

2021 ASMP Amendments Public Engagement Report Round 2

April 2022



Created by the Austin Transportation Department

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1. Introduction

The Austin Strategic Mobility Plan (ASMP) is Austin's comprehensive, multimodal transportation plan. Adopted in 2019, the plan guides our short- and long-term transportation projects, programs, initiatives, and investments around a common vision for all of the ways we move around Austin. In June 2020, Council passed Resolution 20200610-002 directing the City Manager to amend the Austin Strategic Mobility Plan (Ordinance No. 20190411-033) to add the Project Connect System Plan. Under this direction, the ASMP team began the process for a minor update that was limited in scope to respond to the Council Resolution and other significant events over the past two years. Austin Transportation Department staff officially initiated the process to amend the Austin Strategic Mobility Plan (ASMP) in May 2021. The initial phase of this process included an interdepartmental review of the ASMP policy document and the Street Network Table and Map. The interdepartmental review effort identified several potential policy amendments that were published for public comment in October 2021, and Street Network amendments were published for public comment soon after in November 2021.

The launch of these amendments to the public marked the start of public engagement for this process. The first round of public engagement included a Policy Survey and a Street Network amendments map commenting tool. Round One of public engagement ran until January 30, 2022, and a detailed report of the feedback and tools used can be found in the [Round 1 Public Engagement Report](#). At the close of that round of feedback, the ASMP team incorporated feedback it received through the survey and feedback map and published an updated draft of the proposed amendments on February 28, 2022. There were several main takeaways from Round One that impacted the draft amendments that were proposed moving forward, as well as the public engagement strategy and tools we used in Round Two.

2. Public Engagement Strategy

Significant feedback from Round One expressed concern around street level classification changes, specifically around neighborhood streets that were reclassified to align the Street Network with the updated 2021 Transportation Criteria Manual and the 2014 Bicycle Plan. However, the City of Austin will not acquire right of way in established neighborhoods to build bicycle facilities, and single-family home properties are not required to dedicate right of way when going through the building permit process. Additionally, the City is updating the Bicycle Plan through the ongoing ATX Walk Bike Roll process. Therefore, the ASMP team decided to remove the Street Level changes in established neighborhoods. If the new Bicycle Plan includes updated facilities that require a street level classification in the ASMP, these amendments will be considered during the adoption of the Bicycle Plan. Streets that already possess certain bicycle facilities remain reclassified in this process and continue to serve as a technical corrections to align the criteria within the TCM and the adopted ASMP Street Network. However, many of those proposed amendments from Round One on Level 1 and 2 streets are no longer being proposed in the latest draft amendments. The ASMP team circled back with people from Round One to explain these changes.

Additionally, several proposed roadways from Round One were removed from the updated draft amendments in Round Two. These proposed roadways were removed based on comments we received in Round One or were determined to be no longer desired for a variety of reasons. Informing the public of this change and conducting our due diligence to hear from the community about certain roadway removals was a major goal of our Round Two public outreach effort. Throughout Round Two the ASMP team met with four neighborhood associations to discuss these specific amendments, in addition to the six previous meetings with the community

held before the second engagement period. The Public Engagement Map (Appendix A) presents the various engagement opportunities during the ASMP Amendment process including these community and neighborhood association meetings.

2.1 Boards & Commissions

Another element of Round Two engagement included a series of presentations to various Boards and Commissions designed to familiarize the public with the updated draft amendments. These presentations provided a formal structure for public presentations and feedback on the ASMP Amendments. The anticipated Boards and Commissions process was advertised to communities during Round One of engagement so that community members could prepare to attend those meetings and provide comments and learn more about the amendments. Boards and Commissions presentations will continue throughout April and May, and more details on this can be found in the Next Steps section below.

2.2 Feedback Form

The final major change that was made to our public engagement strategy from Round One to Round Two was the platform and way in which we facilitated feedback. In Round One, we heard from some folks that the multiple feedback platforms for providing comment on the policies and the Street Network amendments were tedious. Specifically the Street Network amendments comment map was difficult and confusing to use. In an effort to make the amendments easier to understand, digest, and provide feedback on, the ASMP team created one Feedback Form available in English and Spanish (Appendix B) for all ASMP amendments, including the new policies, other document amendments, and the Street Network amendments. The ASMP team also made a Round Two Storymap Presentation (Appendix C) in English and Spanish to explain the changes to the proposed Street Network amendments from Round One to Round Two, along with an expanded FAQ section. Because some folks reported that they had difficulty accessing the previous Storymap page and also the Street Network amendments map, the ASMP team also made these materials into a printable, pdf format. All of the outreach materials were posted to the ASMP website (Appendix D), including a copy of the presentation to Boards and Commissions (Appendix E) along with links to the recordings from those meetings.

Notification about the second round of amendments and feedback was distributed in several ways. The ASMP distributed emails to the ASMP newsletter, ATD Mobility News, and the official City of Austin Community Registry list (Appendix F). There were also several social media posts created at the start of Round Two, as well as flyers distributed to Libraries in both English and Spanish (Appendix G).

3. Public Comment Summary

The ASMP team received several statements from Neighborhood Associations regarding their position on the ASMP Amendments (Appendix H). The ASMP team also received a total of 62 responses to the Round Two Feedback Form (Appendix I). From the end of the first round of engagement through the end of the second round of engagement, the ASMP team received 63 emails with questions about the amendments, to which the ASMP team responded to and captured in the overall feedback (Appendix J).

3.1 Policy Document Comments

The Round Two Feedback Form started with questions about the ASMP Policy Document amendments, including the three new proposed policies. For each new proposed policy, links to those new policy pages were provided with each question. Respondents were asked how

strongly they supported or opposed each policy, and then were provided the option to expand on their response in an open-ended comment box.

For the first proposed policy about streets as places for non-mobility activity (*Roadway Systems Policy 6*), there were 41 total responses. 34% of respondents said they either support or strongly support the policy, 49% said they oppose or strongly oppose, and 17% were neutral. For the responses that were supportive of the policy, the main themes of the responses were that streets are places for not only vehicles but for humans and community, and also that this policy would support multimodal transportation. For the responses that were opposed to the policy, the main themes of the responses were that streets should be for cars and other mobility only, or that they needed more information about the policy and what it means.

For the second proposed policy about increasing adaptive capacity (*Air & Climate Policy 4*), there were 40 total responses. 37% of respondents said they either support or strongly support the policy, 43% said they oppose or strongly oppose, and 20% were neutral. For the responses that were supportive of the policy, the main themes of the responses were that people are concerned about climate change as well as the City's transportation infrastructure. For the responses that were opposed to the policy, the main themes of the responses were that this policy either was not a priority to them or that they needed more information about the policy and what it means.

For the third proposed policy about disaster preparedness and emergency response (*Collaboration Policy 8*), there were 40 total responses. 55% of respondents said they either support or strongly support the policy, 27% said they oppose or strongly oppose, and 18% were neutral. For the responses that were supportive of the policy, the main themes of the responses were around supporting disaster preparedness and that better communication is important. For the responses that were opposed to the policy, the main themes of the responses were that this policy either was not a priority to them or that they needed more information about the policy and what it means.

Respondents were also asked to provide feedback, if any, on the other amendments to the Policy Document. Links to the tracked changes document and the amendment log were provided within the survey question. This question was not a required question to answer. Of the 11 people who responded, most comments made were about the Street Network Amendments. Some responses also touched on issues with the overall ASMP Amendment process.

3.2 Street Network Comments

Following the Policy Document questions, the Feedback Form asked respondents about the Street Network amendments. Links to the updated proposed Street Network Amendments Presentation and the Street Network Amendments Map were provided so that respondents could see what changes were made to the proposed amendments from Round One. Prompt questions to consider were provided, and respondents were able to input any comments they had about the Street Network amendments into a comment box. The Feedback Form allowed respondents to identify whether their comment was regarding a specific street, neighborhood, or applied citywide. An interactive map was also provided for respondents to drop a pin on a specific street, or in a specific neighborhood, to represent their comment geospatially.

Of the 49 people who provided Street Network comments, most comments made to streets, neighborhoods, or as general citywide comments were about confusion over right of way and

concerns about right of way acquisition from their private property as a result of this process. Other comments on specific streets voiced concerns about the safety of their street if it increases in Street Level, or about the elements of the street that they would or would not like to see on their street in the future. The streets with the most amount of comments received were Edgemont Drive, Madrona Drive, Glen Rose Drive, West Gate Boulevard, and Morrow Street.

3.3 Demographics

The Feedback Form included several optional demographic questions, including ZIP code, gender, cultural identity, yearly household income, and disability. The following are the percentage breakdown of responses to each demographic question.

- ZIP Code - There were a total of 16 different ZIP codes provided to this question. These ZIP codes can be seen spatially on the map in Appendix A. The top 10 ZIP codes identified in order of most common are:

ZIP Code	Total
78703	13
78731	8
78757	8
78745	6
78749	6
78704	3
78705	3
78748	3
78727	2
78735	2

- Gender - when asked to choose an option that best represents their gender identity, of the 49 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
Male	37%
Female	33%
Another Gender	0%
Prefer not to answer	31%

- Cultural Identity - when asked to select all of the options that best described their cultural identity, of the 58 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
Asian	3%
Black/African American	3%
Hispanic/Latino/Latina/Latinx	9%
Native/Indigenous	2%
White	52%
Another	2%
Prefer not to answer	29%

- Yearly Household Income - when asked what is your yearly household income, of the 48 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
\$0 - \$24,999	2%
\$25,000 - \$49,999	6%
\$50,000 - \$74,999	4%
\$75,000 - \$99,999	10%
\$100,000 - \$149,999	13%
\$150,000 +	10%
I prefer not to answer	54%

- Disability - when asked if respondents identified as someone with a disability, of the 50 total responses to the question, the following breakdown was found:

Answer Choices	Responses
Yes, I have a cognitively- or intellectually-related disability	4%
Yes, I have a hearing-related disability	0%
Yes, I have a vision-related disability	4%

Yes, I have a mobility-related disability	4%
No, I do not identify as having a disability.	60%
I prefer not to answer.	28%

The last question of the survey asked about the ASMP Amendment process and public engagement overall. This feedback will allow us to continue to improve our outreach efforts and ideally reach more people in ways that work best for them.

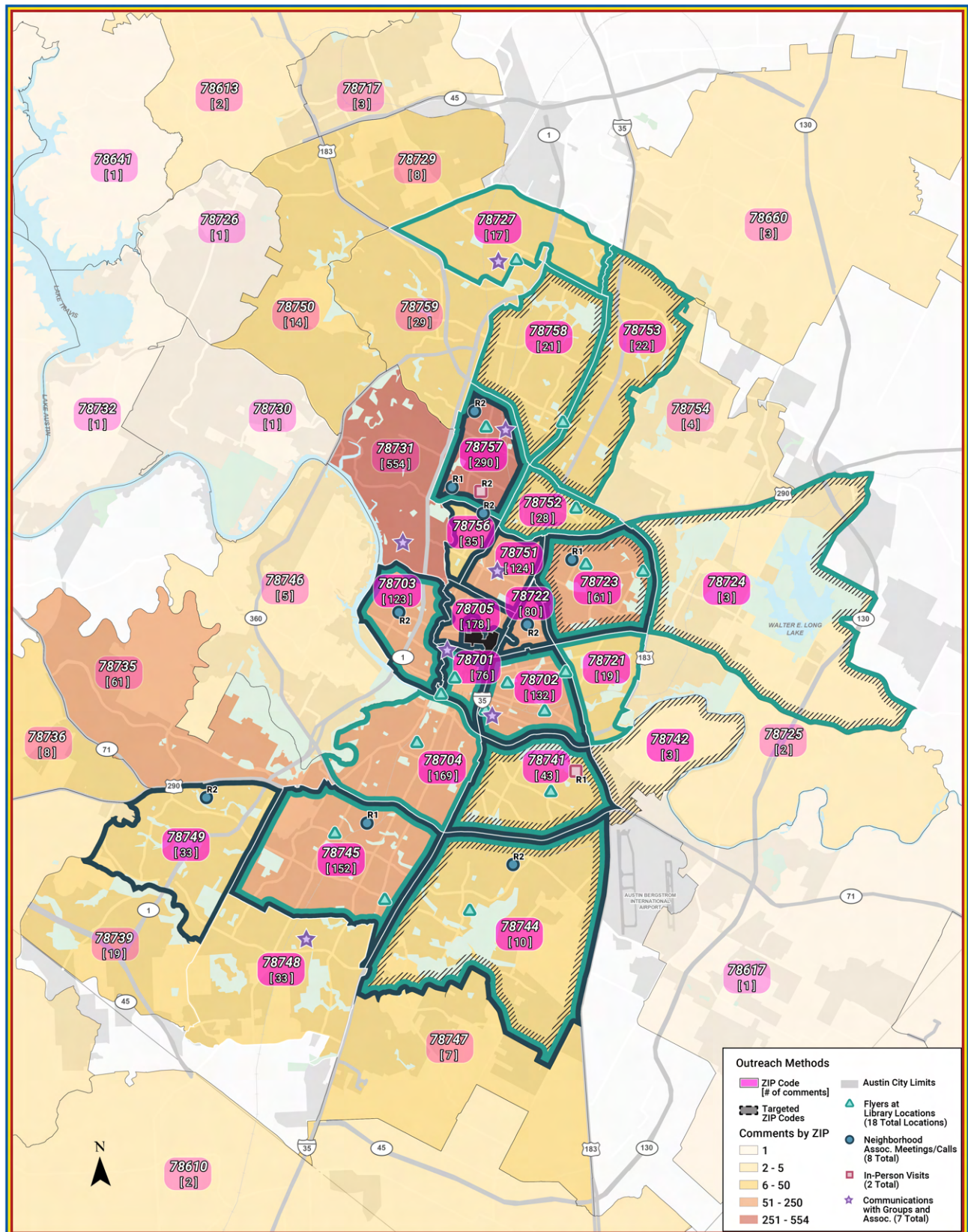
4. Next Steps

The ASMP team considered feedback received during the second round of public comments and updated the draft of the proposed amendments to present during the rest of the Boards and Commissions process. The ASMP team will also incorporate recommendations from Planning Commission into the final draft presented to Council. The City Charter details requirements for amending an element of Imagine Austin. These include a presentation to the Comprehensive Joint Plan Committee (April 28, 2022), a recommendation from Planning Commission (May 10, 2022), a Public Hearing at City Council, and three Council Readings. The Public Hearing is scheduled on May 19, 2022, and there will be a posted notification in the Austin American Statesmen and Community Registry 16 days prior to the Council Public Hearing.

5. Appendix

Appendix A: Public Engagement Map
Appendix B: Feedback Form
Appendix C: Storymap Presentation
Appendix D: ASMP Website
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Appendix A: Public Engagement Map



ASMP Amendments - Public Engagement

Appendix B: Feedback Form

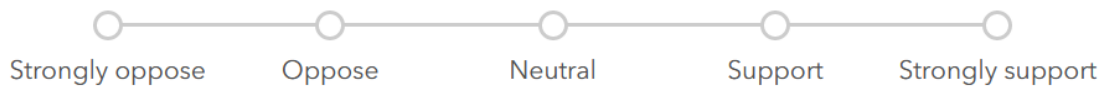
ASMP Policy Document Amendments ▼

In the last round, we received over 900 comments on our proposed policies. If you were not able to provide comment during that round of engagement, please feel free to give us any feedback on the proposed policies and their supporting text.

Please follow [this link to review the proposed policies and their descriptions](#).

Roadway System Policy 6: Support streets as places where people and community engage in non-mobility activity

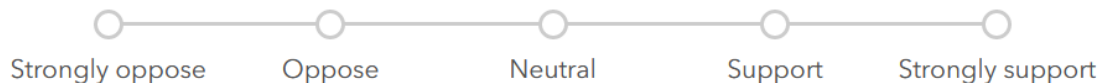
How strongly do you support or oppose the proposed policy? [The proposed policy can be found here.](#)



Explain why you either support or oppose the proposed policy.

Air & Climate Policy 4: Increase the transportation network's adaptive capacity

How strongly do you support or oppose the proposed policy? [The proposed policy can be found here.](#)



Explain why you either support or oppose the proposed policy.

Collaboration Policy 8: Support larger City efforts for disaster preparedness and emergency response

How strongly do you support or oppose the proposed policy? [The proposed policy can be found here.](#)



Explain why you either support or oppose the proposed policy.

Other ASMP document amendments

The ASMP policy document amendments include updates, additions and corrections that extend beyond the three new proposed policies. There are over 40 proposed amendments. You can view [the full ASMP document with changes tracked here](#), and also view [the amendment log that reflects all of the changes here](#).

After reviewing these proposed action items, updates and corrections, please list and provide feedback on any of the amendments that you either support or do not support, or highlight if there is anything we missed.

Please review [the updated Street Network Map](#) and [the Storymap Presentation](#) before commenting.

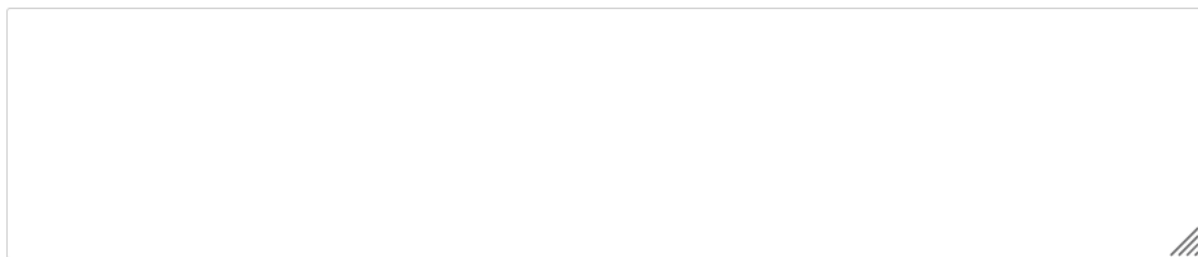
If you were not able to provide feedback during round one or you'd like to comment on the updated draft, please use the box below to let us know what you think about the proposed changes.

- Does the Proposed Street Level and Proposed Future Cross Section reflect what you want to see from the street or streets you are interested in?
- Do you have any comments on the Proposed Required ROW and Proposed ROW Remarks?
- Is there anything else you would like to provide feedback on in the ASMP Street Network Amendments?

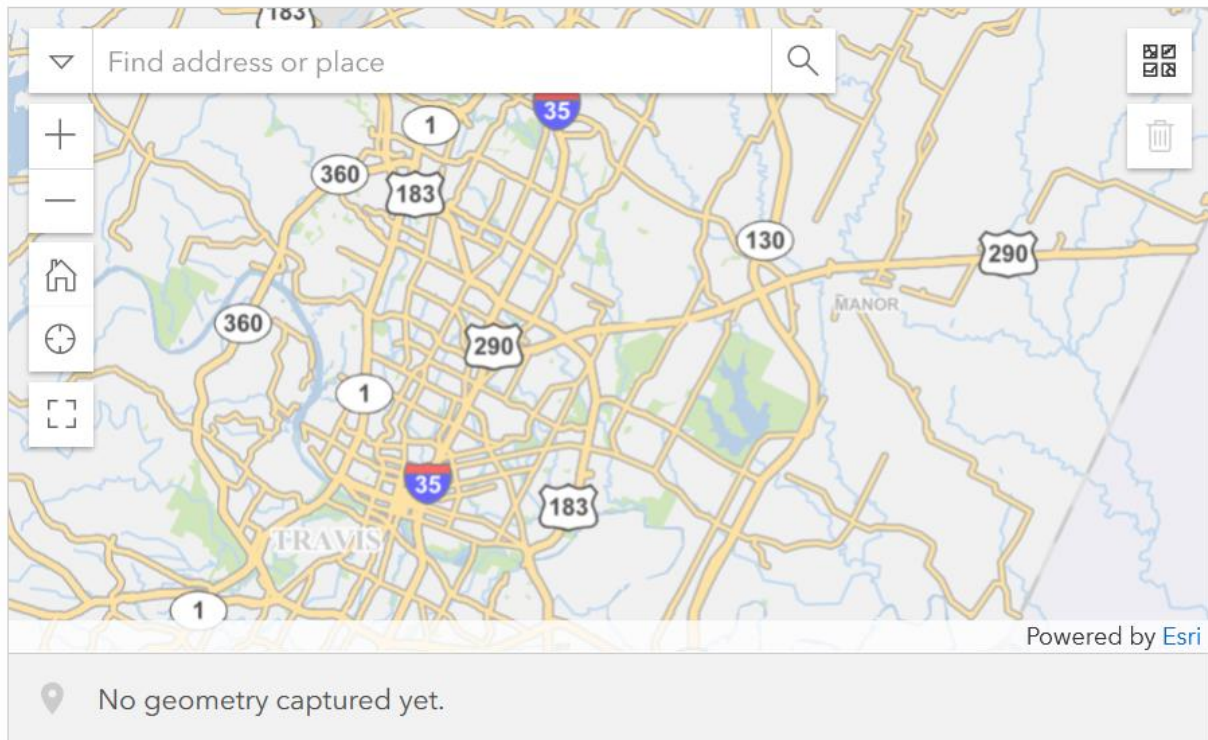
[Refer to the updated Street Network Map](#), to see the latest proposed changes. Please include street names in your comments. After your comment, you will be asked to identify the street or area you are commenting on.

- If you're commenting on one street, please drop the pin on that specific street in the map below.
- If you would like to comment on multiple streets, feel free to drop the pin on one of the streets you are commenting on, but you may discuss additional streets in your comments.
- If you would like to discuss a neighborhood area as a whole, feel free to drop a pin in the neighborhood and specify the neighborhood area in the comment.
- If your comment is citywide, there is no need to use the map below.

We will review all the comments we receive!



What street or area are you referencing in the comment above? Leave blank if your comment isn't intended for a particular street or is citywide.



Demographic Survey ▼

The following optional demographic questions help our team determine whether we are hearing from a diverse representation of the community. We use this information to adjust our outreach and community engagement as needed.

What is your ZIP code?

What is a major intersection near where you live? .

Examples: 7th and Chicon, South 1st and Oltorf, Pleasant Valley and Riverside

Which of the following best represents your gender identity?

☐ Male

☐ Female

☐ Another gender

☐ I prefer not to answer

Which of the following best represents your cultural identity? Select all that apply.

☐ Asian

☐ Black and/or African American

☐ Hispanic and/or Latinx

☐ Native/Indigenous

☐ White

☐ Another (Use the space in the next question to share anything else you would like us to know)

☐ I prefer not to answer

If you'd like, please use the following space to share anything else you would like us to know about your cultural identity.

Do you identify as someone with a disability?

☐ Yes, I have a cognitively- or intellectually-related disability

☐ Yes, I have a vision-related disability

☐ Yes, I have a mobility-related disability

☐ No, I do not identify as having a disability.

☐ I prefer not to answer.

What is your yearly household income?

☐ \$0 - \$24,999

☐ \$25,000 - \$49,999

☐ \$50,000 - \$74,999

☐ \$75,000 - \$99,999

☐ \$100,000 - \$149,999

☐ \$150,000 +

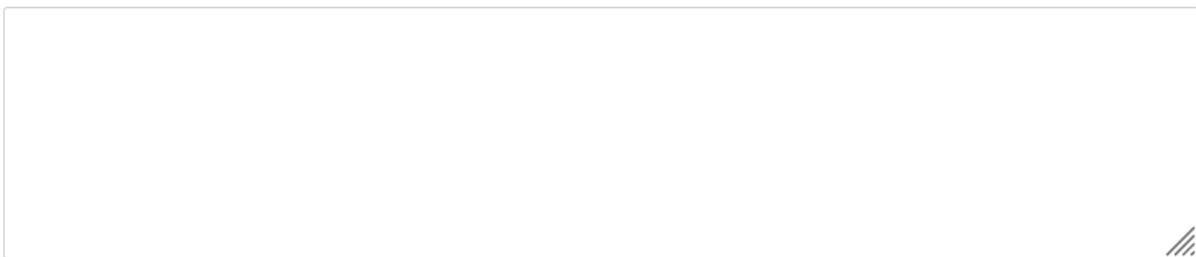
☐ I prefer not to answer

Interested in keeping in touch with the ASMP team? Leave your email below to subscribe to Austin Transportation's weekly newsletter!



How are we doing?

The following question is optional. The ASMP strives for outreach efforts that are inclusive and accessible to the diverse populations within Austin. To achieve this outcome, we assess our engagement strategies and evaluate areas for improvement. We heard concerns about the Public Feedback Map in round one and concerns about the engagement process. We hope that the updated engagement materials provided in this round have responded to those concerns. Please share your experience with our outreach materials and comment on how an item or presentation was helpful or detail any difficulties you may have found during this engagement process. Your feedback is greatly appreciated!

A large rectangular text area for providing feedback. It has a thin border and a small icon in the bottom right corner consisting of three parallel diagonal lines.



2021 ASMP Street Network Amendments - Round 2

Review the updated draft of the proposed amendments and provide feedback

Español

Introduction

Published Monday, February 28, 2022

The Austin Strategic Mobility Plan is Austin's comprehensive, multimodal transportation plan. It was first adopted in 2019, and it is now undergoing its first round of amendments. The ASMP Street Network identifies the amount of space needed to build our streets so they support our ASMP mobility goals.

Background and Timeline

This Storymap Presentation builds on the [first 2021 ASMP Street Network Storymap Presentation released in November 2021](#), which asked for feedback on the first draft of the proposed amendments. From November 15, 2021, to January 30, 2022, staff received over 1,700 comments on the proposed amendments to the Street Network. Austin Transportation Department (ATD) staff has reviewed those comments and incorporated some changes into the updated draft of the proposed amendments shown in this Storymap Presentation. ATD staff will present this revised draft to City Boards and Commissions, including the Council Mobility Committee and the ASMP Team will continue to take feedback from the community throughout March. After the presentations, staff will compile feedback from the Boards and Commissions and the community. A final draft of the proposed Street Network amendments will then be presented to City Council.

If you are interested, please follow the links to each specific website to learn more about speaking at the following meetings:

- [Urban Transportation Commission: Tuesday, March 1, 5 pm](#)
- [Pedestrian Advisory Council: Monday, March 7, 6 pm](#)
- [Planning Commission: Tuesday, March 8, 6 pm](#)
- [Council Mobility Committee: Thursday, March 10, 1 pm](#)
- [Bicycle Advisory Council: \[CANCELED\]](#)
- [Zoning and Platting Commission: Tuesday, April 5, 6 pm](#)
- [Comprehensive Plan Joint Committee: Thursday, April 28, 12 pm](#)
- [Planning Commission: Tuesday, May 10, 6 pm](#)

How to use this presentation

This Storymap Presentation will discuss the different proposed changes to the Street Network based on feedback so far. If you would like to view a pdf version of this presentation, please follow [this link to download and print a pdf version](#).

At the end of the presentation please use our feedback form to share your thoughts on the updated draft of the proposed amendments. The feedback form will be open until March 31. If you have any questions, or if you are having difficulty using the engagement materials provided, please email ASMP@AustinTexas.gov.

Updated Street Network

The Land Development Code requires right of way (ROW) dedication from new development and commercial redevelopment from properties along the ASMP Street Network. The Street Network shows Austin's vision for improvements over the next 20+ years and the amount of right of way needed to accommodate these future roadway conditions as parts of the city continue to change. The Street Network also reflects all the multimodal systems that make up our roadways, like bicycles and transit. The Street Levels and right of way requirements reflect the general, ideal cross-sections from the Transportation Criteria Manual. In cases where Engineering Plans exist, the ASMP reflects the more specific requirements, which may deviate from the Transportation Criteria Manual.

What is included in this updated map?

The Street Network Map in this presentation has been updated to include all of the fields from the adopted map in addition to the updated proposed amendments. The fields in the adopted Street Network include more descriptive text of the future conditions for each street, like the recommended type of bicycle facility. It also includes a ROW Remarks field to further explain how the Required ROW to accommodate those future conditions may be evaluated. In the updated Street Network Map you will see the updated amendments in the Proposed Street Level, Proposed Future Cross Section, and Proposed Required ROW fields. There is also a Proposed ROW Remarks field and a more detailed explanation of the proposed change.

Name	Street Name
Segment Limits	Block segments between intersecting streets
Type	Local Mobility, Corridor Mobility, or Regional Mobility
Street Level	Classification of the road's character and function from 1, 2, 3, 4, and 5
Priority Network	Vehicle, Transit, and Bicycle priority designations
Improvement	Type of recommended improvement identified in the ASMP
Existing Cross Section	Existing configuration of the street, as of 2019
Existing Number of Lanes	Existing number of vehicular travel lanes
Future Cross Section	Recommended configuration of the street, as adopted in 2019
Future Number of Lanes	Recommended number of vehicular travel lanes
Roadway Description	Description of the recommended configuration of the street, as adopted in 2019
Existing Bicycle Facility	Existing type of bicycle facility, as of 2019
Future Bicycle Facility	Recommended type of bicycle facility, as adopted in 2019
Bicycle Description	Description of the recommended type of bicycle facility, as adopted in 2019
Pedestrian Description	Description of the sidewalk improvement
Project Description	Description of recommended improvements including notes about current and proposed studies
Mean ROW	GIS estimate of existing right of way widths between parcel boundaries, as of 2019
Median ROW	GIS estimate of existing right of way widths between parcel boundaries, as of 2019
Minimum ROW	GIS estimate of existing right of way widths between parcel boundaries, as of 2019
Maximum ROW	GIS estimate of existing right of way widths between parcel boundaries, as of 2019
Required ROW	Required right of way width to accommodate recommended improvements
ROW Remarks	Notes about existing and future right of way conditions including coordination requirements
Proposed Street Level	proposed amended Street Level
Proposed Future Cross Section	proposed amended Future Cross Section
Proposed Required ROW	proposed amended Required ROW
Proposed ROW Remarks	proposed amended ROW Remarks
Proposed Change	Type of change being proposed
Description of Proposed Change	Explanation of the proposed change
Proposed Change to Priority Network	proposed amendment to the Transit Priority Network

Fields in the updated Street Network Map. The adopted Street Network's fields are shown in green, while the orange rows at the bottom are the proposed amendments.

We hope this additional information will help you understand exactly what the proposed changes are and what the future condition of the Street Network intends to be.

The following section explains the changes made to the proposed Street Network amendments. The updated Street Network reflects comments received during the initial round of public engagement and further evaluation.

Level 1 and Level 2 Street Changes

The changes in the first round of engagement were proposed to correct Level 1 and Level 2 street classifications to align the bicycle facility recommendations in the 2014 Bicycle Plan with updated standards and cross sections from the new Transportation Criteria Manual (TCM). Read more about this in our FAQ section below.

The majority of comments received in round one, from both our feedback map and via emails, indicated concerns about some

streets in established neighborhoods being reclassified from a Level 1 Street to a Level 2 Street.

Many neighborhoods expressed concerns that this Street Level designation meant the City would take private property to widen the street to build a bicycle lane. However, the City of Austin will not acquire right of way in established neighborhoods to build bicycle facilities or add parking. If there are future improvements to roadways in established neighborhoods they would be made within the existing pavement without acquiring additional right of way. Additionally, single-family home properties are not required to dedicate right of way when going through the building permit process. Changes to the right of way would not occur unless new development or commercial redevelopment is approved (commercial redevelopment includes all development that is not single-family home development).

Since right of way within established neighborhoods will not be acquired and single-family home properties not subject to dedication, the updated draft proposes maintaining what was adopted in 2019 for those areas. Since the reclassification to a Level 2 street was based on the recommendation in the 2014 Bicycle Plan, these changes can be put on hold while the City updates the Bicycle Plan through the concurrent ATX Walk Bike Roll process. The ATX Walk Bike Roll process will produce a new Bicycle Plan, and it is expected to be complete in 2023. Specific changes to the recommended bicycle facility should be made through the ATX Walk Bike Roll process. For example, if you would prefer a Neighborhood Bikeway instead of a bicycle lane, the change must be made through ATX Walk Bike Roll, and the ASMP will reflect this change upon the new Bicycle Plan's adoption.

Most Level 1 Streets that were previously suggested to change to Level 2 are now proposed to remain Level 1. Streets with existing bicycle facilities are still proposed to realign to the appropriate street level. Additionally, streets in areas that may experience new or intensive redevelopment have been identified. The proposed

amendments have been carried forward to preserve the ability to acquire right of way through dedication *if* private land development occurs. These street segments may serve as gateways into and out of the neighborhood. They would require new development to dedicate space and incorporate the street design requirements in the TCM to provide safe travel options to all road users on the street. The City does not have plans to acquire right of way from single-family homes. Right of way dedication is not required from single-family homes, so the right of way shown in the Street Network would only be dedicated *if* new development or commercial redevelopment occurs. Read more about this in our FAQ section.

In the Street Network Map below you can turn on and off a layer that shows the Level 1 and Level 2 Streets that were initially proposed to be reclassified, but will now remain at their original street level.

Additional Removed Roadways

Some roadways were previously proposed to be removed from the Street Network in round one. For various reasons, these roadways were identified to no longer be in the ASMP. They may have been determined as being infeasible, do not have community support, or have other specific considerations for why they are being removed from the ASMP. Based on public comments and additional evaluation of the Street Network, more roadways are under consideration to be removed. In the Street Network Map below you can turn on and off a layer that shows these additional Removed Roadways.

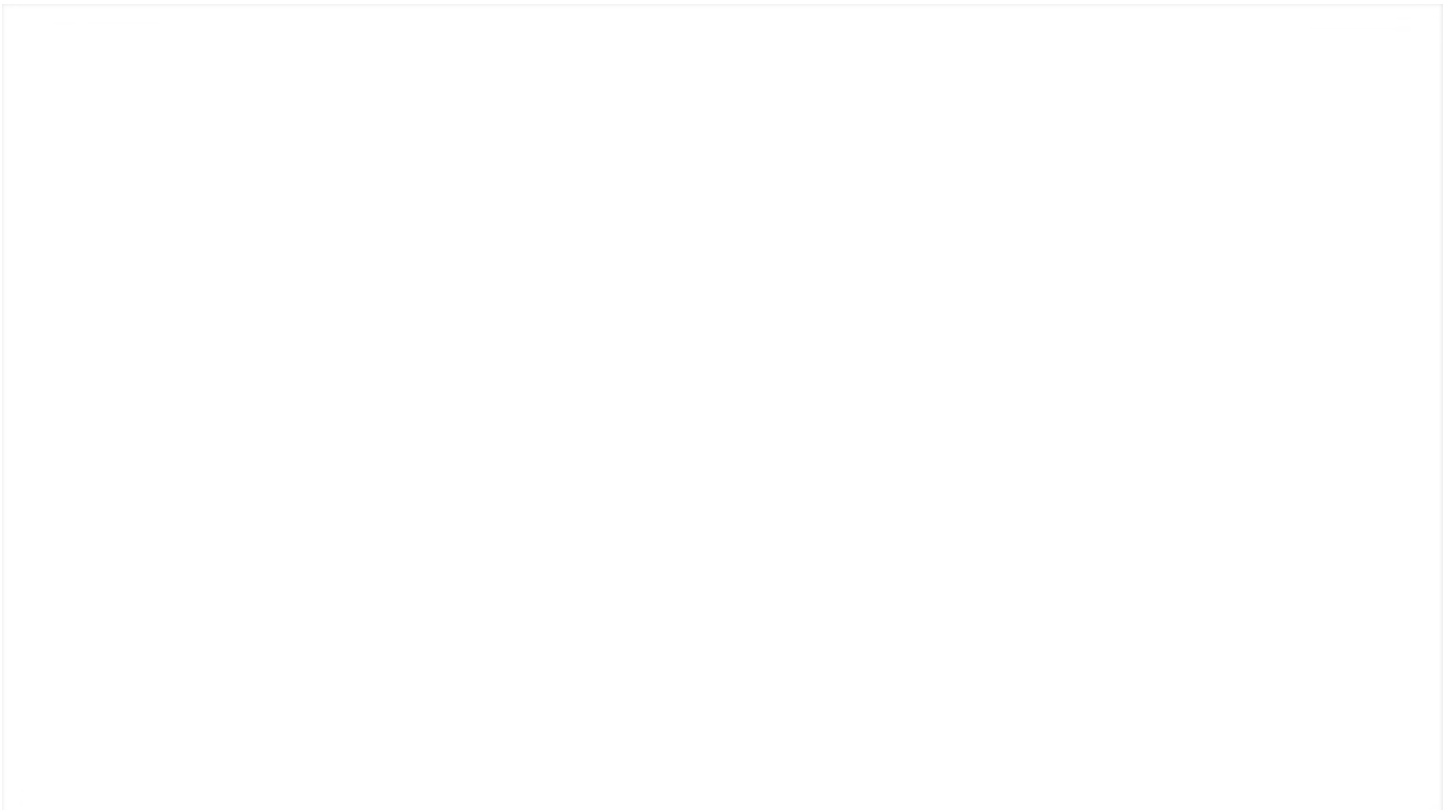
Additional Changes

Additional changes have been made to the proposed amendments to the Street Network based on feedback received in round one and continued evaluation of the Street Network. These changes include the Street Level, Future Cross Section, and Required ROW of several streets. In the Street Network Map below, you can turn on and off a

layer showing these changes from the suggested amendments offered in the first round to the proposed amendments in this second round.

Updated Street Network Map

Explore the updated Street Network Map by zooming into areas of interest and clicking on the street 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.

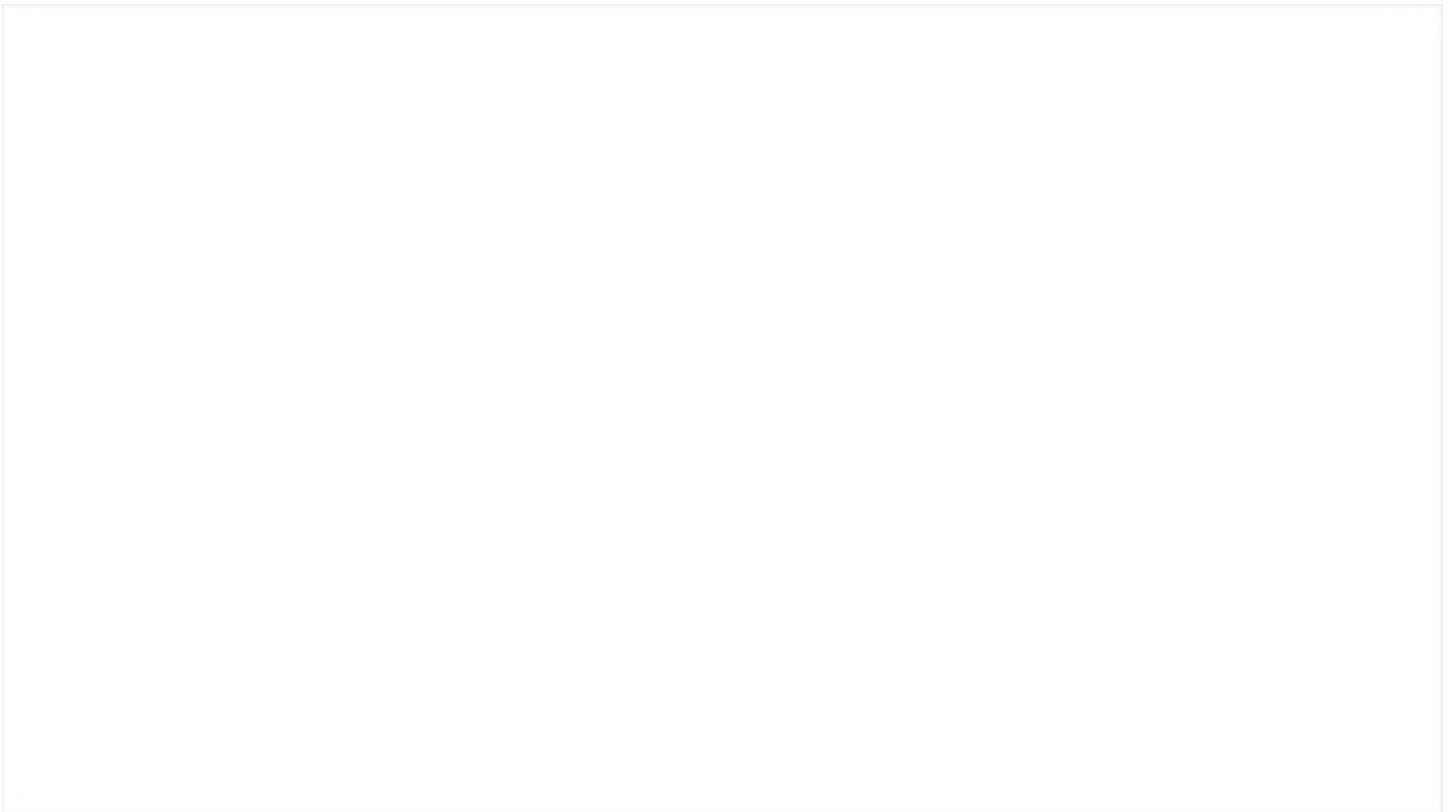


Public Transportation Changes

The adopted Transit Priority Network included Capital Metro's high-frequency service and planned expansions identified in Connections 2025 (aka Cap Remap) and Project Connect. The first round was updated to reflect the adopted Project Connect routes developed since the ASMP's adoption.

Additional evaluation of the Transit Priority Network was done with Capital Metro to revise which transit service routes were eligible to be included in the Transit Priority Network. The map below consists of the updated draft of the proposed Transit Priority Network and the overall Public Transportation System.

Explore the updated 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.



FAQ

1. How were the Proposed Street Levels and Proposed Future Cross Sections identified?

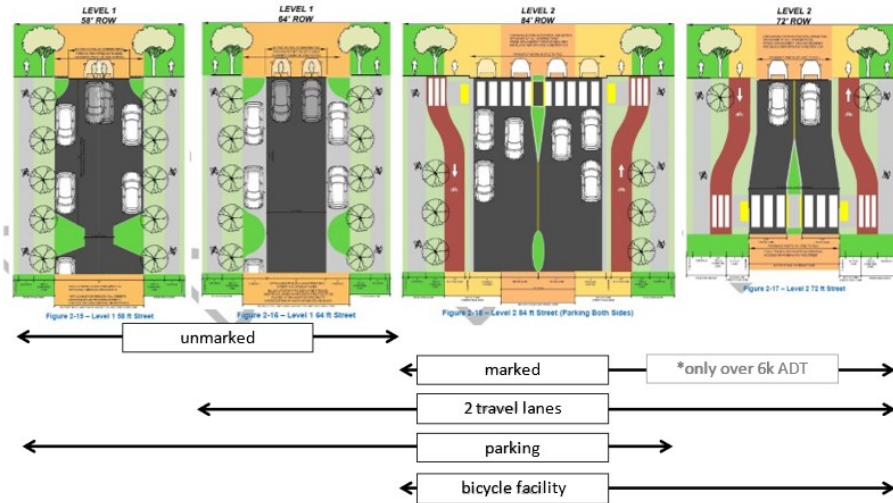
The Street Network reflects inputs from various City documents and planned projects. The Street Levels and Future Cross Sections were first adopted in 2019 using the latest resources at that time.

This amendment cycle ensures that the Street Network aligns with the relevant documents and planned projects. For example, Project Connect and several Mobility Bond corridors have completed more detailed engineering plans since the ASMP was adopted. The City's Transportation Criteria Manual (TCM) was also updated in 2021. The proposed amendments reflect these more specific engineering plans and align with the updated requirements in the TCM.

One of the most common types of Street Level reclassifications in the initial changes proposed to the Street Network released in November 2021 was the reclassification between Level 1 and Level 2 streets. This change was proposed to align the 2014 Bicycle Plan recommendations with the new TCM cross-sections. Streets that were identified to have a separate bicycle lane were classified as Level 2 Streets because that is the lowest level street with a separate bicycle lane. Streets without a separate bicycle lane are considered Level 1 Streets. See the graphic below for more information on these decisions; you can read more about them and see the different street cross-sections in our [first ASMP Storymap Presentation](#).

After receiving feedback in round one we have removed many proposals to reclassify a Level 1 Street to a Level 2 Street or vice versa. These reclassifications used recommendations from the 2014 Bicycle Plan, but this plan is currently being updated. The ATX Walk Bike Roll process will produce a new Bicycle Plan, expected to be complete in 2023. Corrections for planned bicycle facilities made through the ATX Walk Bike Roll process will be reflected into the ASMP after the Bicycle Plan's adoption.

How to choose between a Level 1 or Level 2 Street



2. Will the updated right of way requirements result in taking my property?

The ASMP Street Network is a plan to identify the necessary right of way to accommodate the ideal future conditions of a street. The Street Network includes right of way widths for the ideal future conditions to require dedication of right of way at the time of new, higher-intensity residential development or commercial development. Single-family home properties are not required to dedicate right of way when going through the building permit process. If your property redevelops at a greater use and intensity along a street with a required right of way greater than the right of way that exists today, right of way dedication would be required but is subject to *rough proportionality* per the Land Development Code. This determination would be made through the land development process, and requirements would be based on the new development's impact on the transportation network.

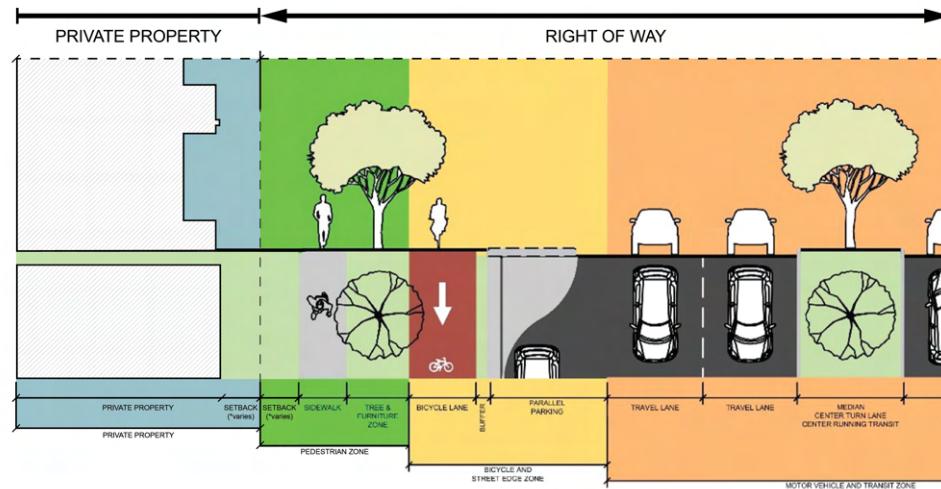
Some roadways in the Street Network reflect active Capital Infrastructure Projects, which are large-scale projects, such as corridor redevelopments or Project Connect. The Street Network is used as a reference as projects go through the Project Development Process for implementation. Some of these improvements may include expanded right of way. These projects undergo their own public process where property owners would be notified of any potential taking of property. Through this process

the project will determine the necessary amount of right of way needed, if any, to implement the project and serve the multimodal needs of the street.

Many streets will never have right of way changes but will still have multimodal improvements implemented in the future. For these operational improvements, the City of Austin will not acquire property from single-family homes to implement the improvements identified in the ASMP, even if the Street Network shows an expanded right of way. There are many established neighborhoods where the ASMP proposes a wider right of way than what exists now, but any improvements on these streets will be designed within the existing right of way. These projects would use flexible design criteria in the updated TCM to "retrofit" the project within the existing pavement. When there is not enough space to allow for a compact design, staff will prioritize the street elements based on context to allow the improvement to fit within the constrained space.

3. What does right of way mean?

Right of way, abbreviated as ROW, is the public property upon which our public facilities sit. Right of way not only includes the curb to curb street bed, but also includes the space for other public amenities, such as sidewalks, street trees, or utilities. It stretches from one property line to another.



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.

4. What is the “project development process” and how does the ASMP relate to it?

The "project development process" is the planning and engineering process for a specific project; it occurs separately from and after the ASMP. The ASMP is a bird's-eye view for planning across all of Austin. Every project that moves forward moves through its own "project development process." This is an intensive analysis of all factors that relate to a project (e.g., what is the topography, is there a school nearby and, if so, what ages does it serve, is there property that cannot be acquired within the project boundaries, like a cemetery, etc.). The "project development process" creates specific design options based on context. If, for example, the ASMP identified a street as needing to acquire ROW to build a Level 2 Street, but additional ROW could not be acquired (due to the existence of a house or cemetery, for example), the "project development process" would identify how to design around that obstacle. The TCM helps guide these decisions by identifying ways to prioritize or select certain design elements when a street must be designed in constrained conditions.

5. What is the Transportation Criteria Manual (TCM)?

The City of Austin's Transportation Criteria Manual (TCM) defines the design requirements for transportation infrastructure. The design requirements outlined in the TCM offer standards and criteria for planning, design and coordination of applicable facilities within the Full Purpose Limits of the City of Austin (City) and its Extraterritorial Jurisdiction (ETJ), if adopted by the applicable jurisdiction, including Travis County and Williamson County. defines the design requirements for transportation infrastructure.

The criteria presented in the TCM provide a foundation or starting point for engineering design decisions. It is the intent of the TCM to be used by City staff and private sector street design professionals in applying a consistent approach to street design, particularly for new streets and right of way planning. The TCM is also intended to provide guidance for street design in constrained right of way with flexible design criteria to fit existing situations that make the preferred design unobtainable. In the redesign of existing streets, additional engineering design work and public engagement may result in design features outside of the scope of the TCM. Highly constrained scenarios may vary from minimums or maximums presented in the TCM with approval of the applicable director or their designee. In addition, City Capital Improvement Projects, Corridor Construction Program Standards, or Project Connect Design Criteria may supersede the requirements of the TCM to align with highly localized contextual design, subject to final approval by the City Traffic Engineer or applicable Director. Further, engineered design will be required along Project Connect transit corridors as defined in the Project Connect Design Criteria, which may supersede the criteria of the TCM, subject to final approval by the City Traffic Engineer or applicable Director. Within any of these contexts, the TCM applies a consistent and predictable approach to street design.

The standards contained in the TCM are based largely upon the standards, guidelines, and policies set forth by the American Association of State Highway and Transportation Officials , National Association of City Transportation Officials, and the

Institute of Transportation Engineers. The criteria presented in the TCM are intended to meet the long-term goals of advancing transportation mode choice through investment and prioritization of non-automobile modes of travel, implementing measures to limit transportation demand, and increased safety for all users of the transportation network.

The design criteria established in the TCM affect the review and approval of subdivision plats, zoning change applications, right of way dedications, site plans, preliminary plans, final development plans, and capital improvement plans within the Full Purpose Limits of the City of Austin. To achieve consistency between design practices, the manual applies to all projects that impact the public right of way along all City streets.

6. What is the purpose of the Street Network?

The Street Network is a requirement of the Land Development Code to identify the amount of right of way new development must dedicate if a property is being redeveloped. Not all properties that redevelop are required to dedicate right of way. Only properties that develop into higher-intensity uses (for example, a single-family home turning into an office tower would be a property turning into a higher-intensity use) are required to dedicate right of way. Right of way dedication only applies to properties going through the zoning, subdivision, or site planning process, so someone rebuilding their own home or constructing an accessory dwelling unit (ADU), for example, would not have their property subject to right of way dedication.

7. Will any of these proposed amendments change the zoning of my property?

The ASMP and Street Network criteria, such as the Street Level reclassification and Transit Priority Network, do not change zoning. All zoning permissions and changes are regulated by the Land Development Code and approved zoning. The suggested changes to a Level 2 Street were identified to account for the recommended

bicycle facility in the 2014 Bicycle Plan if new development and commercial redevelopment occurs. 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.

8. What is the relationship between the ASMP and ATX Walk Bike Roll?

The ATX Walk Bike Roll process is currently updating the 2014 Bicycle Plan, which is presently our City's official, adopted Bicycle Plan. This process is also updating our Sidewalk and Urban Trail plans, and ATX Walk Bike Roll will produce three separate plans. For the Bicycle Plan, this planning process will identify the type and location of bicycle facilities across our community. Please participate in this process if you are interested in a specific bicycle facility on a particular street.

9. What are the abbreviations used to describe the Future Cross Sections?

The generalized classification of a roadway describes the number of lanes, if a segment is divided or undivided, and if a facility is one-way. Special designations are given for highways (-H), rural county roads (-N), one-way streets (O), and future Non-Curbed and Guttered Streets (-S). Possible Entries are: 2U, 3U, 2D, 4U, 5U, 4D, 6D, 7U, 10, 20, 30, 40 where the number represents the number of lanes on the road (any of these designations can include “-OP” for on-street parking).

2U	2 travel lanes, undivided
3U	2 travel lanes with a center turn lane
2D	2 travel lanes, with a raised median
4U	4 travel lanes, undivided
5U	4 travel lanes with a center turn lane
4D	4 travel lanes with a raised median
6U	6 travel lanes, undivided

6D	6 travel lanes with a raised median
10	1 travel lane, one-way
20	2 travel lanes, one-way
30	3 travel lanes, one-way
40	4 travel lanes, one-way

One-way streets (O) can include transit-only lanes in the number of travel lanes, e.g. 40 = 4 travel lanes (3 general purpose lanes + 1 transit-only lane)

For more information on these configurations, please consult the [Transportation Criteria Manual](#).

Provide Feedback

Now that you've reviewed our updated Storymap Presentation, please consider providing us feedback via our feedback form below. This form is an opportunity to comment on the updated draft of the proposed amendments and respond to the efforts taken by the ASMP Team to address feedback collected from October 2021 to February 2022. This form will be open thru March 31, 2022.

If you are viewing this on a mobile device, please tap the form icon below to open the form.

If you have any questions or comments about the ASMP, this amendment process, or if you are having difficulty using the engagement materials provided, please email ASMP@austintexas.gov.

Appendix D: ASMP Website



The ASMP is Austin's first comprehensive, multimodal transportation plan, and guides our short- and long-term transportation projects, programs, initiatives, and investments. Adopted in April 2019, the ASMP plans for all the ways we get around Austin. This includes driving, walking, bicycling, rolling and taking public transportation.

[Haga clic aquí para leer esta página web en español.](#)

ASMP Amendment Process: Round 2

The Austin Strategic Mobility Plan (ASMP) began its two year update in 2021. In October 2021, the ASMP Team began taking feedback on proposed new policies, and in November 2021 we began asking for feedback on updates to the Street Network Table and Map. The first round of public engagement for this process ended on January 30, 2022. Since then, the ASMP Team released a [Round 1 Public Engagement Report](#) summarizing all of the feedback we received from the community on both the proposed policies and Street Network amendments.

Please see below for more information about specific amendments being presented moving forward. If you are prepared to provide feedback on the proposed amendments that are being presented to Boards & Commissions, [please use our feedback form.](#)

Policy Document

The ASMP team released a full, redlined ASMP document to reflect the amendments proposed during this process. You can view the [full ASMP document with changes tracked here](#), and also view the [amendment log that reflects all of the changes here](#). The proposed changes can be found using the bookmarks in the document or the page number referenced in the amendment log.

Street Network Map

You can view the updated draft of the [proposed amendments in our Street Network Amendments Storymap Presentation](#), which also outlines several changes to what we are proposing based on feedback received during the first round of public engagement. The changes to the Street Network included in the presentation above will be presented to Boards & Commissions. The public can provide feedback on these changes, as well, using our feedback form at the end of the Storymap Presentation.

If you would like to view the Street Network Amendments Storymap Presentation from round one of public engagement, [the round one amendments presentation can be found here](#). This feedback map from round one is now closed, so be sure to use the new feedback form linked above.

Next Steps

The ASMP Team is now taking the next step in this process to present to Boards & Commissions. You can view the [presentation that our team will provide here](#). Links for more information about how to participate in each meeting can be found on the webpages for each Board & Commission, linked below.

The ASMP Team will present at the following Boards and Commissions, including the Council Mobility Committee:

- [Urban Transportation Commission](#): Tuesday, March 1, 5 pm
- [Pedestrian Advisory Council](#): Monday, March 7, 6 pm
- [Planning Commission](#): Tuesday, March 8, 6 pm
- [Council Mobility Committee](#): Thursday, March 10, 1 pm
- [Bicycle Advisory Council](#): Tuesday, March 15, 6 pm
- [Zoning and Platting Commission](#): Tuesday, March 29, 6 pm
- [Comprehensive Plan Joint Committee](#): Thursday, April 14, 12 pm
- [Planning Commission](#): Tuesday, May 10, 6 pm

After going through the Boards & Commissions process, the final steps include a Public Hearing at City Council. This is expected to be in late May, but it is subject to change. An official notice will be posted before the Council hearing date, and we will keep you up to date as well.

Provide Feedback



The ASMP Team will continue to take feedback throughout March on the proposed ASMP amendments. You can comment on both the proposed ASMP Policy Document changes and Street Network Amendments using our [feedback form](#).

If you have any questions or comments about the ASMP or this amendment process, or if you are having difficulty using the engagement materials provided, please email ASMP@AustinTexas.gov. If you identify any information you believe to be an error, please also contact the ASMP team.

Printable materials are available, including:

- [**The Round 2 Street Network Amendments Storymap Presentation**](#)
- [**A Map Book of the Round 2 Updated Street Network Map**](#)
- [**The associated Updated Street Network Table**](#)

The City will continue to provide information throughout this process, but you can also [**subscribe to Austin Transportation's Mobility Newsletter**](#) for week-by-week updates on mobility in Austin.

[**Join the ASMP mailing list**](#) to receive ASMP-specific updates.

Austin Strategic Mobility Plan



Adopted April 11, 2019

2021 ASMP Amendments

PLANNING COMMISSION

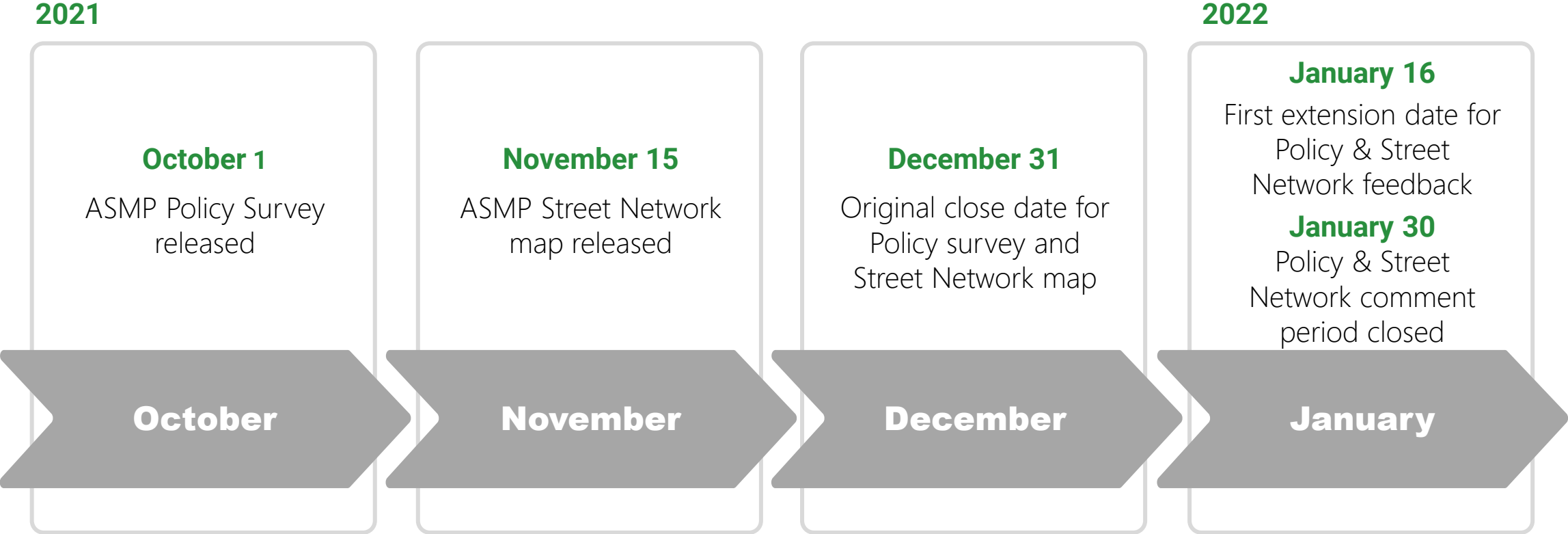
MARCH 8, 2022

COLE KITTEN, DIVISION MANAGER
AUSTIN TRANSPORTATION DEPARTMENT

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

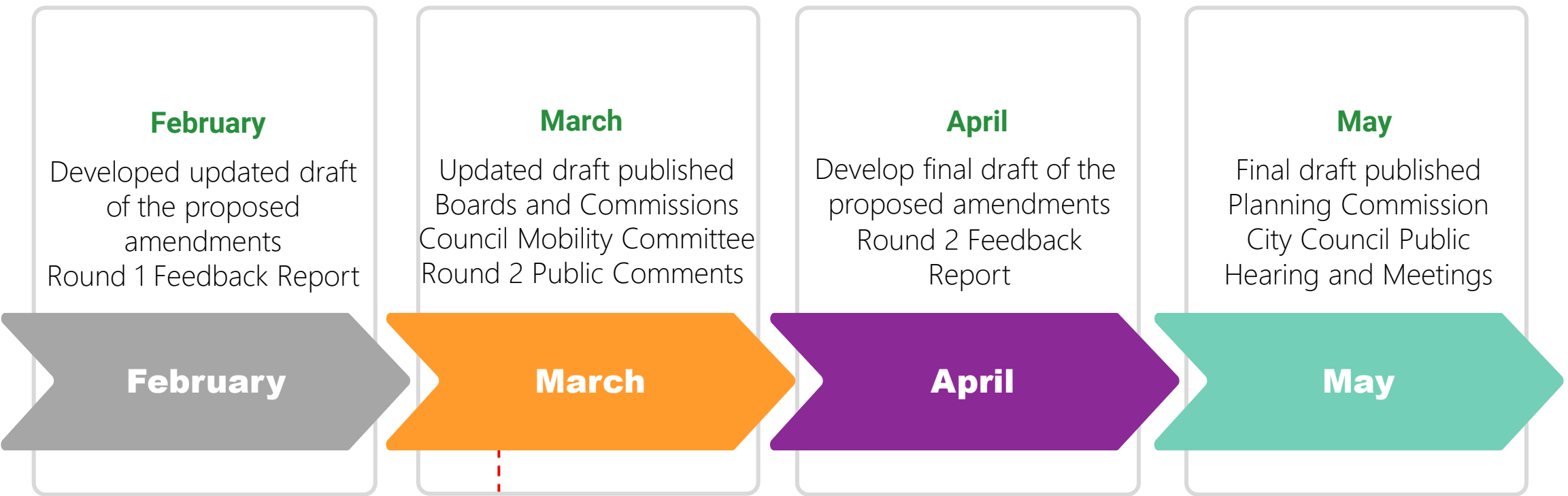


**Internal Review began May 2021
Updates were provided to Mayor and City Council via memos dated [6/10/2021](#), [9/30/2021](#) and [12/1/2021](#)*

October - January
Round 1 Public Comments

Timeline | Remaining Feedback Schedule

2022



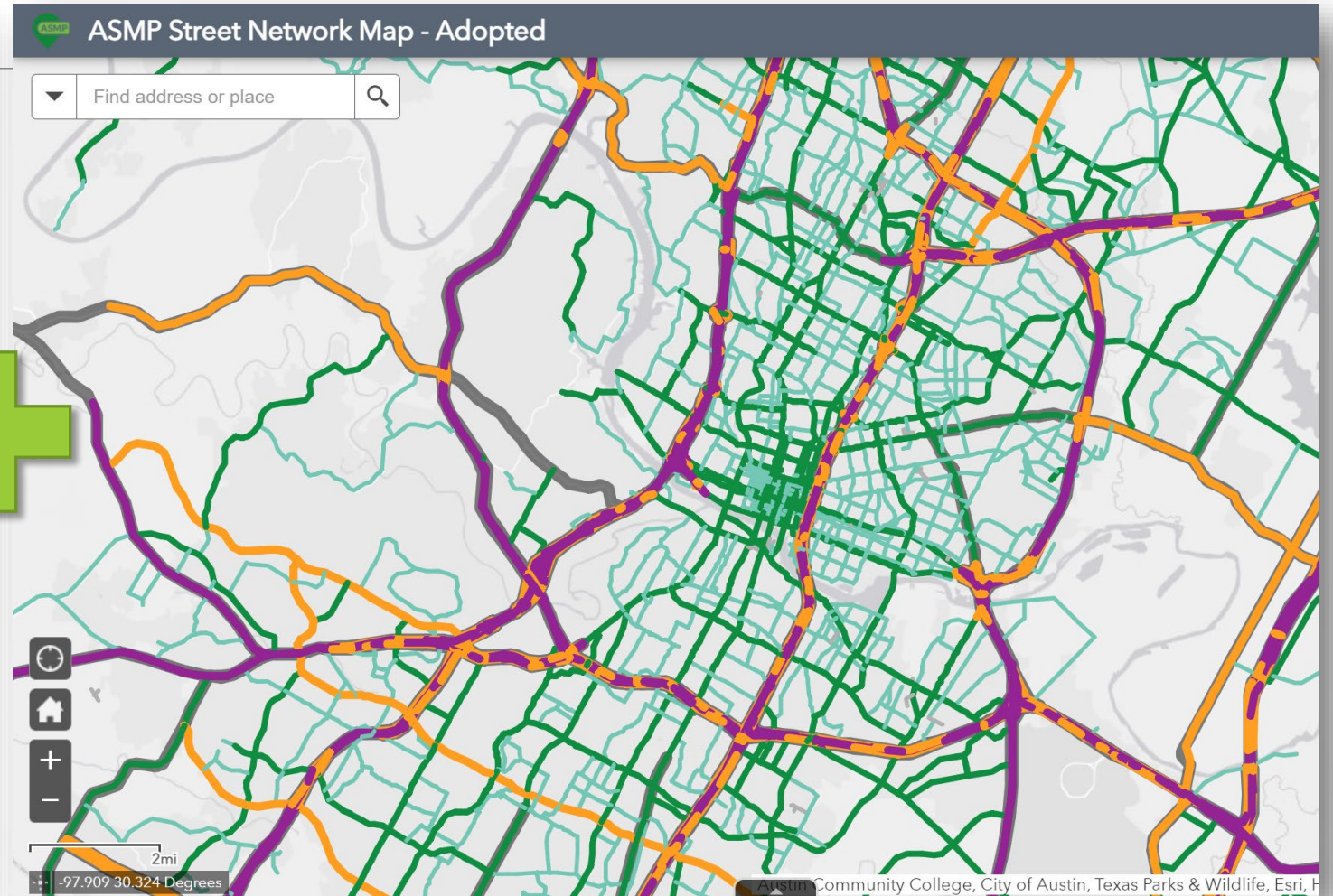
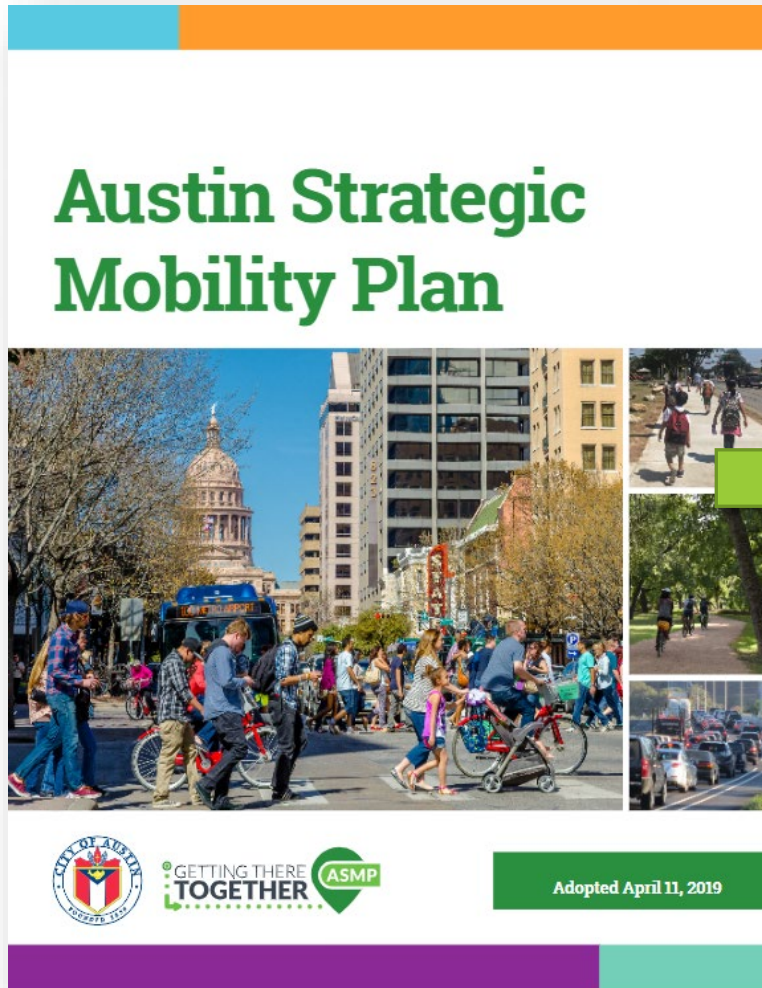
**Notification for the second round of comments was sent out to the Community Registry on February 28*

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



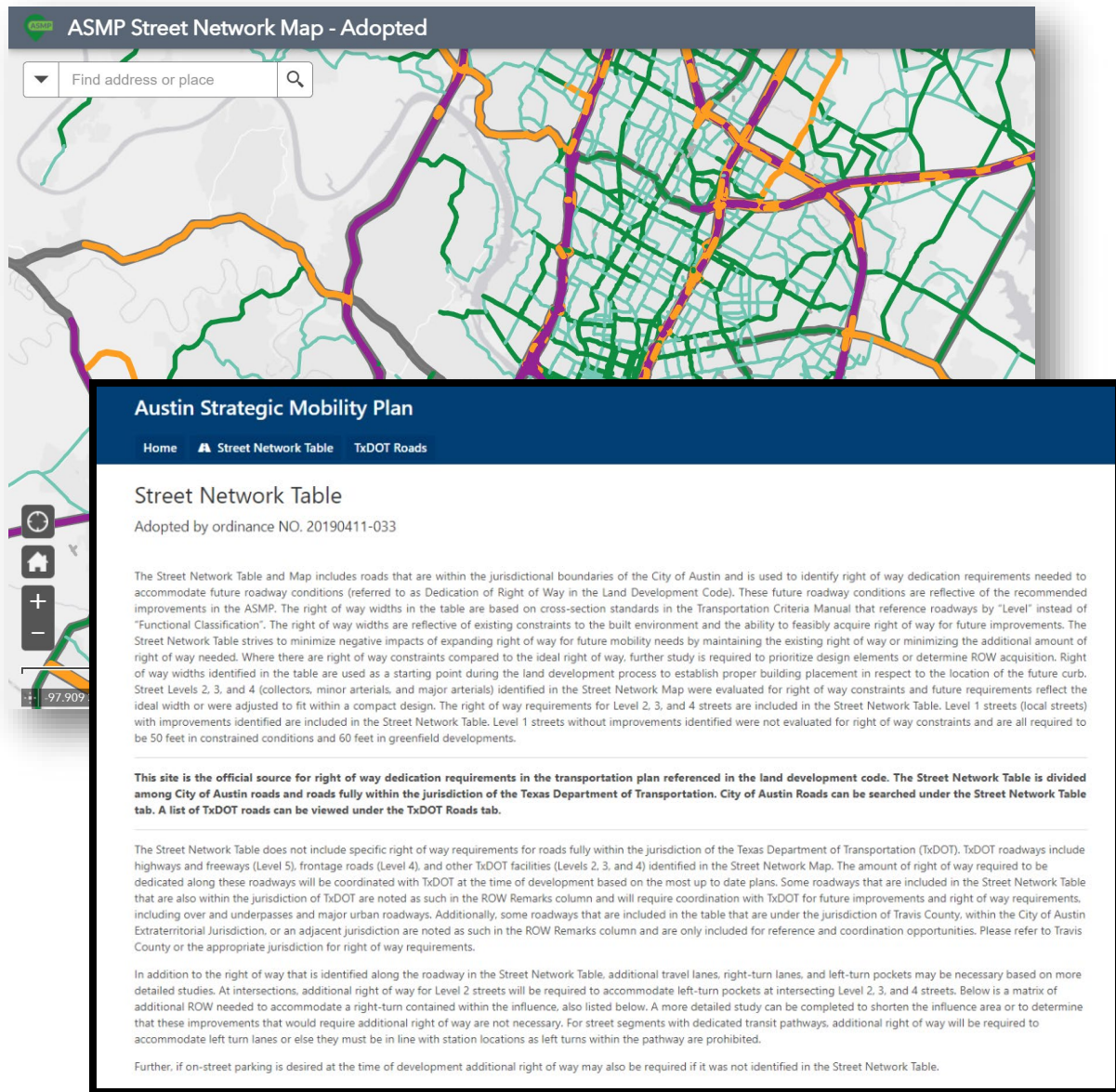
ASMP | Policy Document

Austin Strategic Mobility Plan



Adopted April 11, 2019

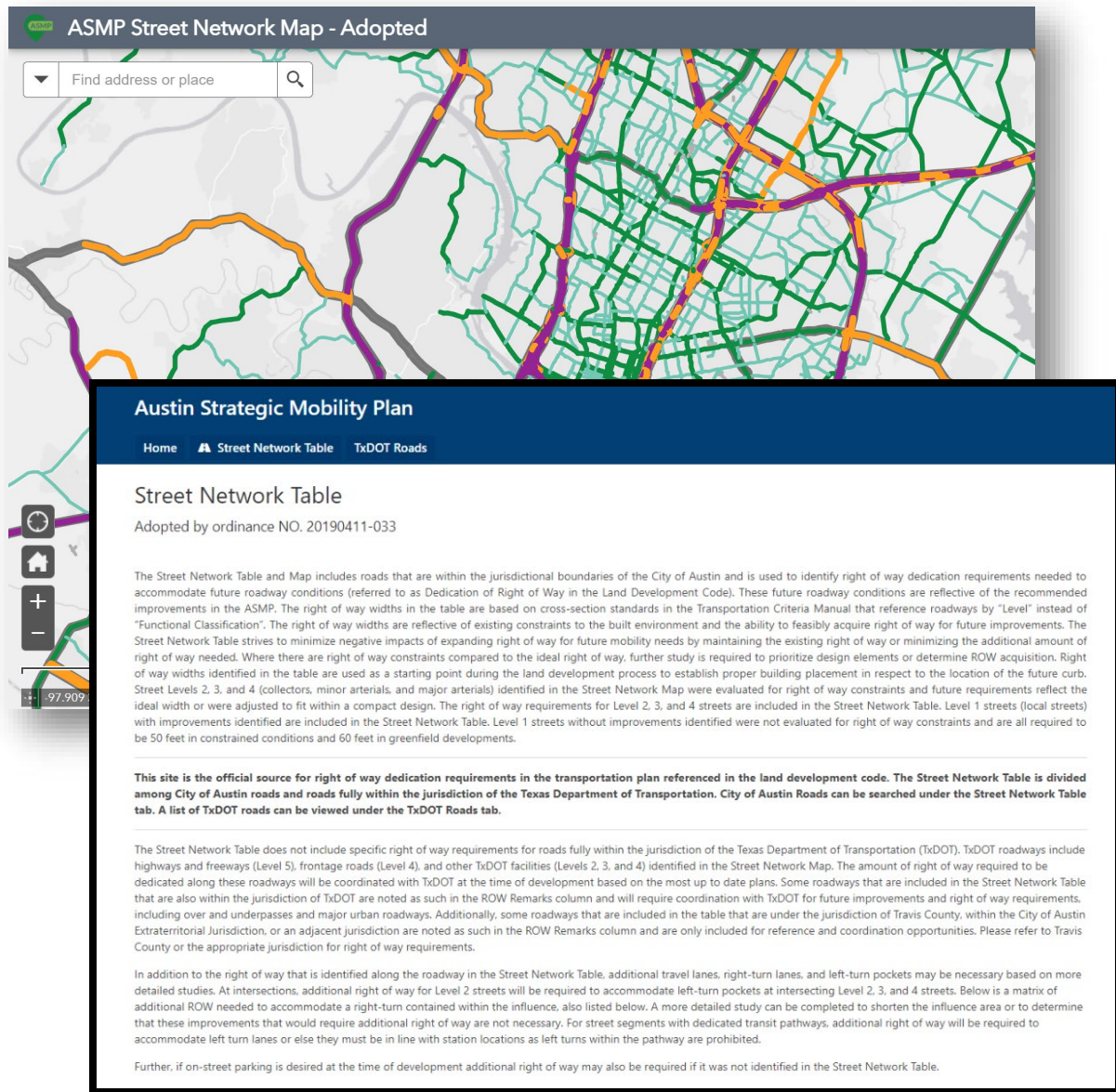
- A comprehensive multimodal transportation plan for the future of our transportation network
- **50 / 50 mode share**
- Includes:
 - Indicators + Targets
 - Policies
 - Action Items



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

**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)*



Mexico City, Paseo de la Reforma every Sunday

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

**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



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

Fairfield Dr & N Lamar, Austin, Tx February 2021



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

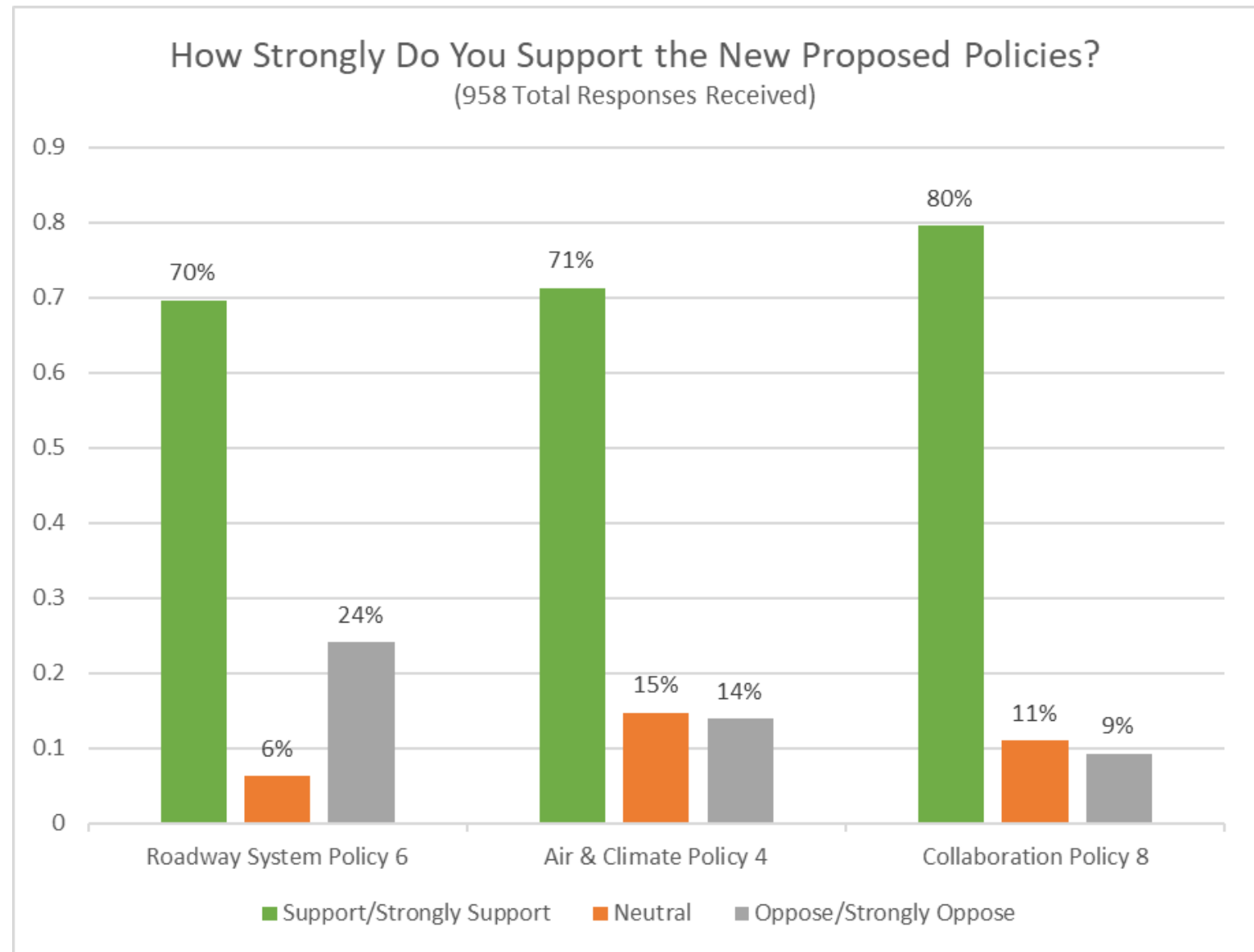
**Full text can be found in the ASMP Redline ID-20, pg. 268*

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

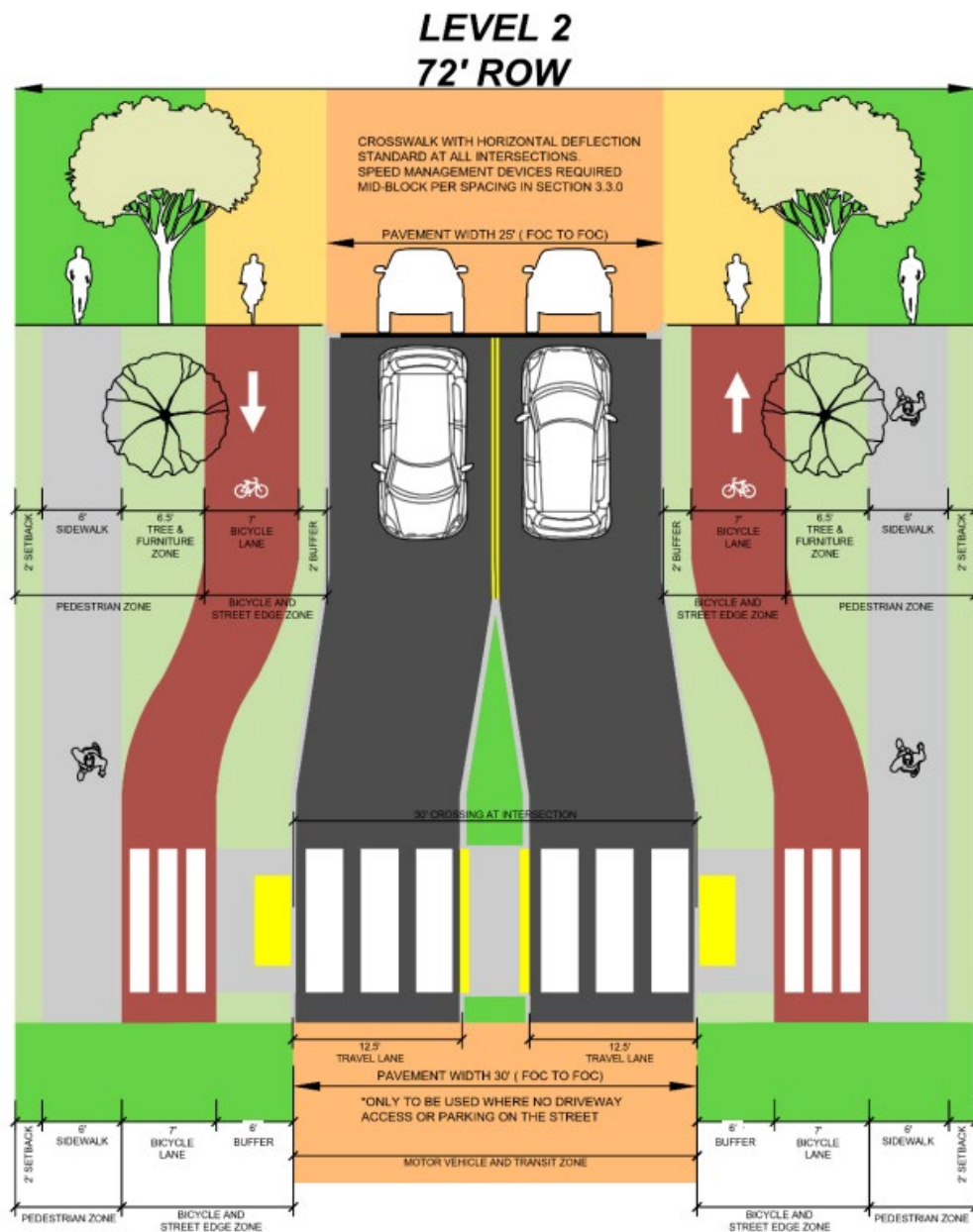
The Street Network reflects inputs from various City documents and planned projects.

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://austintexas.gov/ASMP)*

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

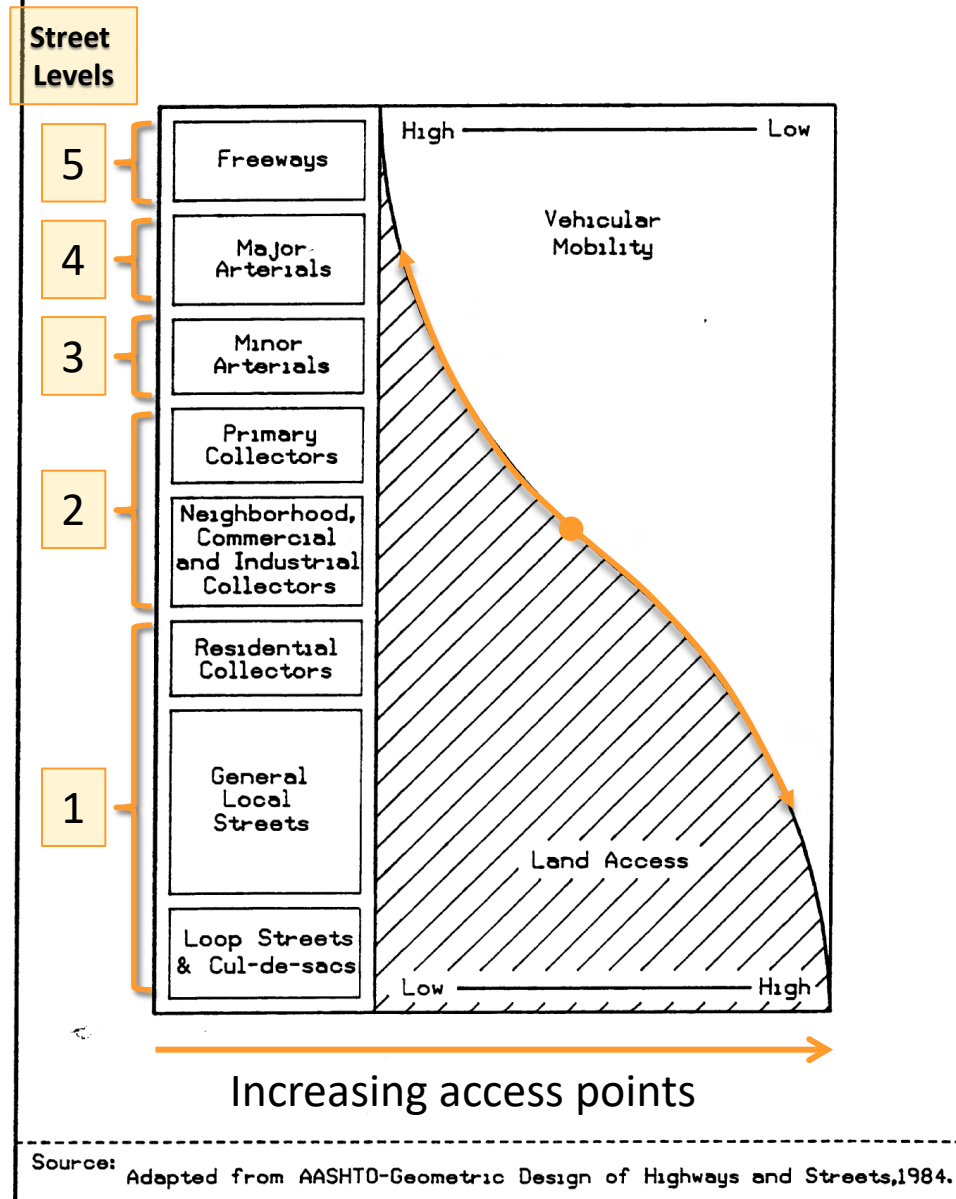


Alignment | 2021 TCM

- 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)*

Increasing volumes, through traffic, and speeds

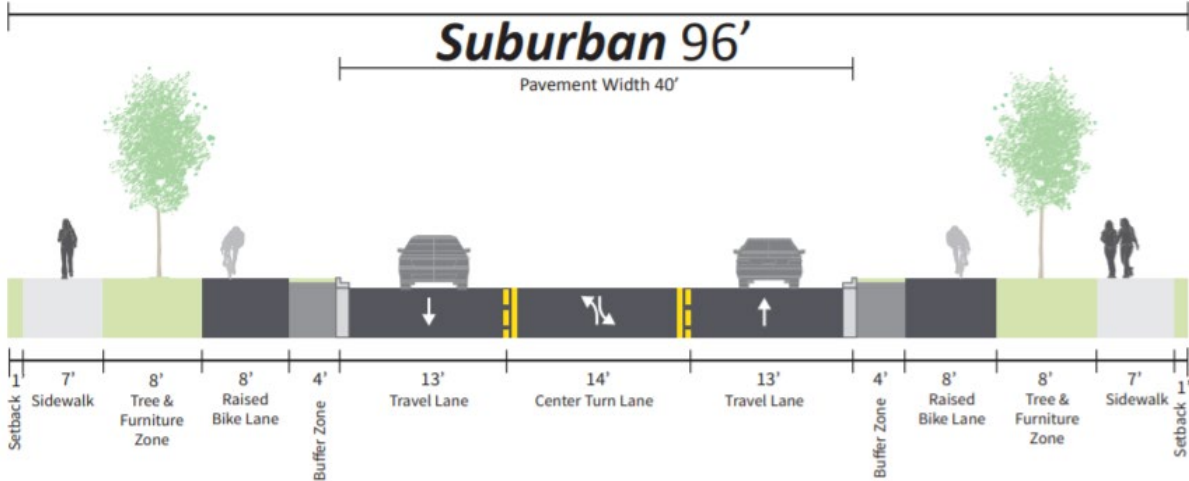


Alignment | 2021 TCM

- 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.

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.

Example | 2021 TCM



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

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
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Minimum ROW	72.63
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Required ROW	96
ROW Remarks	Further study required for prioritizing design elements or ROW acquisition.

Proposed Change

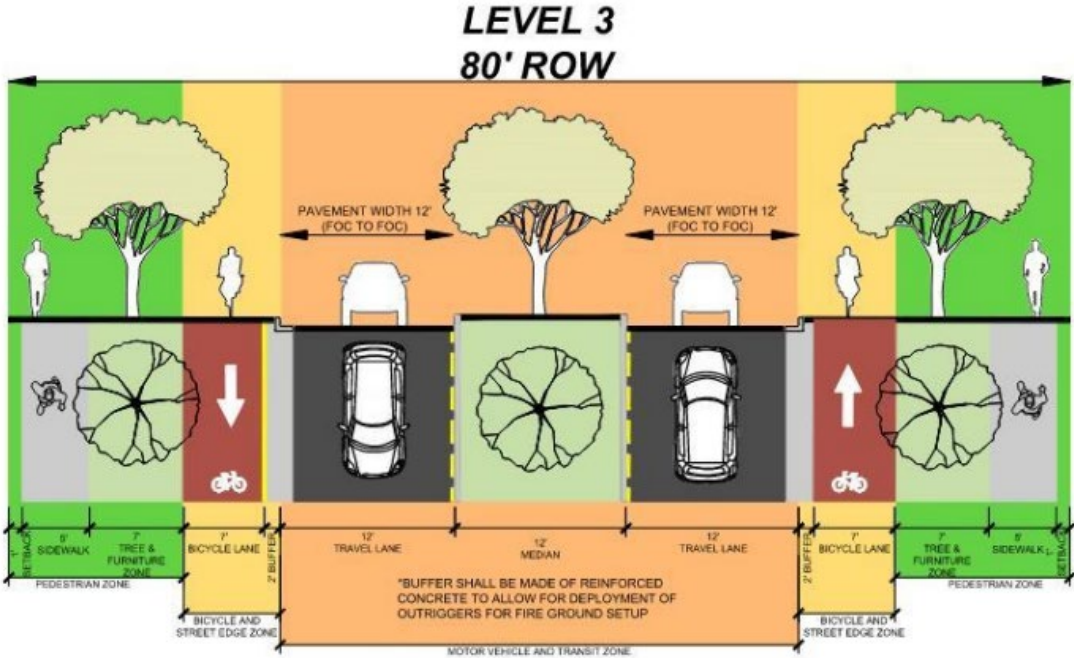
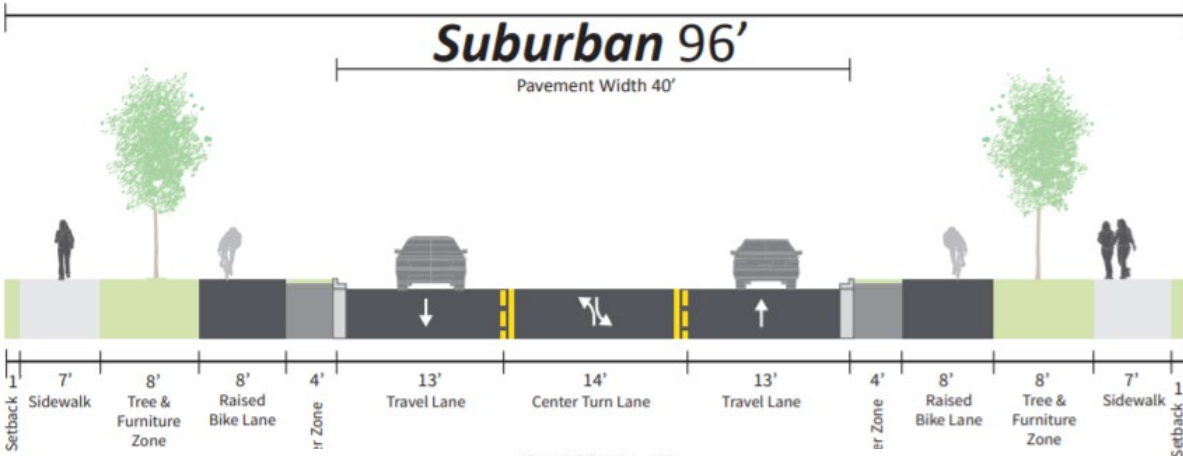
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2D

80

updated

Example | 2021 TCM



*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

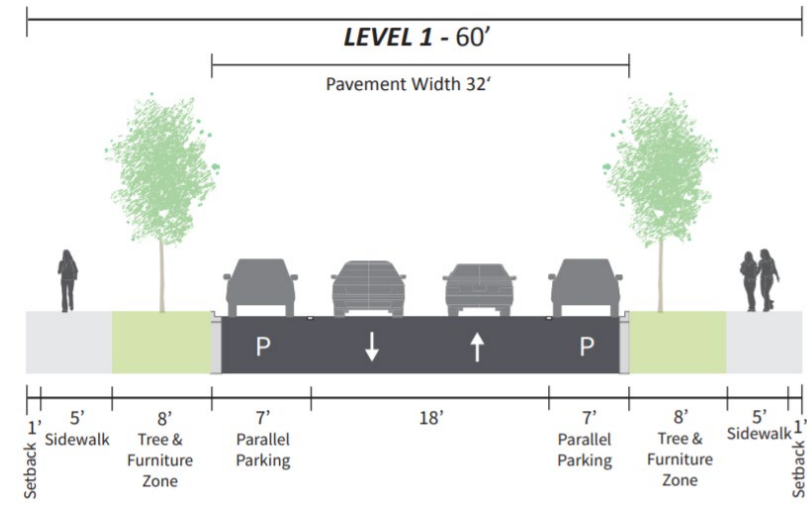
Alignment | 2014 Bicycle Plan

- 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

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	



Example | 2014 Bicycle Plan



**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

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	

Proposed Change

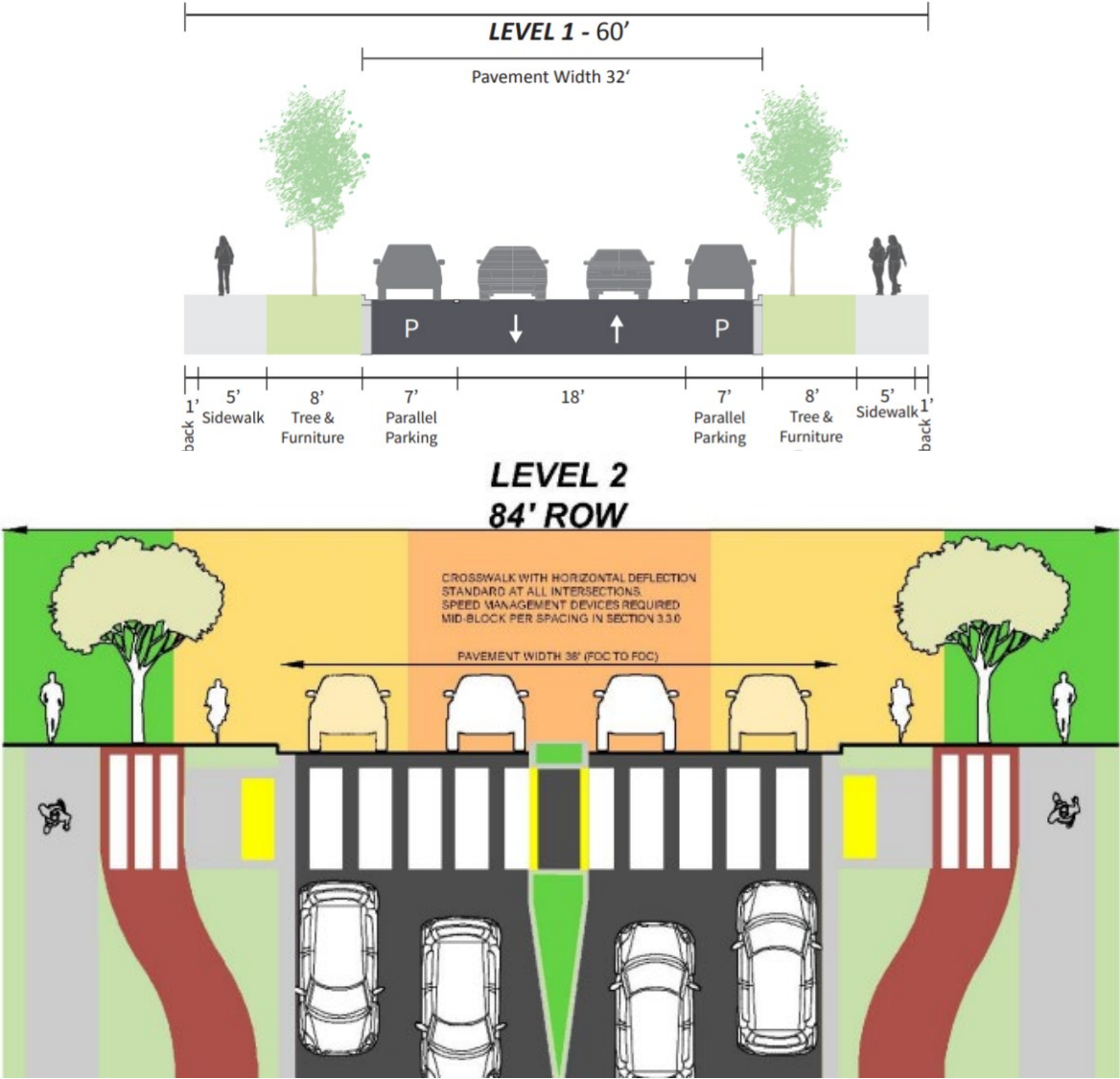
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2U-OP

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)

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

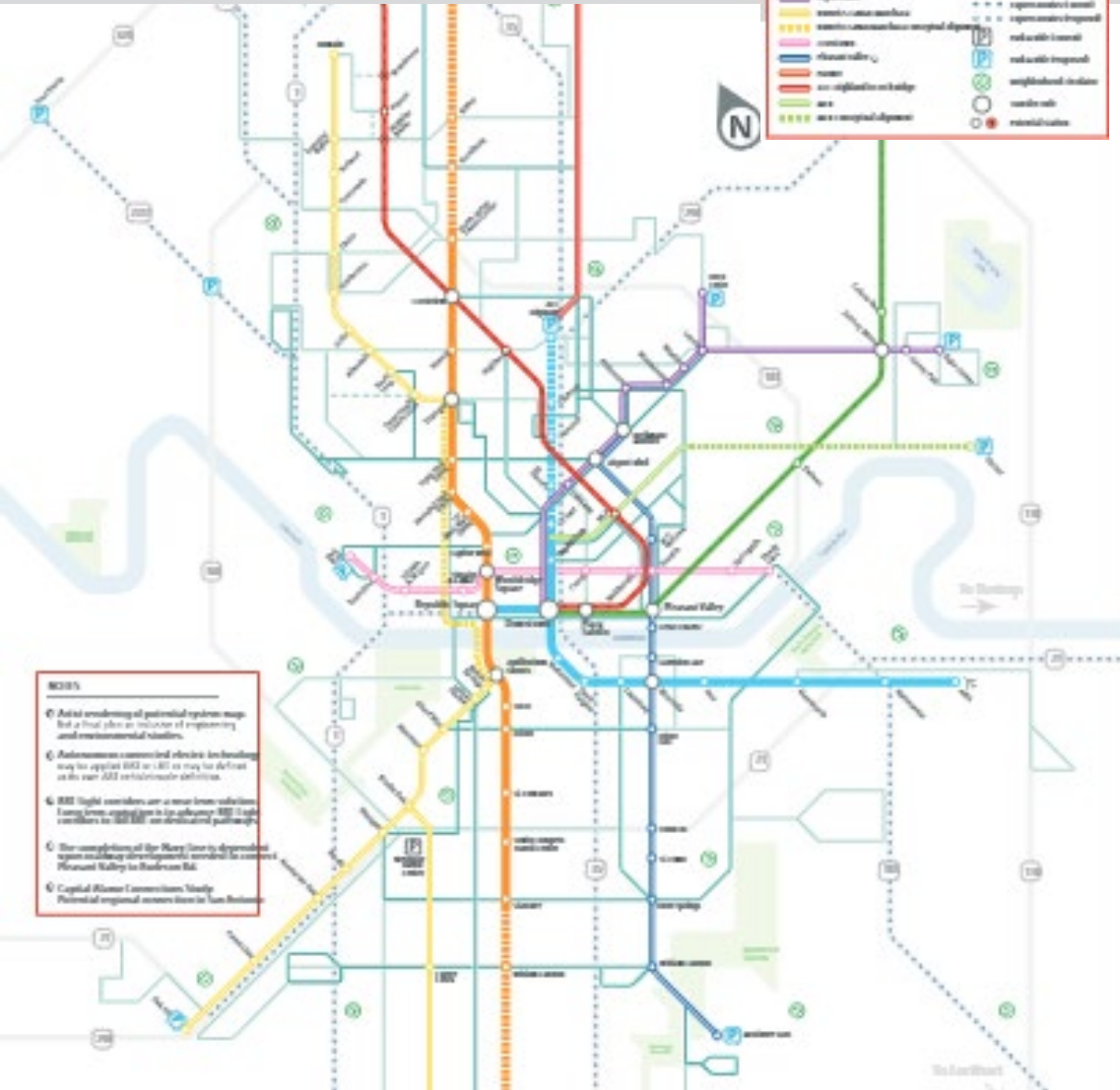


Rio Grande St & W 21st St, Austin, TX

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

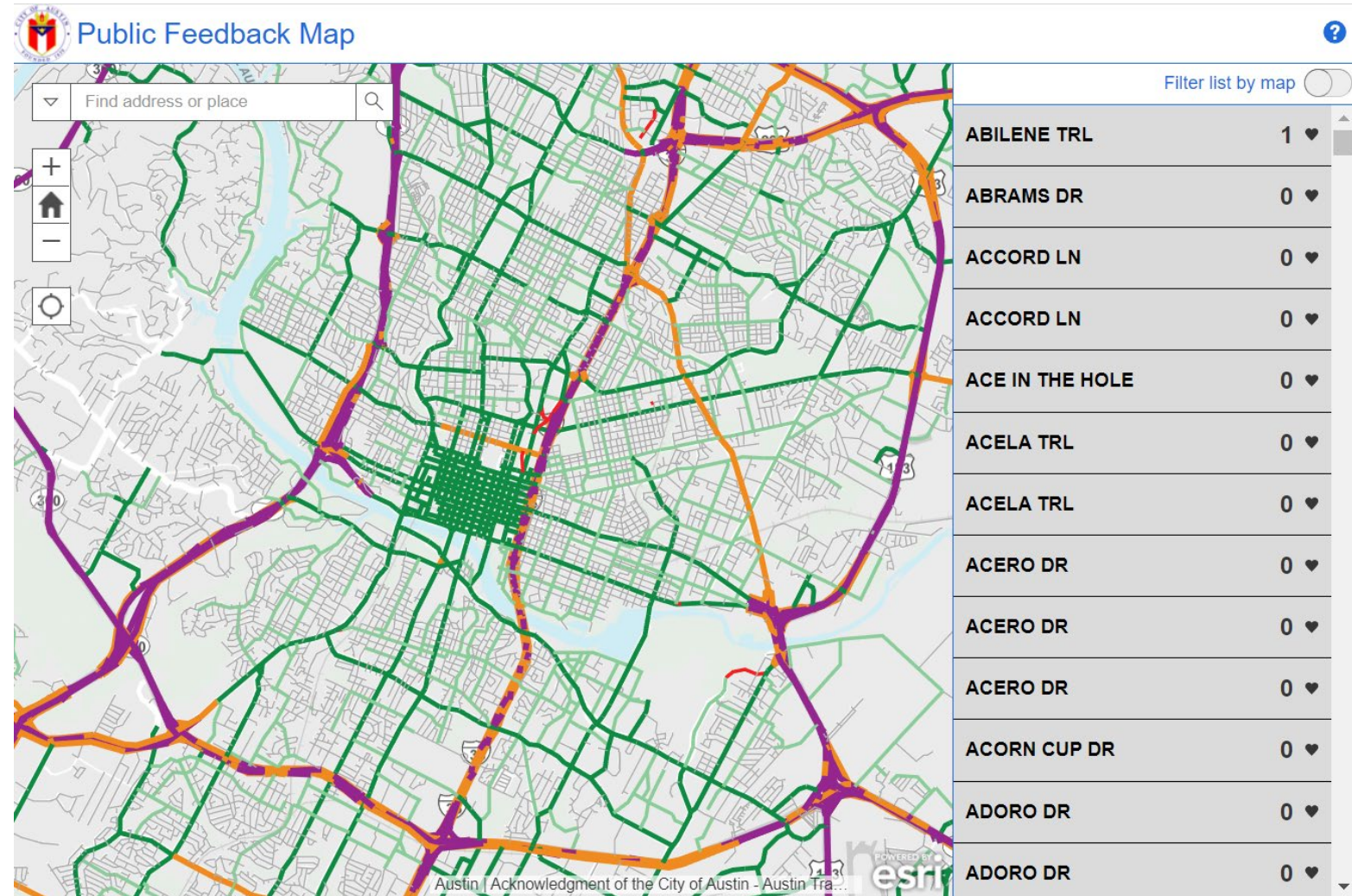


Image of the Public Feedback Map used in Round 1

**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

Appendix F: Community Registry Email

Follow the Austin Strategic Mobility Plan through Boards and Commissions

The Austin Strategic Mobility Plan (ASMP) began its two year update in 2021. In October 2021, the ASMP Team began taking feedback on proposed new policies, and in November 2021 we began asking for feedback on updates to the Street Network Table and Map. These amendments focused on aligning the Street Network with adopted City documents, engineering plans, and the newly updated Transportation Criteria Manual.

What's Next

The ASMP is now taking the next step forward in this process. The ASMP Team will present the proposed amendments and related public feedback, collected from Fall 2021 to early 2022, to City Boards and Commission and the City Council Mobility Committee. These presentations will reflect an updated draft of the proposed amendments, which includes changes to some of the proposed amendments based on the feedback received so far. These presentations are also another opportunity for the community to provide comment on the proposed ASMP changes.

The ASMP Team will be presenting at the following Boards and Commissions:

- [Urban Transportation Commission](#): Tuesday, March 1, 5 pm
- [Pedestrian Advisory Council](#): Monday, March 7, 6 pm
- [Planning Commission](#): Tuesday, March 8, 6 pm
- [Council Mobility Committee](#): Thursday, March 10, 1 pm
- [Bicycle Advisory Council](#): Tuesday, March 15, 6 pm
- [Zoning and Platting Commission](#): Tuesday, March 29, 6 pm
- [Comprehensive Plan Joint Committee](#): Thursday, April 14, 12 pm
- [Planning Commission](#): Tuesday, May 10, 6 pm

After going through the Boards and Commissions process, the final steps include a Public Hearing at City Council. This is expected to be in late May, but it is subject to change. An official notice will be posted before the Council hearing date, and we will keep y'all up-to-date as we learn the details.

Please note that as we continue to move through this pandemic the virtual or in-person status of these meetings may change. Please check each Commission's website for the most up-to-date information, provided in the links above.

Continued Feedback and More Information

The ASMP Team will continue to take feedback throughout March on the proposed ASMP amendments. You can comment on both the proposed changes to the ASMP policy document and Street Network proposals using this [feedback form](#).

The [ASMP website](#) has been updated to reflect our appearances at these meetings, and we have also uploaded more information on this process. This includes:

- [A full ASMP document with changes tracked](#)
- [An Amendment Log reflecting the changes we're proposing to the ASMP document](#)
- [An updated draft of the proposed Street Network Amendments and ASMP maps](#)
- [A copy of the presentation we will be giving to different Boards and Commissions](#)
- [A report on the feedback we heard during the first round of comments on this amendment process](#)

If you have any questions or comments about the ASMP or this amendment process, or if you are having difficulty using the engagement materials provided, please email ASMP@AustinTexas.gov. In addition, subscribing to [Austin Mobility News](#) is a great way to stay informed about what is happening with the ASMP, as well as other City mobility happenings.

ASMP Amendment Update

Actualización a las enmiendas del ASMP

The Austin Strategic Mobility Plan (ASMP) is getting an update, and we need your input!

El Plan Estratégico de Movilidad de Austin (ASMP por sus siglas en inglés) comenzará su primera actualización y ¡necesitamos su opinión!

The ASMP is Austin's comprehensive, multimodal transportation plan. It was first adopted in 2019, and it plans for all the ways we get around Austin. Recent events have led the ASMP Team to analyze the existing policies and maps, and now we're suggesting a few amendments we'd like your thoughts on. Your input will help shape what the ASMP team will present to City Council in 2022.

El Plan Estratégico de Movilidad de Austin es un plan integral de transporte multimodal que se adoptó por primera vez en el 2019. Este plan cubre todas las maneras en cómo nos desplazamos por Austin. Eventos recientes han llevado al personal del ASMP a analizar las políticas y mapas existentes. Por esto, sugerimos nuevas enmiendas y queremos saber su opinión. Su opinión nos ayudará a modificar la información que el equipo del ASMP presentará ante el Concejo de la ciudad en el 2022.

Provide feedback on policy amendments and on the Street Network changes through our feedback form. You can also send us an email with your comments to ASMP@AustinTexas.gov. Visit AustinTexas.gov/ASMP for links to the survey and for more information.

Comparta sus comentarios sobre las enmiendas y los cambios a la red de carreteras mediante una encuesta. También puede enviar un correo electrónico con sus comentarios a ASMP@AustinTexas.gov.

Visite AustinTexas.gov/ASMP para el enlace a la encuesta y para obtener más información

Feedback Form



**Questions? ¿Preguntas? • AustinTexas.gov/ASMP
ASMP@AustinTexas.gov • 512-974-1150**



Appendix H: Neighborhood Association Position Statements

March 3, 2022

Dear Mayor Adler, Council Members, and Board Members,

On behalf of the W. 31st Street Creekside Neighborhood Association, we are writing to express our near-unanimous opposition to the proposed technical reclassification of W. 31st Street.

As parents, residents, and business owners who are some of the most frequent daily users of W. 31st Street, we share a common desire to promote the safest possible conditions for pedestrians, bicyclists, and other commuting families. We want to ensure that the built condition of W. 31st Street adequately reflects the street's inherent challenges and promotes a safe, functional pathway for as many modes of transportation as can reasonably be supported by a street that averages only 28' in width.

While we understand ATD's desire to create administrative "alignment" between prior City plans and the new Transportation Criteria Manual (and the intended bicycle facility characteristics of Level 1 and 2 streets), we cannot support a proposed change that is so deeply insensitive to the physical and contextual constraints at play on this street. To that end, we respectfully request that this proposed street reclassification be declined and that W. 31st Street remain a Level 1 street.

The notion that W. 34th Street (between N. Lamar and Shoal Creek Blvd.) is envisioned as a Level 1 street with no protected bike lane defies common sense. Along this stretch, W. 34th Street averages approximately 40' in width and currently supports on-street bike lanes on both sides of the street. By comparison, W. 31st Street which averages approximately 28' in width and is further constrained by heritage trees, creek topography and school traffic, can barely support a 4'-5' bike lane in a safe manner.

The proposed classifications of these two streets are completely incongruous which leads one to question whether the underlying prior plans to which they are attributed best serve the needs of residents in the area. To the property owners on this street, this reclassification would create excessive demands of what is a predominantly residential street with a school for young children.

Additionally, it is worth noting that over the past two years we have worked alongside St. Andrews School, the Austin Transportation Department, members of the Urban Trails program staff, and other interested parties to study (via a temporary street pilot program) whether an expanded on-street path might be functional. While the pilot created dangerous conditions for cyclists, pedestrians and drivers, it also helped bring into focus a handful of creative potential solutions which require further study.

The main takeaway for the property owners on this street, however, is that the addition of an expanded on-street path to meet Urban Trail aspirations is highly problematic given the physical constraints of this street. Options which do not ignore the potential to expand the sidewalk on the north side of the street would better serve all parties. Additionally, it bears noting that the Neighborhood Association and the School are united in opposition any effort to convert W. 31st Street / Shoal Creek to a one-way street, as has previously been posited by ATD and the Urban Trails program.

Lastly, the 84' ROW that would accompany a Level 2 street reclassification is concerning to our property owners. While we understand the City has clarified that it will not acquire right of way in established neighborhoods to build bicycle facilities or add parking, the expanded ROW component of the Level 2 classification could dramatically limit a property owner's ability to rebuild in the future. For property owners whose lots are constrained by a flood plain, this open-ended and potentially heavy-handed constraint on future redevelopment of homes and businesses makes it exceptionally difficult to trust the process.

Given the above concerns, we humbly request that you reconsider the proposed reclassification of this street and instead allow details of continued street design discussions to move forward under the Level 1 classification.

We encourage you to consider a less rigid, one-size-fits-all approach which better imagines the potential of what might be achieved on W. 31st Street / Shoal Creek Blvd. With further careful planning, it is possible to meet the needs of pedestrians and trail users by enhancing the existing grade-separated sidewalk; to improve young student pick-up/drop-off areas while providing vehicles room to maneuver safely with fewer blind spots; and to guide cyclists through safer bike lane conditions free from the obstructions of pedestrian trail traffic.


The City does not have to resolve these challenges in one fell swoop. All we ask is that resist the temptation to predetermine the fate of this street.


Thank you sincerely for your time and consideration.



Jason Thompson
[Redacted]


Stephen Thompson
[Redacted]



Melissa Grubb
[Redacted]

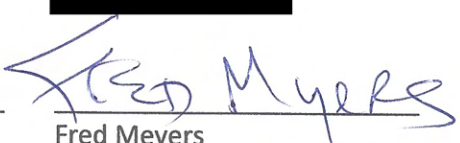

Tom Grubb
[Redacted]

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Gail Eckhardt
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Steve Britt
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John Resig
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Jennifer Meyers
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Fred Meyers
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Celia Dugger
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Diana Staehle
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Susan Phillips
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Ann Coffin
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Dan Renner
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Kimberly Renner
[Redacted]

DocuSigned by:

Brandon Armbruster
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Allandale Neighborhood Association • P.O. Box 10886 • Austin, Texas 78766

February 16, 2022

Reference:

2021 ASMP Street Network Amendments and ATX Walk Bike Roll

Dear Council Member Leslie Pool and Cole Kitten: Division Manager, Systems Development Division, ATD

Through ATX Walk Bike Roll (ATXWBR) and the Austin Strategic Mobility Plan (ASMP), the city of Austin proposes to update Austin's bicycle, sidewalk, and urban trail infrastructure for increased multi-modal safety and connectivity. The city is considering whether certain neighborhood streets, such as many in Allandale, should be classified as Level 2 streets with designated bicycle lanes.

In general, the Allandale Neighborhood Association (ANA) recommends that internal neighborhood streets be maintained as Level 1 streets, with the preferred designation as Neighborhood Bikeways for several reasons explained below.

Streets internal to our neighborhood have a significant amount of pedestrian traffic, with occasional bicycle and automobile traffic. Speed limits are low (25 mph), and speed calming devices are in place on parts of our shared use roadways. We support options to enhance cycling safety such as sharrows and signage.

The Allandale Neighborhood Association (ANA) requests the following changes to streets identified in both the ASMP public feedback map and the ATXWBR public input map:

1. Daugherty, Pegram, Ardath, segments of Vine and Twin Oaks should remain as street level 1 since this classification is consistent with their character and safe for cycling.
2. White Horse Trail should remain as street level 1 for the same reason.
3. White Rock is currently identified as level 2 but is recommended for both an expanded ROW as well as a protected (all ages and abilities) bikeway. Reclassification to a level 1 street is recommended. The existing roadway width may allow for speed humps similar to Greenlawn, identified by our bicycling neighbors as comfortable and safe for this travel mode.

4. Hancock Drive east of Bull Creek to Burnet, and North Loop are currently designated as level 3 streets with recommendation for protected bike lanes and a median replacing the center turn lane. We support this, if access to the north and south sides of these streets is made available with breaks in both the median and barriers in the bike buffer zones.
5. W. 49th St. east of Shoal Creek includes a long stretch from Burnet to Woodview with a connecting footbridge over Crestmont Park to the remaining W. 49th St. snippet. The longer stretch of this street has speed humps, is primarily residential, and currently designated as level 2, while the segment across Crestmont Park is proposed for level 2 classification. We recommend this street be designated as level 1 in full for the same reasons noted above.
6. Additionally, if a ROW is available to build a footbridge across Shoal Creek where W. 49th ends on SCB, we request this to allow better connectivity to Bull Creek Rd.
7. The ATXWBR map proposes an urban trail around Sheffield Northwest District Park, providing connection to Greenlawn as well as Pegram for continuing East/West connectivity to Burnet Road with planned multi-modal enhancements. This is consistent with the Northwest District Park Vision Plan, supporting improved mobility for pedestrians and cyclists. Please note, however, we recommend the segment of Ardath from Albata to Pegram remain as level 1.
8. We agree with the ATXWBR proposal for additional East/West connectivity further north within Allandale in connecting Silverway to Northcross Drive for multi-directional connectivity.

It is our understanding that continued modifications to the ASMP plan/map will be made concurrent with feedback from the Urban Transportation and Planning Commissions as well as the Mobility Committee during the month of March. ATD informed the ANA during its Board meeting on Feb. 3rd that these proposed changes will again be made available for public comment prior to presentation to the city Council. We appreciate your consideration of the experience of those who walk, bike and roll through Allandale each day, and we look forward to further discussions as plans are refined and considered.

Allandale Neighborhood Association

Hans Magnusson, ANA President

Appendix I: Log of Emails Received in Round Two

As a homeowner in the Sunridge area I am opposed to extending Sunridge through to Ben White. The potential increase in traffic on Sunridge is not at all desirable.

For the extension of Sunridge Drive to Ben White: "City of Austin Ordinance 20170504-051 prohibits vehicle traffic through this property."

As drawn, the extension of South Pleasant Valley Rd through to Sunridge not only cuts through Country Club Greenbelt park land, but as proposed intersects into a culdesac and a housing development which is not at all suitable to increased traffic.

For the extension to South Pleasant Valley Road, that this proposed extension runs through parkland: the Country Club Creek Greenbelt.

Hello, unfortunately I cannot locate the information I'm looking for about my street. Could you provide info on possible changes to Cardinal Hill Circle? Would you be able to provide info on changes, if any, regarding increased rights of way for bike lanes and claiming rights of way for current construction of sidewalks and/or bike lanes?

Speaking as a lay person who does not know about city codes/laws/amendment process, is there a link you can share that citizens can read the amendment and see that all the information the ASMP is sharing with concerned citizens is referred to and written in the amendment? Specifically to language around "right of way" changes that confirm as you stated below that "reclassification is due to certain roads being called out in the bicycle plan and that no Right of Way will be taken from homeowners"?

Nice to e-meet you [name] and thanks for any clarification you may provide.

The issue is that all the ASMP literature and website indicates that the San Gabriel (78701) and 17th Street (78701) in the Judges Hill Neighborhood are being proposed to change to Level 2. The ASMP Maps for Level 2 show the ROW for future development increasing from the current street width of 30 feet along 17th Street (current permitted ROW of 65) to and proposed ROW of 80 feet (84 feet maximum).

If the Level 2 permitted ROW of 80 feet were ever to be exercised with new or re-development it would decimate our residential tree canopy. Also of grave concern to our residential neighborhood is that Level 2 designation also includes permission for retail within .25-.5 miles of the Level 2 streets (which pretty much encompasses our entire residential neighborhood with more than 20 Landmark Residential Homes).

I don't believe anyone is against the bicycle lane designation, but they are adamantly opposed to any future development or new owners having the ability to move the streetscape literally to their front door and destroy the trees that help to cool our city. Is there a way to designate the bicycle right of way (which no one seems to oppose) and at the same time retain our current ROW permission of 56' (San Gabriel) 60' (West 17th) in the 78701 Zip Code and and eliminate the permission to include retail listed on the ASMP website tool and other documents that all describe new permissions beyond those currently allowed associated with being changed to Level 2?

Hello!

I live in south Austin and I'd love to know when the Phase II urban trails might be developed? I know it's probably far off since it's Phase II. I specifically am curious about the Williamson Creek trail and then where it merges with Onion Creek. I live at S1st and Stassney and work by McKinny Falls SP.

I love the bike lane improvements y'all have done along Stassney and Congress recently! I would love (one day) to get around entirely by biking and bus/train.

If y'all have any kind of news letter, I would love to be added to that.

Hello.

I am writing once again, as my neighbors and I on Edgemont and Madrona are very concerned about the proposed change from Level 1 to Level 2 of the two streets. There is no need to change the two streets to level 2 with an 84' ROW as our curbed streets are in an established residential neighborhood of single-family homes with heritage trees and children playing. Level 1 streets can accommodate bicycles as they do at present.

Changing the level of the streets to Level 2 would allow a developer to buy a single-family home and put 8 units on the lot, which would negatively change the character of the neighborhood. We have a restrictive covenant that governs Edgemont (and in fact most of the Barrow brothers' developments in our area). It is attached. As you can see, it (1) limits development to one residence per lot and (2) provides for an Architectural Committee with the authority to approve or disapprove construction.

Not only is the proposal to change the Level from 1 to 2, it also proposes an 84' ROW. An 84' ROW would take the beautiful heritage trees, and it would bring the ROW 21' into the yards of the homes, practically to the front doors. Surely, this can't happen.

We are meeting and getting organized to fight this change in levels as there is absolutely no need to do it. I wish you would come over to see our streets in this lovely quiet neighborhood.

Thank you for hearing our concerns and please reconsider these proposed changes.

Thank you so much for this explanation. There are so many rumors floating around, plus the ASMP proposal and 2014 Bike Plan showed Edgemont and Madrona as level 2 streets.

Good Morning,

I am concerned about how the supposed ASMP amendments will affect East 34th Street and Harris Blvd. Both are to be changed from level 1 to level 2 streets. Neither of these streets should be widened. What exactly are the plans for these two streets?

Any info concerning this would be appreciated.

I am writing you again and all the council members to express my and all of my neighbors opposition to the city plans to reclassify residential streets, like Edgemont Dr. [street number], Madrona, and GlenRose Dr., to Level 2 designation to meet new classification requirements for possible future bike facilities. We have just recently learned that the city passed a new classification system in December 2021 and that this ASMP amendment is pending a city council vote that would reclassify many of Austin's residential streets from Level 1 to Level 2 based on recommended bike facilities.

We have contacted council members and have been told that it is just a technical change and that the city will not widen our street, taking property owner's land. Simply, this just doesn't make sense. There is absolutely no reason for our street and many other residential streets in Austin to be reclassified.

The residents of Edgemont Dr. OPPOSE reclassification as we are clearly just a neighborhood street that does not meet Level 2 criteria. We respectfully request that we remain Level 1 and designated as a "Quiet street with neighborhood bikeway".

Section 5.1.4.1. 5.1.4.2.1 – Neighborhood Bikeways (Quiet Streets) Neighborhood bikeways are a tool to achieve all ages and abilities network connectivity on minor streets through design treatments.

We are in the process of setting up a meeting with our District Council Member Alter to be sure that she is fully aware of our opposition and expectation that she will vote against the current proposed ASMP amendment that would change our classification.

I am writing you to ask if you are aware of this proposed amendment to reclassify residential streets and to ask for your vote against this amendment until changes are made to leave residential streets, such as ours, Level 1.

Hello

I am a native Austinite and have lived for nearly 20 years at [street number] Madrona Dr, near the intersection of Edgemont and Glen Rose.

I understand there are potential plans to convert Edgemont and Glen Rose to a Level 2 classification. Such a change will make these streets LESS SAFE for children, cyclists, motorists, and pedestrians. Furthermore, the elimination of more trees and lawns will degrade the character and charm of this beautiful and historic central city neighborhood. We should be fiercely protecting what makes Austin special, rather than paving over it, especially when doing so will increase congestion and risk.

I respectfully ask that you NOT reclassify our residential streets from Level 1 to a Level 2

Will you please reply back or call me at the number below and let me know your thoughts on this issue?

I am contacting you from Milwood Neighborhood Association.

We were made aware of several proposed Roadway Changes in our neighborhood.

I would like to speak to a representative about the exact proposed changes, described below and put out by ASMP Street Network Amendments regarding these projects:

- Level 1 - Road Changes (defined as Technical Corrections) on Adelphi
- Level 2 - Road Changes (defined as Technical Corrections) on Cabana, Wycliff, Hawkhaven, Ganymede
- Level 3 - Road Changes (defined as Technical Corrections) on Amherst
- Duval Changes

Thank you, [name] for reaching out. Please try me again any time after 1pm on Thursday or Friday.

Can someone advise/update me regarding the status/outlook of upcoming amendments to the existing ASMP Street Network? I located an outdated public comment website on speakup Austin, and think I've heard reference to this being discussed at upcoming Planning Commission meeting or the like, but I cannot locate something that states current status/outlook. Is it going to PC, then Council and if so when ?

Hi Austin Strategic Mobility Plan team,

I am president of the North Shoal Creek Neighborhood Association, and we are interested in learning more about how our organization can join the City's Austin Strategic Mobility Plan efforts and help improve traffic safety in our neighborhood. We would like to invite a member of your team to speak at one of our association meetings if possible. Let me know if you are available.

Thanks for your response. I, along with family members and a number of neighbors, completed surveys and these were submitted. I completed and submitted both the general survey and the surveys pertaining to E. 34th and Harris Ave.

I would appreciate any updates concerning the ASMP plan, particularly for the above mentioned streets.

Hi, writing to express my disappointment that you caved and reverted some proposed level 2 streets back to level 1. You shouldn't only listen to loud, wealthy homeowners with all of the free time to complain, when there are important transportation needs (eg sidewalks and bike lanes) for everyone else.

Note: the following email was copied and sent for multiple City Council Districts

There are many District 5 residents very concerned about the proposed ASMP amendments, and the lack of clear information from staff.

A series of Eight (8) meetings are set to begin on March 1st. It is important for the public, the commissioners, and the City Council to have relevant information and data that is distilled into a usable format and easily understood.

Currently, that information is NOT available at this time.

How can "Hearings" and/or discussions on this critical issue affecting and effecting the entire city go forward without easily understandable and detailed information in a readable format be held? This information should be in the form of a spreadsheet or some type of chart. Not as just a non-user friendly map.

The information needed for our District, which hopefully you can obtain, for easy use by you and your constituents can be a simple spreadsheet with information included in six columns:

By District

1 Street name designated prospectively for expanded ROW

2 Street address block numbers (such as 5700-6200)

3 Current ROW width

4 Proposed ROW width for expansion

5 Current street Level

6 Proposed street Level

This information would provide easy access for reviewing for any changes or updates.

This information is needed by close of day Friday, February 25th if possible, and in any event before the first hearing, which is currently scheduled with the Urban Transportation Commission on Election Day, March 1st. Scheduling a commissioners meeting on Election Day makes attendance impossible for those of us who have volunteered to work 12 hour days in the Election as poll workers and judges.

To demonstrate the difficulty of giving input via the ASMP map, I have included a collage I created to try to help walk my neighbors through the convoluted process. I can't imagine how many citizens tried to participate, but gave up because the input process was so difficult and not user friendly.

Dear All,

I tried to ask this during the Allandale Neighborhood Association board meeting last week, but never really got an answer that I felt addressed my concerns about the ROW issue. I must not have been asking the right question, but I'll try once more.

Per this excerpt from [staff]'s remarks and CM Pool's assurances that ROW issues would not affect Allandale per changes to the ASMP and street network table ...

[staff]: " .. purpose of the street network table is in response to the Land Development process. So LDC requirements state that ROW dedication and its evaluation is only done with a subdivision plan, a site plan or a zoning application. So all Single Family developments - that's inclusive of remodels, additions, renovations, tear downs and rebuilds - all of those Single Family developments go through the residential review process, and those do not go through the ROW dedication process. So these changes in the street network table to reflect ROW are primarily there for IF development occurs; they're responsible for including and incorporating the ideal conditions along their site's frontage. But it's not intended to be a signal to the community that the city is going to come and condemn your property. So that's the key difference. The street network table has always been there for the LDC requirements for the development process."

My question centers around the previous attempts to adopt a new Land Development Code.

But for the lawsuit that Austin property owners filed and gained an injunction against implementing a new LDC, I believe that many (most?) of the homes in Allandale might already be re-defined not as Single Family (SF-1), but rather as Multifamily properties under a citywide implementation of a new LDC. This would result in a widespread re-zoning, although one that evidently would by-pass the zoning application process.

Could you please address how a broad rezoning to MULTIFAMILY zoning of Allandale homes under a new LDC as fashioned in the city's most recent proposal would affect the situation described above by [staff]? And could you further explain how multifamily homes are currently affected by the ASMP and related transit programs?

I appreciate your understanding in trying to explain a process that is tied in to multiple parts of the city code, seemingly each with the ability to affect property rights.

Dear All, I tried to ask this during the Allandale Neighborhood Association board meeting last week, but never really got an answer that I felt addressed my concerns about the ROW issue. I must not have been asking the right question, but I'll try once more. Per this excerpt from [staff]'s remarks and CM Pool's assurances that ROW issues would not affect Allandale per changes to the ASMP and street network table

note: email ID-19 was copied below

I understand that the period for public comment on the proposed street changes in ASMP has expired. Will there be another opportunity for residents to comment on the plan before it is adopted? Please advise.

Thank you for sharing this information with me. I don't understand how substandard streets, which is what Chisholm Lane is, will be upgraded to Level 1 as indicated on this map. The map says that Chisholm will have improvements to sidewalks, but there are no sidewalks currently and the road is only 15-16 feet, nowhere near the suggested 50+ feet. The same document intimates that the City will not take private property, but how else can this plan be implemented? The other burning question we have in this neighborhood is when this is all proposed to take place.

Strangely enough, where Chisholm Lane meets Slaughter Lane (the only ingress/egress available) the City (Corridor Program Office) plans to narrow the entrance to Chisholm Lane (it widens at the intersection to 30' to allow traffic access to a daycare and the residences on Chisholm). How does this make sense when the ASMP doesn't show any residential streets that narrow??? Am I missing something? Please let me know. Thanks.

I'll try to attend one of these meetings and I've shared the information with my neighbors on Chisholm Lane. I will also comment before the end of March. Thank you for making this information available to me.

Thank you for your detailed and informative response. I will report out what you've shared with me at our neighborhood meeting. I really do appreciate your quick and thorough response!

Hi ASMP staff,

Ahead of presentations to the various boards and commissions about the updated ASMP, I wanted to check in about the 2039 mode shift goals and specifically why the update doesn't include Austin Climate Equity Plan's goal of "By 2030, 50% of [all] trips in Austin are made using public transit, biking, walking, carpooling, or avoided altogether by working from home". By contrast, even the updated ASMP provides an extra 9 years to reach 50% and only concerns commuting trips.

Could you explain why the Climate Equity Plan's goal is not in the proposed updated ASMP?

Thank you for the email below. I was able to read it before your presentation at the commission tonight and was much more reassured specifically for the plans for Edgemont, GlenRose and Madrona Dr.. I also reviewed the updated ASMP amendment presentation and was able to listen to most of your presentation which included some good discussion to clarify the major concerns that we all have regarding any changes in ROW. Unfortunately, I was unable to remain on the call beyond 40 minutes, so I was unable speak or hear if the final questions/suggestions I have remaining were answered or discussed. I did fill out the feedback form with my questions/requests, and I am now sharing with you directly.

My primary request is clarification in the language around no changes in ROW to assure there are no changes in homeowner's front yards to add sidewalks and bike facilities beyond the existing pavement. In the FAQ, ROW is defined beyond the existing pavement and in proposed ROW remarks it says "improvements will be made within the existing ROW using flexible design criteria". While in the updated ASMP presentation and your correspondence below, it more clearly states ""If there are future improvements to roadways in established neighborhoods they would be made within the existing pavement without acquiring additional right of way."

Is it possible to please clarify no changes in ROW on the FAQ and Street Network Map (under proposed ROW remarks) by stating in addition to "improvements will be made within the existing ROW using flexible design criteria" that homeowner's property will not be utilized to make any proposed sidewalk or bike facility changes.

Finally, many of the neighbors on Edgemont and GlenRose do not believe a "buffered bike lane and sidewalks"" are needed and would like ATX Walk Bike Roll to remove these proposed projects. I do not know if it was clarified at the meeting tonight what next steps are to pursue removing these projects from our streets and ultimately who determines or votes on the ATX Walk Bike Roll recommendations.

Again thank you so much for the correspondence below and your time to respond to our concerns,

I apologize for the multiple emails. I measured our "existing pavement" which is approximately 30 feet wide. Per your email below, current ROW is 50' which is 10' into our front yards on either side of the street. Currently, on the Street Network Map for Edgemont, GlenRose, and Madrona Dr., it states "proposed ROW requirement 58' or 64'" which would obviously mean 14' or 17' into our front yards on either side. Just to reiterate my point, any projects/improvements made "within the existing ROW" that are outside of the "existing pavement" of 30' would significantly negatively impact our front yards, take away trees, hurt the root systems of our heritage oaks, contribute to increased flood risk, decrease property value, and encroach upon the front doors of some of our neighbors who are not as far back away from the easement or current or proposed ROW.

Before we share any more information with our neighborhood group, please let us know ASAP if and when it is possible to clarify on the Street Network Map under "proposed ROW remarks" for Edgemont, GlenRose, and Madrona Dr. that there will be no changes in homeowner's front yards to add sidewalks and bike facilities beyond the existing pavement (current curblineline to curblineline 30').

My understanding is that "proposed ROW requirements" has to align with the TCM in case of future high intensity redevelopment. I am personally against any changes in ROW, because it leaves us vulnerable if there are proposed future changes in the Street Network Map, ASMP, Land Development Code, ATX Walk Bike Roll recommendations etc., but it would at least increase my trust in the ASMP objectives if the language around "existing pavement" was added throughout the proposed amendments.

Finally, I am again not sure if it was clarified at the meeting what next steps are to pursue removing "buffered bike lane and sidewalk" projects from our streets and ultimately who determines or votes on the ATX Walk Bike Roll recommendations.

My sincere appreciation to you, your staff, and the City staff for the effort put forth collectively to engage neighbors in the Judges Hill Neighborhood to resolve our concerns around the ASMP draft and the alarming potential consequences of Level 2 designated streets in our residential neighborhood.

As of two days ago, the proposed amended ASMP draft was revised returning San Gabriel and West 17th to Level I, offering much greater protections for our residential neighborhood in terms of old growth tree canopy and the more than 21 historic landmark properties in our neighborhood - ultimately preserving shared these rare community assets for future generations to come.

Your stewardship is most appreciated and we're hopeful these recent revisions allow San Gabriel and West 17th (78701) to remain level 1 throughout this current process and any future iterations of the ASMP.

Together we are better. Enjoy this beautiful day!

We are writing to you in OPPOSITION to the proposed ASMP amendments.

As lifelong Austinites, now 69 years of age, we have been Allandale homeowners on White Rock Drive for 39 years, and have raised our family here.

It has very recently been brought to our attention that the City of Austin is proposing significant condemnation proceedings on portions of our home's real property for future transportation system expansions (a.k.a. "dedicated bike lanes"). (For your information I, [name], am a recreational cyclist myself.)

The City of Austin has had a very poor history of experimental "improvements" to our Allandale neighborhood streets (ref: the 2005 Shoal Creek Boulevard "Curb Islands", and the more recent Shoal Creek Boulevard dedicated bike lanes). As you may know, the so-called "Frankencurbs" were, after a number of injuries were recorded, deemed too hazardous and were removed (at great expense to the City) shortly after being constructed.

Sir, please be aware that our Allandale home is the biggest investment we have. We are appalled that the City of Austin is considering these expensive, invasive and unnecessary projects without even notifying us, the property owners who will be the most impacted.

In summary, we vehemently oppose the ASMP amendments as they are presently stated. They bypass proper notice to property owners and put a blight on our property rights.

Thank you for considering our position statement sent out a couple of weeks ago. I'm thrilled to see that public feedback has been received and acted on. Specifically, in a memorandum sent from Robert Spillar, P.E., Director ATD on February 25, 2022 attached to this email for reference, I quote the following:

"Street Level changes:

Feedback received in the map and via emails indicate there were concerns about some streets in established neighborhoods being reclassified as Level 2 from a Level 1 street.", and then in the next paragraph: "Based on this feedback, these changes have been removed in the updated draft of the proposed amendments."

When can we expect to see the ROW and Level changes updated to the storymaps.arcgis.com maps to show these streets to have no change from their existing ROW?

Dear Council Member Ann Kitchen, Council Member Vanessa Fuentes, Council Member Pio Renteria, Constituent Liaisons - Ms. Anguiano, Ms. Barragan, Ms. Ramirez, ASMP Team - [name], [name], and [name],

As the Council Members are aware, Southwood is a special neighborhood that is represented by three City Council Members. Our neighborhood is situated at the crossroads of three district. That is why I am sending this email to three Council Members seeking assistance. Thank you Council Member Fuentes in assisting with the previous request to obtain the attached spreadsheet. Unfortunately, the spreadsheet is incomplete and some important information has been omitted.

There is some Southwood Neighborhood information not included and conflicting in the ASMP spreadsheet which was provided by the ASMP Team/Transportation Department. I have included screenshots and highlighted the blank columns. Here is a list of the missing information that I have found to date:

*Banister Lane (Arden Dr. To Green Forest Dr.) on page 64 is missing Existing Cross Section BLANK, Future Cross Section BLANK, Roadway Description BLANK, and Existing Mean ROW BLANK.

*Banister Lane (Philco Dr. to Arden Dr.) on page 64 is missing Existing Cross Section BLANK, Future Cross Section BLANK, Roadway Description BLANK, and Existing Mean ROW BLANK.

*Banister Lane (Redd St. to Richmond Ave.) on page 64 is missing Existing Cross Section BLANK, Future Cross Section BLANK, Roadway Description BLANK, and Existing Mean ROW BLANK.

*Banister Lane (Richmond Ave. to Philco Dr.) on page 64 is missing Existing Cross Section BLANK, Future Cross Section BLANK, Roadway Description BLANK, and Existing Mean ROW BLANK.

*Redd Street (Banister Lane to Hank Ave.) on page 840 is missing Existing Cross Section BLANK, Future Cross Section BLANK, and Existing Mean ROW BLANK.

*Redd Street (Hank Ave. to Jinx Ave.) on page 840 is missing Existing Cross Section BLANK, Future Cross Section BLANK, and Existing Mean ROW BLANK.

*Redd Street (Jinx Ave. to Mount Vernon Dr.) on page 840 is missing Existing Cross Section BLANK, Future Cross Section BLANK, and Existing Mean ROW BLANK.

*Redd Street (Mount Vernon Dr. to End) on page 840 is missing Existing Cross Section BLANK, Future Cross Section BLANK, Roadway Description BLANK, and Existing Mean ROW BLANK.

*Vinson Drive (Philco Dr. to Lennox Dr.) on page 1084 Existing Mean ROWs are listed as ZERO, but proposal states improvements will be made within the existing ROW which are conflicting.

*Vinson Drive (Orland Blvd. to Lennox Dr.) on page 1084 Existing Mean ROWs are listed as ZERO, but proposal states improvements will be made within the existing ROW which are conflicting.

*Vinson Drive (Aberdeen Dr. to Orland Blvd.) on page 1084 Existing Mean ROWs are listed as ZERO, but proposal states improvements will be made within the existing ROW which are conflicting.

*W. St. Elmo Road (Mount Vernon Dr. to Vinson Dr.) on page 1146 is missing Existing Cross Section BLANK, Future Cross Section BLANK, and Existing Mean ROW BLANK.

There are the two streets in the Southwood Neighborhood that have proposed changes per the spreadsheet, but are not included in the ASMP Amendments Map and they are also missing some information. Here is that list:

*Emerald Forest Circle on page 383 is missing Existing Cross Section BLANK, Future Cross Section BLANK, Roadway

Description BLANK, Existing Mean ROW BLANK.

*Emerald Forest Cove on page 383 is missing Existing Cross Section BLANK, Future Cross Section BLANK, Roadway Description BLANK, Existing Mean ROW BLANK.

I ran across two streets by accident in the spreadsheet that were not included in the ASMP Amendments Map. What other streets in the Southwood Neighborhood are included in the spreadsheet for proposed changes, but not included in the ASMP Amendments Map. What other streets in Austin have proposed changes in the spreadsheet, but are not included in the ASMP Amendments Map? This has been very intensive research which has required hours going through the map, cross referencing the spreadsheet, and making a list of the missing information. I have concern that other neighborhoods and citizens of Austin are doing this kind of cross referencing. What other information is missing? I have only cross referenced the streets highlighted for change in Southwood on the ASMP Amendments Map. After my accidental discovery of two more streets, I feel I have no choice, but to commit to hours more work to check to see what other streets have been added via the spreadsheet.

I hope you will please assist me in obtaining the missing information above. I will be in touch if I find any additional omissions.

"Hello!

I'm with the Cherrywood Neighborhood Association (bounded by Airport Blvd, Manor Rd, I-35, and approx Wilshire Blvd.).

I know the comment period has closed, and this is really short notice, but is there any way to get a speaker to attend our virtual NA meeting this Wed, March 9 at 6:30 pm? We've got lots of folks aware of the designation changes for Airport and several interior streets and I think someone just explaining why the City is doing this and what improvements the City hopes to make would be really helpful.

Would be right at beginning and no more than 20-25 min.

Great! Will forward zoom link shortly.

Dear Members of the Planning Commission

A large group of neighbors are concerned about our above-listed neighborhood streets [Edgemont Drive, Madrona Drive, Glen Rose Drive] , and we oppose any change to the level of these streets. We have been in touch with the ASMP Team with regard to this issue. We want our streets to stay at Level 1, which they currently are. although they were proposed to change to Level 2, the ASMP has told us that our streets "will remain at Level 1 for the present." "The ATX Walk Bike Roll process will produce a new Bicycle Plan, and it is expected to be complete in 2023. Corrections for planned bicycle facilities made through the ATX Walk Bike Roll process will be reflected into the ASMP after the Bicycle Plan's adoption. Until then, we will continue to keep streets at their existing level in the adopted ASMP." This statement does not reassure us that our streets will remain at Level1 with the ATX Walk Bike Roll new bike plan.

We are asking you to recommend to City Council that Edgemont Drive, Madrona Drive and Glen Rose Drive remain Level 1 streets. These streets are 30 feet wide with curbs and heritage oaks growing near the street in most of the yards.

Thank you so much.

Below is a letter to the City Council and various board members. By way of CC, I am sending it to them now. Should this item move forward to one of these commissions, could you make sure that this email along with the attached fully executed letter are included in the backup material?

Thank you.

[See attached pdf from Creekside NA]

Can you or one of your colleagues list 2 or 3 streets that have been considered Level 1 streets (I know the nomenclature is shifting) that have had improvements within the last several years made within either the existing street pavement (e.g. striped bike lanes, etc) or sidewalks or street trees added within existing ROW?

This is [name]. I have lived at [street number] West Gate Blvd. since 1979. Our driveways on the east side of West Gate (Wm. Cannon to Manassas Dr.,) face the street. This 3/4th-mile segment was originally built with a one-car lane in each direction, a median, and a bicycle lane. The speed limit was 30 mph. It was a neighborhood collector street (Level 2). With no input from the residents, the City changed the street to Level 3, increased the speed limit to 35 mph, and converted the bike lane into a car lane. It is a very dangerous street with many car accidents and one death reported. Vehicles speed. There are no traffic lights, no calming devices, no "enhanced" pedestrian cross walks, and no protected southbound left turns. There is danger for school buses making turns, Cap Metro buses making stops, and Post Office mail delivery vehicles. Similarly, neighbors living on the west side ("ABC streets," Alderwood to Jorwoods) face constant danger trying to cross two lanes to go north. Cyclists and pedestrians are also in danger.

You should consider CONTEXTUAL factors, such as homes with driveways facing the street, and the others I described previously, in applying Street Level and speed limits. My recommendation is to classify West Gate as Level 2 instead of the proposed Level 3, and to reduce the speed limit to 30 mph.

The proposed increase of Required ROW to 116 ft. width is unnecessary. I measured the ROW in front of my house, and it is about 84 ft. wide. This means that you will need an additional ROW of 32 ft. You will take 16 ft. from my front yard on the east side and 16 ft. from my neighbor on the west side. Basically, you will take more than 1/2 of my yard. You will also destroy the trees the City encouraged us to plant to reduce heat effects. My Recommendation is NOT to increase the ROW to 116 ft., and to keep the ROW as it is now. I believe this will be sufficient to add a protected bike lane if you remove one car lane. My recommendation is to convert West Gate to its original design: one car lane in each direction, a bike lane, and a median. The City recently completed this design for W. Stassney Lane, a Level 3 street.

Please also note that West Gate is not listed in the Bicycle Priority Network. It is not listed in the Transit Priority Network. It does not have a High-Frequency route. It is not listed in Imagine Austin Centers or Corridors.

Please review the additional information, comments, and recommendations for West Gate Blvd. These are listed in Appendix H, pages 243-245, of your report, "ASMP Amendments Public Engagement Report, Round 1". Your Round 2 Proposed Amendments do not include any of our West Gate recommendations.

I will be glad to answer any questions you might have.

I want to voice my opposition to the proposed changes to the Edgemont/Glen Rose/ Madrona neighborhood from Level 1 to Level 2. There are several reasons this is a BAD idea:

- * Reduction in property value
- * Removal of valuable trees that provide habitat and shade for homeowner
- * Placing street in virtually everyone's front door
- * People already bike and walk through the neighborhood

I have been a resident at [street number] Madrona Dr, for 30 years. The lots in this neighborhood are not large and removing 10-17' of a front yard virtually places the street too close to the front door of every home. This area was developed in the mid-50's and should not be changed.

Good evening.

It has come to my attention that you are involved in the planning activities regarding proposed changes to the roadways of Austin and potential changes to the right of way in my neighborhood. In my opinion, any projects/improvements made "within the existing ROW" that are outside of the "existing pavement" of 30' would significantly negatively impact our neighborhood. It appears that potential changes would encroach on our front yards, require the removal of trees, threaten the root systems of our heritage oaks, contribute to increased flood risk, decrease property value, and encroach upon the front doors of some of our neighbors who are not as far back away from the easement or current or proposed ROW. I am profoundly opposed to any changes in ROW, because it leaves us even more vulnerable if there are proposed future changes in the Street Network Map, ASMP, Land Development Code, ATX Walk Bike Roll recommendations etc., I would be more comfortable with the ASMP objectives if language around "existing pavement" was added throughout the proposed amendments and most importantly to Edgemont/GlenRose/Madrona "proposed ROW remarks".

I would encourage you to visit our neighborhood and imagine the recasting impact of such potential changes. I would be

delighted to walk through the neighborhood with you if you have the time to come visit.
Thank you for your service to our community.

Thanks for sending this.

I am certain I understand why there have been so few comments. I have no idea what I am looking at or commenting on. The maps are inscrutable and contain no legend. Your link for the proposed list of amendments leads to another map, not a list of amendments or the existing statutes.

It's almost as if the city doesn't want feedback, since we always seem to be muttering, backtracking, and retracting on controversial issues (ie, the possibility of eminent domain land-grabs to build wider streets lol).

I've learned to assume incompetence rather than malfeasance. Austin has an embarrassing, well-earned national reputation as completely incompetent to run a website, and this campaign is a further embarrassment.

Below is some interesting info on my street. No idea what any of this means, but it looks like things are changing. I would vote 'no' based on this alone, since the only changes y'all seem to want to make involve building more giant apartment buildings in my neighborhood and on my dumpy little street.

Thank you for your reply. I am unlikely to go to a neighborhood meeting, as is the overwhelming majority of your constituents. Certainly these meetings serve an important purpose, but with hundreds of thousands of citizens, you couldn't possibly meet with all of them, even if they were willing to attend. Presumably, this is why you have sought comment elsewhere. But we couldn't possibly provide any useful feedback without clear, accessible information about what we are supposed to comment on. Where are the amendments? Here's some fascinating information about my neighbor's house in the zoning layer. Mine is in the yellow, but I am pretty sure it has been proposed to make my house not yellow anymore. Where are those proposed changes? [picture of map] The main question I have is: Why? Why can't we have clear, accessible information about proposed changes? What is the point of a comment campaign without information?

We have been in close contact with other neighborhoods, ASMP, council members, and commission members, including [name]. Although we are very happy to see that the updated amendment and street network map now identify our streets, Edgemont, GlenRose and Madrona Dr., to remain Level 1 residential street and Balcones Dr. to remain Level 2 thoroughfare, we still have concerns around ROW and risk of the city proposing projects outside of the existing pavement that is within existing or proposed ROW. Our current ROW is 50' and projected ROW is 58' or 64'. Our street is 30' wide, so current ROW goes 10' into each of our front yards and projected ROW would go 14' or 17' (Level 1) into our front yards. [name] and under council members/staff have communicated that "no improvements/projects would be completed outside of the existing pavement". The language in the updated amendment currently states proposed projects for "sidewalks and buffered bike lane" with "improvements made only within existing ROW" for Edgemont, GlenRose and Madrona Dr which currently means our front yards are still at risk.

We are respectfully requesting two additional actions for Edgemont, GlenRose, and Madrona Dr.:

- add language under "proposed ROW remarks", that there will be NO BIKE FACILITIES nor SIDEWALKS BEYOND THE EXISTING PAVEMENT (current curblineline to curblineline 30')
- minimize any additional ROW (50' should remain since no projects are needed beyond existing pavement)

We believe any projects/improvements made "within the existing ROW" that are outside of the "existing pavement" of 30' would significantly negatively impact our front yards, take away trees, hurt the root systems of our historic heritage oaks, contribute to increased flood risk, decrease property value, and encroach upon the front doors of some of our neighbors who are not as far back away from the easement or current or proposed ROW. Additionally, we do not believe our street requires any bike nor sidewalk facilities. We have shared our street with bikers, walkers, joggers, cars, and children playing. We do not need nor want these facilities and have requested that ATX Walk Bike Roll remove projected projects of sidewalk and buffered bike lanes (based on 2014 bike plan) from our streets. However, since sidewalks and buffered bike lane are currently still listed as proposed projects on the updated Street Network Map, the ASMP must add the language that they have communicated to us that there will be "no projects beyond the existing pavement (30' wide street)" for Edgemont/GlenRose/Madrona Dr. under "proposed ROW remarks".

Thank you for your explanations below.

I have one set of follow-up questions and that has to do with the Level 1 standard of 58'. "However, looking at the Property Profile (austintexas.gov) viewer, the current right of way appears to measure at 50 feet. The updated standard for a Level 1 street, which replaced the old 50 foot standard, is 58 feet."

- When was the 'updated standard' approved and if so by what document?
- You said it "replace the old 50 foot standard". Did the actual ROW officially change along Edgemont?
- If the standard now is 58' and it has yet to become a legal condition 'on the ground', does the ASMP amendments (policy and maps) officially change the City's ROW along Edgemont if approved?
- If the current processes do not legally change the current 50', do I understand that it would possibly be triggered by an overall redevelopment of the neighborhood (an unlikely event)?

[staff] - Good afternoon to you both.

Having monitored recent ASMP activity quite closely over the last couple of months (to include viewing committee meetings and reading various ATD materials), i want to acknowledge your expertise, hard work, patience, and grace you have demonstrated in responding to many concerns from the public.

For those of us in Allandale, this included your immediate response, Director Spillar, to the ROW issue raised (rather discourteously) on our neighborhood assn. (NA) listserv. I found your explanation clear, thorough, gracious, and comforting - and consistent with the applicable TCM section which many individuals likely didn't review. Understandably, some folks just don't have the time (or inclination) to read source materials which places an additional burden on ATD (and other city) staff.

[name] - you also dedicated a very generous amount of time in patiently answering many questions during a recent Allandale NA Board meeting, and i thank you for that. And hats off to the ASMP team who, in very short order, reviewed and responded to an enormous volume of public comments and successfully updated various ASMP documents for continued presentation, review and discussion by city commissions and the public.

I've intentionally omitted any comments i may have on this plan, because they're immaterial to the purpose of this communication. Despite differing opinions on public policy that we all have, it's important to remember the people behind the plans.

So, again, many thanks for your public service to our city.

[name] thank you for your response. Unfortunately, it has resulted in more questions.

Council Members thank you in advance for your help. I appreciate any assistance you can provide in obtaining this additional information.

The request for the spreadsheet to be divided by District has not been addressed or provided by the ASMP Team. [name] , please provide the spreadsheet broken down by District as multiple citizens have requested.

It was my mistake not realizing that so many more streets are included in the ASMP Amendments that are labeled Level 1.

I would therefore request that all blank spots be filled in the spreadsheet and map description pop up boxes including missing Existing Cross Section BLANK, Future Cross Section BLANK, Roadway Description BLANK, Existing Mean ROW BLANK and any and every other BLANK regardless of the street Level. The homeowners that live on the streets listed in the spreadsheet deserve to be fully informed and should not have any omission of information.

Please follow up on the request for existing ROW on Level 1 streets. The Level 1 streets should be included in the evaluation if any changes are proposed for the streets. The citizens living on those streets need to be able to measure their properties and mark where the ROWs land in order to plan appropriately for coming sidewalks and other changes. No one wants to build a fence, install a garden, or plant a tree in an area that will be developed. The homeowners need to know if the ROWs are 50 or 60 feet. How will homeowners know if 60 feet is still applicable in a developed area? Does the ROW change to 50 feet automatically when a house is built? Is the ROW 50 feet for all existing Level 1 streets no matter the current width of the street? Is the ROW measured evenly from the center of an existing streets?

Why are the existing ROWs not included in the maps and spreadsheet for Level 1 streets that are being upgraded to Level 2? These homeowners need to be able to see how much property they will lose if they develop their properties.

I have a question about Vinson and the drawing of the property lines you drew in red and the yellow Railroad line. The red property line West of the Railroad doesn't seem applicable to this conversation because the main Railroad line will not be moving and those house are in the opposite side of the Railroad line. Can you provide the numbers on the combined Vinson and Railroad ROW, so the homeowners know where the current ROW lands on their properties? If the improvements will be made within the existing ROW, the homeowners should have the right to know where that line is on their properties?

[name] has repeated stated that the new land dedication for ROW will not apply to existing single family neighborhoods. At the Pedestrian Advisory Council meeting on Monday, March 7, 2022 during the Q&A [name] when discussing ROW land dedication he said in existing neighborhoods if homeowners subdivide your property that the new land dedication for ROW will apply. Where in the written ASMP plan or maps is this stated? I other words, will homeowners with large lots be penalized and lose part of their property if they sell part of their lot to a new owner to build a home despite the new home being built in an existing single family neighborhood? Will adding an Additional Dwelling Unit to a single family lot trigger the new ROW dedication? Will adding an Additional Dwelling Unit to a single family corner lot trigger the new ROW dedication?

Please answer this scenario. A street in an existing single family neighborhood has already been developed on one side of the street. If the ASMP Amendments passes and a homeowner subdivides and builds a single family home on the new lot, will the entire increase to the ROW land dedication for the proposed required ROW be taken from the new home's lot? Will the original house have the ROW land dedication taken too? If the ROW land dedication is not taken from every house on the street, how will the bike lanes, sidewalks, barriers, green zones, buffers, etc. be built? Will it be in tiny sections?

I appreciate your offer to meet and go over this information, but I prefer to have these questions and answers in writing, so I may share them with my neighbors.

I attended the Urban Transportation Committee and the Council's Mobility Committee. I would like some clarification to the ASMP plan in regards to Edgemont/Madrona/Glen Rose. The current row is 50' on these streets (30' of pavement and 10' of yard on either side of the street). As you have seen from responses and emails, our neighborhood feels that any projects outside our 30' pavement are unwanted and unnecessary. It would negatively impact our front yards, hurt root systems of our heritage oaks, decrease property value, and encroach upon the front doors of some of our neighbors. More impermeable surfaces contribute to increased flood risk and heat island effect. Neighborhood concerns would be eased knowing that no changes would be planned for our street. Better yet, I am asking you to remove these streets from the plan altogether. These proposed plans are neither feasible nor wanted by cyclists or homeowners.

I look forward to your response.

Our neighborhood has continued to participate in committee meetings to date discussing ASMP amendments. We have requested that ATX Bike Walk Roll remove sidewalk and bike facility projects from Edgemont/Madrona/GlenRose as they are not needed nor wanted. We have also asked that, as we have been told that there will be "no bike facilities or sidewalks beyond the existing pavement that is 30' wide", that until these proposed projects are removed from Edgemont/Madrona/GlenRose that the ASMP clarify using the language of "no projects beyond the existing pavement" under "proposed ROW remarks".

It has also come to our attention that constituents can make a case that their roadways be removed from the Street Network.

Additional Removed Roadways

Some roadways were previously proposed to be removed from the Street Network in round one. For various reasons, these roadways were identified to no longer be in the ASMP. They may have been determined as being infeasible, do not have community support, or have other specific considerations for why they are being removed from the ASMP. Based on public comments and additional evaluation of the Street Network, more roadways are under consideration to be removed. In the Street Network Map below you can turn on and off a layer that shows these additional Removed Roadways.

It appears this would be the easiest way to address our neighborhood concerns as we have clearly communicated with the city council that we do not need nor want any added bike or sidewalk facilities. Please reply and let us know how you will address our neighborhood concerns/requests for Edgemont/Madrona/GlenRose Dr.

Thank you for your prior assistance. Please provide a direct link to the updated (Round 2) map that reflects the current staff proposed changes. And a link to the feedback page where folks can give their input.

I am writing to request that the western part of Morrow Street (specifically, St. Joseph) NOT be increased to "Level 3" and that all of Morrow Street be designated "Level 1".

Given its narrow width, proximity to Anderson and residential character, St. Joseph/Morrow Street should be "Level 1".

Leslie/Team - I understand it is being proposed to increase Morrow Street/Saint Joseph (between Hardy and Burnet) to level 3 which would be the same designation as Anderson Lane and Burnet Road.

In all honesty, I do not understand how this is even a consideration. Morrow Street/Saint Joseph is a residential street with homes/driveways connecting directly to it. There are school bus stops, children at play, and overall a considerable amount of neighborhood activity.

To my knowledge, this section of Morrow Street is currently designated level 2 which again, does not make sense. Please know that myself and my neighbors want this section designated to level 1 (NOT level 3) to coincide with the rest of our neighborhood.

Is the Catholic church (St. Louis) about to be redeveloped? This is the only reason I can think of to change the designation to level 3.

Please respond.

Dear Ms. Pool & Staff Members,

I am writing to object to the proposed change to the Morrow/St. Joseph street rating. As the portion of this road east of Burnet Rd. is almost exclusively residential (except for the large Catholic Church and the SE corner lot at Burnet) and the remainder of the street narrows, making it cumbersome for the increased through traffic such a change would likely cause, it makes no sense to upgrade this road.

Traffic and commercial interests should be encouraged to utilize Burnet Rd, Northcross Dr and Anderson Lane NOT the residential areas of the Crestview neighborhood.

Please do the right thing and reject this change in rating.

I wish to express my feelings against a proposed street level change from 2 to 3 on St. Josephs/Morrow Street.

Although I know of no current plan for why this change is even being suggested, I suspect someone has something in mind. Is an investor interested in buying the corner lot at Burnet and St. Josephs for apartments and is encouraging a change in the level because the apartments would cause increased traffic?

Although this section of the street appears wide, it leads to residential housing. In fact, the entire rest of this street that becomes Morrow Street (and is only as wide as any neighborhood street) should be downgraded to level 1 for that reason. A change in designation to the west end only seems to point to some future plan to encourage more traffic.

We have already been let down by the city when the Lamar/Morrow intersection was allowed to be opened up to traffic onto Morrow. For a city that wants to get people out of their cars, recent changes have done nothing but encourage auto traffic, thereby making our residential streets less safe for all of us living on them.

I am writing to express my concerns with what has happened and being proposed for Morrow Street, 78757.

Morrow is already not safe, nor ADA compliant.

1. We were promised years ago that the pork chop at Morrow and Lamar, as well as the gate on Easy Wind would not be removed until there were sidewalks on the North side of Morrow for safety reasons. I feel cheated as if they technically put sidewalks, but only for the first block. Between Watson and Woodrow there is no safe place to cross the street. The ball fields allowing 8-10 soccer games at a time puts even more traffic in the specific area that does not have sidewalks or a safe place to cross. I play leapfrog when I take my dogs for a walk. Very scary. Please drive by on a Tuesday around 6 pm.

The parking on the street adds to safety concerns because you can't see the cars coming around the parked cars.

2. The street is already unsafe. Proposing to upgrade Morrow at St. Joseph side will impact the entire neighborhood and increase the safety concerns. Please reduce Morrow to level 1 instead of increasing it.

Trust has been lost after the sidewalk promises on the north side of Lamar was not upheld. Please redeem by helping to keep our neighborhood safe, before someone gets seriously hurt.

My wife and I own a home at [street number] Morrow St in the Crestview neighborhood. We oppose the proposal to upgrade the status of the portion of Morrow St. that is known as St. Joseph Blvd to Level 3. We request that all of Morrow St. including the portion called St. Joseph Blvd be designated Level 1.

My name is [name]. My wife [name] and our six year old daughter reside at [address]..

We have been residents of Crestview since 2011.

I make it a point to stay apprised of activities in our neighborhood, am involved with the Crestview Neighborhood Association, and as a father and concerned citizen we have expressed concerns over the years with regard to traffic safety conditions on Morrow St.

I would like to express my concerns once again about the proposed zoning change for Saint Joseph and potentially Morrow as part of the ASMP.

We already have significant issues with Morrow, which I believe is a Level 2 street being used as a cut through.

Speeding is a constant problem and there is a tremendous amount of commercial traffic which uses Morrow to bypass Anderson Lane etc.

We have been blessed to have more families pedestrians bicyclers and others utilizing our streets and sidewalks in the neighborhood especially over the last few years and I think that this presents a significant safety issue if any of the proposed changes were to result in increased traffic speed limits etc..

If there are any changes to even a portion of Morrow which I can understand on the immediate Burnet corridor entrance due to commercial development, I would respectfully request that transportation planning officials and our neighborhood city Council representative would please advocate for enhanced safety speed dampening and pedestrian friendly features from Grover to Hardy.

I realize that Morrow is an arterial street to our neighborhood, however I do not see how changing the area between Grover and Hardy to a level one would do anything other than enhance safety for the residents of our neighborhood.

Thank you for your time and attention on this matter.

Austin Strategic Mobility Plan Committee members,

I would like to express my objection to the proposed change to the Austin Strategic Mobility Plan (ASMP) from level 1 to level 3. This would appear to be an extension of Burnet Rd. (commercial street) into a residential street. This is totally not in favor for the homeowner but to favor and extend Burnet Rd. commercialism.

I do not understand how and why you would consider commercializing our neighborhood. We are not just a map and a pawn for commercial developers. As homeowners, we choose not to live and raise our children in restaurants and grocery stores. We want to live and raise our children to play and live in a "residential" neighborhood.

I want this section designated to level 1 (NOT level 3) to coincide with the rest of our neighborhood.

Hello ASMP Team,

Thank you for following up. Our Contact Team membership was reminded of the public input ending at the end of this month.

I provided input during the first phase and have not received an acknowledgement that the concerns I raised have been heard or addressed.

We are concerned about the crossover effects between all the transportation and development projects while at the same time there is an attempt to address the environmental impact, displacement of vulnerable residents, and true affordability. Who is keeping up with the BIG picture on the following:

ASMP
Project Connect
TODs
VMUs/VMU2s
CapMetro
Equity Tool
Affordable Housing
Etc...

These projects work in silos and it is critical that all departments engage in TRUE community engagement that demonstrates a response to the community's concerns. We want to work with you.

For those of us who are trying to add comments to the ASMP map before the deadline later today, would you please clarify if there have been any updates to the map since 02-28-22?

If not, then there's no reason to duplicate efforts on comments made since that date and prior to today.

If there are updates since 02-28-22, how can those be accessed quickly? A number of map users are finding it difficult to open a comment window on the map in order to make their statements.

Your help would be appreciated, as soon as you are able to reply.

Dear Austin staff,

As a resident of Morrow Street, which ASMP is proposing Morrow/St. Joseph being upgraded to level 3 -- I want to register my disagreement (and disappointment). It needs to stay at level 2 or or be downgraded to level 1, like the rest of the Crestview streets.

Morrow/St. Joseph is already a busy thoroughfare, with narrow streets, and no bike lanes -- despite high vehicular and bike traffic.

Please abandon this proposal for Morrow Street/St Joseph, and keep it at a level two or change it to level 1. We SHOULD NOT have it be level 3 with the same traffic expectations of Anderson and Burnet - that is crazy!

Thanks for your consideration of this request.

Hello ASMP Team,

I forgot to mention that we need sidewalks where there are none, and some sidewalks need repairs. Please include pedestrian mobility. Thank you!

Hello ASMP,

I can not find the place to make comments on the web site so I will use this email address to make comments.

There are changes since the last time we submitted comments. The staff has a statement about ROW increases not affecting single-family home properties but the map leaves the 64 ft proposed, or future, ROW in the table (the drop-down window), Please remove the excessive ROW from the Map on San Gabriel Street from ML King Jr to 17th street: In some places the ASMP suggests 58 to 64 ft. in others 50 to 60 ft. Please return San Gabrile ST. to a quiet street. This is ROW excessive for a street that is about 30 ft in width. within an established SF historic neighborhood. Sidewalks would decimate 150 year old elm trees that line the edge street and make it a respite from the heat in downtown. Sidewalks will discourage people walking in the shade on San Gabriel..

The entire ASMP process from its release during the 2021 holiday season to the lengthy report we had to wade through and the short period we were given to review everything about the ASMP.

Thank you for the extension.

The ASMP is a long way from being a finished work product. The ATXWalkBikeRoll is still being worked on and will be finished in 2023. It is supposed to be folded into the ASMP. What is the hurry to get the ASMP to council for approval is all about .

I found Round 2's feedback process annoying and user unfriendly. Only 1000 characters per comment and then you had to submit it and return to the beginning of the process. Some of the map layers had legends that had colors so close in hue that it was difficult to tell what you were looking at.

PLEASE PLEASE

Do NOT change Payne Avenue ZIP code 78757 from a level 1 Street to a level 2 Street.

There is already access into the Brentwood Crestview neighborhood from many other streets along Lamar:
Morrow , Justin, Brentwood, Romeria.....

Hello Ms. Pool,

I was recently notified of the city's shocking plans to upgrade Morrow St. from level 1 to level 3!

Please help our street- my husband and I have been living on the corner of Morrow and Watson for 20 years and though we have mostly welcomed the changes brought by finding ourselves in a more city-like neighborhood, I am very concerned about these plans. This may be the thing that finally drives us out of Austin like all the other true Austinites who are giving up on a city planning and government that no longer cares for the soul of Austin that once was.

We are local musicians- not rich- we are struggling already with high prices and taxes. We came here in 1997 to join the once- thriving music community and find ourselves in an unrecognizable neighborhood that we will soon no longer be able to afford- most of our musician friends have left or are leaving. This is just adding insult to injury and kicking us when we are down.

My 3 year old and the other neighborhood kids will never be able to get near their own front yard and sidewalk- it will be like letting them walk on the side of Anderson Lane or Burnet Road! These are level 3 roads!

There are 2 factors I would like to tell you about:

1- Almost nightly, we cannot get in or out of our driveways because of the throngs of cars from the once reasonably patronized soccer and baseball fields- it has gotten so bad that they have Austin ISD police directing traffic- literally in front of our house. Now we tolerate, and in some ways, welcome this inconvenience because it gives kids a healthy activity and creates community in a good way.

2- The infamous Crestview Station "gate" has been removed, despite promises that Easy Wind would never be open to Morrow St. to keep the traffic down. This too, we tolerate, and in a way, welcome, as it also gives us further access to our street from Lamar and once again, creates unity and community.

BUT I cannot imagine the increase of traffic that this new "downgrade" will bring.

I know this is one little road in your city - but please consider us.

Thank you for your time,

Hi,

My name is [name] and I am writing in regards tot he mobility upgrade to level 3 of Morrow Rd(St. Joseph). On the 4 blocks scheduled for upgrade, the street is called St. Joseph.

ASMP has selected 4 blocks of that road for redesignation to match nearby commercial streets - Burnet Rd, Anderson Ln, Northcross.

This is bit of a surprising decision:

- 1) There is an important drainage ditch currently located in the median of that road that will lose function if the level 3 design is implemented.
- 2) There is a large church (St. Louis Catholic) on the North side of St. Joseph that the Level 3 designation will interfere with the property.
- 3) Most importantly, the road will be increased for 4 blocks and then terminate into the same neighborhood road that is existing. It's hard to see how the increased mobility of these 4 blocks significantly improves city mobility. Currently, bikers and motorists exists in harmony along a tree lined watershed.

I'm interested to hear your response.

Thanks,

We understand that this Commission will be hearing a presentation regarding the ASMP which will go to the Council in May.

I am writing in support of the current draft (a revision) to keep established neighborhood streets at a Level 1 (rather than the previous recommendation to increase them to Level 2).

I encourage the Commission to affirm this Level 1 position and recommend to the City Council its approval. The ASMP team has used language that also suggests that streets and front yards remain "as is". I highly encourage them to recommend the ASMP narrative include such language.

Thank you for your prompt reply.

I have a further question, having to do with active COA plans to utilize existing ROW. How and when would a property owner learn that some or all of the existing ROW of private property is scheduled for use? It appears that the ASMP map does not give an indication or description about these activities; for example, I refer to one case in point.

That situation concerns the 2200 block of San Antonio Street. A round, metallic survey marker has been installed in the sidewalk on the east side of the street, in front of University Presbyterian Church. The ASMP map comments say the current required ROW is 50 - 60 feet and proposed ROW is 58 - 64 feet for that location. Also, the map says ""ROW dedication may be required from new development and commercial redevelopment through the land development process. Required ROW does not apply to single-family home properties." And further, ""The Required ROW for new development or commercial redevelopment is proposed to change based on the updated TCM requirements." However, the ASMP map is silent on the subject of COA plans to utilize existing ROW at this location.

Can you provide some enlightenment on the subject of City plans to utilize current ROW of private properties, and how those plans relate to (or don't relate to) the contents of the ASMP map?

Good afternoon,

Please advise, are these meeting dates to consider the ASMP Amendments still correct? These dates are still posted at <https://storymaps.arcgis.com/stories/08b53a459a3b4fca8ed01d0663cac471>.

- Comprehensive Plan Joint Committee : Thursday, April 28, 12 pm
- Planning Commission : Tuesday, May 10, 6 pm

Recently, you said the City Council would consider the ASMP Amendments on 5/19; is that still correct?

Are there any other Committee, Commission, or City Council meetings at which the ASMP Amendments will be discussed, reviewed, or decisions considered? If so, please provide the details as to the meeting time, date, place, and Item number.

<u>Appendix J: Feedback Form Comment Log</u>
Roadway System Policy 6 Comments
Streets are for cars not parties
If [name] means that the 84' ROW won't be applied in established neighborhoods, then take that out of the ASMP!
Streets were taken from people and given to cars, and they need to be given back to people. The healthy streets program was one of the best things ATD has done in the last several years
To make Austin a liveable City.
It's time to be thinking of a healthy city environment. Eliminating vehicular footprints is a start and make way for the non-vehicular uses of certain areas to promote a healthier city.
I support this policy for neighborhood streets and local business community areas but not for local or major traffic routes. Unimpeded traffic flow is essential to get anywhere to enjoy those specific areas of public enjoyment.
Just because you “design” streets this way doesn’t mean they will actually become that. Cars are a lifeline for working families and you’re just trying to make this city even more unaffordable to suit your green goddess. I am a working mother. I do not have time (nor do I feel safe) riding public transportation. I am not going to bike to work nor can I pick up my child from school on a bike.
Agree with the premise when you read the name of the policy and support outdoor dining, but concerned about how much parking would be taken and how many streets would be closed. Need far more details to support this initiative.
We need to de-prioritize cars as much as we can.
Walkable streets are key to health (mental and physical) and general human flourishing.
I am for outdoor eating spaces and use of sidewalks for pop up or expanded outdoor activities, but I am not for closing streets and taking away parking.
We need more options to drive around the city. Austin is too expensive to live in that cycling or walking is an option for 90% of people that need to get to work.
The folks that would use those streets were not consulted. For instance, huge bicycle lanes were established on Slaughter lane. The number of cyclist that use that street can be counted on one hand. A pure waste of our money.
After the ASMP initial giant expanded ROW's of 84 feet on quiet neighborhood streets I have lost confidence in the process. The feedback process was difficult and was punishing for older citizens and those without powerful computers, new operating systems, internet or who only have phones and ipads.
The wording is vague and does not clearly state the plans.
I object to the development of E 34th St. and Harris as an East- West thoroughfare. 34th St. should not be reclassified as a Level 2 street and its ROW should not be expanded to 84 feet.
As an active cyclist the transition from Harris to 34th is a challenge that will not be improved by increased ROW or bicycle lanes. The streets are not connected requiring a cyclist approaching Duval on Harris to: 1. Stop on the hill to look left to review oncoming traffic. Depending on many factor it may require stopping on the upslope or worse, at the top of the hill on the flat (actually the Duval bicycle lane). 2. After turning right on Duval you have to immediately enter the vehicle traffic lane (not the Duval bicycle lane) in order to turn left on 34th. All while reviewing traffic from Duval at 38th and looking over your shoulder for traffic from Dean Keaton. It's a terrible, terrible idea not grounded in the reality of safely negotiating all the other urban obstacles I haven't noted.
streets are crowded enough already

We need to allow for cars to get from A to B, and we should not be narrowing our streets so we can have a small number of people who are walking or biking. Walking and biking is perfectly available under current transportation plans, and narrowing the streets to allow more biking or walking will just create more auto congestion without any discernable benefit.
As a pedestrian, bus rider, and bicyclist, opportunities for people to get around without cars are wonderful!
Traffic is a major concern Bike lanes etc are for a very minute portion of the population Need to increase traffic lanes not decrease them
Proposal changes status of St. Joseph (Burnet to Hardy) to mirror that of Burnet Rd. and Anderson Ln. St. Joseph (MorrowSt.) front single family homes. No multifamily or commercial uses.
Hello. I am writing to request that the western part of Morrow Street (specifically, St. Joseph) NOT be increased to "Level 3" and that all of Morrow Street be designated "Level 1". Given its narrow width, proximity to Anderson and residential character, St. Joseph/Morrow Street should be "Level 1".
I strongly support increasing the use of street for purposes beyond cars. In particular I think streets in residential neighbourhoods should be restricted to local traffic with a strong focus on use by pedestrians and cyclists, and as a safe community space. Permanent physical barriers should be installed at intersection to prevent / discourage cars from using residential streets to cross the city.
Needs more study for what exactly will be done.
The policy is too vague and will be interpreted by staff to include all streets and as a carte blanche to acquire more ROW. If neighborhoods want their streets used as places where people and community engage in non-mobility activity they will let you know. This policy appears to be an excuse not to provide the sidewalks communities have been asking for, for many years now. Quiet streets in residential neighborhoods are already being used by the residents for non-mobility activity, especially in neighborhoods that lack sidewalks.
Too much transit is destroying my street/neighborhood. We need safe places for social activity.
The policy as presented is way out of scope. Despite reference to the pandemic, the policy is nothing like kids shooting basket in front of their house, or running toy cars on the pavement. There should be NO commercial reuse of the streets.
The policy is too vague and will be interpreted by staff to include all streets and as a carte blanche to acquire more ROW. If neighborhoods want their streets used as places where people and community engage in non-mobility activity they will let you know. This policy appears to be an excuse not to provide the sidewalks communities have been asking for, for many years now. Quiet streets in residential neighborhoods are already being used by the residents for non-mobility activity, especially in neighborhoods that lack sidewalks.

Air & Climate Policy 4 Comments
We need to prepare and try to deal with climate change, but a bigger part of that needs to be reducing the car mode share through reduced car lanes and increased bus/bike/ped facilities
OR just remind people that no-lights equals STOP! We cannot keep throwing money at catastrophize thinkers and imagining a need for a rare event. At what point do you prepare for the meteor strike?

I support this policy and would like to make a few suggestions. Maintain a list of people with vehicles, equipment and/or skills which expand people resources available to the city in crisis situations. Cold weather response can be improved with items which reduce the need to transport people to other locations like: Bags of play sand in all public vehicles to improve walking and driving traction on the spot as needed; Indoor approved propane heaters with refillable fuel bottles for emergency heat during power outages; Backup batteries and free cell phones to improve communications for isolated people. Vehicle improvements like fulltime all-wheel drive and high traction tires. Chains do more damage than good in most cases. In water shortages swimming pools usually have treated drinkable water. If not drinkable, flushable.
I'm not going to ride the bus anyway so who cares?
Did not make sense and sounds like politics
Climate change is real and we need to be adaptive and resilient.
Infrastructure will continue to degrade over time if we don't occasionally go back and improve it. If an overhaul isn't part of our response to last year's winter storm, then we have learned nothing and our city is in decline.
This does not have any specifics
Having lights that can adapt with extreme weather is a good idea
Future proof? what in the world are you talking about? You do not know, you are just throwing words around without explanations.
The ASMP does not regard Trees and green spaces as important parts of Air and Climate policy. Water run-off is exempted from ASMP changes.
Again - the wording is vague without clearly delineating the actual plans which makes it hard to comment.
The policy is meaningless and is being used as a pretext to do whatever the city wants it to do. Of course we need to make sure that the transportation network is usable in all periods, but this policy is meaningless.
Makes sense.
Relying on almighty God to handle
see above
I support this measure, which is common sense. Our infrastructure should work at all times and especially in crisis situations. But I still find the policy lacking in details. Batteries for traffic signals the only concrete measure mentioned. I would also encourage the city to convert existing intersections to roundabouts (and have this be the default option for new / redeveloped intersections). Roundabouts do not require electricity to function and also can reduce traffic and pollution. It is unclear what climate proofing our infrastructure means to the city. For sure flood plains need to be better considered in city development (stop building homes and roads in them).
More study needs to be done specifically concerning air quality.
Maintaining existing traffic lights and roads so that they can withstand climate change should be done. The current Austin Transportation Dept cannot be trusted "to design and construct our transportation network to be resilient, meaning that it is robust and flexible enough to withstand the impacts of climate change".
Climate change is real. The city should plan for this as part of the infrastructure construction and planning but this seems nebulous as to what weather events to specifically plan for.
The policy as presented doesn't have sufficient information to be a useful disclosure, so I oppose it. Continual community involvement is the proper approach; I don't see that here. There is a historic expression, "The consent of the governed" Ensure that there is continued involvement and consent.
Maintaining existing traffic lights and roads so that they can withstand climate change should be done. The current Austin Transportation Dept cannot be trusted "to design and construct our transportation network to be resilient, meaning that it is robust and flexible enough to withstand the impacts of climate change".

Collaboration Policy 8 Comments
Again, at what point do you prepare for the meteor strike. If you keep preparing for every single possible remote event, then people will become even more complacent in their day-to-day activities.
I support this policy and would like to make a few suggestions. Maintain a list of people with vehicles, equipment and/or skills which expand people resources available to the city in crisis situations. Cold weather response can be improved with items which reduce the need to transport people to other locations like: Bags of play sand in all public vehicles to improve walking and driving traction on the spot as needed; Indoor approved propane heaters with refillable fuel bottles for emergency heat during power outages; Backup batteries and free cell phones to improve communications for isolated people. Vehicle improvements like fulltime all-wheel drive and high traction tires. Chains do more damage than good in most cases. In water shortages swimming pools usually have treated drinkable water. If not drinkable, flushable.
Agree the city needs better ability to respond but the recommendations did not seem on point. I would be interested in options to vote on.
We are not prepared and we need to get there.
It's important to have a citywide plan in place. The only reason I didn't say "strongly support" is because I have some confidence in successful citizen responses, but a plan from the city government is still best, even with citizen responses in place.
This seems a bit over the top and unclear. It would be helpful to have more research based information.
There were non profits that helped with this and the city has shown they cannot handle this situation
From what I have seen we are prepared.
I have lost confidence in the process and the ASMP team. I would hate to have disaster preparedness and emergency response planned by the ASMP team that I have seen in action. Living Shoal Creek Boulevard for 25 years, I saw 2 bike plans come and go: one Bike plan used a kind of gravel that caused cyclists to slip and fall. The new bikeway is unfriendly to car drivers. A plan need to invite all to share the road.
This is a platitude and until there are concrete proposals, I strongly oppose it. It's like saying "do you like happiness?" Everyone likes happiness, but until you know why you are being asked that question, you should not answer.
More trying times may come, and we all need all the help we can get.
Bo more boil orders Public saftey
Regarding upgrade of St. Joseph (Morrow St) I see the proposal as having a negative affect on emergency response.
Yes, more needs to be done to make sure our mobility infrastructure support / allows the needed response during emergencies. But this effort needs to extend beyond mobility to address the full range of issues that lead to disasters (why is there so much development in area that flood?), why three boil water notices is such as short time period? A cross sector approach is needed.
Communication between departments sounds good and is what should happen normally.
Explain why you either support or oppose the proposed policy. The city needs to consult with experts from other states or the Federal government. It was quite obvious that the city was totally unprepared for Uri. Austinites with previous winter weather experience knew how to prepare for Uri and knew enough to hunker down. Without snow plows to clear main arterials or vehicles with (wheel) chains or snow tires our streets will be impassable. The city's water utility failed us.

Snowmageddon is a perfect example of a possible catastrophe.
The policy as presented doesn't have sufficient information to be a useful disclosure. So, I oppose this. Emergencies are addressed by current processes.
The city needs to consult with experts from other states or the Federal government. It was quite obvious that the city was totally unprepared for Uri. Austinites with previous winter weather experience knew how to prepare for Uri and knew enough to hunker down. Without snow plows to clear main arterials or vehicles with (wheel) chains or snow tires our streets will be impassable. The city's water utility failed us.

Other ASMP document amendments
ROW is confusing because in the FAQ, it defines ROW as including part of homeowner's front yards to include sidewalks and bike facilities beyond the "existing pavement". Edgemont and GlenRose Dr. indicate the proposed ROW requirement is 58' or 64'. In the FAQ and presentation, it explains these are ideal requirements based off the TCM. In the updated ASMP presentation, it indicates "If there are future improvements to roadways in established neighborhoods they would be made within the existing pavement without acquiring additional right of way." Since in the FAQ, the ROW is defined beyond existing pavement, can you please clarify on the Street Network Map under proposed ROW remarks that homeowner's property will not be utilized to make any sidewalk or bike facility changes, specifically any changes Edgemont and GlenRose do not believe a "buffered bike lane and sidewalks" are needed and we would like ATX Walk Bike Roll to remove these proposed projects.
I measured our "existing pavement" which is approximately 30 feet wide. Current ROW is 50' which is 10' into our front yards on either side of the street. Currently, on the Street Network Map for Edgemont, GlenRose, and Madrona Dr., it states "proposed ROW requirement 58' or 64'" which would obviously mean 14' or 17' into our front yards on either side. Any projects/improvements made "within the existing ROW" that are outside of the "existing pavement" of 30' would significantly negatively impact our front yards, take away trees, hurt the root systems of our heritage oaks, contribute to increased flood risk, decrease property value, and encroach upon the front doors of some of our neighbors who are not as far back away from the easement or current or proposed ROW. I am against any changes in ROW for Edgemont/GlenRose/Madrona, because it leaves us vulnerable if there are future changes in the Street Network Map, ASMP, Land Development Code, ATX Walk Bike Roll recommendations etc.
Challenge 4 didn't provide any reasonable solutions to the issue. Developers seem to build only high end housing options that don't support middle income earners. So driving is the only option which costs more for the consumer.
The ASMP needs to talk to engineers, and have measurements and facts and reasons for the changes to streets. You have missed having enough engagement with the public in a respectful way.
I have high-speed internet and the full ASMP document is not revealing any maps or any tracked changes. Your documents are so large that they are not readable by the average resident. You should delay further progress until you can effectively present these documents to the community.
Please do not designate the the northbound MoPac ramp between Northwood Road and the W 35th St Eastbound ramp as a pass through to W 35th St as a part of the Transit Priority Network. Remove that designation from the ASMP. The densification is not appropriate in Brykerwoods. Jefferson Street should be designated as Level 1. W. 29th Street should be designated as Level 1.
Oppose the bike trail on major street
Electrification of all city owned and operated vehicles needs to be accelerated, cap metro as well.
Turning East 34th and Harris Blvd back to level 1 with the potential for designated bike lanes sounds right. Better bike lanes on Speedway is a plus. Better bike lanes everywhere would also be good.

The maps as presented never showed any of the required information. The colors of streets is never explained, there is no "eye" icon to select layers. Without useful information I can't make useful comments. This was just an exercise in useless frustration. There are still streets marked with colors that had ROW conflicts in earlier versions, and so seem to retrain all the earlier problems - problems like acquiring ROW from a cemetery, or from the State of Texas. Same thing for places that ignore Gas Pipeline ROW. Places that don't account for geology of the land adjacent to the road, and if disturbed would cause trouble worse than the botched trail along Shoal Creek and Lamar ≈26th st.

The West Austin Neighborhood Group DOES NOT SUPPORT designation of Enfield Road west of Mopac, Exposition Blvd. and Westover Road as part of the Transit Priority Network. We are OPPOSED to the Land Use Policy stated in the ASMP Document Chapter 2 p.34-37, for these streets, which ASMP has called "Transit Priority Network." This Land Use Policy conflicts with our Neighborhood Plan FLUM for properties along these roadways. It is not transparent to designate certain streets as TPN without notifying neighbors along the streets about the intended land use policy. Please REMOVE Enfield Road west of Mopac, Exposition Blvd and Westover Road from the Transit Priority Network.

Street Network Amendments Comments

Please do the extension of Industrial Oaks over to Southwest Parkway. It will help with first responder access to the Entire Southwest Parkway, Corridor and also dramatically improve traffic in the area giving more direct access from 290 to Southwest Parkway and vice versa. This is a desperately needed 150 yard extension. This must be done.

I support the city taking land away from cars and giving it to bikes, pedestrians and busses. I don't care what the street tier is, we have too much automobile infrastructure in Austin and we need to replace some of it to reduce car mode share in our increasingly congested city.

General Concern about Bike Lanes. As a user of the bike lanes I am concerned about their maintenance or complete lack of maintenance as the barriers restrict street cleaning.

I also dislike and avoid 2 way bike lanes on the side of the road, like Shoal Creek. As a bike rider I feel a lot safer travelling with traffic.

Also dislike the protected pedestrian lane on West 46th street. Again this won't get cleaned unless the City purchases the necessary equipment and it also hinders the bicycle use of this street.

[street number] Norris Drive

Metropolis Drive does not need a median. That is a waste of \$ that could be used elsewhere.

Jollyville Road does not need a raised center median. Business access and traffic flow would be complicated and generate driver frustration. There is also plenty of right-of-way on each side of the pavement to construct two-way bike/walkways away from traffic. Existing drainage is over designed and does not carry much water in heavy rain events. In most areas it could be filled in or piped. Woodcrest Dr has high recreational walk traffic day and night and needs sidewalks on both sides of the road. Parked vehicles create limited visibility causing a safety hazard. Oak View Drive between Fireoak and Danwood needs sidewalks. This is an elementary school walk path and young kids walk in the street daily.

PLEASE PLEASE PLEASE DO THE INDUSTRIAL OAKS EXTENSION OVER TO SW PARKWAY. THIS IS SO DESPERATELY NEEDED TO REDUCE TRAFFIC IN THIS VERY CONGESTED AREA AND ALSO PROVIDE ACCESS FOR THE NEW FIRE/EMS STATION ON 290 AT INDUSTRIAL OAKS TO SW PARKWAY. THIS EXTENSION WILL SAVE LIVES, IMPROVE COMMUTING TIME, REDUCE TRAFFIC CONGESTION AND THEREFORE REDUCE POLLUTION. THE EXTENSION IS OVER COMPLETELY FLAT AND EMPTY PASTURE! THIS IS A WIN-WIN FOR ALL!!

ROW is confusing because in the FAQ, it defines ROW as including part of homeowner's front yards to include sidewalks and bike facilities beyond the "existing pavement". Edgemont and GlenRose Dr. indicate the proposed ROW requirement is 58' or 64'. In the FAQ and presentation, it explains these are ideal requirements based off the TCM. In the updated ASMP presentation, it indicates "If there are future improvements to roadways in established neighborhoods they would be made within the existing pavement without acquiring additional right of way."

Since in the FAQ, the ROW is defined beyond existing pavement, can you please clarify on the Street Network Map under proposed ROW remarks that homeowner's property will not be utilized to make any sidewalk or bike facility changes, specifically any changes

Edgemont and GlenRose do not believe a "buffered bike lane and sidewalks" are needed and we would like ATX Walk Bike Roll to remove these proposed projects.

OPPOSITION TO Edgemont/GlenRose/Madrona proposed changes to any improvements made even "within the existing ROW" that are outside of the "existing pavement" of 30' curb to curb.

Changes beyond "existing pavement" would negatively impact front yards, take away trees, hurt root systems of heritage oaks, contribute to increased flood risk, decrease property value, and encroach upon front doors of some of our neighbors who are not as far back away from the easement or current or proposed ROW.

We request to clarify on the Street Network Map under "proposed ROW remarks" for Edgemont, GlenRose, and Madrona Dr. that there will be no changes in homeowner's front yards to add sidewalks and bike facilities beyond the existing pavement (current curblineline to curblineline 30').

Language around "existing pavement" should be added throughout the proposed amendments.

We also request "proposed projects buffered bike lane and sidewalk" be removed from our streets and ATX Walk Bike Roll recommendations.

I am writing on behalf of the Chisholm Lane Homeowners. How and when will substandard streets like Chisholm Lane be upgraded to Level 1? How can you improve sidewalks that don't exist on a street that is 16' - nowhere near the suggested 50+ feet without taking private property? Where Chisholm Lane meets Slaughter Lane (the only ingress/egress available) the City of Austin (Corridor Program Office) plans to narrow the entrance to Chisholm Lane (it widens at the intersection to 30' to allow traffic access to a daycare and the homes on Chisholm). How does this make sense when the ASMP doesn't show any residential streets that narrow?

Please let neighborhood residents join in the planning of these major roadway changes - the engineers don't know the neighborhoods. Smaller roadways like this one may work better with a single sidewalk rather than having sidewalks on both sides of the street. We would also discourage on-street parking.

[address]

The project ID for my street is 5096. The code is 2U-OP, which is two undivided lanes and on-street parking. The proposed addition is to add sidewalks to both sides of the street. Chisholm Lane is a half-mile long, unimproved two lane road, currently without curbs, gutters, or sidewalks. The road was put in in 1950, when it was outside the city limits. The existing right of way is 50 feet. The proposed right of way, to allow for sidewalks, is 58 feet. This would require the city to acquire property for right of way expansion from single family houses, which the Plan says will not happen. As a member of the Chisholm Lane Property Owners Association, we would prefer that our street remain as is, untouched, with no additional improvements. [name][email]

[street number] Chisholm Ln

We would not like any bike lanes nor sidewalks under proposed projects for our streets

Edgemont/GlenRose/Madrona Dr. We have read the amendment and looked at the updated street network map. We have been told nothing will be done beyond the existing pavement (30 feet wide), but we do not see that language under "proposed ROW remarks". Please add language that there will be NO BIKE FACILITIES BEYOND THE EXISTING PAVEMENT (current curblineline to curblineline 30') and NO SIDEWALKS ADDED IN OUR FRONT AND SIDE YARDS.

Any projects/improvements made "within the existing ROW" that are outside of the "existing pavement" of 30' would significantly negatively impact our front yards, take away trees, hurt the root systems of our heritage oaks, contribute to increased flood risk, decrease property value, and encroach upon the front doors of some of our neighbors who are not as far back away from the easement or current or proposed ROW. I am personally against any changes in ROW, because it leaves us even more vulnerable if there are proposed future changes in the Street Network Map, ASMP, Land Development Code, ATX Walk Bike Roll recommendations etc., but it would at least increase my trust in the ASMP objectives if the language around "existing pavement" was added throughout the proposed amendments and most importantly to Edgemont/GlenRose/Madrona "proposed ROW remarks".

Adding sidewalks and bike lanes to our neighborhood would remove beautiful trees and create flooding issues, decrease our property values and place the street too close to existing homes.

Edgemont drive is a family neighborhood with many children and families walking our streets regularly and bikes enjoying the hills. There is no reason for changing the status from level 1 to level 2 and definitely no justification for changing the ROW - these are single family homes with many heritage oaks and widening the street would destroy yards, trees and encourage dangerous speeding cars cutting through when mopac and Balcones get backed up, putting children, dog walkers and cyclists at risk.

This is another attempt by City Council to "upsized" neighborhood streets to ultimately allow for denser housing units in single family neighborhoods that don't want it.

Why would you need to expand Enfield and most notably Pecos street, which already has more than sufficient width to allow for cars and bikes. Nobody wants this, and nobody is asking you to do this - why not allow impacted neighborhoods to vote??

Why is City Council so shady? This lack of transparency is a regular theme. It's because you know it's unpopular, just like CodeNext and the LCD were unpopular.

Review the information and recommendations for West Gate Blvd.(Wm. Cannon to Manassas Dr.) we provided in Round 1. These are listed in Appendix H, p. 243-245, of ASMP Amendments Public Engagement Report, Round 1. Proposed Round 2 Amendments do not include any of our recommendations.:

1. Classify West Gate as Level 2 instead of Level 3. It was originally built as a neighborhood Collector (Level 2) , with one-car lane in each direction, a median, and a bike lane. The speed limit was 30 mph. With no input from residents, the City changed the street to Level 3, increased the speed limit to 35mph, and converted the bike lane into a car lane.

2. Reduce speed limit to 30mph

3. Do NOT increase ROW to 116ft

4.To add bike lane, convert West Gate to its original design

Consider CONTEXTUAL factors I described: driveways,accidents, etc. West Gate is NOT in the Bicycle Priority Network or the Transit Priority Network. Does NOT have a HighFrequency route.Is NOT an Imagine Austin CORRIDOR..

Edgemont/Madrona/GlenRose have asked ATX Bike Walk Roll to remove sidewalks and bike facilities from our streets as they are not needed nor wanted. We had over 25 comments asking for the removal and NO comments asking for these facilities. We asked ASMP to clarify using the language of "no projects beyond the existing pavement" under "proposed ROW remarks". It has also come to our attention that constituents can make a case that their roadways be removed from the Street Network Map. It appears this would be the easiest way to address our neighborhood concerns as we have clearly communicated we do not need nor want any added bike or sidewalk facilities.

Additional Removed Roadways

Some roadways may be determined as being infeasible, do not have community support, or have other specific

considerations for why they are being removed from the ASMP. Based on public comments and additional evaluation of the Street Network, more roadways are under consideration to be removed.

Please delay this process until we can actually review the maps. They are not readable despite the fact that I have high-speed internet.

WEST GATE BLVD., (WM. CANNON TO MANASSAS). I HOPE THIS TIME YOU WILL REVIEW THE INFORMATION AND RECOMMENDATIONS WE PROVIDED IN ROUND 1, APPENDIX H, P. 243-245.
ALL DRIVEWAYS ON THIS 3/4 MILE SEGMENT FACE THE STREET. IT WAS BUILT AS A NEIGHBORHOOD COLLECTOR (LEVEL2), WITH ONE CAR LANE IN EACH DIRECTION, A MEDIAN, AND A BIKE LANE. IT WAS 30MPH. IT IS A VERY DANGEROUS STREET WITH MANY ACCIDENTS AND ONE DEATH. VEHICLES SPEED . NO TRAFFIC LIGHTS; NO ENHANCED PEDESTRIAN CROSSINGS; NO PROTECTED LEFT TURNS. SCHOOL BUSES, CAP METRO BUSES AND POST OFFICE CARS ARE IN DANGER.
BESIDES THE "CONTEXTUAL FACTORS", CONSIDER ALSO THAT WESTGATE IS NOT IN THE 2014 BICYCLE PLAN , THE BICYCLE PRIORITY NETWORK, OR THE TRANSIT PRIORITY NETWORK; DOES NOT HAVE A HIGH FREQUENCY ROUTE; IT IS NOT AN IMAGE CORRIDOR.
IT IS A HIGH CONFLICT AND HIGH DENSITY STREET (TCM)
REDUCE FROM LEVEL 3 TO LEVEL2. REDUCE SPEED LIMIT. DO NOT INCREASE ROW TO 116FT. TO ADD BIKE LANE
CONVERT IT TO ITS ORIGINAL DESIGN

[street number] Bryker Dr

Does a large bus need to function when ridership is light? Could vans provide better transportation at off-peak hours? Taking a commuter bus in the morning only allows for a morning-evening schedule. Is there a way to provide vans on those same commuter routes every hour or two so a person isn't stuck at work if their schedule changes?

I support the removal of the brush country connection from the ASMP.

I do not want Brush Country extended

The extension of Brush Country to Monterrey Oaks (shown on the map) would cut through a pocket park and greenway that is shared by the neighborhood and the school. This area (the pocket park and greenway) has been cleared and improved to include trails, sitting areas, and memorials, It is frequently used by the members of the neighborhood and students. This was originally developed and supported through a grant from the city and is maintained through efforts from the neighborhood. The extension does not have support from the neighbors - we cherish our greenspace and work hard to keep and improve it as a common area. There are planned work days to clear out invasive species, clear the trails of deadfall, and the neighborhood association has purchased and installed dog waste and trash stations to help keep it clean. Please let us enjoy what we have worked hard to establish and enjoy.

Brush country rd

Stassney lane between menchacha and westgate

St. Joseph (east of Burnet Rd.) is a residential street. It turns into Morrow St., also a residential street.

Hello.

I am writing to request that the western part of Morrow Street (specifically, St. Joseph) NOT be increased to "Level 3" and that all of Morrow Street be designated "Level 1".

Given its narrow width, proximity to Anderson and residential character, St. Joseph/Morrow Street should be "Level 1".

Thank you.

[name] [address]

The map is not working for me so I cannot drop a pin. For E 34th street and Harris street (by Lee school) please give use a protected bike lane (removing parking from at least one side of the street) and fix the sidewalks, I know several residents who have been injured by falls from tripping on broken sidewalks (some for several decades now). Also, the storm sewer on the 200 block of E 34th is collapsing and poses a major safety hazard. This sewer had to be replaced in a major project in the 1990s yards were collapsing into the structurally failing sewer. These improvement are now failing are there is already subsidence of yards. Please fix this before someone is badly injured.

Using the STREET NETWORK MAP I cannot get my street - East 34th Street - to open I get East 33rd and next Grooms., then East 35th. The map is too difficult to navigate for finding my street. It is not clear how to place the pin.

East 34th should stay a level 1 street with bike lanes.

Morrow should remain a level 1 street.

Consider the Recommendations for West Gate Blvd. provided in Round 1, Appendix H, pages 243-245. The evidence, comments, and contextual factors provided for West Gate (Wm. Cannon to Manassas Dr.) support the recommendations:

1. Classify as Level 2, as it was originally built. It is not in the Transit Priority Network; It does not have a High-Frequency route; It is not an Imagine Austin Corridor. Contextual factors such as driveways facing the street, accidents, speeding, no pedestrian crossings, buses, etc. support for this recommendation.
2. Reduce speed limit. According to the TCM, Target Speed for a High Conflict and High Density street such as West Gate (Wm. Cannon to Manassas) should be: 20-25mph for Level 2; and 25-30 mph for Level 3. West Gate meets the criteria " Streets with primarily front-facing residential land use"; and " does not provide physical separation-including protected bicycle lanes..."
3. Do NOT increase ROW to 116ft. Bike lane is NOT in 2014 bicycle plan.

See the evidence, comments and recommendations for West Gate Blvd. , provided in Round 1, appendix H, pages 243-245. In case you did not review them, I will summarize here.

1. Classify West Gate as Level 2 from Wm. Cannon to Cameron Loop)
2. Reduce speed limit
3. Do NOT increase ROW to 116ft.

West Gate (Wm. Cannon to Manassas) was built as is a collector neighborhood street (Level 2), with one car lane in each direction, a raised median, and a bike lane. ALL driveways on the east side face the street. It is a very dangerous street with many car accidents(over 20 reported and one death,). There are no traffic lights, no enhanced pedestrian crossings, no protected southbound left turns. People living on the west side (ABC...streets, Alderwood to Jorwoods) are in danger as they try to cross two lanes to go north. Cars are speeding since there are no traffic lights or calming devices. Cyclists and pedestrians are in danger. School bus turns at Fentonridge. Need a stop sign

General Comment: According to Chapter 2 of the ASMP, "the Bicycle Priority Network is 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." The ASMP identifies 3 types of facilities of which "The third type is "neighborhood bikeways." These are quiet, neighborhood streets that are appropriate for people of all ages and abilities to safely and comfortably use; these are most of the streets in the Bicycle Priority Network." Finally, in chapter 2 under "Indicators and Targets" is this: "Increase the number of people living and working within a 1/2 mile of all ages and abilities bicycle facilities". From this, it is easy for the public to infer that the city will use the Bicycle Priority Network designation, and "Priority" designations in general, as an excuse to push dense development into neighborhoods that have single-family home properties.

To include statements like “Improvements will be made within the existing ROW using flexible design criteria. ROW dedication may be required from new development and commercial redevelopment through the land development process. Required ROW does not apply to single-family home properties” or “The Required ROW for new development or commercial redevelopment is proposed to change based on the updated TCM requirements” in the drop-down windows on the story maps raises even more questions. By “single-family home properties” do you mean SF-1 through SF-6 zoned properties or residential lots that have just one house, or a duplex, or a house with an ADU? What is meant by “new development” in the context of a single-family home neighborhood? With gentrification happening in many of our neighborhoods, will the new property owner, constructing a new home on a Bicycle Priority Network street be asked to “dedicate” more ROW or will the existing ROW be “grandfathered”?

The Updated Public Transportation Map (High - Frequency Local Transit routes) is erroneous with respect to West Gate Blvd.(Wm. Cannon to Cameron Loop). This segment is served by Bus Route 318. It is NOT a high-frequency route. It runs every 30 minutes. Cap Metro told me that they do NOT plan to make it High- Frequency. Therefore, West Gate should not be included in the Transit Priority Network. According to your criteria, " only transit routes that operate at a 15-minute frequency or better should be included in the Transit Priority Network". Also, West Gate is not listed in Imagine Austin CORRIDORS.

Change West Gate from CORRIDOR Mobility type to LOCAL Mobility.
Reclassify from Level 3 to Level 2. Also, consider the contextual factors , such as driveways facing the street, etc. Reduce the speed limit. It is a High Conflict and High Density street. According to TCM, speed should be 25-30mph. Do NOT increase ROW to 116ft. Bike lane is not listed in 2014 Bicycle Plan

Many Austinites are not aware of the 2014 Bicycle Plan. ATXWalkBikeRoll program is currently updating it, along with the Urban Trails and Sidewalk Plan, and it is expected to be completed in 2023. The updated plans will be folded into the ASMP, so what is the rush in pushing the ASMP to city council adoption?

Our quiet neighborhood streets (most are Level 1 streets) should not be included in the Bicycle Priority Network. These streets are Harris Blvd from W 32nd Street South to Westover Rd, Happy Hollow Lane from W 35th to W 34th ST, W 34th St from Happy Hollow Lane to Jefferson St, W 34th St from Jefferson St to the W 35th St cutoff, and Northwood Rd from Harris Blvd to MoPac.

West 29th St from Jefferson St to Lamar Blvd sees heavy vehicle traffic twice a day. When vehicles are parked on both sides of the street it is difficult for two-way traffic to get through. The 84 ft Proposed Required ROW should be removed. This is a residential street with single-family homes where most of the maximum ROWs are considerably less than 84 ft.

Jefferson St from 35th St to South to Westover Rd: The existing sharrows work well. Jefferson St narrows South of W 34th St. There are through-lots on Glenview Ave that have their garages facing Jefferson. The required ROW of 70 ft for proposed sidewalk and bicycle facilities will require a “taking” of private property that would put sidewalks and bicycle lanes right up against some neighbors’ garage doors.

Chapter 6 of the ASMP addresses Equity, even citing Title VI of the 1964 Civil Rights Act, but ignores the inequity created by the #335 high frequency service bus route on West 35th St as part of Cap Metro’s 2019 Remap (“Connections 2025”) project. The stated purpose for implementing the #335 route was to encourage bus ridership in West Austin (it has failed miserably). Increasing the frequency of bus service in predominantly white, affluent West Austin, decreased the frequency of service and number of routes in East Austin for the bus dependent People of Color. This is a violation of Title VI of the 1964 Civil Rights Act. A thorough equity analysis for each major bus service change from Remap to the present needs to be done before this ASMP update is approved by City Council. The Transit Priority Network on West 35th /38th Sts is being used to push density ½ mile into our neighborhoods. Given ASMP’s Land Use Policy 1, there is no rationale for this Transit Priority Network.

See West Gate Blvd comments and recommendations submitted in Round 1, Appendix H, pages 243-245. There is a plethora of information regarding safety issues and traffic problems on West Gate Blvd.. In 2012 , our Shiloh Oaks Neighborhood Assn. (SONA) asked the City to alleviate the dangers caused by the traffic conditions on West Gate (Wm. Cannon to Manassas) by installing traffic signals and calming devices. The problems became worse when the City extended West Gate to Slaughter in 2012. There have been 17 reported vehicle crashes during 2013 -2015 . More crashes have been reported since then. The high traffic volume, speeding, and lack of traffic lights and calming devices affect our safety.

We have provided input in previous surveys. In 2017, 108 people provided input to the Vision Input Map that was launched by ATD, for West Gate Blvd. (Manassas to Wm. Cannon).

Take action. Reduce the speed limit. Change our street from Level 3 to Level 2. Do not increase the ROW to 116ft.

North MoPac Northbound Ramp from Northwood Rd to W 35th St Eastbound Ramp is a single lane ramp, not a service road, that is bounded on the East by a sound wall. "Improvements" should not include "bicycle facilities for all ages and abilities", nor should it be considered for a future "Urban Trail" because inhaling toxic fumes and fine particulate matter while exercising is not conducive to good health (see Chapter 5, ASMP). There are no bus stops on this ramp or the tiny segment of street leading up to it. Cap Metro's #335 bus is using it as a passthrough to 35th St.. This should not be part of a Transit Priority Network since it provides no service. It is seen as a way to push density ½ mile into our neighborhoods.

West 31st St from Lamar Blvd to Shoal Creek Blvd: I understand that this bike lane pilot project has drawn opposition from three neighborhood associations and St. Andrew's School. It's a solution in search of a real problem. There is an existing sidewalk on the North side of the street which everyone can use, if they are afraid to walk or bike in the street. This part of the pilot project is an awkward connection between the Shoal Creek Trail head at Lamar and the trail head at Shoal Creek Blvd. The bollards (giant road turtles) on the ground are more dangerous than a paint line when hit by a bike wheel (and they certainly don't protect you any better from vehicles than a paint line). West 31st St East of Lamar is too steep a hill for "all ages and abilities" to handle. Hopefully a better bike route will be found during the update of ATXWalkBikeRoll.

Shoal Creek Blvd from the trail head near W 31st St to W 34th St. This part of the ATXWalkBikeRoll pilot project is creating problems for two-way traffic. There is no need to have a double bike lane and parallel parking on the South side of the street when there is an existing, concrete hike and bike trail in the greenbelt parallel to this street segment (and a sidewalk on the North side of the street). Making this street a one-way street is not a solution. Where the bike lane joins the greenbelt it continues on the grass, through a grove of trees before reaching W 34th St. The bike lane needs to connect with the existing concrete hike and bike trail as it enters the greenbelt to protect the critical root zone of the grove of trees it currently is traversing. This pilot project needs to be removed from the ASMP and resolved in the ATXWalkBikeRoll update.

I am opposed to the Morrow Street upgrade (Western part) as it will increase traffic in my neighborhood. I think this will ultimately result in increased traffic through Morrow Street. The street was not designed for the volume of traffic it now has. There are many pedestrians, vehicles, and bicycles using this area (Street) already. The area specifically is adjacent to a elementary school and is not conducive for the traffic therefore the schoolchildren and the parents need to pick them up and drop them off in the morning and afternoon. Tomorrow should be a level I Street. This is in accordance with its narrow width, proximity to Anderson and residential character. Ultimately, this modification would give the area between Burnet Road and Hardy the same designation as Anderson Lane and Burnet Road. please DO NOT MAKE THIS CHANGE!!

Payne Avenue should not be extended to N Lamar Blvd under any circumstances whatsoever. Regardless of what commercial development plans are involved the residents of this street do not support the idea and will resist such plans in any way we can both now and in the future.

I live at [street number] Morrow St. I am opposed to my section of Morrow being designated as level 2. It is basically a residential street with houses, kids, cats, and dogs. The only business is the churches at Woodrow. I am opposed to the section of Morrow west (aka St Joseph) of me being designated as level 3. Also only residential with exception of the catholic church on the west bound side. It is silly to have a level 3 run into a level 2. Morrow is not a major thoroughfare such as Anderson. IT IS A RESIDENTIAL (mostly 2-lane) STREET.

The Street Network Map is non-functional and useless for this review. See above. For below, There is no way to mark the map, just 3 white dancing bars.

The West Austin Neighborhood Group is opposed to the designation of the following neighborhood streets as part of the Transit Priority Network:

Enfield Road west of Mopac, Exposition Blvd. and Westover Road.

Enfield Road is a residential neighborhood connector street with no commercial or mixed use zoning. The Central West Austin Combined Neighborhood Plan's FLUM has Enfield Road listed as a residential SF-3-NP and MF-3-NP zoning. We are opposed to high density land use in ASMP Policy Document Chapter 2 being linked to the bus routes on our neighborhood connector streets. Linking high density development to these neighborhood bus routes is bypassing the land development code process without proper notification to property owners. Many people do not know that they live on the so-called Transit Priority Network, and that ASMP's Land Use Policy is to promote the highest density possible along the TPN. Please REMOVE these streets from the Transit Priority Network.

I am so angry right now! I filled in all the fields above, rotated my iPad & all the information disappeared! This process failed miserably. The surveys were obviously poorly created & not vetted. How could this survey be put out if all the information entered could so easily be erased?! Not only did the outreach fail to adequately inform the citizens of Austin, but it disenfranchised our elders and those who are technologically challenged. I know how to use my iPad and I have never experienced such incompetency where all my entries vanished by turning the screen. How many other people did this happen to and who just walked away frustrated without sharing their horrendous experience? I am so angry I am not going to go back and redo my entries on your unrelated questions. The ASMP amendments are all about increasing ROW, so that land can be taken when zonings change. This plan failed to provide homeowners with existing ROWs on level 1 streets, so an educated response was impossible.