

2021 ASMP Amendments Public Engagement Report Round 2

April 2022



Created by the Austin Transportation Department

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1. Introduction

The Austin Strategic Mobility Plan (ASMP) is Austin's comprehensive, multimodal transportation plan. Adopted in 2019, the plan guides our short- and long-term transportation projects, programs, initiatives, and investments around a common vision for all of the ways we move around Austin. In June 2020, Council passed Resolution 20200610-002 directing the City Manager to amend the Austin Strategic Mobility Plan (Ordinance No. 20190411-033) to add the Project Connect System Plan. Under this direction, the ASMP team began the process for a minor update that was limited in scope to respond to the Council Resolution and other significant events over the past two years. Austin Transportation Department staff officially initiated the process to amend the Austin Strategic Mobility Plan (ASMP) in May 2021. The initial phase of this process included an interdepartmental review of the ASMP policy document and the Street Network Table and Map. The interdepartmental review effort identified several potential policy amendments that were published for public comment in October 2021, and Street Network amendments were published for public comment soon after in November 2021.

The launch of these amendments to the public marked the start of public engagement for this process. The first round of public engagement included a Policy Survey and a Street Network amendments map commenting tool. Round One of public engagement ran until January 30, 2022, and a detailed report of the feedback and tools used can be found in the [Round 1 Public Engagement Report](#). At the close of that round of feedback, the ASMP team incorporated feedback it received through the survey and feedback map and published an updated draft of the proposed amendments on February 28, 2022. There were several main takeaways from Round One that impacted the draft amendments that were proposed moving forward, as well as the public engagement strategy and tools we used in Round Two.

2. Public Engagement Strategy

Significant feedback from Round One expressed concern around street level classification changes, specifically around neighborhood streets that were reclassified to align the Street Network with the updated 2021 Transportation Criteria Manual and the 2014 Bicycle Plan. However, the City of Austin will not acquire right of way in established neighborhoods to build bicycle facilities, and single-family home properties are not required to dedicate right of way when going through the building permit process. Additionally, the City is updating the Bicycle Plan through the ongoing ATX Walk Bike Roll process. Therefore, the ASMP team decided to remove the Street Level changes in established neighborhoods. If the new Bicycle Plan includes updated facilities that require a street level classification in the ASMP, these amendments will be considered during the adoption of the Bicycle Plan. Streets that already possess certain bicycle facilities remain reclassified in this process and continue to serve as a technical corrections to align the criteria within the TCM and the adopted ASMP Street Network. However, many of those proposed amendments from Round One on Level 1 and 2 streets are no longer being proposed in the latest draft amendments. The ASMP team circled back with people from Round One to explain these changes.

Additionally, several proposed roadways from Round One were removed from the updated draft amendments in Round Two. These proposed roadways were removed based on comments we received in Round One or were determined to be no longer desired for a variety of reasons. Informing the public of this change and conducting our due diligence to hear from the community about certain roadway removals was a major goal of our Round Two public outreach effort. Throughout Round Two the ASMP team met with four neighborhood associations to discuss these specific amendments, in addition to the six previous meetings with the community

held before the second engagement period. The Public Engagement Map (Appendix A) presents the various engagement opportunities during the ASMP Amendment process including these community and neighborhood association meetings.

2.1 Boards & Commissions

Another element of Round Two engagement included a series of presentations to various Boards and Commissions designed to familiarize the public with the updated draft amendments. These presentations provided a formal structure for public presentations and feedback on the ASMP Amendments. The anticipated Boards and Commissions process was advertised to communities during Round One of engagement so that community members could prepare to attend those meetings and provide comments and learn more about the amendments. Boards and Commissions presentations will continue throughout April and May, and more details on this can be found in the Next Steps section below.

2.2 Feedback Form

The final major change that was made to our public engagement strategy from Round One to Round Two was the platform and way in which we facilitated feedback. In Round One, we heard from some folks that the multiple feedback platforms for providing comment on the policies and the Street Network amendments were tedious. Specifically the Street Network amendments comment map was difficult and confusing to use. In an effort to make the amendments easier to understand, digest, and provide feedback on, the ASMP team created one Feedback Form available in English and Spanish (Appendix B) for all ASMP amendments, including the new policies, other document amendments, and the Street Network amendments. The ASMP team also made a Round Two Storymap Presentation (Appendix C) in English and Spanish to explain the changes to the proposed Street Network amendments from Round One to Round Two, along with an expanded FAQ section. Because some folks reported that they had difficulty accessing the previous Storymap page and also the Street Network amendments map, the ASMP team also made these materials into a printable, pdf format. All of the outreach materials were posted to the ASMP website (Appendix D), including a copy of the presentation to Boards and Commissions (Appendix E) along with links to the recordings from those meetings.

Notification about the second round of amendments and feedback was distributed in several ways. The ASMP distributed emails to the ASMP newsletter, ATD Mobility News, and the official City of Austin Community Registry list (Appendix F). There were also several social media posts created at the start of Round Two, as well as flyers distributed to Libraries in both English and Spanish (Appendix G).

3. Public Comment Summary

The ASMP team received several statements from Neighborhood Associations regarding their position on the ASMP Amendments (Appendix H). The ASMP team also received a total of 62 responses to the Round Two Feedback Form (Appendix I). From the end of the first round of engagement through the end of the second round of engagement, the ASMP team received 63 emails with questions about the amendments, to which the ASMP team responded to and captured in the overall feedback (Appendix J).

3.1 Policy Document Comments

The Round Two Feedback Form started with questions about the ASMP Policy Document amendments, including the three new proposed policies. For each new proposed policy, links to those new policy pages were provided with each question. Respondents were asked how

strongly they supported or opposed each policy, and then were provided the option to expand on their response in an open-ended comment box.

For the first proposed policy about streets as places for non-mobility activity (*Roadway Systems Policy 6*), there were 41 total responses. 34% of respondents said they either support or strongly support the policy, 49% said they oppose or strongly oppose, and 17% were neutral. For the responses that were supportive of the policy, the main themes of the responses were that streets are places for not only vehicles but for humans and community, and also that this policy would support multimodal transportation. For the responses that were opposed to the policy, the main themes of the responses were that streets should be for cars and other mobility only, or that they needed more information about the policy and what it means.

For the second proposed policy about increasing adaptive capacity (*Air & Climate Policy 4*), there were 40 total responses. 37% of respondents said they either support or strongly support the policy, 43% said they oppose or strongly oppose, and 20% were neutral. For the responses that were supportive of the policy, the main themes of the responses were that people are concerned about climate change as well as the City's transportation infrastructure. For the responses that were opposed to the policy, the main themes of the responses were that this policy either was not a priority to them or that they needed more information about the policy and what it means.

For the third proposed policy about disaster preparedness and emergency response (*Collaboration Policy 8*), there were 40 total responses. 55% of respondents said they either support or strongly support the policy, 27% said they oppose or strongly oppose, and 18% were neutral. For the responses that were supportive of the policy, the main themes of the responses were around supporting disaster preparedness and that better communication is important. For the responses that were opposed to the policy, the main themes of the responses were that this policy either was not a priority to them or that they needed more information about the policy and what it means.

Respondents were also asked to provide feedback, if any, on the other amendments to the Policy Document. Links to the tracked changes document and the amendment log were provided within the survey question. This question was not a required question to answer. Of the 11 people who responded, most comments made were about the Street Network Amendments. Some responses also touched on issues with the overall ASMP Amendment process.

3.2 Street Network Comments

Following the Policy Document questions, the Feedback Form asked respondents about the Street Network amendments. Links to the updated proposed Street Network Amendments Presentation and the Street Network Amendments Map were provided so that respondents could see what changes were made to the proposed amendments from Round One. Prompt questions to consider were provided, and respondents were able to input any comments they had about the Street Network amendments into a comment box. The Feedback Form allowed respondents to identify whether their comment was regarding a specific street, neighborhood, or applied citywide. An interactive map was also provided for respondents to drop a pin on a specific street, or in a specific neighborhood, to represent their comment geospatially.

Of the 49 people who provided Street Network comments, most comments made to streets, neighborhoods, or as general citywide comments were about confusion over right of way and

concerns about right of way acquisition from their private property as a result of this process. Other comments on specific streets voiced concerns about the safety of their street if it increases in Street Level, or about the elements of the street that they would or would not like to see on their street in the future. The streets with the most amount of comments received were Edgemont Drive, Madrona Drive, Glen Rose Drive, West Gate Boulevard, and Morrow Street.

3.3 Demographics

The Feedback Form included several optional demographic questions, including ZIP code, gender, cultural identity, yearly household income, and disability. The following are the percentage breakdown of responses to each demographic question.

- ZIP Code - There were a total of 16 different ZIP codes provided to this question. These ZIP codes can be seen spatially on the map in Appendix A. The top 10 ZIP codes identified in order of most common are:

ZIP Code	Total
78703	13
78731	8
78757	8
78745	6
78749	6
78704	3
78705	3
78748	3
78727	2
78735	2

- Gender - when asked to choose an option that best represents their gender identity, of the 49 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
Male	37%
Female	33%
Another Gender	0%
Prefer not to answer	31%

- Cultural Identity - when asked to select all of the options that best described their cultural identity, of the 58 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
Asian	3%
Black/African American	3%
Hispanic/Latino/Latina/Latinx	9%
Native/Indigenous	2%
White	52%
Another	2%
Prefer not to answer	29%

- Yearly Household Income - when asked what is your yearly household income, of the 48 total responses to this question, respondents answered in the following way:

Answer Choices	Responses
\$0 - \$24,999	2%
\$25,000 - \$49,999	6%
\$50,000 - \$74,999	4%
\$75,000 - \$99,999	10%
\$100,000 - \$149,999	13%
\$150,000 +	10%
I prefer not to answer	54%

- Disability - when asked if respondents identified as someone with a disability, of the 50 total responses to the question, the following breakdown was found:

Answer Choices	Responses
Yes, I have a cognitively- or intellectually-related disability	4%
Yes, I have a hearing-related disability	0%
Yes, I have a vision-related disability	4%

Yes, I have a mobility-related disability	4%
No, I do not identify as having a disability.	60%
I prefer not to answer.	28%

The last question of the survey asked about the ASMP Amendment process and public engagement overall. This feedback will allow us to continue to improve our outreach efforts and ideally reach more people in ways that work best for them.

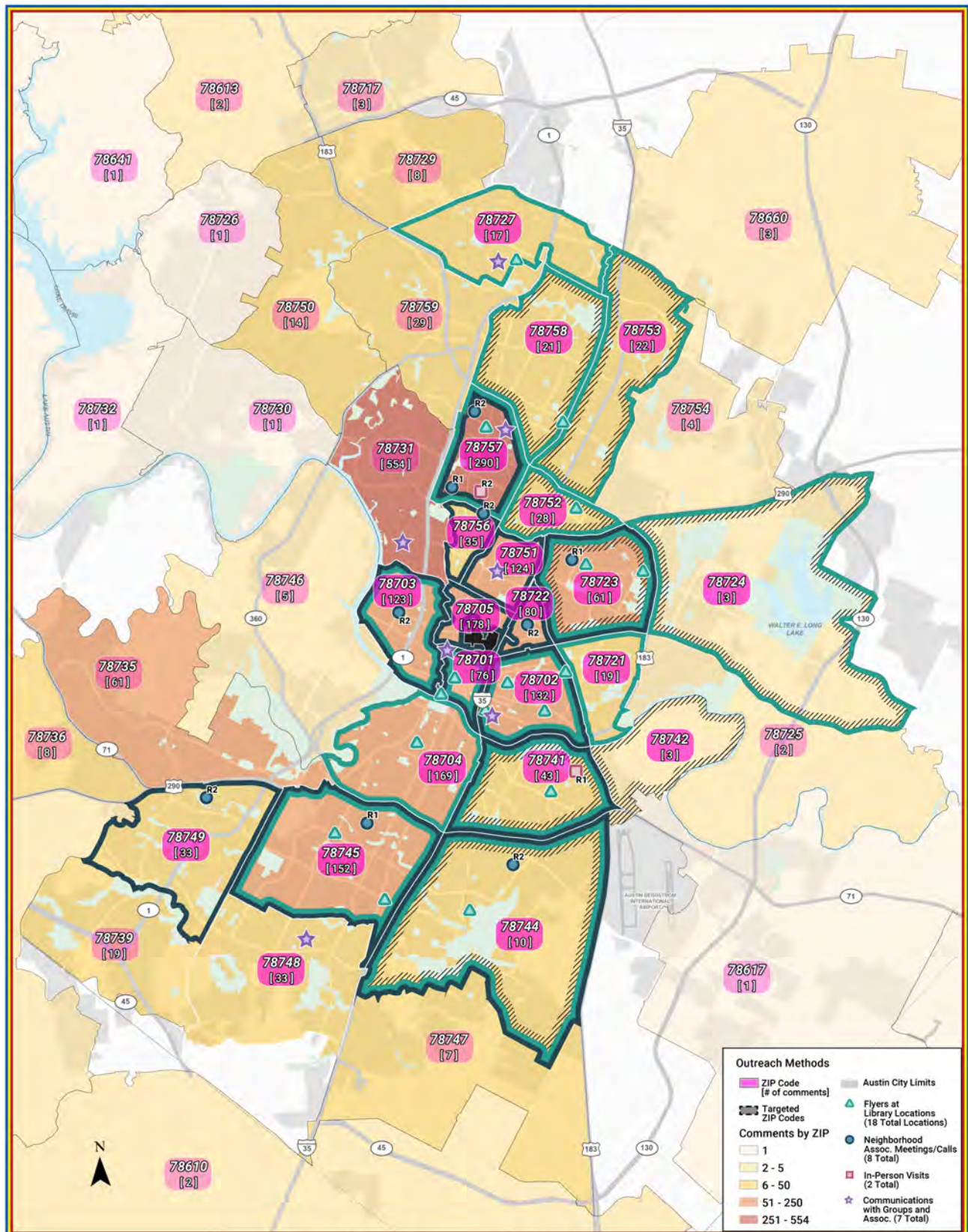
4. Next Steps

The ASMP team considered feedback received during the second round of public comments and updated the draft of the proposed amendments to present during the rest of the Boards and Commissions process. The ASMP team will also incorporate recommendations from Planning Commission into the final draft presented to Council. The City Charter details requirements for amending an element of Imagine Austin. These include a presentation to the Comprehensive Joint Plan Committee (April 28, 2022), a recommendation from Planning Commission (May 10, 2022), a Public Hearing at City Council, and three Council Readings. The Public Hearing is scheduled on May 19, 2022, and there will be a posted notification in the Austin American Statesmen and Community Registry 16 days prior to the Council Public Hearing.

5. Appendix

Appendix A: Public Engagement Map
Appendix B: Feedback Form
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Appendix A: Public Engagement Map



ASMP Amendments - Public Engagement

ID	Page Number	Type	Change Proposed	Proposed By
1	ii	New Image	New Image	Staff
2	iii	New Page	Amendment Log	Staff
3	xxv	Updated Map	Updated Street Network Map: Street Level designations and existing and proposed roadways have been revised in this map.	Staff
4	28	Policy Tagline	Updated Tagline (SB.1): Pair education and narrowly-focused enforcement strategies-initiatives-, targeting key behaviors on freeways and high-speed corridors , with street design improvements to reinforce safe travel behaviors for all.	Staff
5	42	Updated Map	Updated Growth Concept Map and Transit Priority Network: The Transit Priority Network has been revised to reflect the adopted Project Connect System Plan, locally preferred alternatives and alignments.	Staff
6	50	Text	Curb management is the flexible and efficient use of the public space between building fronts and the vehicular travel lanes along street edges ; this is the space in which the movement of people and goods meets access. In order to utilize public curb space efficiently, clear guidance is needed to ensure curb management strategies are available to allow all users of the public realm adequate space in which to carry out their daily needs.	Staff
7	56	Text	Add note about Smart Trips now being part of Get There ATX In Austin, the Smart Trips neighborhood outreach program offers free transit adventures to reach residents how to use public transit for recreational trips (note: as of 2021 Smart Trips is known as Get There ATX) .	Staff
8	86	Updated Map	Updated Sidewalk Prioritization Map: The background Street Network has been revised in this map.	Staff
9	95	Policy	New Roadway System Policy 6: Support streets as places where people and community engage in non-mobility activity. <i>Recognize the diverse and expanding civic needs within our right-of-way and adaptive uses of the street</i>	Staff
10	96-97	Spread	Addition of Non-mobility Activity in Practice spread to support new Roadway System Policy 6	Staff
11	98	Updated Map	Updated Roadway Capacity Projects Map: Completed projects have been removed and new projects have been added to this map.	Staff
12	99	New Image	New Image	Staff
13	108-109	Spread	Addition of Project Connect spread to include updated System Plan and Initial Investment	Staff
14	112	Updated Map	Updated Public Transportation System Map: The Public Transportation System and Transit Priority Network have been revised to reflect the adopted Project Connect System Plan, locally preferred alternatives and alignments	Staff
15	122	Updated Map	Updated Bicycle System Map: The Bicycle System has been revised to reflect the changes to the Street Network, such as removed roadways. The legend has been revised to rename "All Ages and Abilities Bicycle Facilities" as "Recommended Future All Ages and Abilities Bicycle Facilities", and "Bicycle Priority Network" as "All Ages and Abilities Bicycle Priority Network".	Staff
16	129	Updated Map	Updated Urban Trail System Map: The background Street Network has been revised in this map.	Staff
17	194	Policy Tagline	Updated Tagline: Pursue strategies and collaborate with regional partners to reduce ozone, particulate matter , and greenhouse gas emissions, including promoting sustainable transportation modes and improving traffic flow	Staff
18	196	Policy Tagline	Updated Tagline (AC.3): Use materials and methods that reduce carbon , conserve energy, limit waste, and support the Net-Zero Community Climate Goals	Staff
19	196	Text	Replace "Austin Community Climate Plan" with "Austin's Climate Equity Plan" where it is found	Staff
20	196	Highlight	<p>Updating Climate Plan Highlight:</p> <p>Austin Community Climate Plan The Austin Community Climate Plan identifies over 130 actions to reduce greenhouse gas-emissions from the energy, transportation, and materials and waste sectors. In Travis County, approximately 35% of community-wide greenhouse gas emissions come from the transportation sector, and nearly 95% of the transportation-related greenhouse gas emissions in Travis County are from on-road vehicles (cars and trucks).</p> <p>Austin's Climate Equity Plan: In September 2021, City Council adopted the Austin Climate Equity Plan. The plan includes the bold and aggressive goal of equitably reaching net-zero community-wide greenhouse gas emissions by 2040 with a strong emphasis on cutting emissions by 2030. The Austin Climate Equity Plan sets goals across five focus areas: Sustainable Buildings, Transportation and Land Use, Transportation Electrification, Food and Product Consumption, and Natural Systems. Right now, on-road transportation and electricity used in buildings are our largest sources of emissions; however, since energy use in our city is becoming cleaner, the transportation sector is quickly becoming our number one source of emissions.</p>	Staff
21	197	Policy	New Air & Climate Policy 4: Increase the transportation network's adaptive capacity. <i>Future-proof our transportation infrastructure and operations to flexibly adapt to climate impacts</i>	Staff
22	268	Policy	New Collaboration Policy 8: Support larger City efforts for disaster preparedness and emergency response. <i>Coordinate with local and regional partners to protect and support our community during extreme events</i>	Staff
23	269	Spread	Addition of Winter Storm Uri spread to support Collaboration Policy 8	Staff
24	279	Action Item	Modify Action Item [5]: Police Training Enhancement: Provide additional Vision Zero-related context within the Police Training Academy curriculum and annual continuing education, including racial and demographic data, modal trends with a focus on vulnerable users, and key safe systems concepts. Enhance education of needs and safety considerations of vulnerable-transportation users within Police Training Academy curriculum and annual continuing education.	Staff
25	280	Action Item	Modify Action Item [13]: Right turn on red restrictions Systemic safety analysis: Analyze the systemic issues which lead to crashes, including right turns on red , to determine appropriate policy recommendations and systemic treatments to apply city-wide.	Staff
26	280	Action Item	New Action Item [22] (Safe Behaviors): Alternative Adjudication Program: Research and collaborate with public safety partners on the creation of alternative adjudication programs for certain offenders or offenses, which prioritize understanding and behavior change over a fines and fees model	Staff
27	282	Action Item	New Action Item [34] (Parking): Standardized parking data: Work with current and future partners to standardize platforms, data, and data formats to better assess parking utilization and needs and facilitate new parking strategies.	Staff
28	283	Action Item	Modify Action Item [46]: Smart Trips Get There ATX Program: Continue to implement and expand the Get There ATX Smart Trips program to include a new mover pilot program to educate residents who have made a recent life change and are open to updating their commuting habits. Incorporate an equity lens to reduce financial barriers.	Staff

ID	Page Number	Type	Change Proposed	Proposed By
29	286	Action Item	New Action Item [90] (roadway system): Priority Network access management: Develop comprehensive access management guidelines along the Vehicle and Transit Priority Networks to improve safety while considering multimodal mobility impacts.	Staff
30	287	Action Item	New Action Item [91] (Roadway System): Update the Great Streets standards: Update the Great Street standards from the 2001 Great Streets Master Plan. These standards guide the design and criteria for streets in Downtown Austin with the goal of ensuring appropriate distribution of ROW between roadway and sidewalk uses and prioritization of the pedestrian in our most urban spaces. Ensure new standards continue to prioritize pedestrians, consider updated public transportation, bicycle, and micromobility best practices, and balance the needs of a growing residential and employment center. Updated standards should include direction on lighting, wayfinding, shade, and micromobility storage and encourage active street level uses, in addition to transportation infrastructure.	Staff
31	289	Action Item	Modified Action Item [118]: Urban Trails lighting plan: Develop and implement a lighting plan for all existing Urban Trails and shared use paths. Partner with Austin Energy to implement lighting along these trails and paths and develop a maintenance strategy.	Staff
32	289	Action Item	Modify Action Item [123] : Climate change integration: Integrate climate change considerations into decision-making for capital investments and improvements decision-making. Design for resilience to address climate change and other stressors using strategies such as enhancing designs where there is a higher risk of damage; designing roadways and sidewalks for weak soils and expansive clays; armoring bridges and roadways in flood prone areas; and making trails along creeks durable for the long term.	Staff
33	289	Action Item	Modify Action Item [124]: Proactive maintenance schedules: Develop a proactive maintenance schedule for all transportation infrastructure that accounts for demographics, Priority Networks, and vehicular-volume projections. Updated street maintenance schedules should ensure that street maintenance anticipates, strategizes, plans and budgets for a sustainable level of service while also allowing access to perform the necessary maintenance. Schedules should include core infrastructure and appurtenances, and should be updated every 5 years based on updated forecasts.	Staff
34	292	Action Item	Modify Action Item [166]: Test and evaluate delivery technology robots: Issue a Request for Information to test delivery technology robots in select neighborhoods to determine use rates and identify infrastructure issues. Consider regulating size, weight, and authorized locations of last-mile delivery solutions to create citywide standards.	Staff
35	293	Action Item	Modify Action Item [175]: Access to food and markets, including grocery stores: Work with Capital Metro to support and improve access to healthy food and grocery stores (e.g., increased routing and frequency of bus routes, new transit maps, audio/visual ads and announcements about healthy food resources), with a focus on food deserts. Explore the opportunities to develop a Safe Routes to Markets program to inform transportation planning, and facilitate the implementation of recommendations from studies or projects assessing connecting people in food deserts to healthy food.	Council Resolution
36	293	Action Item	New Action Item [178] (Public Health): Resilience Hub mobility planning: Create and implement mobility plans for City Resilience hubs, with specific attention on vulnerable populations.	Staff
37	293	Action Item	Modify Action Item [186]: External education and outreach to fleet owners: Perform education and outreach to fleet owners on how to conduct a business evaluation of fleet usage, including fleet electrification , operation and right-sizing analysis, and identify which incentives are available to replace older, higher-emission vehicles.	Staff
38	294	Action Item	Modify Action Item [188]: City Fleet Improvement: Move towards a zero-emissions light-duty fleet, including electric and alternative modes of transportation. Continue to increase fleet fuel efficiency per existing fleet plans. Where appropriate, continue to increase the purchase of alternative fuels and vehicles, such as E85, flex fuel, B20, propane, CNG, hybrid, and electric. Establish policies that prioritize the use of vehicles and equipment with low nitrogen oxide emission rate.	Staff
39	294	Action Item	New Action Item [192] (Air & Climate): Climate Vulnerability Assessments: Integrate a climate vulnerability assessment in addition to a social vulnerability assessment into programming, project implementation, engagement efforts, and decision-making, with an emphasis on serving historically underserved communities and neighborhoods disproportionately affected by climate hazards.	Staff
40	294	Action Item	New Action Item [193] (Air & Climate): Dust Mitigation Plans: Enhance dust mitigation plans, with consideration of rescheduling activities during high PM2.5 days, for transportation construction projects in alignment with our City commitments and best practices outlined in local and regional air quality plans.	Staff
41	294	Action Item	New Action Item [194] (Air & Climate): Electric vehicle community needs assessment: Work with City and community partners to complete an Electric Vehicle Community Needs Assessment to identify the intersections of mobility challenges, transportation electrification, and racial and economic justice.	Staff
42	295	Action Item	New Action Item [207] (Land & Ecology): Environmental Product Declarations: Explore incorporating Environmental Product Declarations into projects that utilize large-impact materials like concrete, steel, aluminum and glass as part of the materials sourcing for mobility infrastructure.	Staff
43	300	Action Item	New Action Item [277] (Collaboration): Coordinate with local and regional partners to create a toolkit for disaster preparedness, with emergency response and evacuation as a focus. Engage local emergency managers to create actionable plans and guidelines that keep public safety as a consideration in strategy development. Conduct post-event reviews and develop additional recommendations from lessons learned.	Staff
44	300	Action Item	New Action Item [278] (Collaboration): Regional Transportation Management Center: Coordinate with regional transportation partners (TxDOT, CTRMA, Capital Metro, etc.) to explore the feasibility of coming together in a single facility to manage the regional transportation system as one system working across jurisdictional boundaries to respond to and actively manage daily congestion and incidents	Staff
45	A8-A9	Text	Street Network Table & Map supporting text in the appendix has been revised.	Staff
46	Various	Maps	Maps in the Appendix have been replaced.	Staff
47	Various	Page numbers	Page numbers have been renumbered based on additional pages	Staff
48	Various	Typos and errata	Various typos and errata have been corrected throughout the document	Staff
49	Various	Action Item	Action Item renumbering for additional action items	Staff

2021 Amendments
Redline Changes

Austin Strategic Mobility Plan



Adopted April 11, 2019
Amended June 9, 2022



Adoption & Amendments

On April 11, 2019 Austin City Council unanimously passed Ordinance No. 20190411-033 adopting the Austin Strategic Mobility Plan (ASMP) as the transportation element of the Imagine Austin Comprehensive Plan to guide future growth of the city's transportation network.

The ASMP is intended to be a living planning document, reflecting the creation and updates of future planning documents and the needs and goals of our evolving transportation network. Amendments to the ASMP are expected. Future amendments will continue to strengthen the relationship between the public and the City established from the initial public engagement efforts. By this collaborative work the ASMP will guide the City of Austin toward a common transportation vision.

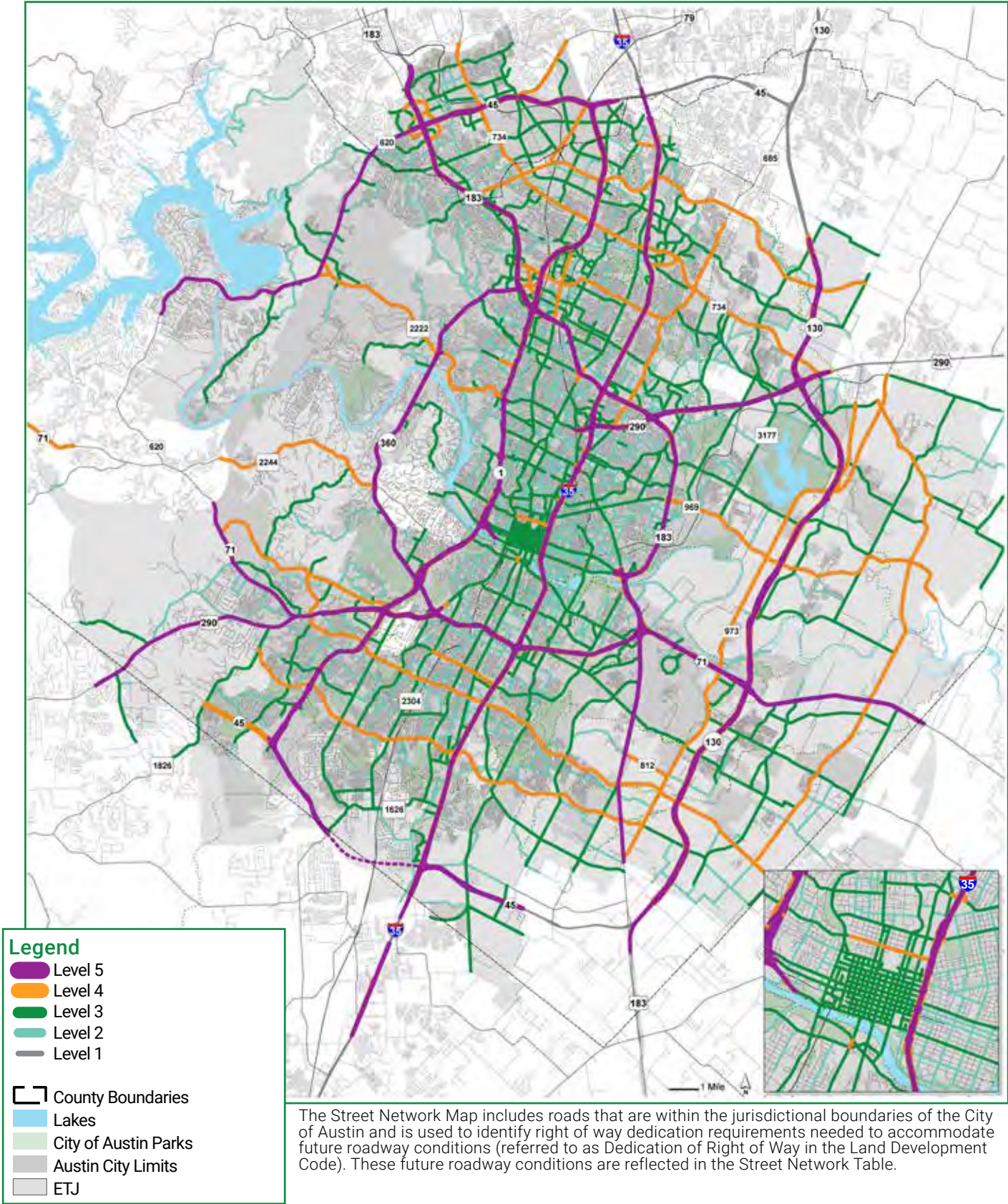
Date	Ordinance Number	Description
April 11, 2019 (Adopted)	20190411-033	An ordinance amending the Imagine Austin Comprehensive Plan (Ordinance No. 20120614-058) by adopting the Austin Strategic Mobility Plan

ID-2



Street Network Map

ID-3



Safe Behaviors Policy 1

Strategically implement education and enforcement initiatives around the top contributing factors of serious injury and fatal crashes

Pair education and narrowly-focused enforcement strategies ~~initiatives,~~ targeting key behaviors on freeways and high-speed corridors, with street design improvements to reinforce safe travel ~~behaviors~~ for all.

ID-4

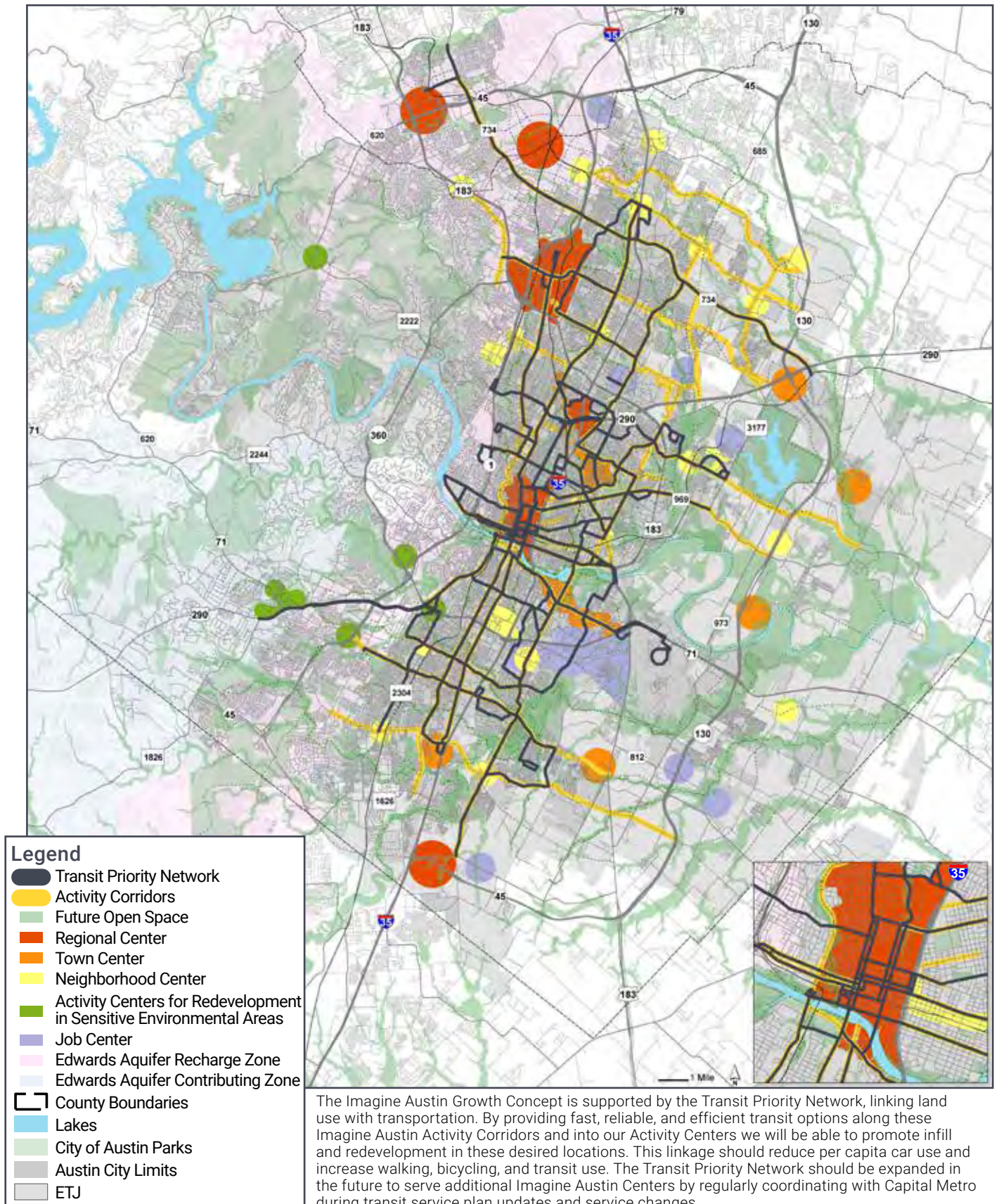
Achieving our target of zero traffic deaths and serious injuries will require a cultural shift toward safer decisions and behaviors. Education must be the foundation of this cultural shift. We will implement city- and region-wide educational campaigns that seek to influence behavior change to encourage safer actions throughout our transportation network. We will also engage and educate specific audiences, including the media, large businesses and organizations, vehicle for hire service providers, and schoolchildren, their parents, and their educators. To maximize impacts, educational efforts will be paired with enforcement efforts and street design improvements as appropriate, using the High-Injury Network as a guide for prioritizing locations. Culturally-appropriate communication materials will be provided in various languages in order to ensure we reach all demographic groups, especially those that are most affected by traffic crashes.

Coordinating education campaigns with safety enforcement strategies will help achieve the ultimate goal of behavior change. Austin's enforcement efforts must be led by the community, informed by data, and closely monitored for equity. Using the High-Injury Network as a guide, enforcement will focus on the four most dangerous behaviors: distracted driving, intoxicated driving, speeding, and motorist failure to yield. By focusing on the most dangerous human behaviors in areas with extensive crash histories, our resources will be used most effectively and will have the biggest impact on improving traffic safety. Equity must be a central focus of an enforcement strategy to ensure that there are not inequitable disparate impacts on people of color.



Growth Concept Map and Transit Priority Network

ID-5





Curb Management

ID-6

Curb management is the flexible and efficient use of the public space ~~between building fronts and the vehicular travel lanes~~ along street edges; this is the space in which the movement of people and goods meets access. In order to utilize public curb space efficiently, clear guidance is needed to ensure curb management strategies are available to allow all users of the public realm adequate space in which to carry out their daily needs.

Curb space activity encompasses an array of uses, many of which occur simultaneously and can be in conflict with one another. The following are examples of the diverse activities which occur within this public space: vehicle parking and loading; bicycle parking; transit service, shuttle, pedicab, taxicab and ridehail pickup and drop-off; trash, recycle, and compost pickup; emerging shared mobility options; wayfinding; sidewalk cafes; parklets; traffic control devices; and vegetation like trees and rain gardens. However, many activities performed within this space can be effectively coordinated to occur without conflict and with greater efficiency while also enhancing the public realm and promoting the seamless integration of mobility options.

“Buses must have pull over areas so the lane can be cleared for cars or bicycles.”

—Community member



Transportation Demand Management Programming

Transportation demand management (TDM) is an approach to tackling congestion through strategies that reduce our impact on the transportation network rather than add capacity. These strategies focus on helping people use the existing infrastructure in place to walk, bike, share rides, or take public transit. They also aim to reduce peak travel congestion by encouraging alternative work schedules and telework to shift travel times. Spreading demand across time also aids in managing congestion and better uses our infrastructure.

Managing our transportation demand requires a coordinated effort of thoughtful land use decisions, parking supply coordination, curb management techniques, encouragement of shared mobility, and implementation of smart TDM programming and policies. These low-cost, near-term strategies can be deployed in a much shorter timeframe than multimodal infrastructure improvements and long-term land use changes.

TDM strategies can take on many forms. In Columbus, Ohio, all downtown employees are provided free public transit passes. In San Francisco, developers are required to incorporate TDM strategies into their projects, such as bundling transit passes into their leases, unbundling parking from their leases, or building shower amenities for bicycle commuters.

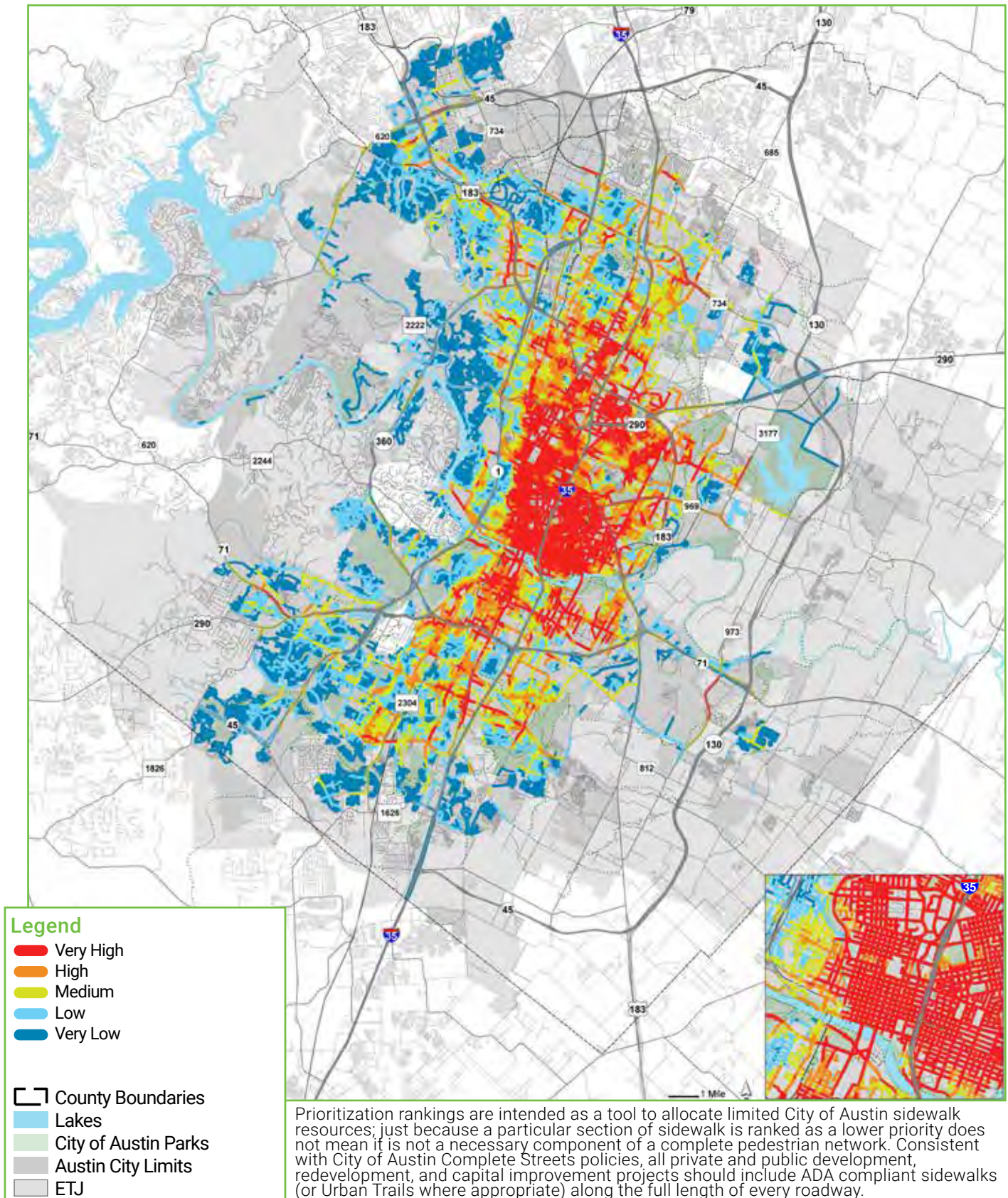
In Aspen, Colorado, commuting is turned into a game and residents earn points toward local rewards for every non-drive-alone trip they take. In Austin, the Smart Trips neighborhood outreach program offers free transit adventures to teach residents how to use public transit for recreational trips (note: as of 2021 Smart Trips is known as Get There ATX). No matter the approach, TDM strategies are cost-effective solutions that aim to reduce drive-alone trips, increase public transit, walking, biking, scooting, carpooling, and vanpooling trips, shift driving trips away from peak travel times, combine trips, or reduce the need to take a trip in the first place.

“Increased cycling, walking infrastructure, and public transportation helps keep the city more affordable and safer by reducing single motor vehicle travel.”

—Community member

Sidewalk Prioritization Map

ID-8



Roadway System Policy 6

ID-9

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

The transportation right of way is one of our city's largest public land assets. Streets must be configured to allow people to move safely around the city, as streets are in every community and neighborhood, directly shaping the human experience of Austin. However, COVID-19 has made clear that our streets support more than just movement. Throughout the pandemic, our streets have been regular places for essential services, food access, physical activity, play, socializing and civic demonstration. The inability to safely gather indoors led the City to implement additional places for food pick-up, dining, and spaces for mental and physical health with initiatives like Shop the Block and Healthy Streets. As community needs for the right of way expand, these activities and experiences should be recognized in our future design and implementation processes to ensure that future activities may happen and are done safely.

We can accommodate non-mobility activities by recognizing how these activities use outdoor spaces. The right of way can be modified by: extending sidewalks, allowing for markets or dining to take place in the street, or repurposing parking for food access. We could increase the opportunity to use the right of way to vote, learn, and have safe access to other public spaces to demonstrate. As we expand the way we understand and use right of way, it is important that future strategies and projects are centered on a community's needs.





ID-10

Non-Mobility Activity in Streets

The right of way has been a space for non-mobility activity before the pandemic and throughout. As we recognize and support this type of activity, many cities throughout the nation and world have also engaged in this type of planning. The following are international, national, and local examples of non-mobility programming in the right of way.

International & National Examples



Streets for Play

Philadelphia, PA, USA:

More than 50 years ago, Philadelphia started Playstreets. This program closes designated streets to traffic so that kids have a safe place to play and have access to nutritious meals and snacks, which are provided to kids.



Streets for Gathering & Events

Mexico City, CDMX, MX:

Every Sunday morning, Mexico City's Reforma Avenue is closed to vehicle traffic and transformed into a huge street circuit for walking, biking, and rolling. Activities like Zumba are scaled up for the large number of visitors and placed throughout the circuit.



Streets for Voting

Madison, WI, USA:

The Dream Bus is a mobile library that visits a dozen locations throughout the Madison area five days a week year round. In partnership with the Madison City Clerk's Office, the Dream Bus was used as an effort to support voter registration and provide an additional area for residents to drop off their ballots.

ID-10

Non-Mobility Activity in Streets



Local Examples



Healthy Streets



Pick up & Delivery Zones



Shop the Block

Healthy Streets Initiative:

The Healthy Streets Initiative began in May 2020, and created low speed areas for neighbors to travel and recreate safely and in a distanced manner during the COVID-19 pandemic. Healthy Streets were designed for people to more comfortably use low traffic streets and engage in a range of physical activity.

Pickup & Delivery Zones:

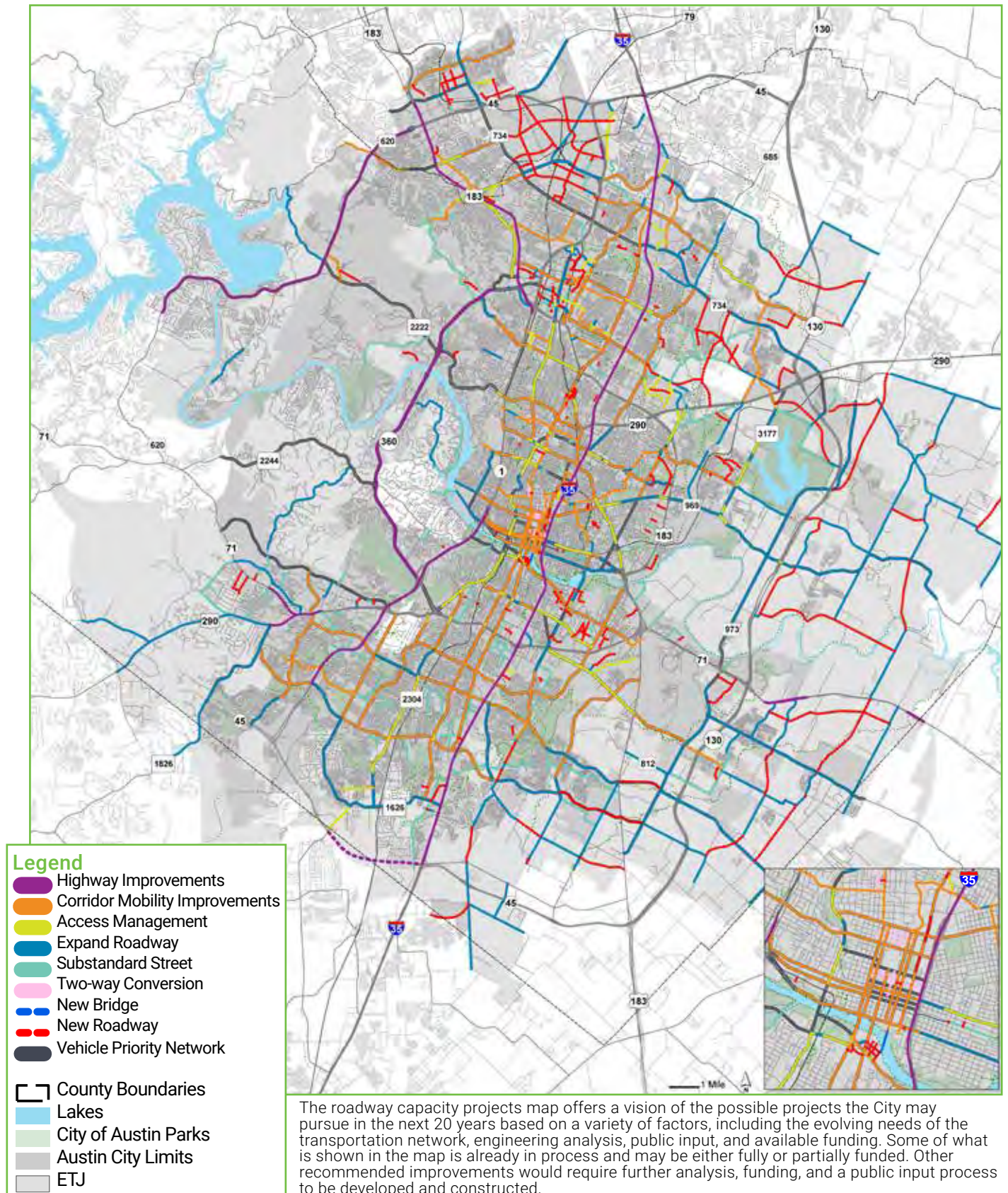
In order to improve community access to curbside food pick-up, the Austin Transportation Department installed temporary customer pick-up zones in support of local restaurants that had to transition to take-out and delivery-only service.

Shop the Block:

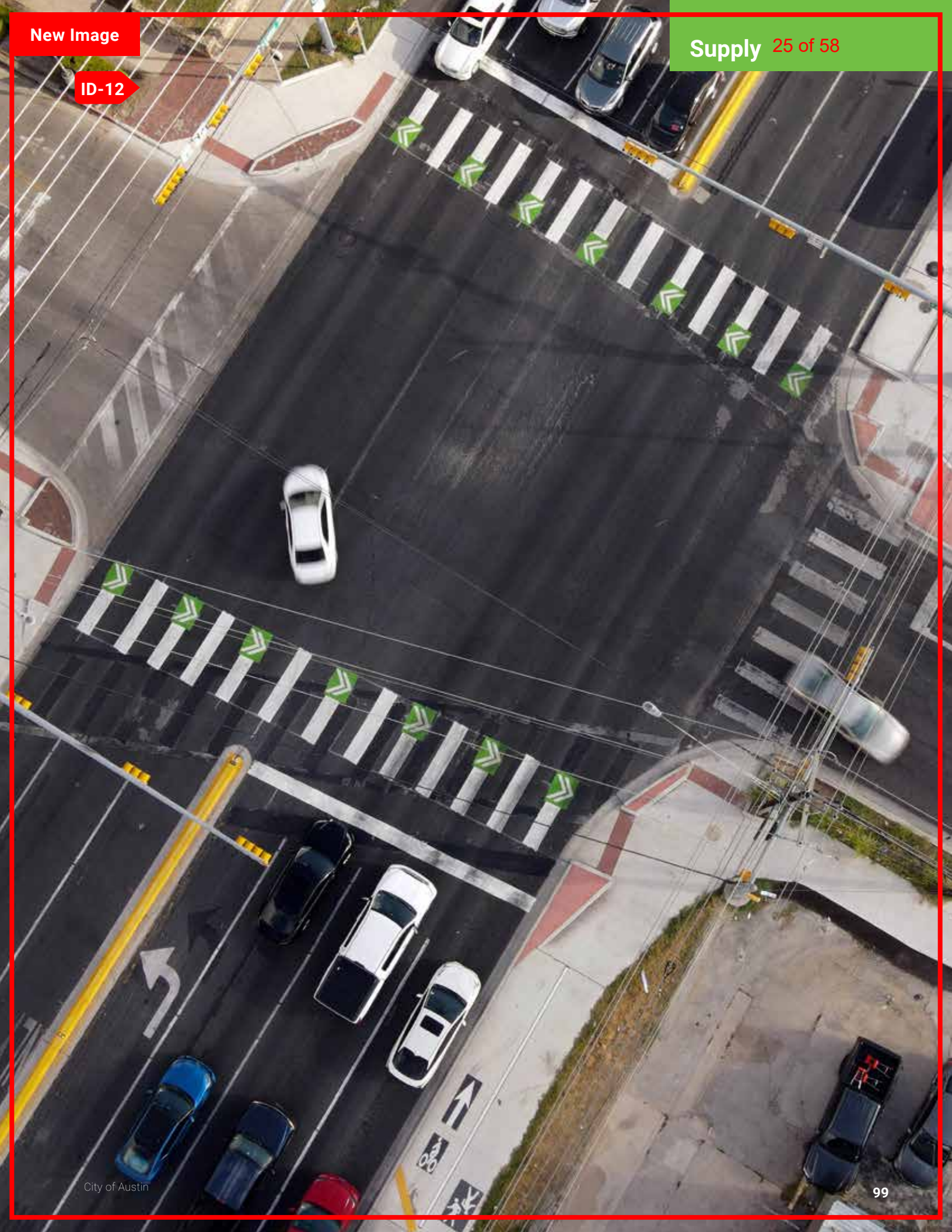
The Shop the Block pilot program allowed permitted food, beverage, or retail businesses to expand operations outdoors to private parking lots, public sidewalks, public parking spaces, or roads and alleyways in front of their establishments.

Roadway Capacity Projects Map

ID-11



ID-12



Project Connect System Plan

In June 2020, City Council and Capital Metro adopted its final Project Connect System Plan. The Project Connect System Plan was an update to the Project Connect Long Term Vision Plan included in the original version of the ASMP when it was adopted in April 2019.

The System Plan was the culmination of years of work with many partners, ranging from weekly meetings between Capital Metro and Austin Transportation, to hundreds of community meetings to hear from community members. It not only identified route alignments, but determined all the specific elements and details of Project Connect, such as the specific mode for each line, the location of park and rides, and the timeline that Project Connect would follow for design and construction.

As part of the System Plan, Project Connect included an unprecedented \$300 million investment in anti-displacement funds. This money, to be guided by community decisions and needs, would be used to combat displacement in Project Connect neighborhoods across Austin.



Project Connect System Plan

In November 2020, Austin voters voted to fund Project Connect; just under 58% of voters supported the \$7.1 Billion Initial Investment of the System Plan. The Initial Investment is a portion of the System Plan, which will advance through development and be considered for both local and federal funding. Not all of the System Plan's elements are included in the Initial Investment.

With the support of the voters, project development for Project Connect began in earnest in 2021. The close coordination between Capital Metro and the City of Austin increased, as planning, review, and community meetings have become more frequent and expanded to include new partners, such as additional City departments. In 2021, the City and Capital Metro created the Austin Transit Partnership, the Local Government Corporation responsible for the implementation and oversight of the Project Connect system.

Project Connect Initial Investment

Project Connect's Initial Investment includes two new light rail lines (the Orange and Blue Lines), a new MetroRail line (Green Line), as well as updates to the existing Red Line, four new enhanced MetroRapid lines, as well as the Gold Line, a MetroRapid Line that will eventually be converted into light rail. It includes upgrades to the MetroBus, MetroAccess, and MetroExpress services, fleet electrification, new park and rides, and an expansion to Capital Metro's on-demand service, Pickup. Additionally, the Initial Investment includes \$300 million in anti-displacement funds to strengthen neighborhoods at risk of displacement due to Project Connect's investment.

Orange Line: Connects North and South Austin. The Initial Investment for this line will begin at North Lamar and U.S. 183 and extend south to Stassney Lane. It will replace the current 801 MetroRapid service.

Blue Line: Connects the airport with downtown and the rest of the Project Connect System. It will reach downtown over a new bridge and connect with the rest of the System to link North and South Austin.

Green Line: Initial investment in regional rail service will connect downtown to East Austin's Colony Park.

Red Line: Expands regional rail service with new stations serving The Domain and Austin FC's stadium at McKalla Place.

MetroRapid: 4 new MetroRapid routes will provide frequent service with a limited number of stops. These new corridors are:

- Gold Line - from ACC Highland to Republic Square. (The Gold Line will begin as a MetroRapid service and could be converted eventually to light rail as a part of the System Plan.)
- Expo Center - from East Austin to UT and downtown
- Pleasant Valley - from Mueller to the Goodnight Ranch Park & Ride
- Burnet - from The Domain to Menchaca and Oak Hill

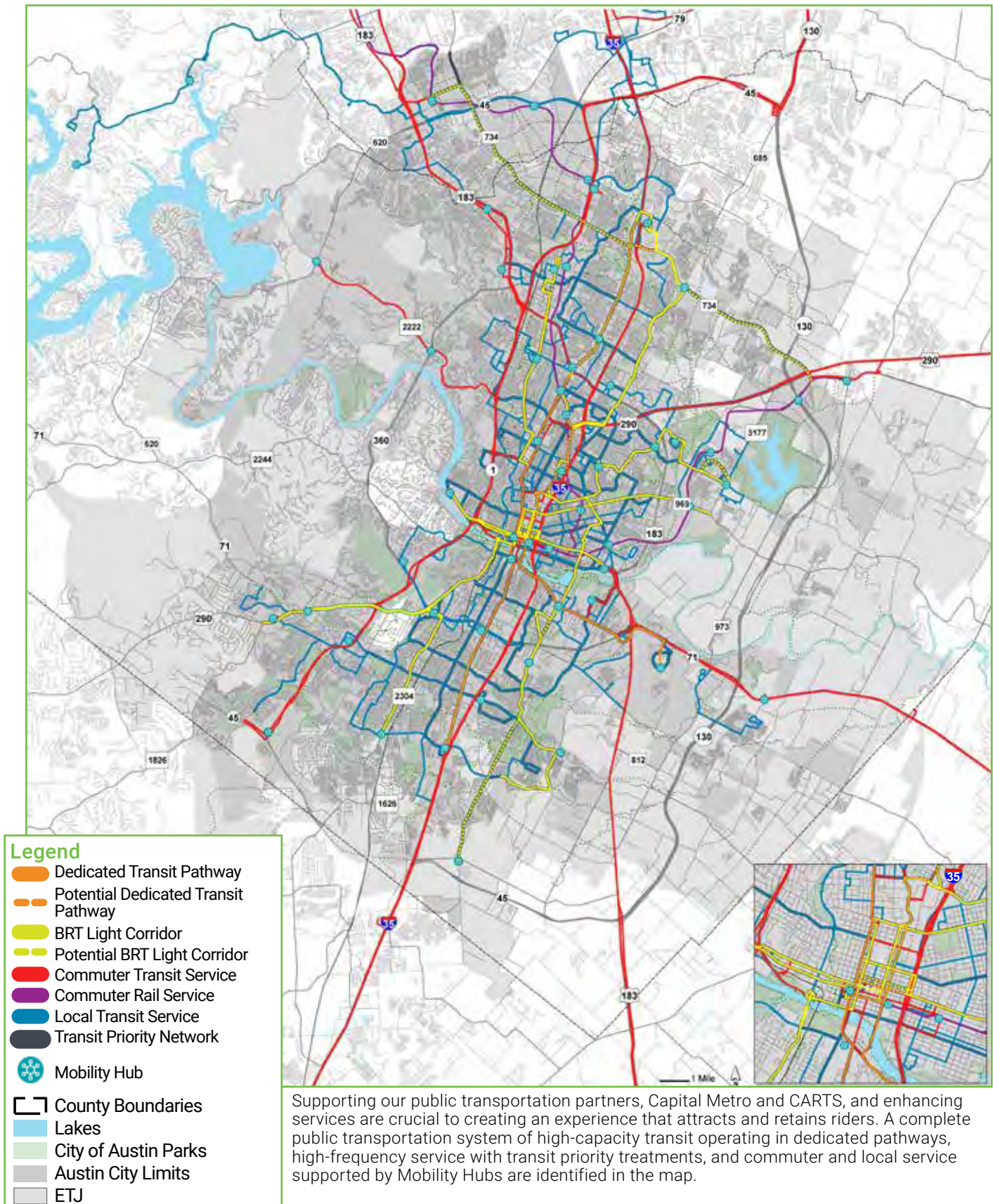
MetroExpress and Park and Rides – 9 new Park & Rides and Transit Centers are planned to accompany 3 new regional routes: Four Points - from FM 620 to downtown, Oak Hill - from the Pinnacle Park & Ride to downtown, and South MoPac - from Southwest Austin to downtown.



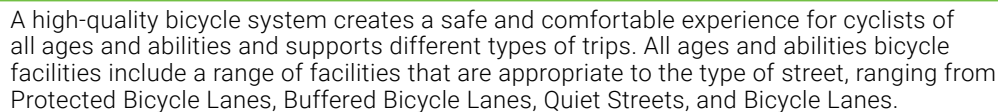
Project Connect System Plan: Initial Investment

Public Transportation System Map

ID-14

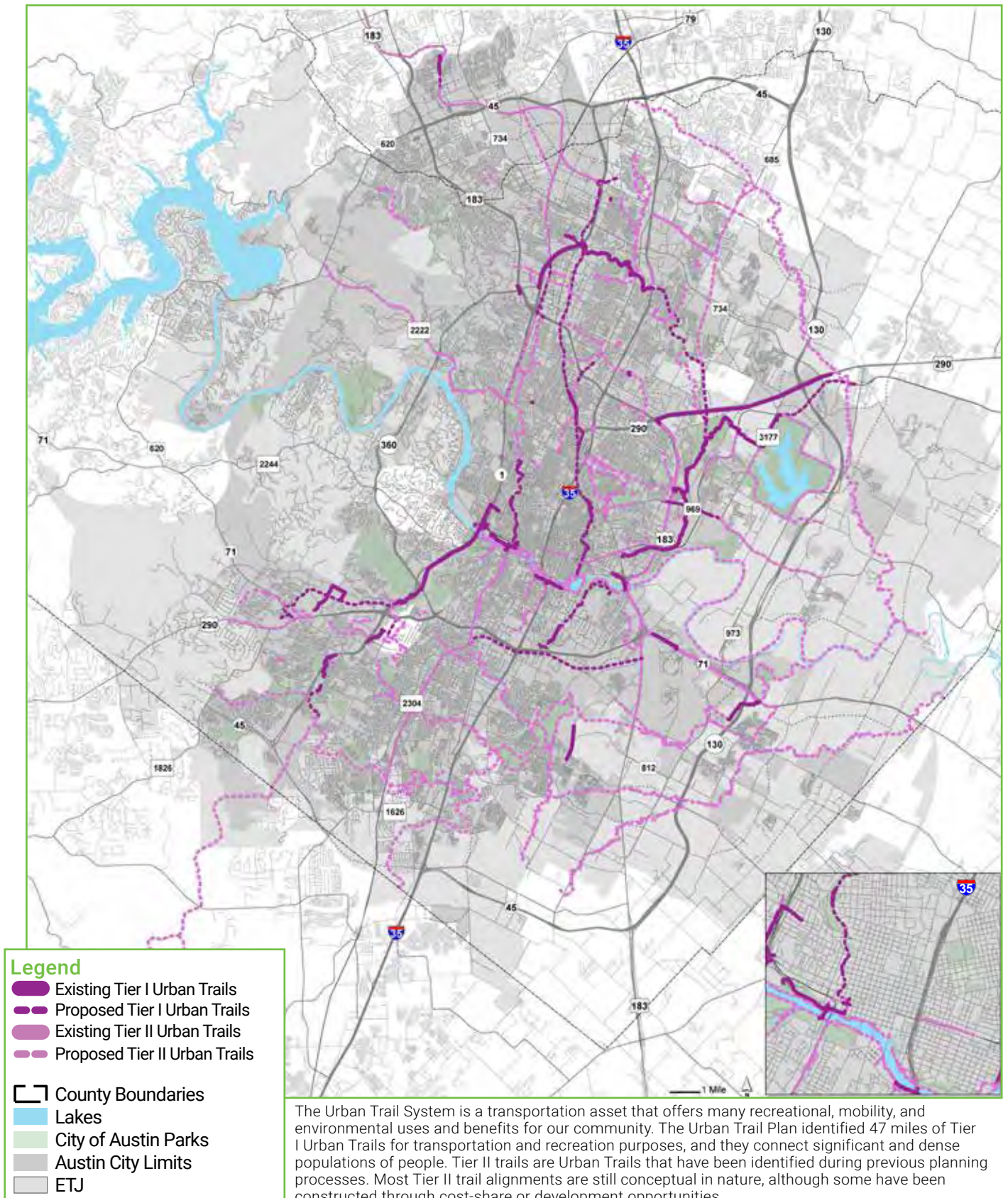


ID-15



Urban Trail System Map

ID-16



Air and Climate Policy 1

Reduce emissions generated by the transportation sector

ID-17

Pursue strategies and collaborate with regional partners to reduce ozone, particulate matter, and greenhouse gas emissions, including promoting sustainable transportation modes and improving traffic flow

Being able to reduce our reliance on fossil fuels is key to limiting the transportation sector's effect on ozone and greenhouse gas emissions. The growth and development of a strategically planned transportation network, which accommodates active and sustainable transportation solutions, allows individuals to move away from using vehicles which emit high levels of air pollutants. A compact and connected land development pattern, as presented in Imagine Austin, will also allow for this shift to take place. Use of strategies and behavioral changes, such as those seen within the Transportation Demand Management (TDM) Programming subchapter, can also mitigate levels of emissions which we currently observe. A robust electric vehicle charging network will help make clean energy options more attractive than fossil fuels, which will improve air quality measures. Regional partners such as the Capital Area Council of Governments (CAPCOG), the Capital Area Metropolitan Area Planning Organization (CAMPO), Capital Area Rural Transportation System (CARTS), the Texas Department of Transportation (TxDOT), the Central Texas Regional Mobility Authority (CTRMA), and the Capital Metropolitan Transportation Authority (Capital Metro) also play critical roles in alleviating emissions resulting from the transportation sector.

2019-2023 Regional Air Quality Plan

This plan is intended to guide efforts within the Austin-Round Rock Metropolitan Statistical Area (MSA) to maintain and improve air quality from 2019-2023. This is the fifth voluntary regional air quality plan adopted for the region; previous plans included the 2002 1-Hour Ozone Flex Plan, the 2004 Early Action Compact (EAC) State Implementation Plan (SIP), the 2008 8-Hour Ozone Flex Plan (8-O3 Flex), and the 2013 Ozone Advance Program (OAP) Action Plan. This plan is designed to accomplish two goals:

1. Maximize the probability of compliance with the National Ambient Air Quality Standards (NAAQS) region-wide; and
2. Minimize the health and environmental impacts of regional air pollution.

Air and Climate Policy 3

Choose energy efficient materials and methods in the design, construction, and operation of our transportation network

Use materials and methods that reduce carbon, conserve energy, limit waste, and support the Net-Zero Community Climate Goals

ID-18

Our transportation network's infrastructure must support the viability and reliability of different transportation choices. For the development and construction of transportation-related infrastructure to be environmentally sustainable, its operational life-cycle analysis must be energy efficient and use environmentally sustainable materials. We can also encourage contractors and partner agencies to use environmentally sensitive construction equipment and practices. We must also support Net-Zero Community Climate Goals, as expressed in the ~~Austin Community Climate Plan~~ Austin's Climate Equity Plan, when planning transportation infrastructure investments. After all, a sustainable transportation network must incorporate strategies to limit waste, conserve energy, and ultimately be environmentally sustainable to keep our community healthy and moving.

ID-19

Austin's Climate Equity Plan ~~Austin Community Climate Plan~~

ID-20

In September 2021, City Council adopted the Austin Climate Equity Plan. The plan includes the bold and aggressive goal of equitably reaching net-zero community-wide greenhouse gas emissions by 2040 with a strong emphasis on cutting emissions by 2030. The Austin Climate Equity Plan sets goals across five focus areas: Sustainable Buildings, Transportation and Land Use, Transportation Electrification, Food and Product Consumption, and Natural Systems. Right now, on-road transportation and electricity used in buildings are our largest sources of emissions; however, since energy use in our city is becoming cleaner, the transportation sector is quickly becoming our number one source of emissions. The Austin Community Climate Plan identifies over 130 actions to reduce greenhouse gas emissions from the energy, transportation, and materials and waste sectors. In Travis County, approximately 35% of community-wide greenhouse gas emissions come from the transportation sector, and nearly 95% of the transportation-related greenhouse gas emissions in Travis County are from on-road vehicles (cars and trucks).

Air and Climate Policy 4

ID-21

Increase the transportation network's adaptive capacity

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

In recent years Austin has experienced several major climate-related emergencies, including extreme heat and drought, wildfires, flooding, and increasingly disastrous storms. Adaptive capacity is the ability of a system to respond to these types of events while maintaining normal functions. For example, over the course of a few days in June 2021, the City lost over 100 signals due to lightning strikes during unusually strong thunderstorms. Maintaining safe roadway operations with so many signals offline can prove challenging and reveals the need to ensure our systems can handle shocks like this in the future, in this case with technologies like back-up batteries to operate our signals. Other stressors are more long-term, such as our changing climate's effects on physical infrastructure like bridges, roads, and urban trails. We need to design and construct our transportation network to be resilient, meaning that it is robust and flexible enough to withstand the impacts of climate change. In order to prepare our city for future extreme weather, climate resiliency must be at the heart of our long-range transportation planning, as well as our day-to-day operations. This policy builds on the work of the 2018 Climate Resilience Action Plan to turn any identified or potential weaknesses in our transportation network into opportunities for improving the safety of our community.



Collaboration Policy 8

ID-22

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

Emergencies and disasters in our city, such as extreme weather and the pandemic, have major impacts on our transportation system. For example, Winter Storm Uri revealed not only how vulnerable our infrastructure is, but also how vulnerable we are as a community when major systems like the electrical grid fail, leading to system failure in the transportation network. This highlights the need for improved disaster preparedness and emergency response planning within the City and across our region in order to ensure all members of our community can find and reach safety, especially those who are most at risk. Emergency response actions include identifying egress and ingress routes for community members, developing mobility plans for resilience hubs and resource distribution sites, and creating emergency communication plans for community members and the City as an organization. Developing these items before another emergency better prepares us to assist our community immediately as events occur. Learning from each major event is also critical in order to prepare for the next emergency. We should conduct post-event reports and collaborate across City departments to create emergency response plans, acknowledging transportation's critical role in these plans. Coordination with regional transportation partners on disaster preparedness and emergency response is also essential for continued access and movement in the event of an emergency, whether this is helping people reach medical centers or move to safety during a wildfire.





ID-23

Winter Storm Uri

In February 2021, Austin, along with most of the state of Texas, was hit by freezing temperatures, snow, and ice storms, known as Winter Storm Uri. This unprecedented winter weather event left many without power for days, affected travel and mobility, and caused significant structural damage. Many lives were lost due to the cold temperatures, power outages, and dangerous conditions.

Immediately following Winter Storm Uri, the City Manager directed City staff to conduct a full analysis of the City's actions in order to assess what occurred before, during, and after the storm to ensure our community's safety and resilience in the face of any future extreme weather event or disaster. In March 2021, Austin City Council created the Winter Storm Uri Task Force. This task force held listening sessions to hear from our community about their personal experiences during the storm event.

The Task Force compiled key findings, and released them in July 2021. The findings are summarized in 10 categories and the following feedback on transportation was heard:

- "The lack of equipment to clear roads, and the lack of skill of emergency services personnel to use the equipment in inclement weather, was unacceptable. People could not drive to places with power, but citizens rationally expected trained emergency services to be able to do so. Some emergency vehicles were stranded, including those trying to transport others or provide medical response."
- "Many people with disabilities rely on public transit and ride shares for transportation. The storm presented significant impacts to people with disabilities. Without transportation options, they lost access to caregivers, groceries, medical supplies, etc. There was a lack of dissemination about emergency transportation options for people with disabilities."
- "The extent of the damage was so extensive and enduring that the City resources were exhausted, and it took much longer to clear roads, repair downed power lines, collect debris from fallen trees, etc."

The following recommendations were created and published in the report:

- "The city needs to address emergency services training and procedures to be able to operate continually and act in emergency weather situations."
- "The city needs access to snow and ice removal equipment, generators, chains and tools to install them on tires, and more 4-wheel drive vehicles. There should be a supply of environmentally sound materials for icy roads (salt may pollute groundwater)."
- "There needs to be a plan to coordinate transportation between the city and TXDOT to connect outlying regions. A transit system is needed for people with disabilities, seniors, and others with restricted access to provide water, food, supplies and emergency equipment."

This post-event report, as well as other reports from partner agencies, recognizes and prioritizes the need for disaster preparedness and emergency response actions within Austin Transportation, the City of Austin, and with community and regional partners. We must all work together to best prepare for future extreme events.

Prioritizing Our Safety

Safety Culture

Action Item	Description
1 Vision Zero leadership team	Form a multi-disciplinary Vision Zero City leadership team to provide guidance and direction on priorities, including subject matter experts to lead specific initiatives around engineering, enforcement, education, communications, data, evaluation, and policy.
2 Vision Zero curriculum	Develop and deliver Vision Zero curriculum in City-offered continuing education and new employee orientation, law enforcement training, media outreach and other community engagement opportunities.
3 Vision Zero key performance indicators	Align City of Austin Key Performance Indicators related to Vision Zero with safety policies and objectives outlined in the ASMP and the City's Strategic Direction 2023.
4 Large fleet safety	Encourage and incentivize businesses and organizations with large fleets, including vehicles for hire, to equip fleets with telematics, provide the City with access to safety data, and disseminate training materials to educate drivers about safe driving behaviors.
ID-24 5 Police training enhancement	<u>Provide additional Vision Zero-related context within the Police Training Academy curriculum and annual continuing education, including racial and demographic data, modal trends with a focus on vulnerable users, and key safe systems concepts.</u> Enhance education of needs and safety considerations of vulnerable transportation users within Police Training Academy curriculum and annual continuing education.
6 Mobility and public safety strategies	Collaborate across departments to further strategies to optimize mobility, transportation safety, and emergency access, including fire apparatus design, street design standards and connectivity, development review process improvements, new fire stations, and more.

Designing for Safety

Action Item	Description
7 Transportation Criteria Manual	Update the Transportation Criteria Manual and other relevant guidelines and manuals to minimize the potential for conflicts between road users and prioritize the safety of vulnerable users.
8 Engineering countermeasures on the High-Injury Network	Focus on reducing conflicts on the High-Injury Network and at high-risk locations by systematically implementing both major reconstruction and rapid implementation of low-cost, high-impact engineering countermeasures.
9 Speed management guidelines	Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve desired safety results systemwide.
10 School-specific Safe Routes to School plans	Proactively develop Safe Routes to School plans for individual schools.
11 Safety guidelines for traffic signalization	Update relevant guidelines for data-informed intersection and signal operations to minimize user conflicts and prioritize the safety of each mode.
12 Visibility improvements	Enhance street, sidewalk and trail lighting citywide, remove right of way obstructions, and provide high visibility signs and markings in high priority areas, in compliance with International Dark Sky Association standards, where possible.

Designing for Safety

Action Item	Description
13 <u>Systemic safety analysis</u> Right turn on red restrictions	Analyze the systemic issues which lead to crashes, including right turns on red, to determine appropriate policy recommendations <u>and systemic treatments to apply city-wide.</u>
14 High-Injury Network	Update the High-Injury Network on a regular basis to inform planning and prioritization.
15 Fire code street width requirements	Evaluate street clear width requirement in the fire code for emergency vehicle access to optimize safety for all street uses.
16 Transportation safety analyses	Evaluate existing processes for transportation safety analysis for the development review process and as part of capital project development.

ID-25

Safe Behaviors

Action Item	Description
17 Safety education campaigns	Implement education campaigns promoting transportation safety culture and safe street design, as well as targeted campaigns around the top human behaviors which contribute to serious injury and fatal crashes. Use surveys to gauge awareness of transportation safety issues.
18 Education in-lieu of fine	Work with partners to develop and provide an optional education course for bicyclists and pedestrians cited for traffic violations to take in lieu of a fine.
19 Integrate active transportation into driving curriculum	Partner with entities teaching drivers education, administering driving exams, and teaching defensive driving to include information on walking, bicycling, and transit.
20 Efforts to reduce top traffic violations	Work with the community to identify methods to reduce top traffic violations that contribute to serious injury and fatal crashes, focusing efforts on the High-Injury Network, while safeguarding against racial profiling and targeting.
21 Legislative safety efforts	Support legislative efforts to enable Texas cities to enact policies which support Vision Zero, including, but not limited to, slower default speed limits and the local use of automated enforcement systems.
22 <u>Alternative adjudication programming</u>	<u>Research and collaborate with public safety partners on the creation of alternative adjudication programs for certain offenders or offenses, which prioritize understanding and behavior change over a fines and fees model.</u>

ID-26

Parking

Action Item	Description
30 Parking management and pricing standards	Update the City's parking management and pricing standards and procedures to reflect the true cost of driving and parking as well as support mode share goals.
31 Parking and Transportation Management Districts	Identify and implement geographical Parking and Transportation Management Districts in coordination with local business and neighborhood districts.
32 Parking and active placemaking	Update parking policies to encourage active placemaking.
33 Managed shared parking	Explore opportunities to implement managed shared parking with private garage owners.
34 <u>Standardized parking data</u>	<u>Work with current and future partners to standardize platforms, data, and data formats to better assess parking utilization and needs and facilitate new parking strategies.</u>

ID-27

Curb Management

Action Item	Description
35 Inventory curb uses	Inventory curb uses across the city.
36 Curb management plan	Update our curb management activities into a cohesive, citywide curb management plan that considers among other things, parking and transportation management districts, dynamic curb pricing, revenue implications, flexible curb use, dockless vehicle parking, context-sensitive and ecologically-supportive design, wayfinding, and permitting.

Transportation Demand Management Programming

Action Item	Description
37 Citywide TDM plan	Draft and implement a citywide TDM plan, similar to other modal plans, that will help identify specific inter-departmental and inter-agency TDM strategies that support the mobility plan goals, acknowledging that not all members of the community have access to or skills to use the internet. Include TDM strategies in small area plans, such as the Austin Core Transportation Plan.
38 End-of-trip facilities	Establish and provide incentives and/or requirements for end-of-trip facilities in private developments and public facilities including short- and long-term parking for bicycle and shared micromobility devices, shower and locker facilities, and bicycle maintenance stands.
39 TDM website	Develop a one-stop-shop transportation website for residents, commuters, employers, institutions, and visitors.
40 Trip-supportive tools	Increase the amount of trip-supportive tools, such as real-time transportation screens in buildings, transit arrival times at bus stops, wayfinding, and trip planning services and apps.
41 TDM monitoring and evaluation	Monitor TDM programs through both quantitative and qualitative metrics. Collect baseline data to measure needs and attitudes of transportation users. Measure the return on investment in terms of mode shift, sustainability, livability, and public health.

Transportation Demand Management Programming

Action Item	Description
42 Citywide employer TDM strategies	Create and implement various strategies for employers that operate within the city limits to encourage fewer drive-alone trips, especially during peak congested times. Strategies can include: -telework and flextime encouragement policy, -parking management strategies, -area-specific subsidized public transit, -subsidized multimodal transportation packages citywide or by district, -education on commuter program implementation, -tailored outreach to new and relocating businesses to provide support on how to change commuter patterns, -incentive programs for bicycling, etc.
43 Commuter benefits ordinance	Create and implement a commuter benefits ordinance by requiring organizations and businesses over a certain size to offer commuter multimodal benefits. This ordinance could also encourage or require a specific mode split commitment for companies.
44 Transportation management association	Continue supporting Austin's local transportation management association.
45 Chapter 380 TDM strategies	Update regularly a list of strategies to provide employers with information on key strategies to include in a commuter program to encourage fewer drive alone trips. This toolkit will also inform Economic Development Department's Chapter 380 policy.
46 Smart Trips program Get There ATX Program	Continue to implement and expand the Smart Trips Get There ATX program to include a new mover pilot program to educate residents who have made a recent life change and are open to updating their commuting habits. Incorporate an equity lens to reduce financial barriers.
47 School TDM program	Collaborate with schools to develop a comprehensive school TDM program to reduce vehicle trips to and from schools and reduce air pollution near schools. Create and distribute collateral that can provide staff, parents, and students with a better understanding of transportation emissions and sustainable transportation options. Encourage schools to fully subsidize public transit for students and staff.
48 School bus service	Work with schools to increase usage of school bus service for eligible students. Work with school districts and schools to consider changes to eligibility criteria for school bus service.
49 Visitor TDM coordination	Coordinate with key stakeholders (chambers of commerce, tourism board, hotels, major conferences, major events, etc.) to ensure visitors are aware of sustainable transportation options. Provide hotels and short-term rental sites with information and collateral materials to inform guests of local transportation options.
50 Special events TDM	Enforce the Special Events Ordinance and develop tailored TDM programming for special events.
51 Inter-departmental collaboration and integration of TDM policies	Identify key opportunities for collaboration and integration of TDM into City departmental policies and programs (e.g. Austin Energy's Green Building Certification Program, Office of Special Events, Real Estate Services, Economic Development Department's Chapter 380 policy).
52 Development review process and TDM	Encourage or require a specific mode split commitment for new developments or major changes of land use. Prioritize TDM strategies as the first choice for development project mitigation strategies. TDM strategies could be incentivized in exchange for a density bonus or reduced parking requirements.

ID-28

Roadway System

Action Item	Description
78 Prioritization for new roadways	Develop a prioritization process for the design and construction of new roadway connections and capacity projects that emphasizes improving the street grid pattern and connecting sustainable modes.
79 Roadway capacity projects	Develop projects that increase person capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity. Lane additions and roadway widening along the Transit and Bicycle Priority Networks should prioritize dedication of space for the priority modes.
80 Vehicle Priority Network improvements	Identify and create a prioritization process for operational improvements along the Vehicle Priority Network.
81 Managed lanes	Advocate for and support managed lanes on existing and new highways. Support free access to those facilities for public transportation to increase the carrying capacity of the highway system.
82 Quick-build street design projects	Use temporary and low-cost implementation of new street design features as needed to test and demonstrate how space could be used differently to accommodate all modes safely.
83 Regional highway improvements	Collaborate with TxDOT, CTRMA, Capital Metro, and other agencies on highway improvement projects.
84 Capital project delivery	Expand the capital project delivery capabilities of the Austin Transportation Department.
85 Corridor mobility reports	Conduct corridor mobility reports on additional corridors citywide. Prioritize corridors based on a variety of factors (land use context, emerging developments, geographic equity, historical investment, safety needs, etc.).
86 Regional evacuation study	Participate in a regional evacuation study to determine: -evacuation routes and zones -critical locations for transportation network improvements -strategies for managing evacuation demand, including contraflow lanes -information provision strategies during evacuations
87 Neighborhood-focused data collection	Develop a data collection effort to support the implementation of traffic management strategies within and around existing neighborhoods to mitigate disruptions caused by changing travel patterns and surrounding roadway improvements.
88 SH45 guidance	If TxDOT continues to move forward with construction of SH45, the City of Austin will work with TxDOT staff to ensure that the projects are developed in the most environmentally sensitive manner possible.
89 Austin Core Transportation Plan	Complete the Austin Core Transportation (ACT) Plan, an update to the 2002 Downtown Access and Mobility Plan. The ACT will serve as a decision-making tool for downtown transportation planning, project development, operations, and demand management, with the goal of making decisions more transparent and predictable for all stakeholders. Outcomes include the identification of TDM strategies, multimodal projects, priority segments, and spatial needs to support mobility to, from, and within downtown for all users. The ACT Plan study area includes the Central Business District, South Central Waterfront, connections to MoPac and I-35, and adjacent neighborhoods, including the Rainey neighborhood.
90 <u>Priority Network access management</u>	<u>Develop comprehensive access management guidelines along the Vehicle and Transit Priority Networks to improve safety while considering multimodal mobility impacts.</u>

Roadway System

Action Item	Description
ID-30 91 Update the Great Streets Standards	<u>Update the Great Street Standards from the 2001 Great Streets Master Plan. These standards guide the design and criteria for streets in Downtown Austin with the goal of ensuring appropriate distribution of Right of Way between roadway and sidewalk uses and the prioritization of the pedestrian in our most urban spaces. Ensure new standards continue to prioritize pedestrians, consider updated public transportation, bicycle, and micromobility best practices, and balance the needs of a growing residential and employment center. Updated standards should include direction on lighting, wayfinding, shade, and micromobility storage and encourage active street level uses, in addition to transportation infrastructure.</u>

Public Transportation System

Action Item	Description
92 Transit in the Transportation Criteria Manual	Update the transportation criteria manual to include public transportation design criteria.
93 Transit Enhancement Program	Develop Transit Enhancement Program guidelines that include strategies for transit enhancement treatments, criteria for when to apply them, and metrics for periodic review of high-capacity transit corridors and initiation of lane dedication. These guidelines will be developed with public input and documented in the Transportation Criteria Manual.
94 Implement near-term transit priority improvements	Implement near-term transit priority improvements in conjunction with regional public and private providers.
95 Identify near-term transit projects	Identify additional near-term transit priority improvements and transit-supportive projects through the Transit Enhancement Program.
96 Project Connect Long Term Vision Plan	Partner with Capital Metro to plan for and implement the Project Connect Long Term Vision Plan.
97 Commuter public transportation service	Work with Capital Metro, CARTS, and TxDOT to expand and improve commuter public transportation service.
98 Transit service changes	Partner with Capital Metro to plan for and implement transit service changes.
99 Transit stops and stations improvements	Partner with Capital Metro during the development review process to improve transit stops and stations and access to these facilities.
100 Last-mile mobility and transit information together	Integrate last-mile mobility route and use information into Capital Metro transit route maps, signs, and routing apps. Integrate transit information into bicycle information systems.
101 Improvements to transit efficiency	Work with Capital Metro and other partners to continue to increase the efficiency and capacity of transit service along the Transit Priority Network and Commuter Rail using strategies such as incremental increases in frequency, off-board fare payment, level boarding platforms, far-side stop placement, and higher capacity vehicles with multi-door and left-side boarding to grow transit capacity, speed, and ridership.
102 Transit stop siting	Work with Capital Metro to provide optimal siting for transit stops including consolidating stops, achieving optimal stop spacing, far side stop placement, and availability of safe pedestrian crossings.
103 Improved public transportation experience	Work with Capital Metro and other partners to improve the comfort and user experience along the Transit Priority Network and commuter rail lines using strategies such as enhanced transit stop amenities, shade trees, real time arrival information at transit stops, off board fare payment, quality roadway pavement, and electrification of fleet.

Urban Trail System

Action Item	Description
ID-31 118 Urban Trails lighting plan	Develop and implement a lighting plan for all existing Urban Trails and shared use paths. <u>Partner with Austin Energy to implement lighting along these trails and paths and develop a maintenance strategy.</u>
119 Placemaking opportunities on Urban Trails	Incorporate placemaking opportunities into existing and future Urban Trail designs to attract Austinites of all ages and abilities.

Condition of Infrastructure

Action Item	Description
120 Asset management inventory	Create a comprehensive asset condition database of City-owned or City-maintained mobility assets.
121 Life-cycle costs	Evaluate and revise city standards to ensure capital project scoping includes life-cycle costs.
122 Vegetation removal process	Improve business processes for responding to vegetation removal requests within two weeks for City-owned property.
ID-32 123 Climate change integration	<u>Integrate climate change considerations into decision-making for capital investments and improvements decision making. Design for resilience to address climate change and other stressors using strategies such as enhancing designs where there is a higher risk of damage; designing roadways and sidewalks for weak soils and expansive clays; armoring bridges and roadways in flood prone areas; and making trails along creeks durable for the long term.</u>
ID-33 124 Proactive maintenance schedules	<u>Develop a proactive maintenance schedule for all transportation infrastructure- that accounts for demographics, Priority Networks, and vehicular-volume projections. Updated street maintenance schedules should ensure that street maintenance anticipates, strategizes, plans and budgets for a sustainable level of service while also allowing access to perform the necessary maintenance. Schedules should include core infrastructure and appurtenances, and should be updated every 5 years based on updated forecasts.</u>

Emerging Mobility Solutions

Action Item	Description
125 Encourage use of common technology platforms	Update criteria and Requests for Proposals to encourage the use of common technology platforms, rather than exclusive or proprietary platforms.
126 Micromobility data sharing	Require that shared micromobility operators share data to assess their impact and integrate new services into the City's transportation plans.
127 Bike infrastructure as a place to allow scooters and other emerging micromobility	Use bicycle infrastructure, in particular the Bicycle Priority Network, to provide a safe place for scooters and other shared micromobility devices that do not exceed maximum federal e-bike power and speed limits and may be regulated to lower thresholds through state and local regulation.
128 Automated driving outreach	Coordinate outreach and education programs on automated driving vehicles with other public and private organizations.
129 Emerging mobility jobs taskforce	Create a regional task force for new job training and educational opportunities for developing new technology skills sets and retraining those with legacy occupations.
130 Connected vehicle data tracking	Set up process to track and analyze data gathered from connected vehicles.

Goods Movement

Action Item	Description
160 Local goods movement plan	Develop a local goods movement plan to identify the challenges and opportunities to improving goods movement in Austin, including last-mile delivery solutions. As part of a local goods movement plan, conduct an hourly freight movement study. Establish freight network designations and criteria.
161 Industrial land use siting	Identify transportation infrastructure assets and other criteria to inform the siting of industrial land uses, warehousing, logistics, manufacturing, and other freight-intensive uses, especially in Imagine Austin Job Centers.
162 Freight planning organizations	Participate in regional, state, and national organizations focused on freight planning activities to inform local plans and practices.
163 Trucking industry collaboration	Collaborate with the trucking and logistics industry to shift delivery vehicles off major transportation thoroughfares and priority networks during peak times. Encourage the use of smaller vehicles for freight delivery and/or alternative delivery methods such as bicycle delivery, remote delivery, etc. within our most dense activity centers.
164 Interregional transportation for freight	Increase interregional transportation options, such as high-capacity transit, to facilitate goods movement.
165 Last-mile delivery assessment tool	Create an assessment tool for last-mile delivery solutions to evaluate their efficiency, safety, access, and equity benefits.
166 Test and evaluate delivery technology robots	Issue a Request for Information to test delivery technology robots in select neighborhoods to determine use rates and identify infrastructure issues. Consider regulating size, weight, and authorized locations of last-mile delivery solutions to create citywide standards.
167 Cargo and belly freight at AUS	Expand cargo and belly freight facilities at Austin-Bergstrom International Airport according to the adopted Airport Plan to meet growing needs.
168 Non-radioactive hazardous materials routes	Work with TxDOT to complete the non-radioactive hazardous materials route designation study and implement route designations.

ID-34

Protecting Our Health and Environment

Public Health

Action Item	Description
169 Establish baseline of healthy food and physical activity assets and opportunities	Support public health partners in establishing baseline data of existing community assets (e.g., grocery stores, urban gardens, community gardens, green space, trails, parks, etc.) and opportunities for healthy food and physical activity.
170 Health Impact Assessment criteria	Develop criteria for where, when, and how to conduct health impact assessments, and what criteria should be assessed.
171 Walkability and bikability evaluations	Develop a method to evaluate pedestrian and bicycle accommodations. Conduct pedestrian and bicycle evaluations early in mobility project design phase.
172 Expand transportation options to healthcare	Work with public and private transportation providers and public health partners to expand and enhance transportation options (e.g., number of accessible vehicles in the region, variety of transportation options to healthcare) for members of the community who have difficulty reliably traveling to healthcare appointments.

Public Health

Action Item	Description
173 Reduce unhealthy behaviors	Work with public health partners and law enforcement to advocate for measures to reduce unhealthy behaviors, including binge drinking and impaired driving (e.g., restrictions on unlimited drink specials, enhance enforcement of laws on alcohol sales to minors, etc.).
174 Encouragement programs	Expand and connect existing physical activity encouragement programs to encourage use of active transportation infrastructure.
ID-35 175 Access to food and markets, including grocery stores	<u>Work with Capital Metro to support and improve access to healthy food and grocery stores (e.g., increased routing and frequency of bus routes, new transit maps, audio/visual ads, and announcements about healthy food resources), with a focus on food deserts. Explore the opportunities to develop a Safe Routes to Markets program to inform transportation planning, and facilitate the implementation of recommendations from studies or projects assessing connecting people in food deserts to healthy food.</u>
176 CHA/CHIP participation	Continue to participate and contribute to Austin/Travis County Community Health Assessments and Community Health Improvement Planning (CHA/CHIP).
177 Access to community amenities	Explore opportunities to improve the transportation network to increase access to community amenities, such as grocery stores, childcare, and healthcare.
ID-36 178 Resilience Hub mobility planning	<u>Create and implement mobility plans for City Resilience hubs, with specific attention on supporting vulnerable populations.</u>

Air and Climate

Action Item	Description
179 Reduce impacts of global warming	Support policy changes to set incremental and long-term goals to continue to make Austin the leading city in the nation in the effort to reduce the negative impacts of global warming, in accordance with the Austin's Climate Equity Plan.
180 TERM implementation	Reduce emissions by improving the efficiency of the transportation network by implementing transportation emission reduction measures (TERMs) such as intersection improvements, traffic signal synchronization improvements, bicycle and pedestrian facilities, high-occupancy vehicle lanes, major traffic flow improvements, park and ride lots, intelligent transportation system (ITS), and transit projects.
181 Carbon footprint resources	Promote programs for individuals to manage their own carbon footprint. Develop an interactive website where residents and employers can monitor their greenhouse gas emissions against others.
182 Electric vehicle support	Initiate public private partnerships that promote, market, and provide electric vehicle support. Expand current efforts and utilize these vehicles as a distributed storage technology.
183 Electric vehicle charging expansion	Support growth of public and private charging station deployments by offering rebates, operational support, outreach, and special public charging rates to include support of low income populations.
184 EV360	Continue to leverage the residential electric vehicle time-of-use rate pilot "EV360" to develop lessons learned and best practices for consideration in a wider roll-out of this service.
185 Austin SHINES	Complete the Austin SHINES project, which includes assessing the value and business case for integrating stationary distributed energy storage. Leverage findings to determine applicability to electric vehicle (EV) batteries.
ID-37 186 External education and outreach to fleet owners	Perform education and outreach to fleet owners on how to conduct a business evaluation of fleet usage, including <u>fleet electrification</u> , operation and right-sizing analysis, and identify which incentives are available to replace older, higher-emission vehicles.

Air and Climate

Action Item	Description	
187 City fleet access and size	Explore opportunities to right-size the City's fleet and update and improve criteria for when City employees qualify for a City vehicle.	
188 City fleet improvement	Move towards a <u>zero-emissions</u> light-duty fleet, including electric and alternative modes of transportation. Continue to increase fleet fuel efficiency per existing fleet plans. Where appropriate, continue to increase the purchase of alternative fuels and vehicles, such as E85, flex fuel, B20, propane, CNG, hybrid, and electric. Establish policies that prioritize the use of vehicles and equipment with low nitrogen oxide emission rates.	ID-38
189 City idling restrictions	Enforce idling restriction policies for use of City of Austin's vehicles, equipment, and property.	
190 Vehicle replacement	Seek funding to accelerate replacement of older, higher-emitting vehicles and equipment with newer, cleaner vehicles and equipment, such as Texas Emission Reduction Plan (TERP) grants. Update the Construction Emissions Toolkit for contractors and encourage contractors to use Tier 4 construction equipment and 2010 and later trucks in any road construction projects.	
191 Air quality outreach	Increase promotion, collaboration, and outreach about the relationship between public health and air quality. Include education on Ozone Action Days and anti-idling restrictions. Collaborate with regional partners to understand, plan for, and mitigate impacts of potential future non-attainment designations.	
192 Climate vulnerability	<u>Integrate a climate vulnerability assessment in addition to a social vulnerability assessment into programming, project implementation, engagement efforts, and decision-making, with an emphasis on serving historically underserved communities and neighborhoods disproportionately affected by climate hazards.</u>	ID-39
193 Dust mitigation plans	<u>Enhance dust mitigation plans, with consideration of rescheduling activities during high PM2.5 days, for transportation construction projects in alignment with our City commitments and best practices outlined in local and regional air quality plans.</u>	ID-40
194 Electric Vehicle Community Needs Assessment	<u>Work with City and community partners to complete an Electric Vehicle Community Needs Assessment to identify the intersections of mobility challenges, transportation electrification, and racial and economic justice.</u>	ID-41

Water and Stormwater

Action Item	Description
195 Criteria manual coordination	Update Transportation Criteria Manual and other City criteria manuals to minimize impacts to waterways through the use of appropriate transportation network design and stormwater infrastructure, while balancing mobility needs.
196 Water and mobility overlap analysis	Study high priority mobility and watershed problem areas to identify potential partnership opportunities to reach mutually beneficial outcomes.
197 Water and mobility planning coordination	Establish a consistent process for effective review and coordination between City departments responsible for mobility and stormwater infrastructure projects to identify opportunities for coordination in planning phases. Use this process to proactively identify technical challenges for code compliance and potential opportunities for partnership.
198 Permeable surface treatments	Evaluate the use of permeable surface treatments to promote the infiltration and treatment of stormwater.

Land and Ecology

Action Item	Description
199 Environmental project checklist	Formalize current processes to evaluate and consider environmental features in development of transportation projects. Publish checklists for projects online to increase transparency.
200 Land preservation	Establish criteria for transportation projects to include within their scope the preservation of land for offsite pedestrian facilities, habitats, and open space.
201 Native vegetation standards	Create standards for City transportation projects to incorporate vegetation, and especially local vegetation, as part of their scope and work with partner agencies to do the same.
202 Street tree survey and preservation	Conduct a survey of street trees and develop tools to preserve trees 2" and greater.
203 Street trees	Update guidelines to increase street tree requirements during the development review process.
204 Green streets	Update the Land Development Code and related criteria manuals to include Green Streets policies.
205 Cultural resource list	Work with the community to compile and update a list of cultural resources in Austin.
206 Impacts of growth and development	Update administrative process to provide staff comments on potential annexations, PIDs, MUDs, and PUDs to include information on multimodality, connectivity, and impact on mode share goals.
207 Environmental Product Declarations	<u>Explore incorporating Environmental Product Declarations into projects that utilize large-impact materials like concrete, steel, aluminum and glass as part of the materials sourcing for mobility infrastructure.</u>

ID-42

Supporting Our Community

Equity

Action Item	Description
208 Historic investment patterns analysis	Evaluate historic resource investment and disinvestment, considering location and populations benefited/burdened, to better understand future needs through an equity lens.
209 Equity analysis zones	Identify a framework to designate geographic zones that will be used in analyzing the equity of programming, project implementation, and engagement efforts related to transportation. The criteria should consider race, income, car-ownership, educational attainment, housing tenure, transit availability, language spoken at home, age, disability status, and other factors to help focus efforts on historically underrepresented and underserved communities.
210 Austin history of mobility equity resources	Collaborate with community members to document past inequities, struggles, and triumphs related to transportation and mobility, especially including moments that affected communities of color, low-income communities, and people with disabilities.
211 Institutional racism memo	Produce a memo from the City Manager acknowledging racist and inequitable transportation policies of the past (and present) and calling for all City officials and employees to join in a commitment to educate themselves and to begin immediately to do their part to deliver meaningful change.

Collaboration

Action Item	Description
266 Transit collaboration	Continue to strengthen partnerships between the City of Austin, Capital Metro, other area public transportation providers, school districts, and other governmental entities.
267 Capital Metro collaboration	Coordinate with Capital Metro on the implementation of the Project Connect Long Term Vision Plan.
268 Right of way preservation	Partner with our regional transportation partners and jurisdictions to incrementally preserve and acquire right of way.
269 Interregional transportation service	Support the development of dedicated pathways for interregional transit service.
270 Interregional transportation terminals	Partner with private and public mass transportation providers to identify locations of shared interregional terminals integrated with the Transit Priority Network.
271 Private development incentives	Incentivize the development community to implement mobility enhancement projects and programs, beyond any existing requirements.
272 Private "dig once" incentives	Explore ways to incentivize private sector collaboration to minimize disruptions in the right of way.
273 Internal "dig once" opportunities	Continue to identify "dig once" opportunities to ensure that capital renewal projects including street maintenance and rehabilitation, sidewalk repair, drainage, and renewal of wet and dry utilities are coordinated where possible to minimize disruptions to the transportation network and reduce costs.
274 Co-location of services	Locate public-facing support services together in a facility or on the same site and prioritize connectivity to these locations via all multimodal systems and priority networks.
275 Scaling up Neighborhood Partnering Program	Review the Neighborhood Partnering Program, and similar community-led partnering programs, and the types of mobility projects granted to maximize the use of these programs as tools to achieve mobility goals.
277 <u>Disaster preparedness and emergency response</u>	<u>Coordinate with local and regional partners to create a toolkit for disaster preparedness, with emergency response and evacuation as a focus. Engage local emergency managers to create actionable plans and guidelines that keep public safety as a consideration in strategy development. Conduct post-event reviews and develop additional recommendations from lessons learned.</u>
278 <u>Regional Transportation Management Center</u>	<u>Coordinate with regional transportation partners (TxDOT, CTRMA, Capital Metro, etc.) to explore the feasibility of coming together in a single facility to manage the regional transportation system as one system working across jurisdictional boundaries to respond to and actively manage daily congestion and incidents.</u>

ID-43

ID-44

Financial Strategies

Action Item	Description
279 Project implementation plans	Develop an implementation plan similar to the State of Texas process, which includes a long-range unfunded plan, mid-range unfunded plan, and a 5-year funded plan for roadway capacity projects.
280 Private sector investment in transportation	Conduct a comprehensive inventory of existing City of Austin development fees, requirements, and policies that require private sector investments in transportation infrastructure and analyze whether existing tools balance public and private investment and/or are supporting desired development patterns and the goals of this plan.

Street Network Table and Map

ID-45

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 ~~existing constraints to the built environment and the ability to feasibly acquire right of way for future improvements~~ the TCM or updated Engineering Plans that may supersede the TCM. The ~~Street Network Table~~ TCM strives to minimize negative impacts of expanding right of way for future mobility needs by ~~including a process to minimize~~ maintaining the existing right of way or minimizing 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 ~~or were adjusted to fit within a compact design~~ 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 (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.~~

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

ID-45

**Turn Lane Length
(Distance to Driveway)**

LEVEL	URBAN	SUBURBAN
Level 2	205 feet	240 feet
Level 3	305 feet	360 feet
Level 4	365 feet	430 feet

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. ~~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 at intersections if included in the most up to date Engineering Plans ~~or else they must be in line with station locations as I.~~ 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**
- **Sidewalk Prioritization Map**
- **Roadway Capacity Projects Map**
- **Public Transportation System Map**
- **Bicycle System Map**
- **Urban Trail System Map**

ID-46

Updated Frequently Asked Questions

Throughout the ASMP process several questions have been asked frequently by many community members. We hope these answers help clarify this process and elucidate what the ASMP amendments do, as well as what they do not.

- Are you taking my property?
- Are you changing my zoning?
- Are streets expanding? Why are they changing?
- If these amendments are adopted, does this action change the size of my property automatically?
- My street is narrow. Where is the extra space coming from for future improvements?
- Does this mean that our streets will become “patchy,” such as a partial bike lane that runs into parking, since development might not be uniform?
- How does the ASMP affect the design of my street?
- How did you identify these Street Network Amendments?

Q: Are you taking my property?

No, the ASMP is not taking or acquiring any land.

Let’s go deeper: The ASMP is not a process to acquire land. The ASMP is the city’s Transportation Plan and the transportation element of the Imagine Austin Comprehensive Plan. Its purpose is to provide the city’s future transportation vision and is used for the long-range development of the city’s transportation network through development regulations. The ASMP identifies the amount of land that a property being developed must dedicate per the Land Development Code to promote public health, safety, and welfare, but the ASMP itself is not acquiring land. Land acquisition occurs during the project development and delivery phases of a Capital Improvement Project. The land that is dedicated through the land development process becomes public right of way to provide public infrastructure according to the standards in the TCM.

Land dedication is only triggered for certain types of development: residential development that is a greater intensity than a duplex or commercial development. It does not apply to single-family homes going through the building permit process.

Properties that are going through the subdivision process are subject to land dedication, but land dedication is subject to Rough Proportionality, which is a legal statute that requires any land being dedicated be proportional in value to the development’s impact on the transportation network.

Because every development is unique it is impossible to definitively determine if a subdivided property would be required to dedicate land, but based on current land values, TCM standards, and the recently adopted Street Impact Fee, it is extremely unlikely for small developments with less than 10 single-family units and 15-25 multifamily units.

Q: Are you changing my property’s zoning?

The ASMP Street Network does not change your property’s zoning.

2021 ASMP Street Network Amendments

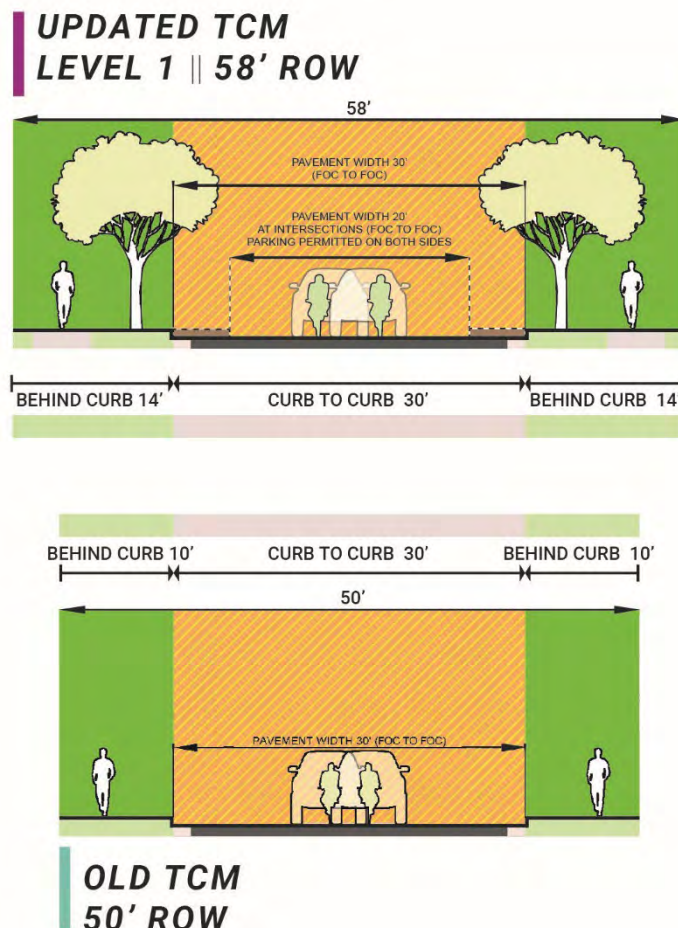
Let's go deeper: The ASMP and Street Network criteria, such as the Street Level reclassifications and Transit Priority Network changes, do not change zoning. All zoning permissions and changes are regulated by the Land Development Code and the Council process to approve zoning. The Street Network itself is not a driver for land use changes. Additionally, while the Transit Priority Network is associated with policies in the ASMP document, the addition or removal of streets in the Transit Priority Network does not change current zoning regulations. Zoning didn't change when the ASMP Street Network was first adopted in 2019 and will not change now.

Q: Are streets expanding? Why are they changing?

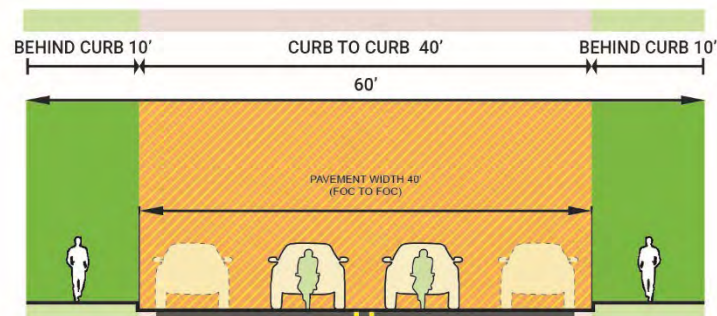
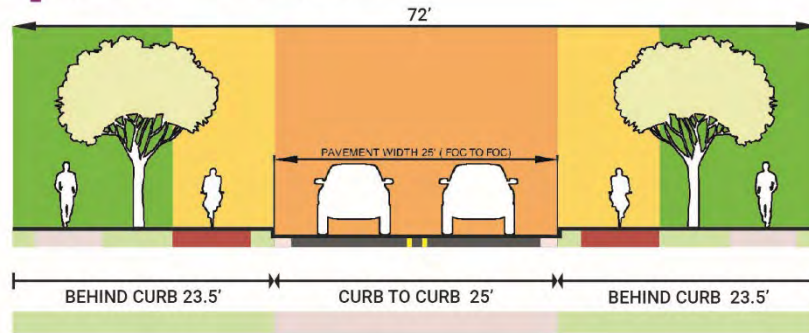
The amount of space in the street for vehicle travel lanes is not expanding, and in many cases these lanes are actually reduced. However, additional elements of the right of way (like sidewalks, street trees, etc.) are getting more space. These changes are coming from the updated Transportation Criteria Manual (TCM) and are used for new roads and roadway reconstruction.

Let's go deeper: Although the proposed ASMP Street Network amendments expand the ROW for many (but not all) street cross sections as compared to the adopted ASMP Street Network, the amount of pavement from curb to curb included in an ideal cross section in the updated TCM is less than the standards for the corresponding street level in the old TCM and the 2017 Austin Street Design Guide that informed the adopted ASMP.

The expanded ROW number overall is due to increases in the tree and furniture zones, setbacks, and bicycle facilities; the updated TCM is focused on safety, and the standards for vehicle travel lane widths are reduced as compared to the old TCM and the 2017 Austin Street Design Guide. The following graphics compare several updated TCM cross sections with the previous TCM used in the land development process.



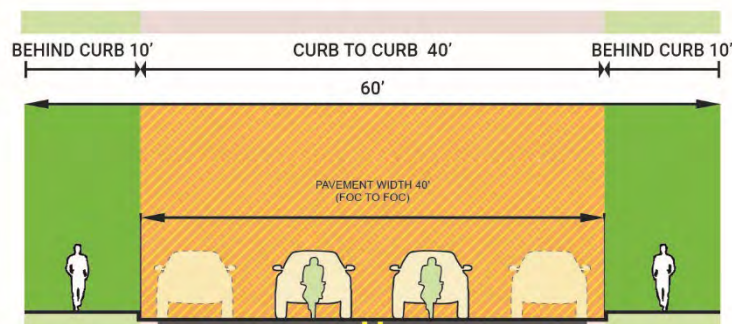
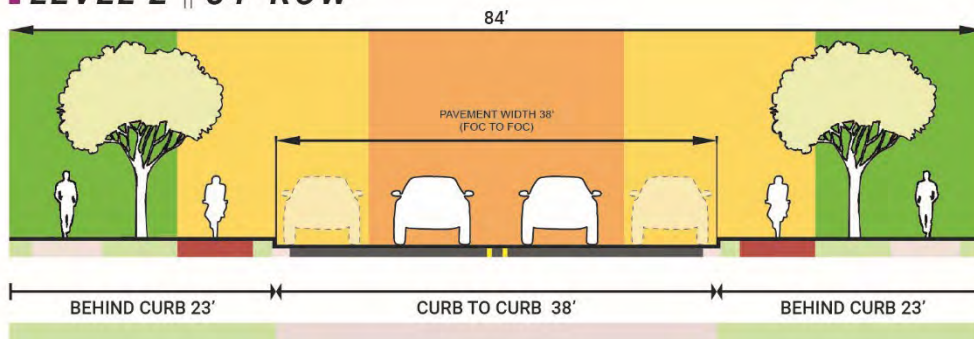
UPDATED TCM LEVEL 2 || 72' ROW



OLD TCM 60' ROW

**Bikes share travel lane with cars unless parking is restricted*

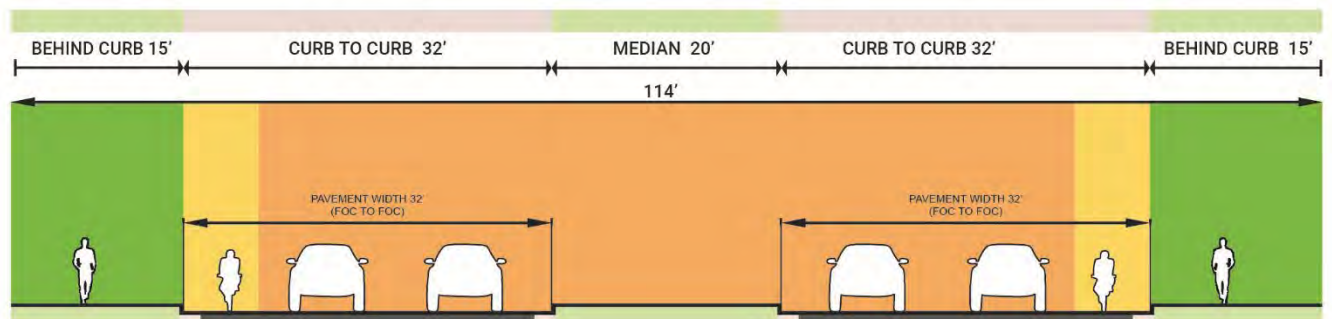
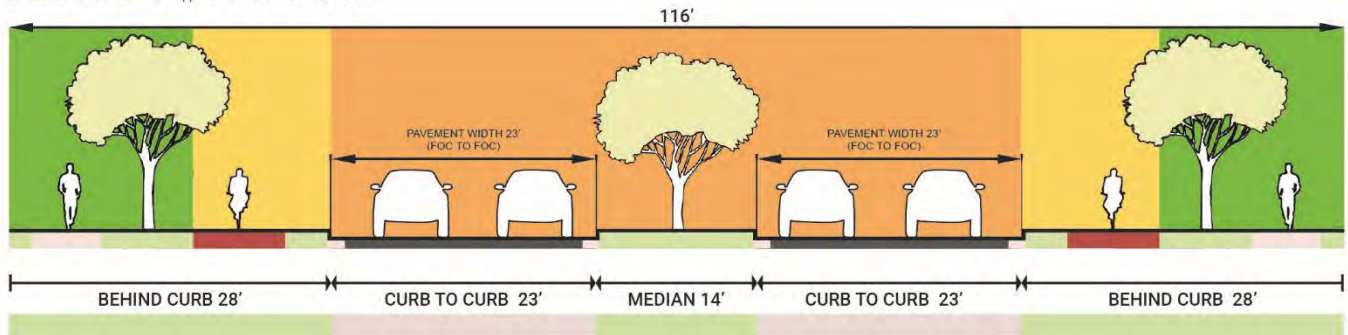
UPDATED TCM LEVEL 2 || 84' ROW



OLD TCM 60' ROW

**Bikes share travel lane with cars unless parking is restricted*

2021 ASMP Street Network Amendments

**UPDATED TCM
LEVEL 3 || 116' ROW****OLD TCM
114' ROW**

Q: If these amendments are adopted, does this action change the size of my property automatically?

No, the passage of these amendments does not change the existing right of way.

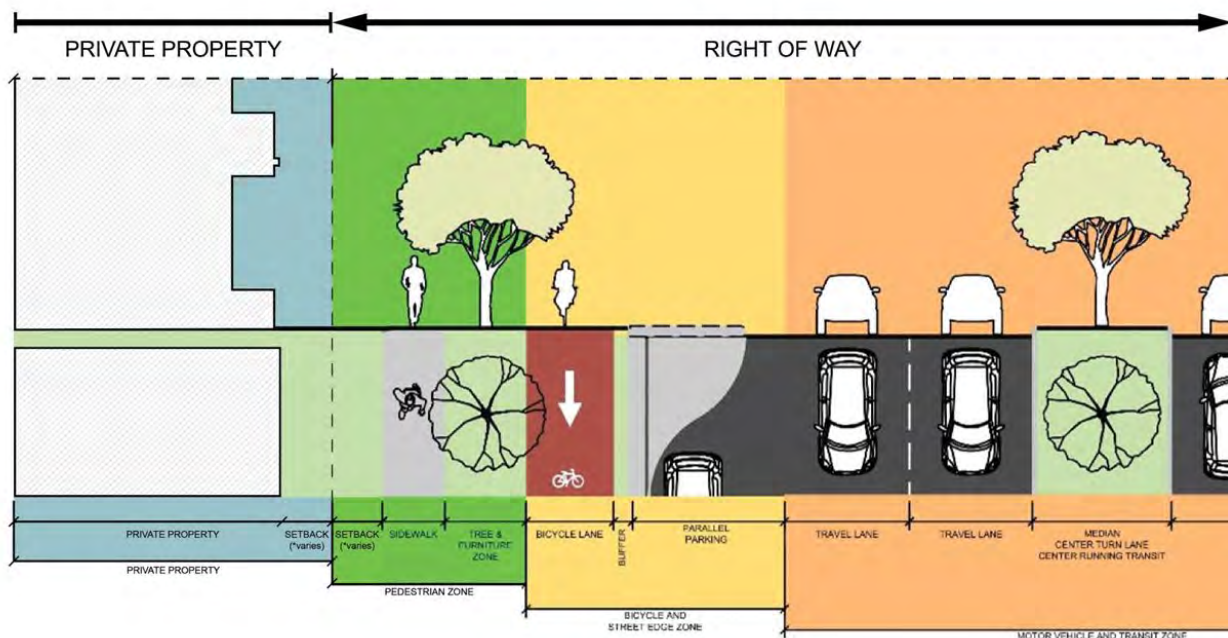
Let's go deeper: Real property must be sold or deeded through an official transaction to become right of way. The ASMP Street Network only establishes the right of way dedication requirements in the Land Development Code and provides a starting point for future projects.

The ROW requirements in the ASMP Street Network are only applicable to properties going through the land development process. If your property isn't being redeveloped, there will be no change to your property based on the ASMP. If your property isn't along a street with a future project that requires additional right of way and it is not being redeveloped, there will be no change to your property based on the ASMP. If your property is along a street with a future project that requires additional right of way, the necessary amount of right of way will be determined through the project development process and you will be notified then. A change in ROW shown in the Street Network does not mean there is a project.

Q: My street is narrow. Where is the extra space coming from for future improvements?

As shown below, the width of your street from curb to curb is not the same as right of way. The City may use the full right of way to provide public amenities, such as sidewalks and utilities.

Outside of large, capital infrastructure projects such as Project Connect or the Corridor Mobility Bond Program, the City accommodates most street improvements in the existing right of way, and they do not acquire right of way for smaller improvements.



Private property may include a house, yard, and setback, while many public elements exist in the public right of way, such as trees, utilities, sidewalks, and the street bed.

2021 ASMP Street Network Amendments

Let's go deeper: Future improvements to a street may be large, such as Project Connect, or small, such as adding a sidewalk or bicycle facilities. If you live on a street that only has small (sidewalk or bicycle facility) improvements identified, you can expect the City to make these future improvements within the existing right of way. If these projects are implemented, they would be designed to work in the existing right of way and would consider existing constraints like heritage trees. If you live on a street that has larger improvements identified, such as those for vehicle capacity, like adding travel lanes, the City would go through the project development process to identify the necessary amount of right of way needed to implement the project, which may include acquiring additional right of way. The "project development process" is a detailed analysis of all factors that relate to a project that will determine the ultimate street design (e.g., what is the topography, what is the character of the street, is there property that cannot be acquired within the project boundaries, like a cemetery, etc.). In both of these scenarios, if projects are being implemented, properties would be notified in advance of any changes and they would go through a public engagement process.

Q: Does this mean that our streets will become "patchy," such as a partial bike lane that runs into parking, since development might not be uniform?

The primary goal of the ASMP Street Network is to preserve right of way for future improvements as properties redevelop. The development review process will determine whether properties incorporate physical changes along their site.

Let's go deeper: An increase in right of way in the Street Network does not mean a physical change to the street is imminent. However, when development occurs it is an opportunity to implement our TCM's updated street design standards along the site's frontage. At a minimum, the development will preserve the space required for these improvements by dedicating right of way and setting the building back in relation to the future curb but will not make physical changes to the street. Some developments may even be able to implement the improvements, but this will be determined during the development review process and will consider the full context of the street and the possible changes. In some cases, it may be possible to move the curb to its future location to incorporate updated design standards, but the City will not allow unsafe transportation facilities to be built as part of development.

Q: How does the ASMP affect the design of my street?

A lot goes into changing the design of a street, and the ASMP doesn't determine exactly how a street looks.

Let's go deeper: The ASMP is a high-level planning document, and many steps occur after the ASMP during the project development process to produce the proposed design for a street. The ASMP reflects the size and elements of the ideal street as determined by the Transportation Criteria Manual and specific modal plans (such as the Sidewalk Plan, Bicycle Plan, etc.). Any street with a proposed change will go through its own project development process that is independent of the ASMP process. The ASMP is used as the starting point in the project development process, which includes a detailed analysis to propose design alternatives for the project. At that point in time a public engagement process would occur to incorporate community input into the final design that moves forward for implementation.

Q: How did you identify these Street Network Amendments?

We used the following criteria to identify amendments:

- **City plans and criteria manuals that have been adopted or updated since April 2019**
- **More detailed engineering plans that have been conducted since April 2019**
- **Project Connect System Plan and engineering plans**
- **Errors and omissions in the adopted ASMP Street Network**

Let's go deeper: These proposed amendments are meant to update the adopted ASMP Street Network to align with different and up-to-date City documents and plans. For example, Project Connect and several Mobility Bond projects have completed more detailed engineering plans since the ASMP was adopted. The City's Transportation Criteria Manual (TCM) was updated in 2021 replacing the previous draft standards. The proposed amendments reflect these more specific engineering plans and align the Street Network with the updated requirements in the TCM.

You can read more about the TCM update, each of the Street Levels, and how they affected the ASMP Amendments in our first [Storymap Presentation](#).

ID	Page Number	Type	Change Proposed	Proposed By	Staff Response	Notes
C-1	N/A	Street Network Table	Now, therefore, be it resolved that the Zoning and Platting Commission encourages the Austin City Council that there should be no street level changes in the ASMP except to incorporate the Project Connect system plan as directed by the Austin City Council; and	Zoning and Platting Commission	Staff does not support this change	Appendix B of the adopted ASMP provides guidance for when modifications to the Street Network require City Council approval. "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...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." With the update to the Transportation Criteria Manual and progress made on the Mobility Bond project development process, the ASMP Street Network was evaluated for additional amendments and these amendments are being proposed for City Council approval.
C-2	N/A		Be it further resolved that property owners and tenants whose frontage is listed for potential right-of-way dedication be notified in their primary language before the City Council vote on the ASMP; and	Zoning and Platting Commission	Staff does not support this change	The City Charter outlines the notification requirements for amending an element of Imagine Austin, which includes the ASMP. The City Charter requires posting notification in the Austin American Statesman and sending notification to the Community Registry 16 days prior to holding a Public Hearing at City Council. In addition to the Charter requirements, the ASMP amendment process included two rounds of engagement and outreach before posting the Final Draft of the proposed amendments for the Public Hearing, including targeted social media advertising and notification to the Community Registry. Further notification to individual households and properties is not a requirement of the Comprehensive Plan nor necessary at this stage of the process. This amendment process and proposed changes in Street Level are consistent with the purpose of the Comprehensive Plan. Additionally, significant outreach to properties along streets with proposed projects will occur as projects go through the project development and delivery phases. Notification now would be out of sync with this practice and is not required.
C-3	N/A		Be it further resolved that the ASMP team shall comply with the Title VI FTA Circular 4702.1B (2012) to "provide a meaningful opportunity for public comment" in coordination with the Equity Office in public outreach to ensure the success of the JPA and ATX Walk Bike Roll's stated goal of achieving racial equity in planning efforts; and	Zoning and Platting Commission	Staff does not oppose	The adopted ASMP references Title VI on page 219 under Frameworks for Equity. The ASMP prioritizes equitable outreach and this ASMP amendment process went beyond Charter requirements to provide opportunities for participation through two rounds of engagement with materials in English and Spanish. A full description of outreach efforts can be found in the Round One and Round Two Public Engagement reports. Additionally, the ATX Walk, Bike, Roll planning effort is being coordinated with the City's Equity Office to center racial equity in the planning process. ASMP staff coordinated with the Equity Office to develop the effort's Equity Framework and continues to participate in this process to coordinate with the Equity Office and Community Ambassador Program. More can be found here: AustinTexas.gov/ATXWBR .
C-4	N/A		Be it further resolved that the Transit Priority Network be expanded only when transit service is added; and	Zoning and Platting Commission	Staff does not support this change	The ASMP is a long-range planning document and has several policies and action items (for example, Public Transportation System Policy 1 and Action Item 97) that direct City staff to improve and support the speed and reliability of public transportation overall, with priority given to the Transit Priority Network. The amendments proposed for the Transit Priority Network are reflective of existing high-frequency transit service and planned service within the horizon year of the Plan. In order to meet our community goals, it is staff's recommendation to identify these priority transit corridors so that planning and project development decisions can take the Transit Priority Network into consideration.
C-5	N/A		Be it further resolved that before a revised Bicycle Plan is incorporated into the ASMP, a Street Level 1B should be added to the Transportation Criteria Manual that indicates the presence of a bicycle lane for both curbed and non-curbed street designs without raising the right-of-way requirements to match Level 2 streets and that only approved and safe bike routes be included.	Zoning and Platting Commission	Staff supports elements of this change	The purpose of the Transportation Criteria Manual is to provide a foundation or starting point for engineering design decisions. It is the intent of the TCM to be used by City staff and private sector street design professionals in applying a consistent approach to street design, particularly for new streets and right of way planning. The TCM is also intended to provide guidance for street design in constrained right of way with flexible design criteria to fit existing situations that make the preferred design unobtainable. In the redesign of existing streets, additional engineering design work and public engagement may result in design features outside of the scope of the TCM (such as a Street Level 1B). The design criteria established in the TCM affect the review and approval of subdivision plats, zoning change applications, right of way dedications, site plans, preliminary plans, final development plans, and capital improvement plans within the Full Purpose Limits of the City of Austin. Therefore, a Street Level 1B is a feasible outcome within the existing TCM, however, it does not meet the intent of the Street Network as a ROW planning tool. Staff will continue to discuss this recommendation in future updates to the TCM.