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# Acronyms

**APTA:**  
American Public Transportation Association

**ASMP:**  
Austin Strategic Mobility Plan

**CAMPO:**  
Capital Area Metropolitan Planning Organization

**CAPCOG:**  
Capital Area Council of Governments

**Capital Metro:**  
Capital Metropolitan Transportation Authority

**CARTS:**  
Capital Area Rural Transportation System

**CTECC:**  
Combined Transportation, Emergency, and Communications Center

**CTRMA:**  
Central Texas Regional Mobility Authority

**DAA:**  
Downtown Austin Alliance

**FHWA:**  
Federal Highway Administration

**FTA:**  
Federal Transit Administration

**HACA:**  
Housing Authority of the City of Austin

**HERO Program:**  
Highway Emergency Response Operator Patrol Service Program

**SRTS:**  
Safe Routes to School

**TxDOT:**  
Texas Department of Transportation

# Glossary

## **2016 Mobility Bond–**

Approved in November 2016, this \$720 million mobility bond package includes funding for Regional Mobility Projects (\$101M), Corridor Improvement Projects (\$482M), and Local Mobility Projects (\$137M). The local projects are broken down into sidewalks (\$37.5M), safe routes to school (\$27.5M), Urban Trails (\$26M), bikeways (\$20M), fatality reduction strategies (\$15M), substandard-street/capital renewal (\$11M). This bond marks the largest one time investment in Austin's transportation network.

## **access management–**

Proactive management of vehicular access points to land parcels adjacent to roadways to reduce conflicts between roadway users and improving roadway efficiency. Strategies include driveway consolidations and center medians with designated access points.

## **access-controlled–**

Type of roadway, typically higher speed, where access is limited and/or regulated for safety and efficiency.

## **Americans with Disabilities Act (ADA)–**

Federal legislation passed in 1990 that prohibits discrimination against people with disabilities. The law made it illegal to discriminate against a person with disabilities in terms of employment opportunities, access to transportation, public accommodations, communications and government activities. The law prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against people with disabilities. The ADA guidelines were most recently updated in 2017.

## **Austin Metropolitan Area Transportation Plan (AMATP)–**

Adopted in 1995 by ordinance, the 2025 AMATP policy document and roadway table guided transportation improvements and development review and served as the transportation element of the comprehensive plan. The ASMP will replace the AMATP.

## **automated driving vehicles–**

New motor vehicle technology that increasingly transfers responsibility from human drivers to computerized cars. There are varying levels of vehicle autonomy, ranging from features such as cruise control to the potential full automation of vehicles that do not require any human input.

## **bicycle facilities–**

Infrastructure and provisions to accommodate or encourage bicycling, including on-street painted or protected bicycle lanes, off-street paths, and parking and storage facilities.

## **All Ages and Abilities Bicycle Priority Network–**

The All Ages and Abilities (AAA) Bicycle Priority Network is a bicycle network that gives people of all ages and abilities safe mobility choices to bicycle, tricycle, scooter, and even use other personal mobility devices. The AAA Bicycle Priority Network consists of connected protected bicycle lanes, Urban Trails and shared use paths, neighborhood bikeways, and crossings of major streets. All facilities are designed to comfortably accommodate all bicyclists, regardless of their age or their comfort on a bicycle.

## **Bus Rapid Transit (BRT)–**

A high-quality bus-based transit system that delivers faster, more reliable service through the provision of dedicated lanes, with bus lanes and stations typically aligned to the center of the road, off-board fare collection, and more frequent operations. Because BRT contains features similar to a light rail system, it is more reliable, convenient, and faster than regular bus service.

## **capacity–**

The number of people which can be carried by a mode of transportation under given conditions. One common measure of capacity is vehicles per hour through an intersection. Capacity in transit operations is measured as the maximum number of passengers that can be carried past a single point on a fixed route, in a given period of time.

## **capital renewal–**

The planned rehabilitation and replacement of infrastructure assets to reach their useful life.

***carpool–***

An arrangement between people to make a regular journey in a single vehicle, typically with each person taking turns to drive the others to the destination.

***car-share–***

A model of car rental primarily designed for short periods of time and shorter distance trips. These services are attractive to customers who make only occasional use of a vehicle as well as others who would like occasional access to a vehicle of a different type than they use day-to-day.

***commuter rail–***

A passenger rail transportation service that primarily operates between a city center or urban core to outer suburbs or other locations that draw large numbers of commuters.

***connected vehicles–***

A car or other vehicle that is equipped with Internet access, a 5G network, and usually also with a wireless local area network. This allows the car to share internet access and data with other devices both inside and outside the vehicle. Connected vehicles are a vital aspect of automated driving vehicles as the vehicles will have to be connected with each other to share data, destinations, and upcoming driving maneuvers to ensure the safety of riders. Connected vehicles are able to transfer important mobility data between vehicles and other infrastructure that allows the transportation network to optimize movement, deal with service interruptions, or perform important safety tasks.

***curb space–***

The space along the curb frontage of a street, which can be allocated for different uses, such as parking, travel lanes, bicycle facilities, commercial loading, valet services, etc.

***dedicated transit pathways–***

Separate lanes on the roadway that would allow the high-capacity vehicles to move more quickly and efficiently.

***dockless mobility–***

Systems consisting of devices for rent, such as bicycles or scooters, that do not require fixed docking stations for users to receive or return units. Payment typically occurs in the form of a mobile phone application.

***drive-alone trip–***

A trip taken in a privately-operated vehicle whose only occupant is the driver.

***end-of-trip facilities–***

Amenities that support active transportation users during and at the end of their trip, such as showers, parking, locker rooms, and bicycle repair stands.

***extraterritorial jurisdiction (ETJ)–***

The unincorporated land located within a given distance (dependent upon its population) of a city's municipal boundaries that is not within the city limits or the extraterritorial jurisdiction of another city and is the territory where a city is authorized to annex land.

***first-mile/last-mile mobility solutions–***

The short, but at times inconvenient, distance at the beginning and end of a trip (typically on public transportation). Solutions for first- and last-mile portions of a trip include walking and bicycling as well as emerging shared modes.

***functionally acceptable–***

A maintenance designation indicating that transportation facilities can be used safely and comfortably for people of all ages and abilities.

***grade-separated intersections–***

An intersection where two transportation routes cross at different heights. This allows the continued flow of vehicles as the routes cross each other, and can consist of a mixture of roads, footpaths, railways, canals, bridges, overpasses, tunnels, or a combination of facilities

***high-capacity public transportation–***

Transit that carries a larger volume of passengers using larger vehicles and/or more frequent service than a standard fixed route bus system. High-capacity transit can operate on exclusive rights-of-way such as a rail track or dedicated pathway. The main goal of high-capacity transit is to provide faster, more convenient, and more reliable service for a larger number of passengers.

***high-frequency public transportation–***

Transit service that operates every 15 minutes (or more frequently) throughout most of the day on weekdays and Saturdays, increasing reliability and improving opportunities for riders by providing more rides throughout the day.

***highway system–***

A network of controlled-access high-speed roadways that connect across state borders to form the National Highway System in the United States. Highways may be maintained by state transportation agencies, regional mobility authorities, local municipalities, or federal agencies.

***historically underserved and underrepresented–***

Communities of people who have typically not been included, equitably planned for or equitably engaged with during civic and cultural planning. These communities often have a lack of representation and face barriers to institutional power. While the definition of these communities may be fluid, a non-comprehensive list of historically underrepresented or underserved communities generally includes people of color, people of low- and moderate-income, recent immigrants, people with mobility impairments, youth, seniors, those struggling with mental illness or homelessness, people with limited English proficiency, and LGBTQ+ individuals.

***Imagine Austin Comprehensive Plan–***

The City's comprehensive plan, adopted unanimously by Austin City Council in 2012. The plan was created with input from thousands of Austinites and established a community vision of a city of complete communities where all Austinites have access to the amenities, transportation, services, and opportunities that fulfill their material, social, and economic needs.

***land development code–***

Ordinances enacted by City Council for the regulation of any aspect of development and includes zoning, rezoning, permitted use, parking, special exception use, prohibited use, planned development district, zoning district, overlay zoning district, subdivision, building construction, or sign, landscape, land use, or similar regulations controlling the development or use of land.

***light rail–***

A railway with a "light volume" traffic capacity compared to "heavy rail." Light rail may use shared or exclusive rights of way, high or low platform loading, and multi-car trains or single cars traveling on fixed rails. Light rail is usually electric-powered and is also known as light rail, streetcar, trolley car, and tramway.

***managed lanes–***

A type of highway lane that is operated with a management scheme, such as lane use restrictions or variable tolling, to optimize traffic flow, vehicle throughput, or both.

***micromobility–***

Any small, human or electric-powered transportation mode such as bikes, e-bikes, scooters, e-scooters or any other small, lightweight vehicle that is being used as a transportation resource.

***mobility hub–***

Locations where multiple transportation modes and services are available. These spaces can be of different sizes and scales, ranging from a large complex built around a park and ride facility to a small shared area where dockless vehicles, ride-hailing spaces, and location wayfinding are available. Mobility hubs often include additional amenities and uses such as concentration of employment, housing, shopping, and/or recreation.

**Mobility Management Center (MMC)–**

The City of Austin's headquarters for monitoring and managing traffic throughout the Austin area. The MMC is staffed seven days a week through peak travel times, and may be staffed continuously through large events. From the MMC, engineers and technicians monitor traffic patterns and adjust signal timing in response to traffic needs. Crews may be dispatched from the MMC as needed to respond to downed or malfunctioning traffic signals.

**mode share–**

The percentage of trips taken by each type of transportation. This statistic comes from the US Census in regards to a person's primary mode of travel to work. For example, 74% of people in Austin drive alone in a car, so the mode share for driving alone is 74%.

**placemaking–**

The process of creating squares, plazas, parks, streets, and waterfronts that will attract people because these places are pleasurable or interesting.

**Project Connect Long Term Vision Plan–**

Capital Metro's long-term vision plan to create a high-capacity public transportation network serving Austin and the Central Texas region. It focuses on providing short-term enhancements for its existing services while also investing in a long-term high-capacity public transportation system.

**right-of-way–**

Right-of-way has two definitions, one relating to the width of property, such as a street including sidewalks; the other relating to who has the right to proceed with their movement. More specifically, when we talk about street design, we take into account what will fit within that street's right-of-way to accommodate all modes, minimize cost, and efficiently manage roadway space. When we talk about moving people through an intersection, we may say, "pedestrians have the right-of-way in the crosswalk," meaning other modes of transportation have to yield to people walking.

**Roadway Capacity Plan (RCP)–**

Roadway improvements which would be eligible for funding through Street Impact Fees, including projects that are designed to increase capacity in the City's roadway system based on growth projected over 10 years. The improvements include things like new road alignments, road widenings, turning lanes, as well as intersection improvements, such as new signals and roundabouts. The RCP is reflected in the ASMP and associated Street Network Table.

**shared-use paths–**

Off-street transportation facilities designed to be used safely and comfortable for active transportation modes.

**shared streets–**

An environment where people walking, bicycling, and driving share the same space in a way that prioritizes the safety and comfort of pedestrians while allowing for movement of bicycles and motor vehicles.

**signal priority–**

A tool to give special treatment to specific modes at an intersection. Signal priority helps increase the amount of people who can move through an intersection during a single signal phase, and can be a powerful tool to improve transportation network reliability and travel time. Signal priority can be given to any transportation mode, but is often seen when pedestrians, bicycles, or transit vehicles receive a green signal before cars to enhance safety and movement through the intersection.

**substandard streets–**

Publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin requirements because they have pavement widths that are less than 24 feet and typically lack some curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure. The 2016 Mobility Bond provides preliminary engineering funding for nine substandard streets. These improvements include reconstructing substandard streets to modern standards by adding curbs, gutters, and facilities for pedestrians and bicycles. Improving substandard roadways adds additional capacity, increases safety, and improves drainage.

**temporary traffic control –**

A process establishing a work zone or other temporary closure of a transportation facility, providing related transportation management, and temporary street signage and markings.

**Transit Priority Network–**

Includes Capital Metro's high-frequency service and planned expansions identified in Connections 2025 and Project Connect. These corridors would carry the largest share of transit riders. The focus of the Transit Priority Network is to implement transit priority treatments to improve the speed, reliability, and efficiency of public transportation and to lessen the impact of temporary right of way closures on transit service.

**transit-only lanes–**

Lanes often implemented in congested areas to help transit vehicles maintain an efficient and reliable schedule. These lanes are marked and can be dedicated at all times of the day or limited to peak traffic hours. Often side-running and may allow right turning for vehicles.

**Transportation Criteria Manual (TCM)–**

One of the City's technical criteria manuals containing the published rules guiding the design and operations of transportation infrastructure and facilities. The TCM provides criteria referenced in the land development code and is available to the public.

**Transportation Demand Management (TDM)–**

The application of strategies and policies to reduce travel demand, or to redistribute this demand in space or in time. In transportation, as in any network, managing demand can be a time-efficient and cost-effective alternative to increasing capacity.

**vehicle miles traveled (VMT)–**

A measure of the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. This measure is used in transportation planning for a variety of purposes.

**Vehicle Priority Network–**

Composed of the streets that are critical to the operations of the roadway system and carry the most vehicular traffic. The focus of the Vehicle Priority Network is to improve travel time reliability and to lessen the impact of temporary right-of-way closures on mobility.

**Vision Zero–**

An international movement that aspires to reduce the number of people who die or are seriously injured in traffic crashes to zero. Austin's Vision Zero Action Plan, adopted in 2016, defines a community-wide approach to reach this goal. It focuses on five core strategies: education, engineering, evaluation, enforcement, and policy.

**vulnerable user –**

A transportation network user that is not shielded by a protective shell.

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