

Austin Strategic Mobility Plan



2021 ASMP Amendments

COUNCIL MEETING

JUNE 9, 2022

COLE KITTEN, DIVISION MANAGER
AUSTIN TRANSPORTATION DEPARTMENT



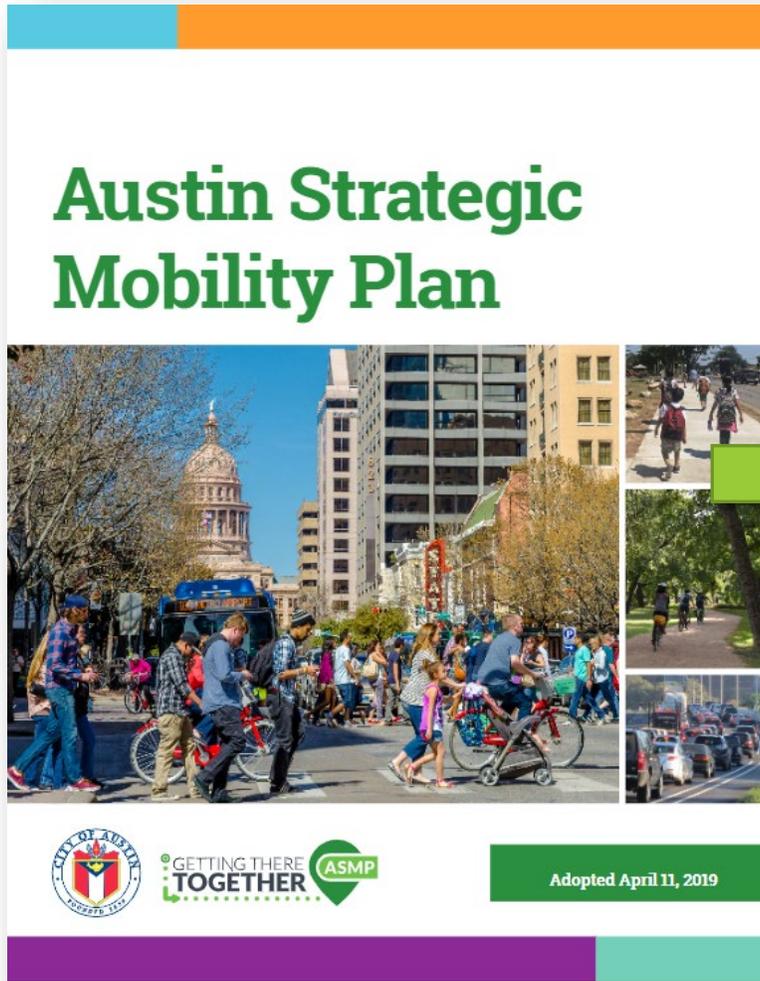
Adopted April 11, 2019

Presentation Agenda

- **Overview**
- **Purpose**
- **ASMP Amendment Cycle**
- **Timeline**
- **Public Engagement**
- **Street Network Changes**
- **Q & A**

What is the ASMP ?

Policy Document + Street Network Table & Map

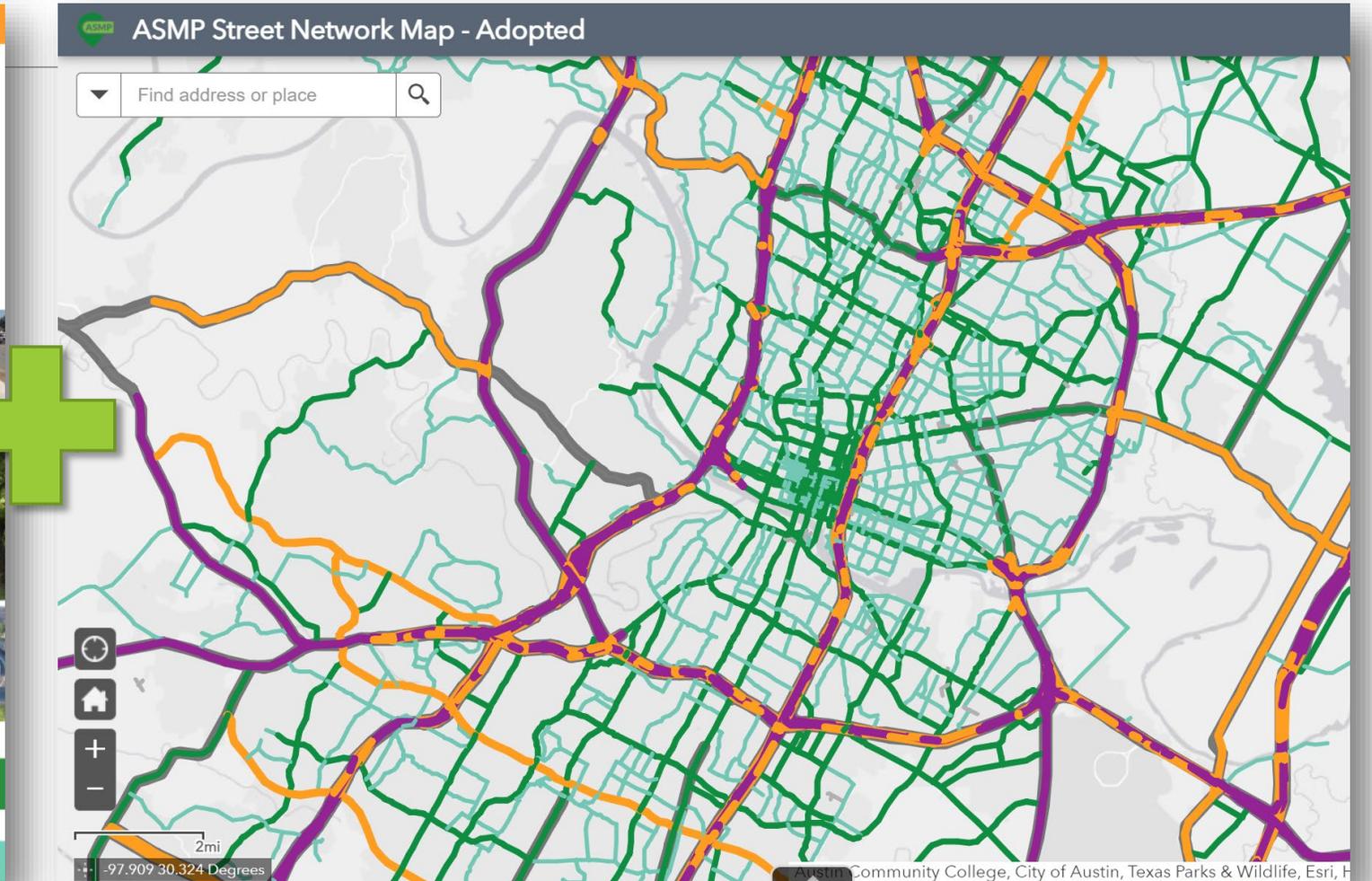


Austin Strategic Mobility Plan

Adopted April 11, 2019

GETTING THERE TOGETHER ASMP

The cover features a collage of images showing a busy city street with pedestrians, a blue bus, and bicycles. The Austin State Capitol building is visible in the background. The City of Austin logo is in the bottom left corner.



ASMP Street Network Map - Adopted

Find address or place

2mi

-97.909 30.324 Degrees

Austin Community College, City of Austin, Texas Parks & Wildlife, Esri, H

The screenshot shows a digital map interface with a search bar at the top. The map displays a network of streets color-coded by type: purple for major arterials, orange for collectors, and green for local streets. A green plus sign is overlaid on the map, connecting it to the policy document cover on the left. The bottom left corner shows a scale bar for 2 miles and coordinates. The bottom right corner lists the map's data sources.

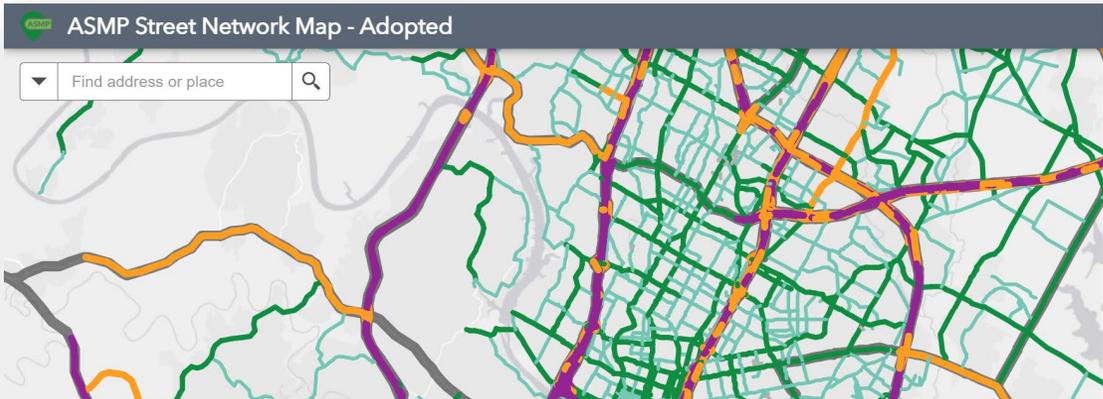
ASMP | Policy Document

Austin Strategic Mobility Plan



Adopted April 11, 2019

- A comprehensive multimodal transportation plan for the future of our transportation network
- **50 / 50 mode share**
- Includes:
 - Indicators + Targets
 - Policies
 - Action Items



Austin Strategic Mobility Plan

Home **Street Network Table** TxDOT Roads

Street Network Table

Adopted by ordinance NO. 20190411-033

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) with improvements identified are included in the Street Network Table. Level 1 streets without improvements identified 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.

This site is the official source for right of way dedication requirements in the transportation plan referenced in the land development code. The Street Network Table is divided among City of Austin roads and roads fully within the jurisdiction of the Texas Department of Transportation. City of Austin Roads can be searched under the Street Network Table tab. A list of TxDOT roads can be viewed under the TxDOT Roads tab.

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 Extrajurisdictional 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.

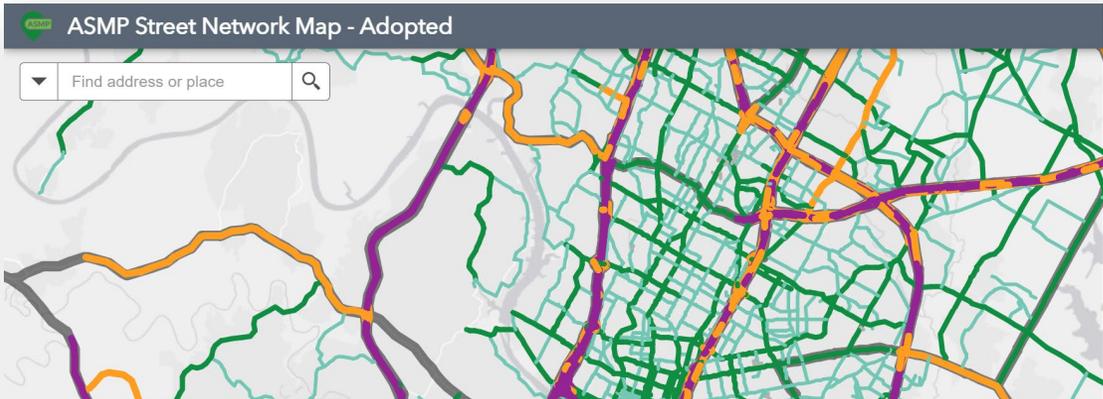
In addition to the right of way that is identified along the roadway in the Street Network Table, additional travel lanes, right-turn lanes, and left-turn pockets may be necessary based on more detailed studies. At intersections, additional right of way for Level 2 streets will be required to accommodate left-turn pockets at intersecting Level 2, 3, and 4 streets. Below is a matrix of additional ROW 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.

ASMP | Street Network

- A database of streets organized by Street Name with **existing and future conditions of the right of way**
- These future conditions reflect the policies and transportation vision in the ASMP and reflect our multimodal systems for walking, bicycling, transit and driving
- 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)

**Adopted Street Network Table can be found at atd.knack.com/asmp#home/*



Austin Strategic Mobility Plan

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Street Network Table

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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.

ASMP | Street Network

- Right of way (ROW) dedication is triggered during Zoning, Subdivision, and Site Plan
- Residential permit reviews (residential developments up to two dwelling units) do not trigger review for right of way (ROW) dedication
- Only new development or redevelopment of a certain intensity will require ROW dedication (site / subdivision plan with over ~10 single family units or over ~15-25 multi-family units) depending on the land value
- All dedication requirements are reviewed during the Development Review process for Rough Proportionality

*Adopted Street Network Table can be found at atd.knack.com/asmp#home/

Purpose | Why Update the ASMP?

- Council Resolution 20200610-002 directed the City Manager “to initiate process to amend the [ASMP] to add the Project Connect System Plan...”
- Additionally, per the adopted ASMP “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”
- “Modifications to adopted right of way widths will be processed as formal amendments to the plan, requiring City Council approval”
 - Transportation Criteria Manual (TCM)
 - Mobility Bond Projects

What's in this ASMP Amendment Cycle

POLICY DOCUMENT

ASMP policy document additions, updates, corrections

- 3 Policy additions
- Action Item revisions and additions
- Various errata and minor document corrections

**All proposed changes can be found in the ASMP Redline (Exhibit B) using the Amendment Log with ID's and page numbers (Exhibit C)*

STREET NETWORK TABLE AND MAP

Street Network corrections and alignment with other City Documents

- 2021 TCM update
- 2014 Bicycle Plan
- Public Transportation Changes/Project Connect
- Mobility Bonds
- Removed Roadways
- **Added Roadways**

**All proposed map changes can be found online at AustinTexas.gov/ASMP*



Roadway System 6

Support streets as places where people and community engage in non-mobility activity

Recognize the diverse and expanding civic needs within our right of way and promote adaptive uses of the street

**Full text in the ASMP Redline ID-10, pg. 95*



Air & Climate 4

Increase the transportation network's adaptive capacity

Future-proof our transportation infrastructure and operations to flexibly adapt to climate impacts

**Full text in the ASMP Redline ID-22, pg. 197*

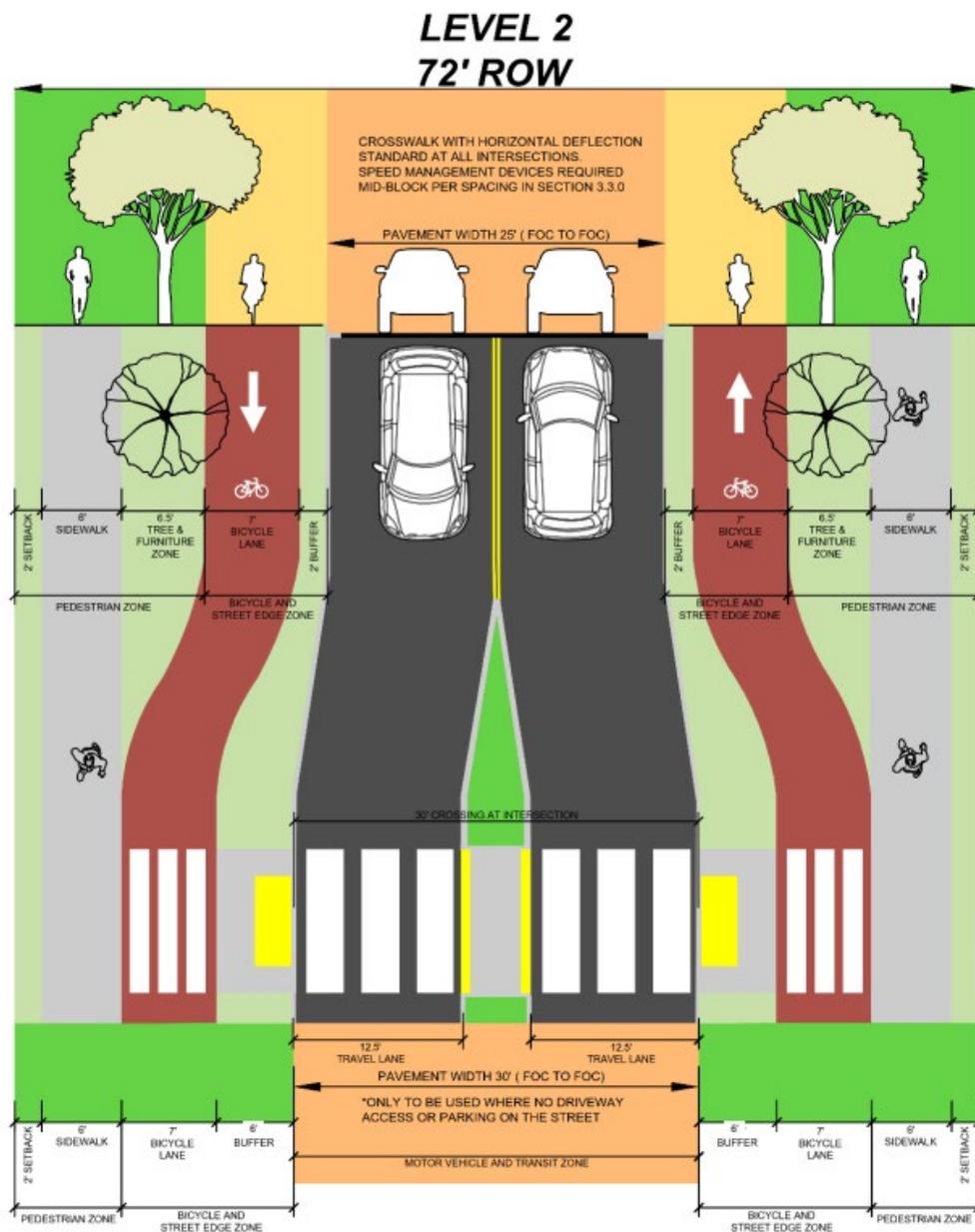


Collaboration 8

Support larger City efforts for disaster preparedness and emergency response

Coordinate with local and regional partners to protect and support our community during extreme events

**Full text in the ASMP Redline ID-23, pg. 268*

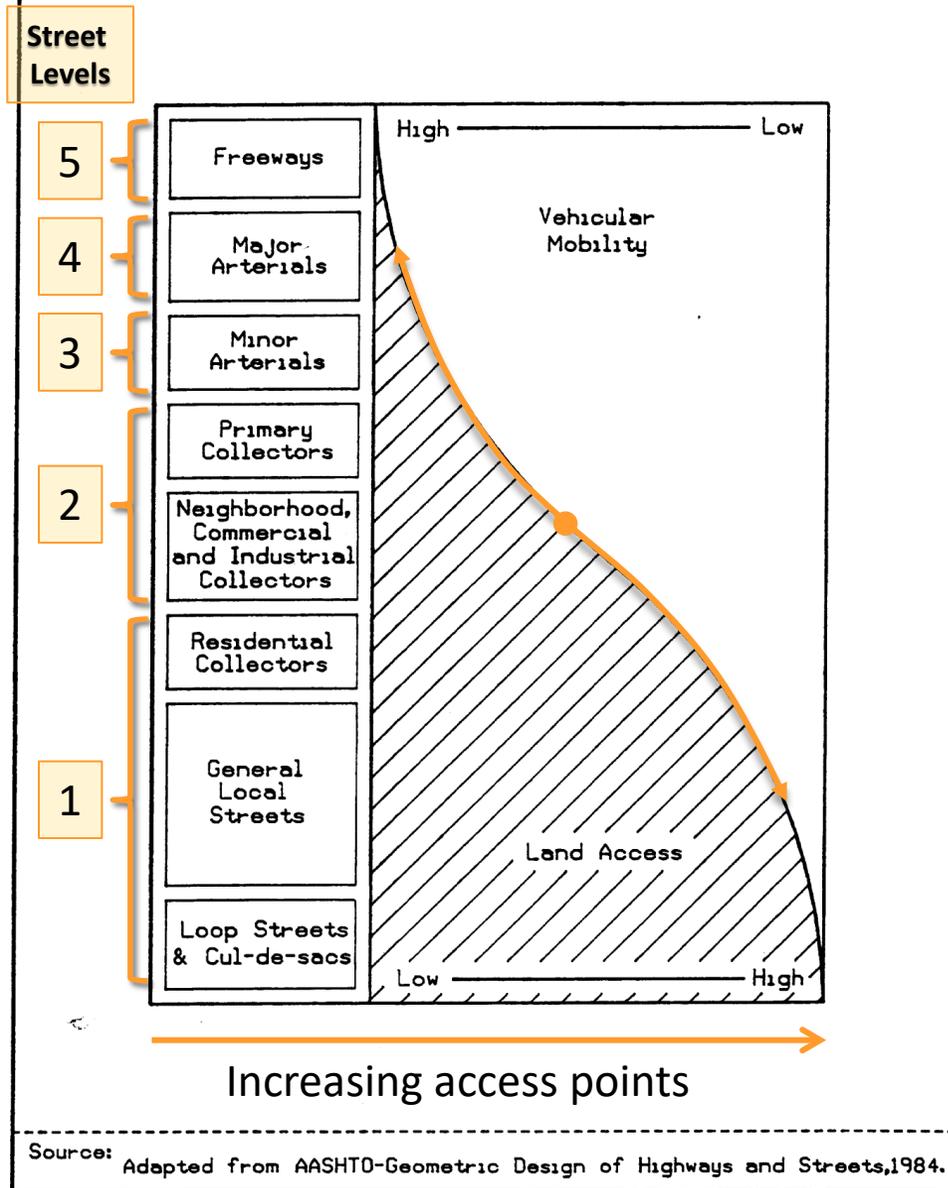


Street Network | 2021 TCM

- Adopted in December 2021, effective June 20, 2022
- Sets new guidelines on what transportation facilities should look like
- Includes new cross sections for ideal conditions and provides guidance for designing streets in constrained conditions
- The Street Network's Street Level, Cross Section, and Required ROW are proposed to be amended to align with associated TCM cross sections and standards

**Image from the adopted Transportation Criteria Manual (TCM)*

Increasing volumes, through traffic, and speeds



Street Network | 2021 TCM

- Cross sections organized by Street Level
- Street Levels consider the function of the street – mobility vs access
- Many factors play into defining each Street Level including desired speeds, trip length, turn lanes, bicycle facilities, and parking.

How to choose between a Level 1 or Level 2 Street

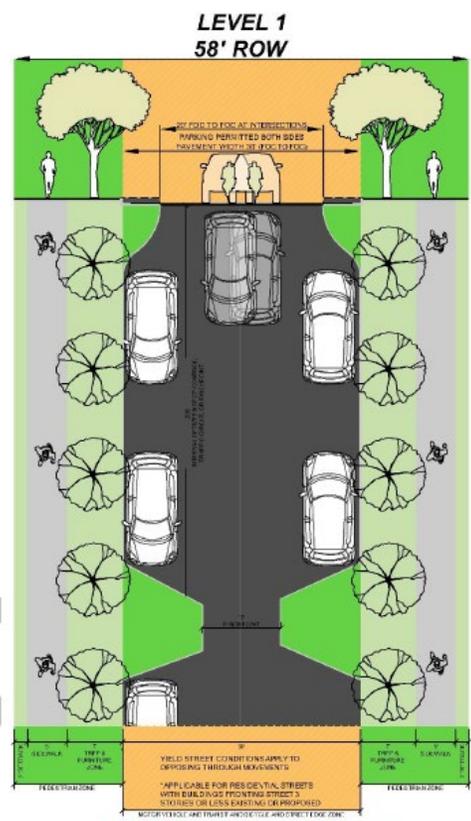


Figure 2-15 – Level 1 58 ft Street

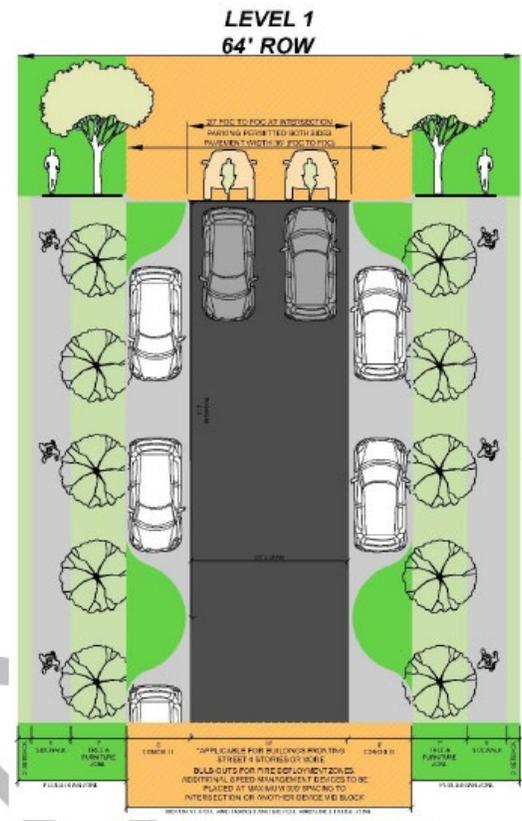


Figure 2-16 – Level 1 64 ft Street

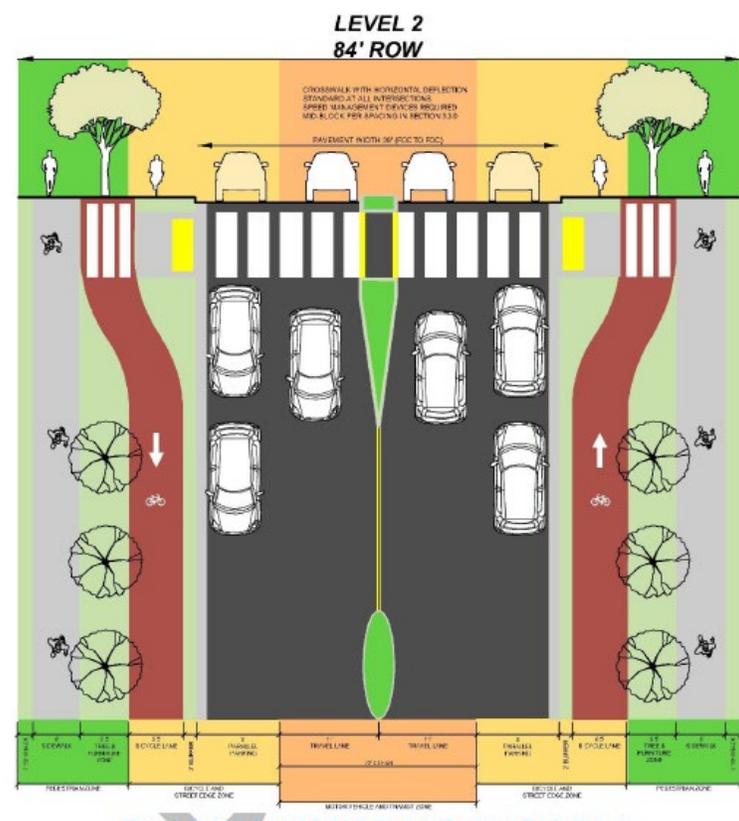


Figure 2-18 – Level 2 84 ft Street (Parking Both Sides)

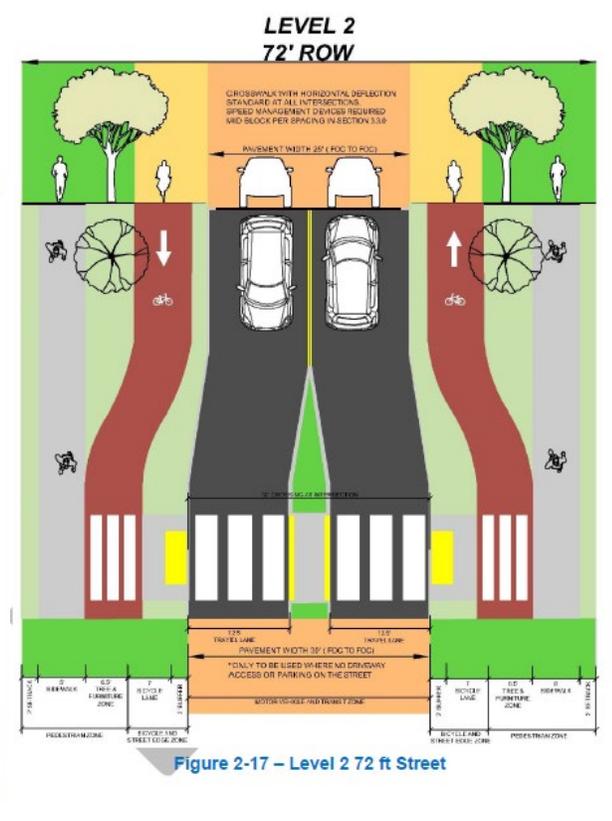
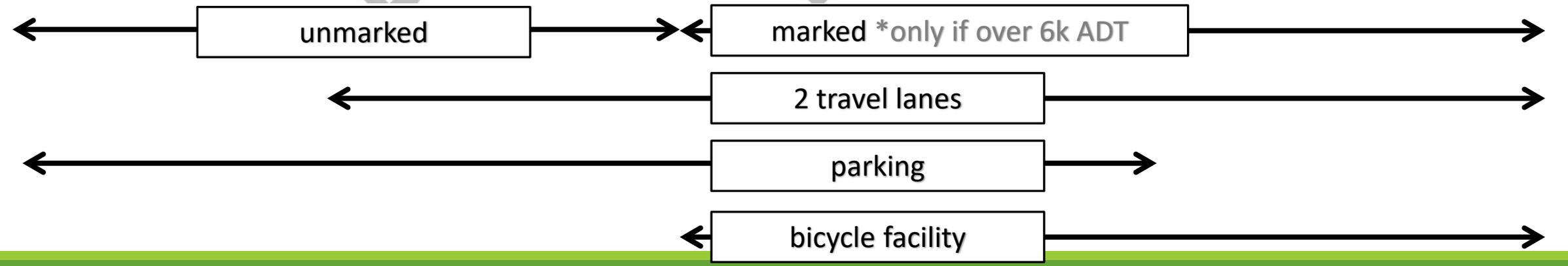


Figure 2-17 – Level 2 72 ft Street



How to choose between a Level 2 or Level 3 Street

**LEVEL 1
64' ROW**

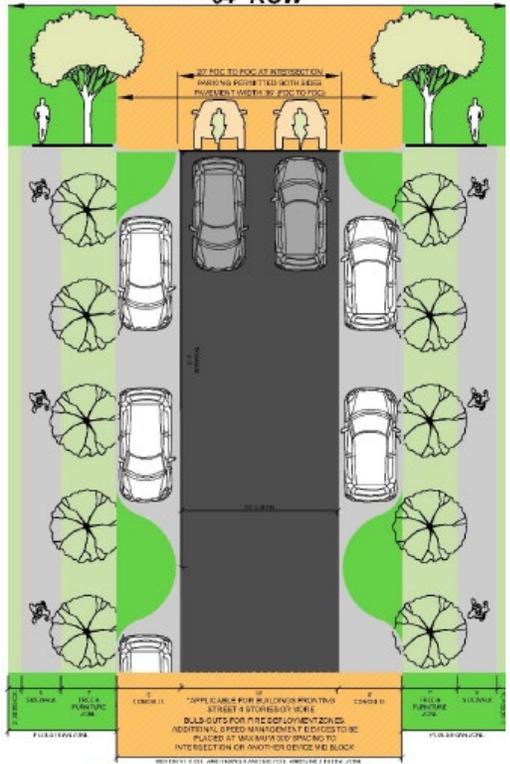


Figure 2-16 – Level 1 64 ft Street

**LEVEL 2
84' ROW**

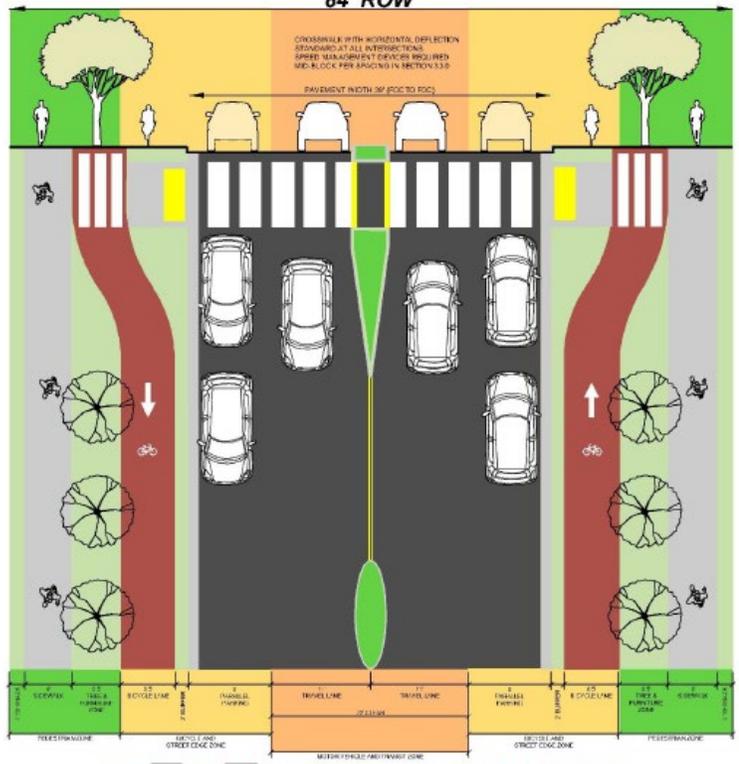


Figure 2-18 – Level 2 84 ft Street (Parking Both Sides)

**LEVEL 2
72' ROW**

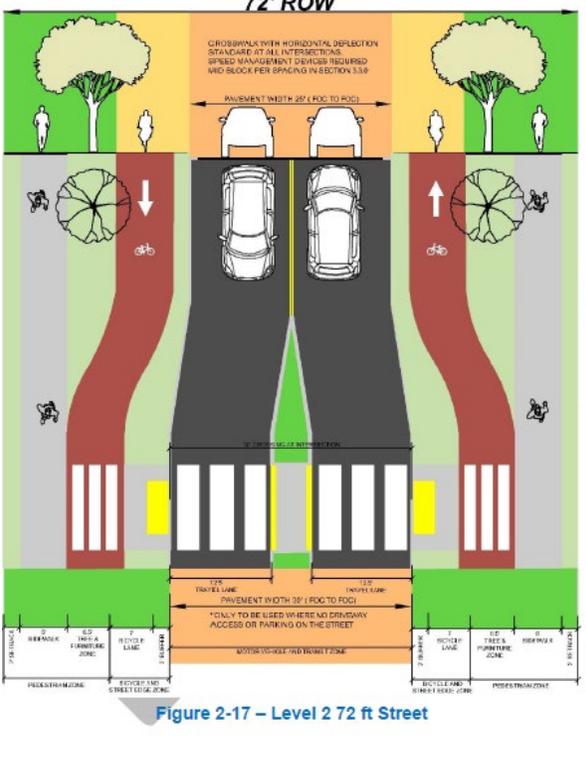
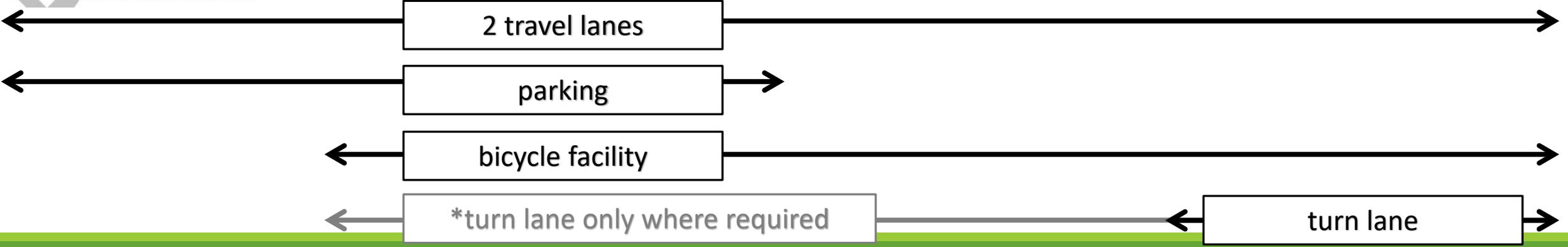


Figure 2-17 – Level 2 72 ft Street

**LEVEL 3
80' ROW**



Figure 2-19 – Level 3 80 ft Street (Constrained Dimensions)



Example | 2021 TCM

Name	MESA DR
Segment Limits	STECK AVE TO SPICEWOOD SPRINGS RD
Type	Local Mobility
Street Level	2
Priority Network	Bicycle Priority
Improvement	Sidewalk and Bicycle Facilities
Existing Cross Section	3U
Existing Number of Lanes	2
Future Cross Section	3U
Future Number of Lanes	2
Roadway Description	2 travel lanes with a center turn lane
Existing Bicycle Facility	Bike Lane - Buffered
Future Bicycle Facility	Buffered Bike Lane
Bicycle Description	all ages and abilities bicycle facilities
Pedestrian Description	complete missing sidewalks
Project Description	Improvements to bicycle and pedestrian facilities only
Mean ROW	73.74
Median ROW	73.28
Minimum ROW	72.63
Maximum ROW	100.34
Required ROW	96
ROW Remarks	Further study required for prioritizing design elements or ROW acquisition.

Proposed Change

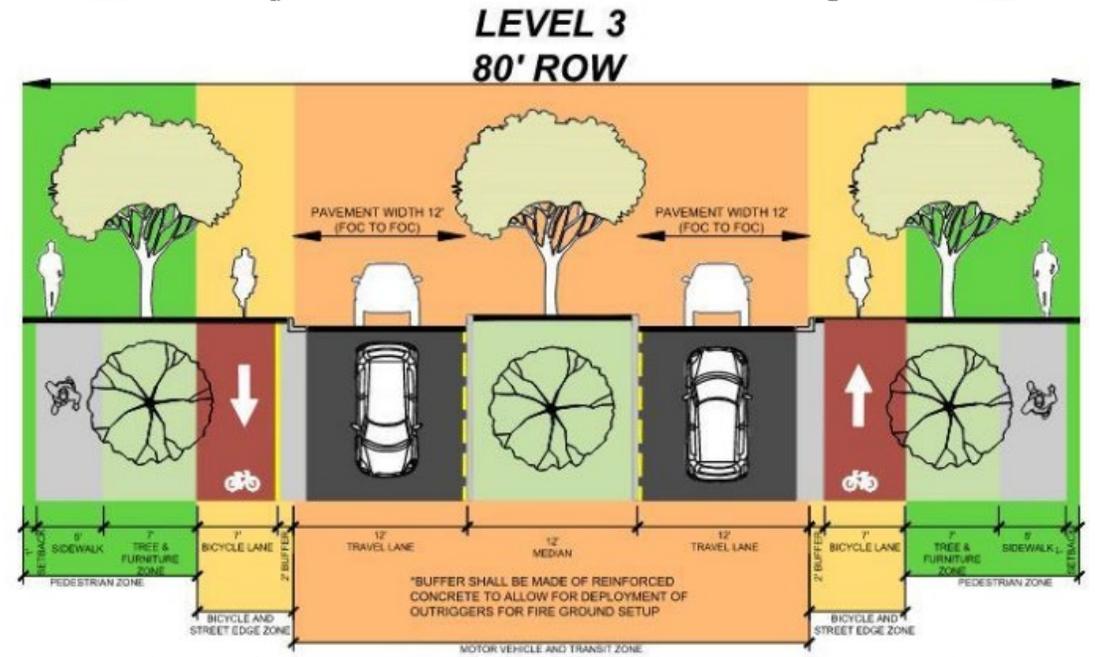
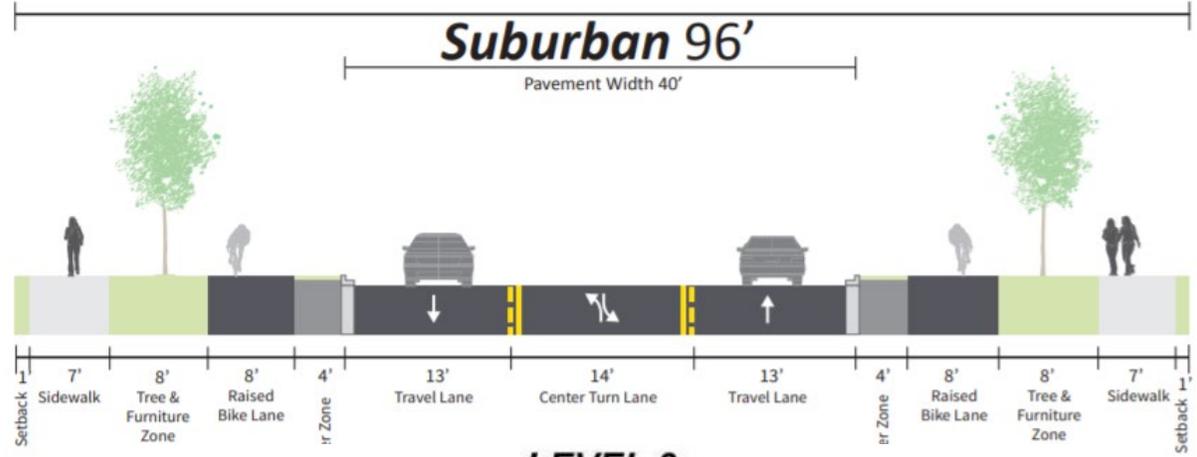
← 3

← 2D

← updated

← 80

← updated



*Top image from the 2017 Draft Austin Street Design Guide
Bottom image from the adopted Transportation Criteria Manual (TCM)



Rio Grande St & W 21st St, Austin, TX

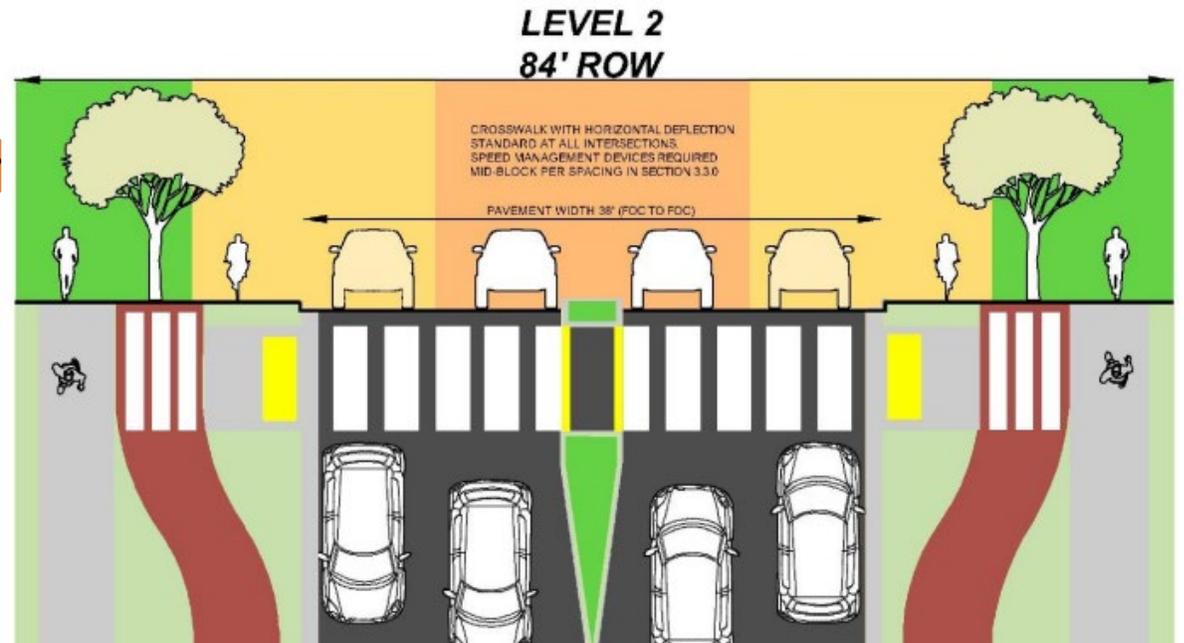
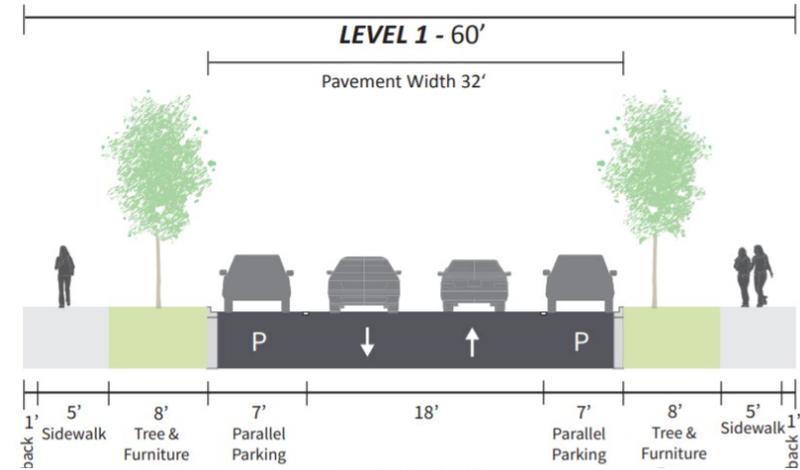
Street Network | Bicycle Plan

- A long-range plan to identify the recommended type and location of bicycle facilities
- Maps short- and long-term bicycle network
- Used as input for the Street Network to identify the cross section in the TCM by type of bicycle facility
- Amendments were proposed to correct Level 1 and Level 2 streets classifications to align with the Bicycle Plan

Example | 2014 Bicycle Plan

Name	TWIN OAKS DR
Segment Limits	SHOAL CREEK BLVD TO VINE ST
Type	Local Mobility
Street Level	1
Priority Network	
Improvement	Sidewalk and Bicycle Facilities
Existing Cross Section	¹ not evaluated
Existing Number of Lanes	¹ not evaluated
Future Cross Section	¹ not evaluated
Future Number of Lanes	2
Roadway Description	2 travel lanes
Existing Bicycle Facility	Shared Lane
Future Bicycle Facility	Bike Lane
Bicycle Description	all ages and abilities bicycle facilities
Pedestrian Description	complete missing sidewalks
Project Description	Improvements to bicycle and pedestrian facilities only
Mean ROW	¹ not evaluated
Median ROW	¹ not evaluated
Minimum ROW	¹ not evaluated
Maximum ROW	¹ not evaluated
Required ROW	¹ 50 to 60
ROW Remarks	

Proposed Change



*Top image from the 2017 Draft Austin Street Design Guide
 Bottom image from the adopted Transportation Criteria Manual (TCM)

¹ Level 1 streets were not evaluated and all required 50' in constrained conditions and 60' in greenfield conditions



Rio Grande St & W 21st St, Austin, TX

Street Network | Bicycle Plan

- Based on Round 1 Public Comments these amendments were further evaluated
- Since right of way within established neighborhoods will not be acquired and Residential Review is not subject to dedication, the Final Draft proposes to maintain what was adopted in 2019, while accounting for areas with new streets and potential development
- Further changes to planned bicycle facilities may be made through the ATX Walk Bike Roll process and will be reflected back into the ASMP after adoption in 2023

Street Network | Public Transportation Changes

- The adopted Project Connect System Plan replaced the alternative alignments in the Long-Term Vision Plan and updates were made to Metro Rapid and High-Frequency Local Transit routes
 - Updated Transit Priority Network
 - Updated Public Transportation System Map
- The Street Network is being amended to reflect updated cross sections and right of way requirements from the Engineering Plans going through the NEPA process



Street Network | Mobility Bonds

- Engineering studies have been completed for several corridors supported by recent mobility bonds
- **The Street Network is being amended to reflect updated cross sections and right of way requirements from these Engineering Plans**

Street Network | Removed Roadways

- Some roadways were identified to be removed from the ASMP because they may have been determined as infeasible, do not have community support, or have other specific considerations for why they are being removed from the ASMP.
 - Such as: Grove Blvd extension, RM 2222 to Four Points Dr Connector
 - Removed Roadways based on Round 1 Public Comments include: Brush Country Rd, Payne Ave, Sunridge Dr extensions
 - Colony Park Dr to Valleyfield Dr Connector is no longer proposed to be removed
- Some roadways are being removed because they have been vacated or have new alignments (e.g., Red River at the new Moody Center)

Street Network | Added Roadways

- Since the Street Network is an inventory of all streets in Austin, some roadways are being added because they were platted in the Subdivision process after the plan was adopted.
- Some new roads and new alignments are also being proposed to be added to the Street Network.

Summary of Street Level Changes

- 91.1% of the ASMP Street Network is proposed to maintain the adopted Street Levels
- 4% of the proposed Street Network are roadways proposed to be added, which are Level 1 Streets that have been platted since 2019
- 0.7% of Level 1 Streets are proposed to be reclassified to Level 2 Streets
- 2.5% of Level 2 Streets are proposed to be reclassified to Level 1 Streets

Adopted Street Level	Amended Street Level	Length (ft)	# of Segments	% of Total
1	1	3,397,829	21,194	57.5%
	2	44,247	215	0.7%
	3	12,667	59	0.2%
	4	115	1	0.0%
2	1	148,140	922	2.5%
	2	609,067	3,204	10.3%
	3	57,166	303	1.0%
	4	118	2	0.0%
3	2	14,392	81	0.2%
	3	647,774	2,726	11.0%
	4	11,402	55	0.2%
4	1	851	6	0.0%
	3	386	2	0.0%
	4	727,487	2,219	12.3%
Added Roadways	1	235,296	1,851	4.0%
	2	294	2	0.0%
	3	1,794	4	0.0%

**Street Network segments within the city of Austin jurisdictional boundaries only*

Timeline | Initial Feedback Schedule

2021

2022

October 1
ASMP Policy Survey released

October

November 15
ASMP Street Network map released

November

December 31
Original close date for Policy survey and Street Network map

December

January 16
First extension date for Policy & Street Network feedback

January 30
Policy & Street Network comment period closed

January

February
Developed updated draft of the proposed amendments and Round 1 Feedback Report

February

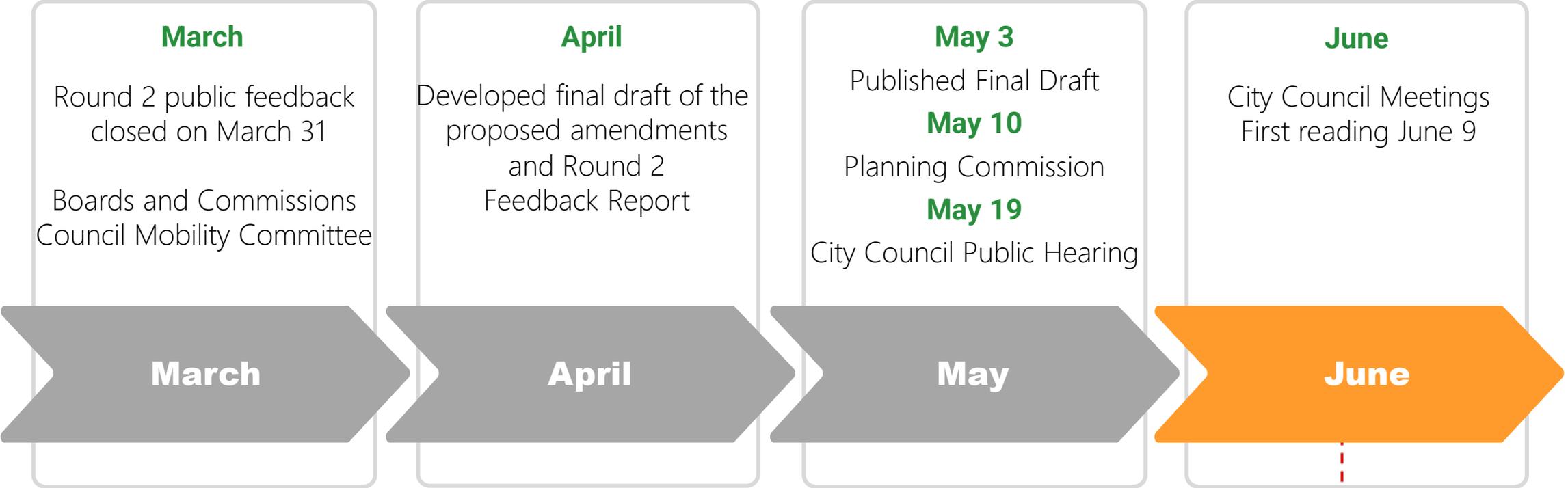
**Internal Review began May 2021
Updates were provided to Mayor and City Council via memos dated [6/10/2021](#), [9/30/2021](#), [12/1/2021](#), [2/25/2022](#), and [5/17/2022](#)*

October - January
Round 1 Public Comments

**Notification for the second round of comments was sent out to the Community Registry on February 28*

Timeline | Remaining Feedback Schedule

2022



**Council Public Hearing was advertised in the American Statesman 16 days prior to the hearing date and sent out to the Community Registry*

We are Here

Round 1 Engagement

Timeline:

- Interdepartmental review of the ASMP and Street Network began in May 2021
- Project Connect completed 15% Design in May 2021 and conducted engagement in late Summer
- ASMP feedback period began October 1 and closed January 30
- Competing community needs:
 - I-35 Capital Express Project
 - Project Connect
 - ATX Walk Bike Roll
 - Ongoing pandemic and Omicron surge

Strategy and Results:

- Goal was to create awareness and provide an opportunity for feedback
- Engagement materials were produced in English and Spanish
- Online Policy Survey – *959 responses*
- Online Feedback Map – *1,647 comments*
- Storymap Presentation
- Fliers distributed to libraries and social media advertisements in targeted ZIP Codes
- Outreach to neighborhoods – *3 virtual meetings and 1 in-person meeting*
- Email communications – *~175 emails received*

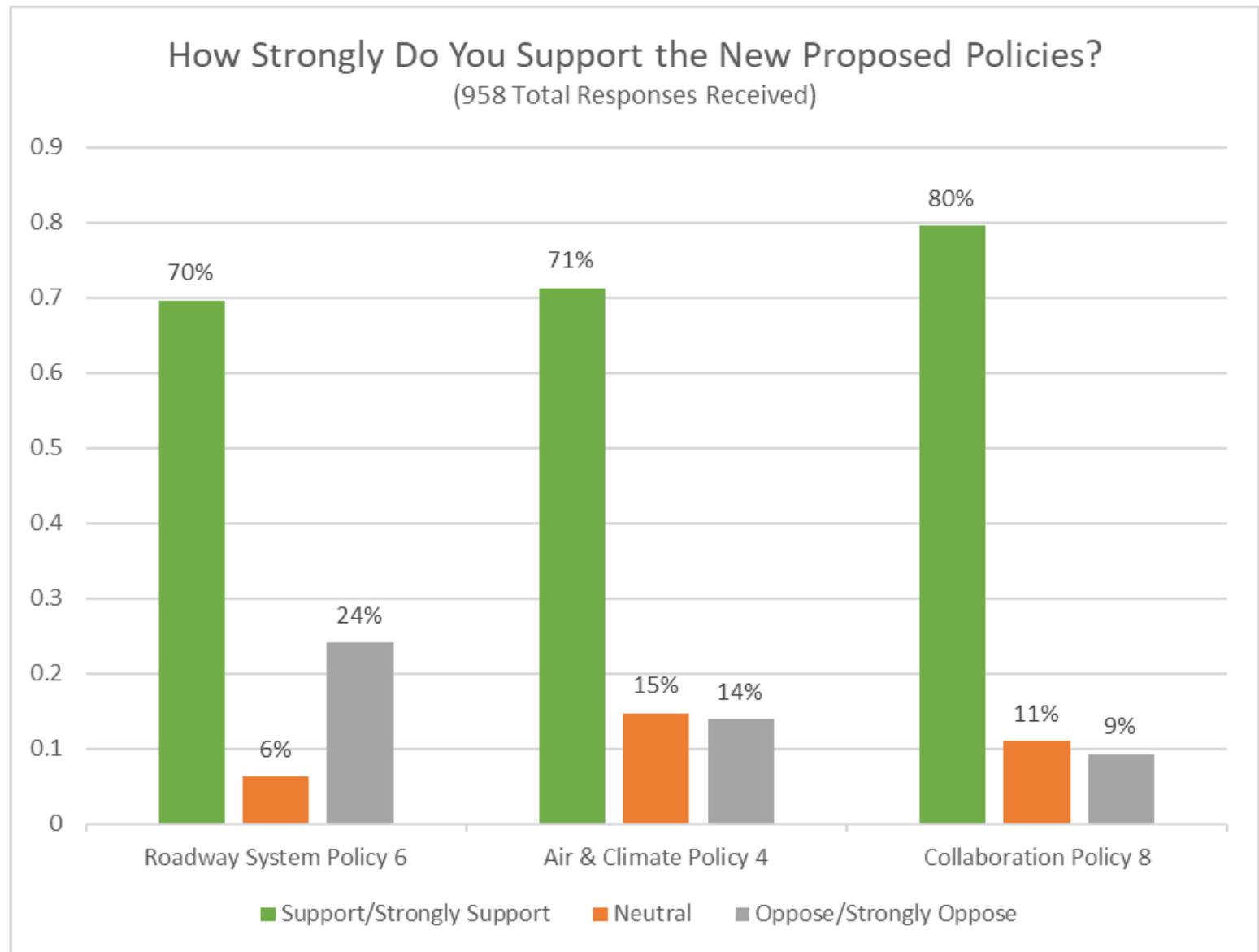
*Full results can be found in the [Round 1 Public Feedback Report](#)

Round 1 Feedback Policy Survey Results

Roadway System Policy 6: *streets should have many uses for the community; streets are for people movement, not car movement vs streets are for getting from one place to another, no other purpose; keep as is*

**many of the opposed responses were related to the Street Network amendments*

Air & Climate Policy 4 & Collaboration Policy 8: *important to keep transportation operating during disasters; keeping everyone safe during emergencies; saving lives vs unnecessary spending of tax dollars; these policies are overreaction/this is not important*



*Full Survey results can be found in the [Round 1 Public Feedback Report](#)

Round 1 Feedback Map Comments

1,647 total map comments

Majority of comments were in opposition to changing Level 1 to Level 2

Concerns about expanding neighborhood streets

Comments about appropriate type of bicycle facility for neighborhood streets (Bike Lanes vs Neighborhood Bikeways)

Concerns about projects that increase vehicle travel and vehicle speeds

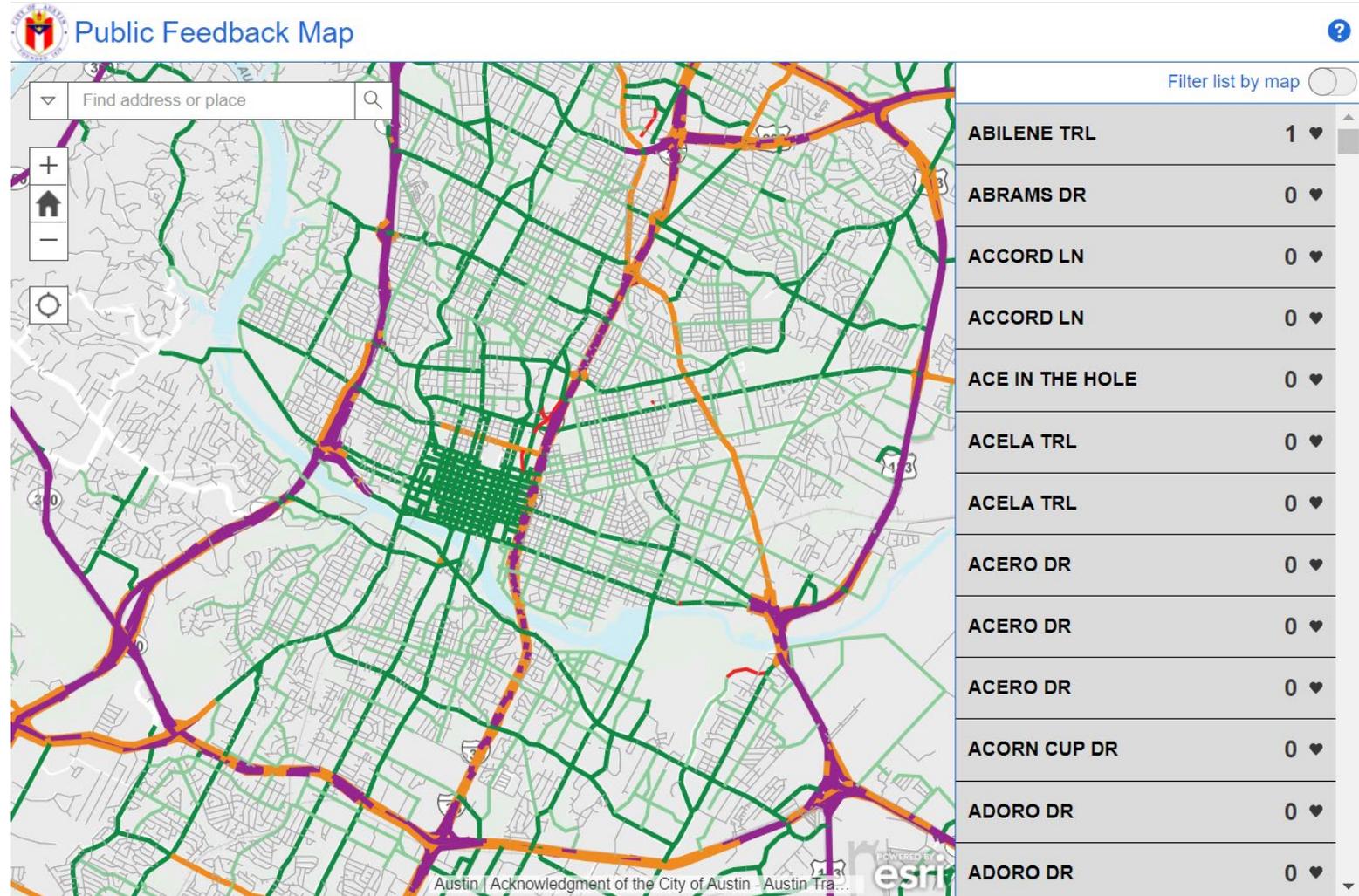


Image of the Public Feedback Map used in Round 1

*Full map comments and emails can be found in the [Round 1 Public Feedback Report](#)

Round 2 Engagement

Timeline:

- Published updated draft of the proposed amendments on February 28 and notification was sent out to the Community Registry
- Presented to Boards and Commissions in March and April
- Presented to Council Mobility Committee March 10
- Feedback period closed on March 31

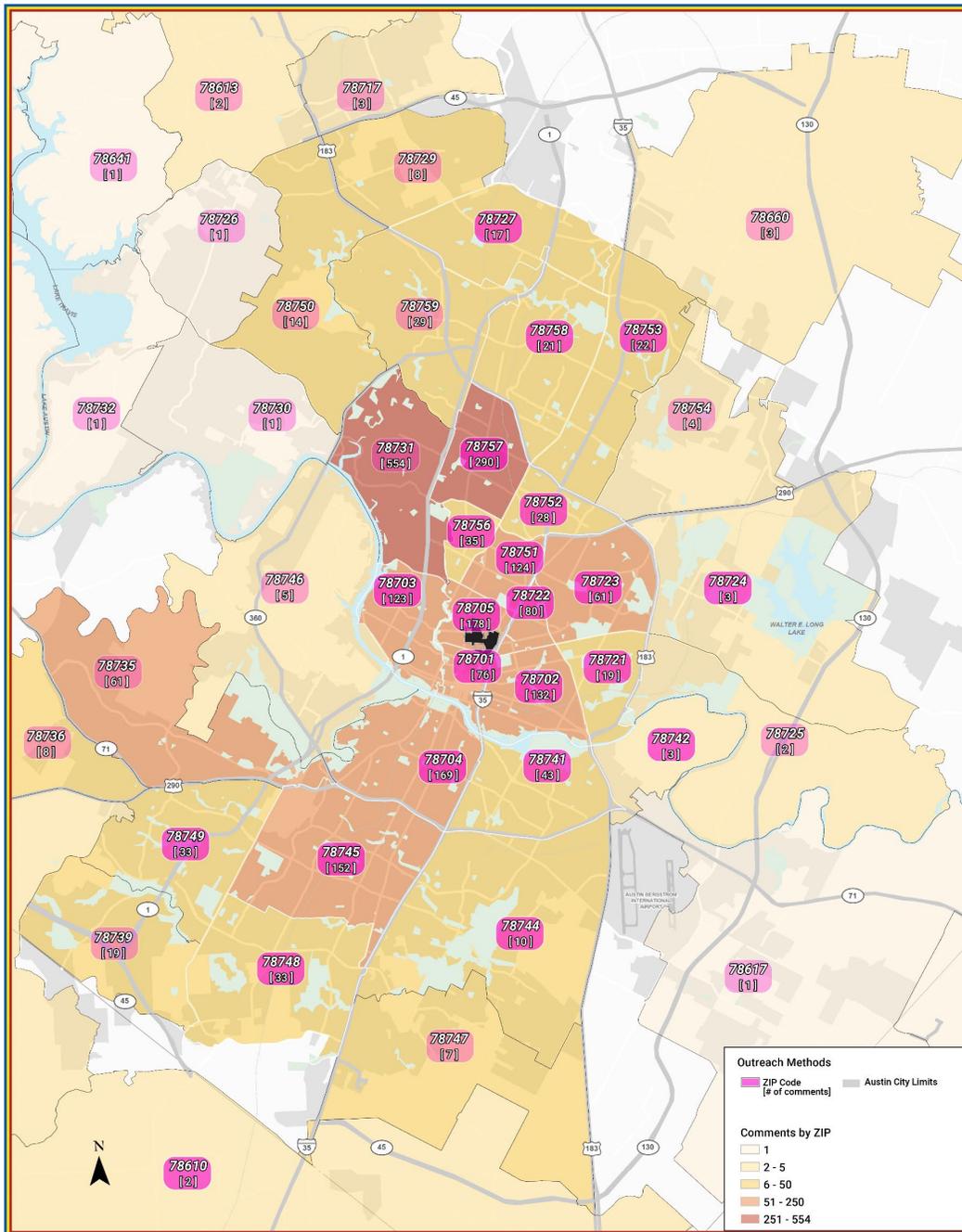
Strategy and Results:

- Updated engagement materials were produced in English and Spanish
- Updated Storymap Presentation and FAQ
- Updated fliers distributed to libraries
- New Feedback Form – *62 responses*
- Focused outreach to neighborhoods that expressed interest – *6 virtual meetings and 1 in-person meeting*
- Email communications – *63 emails received*

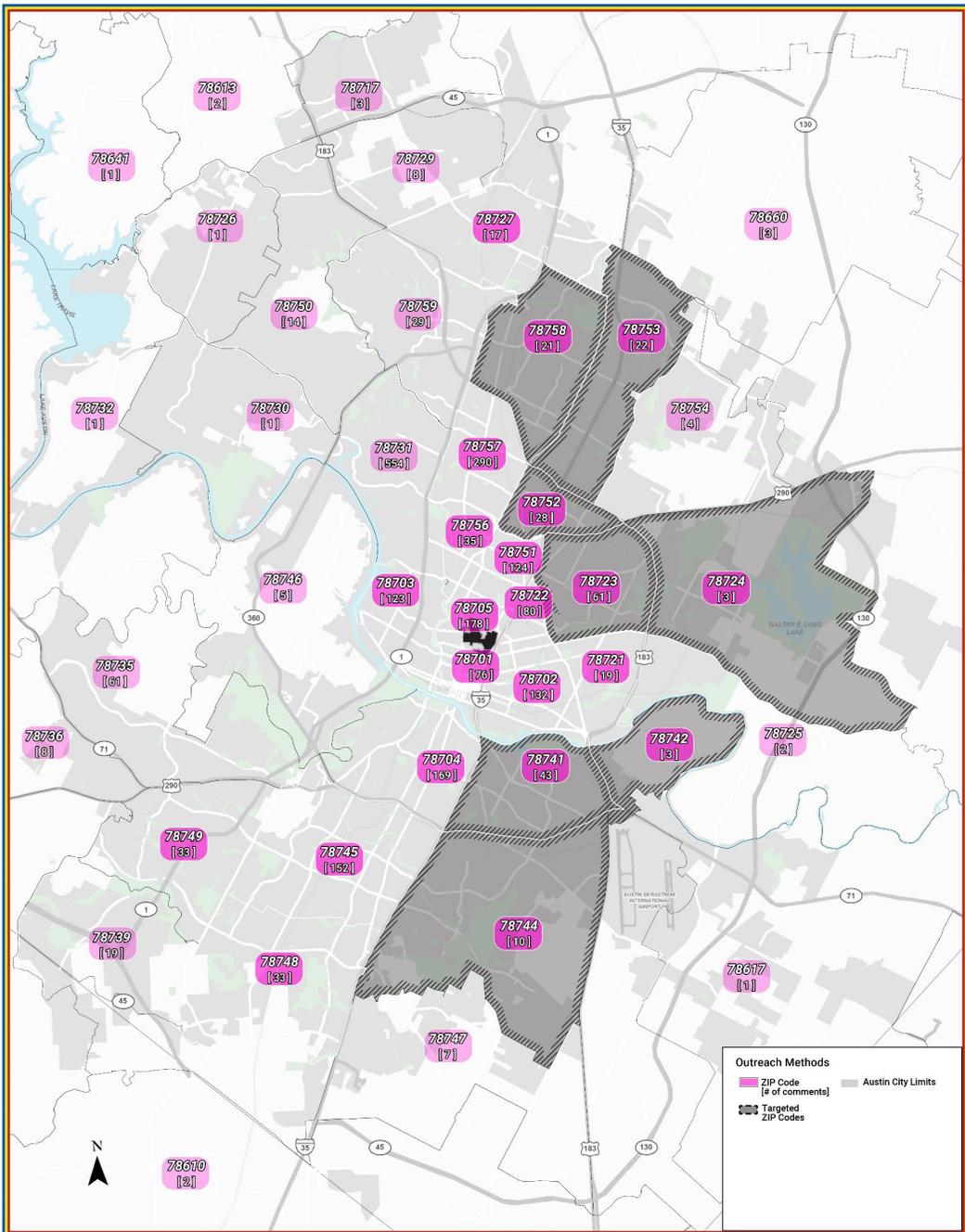
*Full results can be found in the [Round 2 Public Feedback Report](#)

Strategy and Results:

Map of total comments received by ZIP Code



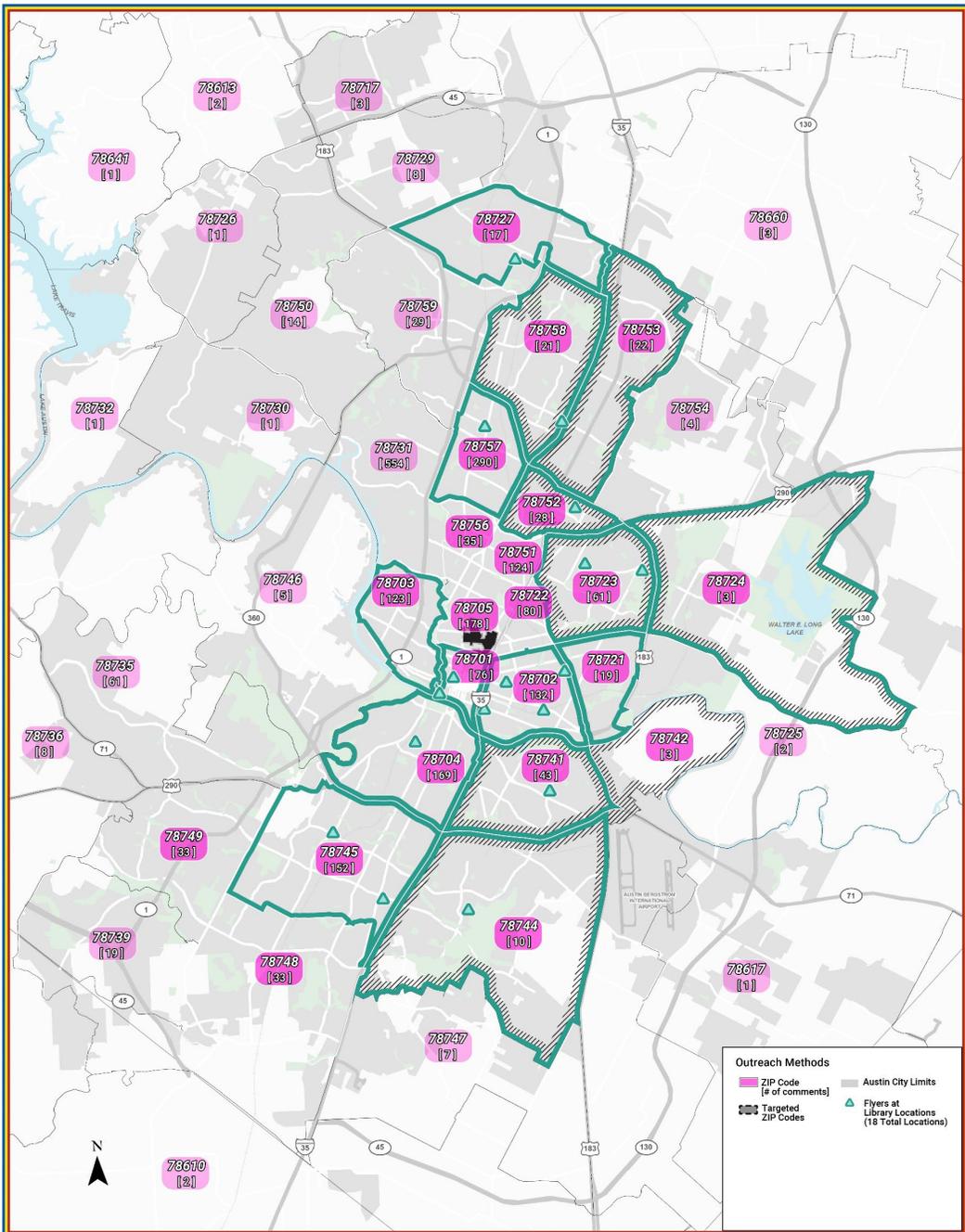
ASMP Amendments - Public Engagement



Strategy and Results:

Map of total comments received by ZIP Code

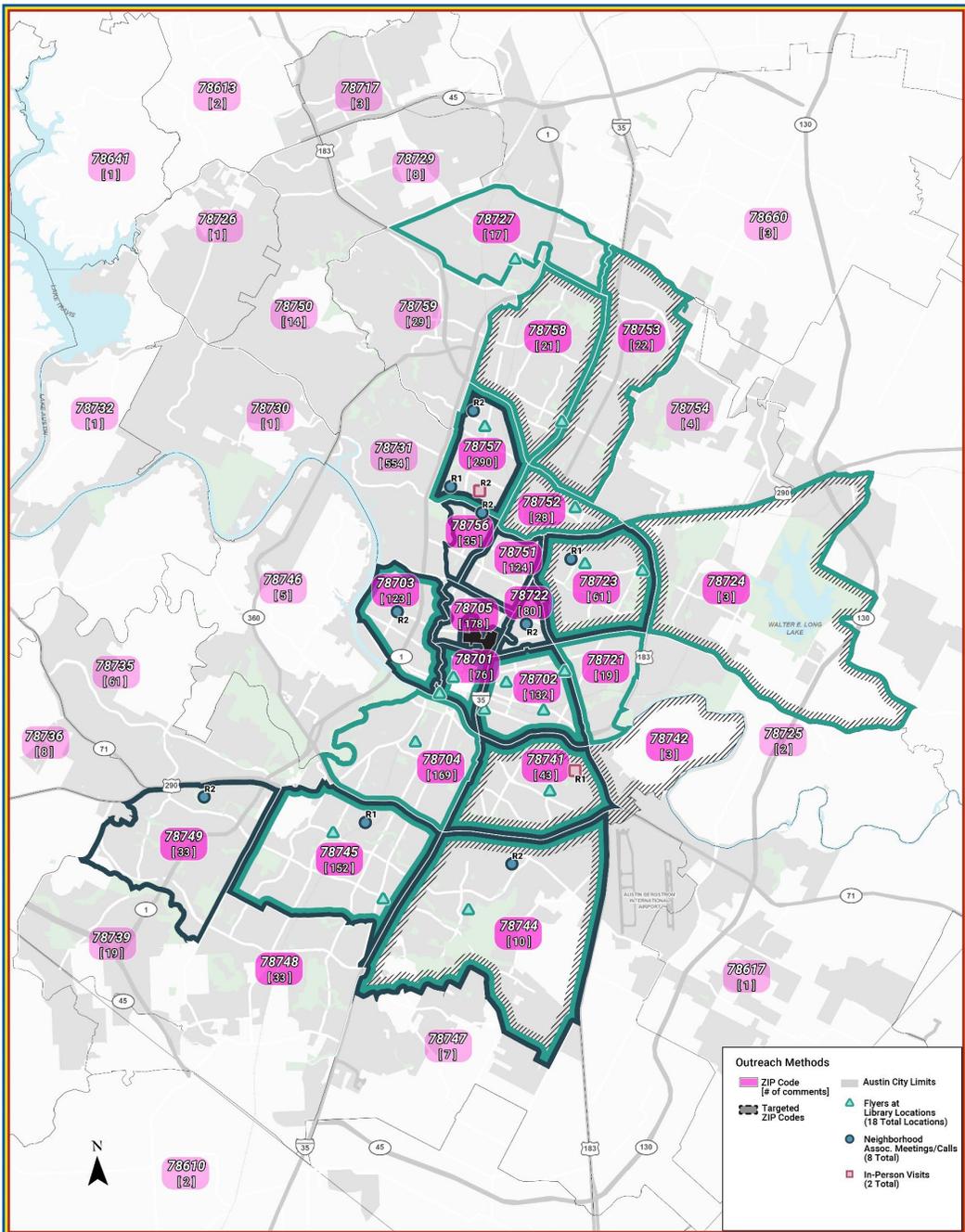
- Targeted ZIP Codes with Social Media advertising



Strategy and Results:

Map of total comments received by ZIP Code

- Targeted ZIP Codes with Social Media advertising
- Fliers posted in City Libraries

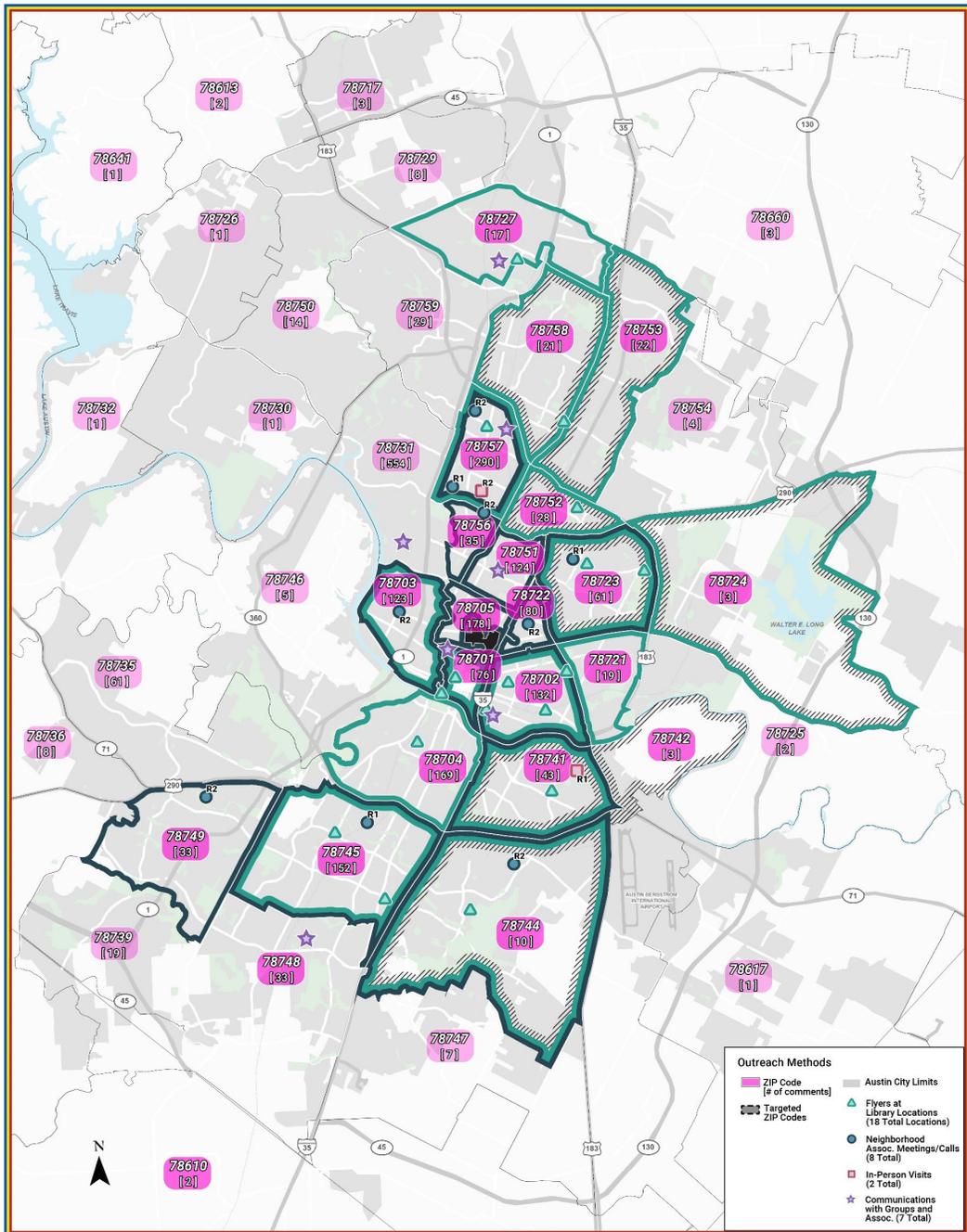


ASMP Amendments - Public Engagement

Strategy and Results:

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- Community meetings (virtual or in-person)

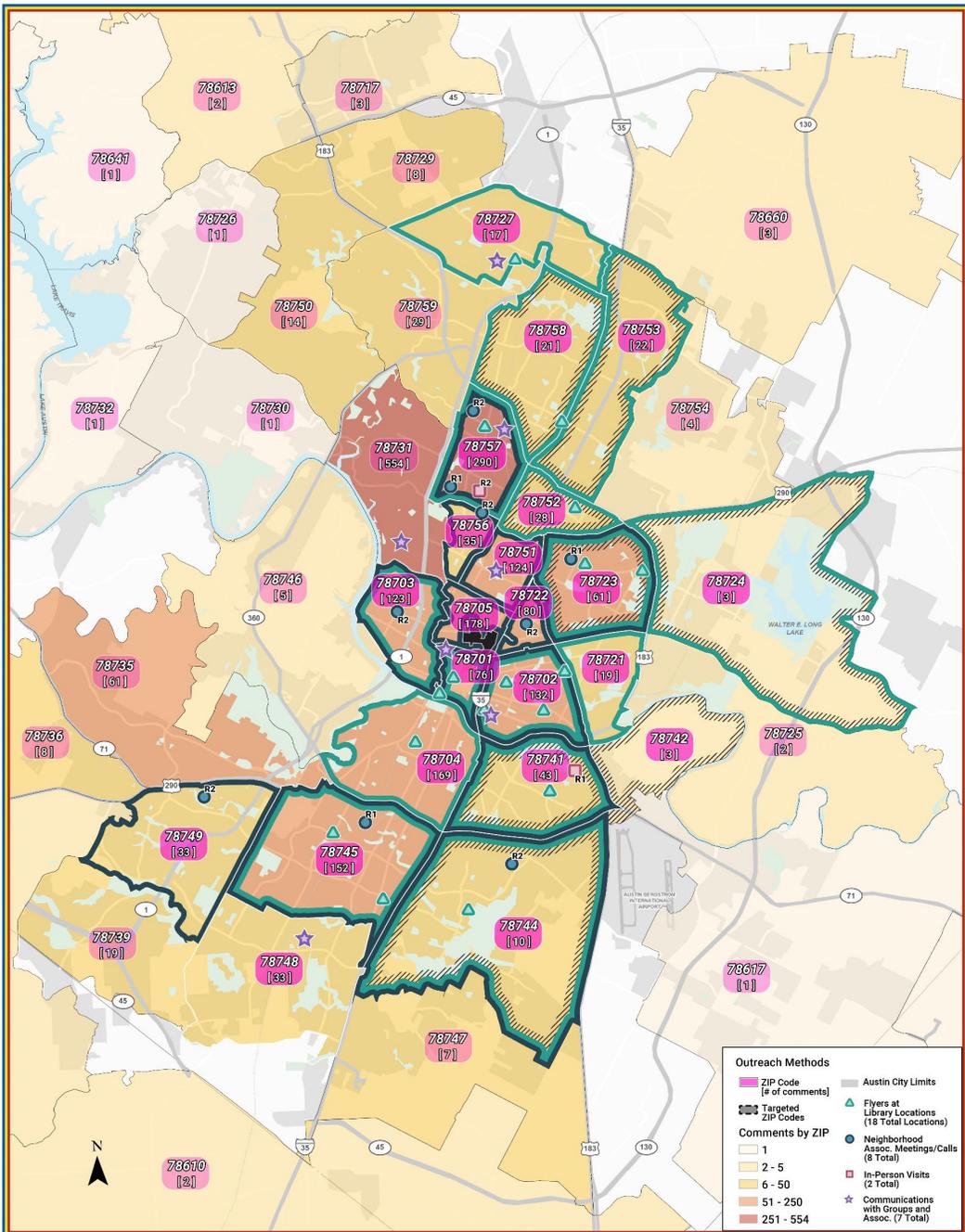


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Engagement Summary

- Majority of public comments came during Round 1
 - Most comments, in Round 1 and 2, were concerns about reclassification of Level 1 Streets to Level 2 Streets
 - These proposed Street Level changes were removed in Round 2 where single-family zoning is present
 - Staff reached out to neighborhood associations and community members via emails, phone calls, and held meetings to discuss proposed changes
- Streets that generated the most comments over both rounds:
- Payne Ave
 - Edgemont Dr /Madrona Dr/ Glen Rose Dr
 - Airport Blvd
 - Twin Oaks Dr /Pegram Ave/Ardath St/White Rock Dr/Daugherty St
 - Redd St
 - San Gabriel and W 17th streets
 - Tisdale St
 - Morrow St and St. Joseph Blvd

**See all comments in the Combined Round 1 and Round 2 Engagement Report in the agenda backup*

Final Round of Engagement

Timeline:

- Comprehensive Plan Joint Committee on April 28
 - Voted 4-0
- Planning Commission Recommendation on May 10
 - Voted 13-0
- Posted Notification in American Statesman and advertised in Community Registry of Council Public Hearing 16 days prior to Public Hearing on May 3
- Council Public Hearing held on May 19
- Council Readings in June

Strategy and Results:

- Published Final Draft of the proposed amendments on May 3
 - Final Draft for Council consideration posted with agenda on May 27 – includes Planning Commission recommendation
- Published updated Storymap Presentation and FAQ
 - Final Draft Street Network for Council consideration hosted online on May 27
- Public Comments received at Boards and Commissions
- Received Board and Commission Recommendations
- Public Hearing – 19 speakers
- Council Adoption process – may be considered in all three readings today or over multiple meetings

Interpreting these Updates

- While updates to the Street Network and TCM list an expanded right of way for many streets, it does not mean changes are imminent
- The Street Network provides a starting point for appropriate cross sections and required right of way for ideal future conditions
- Only new development or intensive redevelopment triggers a dedication of right of way – *building permits for single-family homes do not require right of way dedication*
- For Capital Infrastructure Projects, the Street Network is used as a reference, as projects undergo their own project development process, including public engagement, to identify the best approach and necessary amount of right of way to serve the multimodal needs of the street

Next Steps | Remaining Schedule

Urban Transportation Commission : *March 1*

Pedestrian Advisory Council : *March 7*

Planning Commission Briefing : *March 8*

Council Mobility Committee : *March 10*

Bicycle Advisory Council : *March 15 (Canceled)*

Zoning and Platting Commission : *April 5*

Comprehensive Plan Joint Committee : *April 28*

Planning Commission Recommendation : *May 10*

City Council Public Hearing : *May 19*

City Council Readings : June 9

Thank You!

QUESTIONS?

PLEASE EMAIL US AT ASMP@AUSTINTEXAS.GOV