.

Item B-13: BRIDGE POINT PKWY - New Roadway



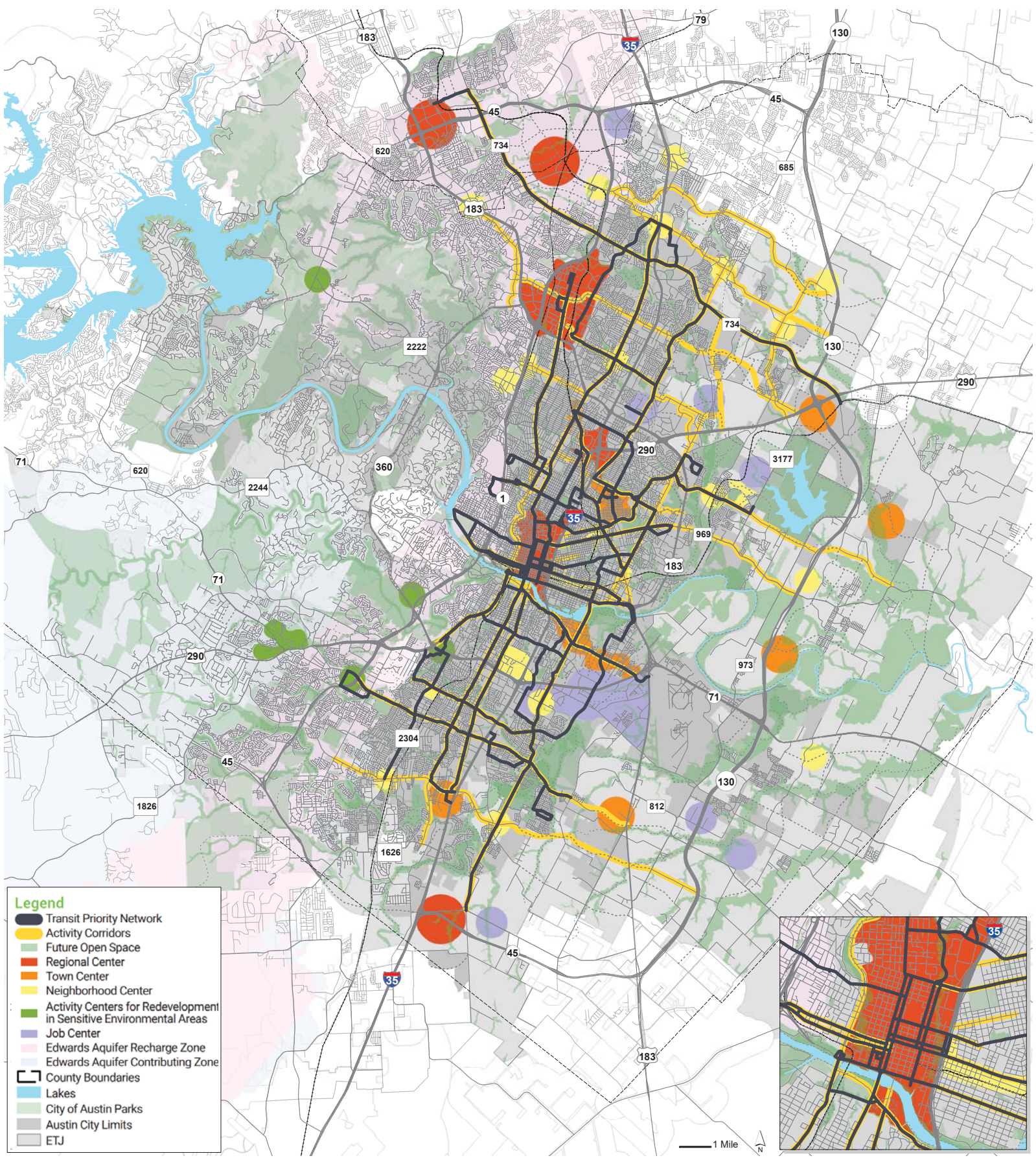
Details:

Name = BRIDGE POINT PKWY
 Segment Limits = COLDWATER CANYON DR TO WEST COURTYARD DR
 Type = Local Mobility
 Street Level = Level 2
 Improvement = New Roadway
 Existing Cross Section = DNE
 Existing Number of Lanes = 0
 Future Cross Section = 2U
 Future Number of Lanes = 2
 Roadway Description = 2 travel lanes
 Existing Bicycle Facility =
 Future Bicycle Facility =
 Bicycle Description = all ages and abilities bicycle facilities
 Pedestrian Description =
 Project Description = The improvements include constructing a new roadway with all ages and abilities bicycle facilities and sidewalks.
 Mean ROW = 0
 Median ROW = 0
 Minimum ROW = 0
 Maximum ROW = 0
 Required ROW = 75
 ROW Remarks = Future Road. ROW assumed to be acquired for Ideal cross section.

Change:

New Roadway. This new roadway has been identified as part of a new development.

Item B-14: Revised Growth Concept and Transit Priority Network Map

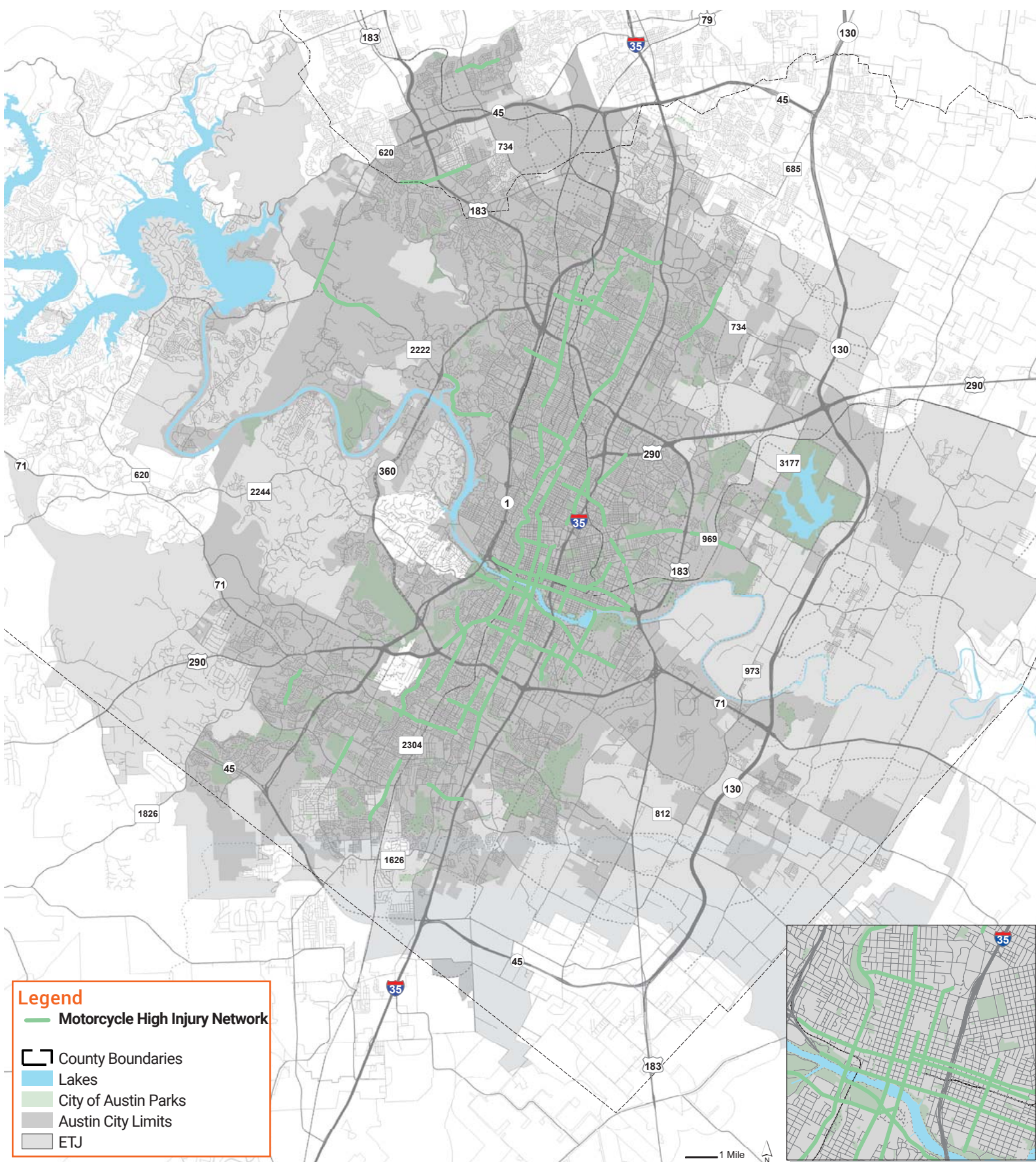


Legend

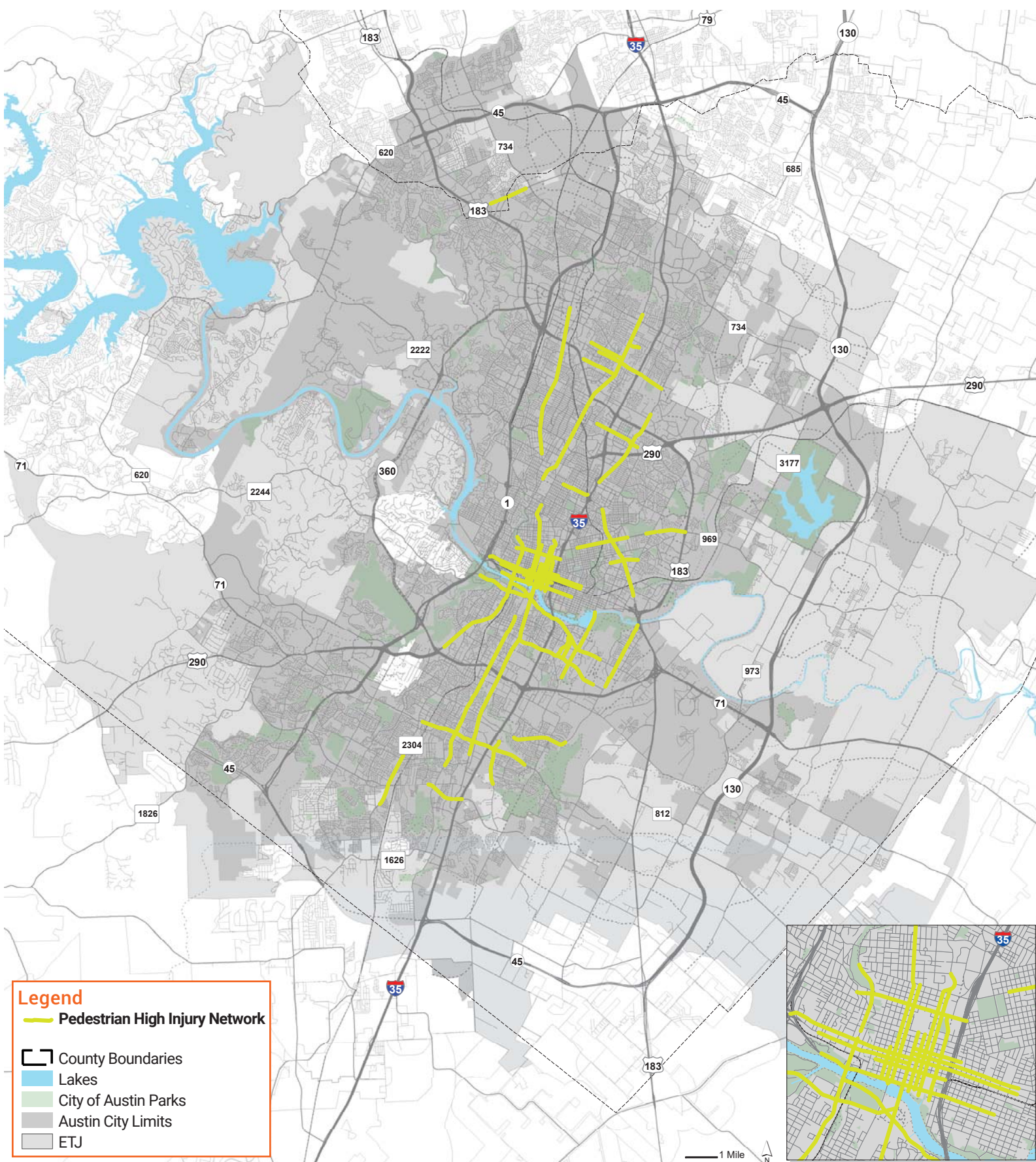
- Bicycle High Injury Network
- County Boundaries
- Lakes
- City of Austin Parks
- Austin City Limits
- ETJ

Scale: 1 Mile

Item B-16: Motorcycle High Injury Network Map



Item B-16: Pedestrian High Injury Network Map



Legend

- Vehicle High Injury Network
- County Boundaries
- Lakes
- City of Austin Parks
- Austin City Limits
- ETJ

1 Mile

Inset map showing the location of Austin, Texas, within the state of Texas.