

Austin Strategic Mobility Plan



Adopted April 11, 2019

2021 ASMP Amendments

PLANNING COMMISSION

MAY 10, 2022

COLE KITTEN, DIVISION MANAGER
AUSTIN TRANSPORTATION DEPARTMENT

Presentation Agenda

- **Purpose**
- **Timeline**
- **Public Engagement**
- **ASMP Amendment Cycle**
- **Street Network Changes**
- **Q & A**

Purpose | Why Update the ASMP?

- Council Resolution 20200610-002 directed the City Manager “to initiate process to amend the [ASMP] to add the Project Connect System Plan...”
- Additionally, per the adopted ASMP “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”
- “Modifications to adopted right of way widths will be processed as formal amendments to the plan, requiring City Council approval”
 - Transportation Criteria Manual (TCM)
 - Mobility Bond Projects

Timeline | Initial Feedback Schedule

2021**October 1**

ASMP Policy
Survey released

October**November 15**

ASMP Street
Network map
released

November**December 31**

Original close
date for Policy
survey and Street
Network map

December**2022****January 16**

First extension date
for Policy & Street
Network feedback

January 30

Policy & Street Network
comment period closed

January**February**

Developed updated
draft of the
proposed
amendments
Round 1 Feedback
Report

February**October - January**

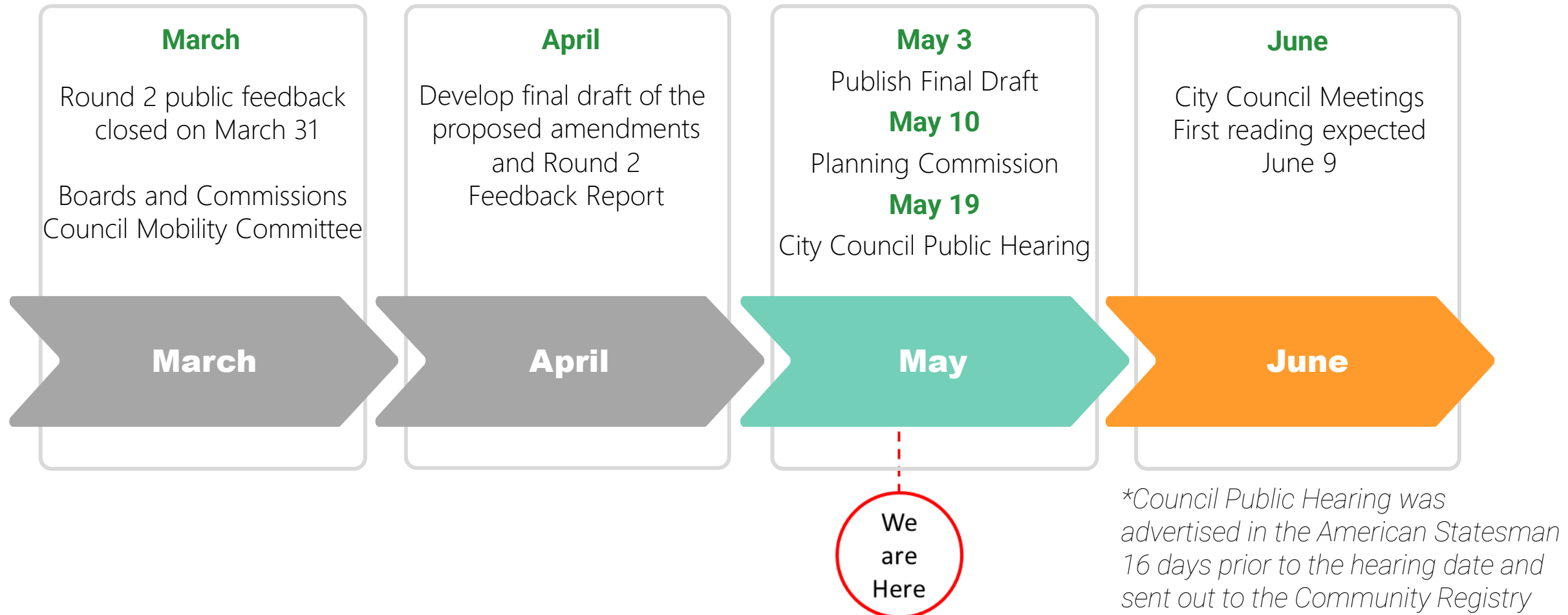
Round 1 Public
Comments

**Internal Review began May 2021
Updates were provided to Mayor and City Council via memos
dated [6/10/2021](#), [9/30/2021](#), [12/1/2021](#) and [2/25/2022](#)*

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

Timeline | Remaining Feedback Schedule

2022



Round 1 Engagement

Timeline:

- Interdepartmental review of the ASMP and Street Network began in May 2021
- Project Connect completed 15% Design in May 2021 and conducted engagement in late Summer
- ASMP feedback period began October 1 and closed January 30
- Competing community needs:
 - I-35 Capital Express Project
 - Project Connect
 - ATX Walk Bike Roll
 - Ongoing pandemic and Omicron surge

Strategy and Results:

- Goal was to create awareness and provide an opportunity for feedback
- Engagement materials were produced in English and Spanish
- Online Policy Survey – *959 responses*
- Online Feedback Map – *1,647 comments*
- Storymap Presentation
- Fliers distributed to libraries and social media advertisements in targeted ZIP Codes
- Outreach to neighborhoods – *3 virtual meetings and 1 in-person meeting*
- Email communications – *~175 emails received*

**Full results can be found in the [Round 1 Public Feedback Report](#)*

Round 2 Engagement

Timeline:

- Published updated draft of the proposed amendments on February 28 and notification was sent out to the Community Registry
- Presented to Boards and Commissions in March and April
- Presented to Council Mobility Committee March 10
- Feedback period closed on March 31

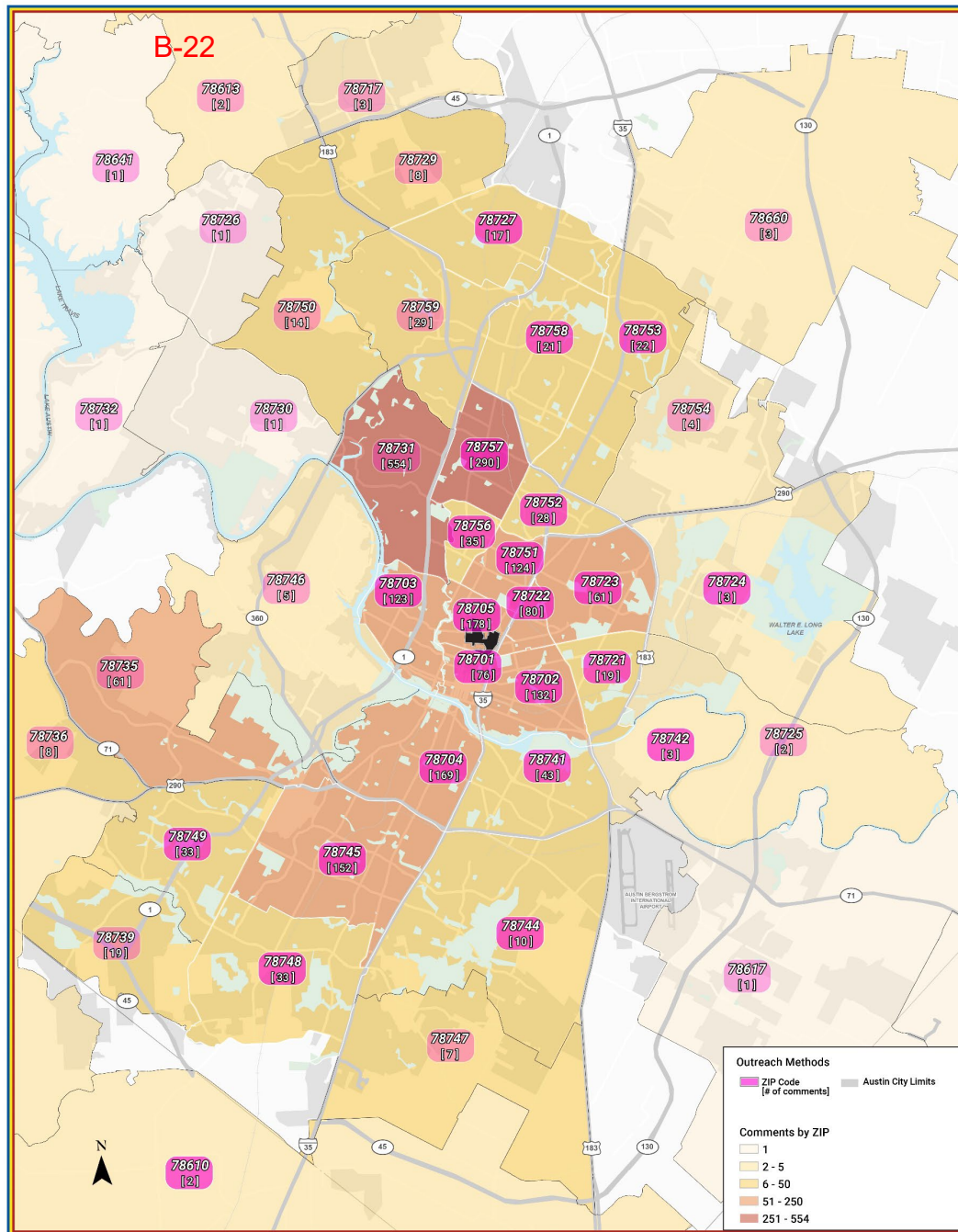
Strategy and Results:

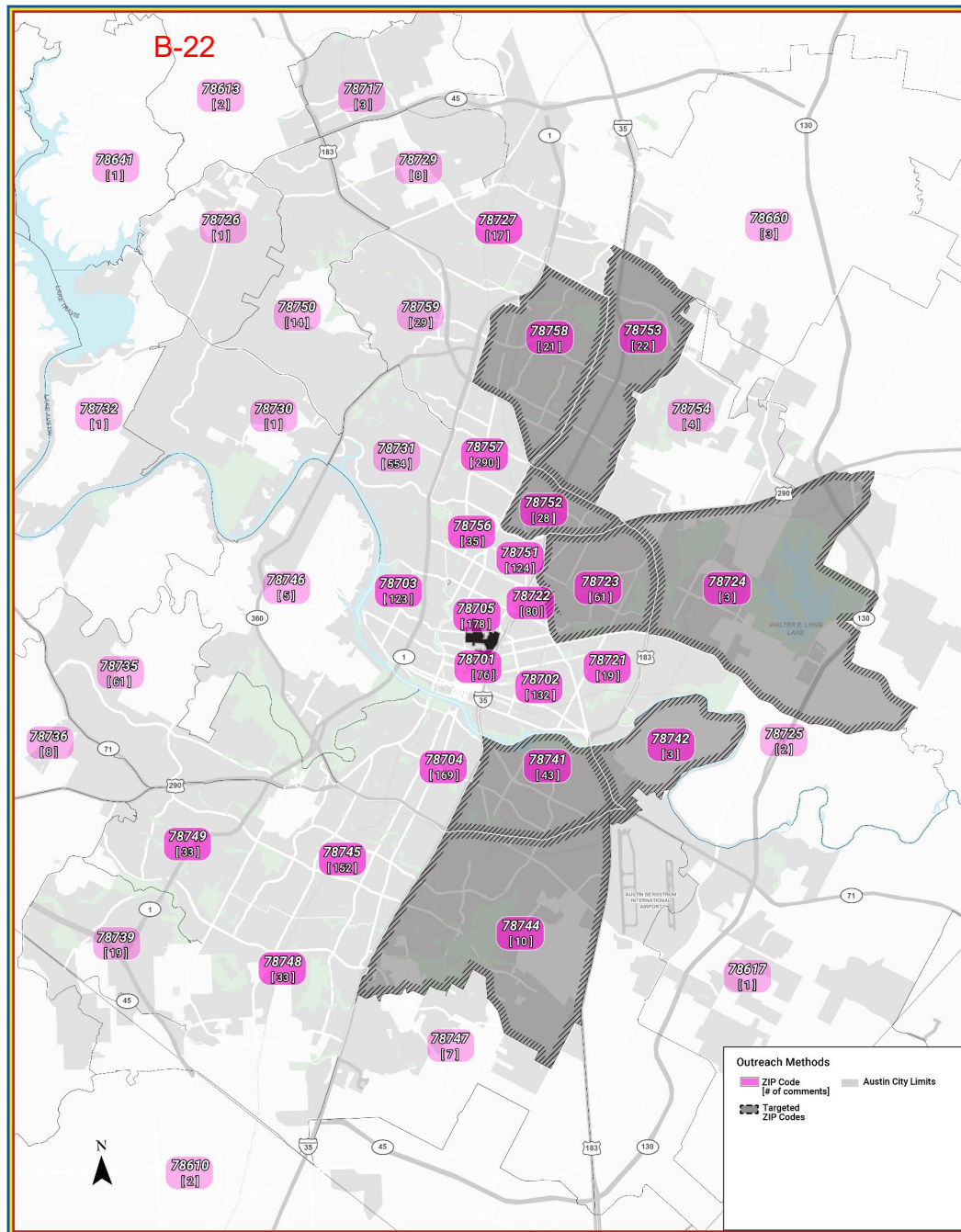
- Updated engagement materials were produced in English and Spanish
- Updated Storymap Presentation and FAQ
- Updated fliers distributed to libraries
- New Feedback Form – *62 responses*
- Focused outreach to neighborhoods that expressed interest – *6 virtual meetings and 1 in-person meeting*
- Email communications – *63 emails received*

**Full results can be found in the [Round 2 Public Feedback Report](#)*

Strategy and Results:

Map of total comments received by ZIP Code

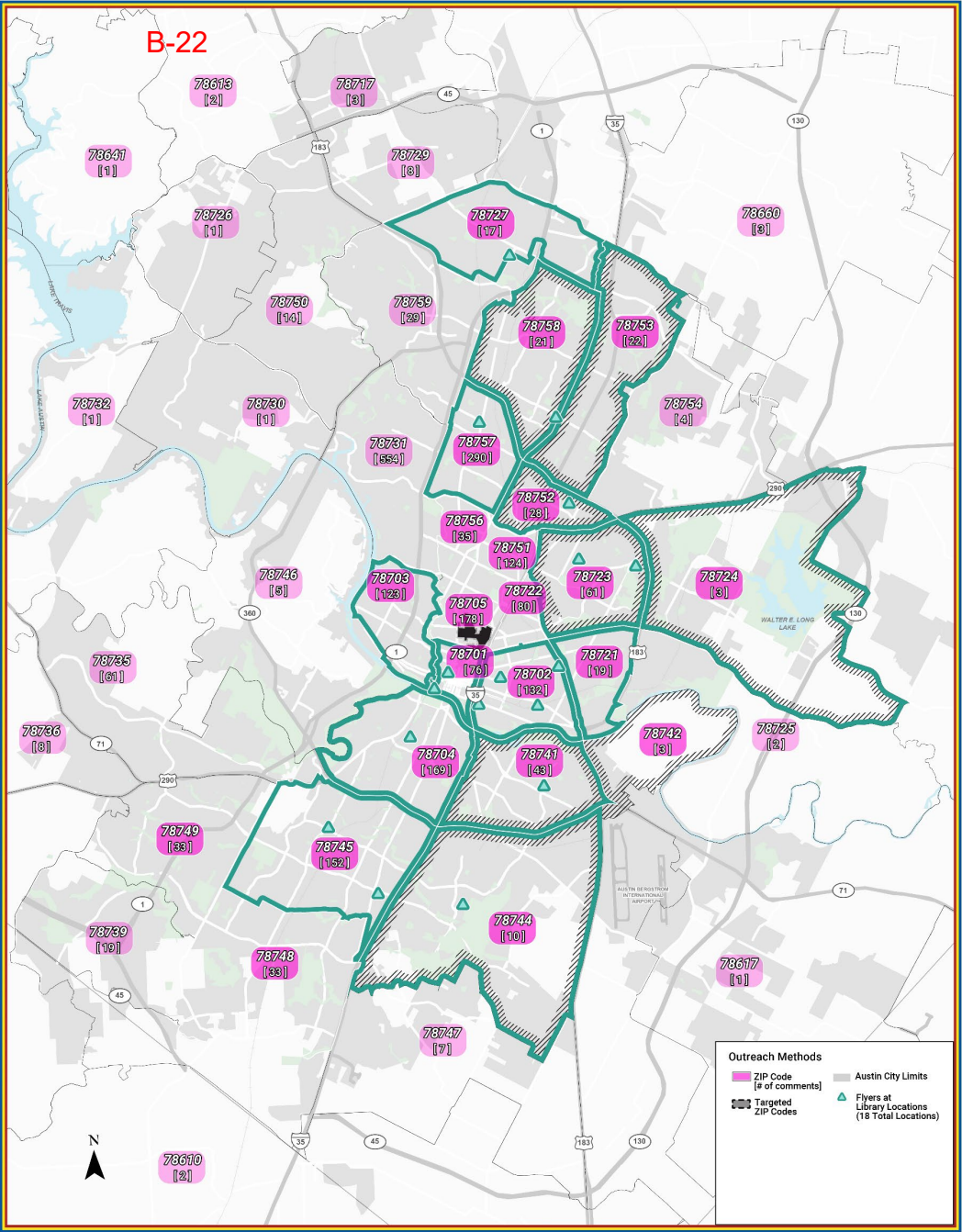




Strategy and Results:

Map of total comments received by ZIP Code

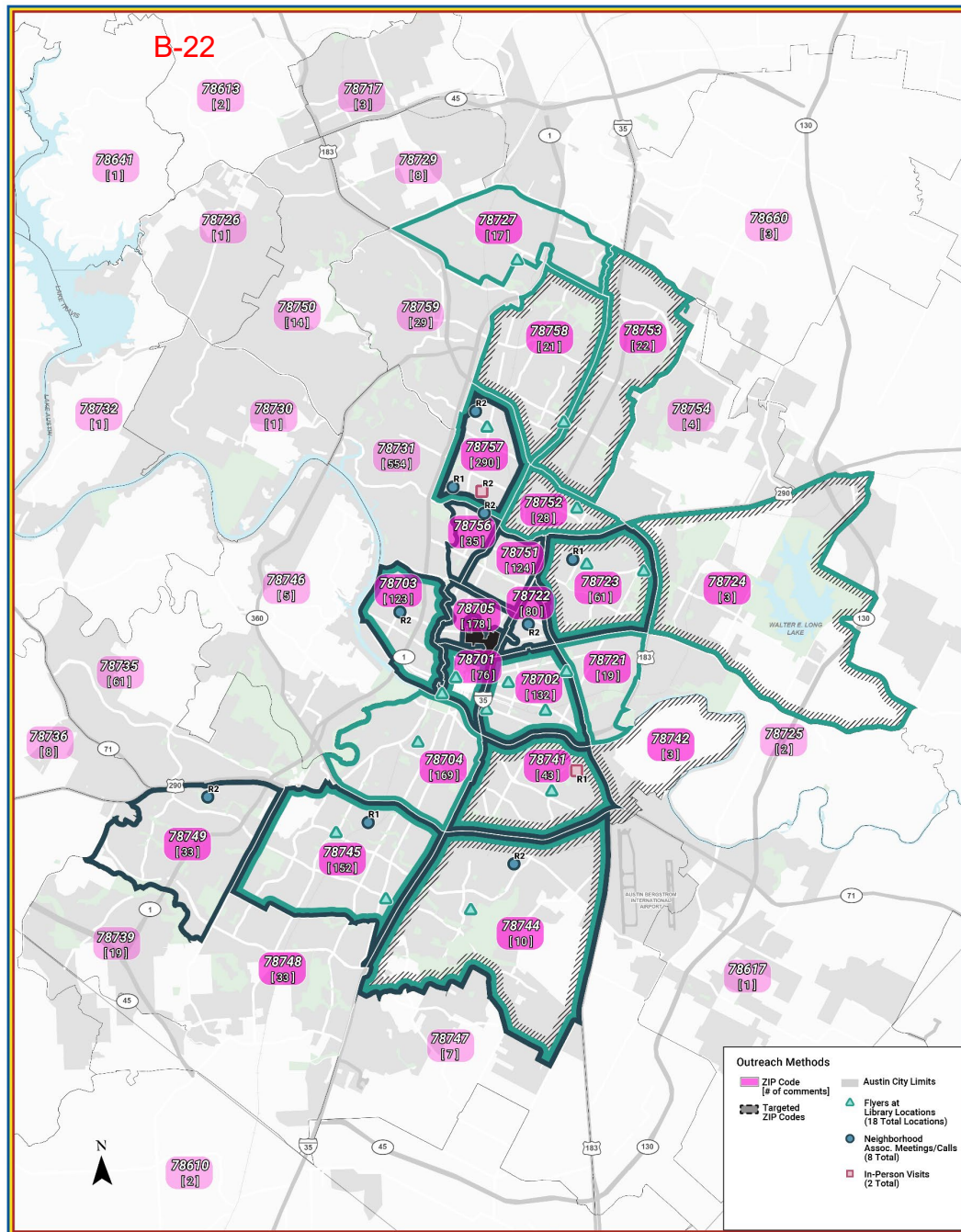
- Targeted ZIP Codes with Social Media advertising



Strategy and Results:

Map of total comments received by ZIP Code

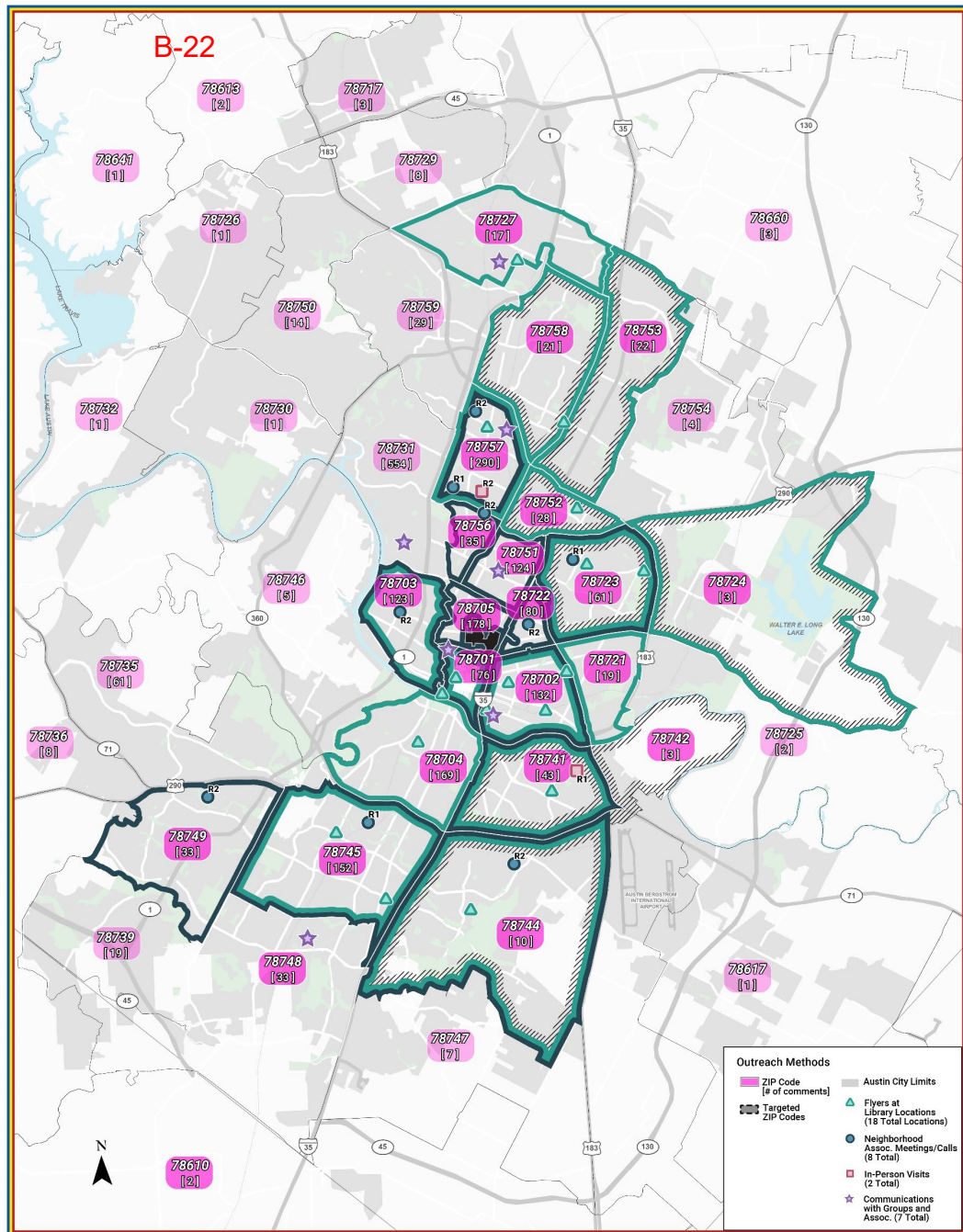
- Targeted ZIP Codes with Social Media advertising
- Fliers posted in City Libraries



Strategy and Results:

Map of total comments received by ZIP Code

- Targeted ZIP Codes with Social Media advertising
- Fliers posted in City Libraries
- Community meetings (virtual or in-person)

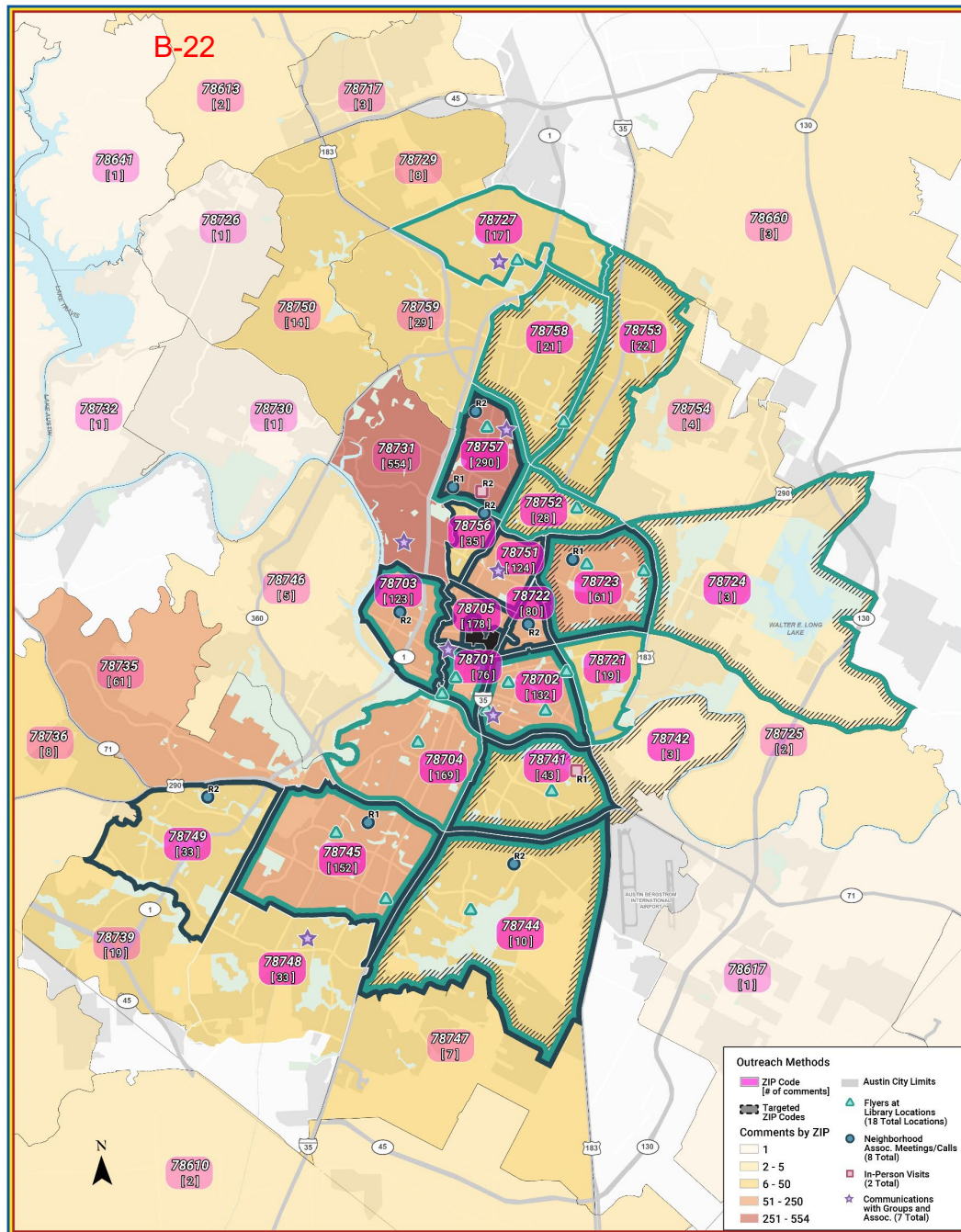


ASMP Amendments - Public Engagement

Strategy and Results:

Map of total comments received by ZIP Code

- Targeted ZIP Codes with Social Media advertising
- Fliers posted in City Libraries
- Community meetings (virtual or in-person)
- Communications with specific groups and neighborhoods



ASMP Amendments - Public Engagement

Strategy and Results:

Map of total comments received by ZIP Code

- Targeted ZIP Codes with Social Media advertising
- Fliers posted in City Libraries
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Engagement Summary

- Majority of public comments came during Round 1
 - Most comments, in Round 1 and 2, were concerns about reclassification of Level 1 Streets to Level 2 Streets
 - These proposed Street Level changes were removed in Round 2 where single-family zoning is present
 - Staff reached out to neighborhood associations and community members via emails, phone calls, and held meetings to discuss proposed changes
- Streets that generated the most comments over both rounds:
- Payne Ave
 - Edgemont Dr /Madrona Dr/ Glen Rose Dr
 - Airport Blvd
 - Twin Oaks Dr /Pegram Ave/Ardath St/White Rock Dr/Daugherty St
 - Redd St
 - San Gabriel and W 17th streets
 - Tisdale St
 - Morrow St and St. Joseph Blvd

Final Round of Engagement

Timeline:

- Charter Requirements for amending an element of Imagine Austin:
 - Comprehensive Plan Joint Committee April 28
 - Planning Commission Recommendation May 10
 - Post Notification in American Statesman and advertise in Community Registry of Council Public Hearing 16 days prior to Public Hearing May 3
 - Council Public Hearing May 19
 - Council Readings in June

Strategy and Results:

- Publish Final Draft of the proposed amendments
- Publish updated Storymap Presentation and FAQ
- Public Comments at Boards and Commissions
- Board and Commission Recommendations
- Public Hearing
- Council Adoption process

What's 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

STREET NETWORK TABLE AND MAP

Street Network corrections and alignment with other City Documents

- 2021 TCM update
- 2014 Bicycle Plan
- Public Transportation Changes/Project Connect
- Mobility Bonds
- Removed Roadways
- Added Roadways

**All proposed changes can be found in the ASMP Redline using the Amendment Log with ID's and page numbers*

**All proposed map changes can be found online at [AustinTexas.gov/ASMP](https://austintexas.gov/ASMP)*



Roadway System 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 in the ASMP Redline ID-9, pg. 95*

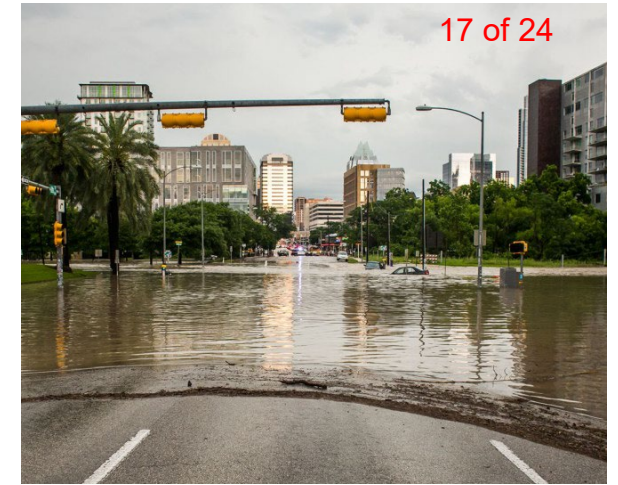


Air & Climate 4

Increase the transportation network's adaptive capacity

Future-proof our transportation infrastructure and operations to flexibly adapt to climate impacts

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



Collaboration 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 in the ASMP Redline ID-20, pg. 268*



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 Map - Adopted

Find address or place

Austin Strategic Mobility Plan

Home **Street Network Table** TxDOT Roads

Street Network Table

Adopted by ordinance NO. 20190411-033

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 cross-section standards in the Transportation Criteria Manual that reference roadways by "Level" instead of "Functional Classification". The right of way widths are reflective of existing constraints to the built environment and the ability to feasibly acquire right of way for future improvements. The Street Network Table strives to minimize negative impacts of expanding right of way for future mobility needs by maintaining the existing right of way or minimizing the additional amount of right of way needed. 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 or were adjusted to fit within a compact design. The right of way requirements for Level 2, 3, and 4 streets are included in the Street Network Table. Level 1 streets (local streets) with improvements identified are included in the Street Network Table. Level 1 streets without improvements identified were not evaluated for right of way constraints and are all required to be 50 feet in constrained conditions and 60 feet in greenfield developments.

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 Street Network Table tab. A list of TxDOT roads can be viewed under the TxDOT 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 (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.

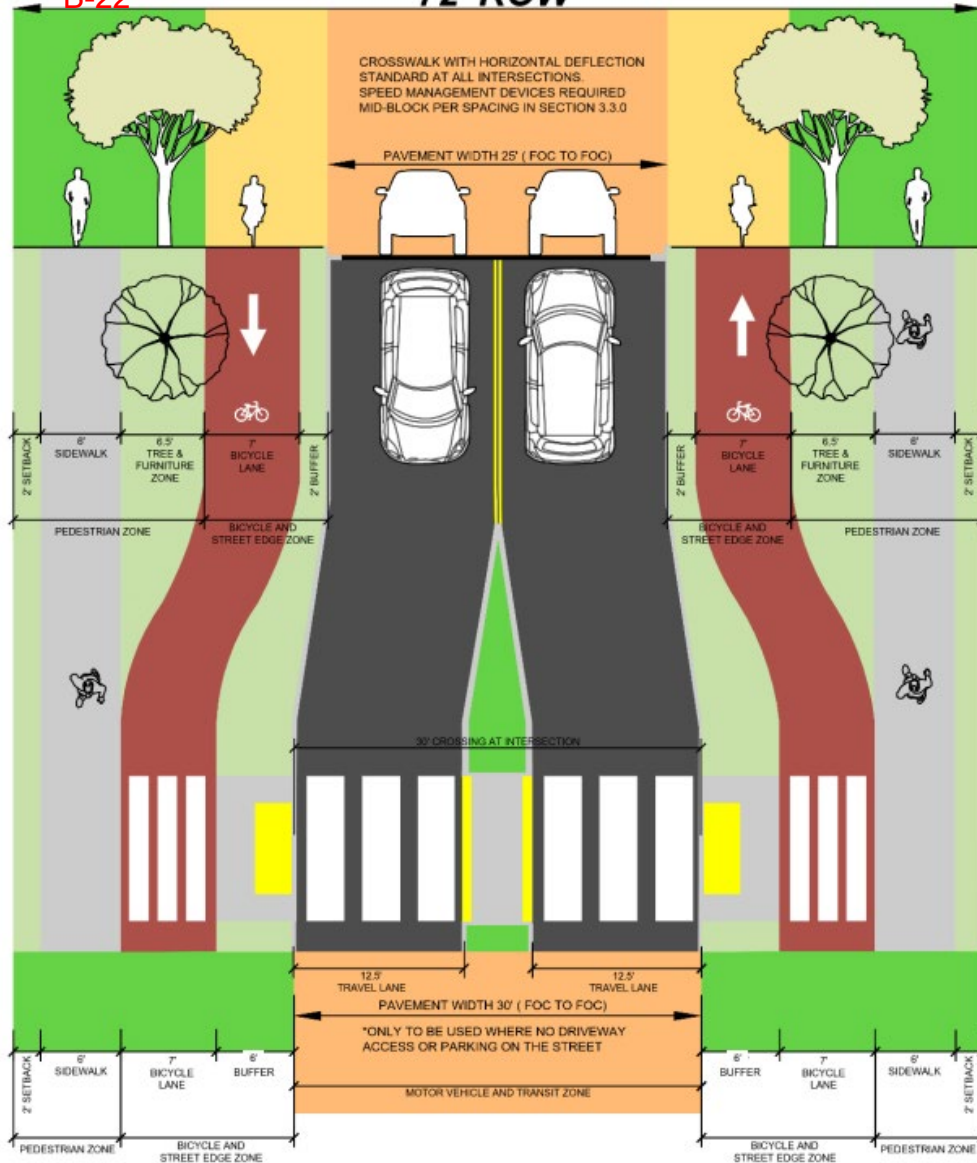
In addition to the right of way that is identified along the roadway in the Street Network Table, additional travel lanes, right-turn lanes, and left-turn pockets may be necessary based on more detailed studies. At intersections, additional right of way for Level 2 streets will be required to accommodate 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 shorten 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

- Right of way (ROW) dedication is triggered during Zoning, Subdivision, and Site Plan
- Residential permit reviews (residential developments up to two dwelling units) do not trigger review for right of way (ROW) dedication
- Only new development or redevelopment of a certain intensity will require ROW dedication (site / subdivision plan with over ~10 single family units or over ~15-25 multi-family units) depending on the land value
- All dedication requirements are reviewed during the Development Review process for Rough Proportionality

*Adopted Street Network Table can be found at atd.knack.com/asmp#home/



- **Transportation Criteria Manual Update**
 - 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
- **2014 Bicycle Plan**
 - Used as input for the Street Network to identify the cross section in the TCM by type of bicycle facility

**Image from the adopted Transportation Criteria Manual (TCM)*

Street Network Changes

- **Public Transportation Changes/Project Connect**
 - Project Connect System Plan (replaced the Long-Term Vision Plan)
 - Reflecting updated cross sections and right of way requirements from the Engineering Plans going through the NEPA process
 - Updated Transit Priority Network
 - Updated Public Transportation System Map
- **Mobility Bonds**
 - Reflecting updated cross sections and right of way requirements from these Engineering Plans
- **Removed & Added Roadways**

Summary of Street Level Changes

- 91.1% of the ASMP Street Network is proposed to maintain the adopted Street Levels
- 4% of the proposed Street Network are roadways proposed to be added, which are Level 1 Streets that have been platted since 2019
- 0.7% of Level 1 Streets are proposed to be reclassified to Level 2 Streets
- 2.5% of Level 2 Streets are proposed to be reclassified to Level 1 Streets

Adopted Street Level	Amended Street Level	Length (ft)	# of Segments	% of Total
1	1	3,397,829	21,194	57.5%
	2	44,247	215	0.7%
	3	12,667	59	0.2%
	4	115	1	0.0%
2	1	148,140	922	2.5%
	2	609,067	3,204	10.3%
	3	57,166	303	1.0%
	4	118	2	0.0%
3	2	14,392	81	0.2%
	3	647,774	2,726	11.0%
	4	11,402	55	0.2%
4	1	851	6	0.0%
	3	386	2	0.0%
	4	727,487	2,219	12.3%
Added Roadways	1	235,296	1,851	4.0%
	2	294	2	0.0%
	3	1,794	4	0.0%

**Street Network segments within the city of Austin jurisdiction only*

Next Steps | Remaining 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 (Canceled)*

Zoning and Platting Commission : *April 5*

Comprehensive Plan Joint Committee : *April 28*

Planning Commission Recommendation : May 10

City Council Public Hearing : *May 19*

City Council Readings : *June 9 (tentative)*

Thank You!

QUESTIONS?

PLEASE EMAIL US AT ASMP@AUSTINTEXAS.GOV