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Acronyms

APTA:
American Public Transportation Association

ASMP:
Austin Strategic Mobility Plan

CAMPO:
Capital Area Metropolitan Planning Organization

CAPCOG:
Capital Area Council of Governments

Capital Metro:
Capital Metropolitan Transportation Authority

CARTS:
Capital Area Rural Transportation System

CTECC:
Combined Transportation, Emergency, and Communications Center

CTRMA:
Central Texas Regional Mobility Authority

DAA:
Downtown Austin Alliance

FHWA:
Federal Highway Administration

FTA:
Federal Transit Administration

HACA:
Housing Authority of the City of Austin

HERO Program:
Highway Emergency Response Operator Patrol Service Program

SRTS:
Safe Routes to School

TxDOT:
Texas Department of Transportation

Glossary

2016 Mobility Bond–

Approved in November 2016, this \$720 million mobility bond package includes funding for Regional Mobility Projects (\$101M), Corridor Improvement Projects (\$482M), and Local Mobility Projects (\$137M). The local projects are broken down into sidewalks (\$37.5M), safe routes to school (\$27.5M), urban trails (\$26M), bikeways (\$20M), fatality reduction strategies (\$15M), substandard-street/capital renewal (\$11M). This bond marks the largest one time investment in Austin's transportation network.

access management–

Proactive management of vehicular access points to land parcels adjacent to roadways to reduce conflicts between roadway users and improving roadway efficiency. Strategies include driveway consolidations and center medians with designated access points.

access-controlled–

Type of roadway, typically higher speed, where access is limited and/or regulated for safety and efficiency.

Americans with Disabilities Act (ADA)–

Federal legislation passed in 1990 that prohibits discrimination against people with disabilities. The law made it illegal to discriminate against a person with disabilities in terms of employment opportunities, access to transportation, public accommodations, communications and government activities. The law prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against people with disabilities. The ADA guidelines were most recently updated in 2017.

Austin Metropolitan Area Transportation Plan (AMATP)–

Adopted in 1995 by ordinance, the 2025 AMATP policy document and roadway table guided transportation improvements and development review and served as the transportation element of the comprehensive plan. The ASMP will replace the AMATP.

automated driving vehicles–

New motor vehicle technology that increasingly transfers responsibility from human drivers to computerized cars. There are varying levels of vehicle autonomy, ranging from features such as cruise control to the potential full automation of vehicles that do not require any human input.

bicycle facilities–

Infrastructure and provisions to accommodate or encourage bicycling, including on-street painted or protected bicycle lanes, off-street paths, and parking and storage facilities.

Bicycle Priority Network–

A short-term all ages and abilities network based on the 2014 Bicycle Plan. The Network consists of connected, protected bicycle lanes, urban trails, and neighborhood bikeways. Streets in the Bicycle Priority Network are prioritized for near-term all ages and abilities improvements.

Bus Rapid Transit (BRT)–

A high-quality bus-based transit system that delivers faster, more reliable service through the provision of dedicated lanes, with bus lanes and stations typically aligned to the center of the road, off-board fare collection, and more frequent operations. Because BRT contains features similar to a light rail system, it is more reliable, convenient, and faster than regular bus service.

capacity–

The number of people which can be carried by a mode of transportation under given conditions. One common measure of capacity is vehicles per hour through an intersection. Capacity in transit operations is measured as the maximum number of passengers that can be carried past a single point on a fixed route, in a given period of time.

capital renewal–

The planned rehabilitation and replacement of infrastructure assets to reach their useful life.

carpool–

An arrangement between people to make a regular journey in a single vehicle, typically with each person taking turns to drive the others to the destination.

car-share–

A model of car rental primarily designed for short periods of time and shorter distance trips. These services are attractive to customers who make only occasional use of a vehicle as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.

commuter rail–

A passenger rail transportation service that primarily operates between a city center or urban core to outer suburbs or other locations that draw large numbers of commuters.

connected vehicles–

A car or other vehicle that is equipped with Internet access, a 5G network, and usually also with a wireless local area network. This allows the car to share internet access and data with other devices both inside and outside the vehicle. Connected vehicles are a vital aspect of automated driving vehicles as the vehicles will have to be connected with each other to share data, destinations, and upcoming driving maneuvers to ensure the safety of riders. Connected vehicles are able to transfer important mobility data between vehicles and other infrastructure that allows the transportation network to optimize movement, deal with service interruptions, or perform important safety tasks.

curb space–

The space along the curb frontage of a street, which can be allocated for different uses, such as parking, travel lanes, bicycle facilities, commercial loading, valet services, etc.

dedicated transit pathways–

Separate lanes on the roadway that would allow the high-capacity vehicles to move more quickly and efficiently.

dockless mobility–

Systems consisting of devices for rent, such as bicycles or scooters, that do not require fixed docking stations for users to receive or return units. Payment typically occurs in the form of a mobile phone application.

drive-alone trip–

A trip taken in a privately-operated vehicle whose only occupant is the driver.

end-of-trip facilities–

Amenities that support active transportation users during and at the end of their trip, such as showers, parking, locker rooms, and bicycle repair stands.

extraterritorial jurisdiction (ETJ)–

The unincorporated land located within a given distance (dependent upon its population) of a city's municipal boundaries that is not within the city limits or the extraterritorial jurisdiction of another city and is the territory where a city is authorized to annex land.

first-mile/last-mile mobility solutions–

The short, but at times inconvenient, distance at the beginning and end of a trip (typically on public transportation). Solutions for first- and last-mile portions of a trip include walking and bicycling as well as emerging shared modes.

functionally acceptable–

A maintenance designation indicating that transportation facilities can be used safely and comfortably for people of all ages and abilities.

grade-separated intersections–

An intersection where two transportation routes cross at different heights. This allows the continued flow of vehicles as the routes cross each other, and can consist of a mixture of roads, footpaths, railways, canals, bridges, overpasses, tunnels, or a combination of facilities.

high-capacity public transportation–

Transit that carries a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus system. High-capacity transit can operate on exclusive rights-of-way such as a rail track or dedicated pathway. The main goal of high-capacity transit is to provide faster, more convenient, and more reliable service for a larger number of passengers.

high-frequency public transportation–

Transit service that operates every 15 minutes (or more frequently) throughout most of the day on weekdays and Saturdays, increasing reliability and improving opportunities for riders by providing more rides throughout the day.

highway system–

A network of controlled-access high speed roadways that connect across state borders to form the National Highway System in the United States. Highways may be maintained by state transportation agencies, regional mobility authorities, local municipalities or federal agencies.

historically underserved and underrepresented–

Communities of people who have typically not been included, equitably planned for or equitably engaged with during civic and cultural planning. These communities often have a lack of representation and face barriers to institutional power. While the definition of these communities may be fluid, a non-comprehensive list of historically underrepresented or underserved communities generally includes people of color, people of low- and moderate-income, recent immigrants, people with mobility impairments, youth, seniors, those struggling with mental illness or homelessness, people with limited English proficiency, and LGBTQ+ individuals.

Imagine Austin Comprehensive Plan–

The City's comprehensive plan, adopted unanimously by Austin City Council in 2012. The plan was created with input from thousands of Austinites and established a community vision of a city of complete communities where all Austinites have access to the amenities, transportation, services, and opportunities that fulfill their material, social, and economic needs.

land development code–

Ordinances enacted by City Council for the regulation of any aspect of development and includes zoning, rezoning, permitted use, parking, special exception use, prohibited use, planned development district, zoning district, overlay zoning district, subdivision, building construction, or sign, landscape, land use, or similar regulations controlling the development or use of land.

light rail–

A railway with a "light volume" traffic capacity compared to "heavy rail." Light rail may use shared or exclusive rights of way, high or low platform loading, and multi-car trains or single cars traveling on fixed rails. Light rail is usually electric-powered and is also known as light rail, streetcar, trolley car, and tramway.

managed lanes–

A type of highway lane that is operated with a management scheme, such as lane use restrictions or variable tolling, to optimize traffic flow, vehicle throughput, or both.

micromobility–

Any small, human or electric-powered transportation mode such as bikes, e-bikes, scooters, e-scooters or any other small, lightweight vehicle that is being used as a transportation resource.

mobility hub–

Locations where multiple transportation modes and services are available. These spaces can be of different sizes and scales, ranging from a large complex built around a park and ride facility to a small shared area where dockless vehicles, ride-hailing spaces, and location wayfinding are available. Mobility hubs often include additional amenities and uses such as concentration of employment, housing, shopping, and/or recreation.

Mobility Management Center (MMC)–

The City of Austin's headquarters for monitoring and managing traffic throughout the Austin area. The MMC is staffed seven days a week through peak travel times, and may be staffed continuously through large events. From the MMC, engineers and technicians monitor traffic patterns and adjust signal timing in response to traffic needs. Crews may be dispatched from the MMC as needed to respond to downed or malfunctioning traffic signals.

mode share–

The percentage of trips taken by each type of transportation. This statistic comes from the US Census in regards to a person's primary mode of travel to work. For example, 74% of people in Austine drive alone in a car, the mode share for driving alone is 74%.

placemaking–

The process of creating squares, plazas, parks, streets, and waterfronts that will attract people because these places are pleasurable or interesting.

Project Connect Long Term Vision Plan–

Capital Metro's long-term vision plan to create a high-capacity public transportation network serving Austin and the Central Texas region. It focuses on providing short-term enhancements for its existing services while also investing in a long-term high-capacity public transportation system.

right of way–

Right of way has two definitions, one relating to the width of property, such as a street including sidewalks; the other relating to who has the right to proceed with their movement. More specifically, when we talk about street design, we take into account what will fit within that street's right of way to accommodate all modes, minimize cost, and efficiently manage roadway space. When we talk about moving people through an intersection, we may say, "pedestrians have the right of way in the crosswalk," meaning other modes of transportation have to yield to people walking.

Roadway Capacity Plan (RCP)–

Roadway improvements which would be eligible for funding through Street Impact Fees, including projects that are designed to increase capacity in the City's roadway system based on growth projected over 10 years. The improvements include things like new road alignments, road widenings, turning lanes, as well as intersection improvements, such as new signals and roundabouts. The RCP is reflected in the ASMP and associated Street Network Table.

shared-use paths–

Off-street transportation facilities designed to be used safely and comfortable for active transportation modes.

signal priority–

A tool to give special treatment to specific modes at an intersection. Signal priority helps increase the amount of people who can move through an intersection during a single signal phase, and can be a powerful tool to improve transportation network reliability and travel time. Signal priority can be given to any transportation mode, but is often seen when pedestrians, bicycles, or transit vehicles receive a green signal before cars to enhance safety and movement through the intersection.

substandard streets–

Publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin requirements because they have pavement widths that are less than 24 feet and typically lack some curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure. The 2016 Mobility Bond provides preliminary engineering funding for nine substandard streets. These improvements include reconstructing substandard streets to modern standards by adding curbs, gutters, and facilities for pedestrians and bicycles. Improving substandard roadways adds additional capacity, increases safety, and improves drainage.

temporary traffic control –

A process establishing a work zone or other temporary closure of a transportation facility, providing related transportation management, and temporary street signage and markings.

Transit Priority Network–

Includes Capital Metro's high-frequency service and planned expansions identified in Connections 2025 and Project Connect. These corridors would carry the largest share of transit riders. The focus of the Transit Priority Network is to implement transit priority treatments to improve the speed, reliability, and efficiency of public transportation and to lessen the impact of temporary right of way closures on transit service.

transit-only lanes–

Lanes often implemented in congested areas to help transit vehicles maintain an efficient and reliable schedule. These lanes are marked and can be dedicated at all times of the day or limited to peak traffic hours. Often side-running and may allow right turning for vehicles.

Transportation Criteria Manual (TCM)–

One of the City's technical criteria manuals containing the published rules guiding the design and operations of transportation infrastructure and facilities. The TCM provides criteria referenced in the land development code and is available to the public.

Transportation Demand Management (TDM)–

The application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. In transportation, as in any network, managing demand can be a time-efficient and cost-effective alternative to increasing capacity.

vehicle miles traveled (VMT)–

A measure of the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. This measure is used in transportation planning for a variety of purposes.

Vehicle Priority Network–

Composed of the streets that are critical to the operations of the roadway system and carry the most vehicular traffic. The focus of the Vehicle Priority Network is to improve travel time reliability and to lessen the impact of temporary right-of-way closures on mobility.

Vision Zero–

An international movement that aspires to reduce the number of people who die or are seriously injured in traffic crashes to zero. Austin's Vision Zero Action Plan, adopted in 2016, defines a community-wide approach to reach this goal. It focuses on five core strategies: education, engineering, evaluation, enforcement, and policy.

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Street Network Table and Map

The Street Network Table and Map includes roads that are within the jurisdictional boundaries of the City of Austin and is used to identify right of way dedication requirements needed to accommodate future roadway conditions (referred to as Dedication of Right of Way in the Land Development Code). These future roadway conditions are reflective of the recommended improvements in the ASMP. The right of way widths in the table are based on cross-section standards in the Transportation Criteria Manual that reference roadways by "Level" instead of "Functional Classification." The right of way widths are reflective of existing constraints to the built environment and the ability to feasibly acquire right of way for future improvements. The Street Network Table strives to minimize negative impacts of expanding right of way for future mobility needs by maintaining the existing right of way or minimizing the additional amount of right of way needed. Where there are right of way constraints compared to the ideal right of way, further study is required to prioritize design elements or determine ROW acquisition. Right of way widths identified in the table are used as a starting point during the land development process to establish proper building placement in respect to the location of the future curb. Street Levels 2, 3, and 4 (collectors, minor arterials, and major arterials) identified in the Street Network Map were evaluated for right of way constraints and future requirements reflect the ideal width or were adjusted to fit within a compact design. The right of way requirements for Level 2, 3, and 4 streets are included in the Street Network Table. Level 1 streets (local streets) 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.

The Street Network Table does not include specific right of way requirements for roads fully within the jurisdiction of the Texas Department of Transportation (TxDOT). TxDOT roadways include highways and freeways (Level 5), frontage roads (Level 4), and other TxDOT facilities (Levels 2, 3, and 4) identified in the Street Network Map. The amount of right of way required to be dedicated along these roadways will be coordinated with TxDOT at the time of development based on the most up to date plans. Some roadways that are included in the Street Network Table that are also within the jurisdiction of TxDOT are noted as such in the ROW Remarks column and will require coordination with TxDOT for future improvements and right of way requirements, including over and underpasses and major urban roadways. Additionally, some roadways that are included in the table that are under the jurisdiction of Travis County, within the City of Austin Extraterritorial Jurisdiction, or an adjacent jurisdiction are noted as such in the ROW Remarks column and are only included for reference and coordination opportunities. Please refer to Travis County or the appropriate jurisdiction for right of way requirements.



A link to the Street Network Table and Street Network Map can be found at austintexas.gov/asmp

| Turn Lane Length (Distance to Driveway) | | |
|--|----------|----------|
| LEVEL | URBAN | SUBURBAN |
| Level 2 | 205 feet | 240 feet |
| Level 3 | 305 feet | 360 feet |
| Level 4 | 365 feet | 430 feet |

| Turn Lane Width | | | | |
|-----------------|---------|----------|----------|----------|
| | Level 1 | Level 2 | Level 3 | Level 4 |
| Level 1 | — | — | — | — |
| Level 2 | — | +14 feet | +14 feet | +14 feet |
| Level 3 | — | +14 feet | +14 feet | +14 feet |
| Level 4 | — | +14 feet | +14 feet | +14 feet |

In addition to the right of way that is identified along the roadway in the Street Network Table, additional travel lanes, right-turn lanes, and left-turn pockets may be necessary based on more detailed studies. At intersections, additional right of way for Level 2 streets will be required to accommodate left-turn pockets at intersecting Level 2, 3, and 4 streets. Above is a matrix of additional right of way needed to accommodate a right-turn contained within the influence, also listed below. A more detailed study can be completed to shorten the influence area or to determine that these improvements that would require additional right of way are not necessary. For street segments with dedicated transit pathways, additional right of way will be required to accommodate left turn lanes or else they must be in line with station locations as left turns within the pathway are prohibited.

Further, if on-street parking is desired at the time of development additional right of way may also be required if it was not identified in the Street Network Table.

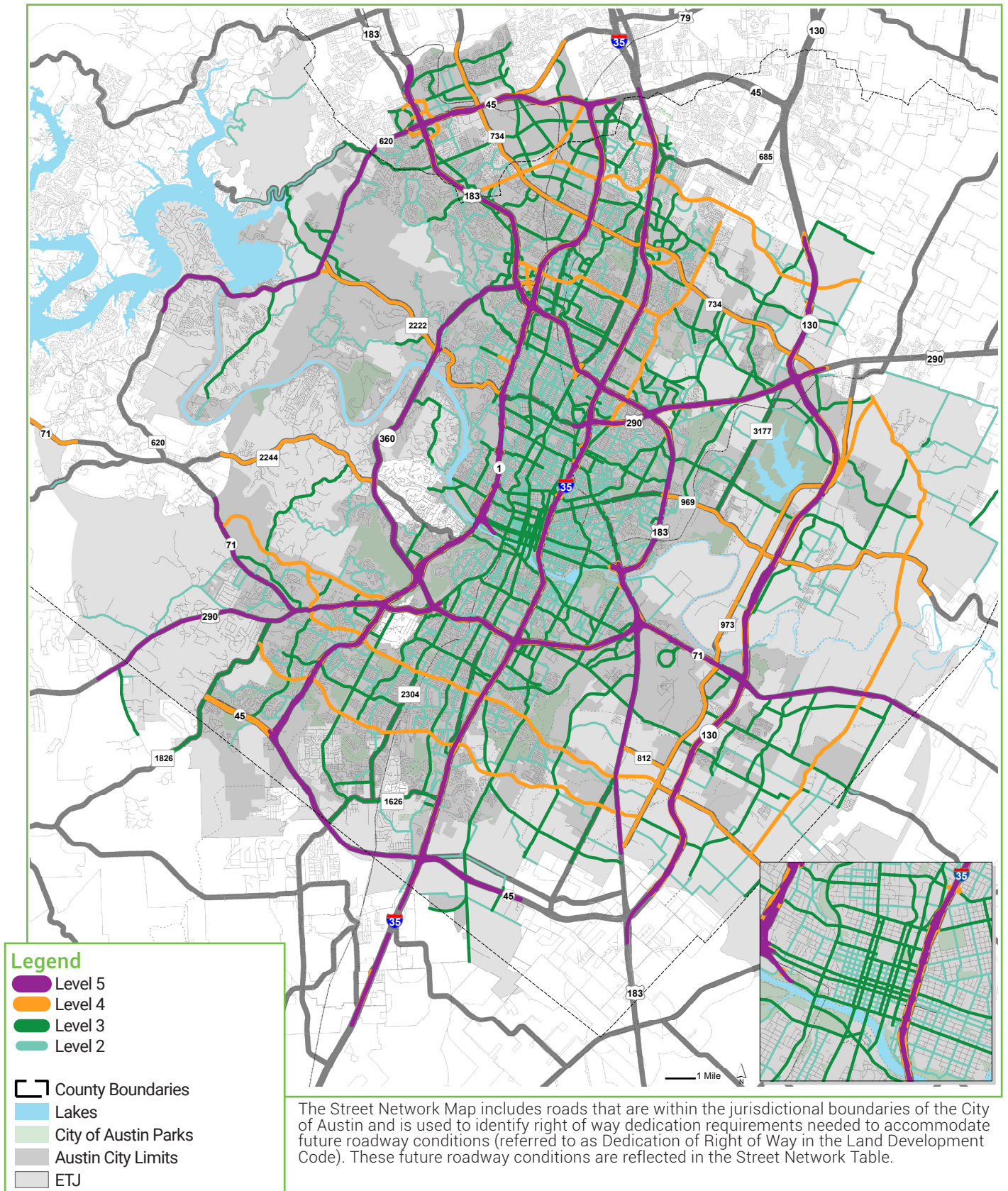
Amendments to the Street Network Table and Map will be processed when right of way requirements change based on project details determined during the project development process. The City's Traffic Engineer has the authority to make certain operational changes to a roadway within the right of way to improve safety and mobility and therefore, changes to the Street Network Table that do not impact the adopted right of way widths will be processed administratively. Any modifications that may change the adopted right of way widths in the Street Network Table will be processed as formal amendments to the plan, requiring City Council approval. These operational changes will follow the standard stakeholder and project development process that is in practice in advance of any changes being implemented. Changes to the roadway that include transit priority treatments and dedicated pathways will be coordinated with Capital Metro.

Maps

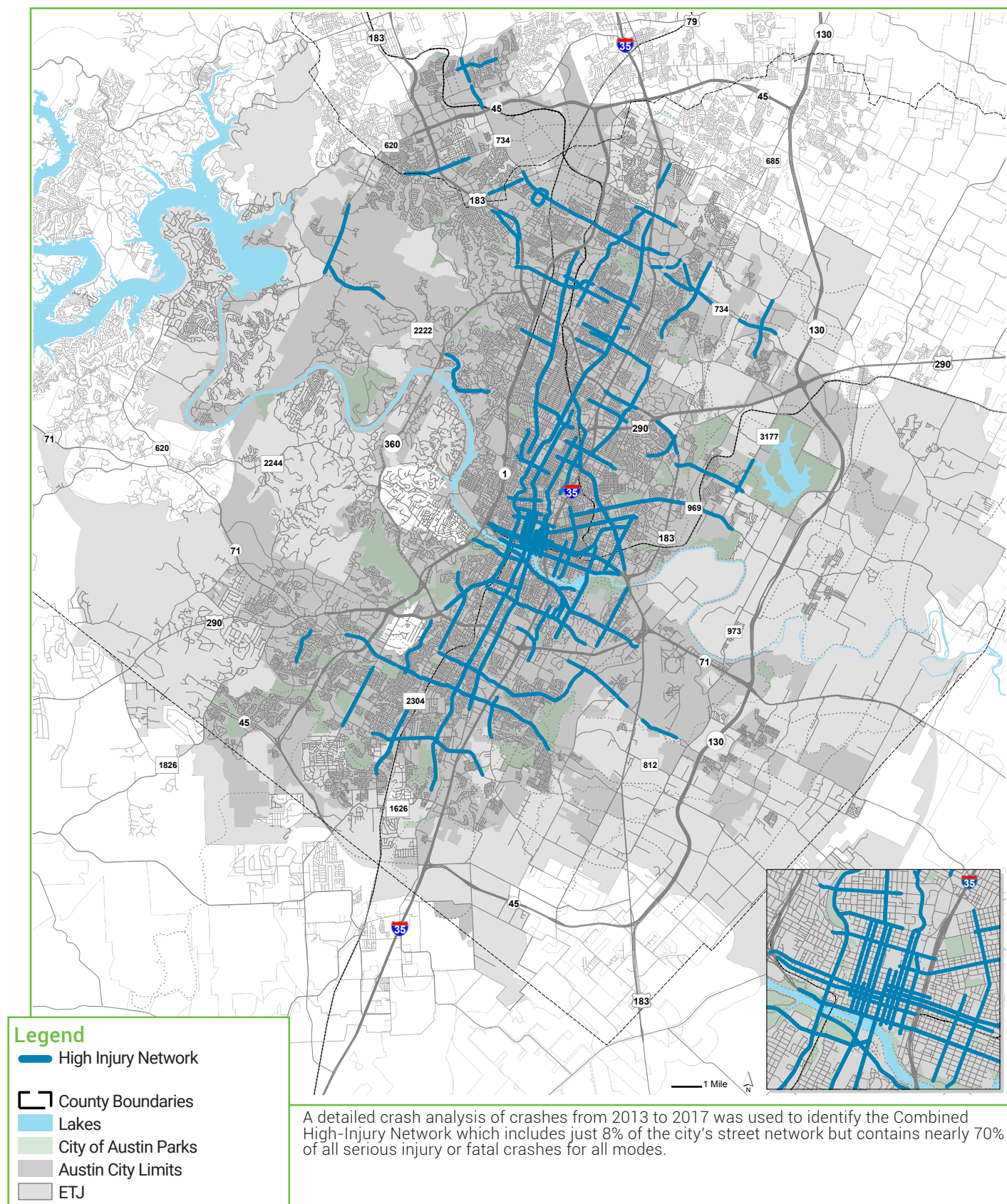
All the maps included in the Austin Strategic Mobility Plan have been reprinted in this appendix for ease of reference and use.

- **Street Network Map**
- **High-Injury Network Map**
- **Imagine Austin Growth Concept and Transit Priority Network Map**
- **Sidewalk Prioritization Map**
- **Roadway Capacity Projects Map**
- **Public Transportation System Map**
- **Bicycle System Map**
- **Urban Trail System Map**

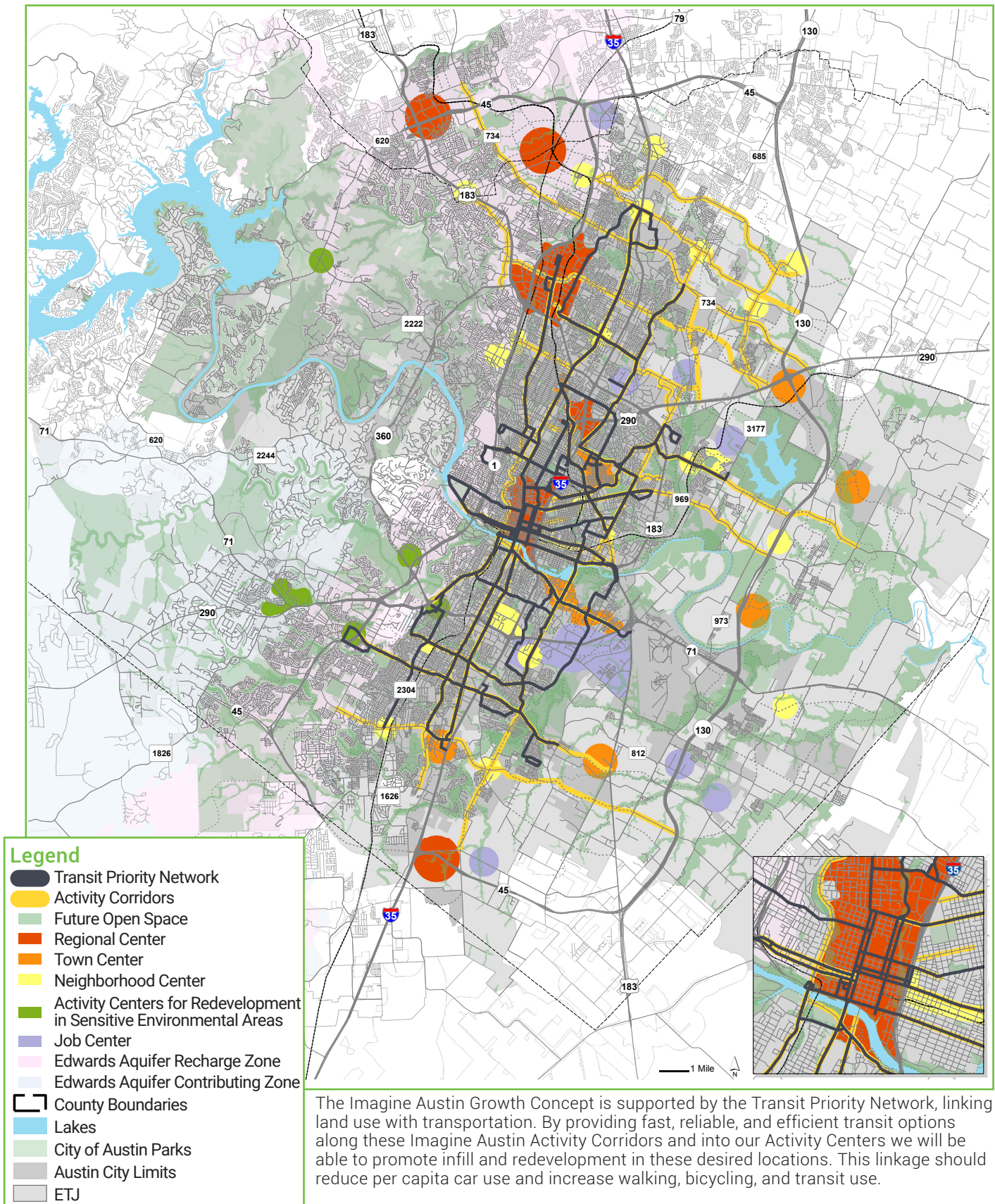
Street Network Map



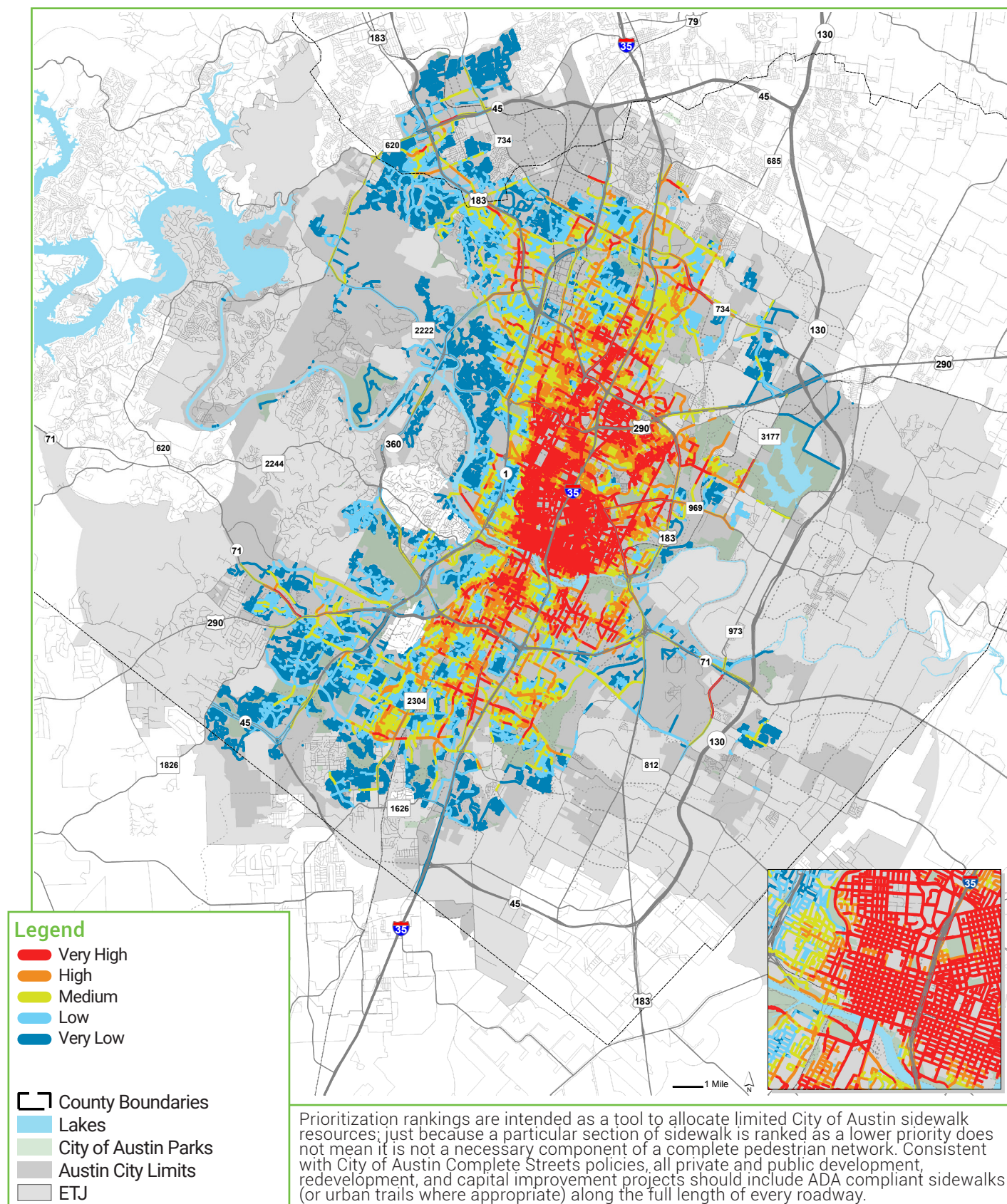
High-Injury Network Map



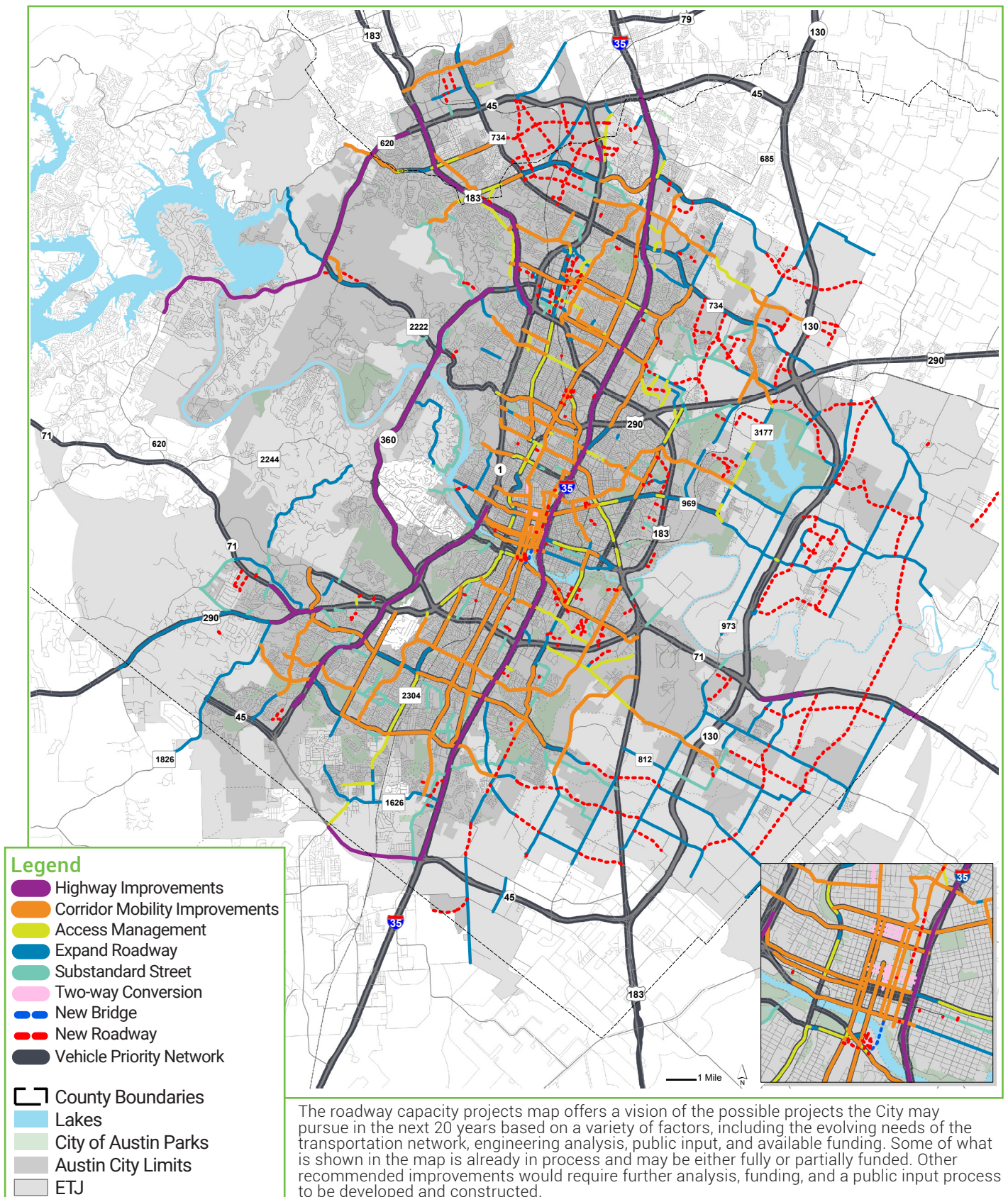
Growth Concept Map and Transit Priority Network



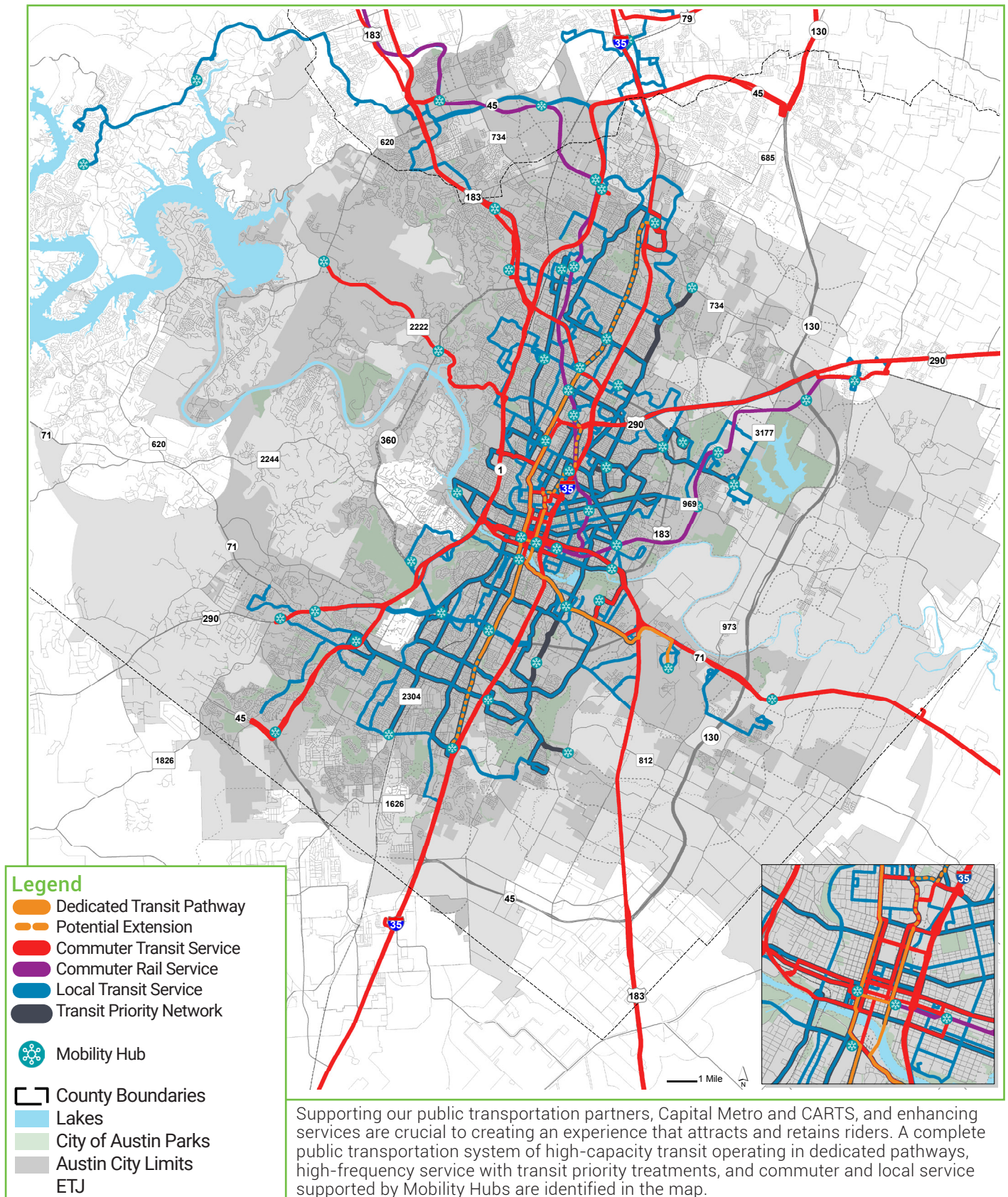
Sidewalk Prioritization Map



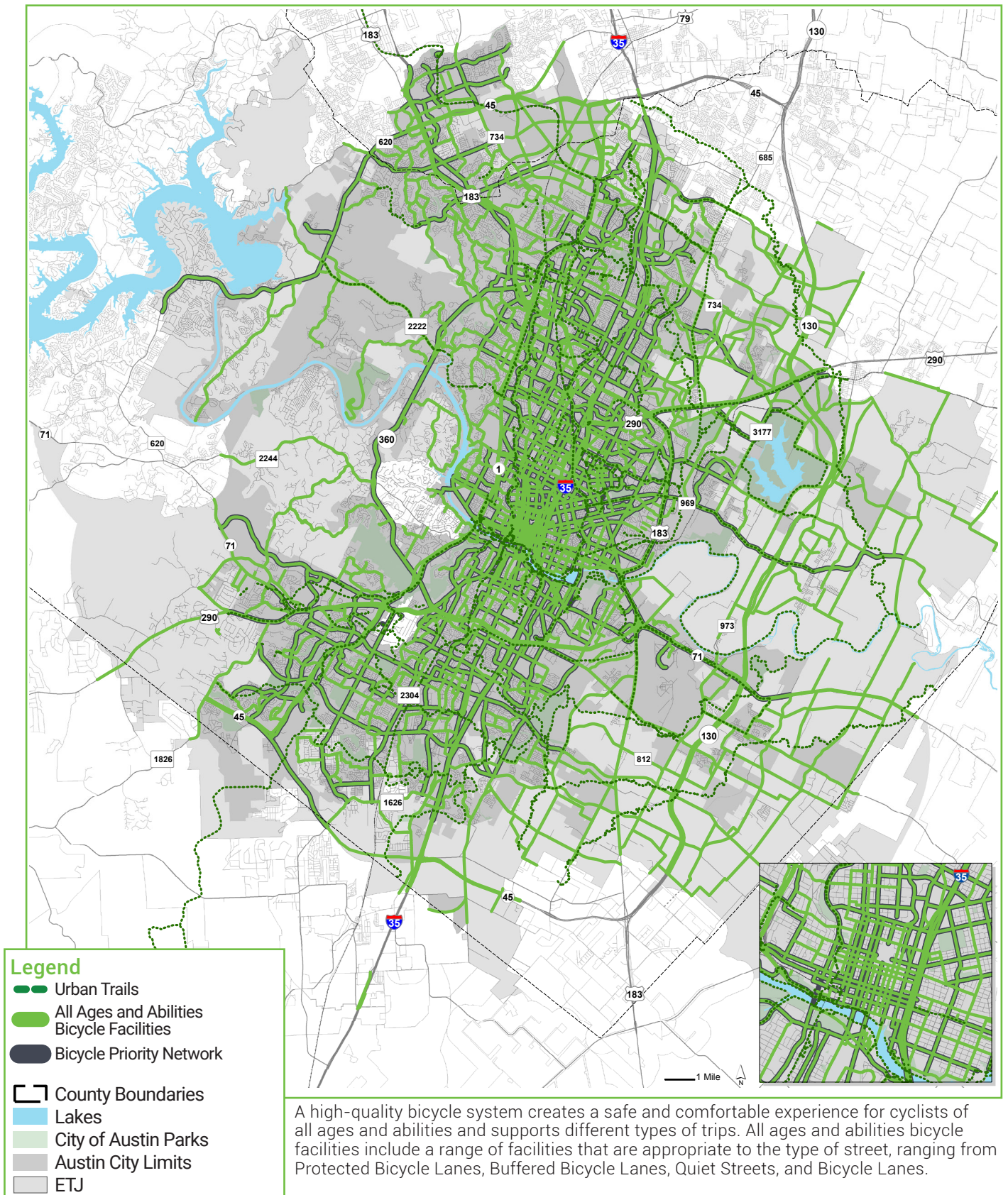
Roadway Capacity Projects Map



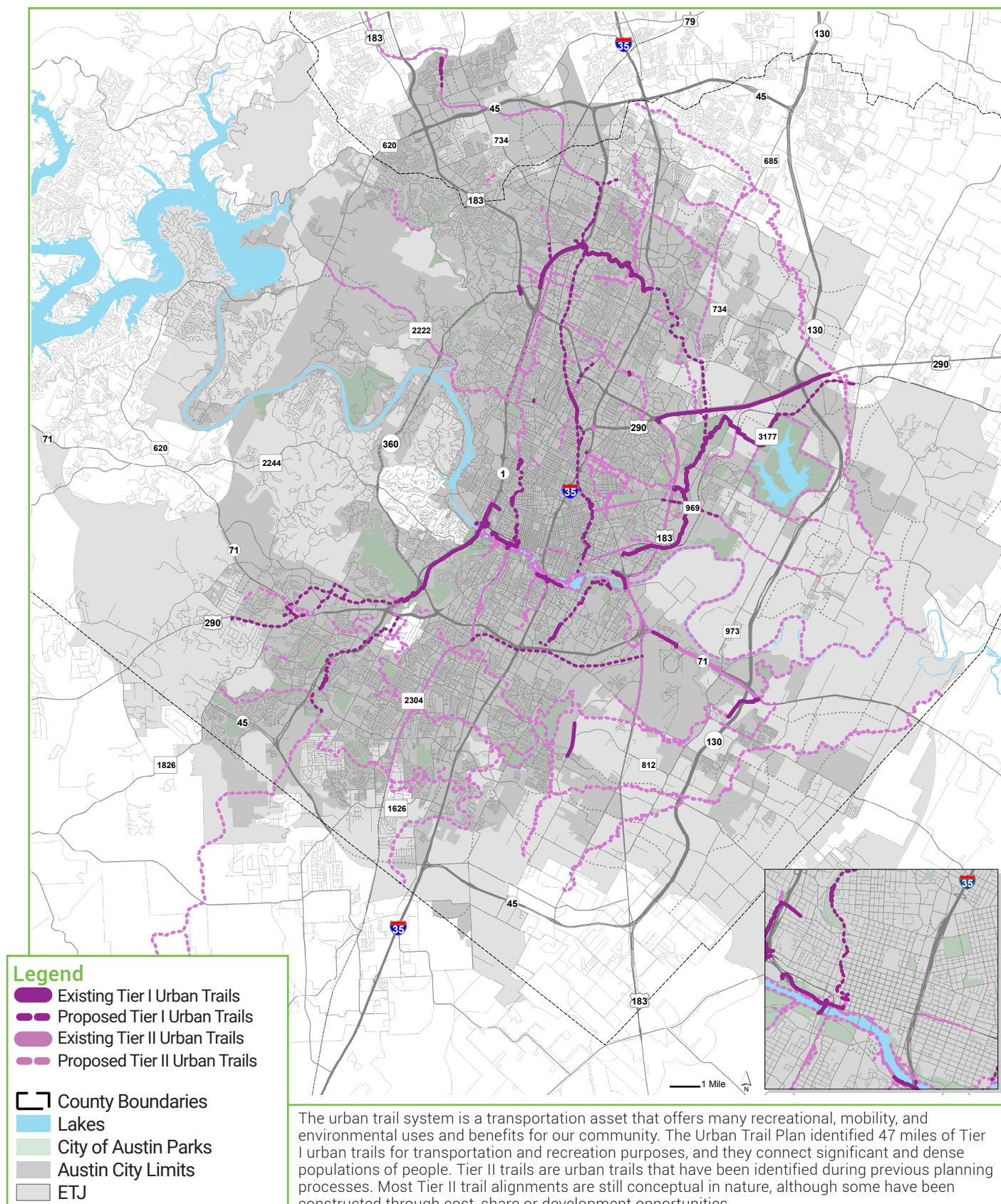
Public Transportation System Map



Bicycle System Map



Urban Trail System Map



List of Attached Plans

Previously developed and adopted modal plans were integrated in the development of the Austin Strategic Mobility Plan. The following mobility related plans are attached to and included in the ASMP.

City Council Adopted Plans

- **Bicycle Plan** *(formerly the Bicycle Master Plan)*
- **Sidewalk Plan/ADA Transition Plan** *(formerly the Sidewalk Master Plan/ADA Transition Plan)*
- **Urban Trails Plan** *(formerly the Urban Trails Master Plan)*
- **Vision Zero Action Plan**

Department Plans

- **Pedestrian Action Plan**
- **Smart Mobility Roadmap**

Chapter 380 Strategies

The City's current Chapter 380 Performance-Based Contracts Policy (or the "incentives policy," as it is more commonly known) incentivizes businesses to locate, grow, and hire within Austin. The new vision for the policy includes a focus on reflecting today's economic conditions and addressing current community challenges. The policy includes support for small businesses, incentives for employers seeking to hire socio-economically disadvantaged individuals, and recruiting external businesses that provide community benefits beyond jobs, including transportation.

The strategies in the table here provide employers with information on key strategies to include in a commuter program to encourage fewer drive alone trips in order to participate in the Chapter 380 Performance-Based Contracts Policy program.

| Chapter 380 TDM Strategies | |
|--|---|
| Strategy | Description |
| Transportation Information for New Employees | Develop new employee transportation information, which includes but is not limited to transportation options tailored to the specific office location in all employee handbooks and presented as part of new employee orientation, one-on-one commute route planning assistance for new employees, and information provided on company website, in the break rooms, and in internal newsletters. |
| Transportation Information—Continued Education | Provide continued education on transportation information with employees. This includes, but is not limited to, installing real-time transportation screens in building lobbies, providing information online and in company newsletters, providing one-on-one commute route planning assistance, participating in events like Bike to Work Day, hosting public transit outings, and gamifying sustainable commuting. |
| Membership in Local Transportation Management Association | Join a local transportation management association. Employers who actively participate in their local transportation management association have opportunities to develop strong commute programs, as well as connect to neighboring businesses to share knowledge and collaborate on strategies. |
| Transportation Coordinators on Staff | Dedicate a staff member on site to coordinate programming, encourage employees to utilize transportation options, and be a transportation resource. |
| Parking Cash-Out Programs | Create a parking cash-out program, which provides employees the option of receiving cash to give up their parking space. |

| Strategies | Description |
|---|---|
| Priced Parking | Price employee parking. Discuss with employers that free parking is one of the biggest motivators to drive to work and also hides the true cost of driving and parking. Requiring employees to pay for parking, coupled with education and incentives to try other modes may make a big positive impact in how employees commute. |
| Employer-Based Transit Benefits Program | Create a transit benefit programs (either pre-tax or partial to full subsidies) that will encourage employees to use public transportation. |
| Active Transportation Support | Support employees who walk and bike to work by providing subsidies on walking shoes or bicycling equipment. Provide education programs on how to bicycle and utilize shared mobility options. |
| Employer-Based Ride-share Programs | Implement ridesharing programs for employees who do not live close to work or near transit options, but can carpool or vanpool. Employers can follow the example of the City of Austin by providing incentives, assistance, and preferential parking for rideshare. |
| Employer-Based Telework Program | Create a telework program that allows employees to work from home, at a different office, or at a co-working space. |
| Flexible and compressed work schedules program | Allow for flexible and compressed work schedules (e.g. working four 10-hour days and having one day off) to encourage travel outside of the peak congested periods and/or to reduce car trips. |
| Working While Commuting | Allow employees to start their work day when they start their commute, e.g. if employees can use Wi-Fi on a bus, train, or vanpool to begin working during their commute. |
| Incentives/Gamification | Provide monetary or non-monetary (e.g. prizes, vacation time) incentives or organize a competition for sustainable commuting. |
| Emergency Ride Home Programs | Provide employees with information on the regional Emergency Ride Home programs, and also consider developing an internal emergency ride home program. |
| On-Site Amenities | Provide on-site amenities that allow employees to juggle priorities, as well as run mid-day errands, without needing to bring a vehicle to work. These amenities and services may include on-site daycare, food options, dry cleaning, gym, showers and lockers, bike mechanic, etc. |
| Employer-Based Shuttle | Offer an employee shuttle if office is not located in a transit-rich environment. The shuttle could be for the entire employee commute, or as a last-mile connection to a popular transit line or mobility hub. |