Austin Strategic Mobility Plan



Adopted April 11, 2019



2021 ASMP Amendments

COUNCIL MOBILITY COMMITTEE

MARCH 10, 2022

COLE KITTEN, DIVISION MANAGER, AUSTIN TRANSPORTATION DEPARTMENT

Presentation Agenda

o 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

2021

2021			2022
October 1 ASMP Policy Survey released	November 15 ASMP Street Network map released	December 31 Original close date for Policy survey and Street Network map	January 16 First extension date for Policy & Street Network feedback January 30 Policy & Street Network comment period closed
October	November	December	January

*Internal Review began May 2021 Updates were provided to Mayor and City Council via memos dated <u>6/10/2021</u>, <u>9/30/2021</u> and <u>12/1/2021</u> **October - January** Round 1 Public Comments

2022

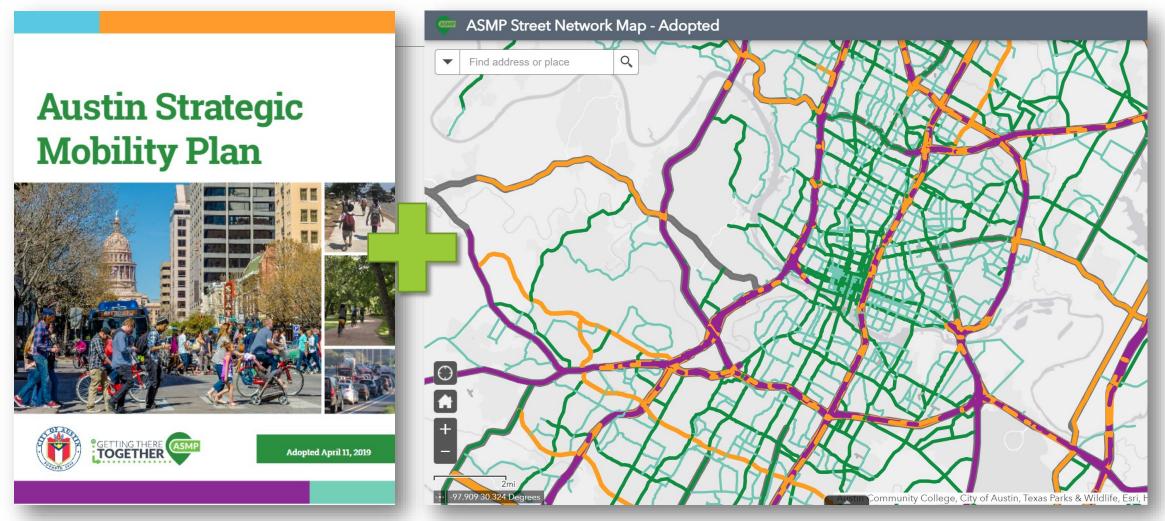
Timeline | Remaining Feedback Schedule

2022

February Developed updated draft of the proposed amendments Round 1 Feedback Report	March Updated draft published Boards and Commissions Council Mobility Committee Round 2 Public Comments	April Develop final draft of the proposed amendments Round 2 Feedback Report	May Final draft published Planning Commission City Council Public Hearing and Meetings
February	March	April	May
*Notification for the second round of comments was sent out to the Community Registry on February 28	We are Here	ac 16	Council Public Hearing will be dvertised in the American Statesman 6 days prior to the hearing date and ent out to the Community Registry

What is the ASMP?

Policy Document + Street Network Table & Map

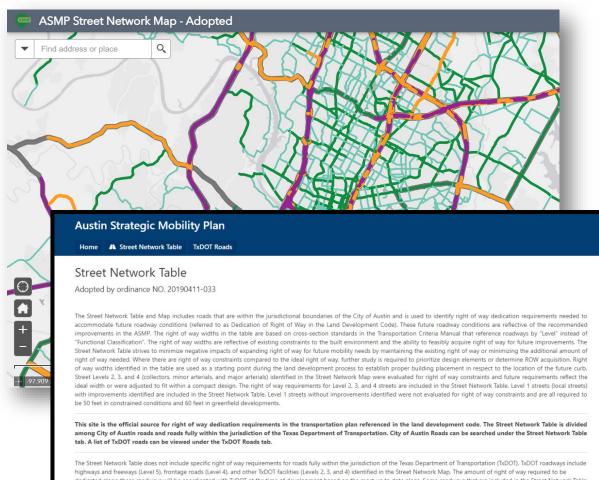


Austin Strategic Mobility Plan



ASMP | Policy Document

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



The street NetWork halo does not include specific to way requirements for roads using wintin the plass characteristic of reass bepartment of manyportation (XCO). Note that way include highways and freeways (Level 5), fontage roads (Level 4), and other "XCOT facilities (Level 2), 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 Map. The amount of 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.

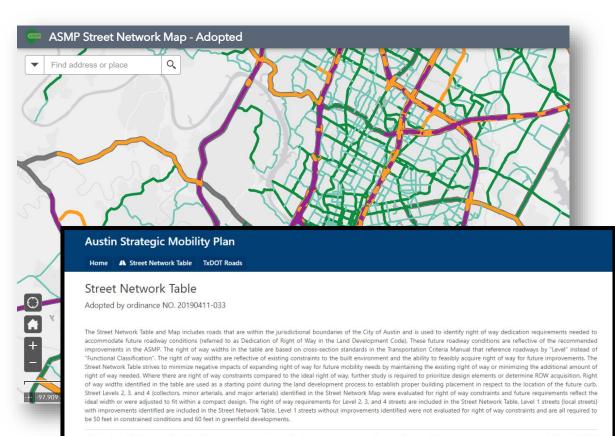
In addition to the right of way that is identified along the roadway in the Street Network Table, additional travel lanes, right-turn lanes, and left-turn pockets may be necessary based on more detailed studies. At intersections, additional right of way for Level 2 streets will be required to accommodate left-turn pockets at intersecting Level 2.3, and 4 streets. Below is a matrix of additional ROW needed to accommodate a right-turn contained within the influence, also listed below. A more detailed study can be completed to short the influence area or to determine that these improvements that would require additional right of way are not necessary. For street segments with dedicated transit pathways, additional right of way will be required to accommodate left turn lanes or else they must be in line with station locations as left turns within the pathway are prohibited.

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.

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/



This site is the official source for right of way dedication requirements in the transportation plan referenced in the land development code. The Street Network Table is divided among City of Austin roads and roads fully within the jurisdiction of the Texas Department of Transportation. City of Austin Roads can be searched under the StOP Roads tab.

The Street Network Table does not include specific right of way requirements for roads fully within the jurisdiction of the Texas Department of Transportation (TkDOT). 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.

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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.

ASMP | Street Network

- Right of way dedication is only triggered for <u>new development or</u> <u>intensive redevelopment</u> – building permits for single-family homes <u>do not</u> 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



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

Mexico City, Paseo de la Reforma every Sunday

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



Fairfield Dr & N Lamar, Austin, Tx February 2021



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

W 6th St & Bowie St, Austin, TX May 25, 2015

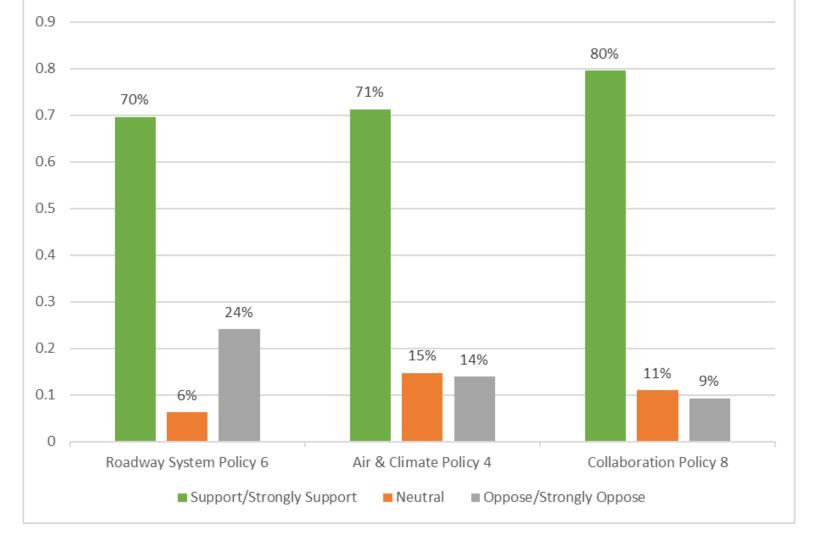
*Full text can be found in the ASMP Redline ID-20, pg. 268

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 <u>vs</u> 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 <u>vs</u> unnecessary spending of tax dollars; these policies are overreaction/this is not important

How Strongly Do You Support the New Proposed Policies? (958 Total Responses Received)



*Full Survey results can be found in the Round 1 Public Feedback Report

Street Network Corrections and Alignment with City Documents

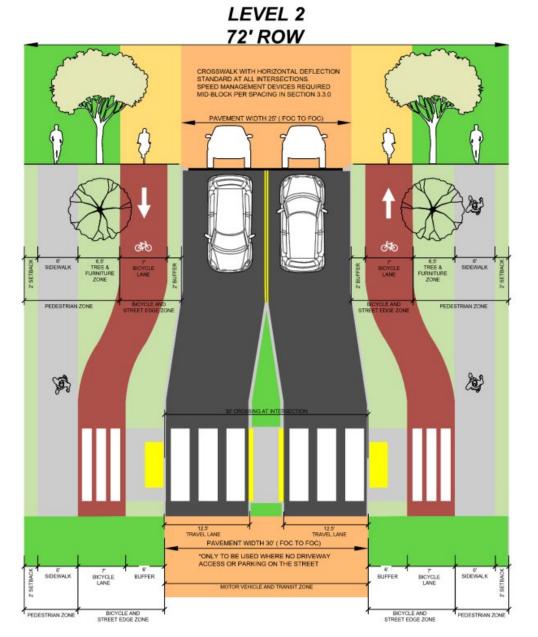
The Street Network reflects inputs from various City documents and planned projects.

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

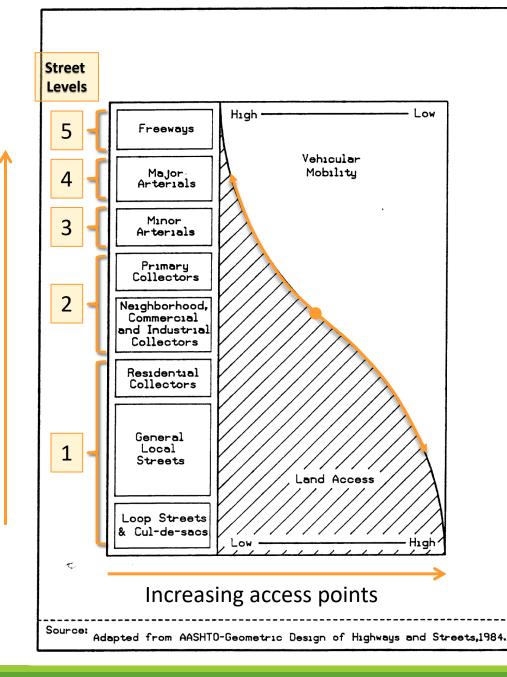
- 2021 Transportation Criteria Manual (TCM)
- 2014 Bicycle Plan
- Public Transportation Changes
- Mobility Bonds
- Removed Roadways
- Added Roadways



*Image from the adopted Transportation Criteria Manual (TCM)

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

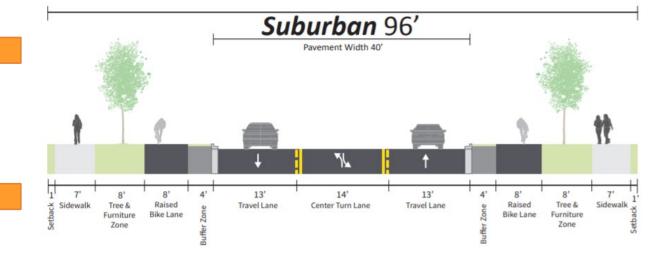


Alignment | 2021 TCM

- 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.

MESA DR	
STECK AVE TO SPICEWOOD SPRINGS RD	
Local Mobility	
2	
Bicycle Priority	
Sidewalk and Bicycle Facilities	
3U	
2	
3U	
2	
2 travel lanes with a center turn lane	
Bike Lane - Buffered	
Buffered Bike Lane	
all ages and abilities bicycle facilities	
complete missing sidewalks	
Improvements to bicycle and pedestrian facilities only	
73.74	
73.28	
72.63	
100.34	
96	
Further study required for prioritizing design elements or ROW acquisition.	
	STECK AVE TO SPICEWOOD SPRINGS RD Local Mobility 2 Bicycle Priority Sidewalk and Bicycle Facilities 3U 3U 2 3U 3U 3U 3U 3U 3 3 3 3 3 3 3 3

Example | 2021 TCM



*Top image from the 2017 Draft Austin Street Design Guide

Name	MESA DR	D	Example 2021 TCM
Segment Limits	STECK AVE TO SPICEWOOD SPRINGS RD	Proposed	
Туре	Local Mobility	Change	Suburban 96'
Street Level	2	3	Pavement Width 40'
Priority Network	Bicycle Priority		
Improvement	Sidewalk and Bicycle Facilities		
Existing Cross Section	3U		
Existing Number of Lanes	2		+ 1/2 +
Future Cross Section	3U	2D	1' 7' 8' 8' 4' 13' 14' 13' 4' 8' 8' 7' 1' Sidewalk Tree & Raised g Travel Lane Center Turn Lane Travel Lane g Raised Tree & Sidewalk S
Future Number of Lanes	2		Furniture Bike Lane Source Sou
Roadway Description	2 travel lanes with a center turn lane		80' ROW
Existing Bicycle Facility	Bike Lane - Buffered		and and and
Future Bicycle Facility	Buffered Bike Lane		
Bicycle Description	all ages and abilities bicycle facilities		PAVEMENT WIDTH 12 (FOC TO FOC) PAVEMENT WIDTH 12 (FOC TO FOC) PAVEMENT PAVEMENT WIDTH 12 (FOC TO FOC) PAVEMENT PAVEMENT WIDTH 12 (FOC TO FOC) PAVEMENT PAVEM
Pedestrian Description	complete missing sidewalks		
Project Description	Improvements to bicycle and pedestrian facilities only		
Mean ROW	73.74		KAD E KAD L KAD
Median ROW	73.28		
Minimum ROW	72.63		SOEWALK TREE & BICYCLE LANE A TRAVEL LANE MEDIAN TRAVEL LANE MEDIAN TRAVEL LANE TRAVEL TRAVEL LANE TRAVEL LANE TRAVEL LANE TRAVEL LANE TRA
Maximum ROW	100.34		CONCRETE TO ALLOW FOR DEPLOYMENT OF OUTRIGGERS FOR FIRE GROUND SETUP STREET EDGE ZONE MOVINE URBAIN & AND A STREET EDGE ZONE
Required ROW	96		Top image from the 2017 Draft Austin Street Design Guide
ROW Remarks	Further study required for prioritizing design elements or ROW acquisition.	updated	Bottom image from the adopted Transportation Criteria Manual (TCN 20



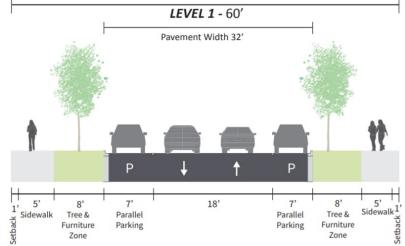
Rio Grande St & W 21st St, Austin, TX

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
Туре	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		Example 2014 Bicycle Plan
Segment Limits	SHOAL CREEK BLVD TO VINE ST	Proposed	
Туре	Local Mobility	Change	<i>LEVEL 1 -</i> 60'
Street Level	1	2	Pavement Width 32'
Priority Network			
Improvement	Sidewalk and Bicycle Facilities		
Existing Cross Section			
Existing Number of Lanes			P ↓ ↑ P
Future Cross Section	¹ not evaluated	2U-OP	1' 5' 8' 7' 18' 7' 8' 5' 1' Sidewalk Tree & Parallel Parallel Tree & Sidewalk 1'
Future Number of Lanes	2		Furniture Parking Parking Furniture
Roadway Description	2 travel lanes		LEVEL 2 84' ROW
Existing Bicycle Facility	Shared Lane		CROSSWALK WITH HORIZONTAL DEFLECTION
Future Bicycle Facility	Bike Lane		STANDARO A ALL INTERSECTIONS. SPEED MANAGEMENT DEVICES REQUIRED MID-BLOCK PER SPACING IN SECTION 33.0
Bicycle Description	all ages and abilities bicycle facilities		PAVEMENT (WIDTH 38' (FOC TO FOC)
Pedestrian Description	complete missing sidewalks		
Project Description	Improvements to bicycle and pedestrian facilities only		ýz) – – – – – – – – – – – – – – – – – – –
Mean ROW			
Median ROW			
Minimum ROW			
Maximum ROW			
Required ROW	¹ 50 to 60	84	*Top image from the 2017 Draft Austin Street Design Guide
ROW Remarks		updated	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 <u>maintain what was adopted in 2019, while</u> accounting for areas with new streets and <u>potential development</u>
- 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



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

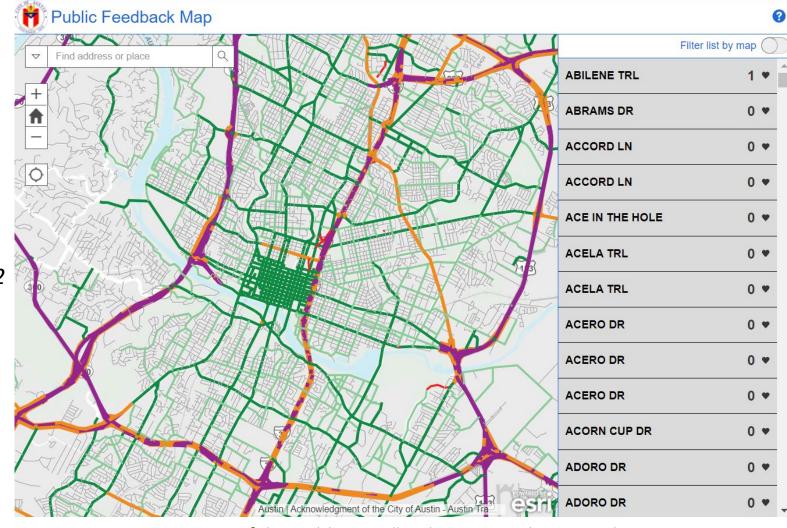
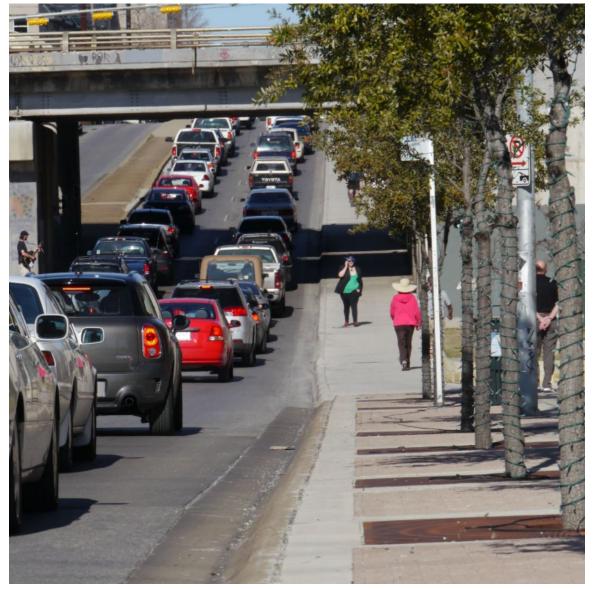


Image of the Public Feedback Map used in Round 1

*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 <u>a starting point for appropriate cross sections</u> 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 <u>do not</u> require right of way dedication
- For Capital Infrastructure Projects, the Street Network is <u>used as a reference</u>, as projects undergo their own project development process, including public engagement, <u>to identify the best approach and necessary amount of right of</u> 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