

## **ASMP Amendments FAQ**

### *1. What kind of feedback are you looking for?*

- a. We are proposing some changes to our Street Network, which includes the design requirements of our streets, and we want to get your opinion on these changes. In addition to our proposed changes, you have the opportunity to suggest your own changes, like whether you agree or disagree with a future transportation project such as a new roadway. We also encourage you to share any thoughts you have about our streets in general, such as what they look like or how they operate. The feedback can be about the design of a road, where it is or isn't supposed to go, if it allows you to go where you want to go, or anything else!

### *2. The ASMP was just finished two years ago, why are you changing it again?*

- a. The ASMP is a living document. Although it was adopted in April 2019, several significant events, documents and infrastructure projects have required us to reexamine the document and ensure that it has the most up-to-date general and technical information.

Some major events, like the COVID19 pandemic and Winter Storm Uri made us reevaluate our policies and guidelines. Other infrastructure projects, including Project Connect, required technical changes to our street network. For example, we now know the alignments of the different Project Connect routes. We've updated the Street Network and other transit maps to reflect this. You can read about those specific changes [in this section of the supporting Storymap](#), our resource which explains the amendment process and related documents.

### *3. What is the Street Network and how is it connected to the ASMP?*

- a. The Street Network is part of the ASMP. It can be viewed as both a Table and a Map, but the content is exactly the same. The Street Network identifies how much right of way is needed to build out our streets to their preferred design. These designs are identified in the Transportation Criteria Manual (and can be read about in this section of our Storymap). As our community continues to develop, the Street Network is relied upon to ensure that all of our streets have enough space for our different mobility needs (e.g., travel lanes for cars, sidewalks, trees, utilities, etc.).

4. *There's a lot of information in the Storymap, why is it all relevant to this amendment process?*

- a. The Storymap, which includes a combination of text, diagrams, and maps, discusses the changes to several ASMP maps that are under consideration in this amendment process. This page has a lot of information, and it references documents that describe our streets.
  - The Street Network sections discuss the necessary right of way to design our streets to their desired ideal character.
  - The Transportation Criteria Manual section displays the specific designs for each street level.
  - Public transportation changes are shown here because the Street Network also includes future roadway conditions related to transit, and there have been several major updates to public transportation since 2019.
  - The Mobility Bond section shows the location of several transportation projects with engineering studies that have been updated or completed since the ASMP was adopted in 2019 (for example, the E MLK corridor study).

All of the sections of the Storymap explain the various things that affect our street network and contribute to why our department proposed the changes you will see in the [Public Feedback Map](#).

5. *When are these changes going to occur?*

- a. The ASMP is a long term, unfunded transportation plan. While much of the plan was designed with a horizon of 2039, the Street Network was designed with an even longer timeframe; most of our streets need to be reconstructed after 80 years (give or take). Generally, the ultimate design discussed in the Street Network may not be realized until that street is reconstructed. However some streets are rebuilt in response to other things, such as safety concerns, design improvements, or new development, so it is possible that changes from the existing street today to what is shown in the Street Network comes at an earlier date. Importantly, any project that proposes a change to a road will go through its own project development process that is independent of the ASMP process. An amendment to a street level does not mean there is an imminent project for that street, only that the ultimate vision for the design and character of that street is changing from what was previously adopted in 2019. Please read the ["Updated Street Network" section of the Storymap](#) to see images of the designs of these streets.

6. *The existing right of way is too narrow for these improvements, how will my street ever look like that?*

- a. In some cases, new development might allow the acquisition of right of way to enable the full design envisioned for these streets. In other situations, there are several tools that can be used to help design a safe and functional street. The Transportation Criteria Manual identifies flexible design criteria that can be used when there is limited space or right of way. The street cross sections displayed in the Storymap display typical ideal cross sections, but there are cases where the compact designs are necessary based on real world constraints, the needs of the street, and context. When there isn't enough space to allow for a compact design, staff will work on prioritizing the street elements based on context.

Finally, where even a compact design based on flexible criteria isn't feasible it is possible to consider privatization of some transportation elements. The Land Development Code allows for additional uses, such as sidewalks or lighting, on private land in certain cases.

7. *What's the difference between a Level 1 and Level 2 street?*

- a. We recommend reading [the Storymap's "Updated Street Network" section](#) to see images of these streets. Level 1 Streets are local neighborhood streets. They primarily serve residential destinations and are locally-focused streets, meaning that most destinations along these streets are people who live along the street. Level 2 Streets offer access to more places than just residential locations. They may link residential areas with large corridors or have a greater mix of building uses and activities along them and carry a higher volume of traffic, therefore they also need separate bicycle facilities.

8. *My street is currently a Level 1 Street and is now shown as a Level 2 Street, why is it proposed to change?*

- a. There are several reasons a street could be a different level now than it was when the ASMP was adopted in 2019. The most common reason for a change is the technical correction to align with other plans and design criteria. This occurs most frequently in a change between Level 1 and Level 2 Streets. In most cases, a street that is currently a Level 1 Street, but is shown as a Level 2 Street is a street that was designated to have a separate bicycle facility by the 2014 Bicycle Plan. Since our new Level 1 Street cross sections do not include a separated bicycle facility these streets are being amended to become Level 2 Streets.

The ongoing ATX Walk Bike Roll process will remap and redesign what many of our bicycle facilities look like. If changes to the location or type of facility are made through the ATX Walk Bike Roll process, future amendments of the ASMP will reflect these changes.

9. *My street is currently a Level 2 Street and is now shown as a Level 1 Street, why is it proposed to change?*

- a. There are several reasons a street could be a different level now than it was when the ASMP was adopted in 2019. The most common reason for a change is the technical correction to align with other plans and design criteria. This occurs most frequently in a change between Level 1 and Level 2 Streets. In most cases, a street that is currently a Level 2 Street, but is shown as a Level 1 Street is a street that was designated to be a Quiet Street (now known as a Neighborhood Bikeway) by the 2014 Bicycle Plan. Since our Level 2 Streets have separated bicycle facilities as part of the cross section, and the foundation of a Quiet Street/Neighborhood Bikeway does not have a separate bicycle facility, these streets are being amended to become Level 1 Streets. Additionally, some of these streets do not have a bicycle facility planned at all so they are also being amended to become Level 1 Streets.

The ongoing ATX Walk Bike Roll process will remap and redesign what many of our bicycle facilities look like. If changes to the location or type of facility are made through the ATX Walk Bike Roll process, future amendments of the ASMP will reflect these changes.

10. *How are projects in the Street Network funded?*

- a. The Street Network represents a vision of what our streets should look like. Funding for these changes would be led through various processes. This could be a bond program to redesign major corridors (such as the 2016 Mobility Bond) or it could be smaller changes that occur as new development occurs. Some of these changes are included in the Street Impact Fee Program, such as new roadways and expanded roadways.

11. *What does Technical Correction mean?*

- a. Technical correction means we are aligning the Street Network with the street's character in the TCM, often based on a more specific plan, such as a modal plan or corridor plan. For example, a street that is currently a Level 1 Street, but is shown as a Level 2 Street is a street that was designated to have a separate bicycle facility by the 2014 Bicycle Plan. Since our new Level 1 Street cross sections do not include a separated bicycle facility these streets are being amended to become Level 2 Streets.

12. *What does Project Update mean?*

- a. Streets that are marked as "project updates" in the interactive maps have undergone further study since the ASMP was adopted, and the ASMP is being updated to align the Street Network Map with these updated plans.

*13. Where would an added or new roadway come from?*

- a. Most of the added roadways are roadways that have been platted within a subdivision since the ASMP was adopted in April 2019. This amendment process is reflecting these new roadways that hadn't been planned at the time. Other new roadways come from new or updated projects that did not include those roadways when the ASMP was first adopted.

*14. How is this related to ATX Walk Bike Roll?*

- a. [ATX Walk Bike Roll](#) is the City's planning effort to update our sidewalk, urban trails, and bicycle plans. It is focused on embedding social and racial equity in these systems, and it wants to position these systems to support the mobility goals identified in other City documents, such as Imagine Austin and the Austin Strategic Mobility Plan.

Our Street Network is the foundation for many of the pedestrian and bicycle facilities in our transportation network. Our 2014 Bicycle Plan identifies the type of bicycle facility we want on our streets. Many of the technical corrections in this Street Network amendment process reflect the 2014 Plan. This is currently being updated by the ATX Walk Bike Roll process, and changes to bicycle facilities identified through ATX Walk Bike Roll will be reflected in future Street Network amendment processes.