

Austin Strategic Mobility Plan



2021 ASMP Amendments

URBAN TRANSPORTATION
COMMISSION

MARCH 1, 2022

COLE KITTEN, DIVISION MANAGER,
AUSTIN TRANSPORTATION DEPARTMENT



Adopted April 11, 2019

Presentation Agenda

- **Timeline**
- **ASMP framework**
 - Policy Document
 - Street Network
- **What's in this ASMP Amendment Cycle**
 - Policy Document additions, updates, corrections
 - Street Network corrections and alignment with other City Documents
- **Interpreting these Updates**
 - In Response to Public Comments
- **Q & A**

Timeline | Initial Feedback Schedule

2021

October 1

ASMP Policy Survey released

November 15

ASMP Street Network map released

December 31

Original close date for Policy survey and Street Network map

2022

January 16

First extension date for Policy & Street Network feedback

January 30

Policy & Street Network comment period closed

October

November

December

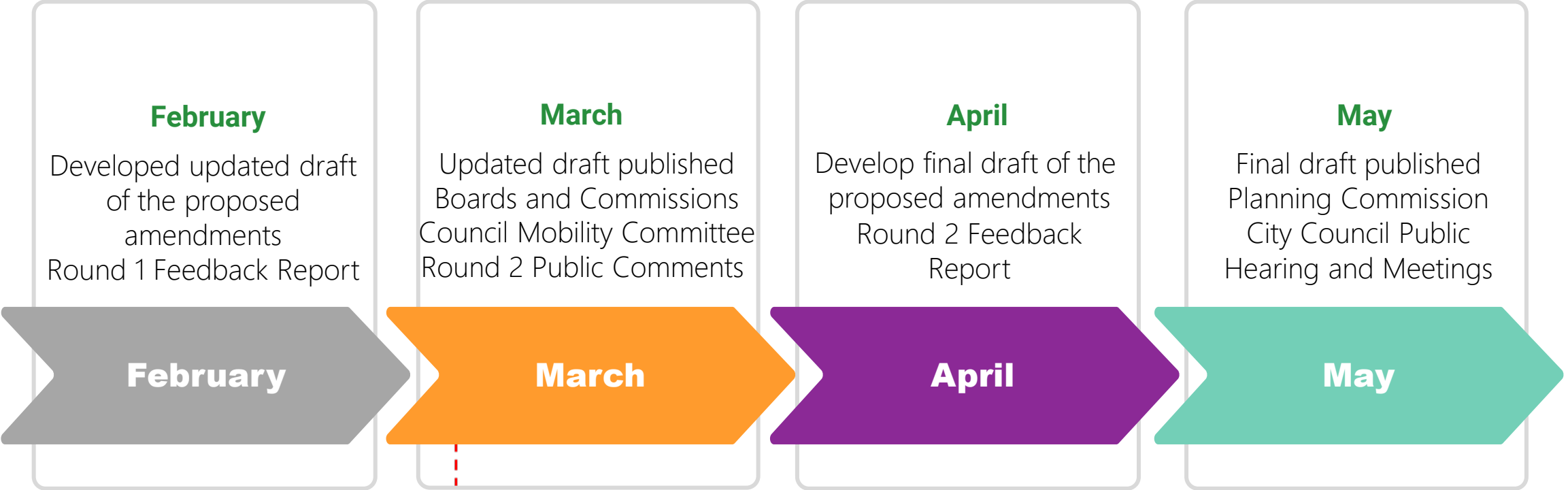
January

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

October - January
Round 1 Public Comments

Timeline | Remaining Feedback Schedule

2022



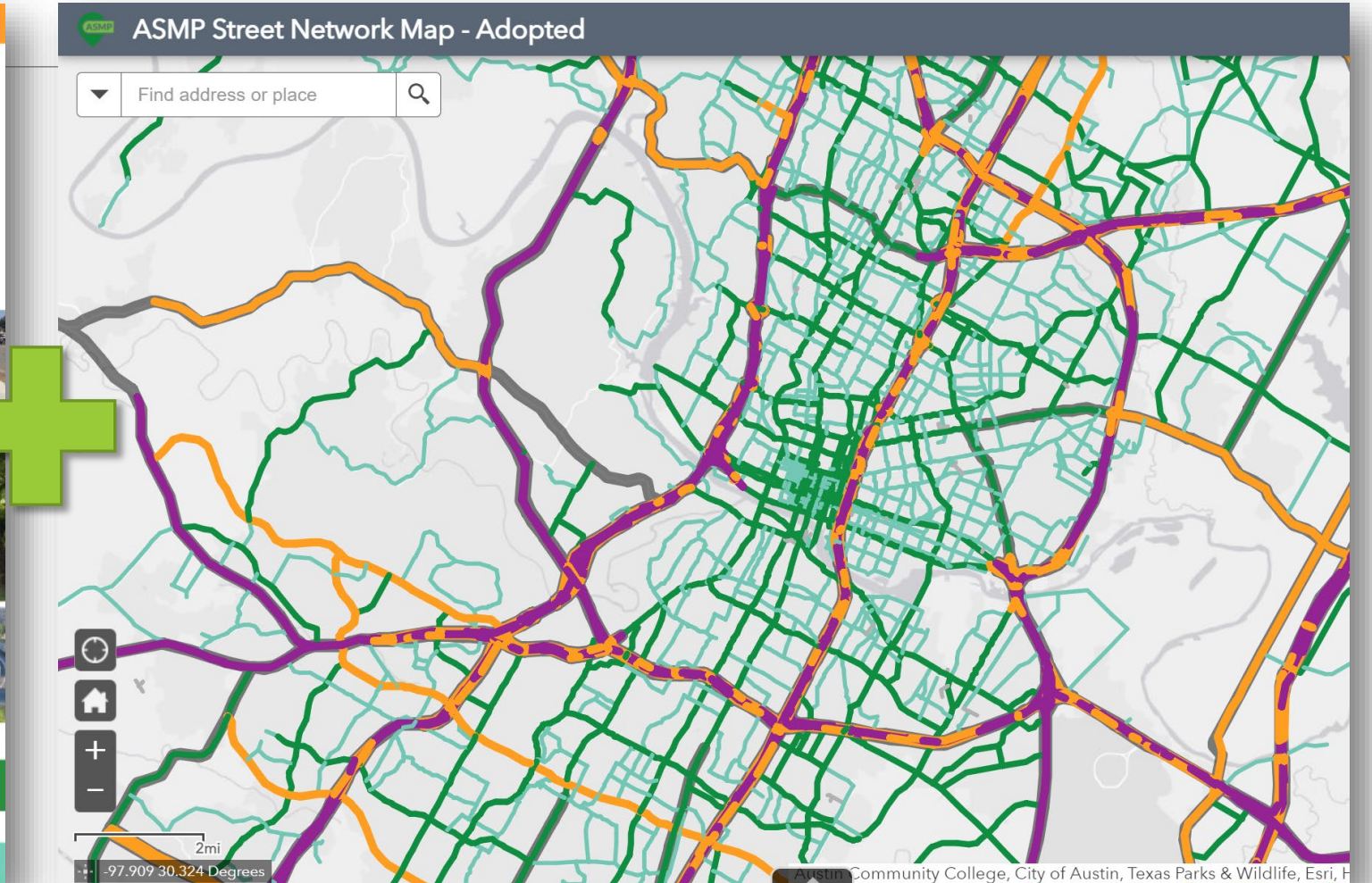
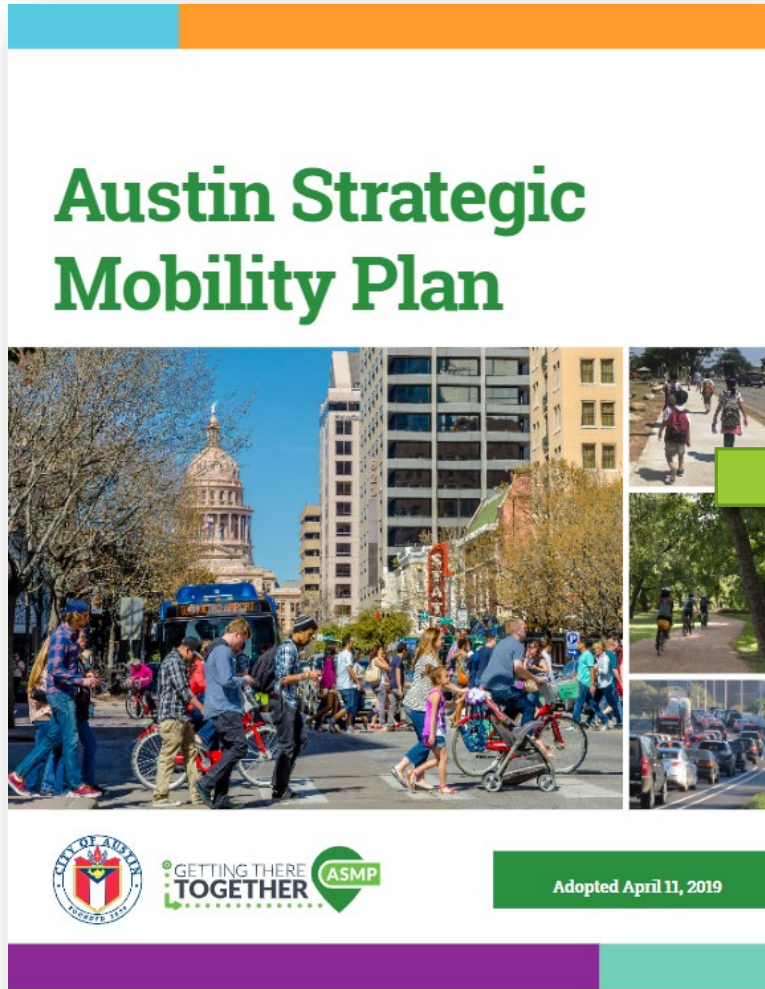
**Notification for the second round of comments was sent out to the Community Registry on February 28*

We are Here

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

What is the ASMP ?

Policy Document + Street Network Table & Map



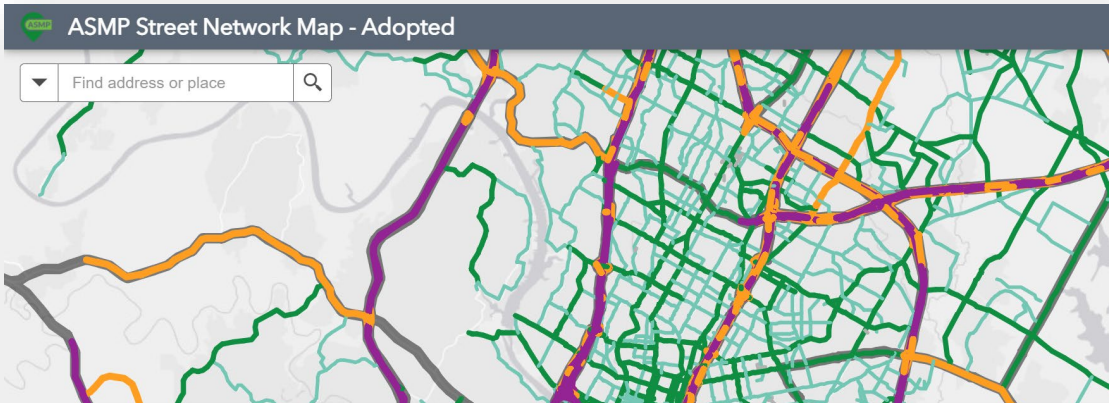
ASMP | Policy Document

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.

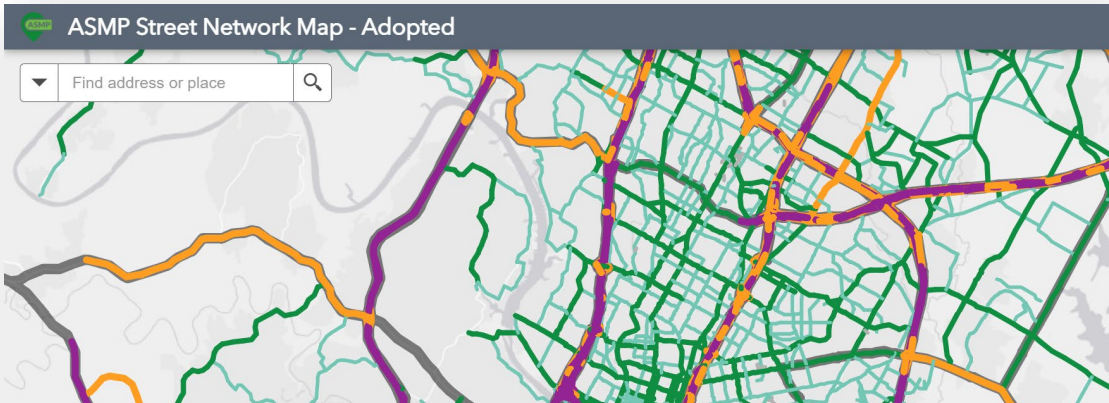
In addition to the right of way that is identified along the roadway in the Street Network Table, additional travel lanes, right-turn lanes, and left-turn pockets may be necessary based on more detailed studies. At intersections, additional right of way for Level 2 streets will be required to accommodate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



ASMP | Street Network

- Right of way dedication is only triggered for new development or intensive redevelopment – building permits for single-family homes do not require right of way dedication
- Many streets will never have right of way changes but will have multimodal improvements in the future

Austin Strategic Mobility Plan

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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.

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

What is 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 using the Amendment Log with ID's and page numbers*

2021 Amendment Cycle

Street Network Table & Map

Street Network corrections and alignment with other City Documents

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

**All proposed map changes can be found online at [AustinTexas.gov/ASMP](https://austintexas.gov/ASMP)*

New Roadway System Policy 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



Mexico City, Paseo de la Reforma every Sunday

**Full text can be found in the ASMP Redline ID-9, pg. 95*

New Air & Climate Policy 4

Increase the transportation network's adaptive capacity

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



Fairfield Dr & N Lamar, Austin, Tx February 2021

*Full text can be found in the ASMP Redline ID-19, pg. 197



W 6th St & Bowie St, Austin, TX May 25, 2015

New Collaboration Policy 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

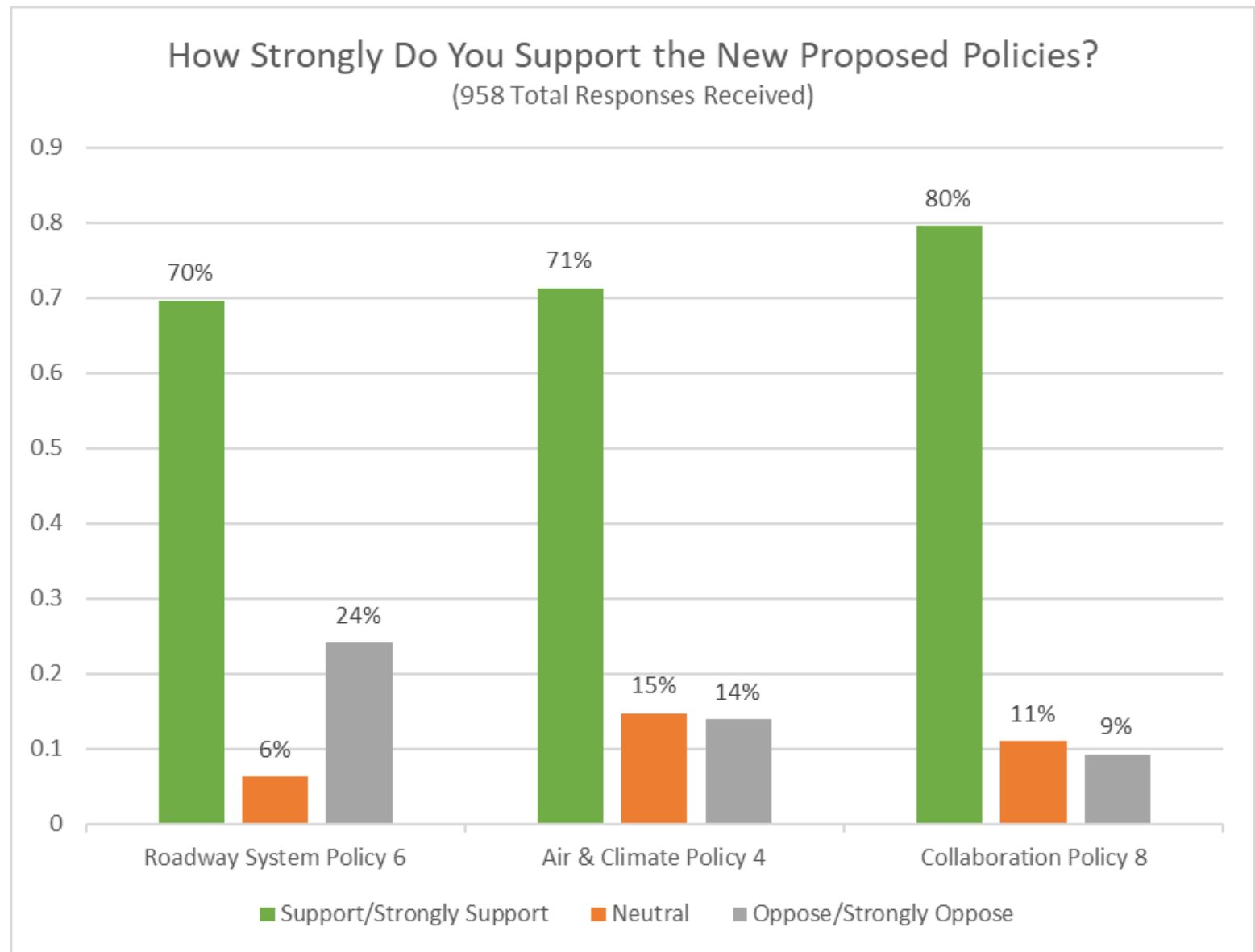
*Full text can be found in the ASMP Redline ID-20, pg. 268

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*

Street Network Corrections and Alignment with City Documents

The Street Network reflects inputs from various City documents and planned projects.

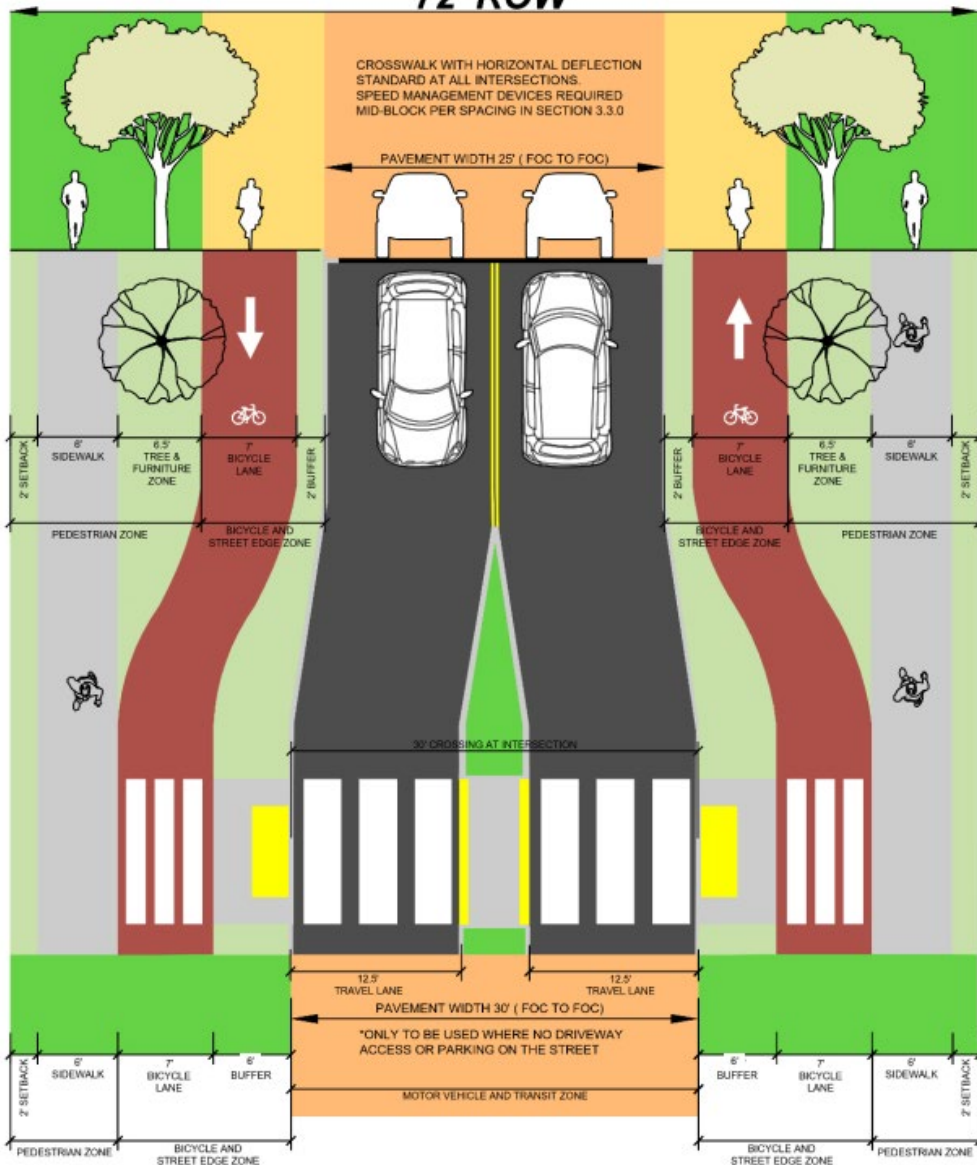
Every amendment cycle will ensure that the Street Network is in alignment with relevant documents and planned projects.

The adopted Street Network was based on draft criteria used to update the TCM and included planning level right of way estimates.

**All proposed map changes can be found online at [AustinTexas.gov/ASMP](https://www.austintexas.gov/ASMP)*

- **2021 Transportation Criteria Manual (TCM)**
- **2014 Bicycle Plan**
- **Public Transportation Changes**
- **Mobility Bonds**
- **Removed Roadways**
- **Added Roadways**

**LEVEL 2
72' ROW**



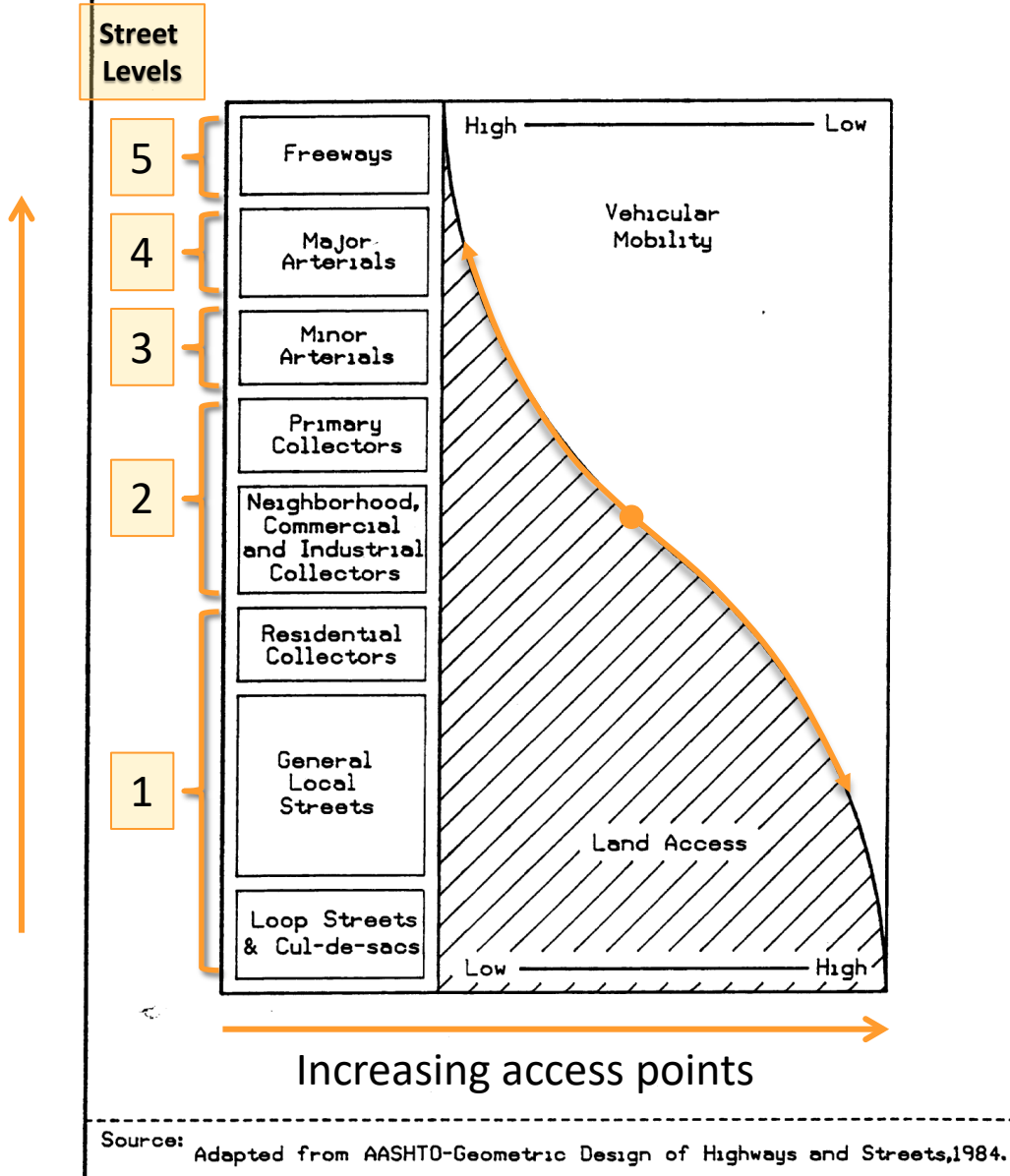
Alignment | 2021 TCM

- Adopted in December 2021, effective June 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)*

Alignment | 2021 TCM

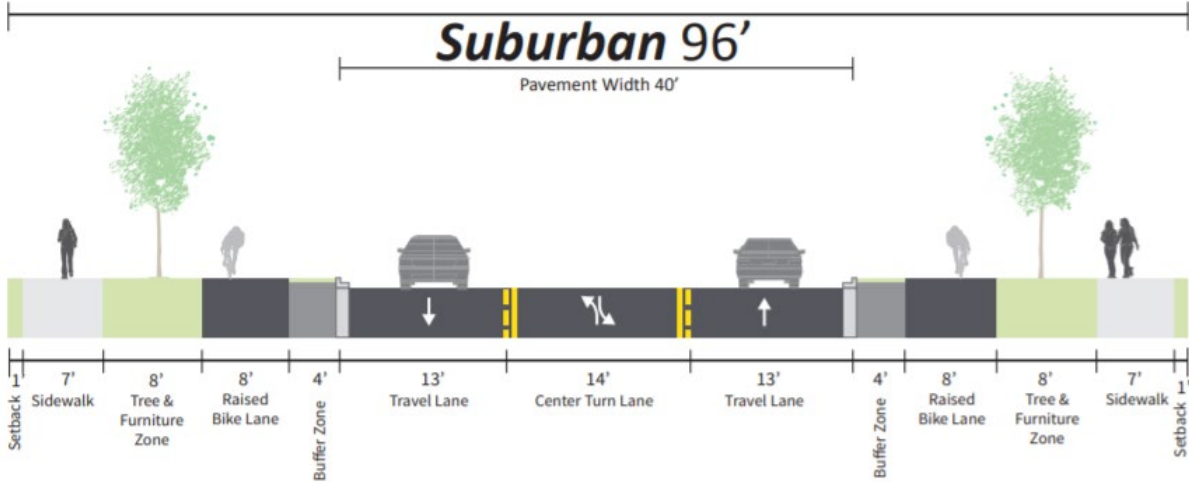
Increasing volumes, through traffic, and speeds



- 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.

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.



*Top image from the 2017 Draft Austin Street Design Guide

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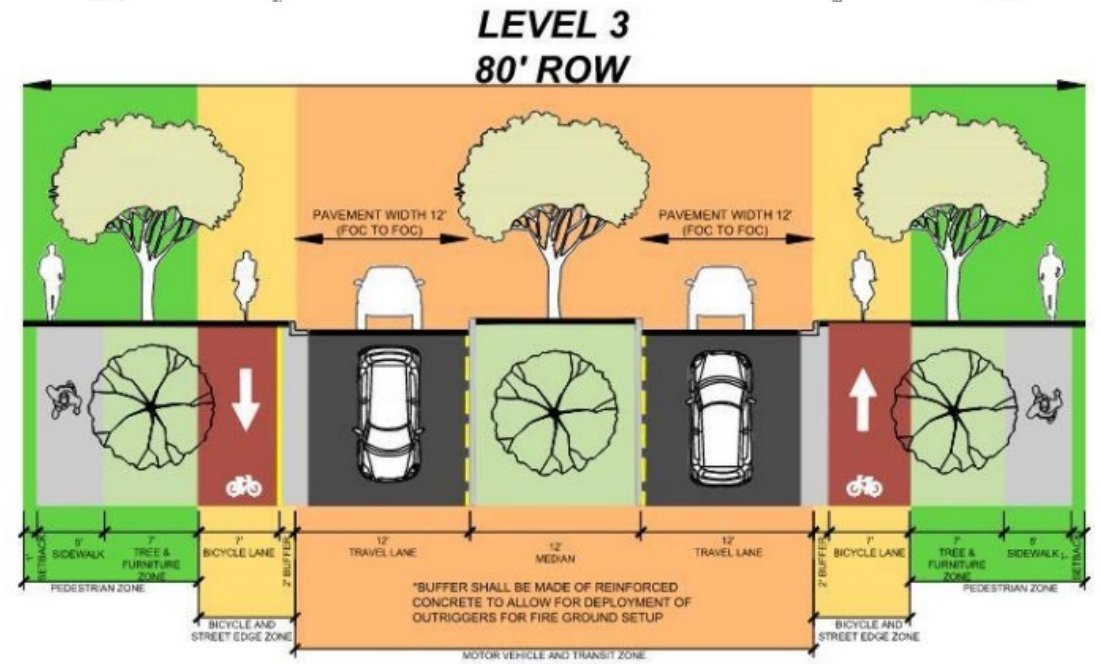
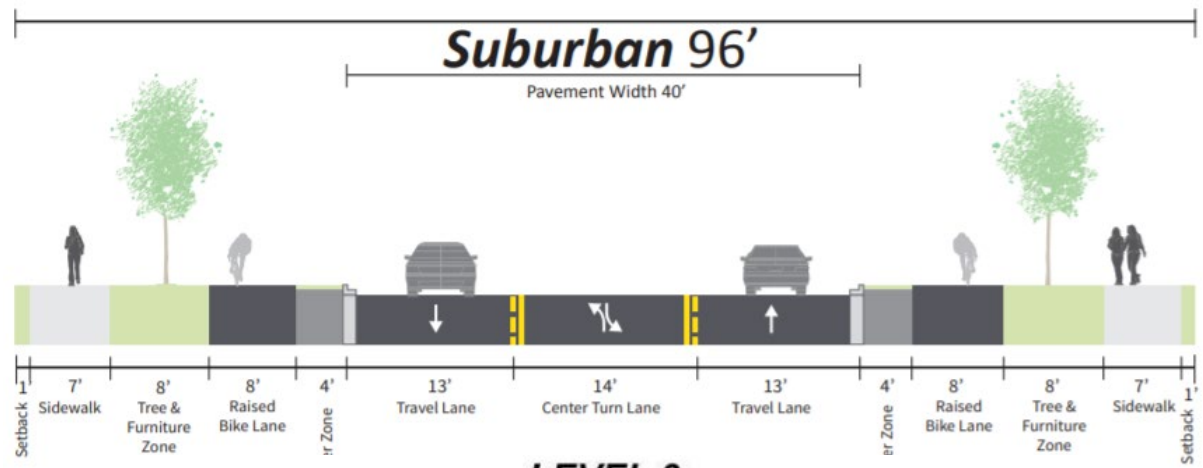
Proposed Change

← 3

← 2D

← 80

← updated



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

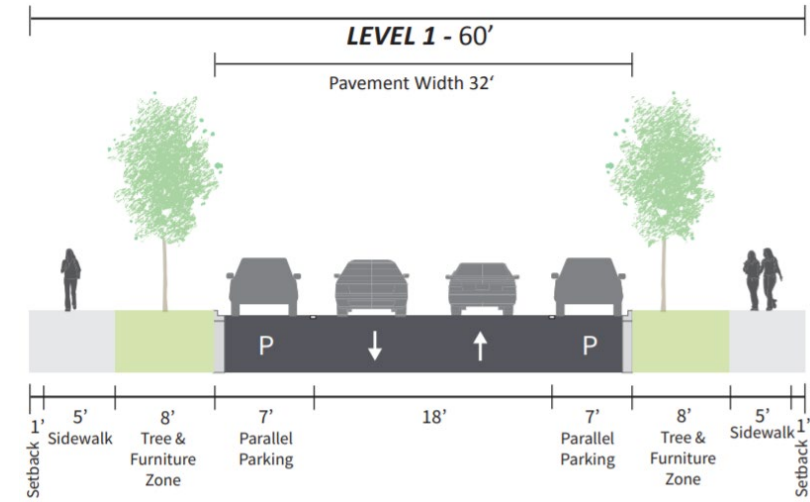


Rio Grande St & W 21st St, Austin, TX

Alignment | 2014 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	
Existing Number of Lanes	
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	
Median ROW	
Minimum ROW	
Maximum ROW	
Required ROW	¹ 50 to 60
ROW Remarks	



**Top image from the 2017 Draft Austin Street Design Guide*

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

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Minimum ROW	
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ROW Remarks	

Proposed Change

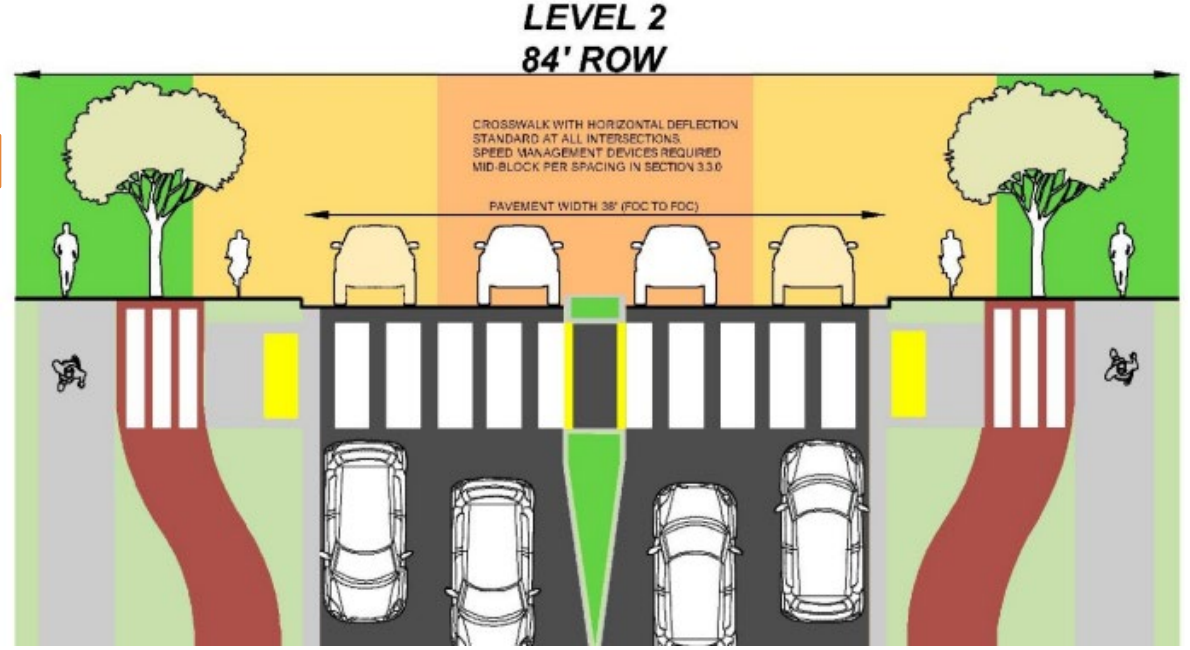
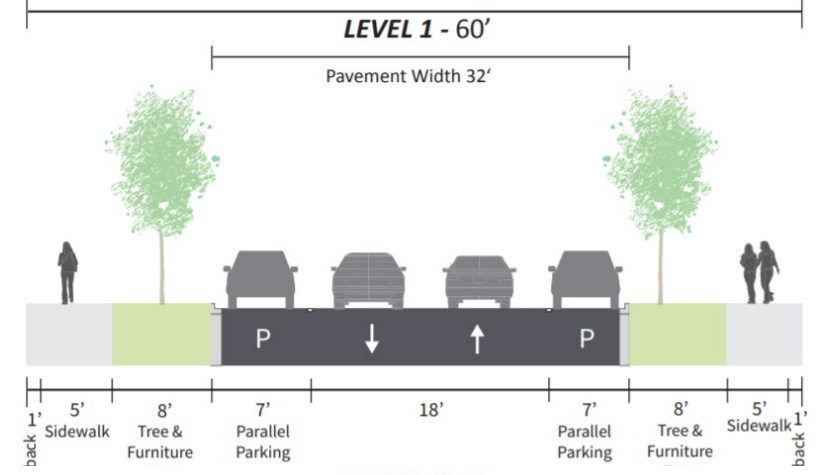
← 2

← 2U-OP

←

← 84
← updated

Example | 2014 Bicycle Plan



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

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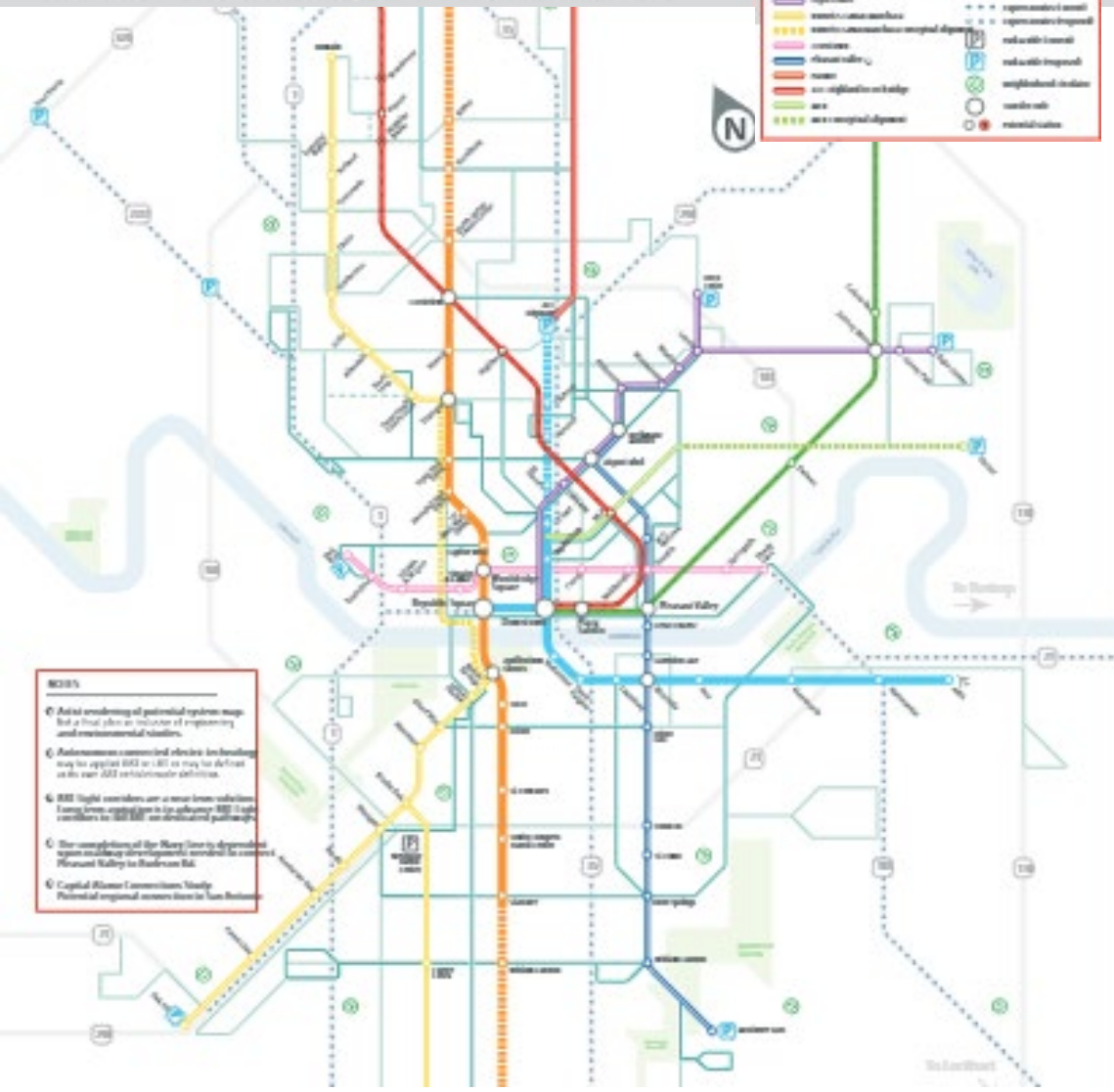


Rio Grande St & W 21st St, Austin, TX

Alignment | 2014 Bicycle Plan

- Based on Round 1 Public Comments these amendments have been flagged for further discussion
- Right of way within established neighborhoods will not be acquired and Residential Review is not subject to dedication, so the updated 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

LONG TERM VISION PLAN



Alignment | Public Transportation Changes

The adopted ASMP accounted for additional right of way based on the Long-Term Vision Plan in order to preserve the ability to operate transit in dedicated pathways.

New developments along these corridors have complied with the ROW dedication requirements since 2019.

Alignment | 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



Alignment | 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**

Alignment | 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, Colony Park Dr to Valleyfield Dr Connector
 - Additional roadways under consideration for removal based on Round 1 Public Comments include: Brush Country Rd, Payne Ave, Sunridge Dr extensions
- Some roadways are being removed because they have been vacated or have new alignments (e.g., Red River at the new Moody Center)

Alignment | 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.

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

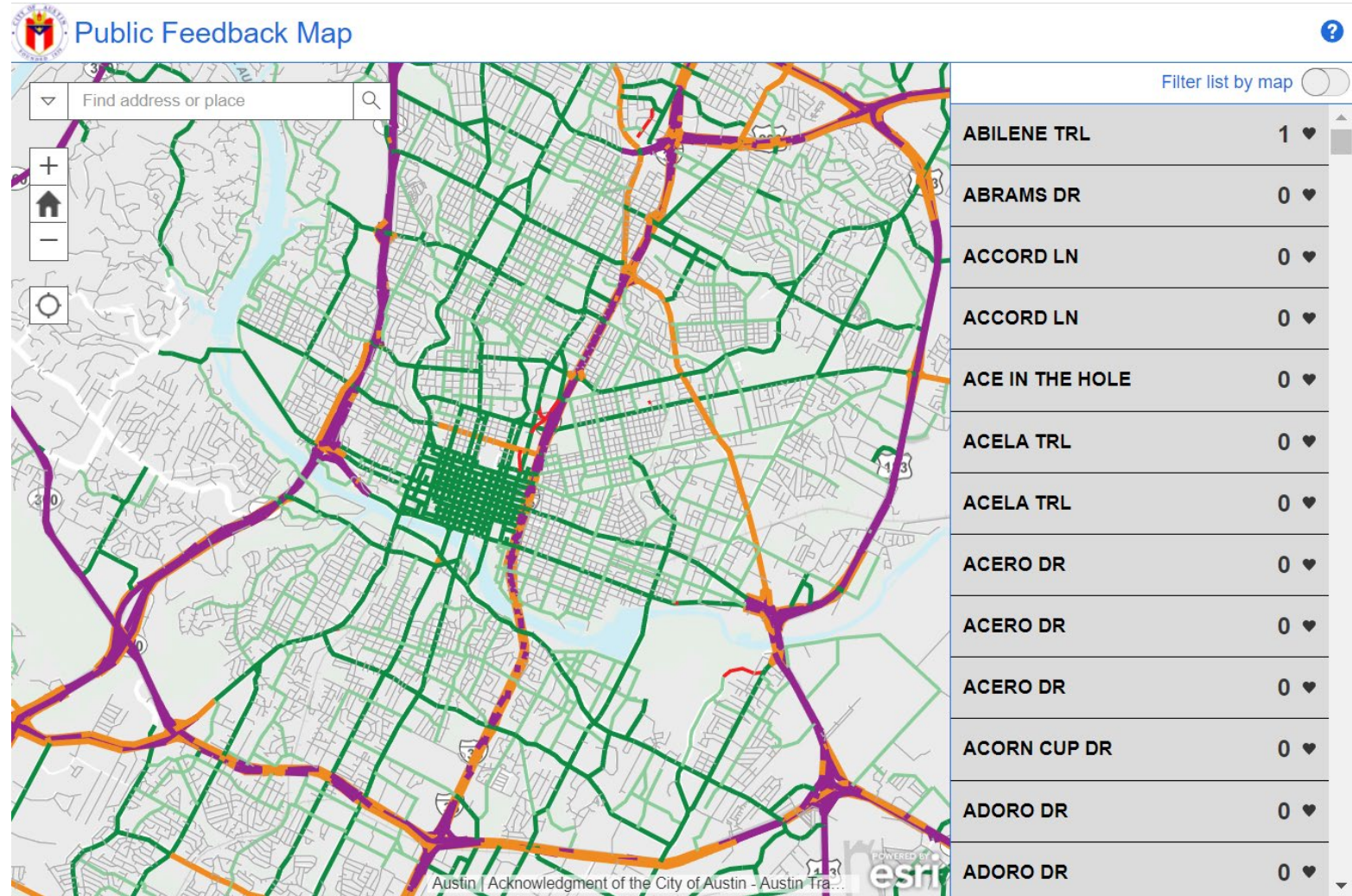


Image of the Public Feedback Map used in Round 1

**Full map comments and emails can be found in the Round 1 Public Feedback Report*

Interpreting these updates.

IN RESPONSE TO PUBLIC COMMENTS



N Lamar Blvd, Austin, TX

Interpreting these Updates

- The Street Network is a critical tool for right of way planning
- The Street Network prescribes future required right of way, the space needed for travel lanes, parking, bicycle facilities, trees, and sidewalks, by criteria from other documents (i.e., TCM, Bike Plan, CIP, etc.)
- Recent updates to the TCM and Engineering Plans required a reevaluation of the adopted Street Network

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

Next Steps | Remaining Feedback 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*

Zoning and Platting Commission : *March 29*

Comprehensive Plan Joint Committee : *April 14 (tentative)*

Planning Commission Recommendation : *May 10*

City Council Public Hearing : *May 19 (pending Council action)*

City Council Readings : *June (TBD)*

**Comments will be received throughout March and summarized in the Round 2 Public Feedback Report*

Thank You!

QUESTIONS? PLEASE EMAIL US AT
ASMP@AUSTINTEXAS.GOV