Street Network Table and Map

The Street Network Table and Map includes roads that are within the jurisdictional boundaries of the City of Austin and is used to identify right of way dedication requirements needed to accommodate future roadway conditions (referred to as Dedication of Right of Way in the Land Development Code). These future roadway conditions are reflective of the recommended improvements in the ASMP. The right of way widths in the table are based on typical cross-section standards in the Transportation Criteria Manual (TCM) that reference roadways by "Level" instead of "Functional Classification." The right of way widths are reflective of the TCM or updated Engineering Plans that may supersede the TCM. The TCM strives to minimize negative impacts of expanding right of way for future mobility needs by including a process to minimize the additional amount of right of way needed using flexible design criteria. Where there are right of way constraints compared to the ideal right of way, further study is required to prioritize design elements or determine ROW acquisition. Right of way widths identified in the table are used as a starting point during the land development process to establish proper building placement in respect to the location of the future curb. Street Levels 2, 3, and 4 (collectors, minor arterials, and major arterials) identified in the Street Network Map were evaluated for right of way constraints and future requirements reflect the ideal width in the TCM or relevant Engineering Plan. The right of way requirements for Level 2, 3, and 4 streets are included in the Street Network Table. Level 1 streets have updated design standards in the TCM and the appropriate cross-section shall be selected based on adjacent maximum building heights and are for residential adjacent land uses only.

The Street Network Table does not include specific right of way requirements for roads fully within the jurisdiction of the Texas Department of Transportation (TxDOT). TxDOT roadways include highways and freeways (Level 5), frontage roads (Level 4), and other TxDOT facilities (Levels 2, 3, and 4) identified in the Street Network Map. The amount of right of way required to be dedicated along these roadways will be coordinated with TxDOT at the time of development based on the most up to date plans. Some roadways that are included in the Street Network Table that are also within the jurisdiction of TxDOT are noted as such in the ROW Remarks column and will require coordination with TxDOT for future improvements and right of way requirements, including over and underpasses and major urban roadways. Additionally, some roadways that are included in the table that are under the jurisdiction of Travis County, within the City of Austin Extraterritorial Jurisdiction, or an adjacent jurisdiction are noted as such in the ROW Remarks column and are only included for reference and coordination opportunities. Please refer to Travis County or the appropriate jurisdiction for right of way requirements.

A link to the Street Network Table and Street Network Map can be found at www.austintexas.gov/asmp

Turn Lane Width				
	Level 1	**Level 2**	**Level 3**	**Level 4**
Level 1	—	—	—	—
Level 2	—	+14 feet	+14 feet	+14 feet
Level 3	—	+14 feet	+14 feet	+14 feet
Level 4	—	+14 feet	+14 feet	+14 feet

In addition to the right of way that is identified along the roadway in the Street Network Table, additional travel lanes, right-turn lanes, and left-turn pockets may be necessary based on more detailed studies. At intersections, additional right of way for Level 2 streets will be required to accommodate left-turn pockets at intersecting Level 2, 3, and 4 streets. Above is a matrix of additional right of way needed to accommodate turn lanes as referenced in the TCM. For street segments with dedicated transit pathways, additional right of way will be required to accommodate left turn lanes at intersections if included in the most up to date Engineering Plans. Left turns within the pathway are prohibited and signalized crossings must be coordinated with the City and Project Connect.

Further, if on-street parking is desired at the time of development additional right of way may also be required if it was not identified in the Street Network Table.

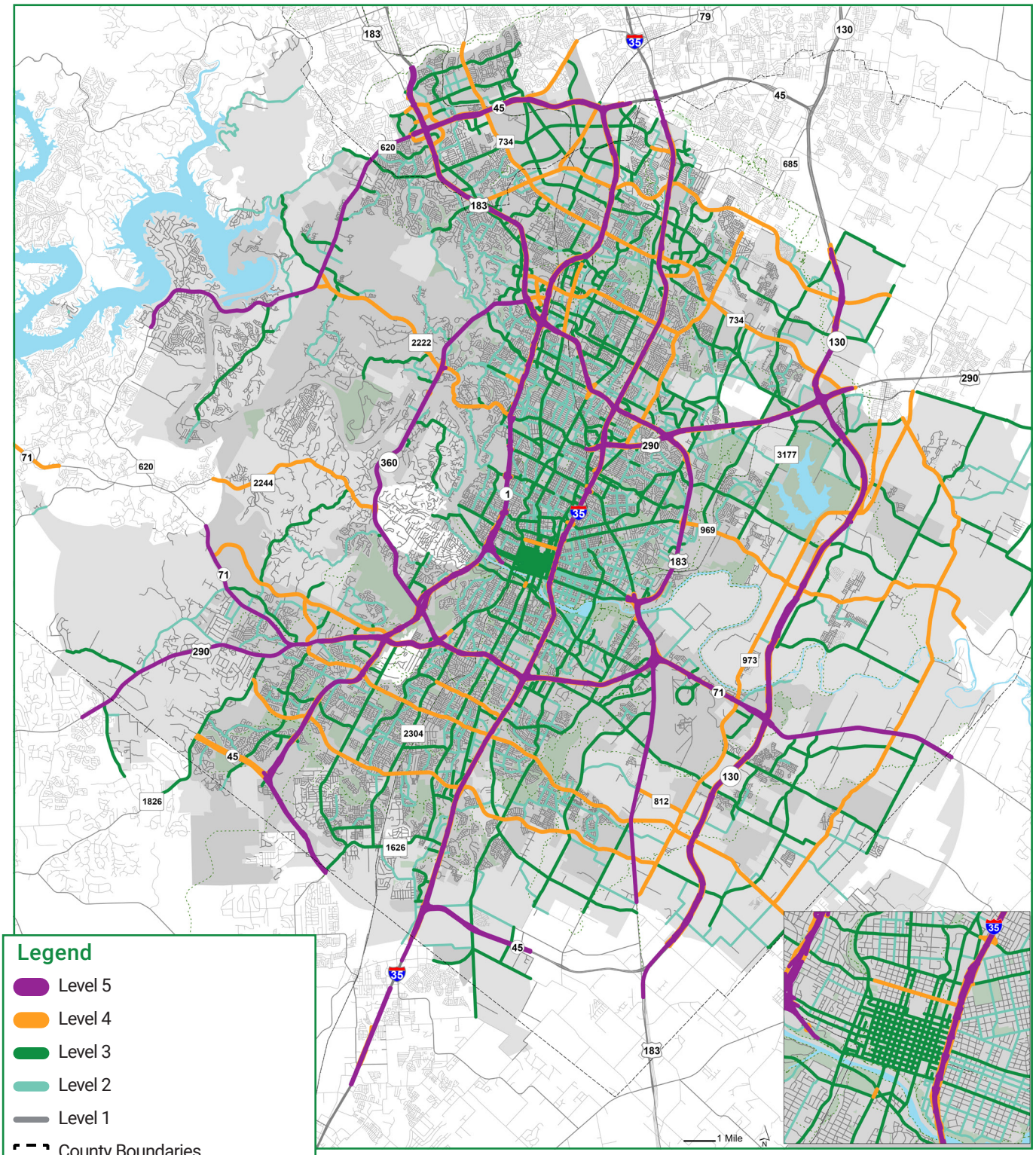
Amendments to the Street Network Table and Map will be processed when right of way requirements change based on project details determined during the project development process. The City's Traffic Engineer has the authority to make certain operational changes to a roadway within the right of way to improve safety and mobility and therefore, changes to the Street Network Table that do not impact the adopted right of way widths will be processed administratively. Any modifications that may change the adopted right of way widths in the Street Network Table will be processed as formal amendments to the plan, requiring City Council approval. These operational changes will follow the standard stakeholder and project development process that is in practice in advance of any changes being implemented. Changes to the roadway that include transit priority treatments and dedicated pathways will be coordinated with Capital Metro.

Maps

All the maps included in the Austin Strategic Mobility Plan have been reprinted in this appendix for ease of reference and use.

- **Street Network Map**
- **Combined High-Injury Network Map**
  - **Pedestrian High-Injury Network Map**
  - **Bicycle High-Injury Network Map**
  - **Motorcycle High-Injury Network Map**
  - **Vehicle High-Injury Network Map**
- **Imagine Austin Growth Concept and Transit Priority Network Map**
- **Pedestrian Network Map**
- **Roadway Capacity Projects Map**
- **Public Transportation System Map**
- **Bicycle System Map**
- **Urban Trail System Map**

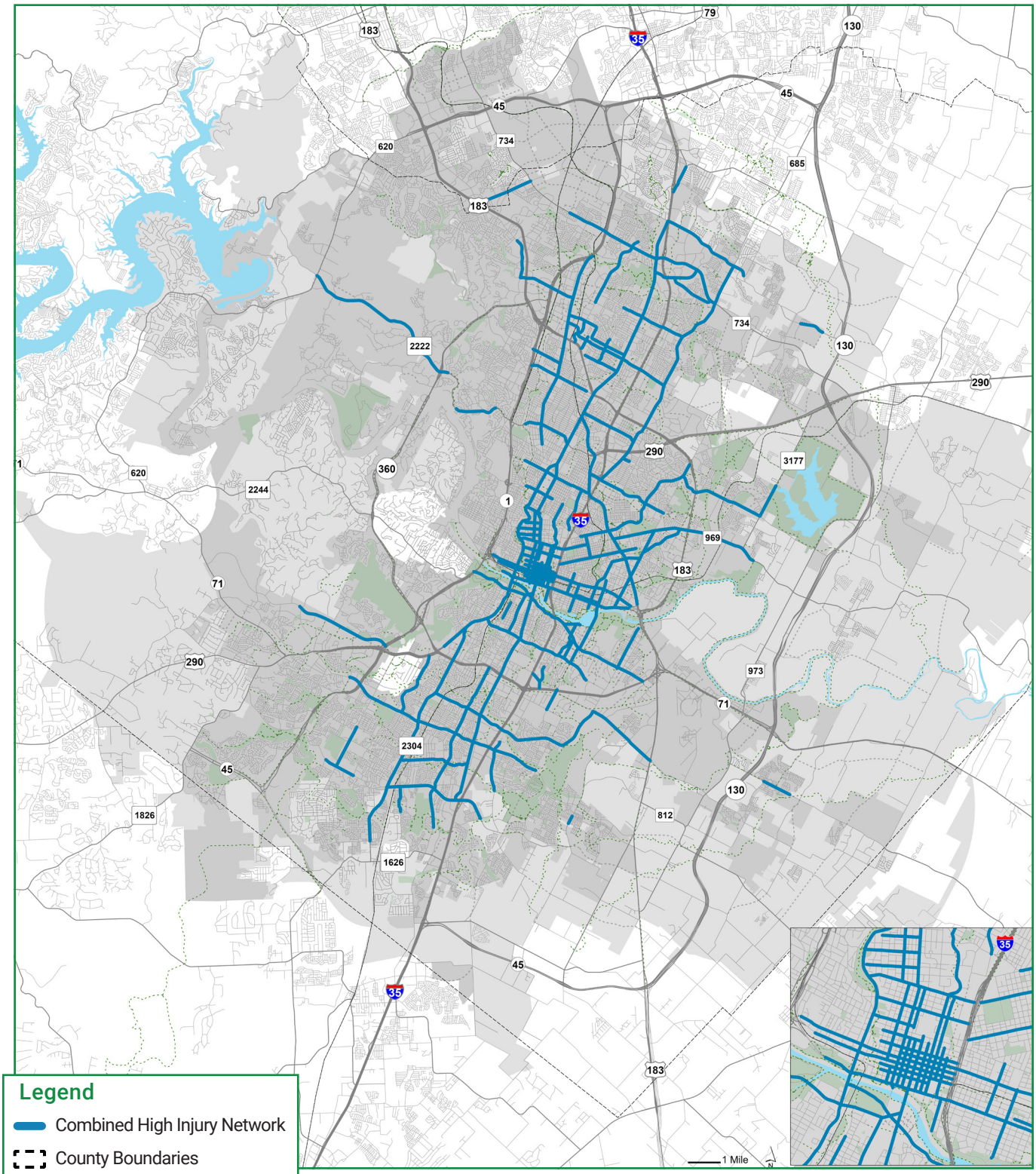
Street Network Map



The Street Network Map includes roads that are within the jurisdictional boundaries of the City of Austin and is used to identify right of way dedication requirements needed to accommodate future roadway conditions (referred to as Dedication of Right of Way in the Land Development Code). These future roadway conditions are reflected in the Street Network Table.

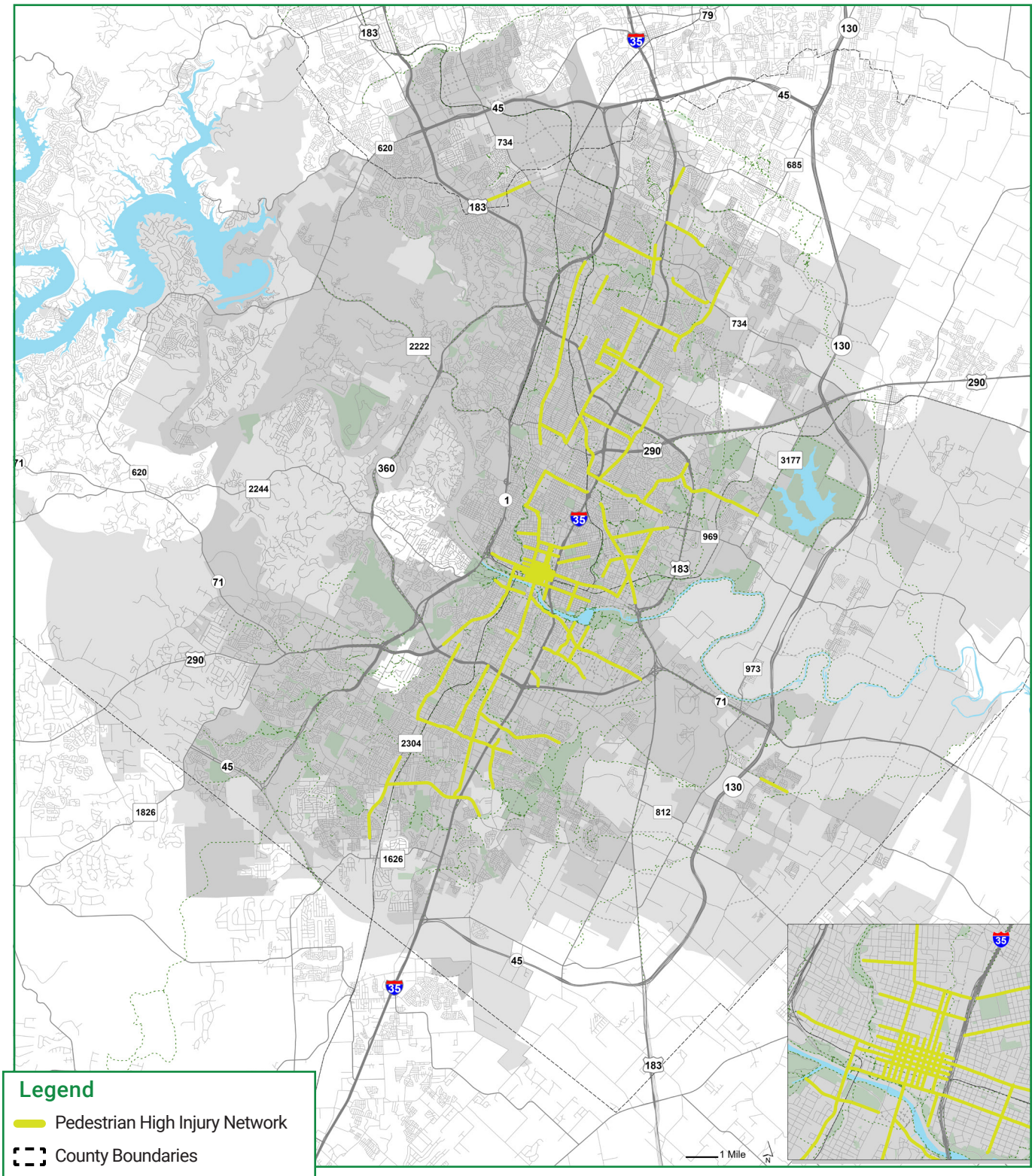
Note: In September 2012 City Council directed the City Manager to request the withdrawal of SH45 SW from the CAMPO 2035 Regional Transportation Plan to align with the goals of the Imagine Austin Comprehensive Plan. Resolution No. 0140515-063 reaffirmed the City Council's position that "the proposed SH45 SW is not part of the future transportation network of Austin and reaffirms its opposition to SH45 SW."

Combined High-Injury Network Map



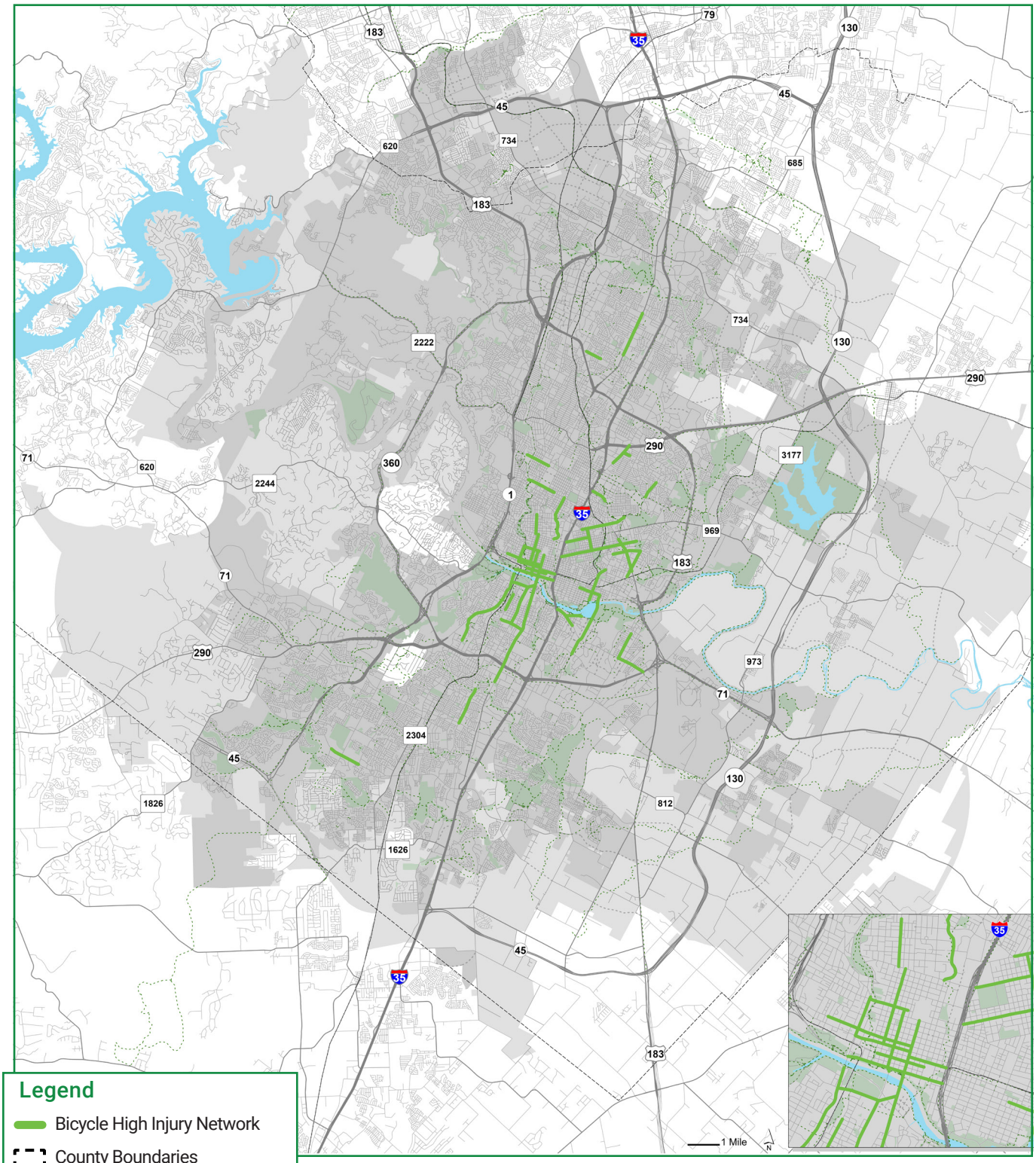
A detailed crash analysis of crashes from 2013 to 2017 was used to identify the Combined High-Injury Network, which includes just 8% of the city's street network but contains nearly 70% of all serious injury or fatal crashes for all modes.

Pedestrian High-Injury Network Map



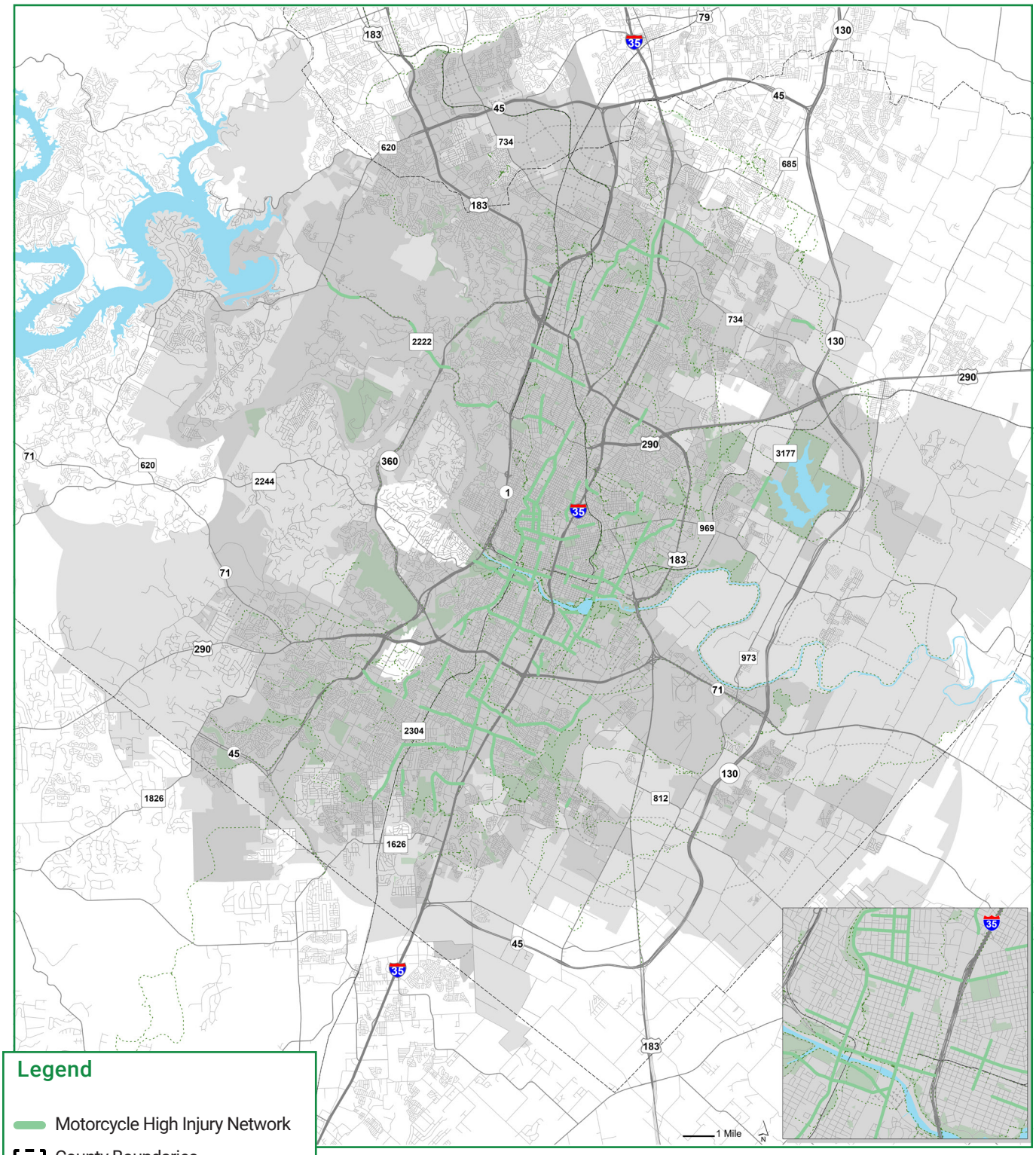
The Pedestrian High-Injury Network was developed from data for moderate, severe, and fatal injury crashes. Moderate injuries were included because fatal and severe injuries among pedestrians, bicyclists, and motorcycles are relatively rare compared with motor vehicles, and often go unreported, meaning that the sample sizes are often small. Crashes occurring on access-controlled highways are also not included in the HIN, as including these results would dramatically skew results given the high number of vehicle miles traveled on these roadways.

Bicycle High-Injury Network Map



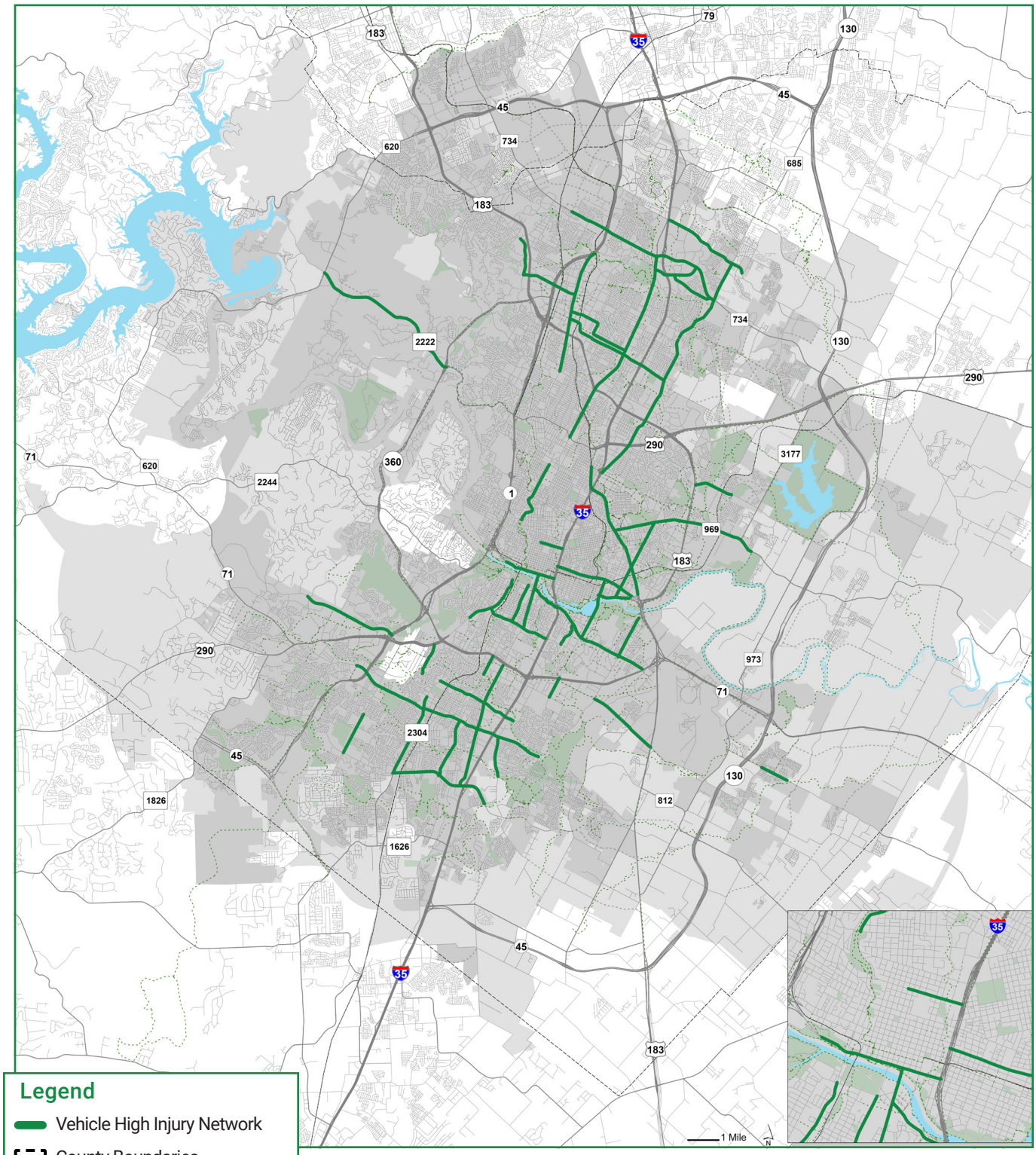
The Bicycle High-Injury Network was developed from data for moderate, severe, and fatal injury crashes. Moderate injuries were included because fatal and severe injuries among pedestrians, bicyclists, and motorcycles are relatively rare compared with motor vehicles, and often go unreported, meaning that the sample sizes are often small. Crashes occurring on access-controlled highways are also not included in the HIN, as including these results would dramatically skew results given the high number of vehicle miles traveled on these roadways.

Motorcycle High-Injury Network Map



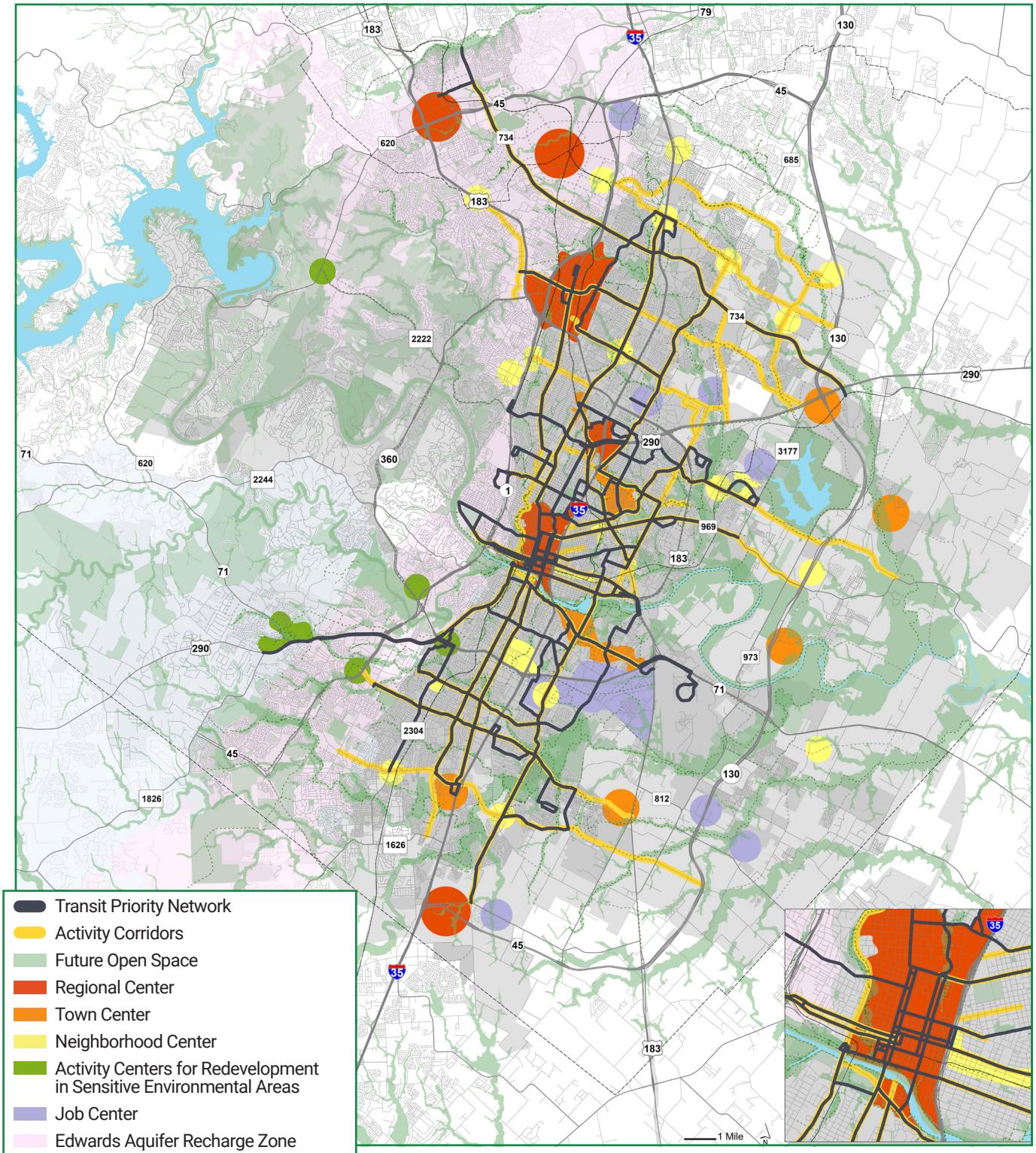
The Motorcycle High-Injury Network was developed from data for moderate, severe, and fatal injury crashes. Moderate injuries were included because fatal and severe injuries among pedestrians, bicyclists, and motorcycles are relatively rare compared with motor vehicles, and often go unreported, meaning that the sample sizes are often small. Crashes occurring on access-controlled highways are also not included in the HIN, as including these results would dramatically skew results given the high number of vehicle miles traveled on these roadways.

Vehicle High-Injury Network Map



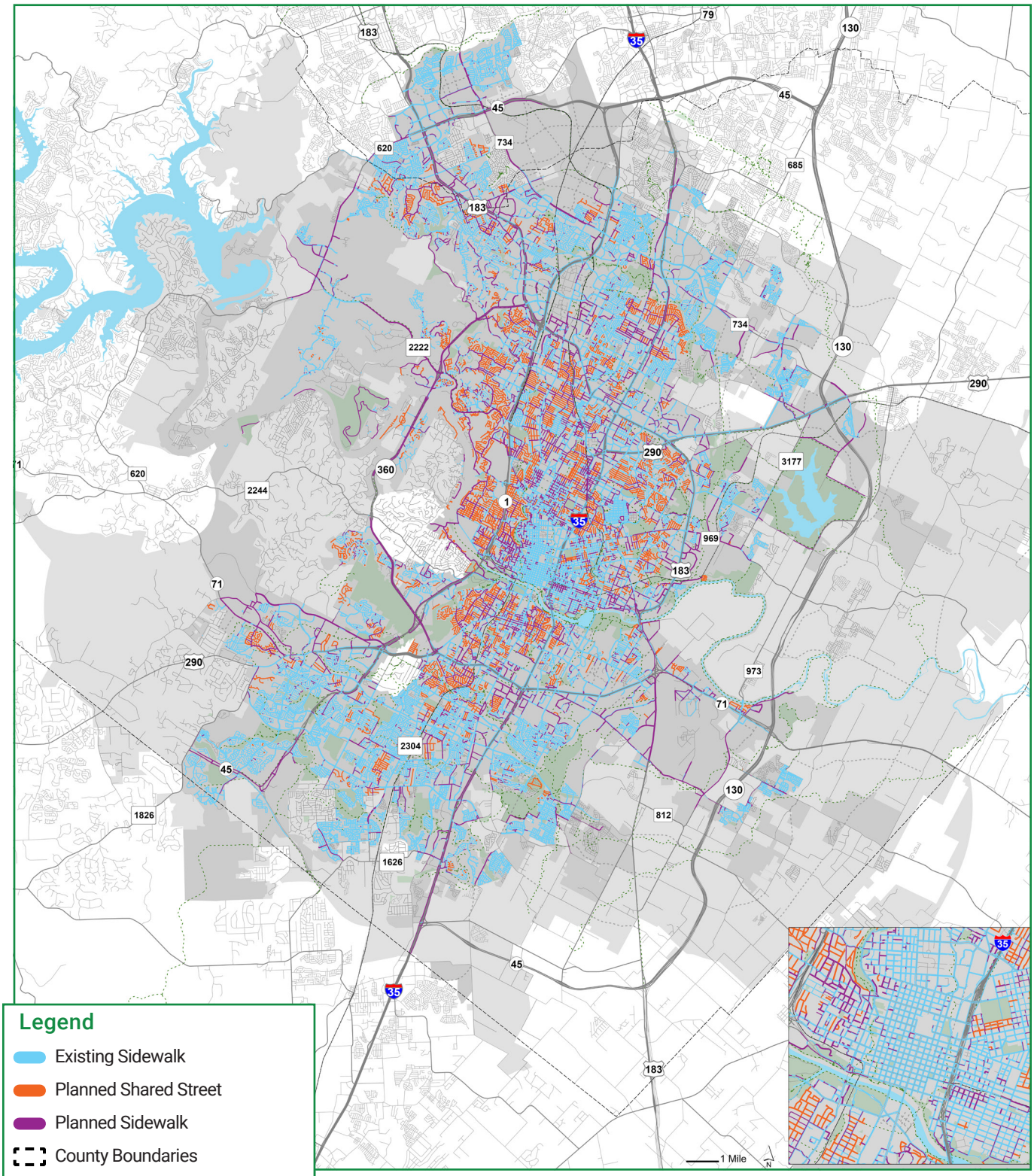
The Vehicle High-Injury Network was developed from data for severe and fatal injury crashes. Crashes occurring on access-controlled highways are also not included in the HIN, as including these results would dramatically skew results given the high number of vehicle miles traveled on these roadways.

Growth Concept Map and Transit Priority Network



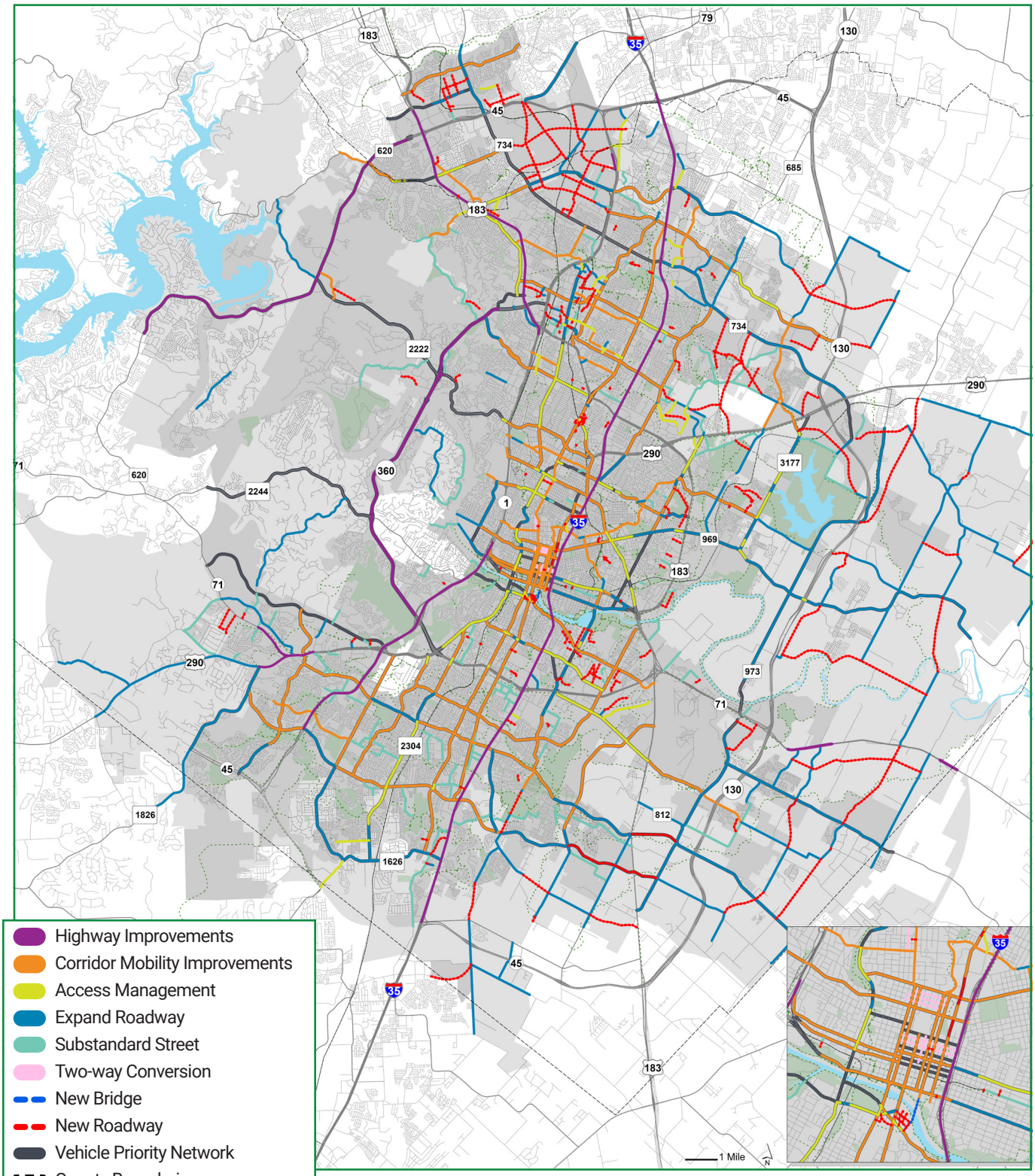
The Imagine Austin Growth Concept is supported by the Transit Priority Network, linking land use with transportation. By providing fast, reliable, and efficient transit options along these Imagine Austin Activity Corridors and into our Activity Centers we will be able to promote infill and redevelopment in these desired locations. This linkage should reduce per capita car use and increase walking, bicycling, and transit use. The Transit Priority Network should be expanded in the future to serve additional Imagine Austin Centers by regularly coordinating with Capital Metro during transit service plan updates and service changes.

Pedestrian Network Map



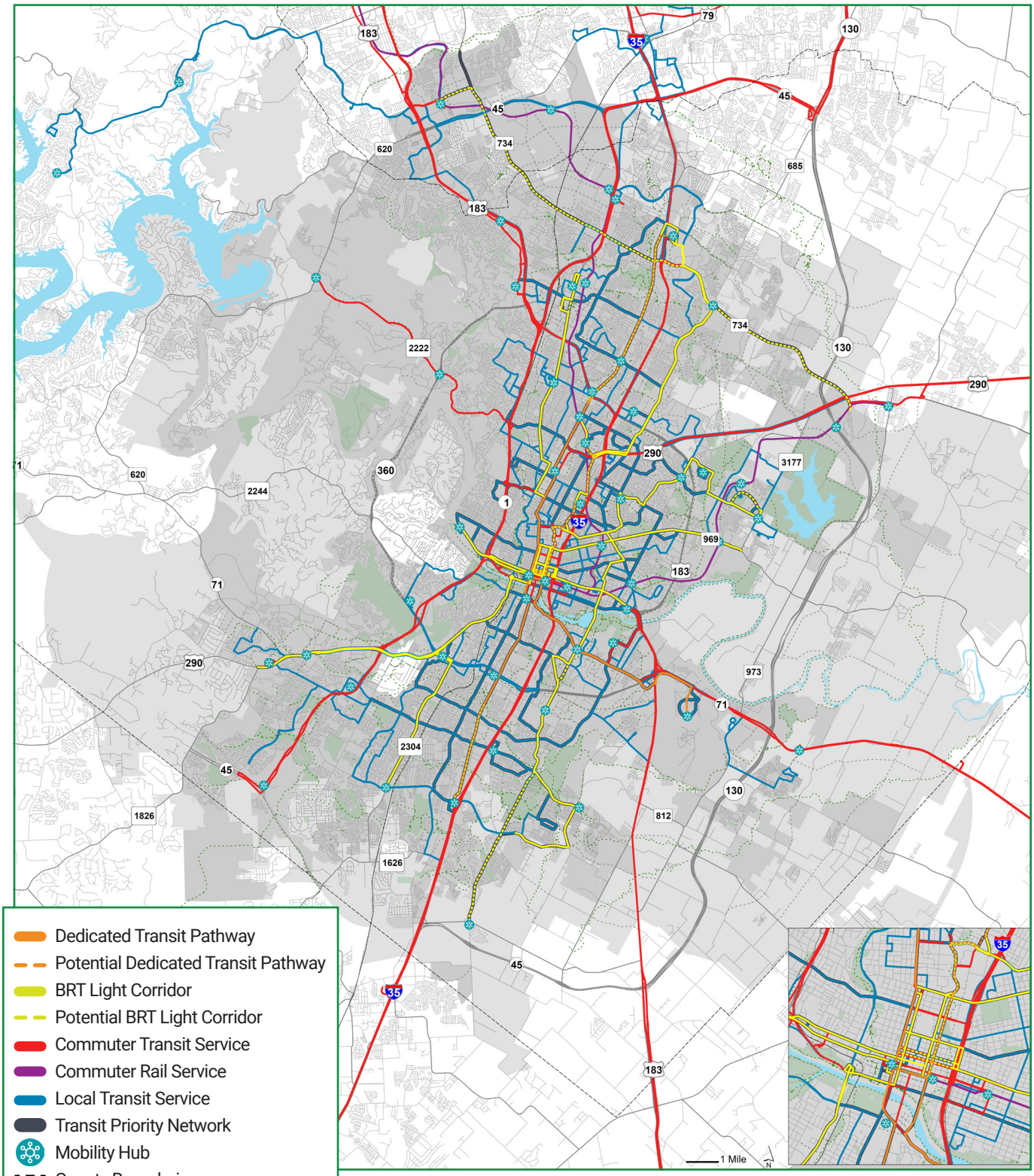
The Pedestrian Network was formalized in the 2023 Sidewalks, Crossings, and Shared Streets Plan. This network is inclusive of the sidewalk system and low traffic residential streets, as well as safe pedestrian crossings. Austin's pedestrian network is 64 percent complete. The remaining 36 percent of the network is composed of 810 miles of planned sidewalks and 370 miles of planned shared streets.

Roadway Capacity Projects Map



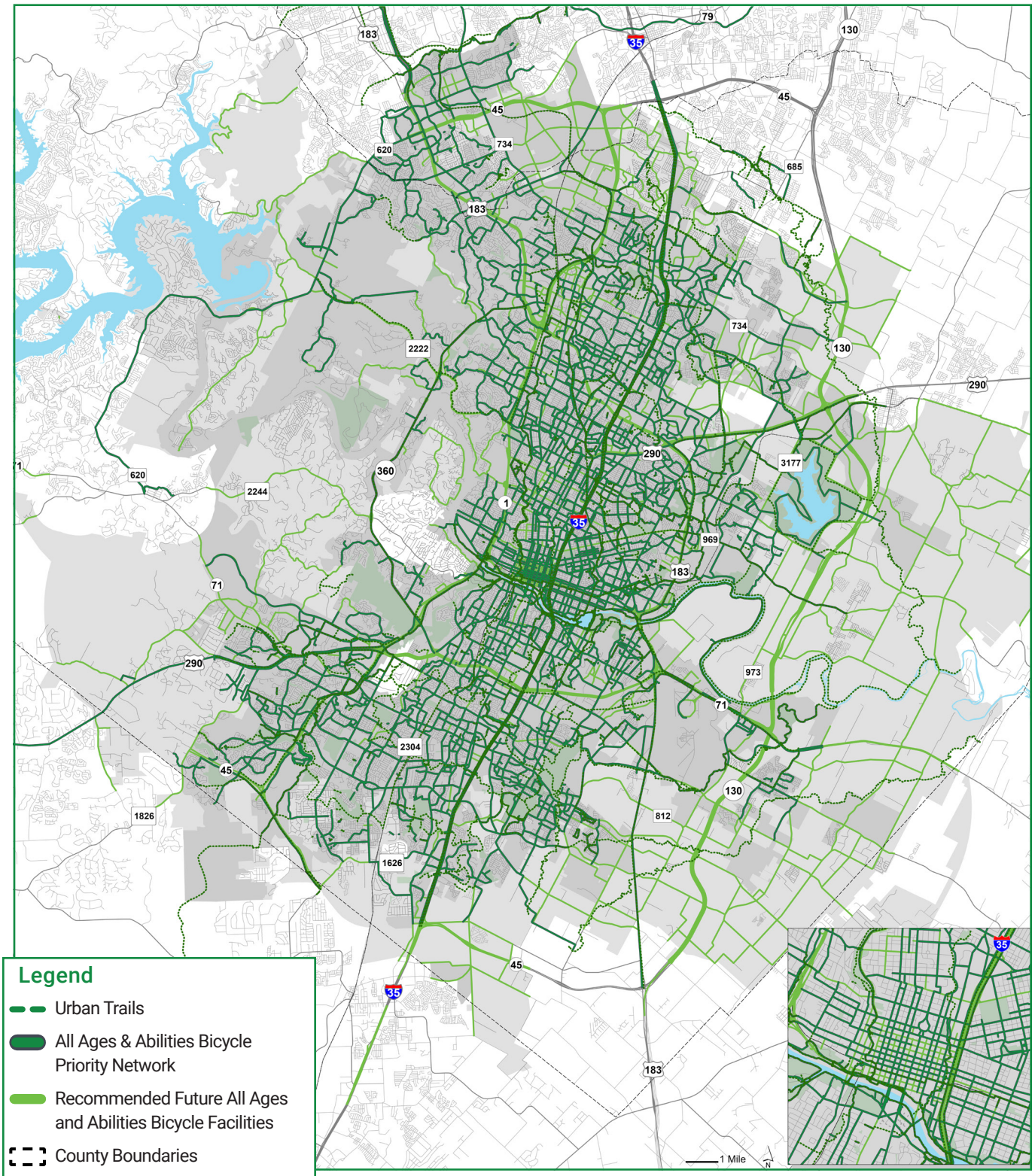
The Roadway Capacity Projects map offers a vision of the possible projects the City may pursue in the next 20 years based on a variety of factors, including the evolving needs of the transportation network, engineering analysis, public input, and available funding. Some of what is shown in the map is already in process and may be either fully or partially funded. Other recommended improvements would require further analysis, funding, and a public input process to be developed and constructed.

Public Transportation System Map



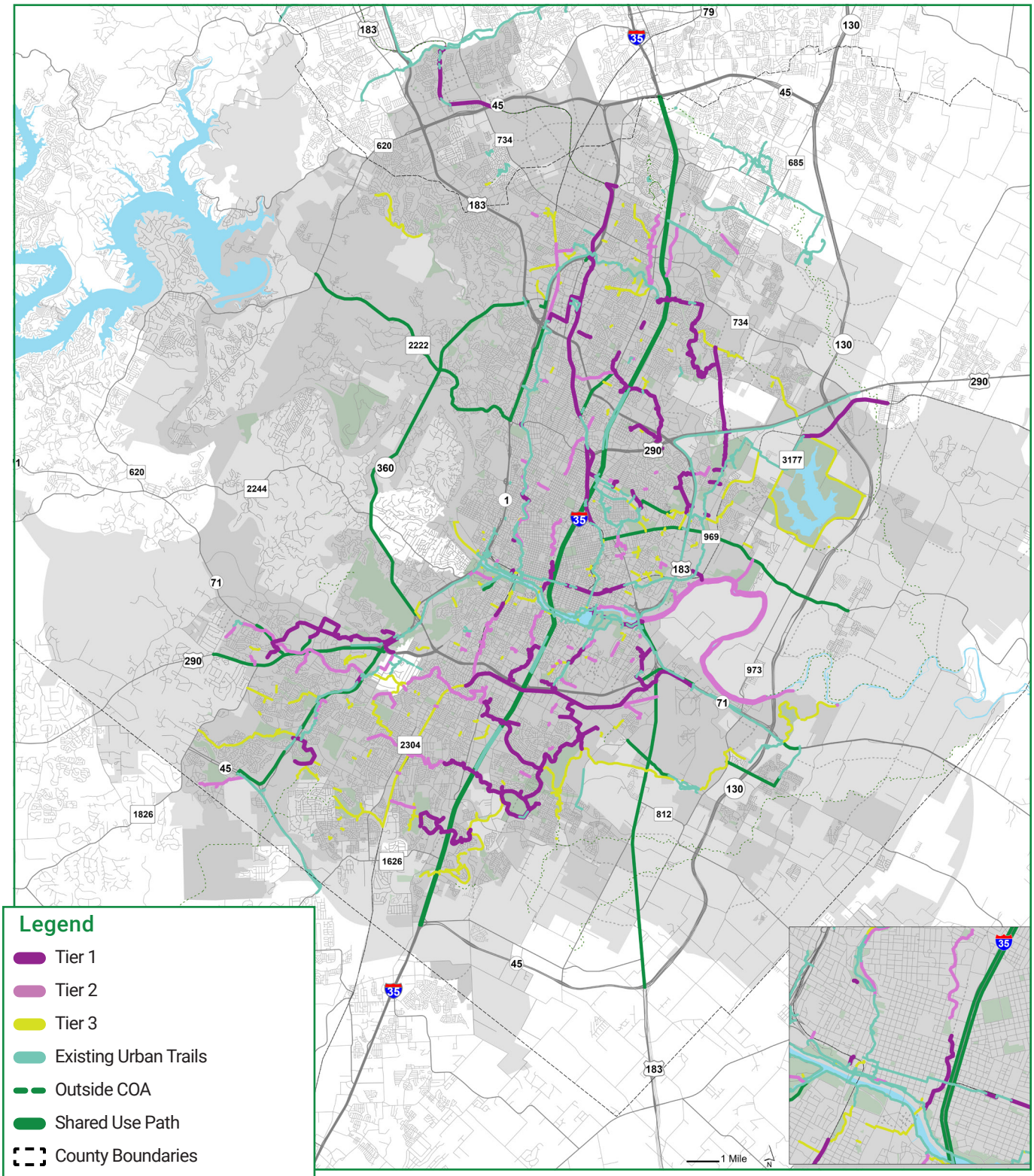
Supporting our public transportation partners, Capital Metro and CARTS, and enhancing services are crucial to creating an experience that attracts and retains riders. A complete public transportation system of high-capacity transit operating in dedicated pathways, high-frequency service with transit priority treatments, and commuter and local service supported by Mobility Hubs are identified in the map.

Bicycle System Map



A high-quality bicycle system creates a safe and comfortable experience for cyclists of all ages and abilities and supports different types of trips. All ages and abilities bicycle facilities include a range of facilities that are appropriate to the type of street, ranging from Protected Bicycle Lanes, Shared Use Paths and Urban Trails, and Neighborhood Bikeways/Quiet Streets.

Urban Trail System Map



The Urban Trail System is a transportation asset that offers many recreational, mobility, and environmental uses and benefits for our community. The Urban Trail Plan identified 94.2 miles of Tier I Urban Trails for transportation and recreation purposes, and they overcome barriers, connect to high-capacity transit and neighborhood destinations, and provide equitable access to active transportation. Tier 2 and Tier 3 trails are important to creating a world class Urban Trail System, but are recommended to be approached more opportunistically over time.