



2021 ASMP Street Network Amendments - Final Draft

Review the final draft of the proposed amendments

Español

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Introduction

The Austin Strategic Mobility Plan (ASMP) is Austin's comprehensive, multimodal transportation plan. It was first adopted in 2019; it is the transportation element of Imagine Austin, our city's Comprehensive Plan. The ASMP began its first round of amendments in 2021, and the amendment process is now entering the formal adoption process. We are proposing amendments to the ASMP, including policies which reflect our transportation priorities, and also to the maps, which show our vision for the transportation

network. This presentation includes the final draft of the proposed amendments to the Street Network and other map amendments.

This is the third in a series of Storymap presentations for the ASMP Street Network Amendment process. The [first storymap presentation](#) was released November 15, 2021, and it details the first round of suggested Street Network amendments. The [second storymap presentation](#) was released February 28, 2022 with an updated draft of the proposed amendments. This Storymap presentation includes the final draft of ASMP Street Network amendments and the process to get here.

Background

On June 10, 2020 Austin City Council passed [Resolution No. 20200610-002](#), directing the City Manager:

"to initiate a process to amend the [ASMP] to add the Project Connect System Plan..."

In addition to adding the Project Connect System Plan to the ASMP and incorporating its associated technical elements to the Street Network, the ASMP adopted guidance for when modifications to the Street Network require City Council approval:

"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...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."

With the update to the Transportation Criteria Manual (TCM) and progress made on the Mobility Bond project development process, the ASMP Street Network was evaluated for additional amendments and are included in this amendment cycle for Council approval.

Amendment Process

Timeline

The ASMP Amendment process began in May 2021. The following section provides a timeline for how we got from there to where we are now. The Public Hearing on the ASMP Amendments will open on Thursday, May 19, 2022. City Council will then hold its first reading to consider the amendments for adoption on June 9, 3033. Read below for a more in-depth timeline.

May 2021

Austin Transportation Department began an internal review of the ASMP and invited all City departments to a kick-off meeting to brief them on the scope of the amendment process and welcome them to schedule meetings with the ASMP team to discuss potential amendments.



October 1, 2021

Round 1 public engagement for the ASMP amendments began with the release of the ASMP Policy Survey.



November 15, 2021

Suggested Street Network amendments were released in the Round 1 Storymap presentation and public feedback was collected using the Round 1 Public Feedback Map



January 30, 2022

Round 1 Policy Survey and Public Feedback Map closed after an initial extension to January 16, 2022.




February 2022

The ASMP Team reviewed comments received during Round 1 and prepared an updated draft of the proposed amendments for Round 2 public engagement.




February 28, 2022

Round 2 public engagement for the ASMP amendments began with the release of the redlined ASMP Policy Document, and the second Storymap Presentation and Public Feedback Form.



March 2022

The ASMP Team presented the updated draft of proposed amendments to various Boards and Commissions, as well as Council's Mobility Committee.




March 31, 2022

Round 2 public feedback closed.




April 2022

The ASMP Team reviewed comments received throughout the engagement process and prepared the final draft of the proposed amendments. On April 28, 2022, the ASMP team presented to the Comprehensive Plan Joint Committee.



May 2022

The Planning Commission makes a recommendation to City Council on May 10, 2022, and the City Council Public Hearing opens on May 19, 2022.



June 2022

City Council will consider the amendments for adoption, with the first reading expected to be June 9, 2022.

Round 1 Public Engagement

Staff across multiple City departments began working on the ASMP amendments in May 2021. As the ASMP Team collaborated on suggested changes to the ASMP for Round 1, several other, major projects in the community held meetings. This included Project Connect conducting engagement on the release of 15% design schematics, I-35 Capital Express Central Project releasing three build alternatives for public comment, and ATX Walk Bike Roll's first phase of engagement.

Planning for Round 1 of ASMP engagement occurred during the Delta wave of the COVID-19 pandemic, and much of Round 1 engagement, October 1, 2021 - January 30, 2022, occurred during the Omicron wave.

The goal of Round 1 engagement was to create awareness of the amendments and provide an opportunity for feedback on the suggested amendments. Round 1 engagement materials included a Policy Survey, Storymap Presentation, and a Public Feedback Map. In addition to virtual engagement, the ASMP Team distributed fliers to libraries and posted social media advertisements in targeted ZIP codes to expand the reach of our engagement into areas that are historically underrepresented. All engagement materials were produced in English and Spanish.

Round 1 engagement was conducted from October 1, 202 to January 30, 2022. This resulted in:

- 959 responses to the Policy Survey
- 1,647 comments in the Feedback map
- 3 virtual and 1 in-person meeting
- ~175 emails sent to staff

Read more about our engagement in the [Round 1 Public Engagement Report](#).

Round 2 Public Engagement

After reviewing the feedback gathered during Round 1, an updated draft of the proposed amendments was released on February 28, 2022 with a notification sent to all contacts in the Community Registry. Round 2 engagement materials included a redlined ASMP Policy Document, an [updated Storymap presentation](#), and a Public Feedback Form. Updated fliers were distributed to libraries, and once again all materials were provided in English and Spanish. In Round 2 all materials were also made available in a printable pdf format. The ASMP team presented to City Boards and Commissions and City Council's Mobility Committee in March and April to bring greater awareness of the proposed changes and provide an opportunity for public testimony. The updated draft of proposed amendments were presented at the following meetings:

- [Urban Transportation Commission](#) : Tuesday, March 1
- [Pedestrian Advisory Council](#) : Monday, March 7
- [Planning Commission](#) : Tuesday, March 8
- [Council Mobility Committee](#) : Thursday, March 10
- [Zoning and Platting Commission](#) : Tuesday, April 5

Round 2 engagement was conducted from February 28, 2022 TO March 31, 2022. This resulted in:

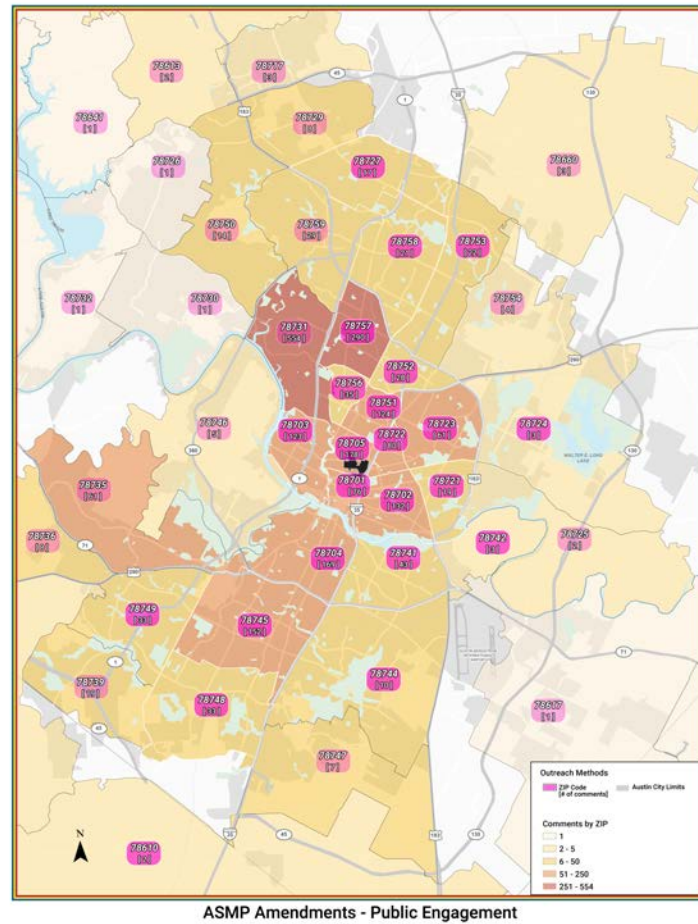
- 62 comments in the Round 2 Feedback Form
- 7 meetings with neighborhoods that expressed interest in the ASMP amendments. 6 were virtual, 1 was in-person.
- 63 emails sent to staff

Read more about our engagement in the [Round 2 Public Engagement Report](#).

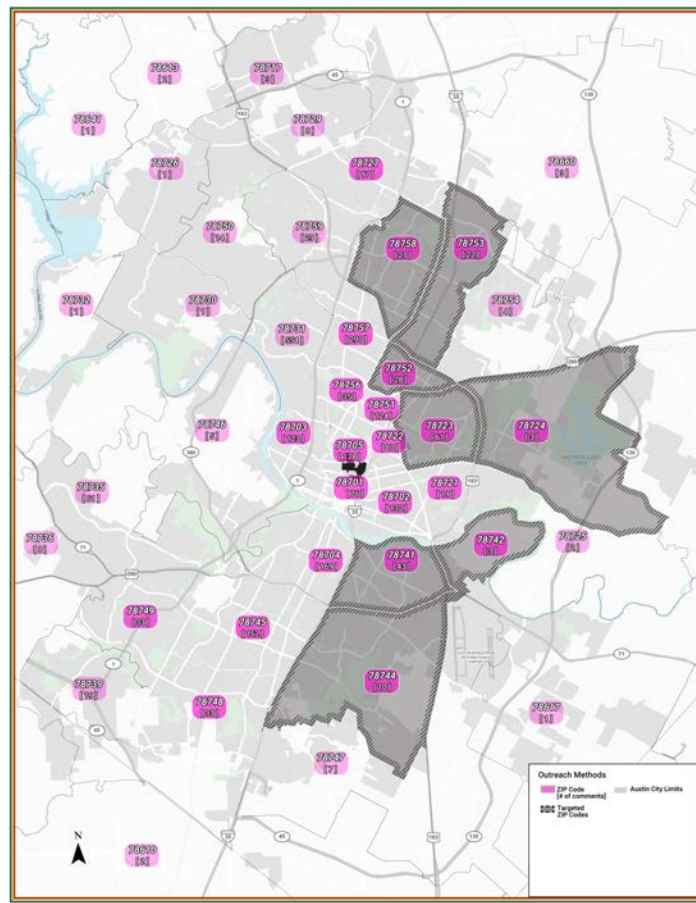
Engagement Summary

The following map series shows the location of all ASMP engagement activities over the course of the ASMP Amendment

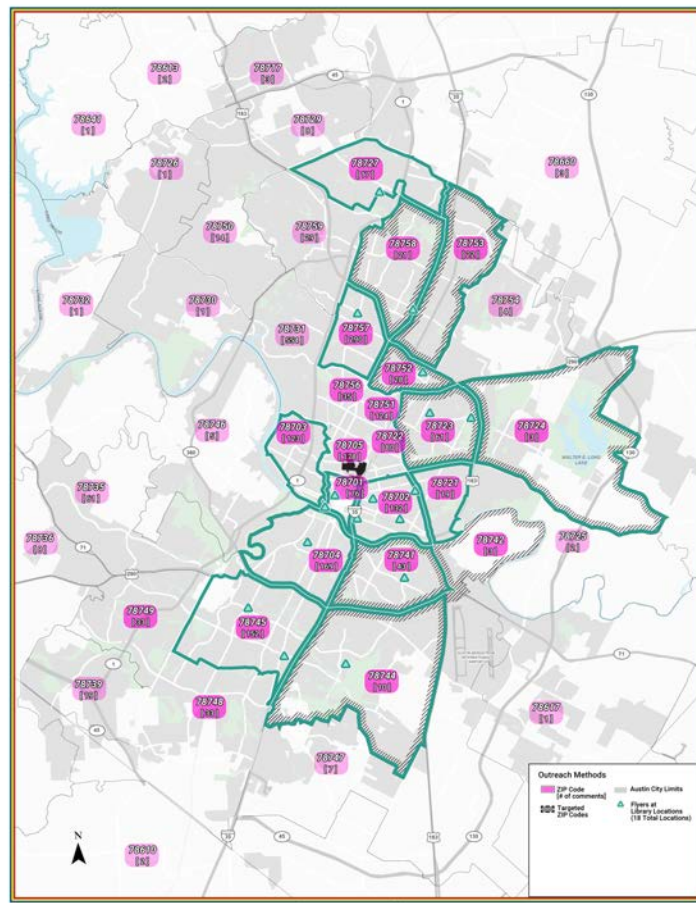
process and the number of comments received by ZIP Code.



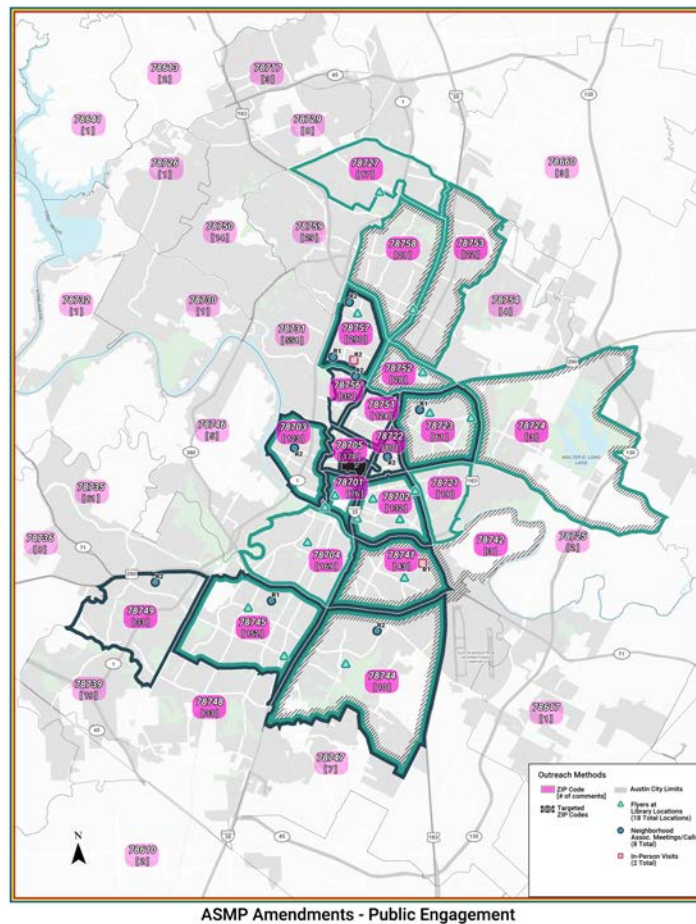
This map displays the total number of comments received over both rounds of engagement, by ZIP Code. Continue scrolling to see where staff resources were spent.



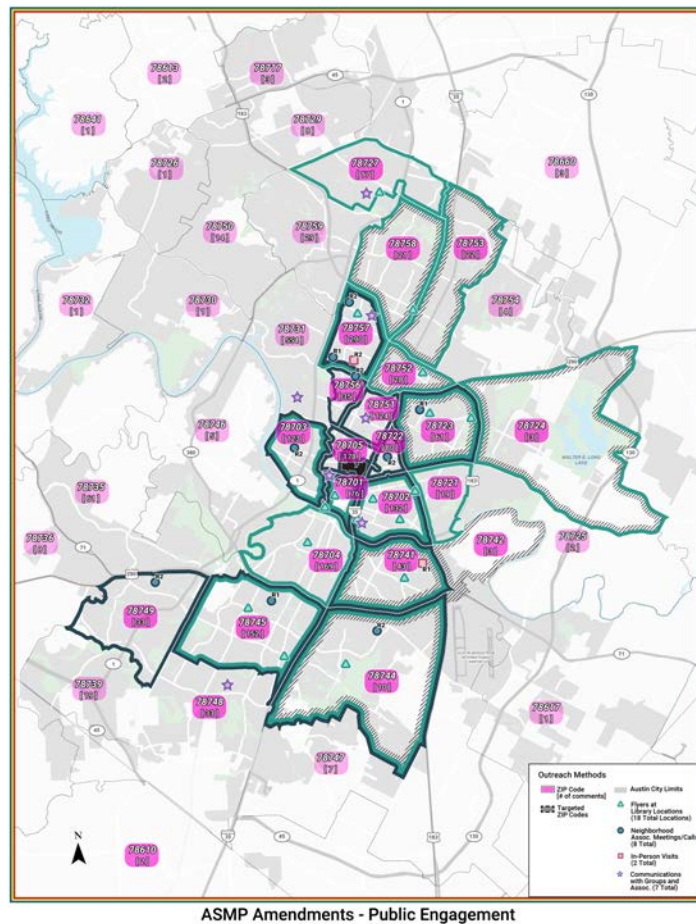
To reach out to historically underrepresented communities the ASMP Team used targeted social media. Advertisements were run in both English and Spanish in the gray ZIP codes in the map.



The ASMP Team also posted paper fliers in targeted City libraries to try and reach people who do not have access to internet, computers, or mobile devices. These libraries are shown as triangles in the map with nearby ZIP codes outlined.

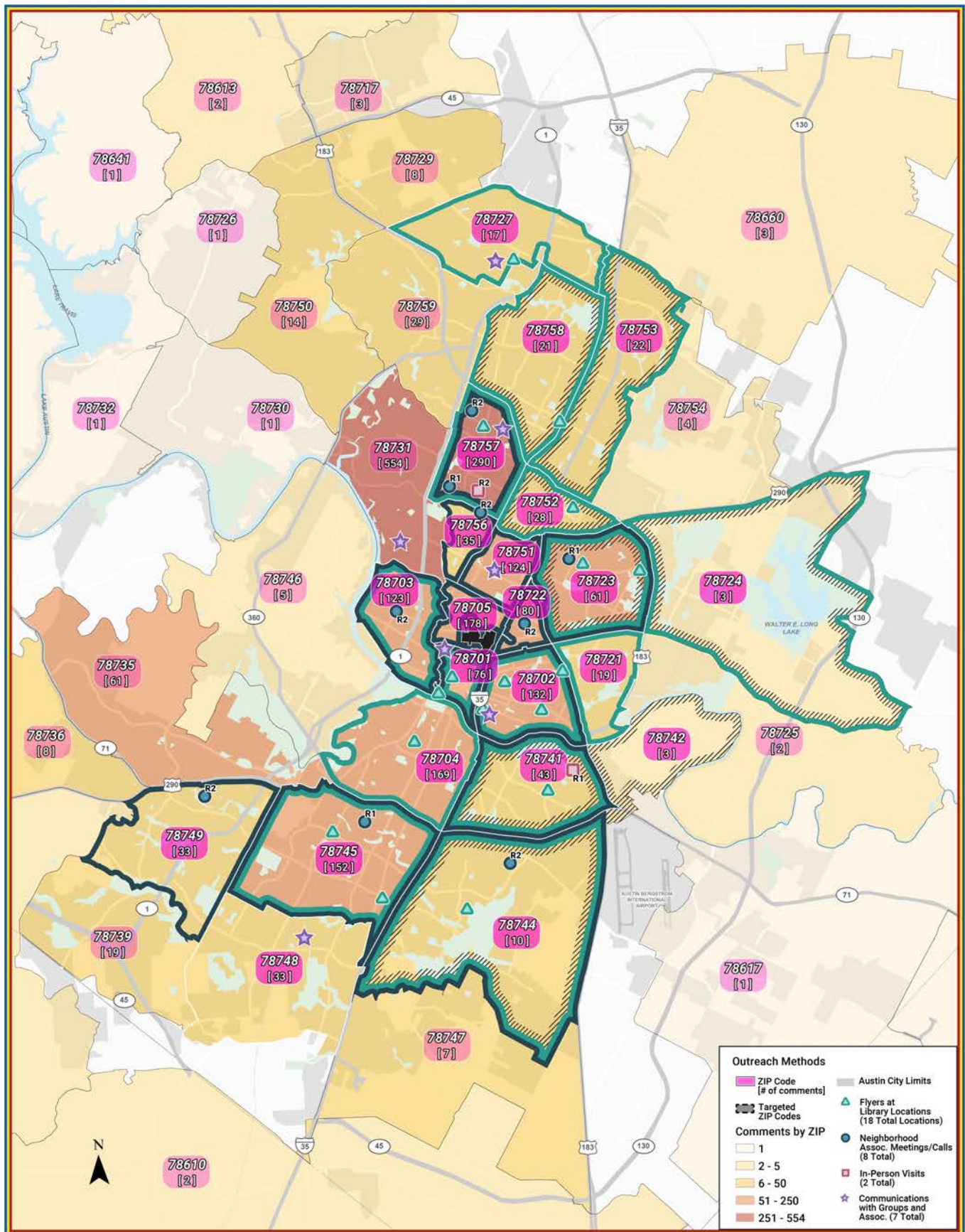


When possible, the ASMP Team attended neighborhood and community meetings in both Round 1 and Round 2. Virtual meetings are shown as circles and the two in-person meetings are shown as squares in the map.



Some neighborhoods and residents provided position statements and expressed comments throughout the engagement process. The stars on the map show where staff had significant communications with these groups.

Taken together, the map below shows the location of all ASMP engagement activities over the course of the ASMP Amendment process.



Most of the comments received during the ASMP Amendment process occurred during Round 1. The majority of the comments

received discussed the potential reclassification of Level 1 Streets becoming Level 2 Streets. These proposed changes were removed in Round 2 where single-family zoning is present. More can be found on this in our [Round 2 Storymap presentation](#).

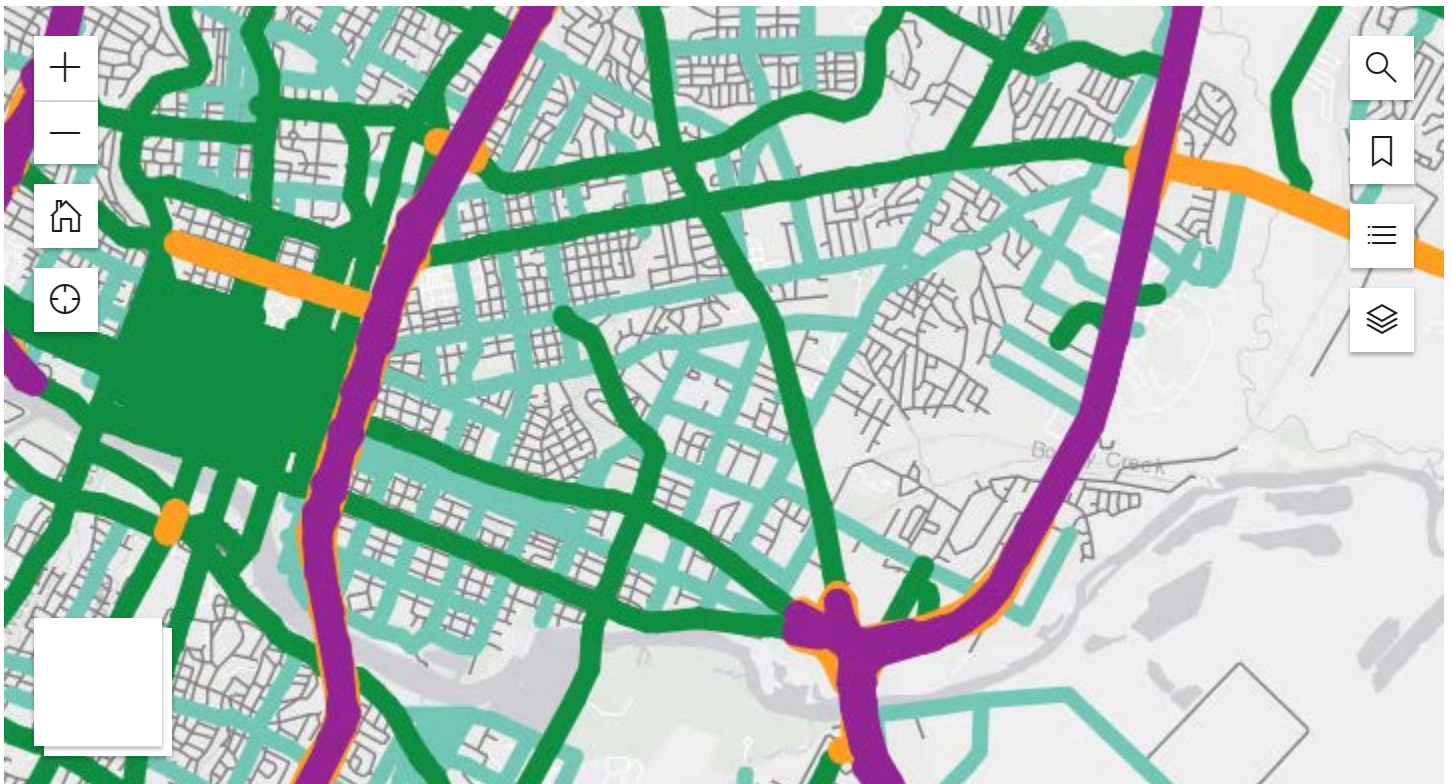
Final Round of Engagement

The City Charter includes specific requirements for amending an element of the Imagine Austin Comprehensive Plan. This final round of engagement is the official process and includes:

- Comprehensive Joint Plan Committee: Thursday, April 28
- Planning Commission Recommendation: Tuesday, May 10
- Notification in the Austin American Statesman and Community Registry 16 days prior to the Council Public Hearing
- Council Public Hearing: Thursday, May 19
- Council Adoption: Thursday, June 9 (tentative first reading)

Amended Street Network Map

The Street Network Map in this presentation is the final draft that will be considered for adoption by City Council. The map reflects the final draft of the proposed amendments to the Street Levels and includes updated attributes. Explore the Street Network Map by zooming into areas of interest and clicking on the street to learn more.



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Street Level Changes

The final draft Street Network maintains 91.1% of the adopted Street Levels. The biggest change to the proposed Street Network is the addition of Level 1 Streets that have been platted since the ASMP was adopted in 2019. The following table shows the proposed changes by Street Level, summarized by the length and number of segments of a street from one intersection to the next. For example, there are ~44k feet of Level 1 Streets proposed to be reclassified to Level 2 Streets (which is 0.7% of the network) and ~148k feet of Level 2 Streets proposed to be reclassified to Level 1 Streets (2.5%). This table only includes the Street Network segments within the city of Austin jurisdiction. The following map shows only the streets with proposed Street Level changes.

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%

Summary of Street Level changes



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Street Level amendments to the ASMP Street Network Map

Public Transportation System Map

The Public Transportation System Map in this presentation is the final draft that will be considered by City Council. It is reflective of the adopted Project Connect System Plan and latest transit plans. Explore the final draft of the Public Transportation System Map by zooming into areas of interest and clicking on the route to learn more. You can turn layers on and off by clicking on the layers box (the icon that looks like several boxes on top of one another) on the right side of the map. Click the eye icon to turn a layer on or off.



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FAQ

Throughout the ASMP process several questions have been asked frequently by many community members. We hope these answers help clarify this process and elucidate what the ASMP amendments do, as well as what they do not.

- Are you taking my property?
- Are you changing my zoning?
- Are streets expanding? Why are they changing?
- If these amendments are adopted, does this action change the size of my property automatically?
- My street is narrow. Where is the extra space coming from for future improvements?
- Does this mean that our streets will become “patchy,” such as a partial bike lane that runs into parking, since development might not be uniform?
- How does the ASMP affect the design of my street?
- How did you identify these Street Network Amendments?

Are you taking my property?

No, the ASMP is not taking or acquiring any land.

Let's go deeper: The ASMP is not a process to acquire land. The ASMP is the city's Transportation Plan and the transportation element of the Imagine Austin Comprehensive Plan. Its purpose is to provide the city's future transportation vision and is used for the long-range development of the city's transportation network through development regulations. The ASMP identifies the amount of land that a property being developed must dedicate per the Land Development Code to promote public health, safety, and welfare, but the ASMP itself is not acquiring land. Land acquisition occurs during the project development and delivery phases of a Capital Improvement Project. The land that is dedicated through the land development process becomes public right of way to provide public infrastructure according to the standards in the TCM.

Land dedication is only triggered for certain types of development: residential development that is a greater intensity than a duplex or commercial development. It does not apply to single-family homes going through the building permit process.

Properties that are going through the subdivision process are subject to land dedication, but land dedication is subject to Rough Proportionality, which is a legal statute that requires any land being dedicated be proportional in value to the development's impact on the transportation network.

Because every development is unique it is impossible to definitively determine if a subdivided property would be required to dedicate land, but based on current land values, TCM standards, and the recently adopted Street Impact Fee, it is extremely unlikely for small developments with less than 10 single-family units and 15-25 multifamily units.

Are you changing my zoning?

The ASMP Street Network does not change your property's zoning.

Let's go deeper: The ASMP and Street Network criteria, such as the Street Level reclassifications and Transit Priority Network changes, do not change zoning. All zoning permissions and changes are regulated by the Land Development Code and the Council process to approve zoning. The Street Network itself is not a driver for land use changes. Additionally, while the Transit Priority Network is associated with policies in the ASMP document, the addition or removal of streets in the Transit Priority Network does not change current zoning regulations. Zoning didn't change when the ASMP Street Network was first adopted in 2019 and will not change now.

Are streets expanding? Why are they changing?

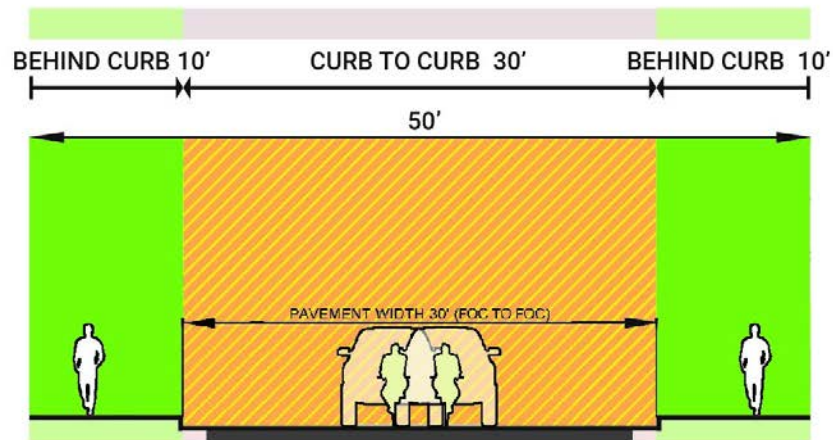
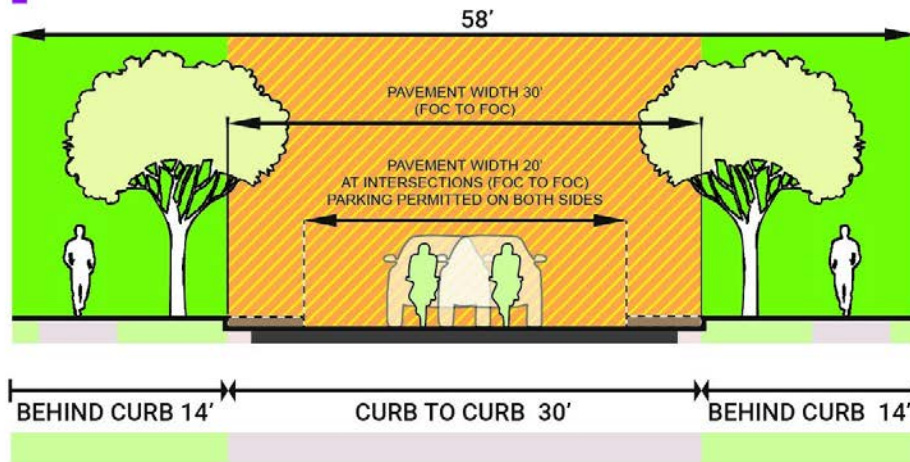
The amount of space in the street for vehicle travel lanes is not expanding, and in many cases these lanes are actually reduced. However, additional elements of the right of way (like sidewalks, street trees, etc.) are getting more space. These changes are coming from the updated Transportation Criteria Manual (TCM) and are used for new roads and roadway reconstruction.

Let's go deeper: Although the proposed ASMP Street Network amendments expand the ROW for many (but not all) street cross sections as compared to the adopted ASMP Street Network, the amount of pavement from curb to curb included in an ideal cross section in the updated TCM is less than the standards for the corresponding street level in the old TCM and the [2017 Austin Street Design Guide](#) that informed the adopted ASMP.

The expanded ROW number overall is due to increases in the tree and furniture zones, setbacks, and bicycle facilities; the updated TCM is focused on safety, and the standards for vehicle travel lane widths are reduced as compared to the old TCM and the 2017 Austin Street Design Guide.

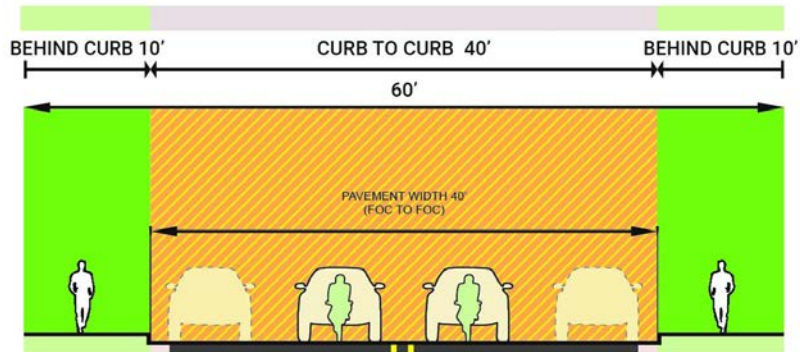
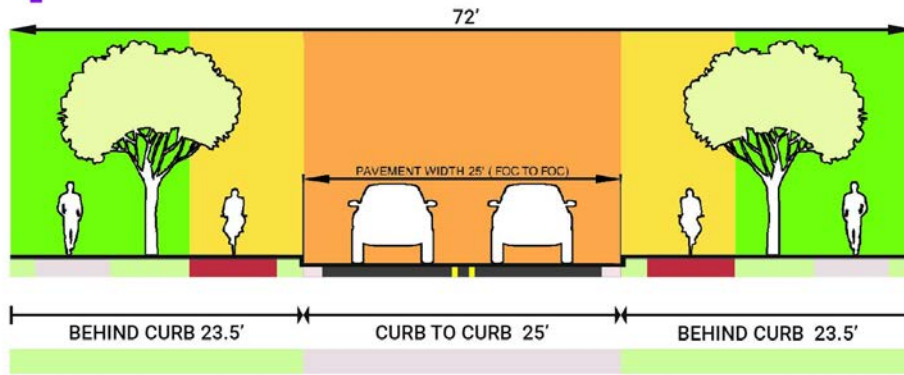
The following graphics compare several updated TCM cross sections with the previous TCM used in the land development process.

UPDATED TCM LEVEL 1 || 58' ROW



OLD TCM 50' ROW

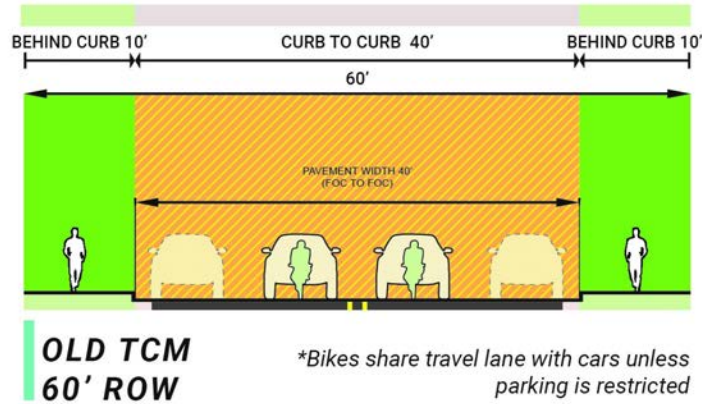
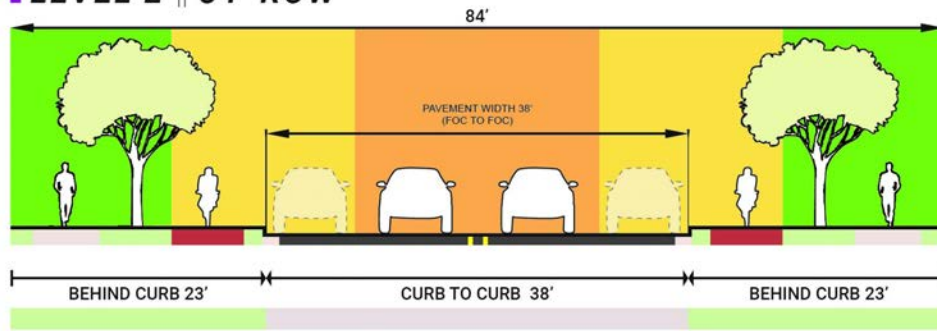
UPDATED TCM
LEVEL 2 || 72' ROW



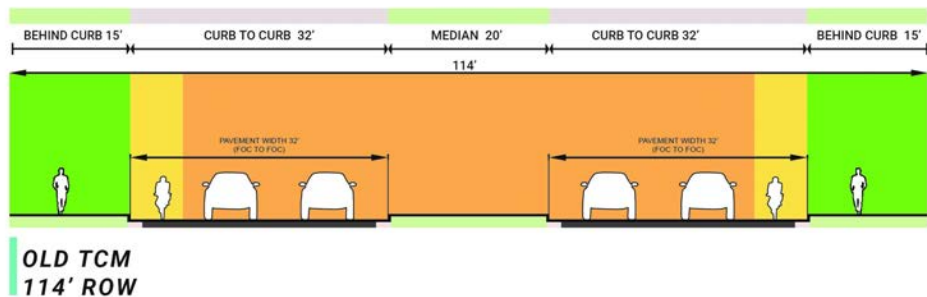
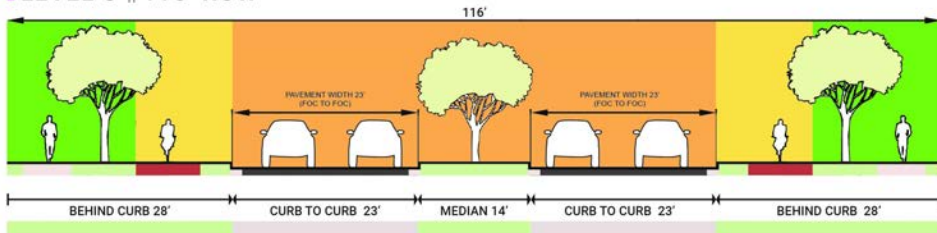
OLD TCM
60' ROW

**Bikes share travel lane with cars unless parking is restricted*

**UPDATED TCM
LEVEL 2 || 84' ROW**



**UPDATED TCM
LEVEL 3 || 116' ROW**



If these amendments are adopted, does this action change the size of my property automatically?

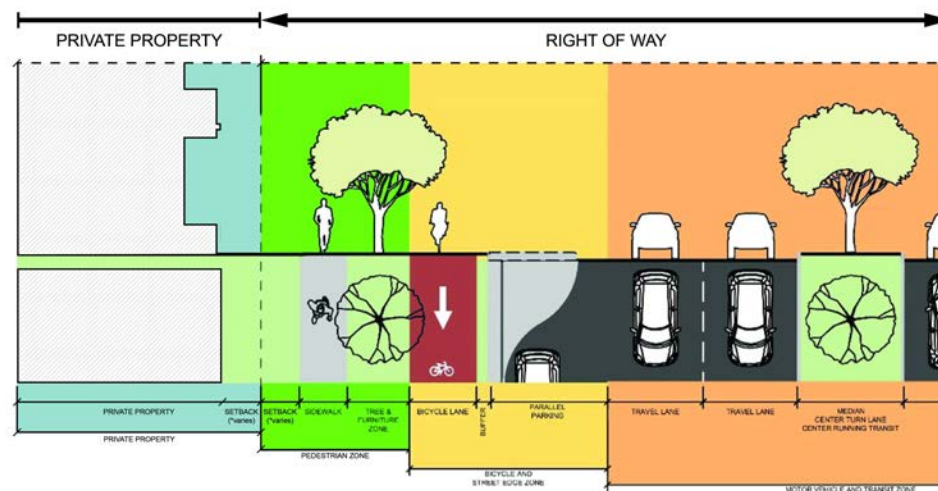
No, the passage of these amendments does not change the existing right of way.

Let's go deeper: Real property must be sold or deeded through an official transaction to become right of way. The ASMP Street Network only establishes the right of way dedication requirements in the Land Development Code and provides a starting point for future projects.

The ROW requirements in the ASMP Street Network are only applicable to properties going through the land development process. If your property isn't being redeveloped, there will be no change to your property based on the ASMP. If your property isn't along a street with a future project that requires additional right of way and it is not being redeveloped, there will be no change to your property based on the ASMP. If your property is along a street with a future project that requires additional right of way, the necessary amount of right of way will be determined through the project development process and you will be notified then. A change in ROW shown in the Street Network does not mean there is a project.

My street is narrow. Where is the extra space coming from for future improvements?

As shown below, the width of your street from curb to curb is not the same as right of way. The City may use the full right of way to provide public amenities, such as sidewalks and utilities. Outside of large, capital infrastructure projects such as Project Connect or the Corridor Mobility Bond Program, the City accommodates most street improvements in the existing right of way, and they do not acquire right of way for smaller improvements.



Private property may include a house, yard, and setback, while many public elements exist in the public right of way, such as trees, utilities, sidewalks, and the street bed.

Let's go deeper: Future improvements to a street may be large, such as Project Connect, or small, such as adding a sidewalk or bicycle facilities. If you live on a street that only has small (sidewalk or bicycle facility) improvements identified, you can expect the City to make these future improvements within the existing right of way. If these projects are implemented, they would be designed to work in the existing right of way and would consider existing constraints like heritage trees. If you live on a street that has larger improvements identified, such as those for vehicle capacity, like adding travel lanes, the City would go through the project development process to identify the necessary amount of right of way needed to implement the project, which may include acquiring additional right of way. The "project development process" is a detailed analysis of all factors that relate to a project that will determine the ultimate street design (e.g., what is the topography, what is the character of the street, is there property that cannot be acquired within the project boundaries, like a cemetery, etc.). In both of these scenarios, if projects are being implemented, properties would be notified in advance of any changes and they would go through a public engagement process.

Does this mean that our streets will become "patchy," such as a partial bike lane that runs into parking, since development might not be uniform?

The primary goal of the ASMP Street Network is to preserve right of way for future improvements as properties redevelop. The development review process will determine whether properties incorporate physical changes along their site.

Let's go deeper: An increase in right of way in the Street Network does not mean a physical change to the street is imminent. However, when development occurs it is an opportunity to implement our TCM's updated street design standards along the site's frontage. At a minimum, the development will preserve the space required for these improvements by dedicating right of way and setting the building back in relation to the future curb but will not make physical changes to the street. Some developments may even be able to implement the improvements, but this will be determined during the development review process and will consider the full context of the street and the possible changes. In some cases, it may be possible to move the curb to its future location to incorporate updated design standards, but the City will not allow unsafe transportation facilities to be built as part of development.

How does the ASMP affect the design of my street?

A lot goes into designing changes to the street, and the ASMP doesn't determine exactly how a street looks.

Let's go deeper: The ASMP is a high-level planning document, and many steps occur after the ASMP during the project development process to produce the proposed design for a street. The ASMP reflects the size and elements of the ideal street as determined by the Transportation Criteria Manual and specific modal plans (such as the Sidewalk Plan, Bicycle Plan, etc.). Any street with a proposed change will go through its own project development process that is independent of the ASMP process. The ASMP is used as the starting point in the project development process, which includes a detailed analysis to propose design alternatives for the project. At that point in time a public engagement process would occur to incorporate community input into the final design that moves forward for implementation.

How did you identify these Street Network Amendments?

We used the following criteria to identify amendments:

Lets go deeper: These proposed amendments are meant to update the adopted ASMP Street Network to align with different and up-to-date City documents and plans. For example, Project Connect and several Mobility Bond projects have completed more detailed engineering plans since the ASMP was adopted. The City's Transportation Criteria Manual (TCM) was updated in 2021 replacing the previous draft standards. The proposed amendments reflect these more specific engineering plans and align the Street Network with the updated requirements in the TCM.

You can read more about the TCM update, each of the Street Levels, and how they affected the ASMP Amendments in our first Storymap Presentation.

Next Steps

The ASMP returns to Planning Commission on May 10, 2022 to receive a recommendation. City Council will open a Public Hearing on the ASMP on Thursday, May 19, 2022. City Council will then consider the ASMP Amendments for adoption in June 2022, tentatively on Thursday, June 9, 2022.

You can learn more about speaking at any of these meetings on the City Clerk's website.

If you are having technical difficulties please email the ASMP Team at ASMP@austintexas.gov. To comment on the ASMP, please consider participating in the Public Hearing, which you can learn more about on the City Clerk's website linked above.