

CHAPTER/ <i>Sup-chapter</i> /Section	Comment	Page #
General	Need to apply SMART Goal Methodology when establishing indicators and targets. https://www.yourcoach.be/en/coaching-tools/smart-goal-setting.php	
MANAGING OUR DEMAND		
Land Use		
Policy 1		50
	City Planning is not resourced adequately to generate small area plans and TODs at the pace needed to address affordability and transportation issues. Recommend that City Council provide additional funding for small area planning.	
	The density along corridors should scale down as one moves further from the corridor. Because the context of each section of the corridor and surrounding community is important, zoning changes should endeavor to match/blend in scale/form/character of the existing built environment. The increased density needs to be an average over the entire corridor. There will be areas with higher density per acre and those with less taking into consideration the context of existing development along the the corridor. However, where substantial zoning changes are required to support transit, small area planning processes with community input should definitely be used.	
Growth Concept Map and Transit Priority Network	Current comprehensive plan restricts increased density to Imagine Austin (IA) corridors and centers. Does Council need to amend Imagine Austin to include roadways that are part of the Transportation Priority Network (TPN) but that are not identified as an Imagine Austin Corridors prior to zoning more density.	51
Policy 2		52
	Per Imagine Austin, policies need to focus new employment in centers outside of downtown to decrease commute pressure to downtown business district.	
	Please provide data on how many drive-alone trips originate from outside the Austin City Limits. I could not tell if the 74% drive-alone value consisted of drivers in the City Limits or also included drivers outside the city limits. This data is important for planning purposes.	

	How will these efforts reduce the TX DOT's continued expansion of state highways which continue to make it convenient for commuters to continue driving? We may reduce the number of individuals riding alone within the city limits, but single riders will continue to come in from suburbs. What % of the single-rider population can we really affect?	
Policy 5		55
	Streets are further enhanced by increasing the amount of open and park spaces especially at transit stations along the activity corridors. CodeNext Code Advisory Committee recommended that the City prioritize civic space at rapid transit stations, including along corridors. They suggested development greater than 2 acres adjacent to transit stations be required to add plazas or pocket parks connecting to the station and accessible to nearby residences without the use of a major roadway.	
PARKING		
Policy 1		58
	Removing of parking minimums and unbundling should be restricted to commercial, multi-family residential and mixed use development along the Transportation Priority Network and not applied within single family neighborhoods.	
	This policy should recognize that use of on-street parking in single residential neighborhoods to support commercial establishments should be avoided. As such, City should continue to support use of Residential Parking Permits as a way to maintain character of established single family neighborhoods.	
Policy 2		59
	Universal parking reductions and unbundling will be very contentious. Single family zoned neighborhoods should continue to be have safe walkable streets without additional on-street parking pressures. These neighborhoods provide for safe walking, riding and play areas for all ages and are often used by other residents that do not have streets safe to walk in. At a minimum, sidewalks need to be established prior to reducing on-street parking in single family neighborhoods	
	These parking policies should be enacted within 1/2 mile of Transportation Priority Network not universally throughout city.	
TRANSPORTATION DEMAND MANAGEMENT		
Indicators and Targets		67
5th Indicator	11% us only 0.2% higher than current amount. Goal should be higher.	
Shared Mobility		
Indicators and Targets		

Policy 1		
	Need improved regulations for these shared mobility devices to ensure that they do not conflict with goals for safety and use pedestrian and bike pathways.	82
SUPPLYING OR TRANSPORTATION INFRASTRUCTURE		
<i>Sidewalk System</i>		
Policy 1		
	Require all development even within single family neighborhoods to include sidewalks for all new including re-development. With goal to reduce parking requirements within single family neighborhoods, sidewalks will be essential to ensure safety of walkers and runners within the neighborhoods.	90
Policy 3		
	Attempt to restrict sidewalks to pedestrians. Shared mobility devices should not be allowed on sidewalks.	92
<i>Roadway System</i>		
Policy 1	Has the City fully evaluated the impact home delivery services on the Transportation Priority Network as more retail spaces close and increased dependency of delivery?	97
Policy 2	How does increased use of medians affect the ability for emergency vehicles to pass through congested roadways?	98
Policy 3	Shouldn't we increase HOV lanes on highways?	99
<i>Public Transportation System</i>		
Indicators and Targets		
7th Indicator	Is this in addition to the first indicator for those taking transit to work?	104