



# **Austin Streets What's Code Got To Do With It?**

**Austin Transportation Department** | CodeNEXT Sound Check Workshop 11.19.15

# **Today's Topics:**

- I. Streets & Community Benefits**
- II. Street Network Plan**
- III. Strategic Mobility Plan**





**STREETS &  
COMMUNITY BENEFITS**

# Street = Public Right-of-Way (ROW)

Street Design: Property Line to Property Line



# What are streets?

## **Mobility Network:**

- Infrastructure for moving people and goods
- Serve people who walk, bike, ride transit, and drive (complete)
- Convey stormwater, utilities

## **Connections/Access:**

- Links to homes, jobs, schools, services, shopping, etc.

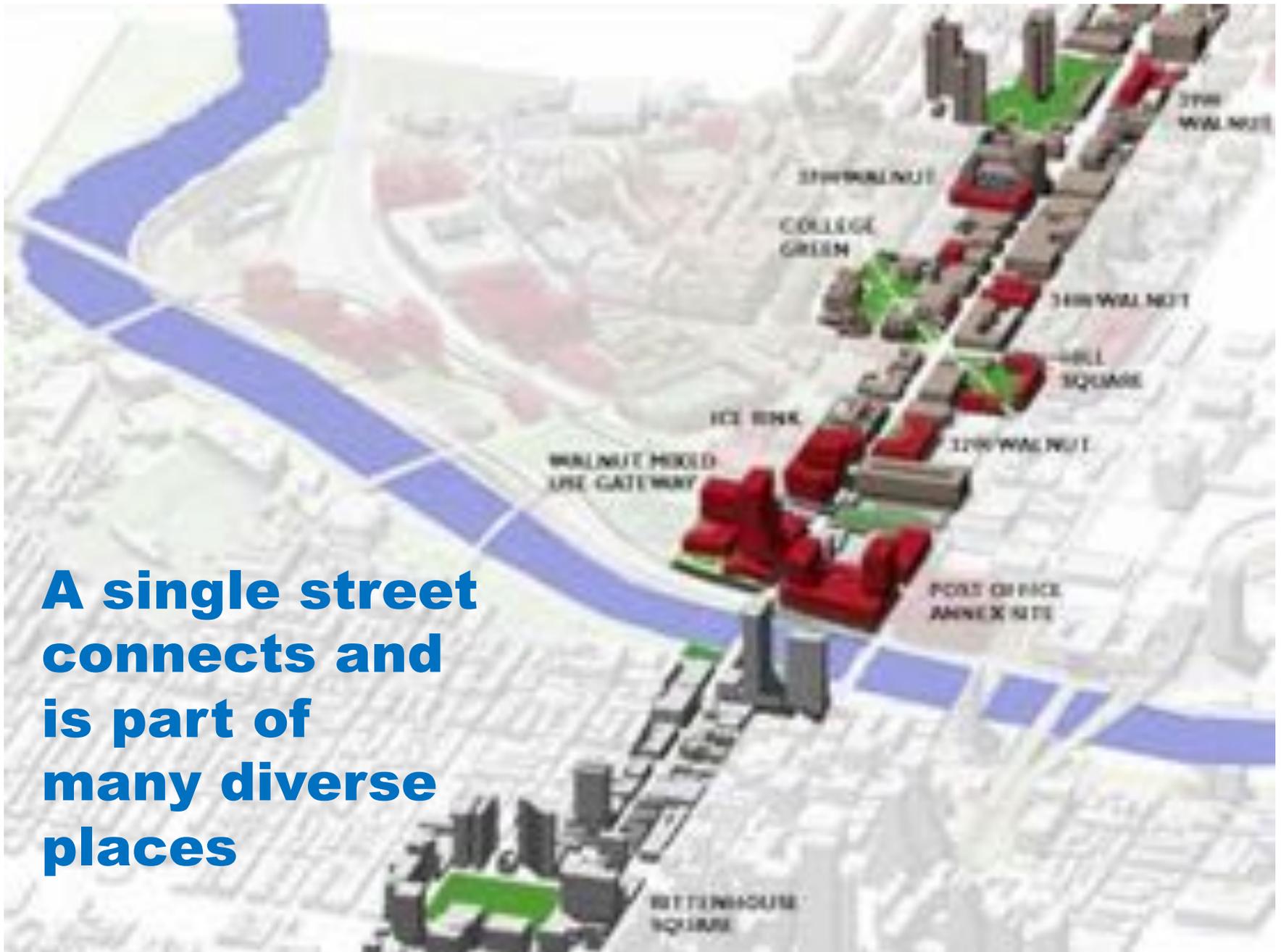
## **The Public Realm:**

- Public space for everyone
- 44% of City-owned land is our street network

## **Places:**

- Define character
- Anchor neighborhoods, commercial areas
- Add nature to city

**A single street connects and is part of many diverse places**



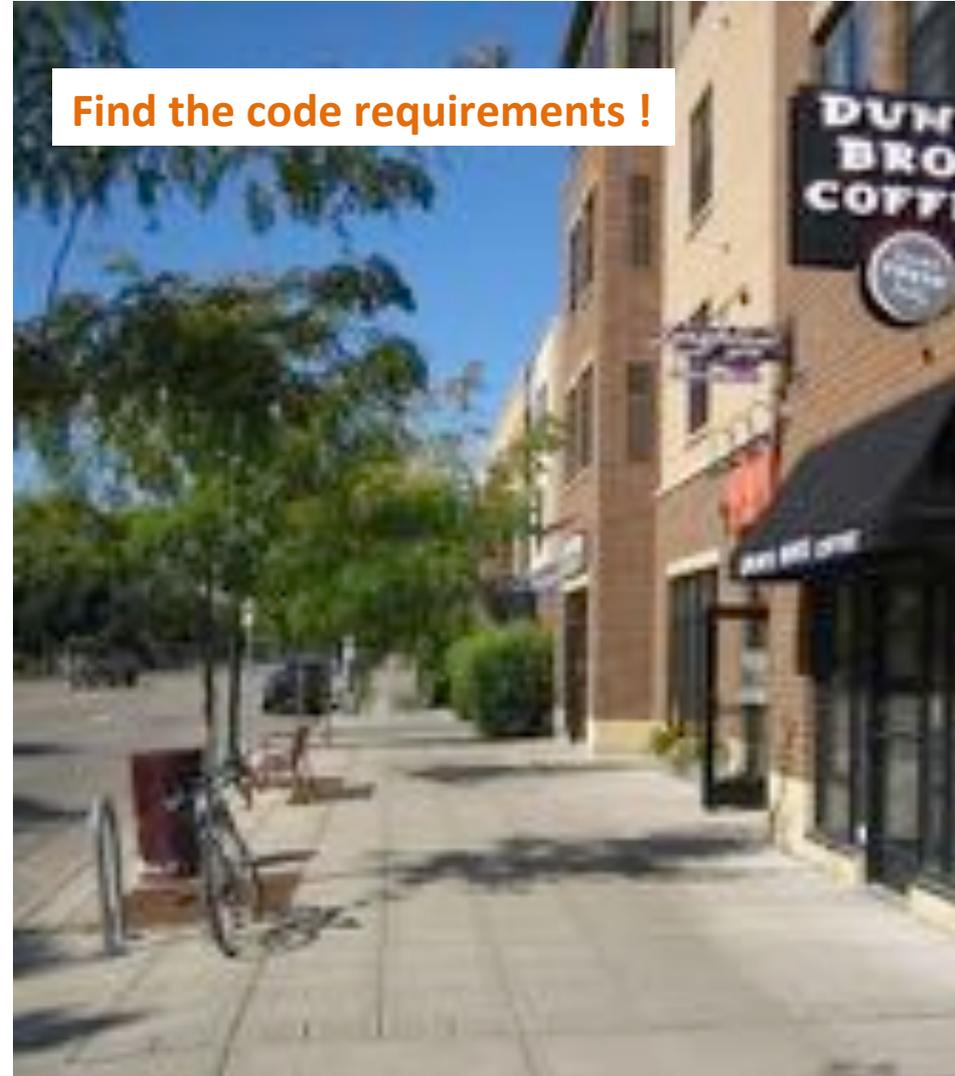
# How does Code shape our streets?

Find the code requirements !



# How does Code shape our streets?

- Street design/function
- Private frontages
- Sidewalks and streetscape
- Connectivity/network completeness
- Traffic impacts
- Utilities
- Property access
- Parking



Find the code requirements !

# Austin Example: Lamar Union (South Lamar)



New Developments -> New Places.

As places get denser, new street designs and streetscapes are critical to make them work.

# Community Goals

The let the  
developer  
do  
*WHAT?*

My  
street is  
too  
ugly!

How do we  
get some  
sidewalks  
around  
here?



# **The CodeNEXT Opportunity**

# How might our streets improve: Safety

 1  
death

 12  
deaths

 27  
Deaths

 50  
Deaths

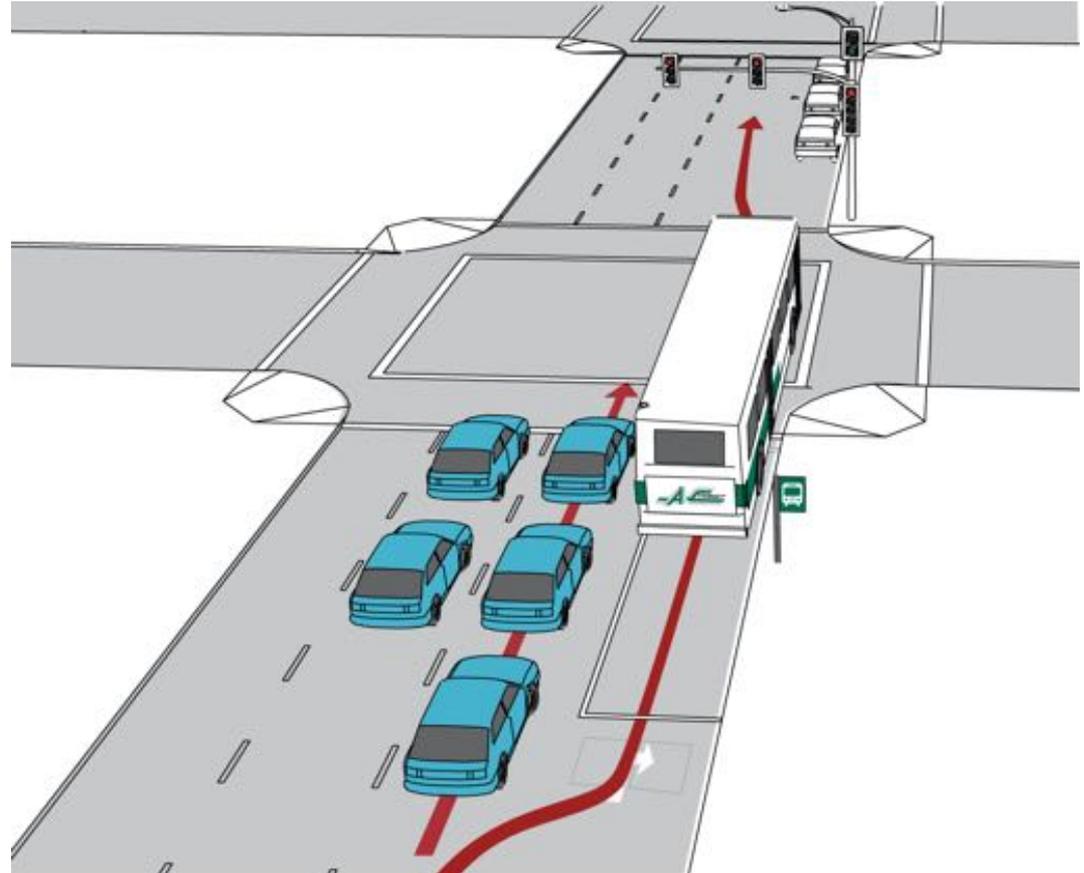
**90 people have died  
this year on Austin's  
roads.**

**VISION**  **N**  **ZERO**   
any traffic death is too many

# How might our streets improve: Commuting



# How might our streets improve: Transit



- Transit supportive development
- Improved access by walking, biking
- More frequent, reliable transit service
- Improved operations for all modes



# How might our streets improve: Walking



# How might our streets improve: Connectivity



# How might our streets improve: Our Economy



# How might our streets improve: Public Realm

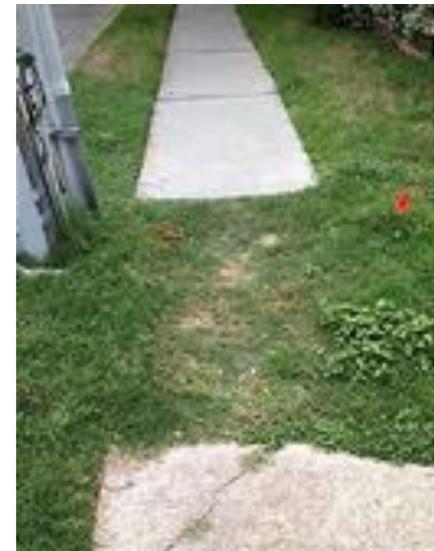




# **STREET NETWORK PLAN**

# CodeNEXT Opportunity

We can do better!



# CodeNEXT Opportunity

Street Design ↔ Context

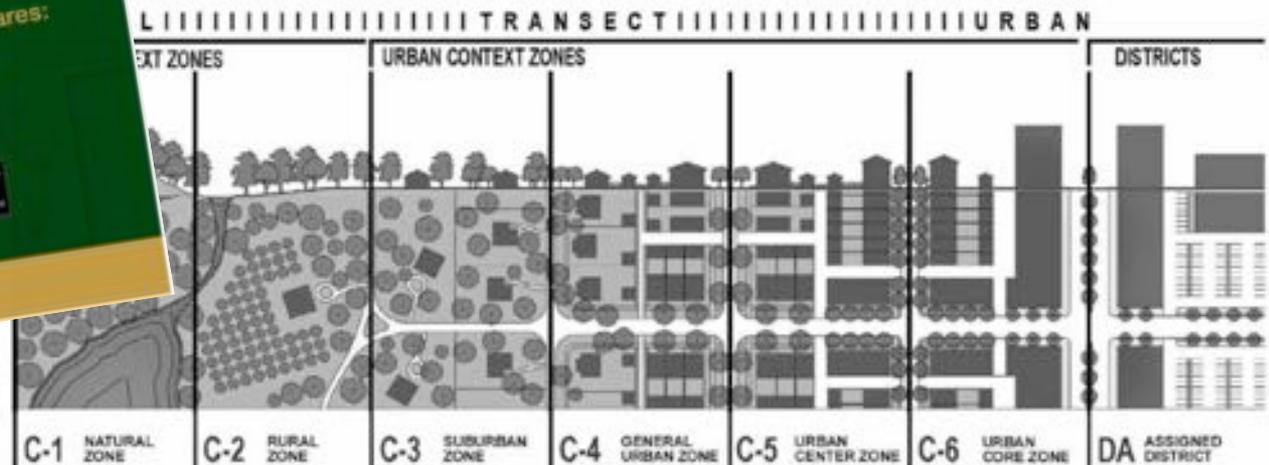


**< Before:**  
Street undermines context

**> After:**  
Context reinforces street

# Context-Sensitive Design

“Design for Place & Use”





# Street = Public Right-of-Way (ROW)

Street Design: Property Line to Property Line



# Street Network Plan: What is it?

**REDEFINING OUR STREETS** **DRAFT**

**STREET NETWORK PLAN**

In June 2014, the City of Austin adopted a revised Complete Streets Policy. This policy promotes the best design of streets that serve all users and modes — and that are appropriate to individual land use contexts. **How do we get there?**

### STREET FUNCTION

Level 5	Level 4	Level 3	Level 2	Level 1
<ul style="list-style-type: none"><li>Major Arterial</li><li>Urban Freeway</li><li>Urban Expressway</li><li>Urban Freeway</li><li>Urban Expressway</li></ul>	<ul style="list-style-type: none"><li>Community Arterial</li><li>Urban Freeway</li><li>Urban Expressway</li><li>Urban Freeway</li></ul>	<ul style="list-style-type: none"><li>Major Arterial</li><li>Community Arterial</li><li>Urban Freeway</li><li>Urban Expressway</li><li>Urban Freeway</li></ul>	<ul style="list-style-type: none"><li>Major Arterial</li><li>Community Arterial</li><li>Urban Freeway</li><li>Urban Expressway</li><li>Urban Freeway</li></ul>	<ul style="list-style-type: none"><li>Major Arterial</li><li>Community Arterial</li><li>Urban Freeway</li><li>Urban Expressway</li><li>Urban Freeway</li></ul>

### + CONTEXT

Street design can be improved by understanding how buildings and land-use activity directly interact with streets, and how different neighborhoods have unique mobility priorities.

Mid-density Urban	Single-family Residential
<p>High-density urban with a mix of uses, including residential, commercial, and public uses.</p>	<p>Low-density residential with single-family homes and public uses.</p>

### MOBILITY STRATEGIES

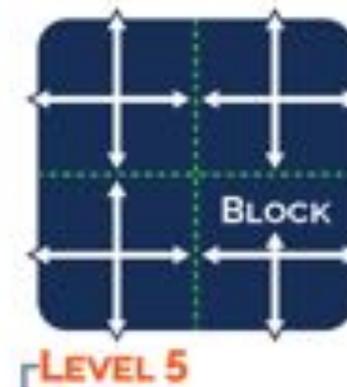
WALK, DRIVE, BIKE, TRANSIT, FREIGHT

**STREET TYPOLOGY**

- Design Process
- 
- Street Type Map
  - ROW Table
  - Assemblies / Cross-Sections

# New Street Classification System

## STREET FUNCTION



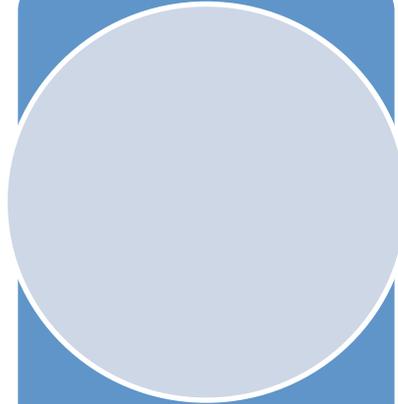
Classification by type of link in network – connections and access, rather than by auto volume and speed

# Considering Context



Walkable  
Urban

T4-T5



Drivable  
Suburban

T3-T4



Centers/  
Nodes

T3-T4

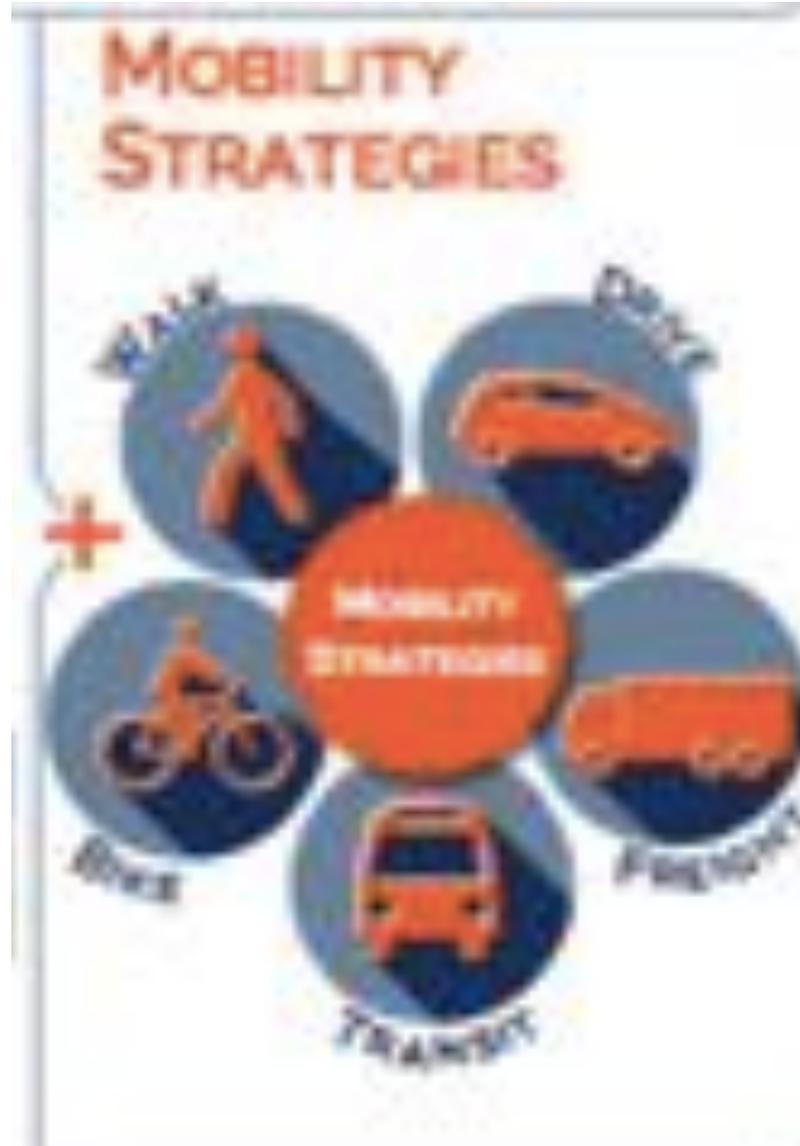


Special  
Districts

T3-T6

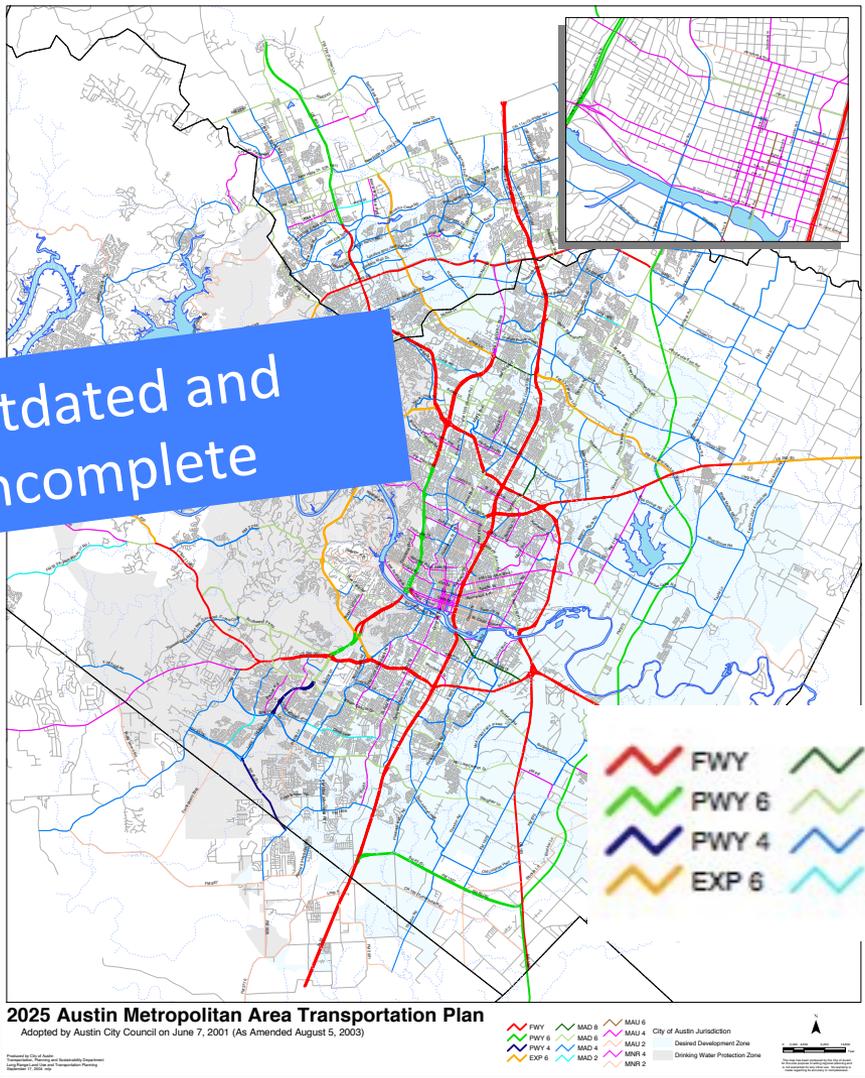


# Considering Context



# Street Type Map

Outdated and Incomplete



AMATP  
Austin Metropolitan  
Area Transportation  
Plan

- Our current plan
- Last update 2004

# Right-of-Way (ROW) Table

CITY OF AUSTIN DESIGN CENTER METROPOLITAN AREA TRANSPORTATION PLAN  
 Adopted June 7, 2021  
 Last Amended August 5, 2024

Unincorporated	Desired Development Zone Drinking Water Protection Zone	Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Erosion Sensitivity	CAMP Bike Route Type	Austin Bike Plan Facility	Remarks	Portions in BSEA Recharge Zone	Portions in BSEA Contributing Zone	Portions in SEA Recharge Zone
					*GIS Estimate	ROW MIN	ROW MAX							
					6	7	8							
		3	4	5	6	7	8	9	10	11	12	13	14	15
01 25	US 151 - 251 242	FWY 4	FWY 5					LOW						
02 01	Central Expressway System	FWY 5	FWY 5/HOV					LOW						
	HWY 505 - 501 43 20	FWY 5	FWY 5/HOV					LOW						
											FWY 5 concurs with TxDOT that existing main lanes will not be able to meet HOV and T-3 utility transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in 21 26 502 Recommendation compliance with US Fish & Wildlife Service guidelines & standards (Attachment 1) to ensure non-impairment and water quality protection. Recommendation compliance with TMDL Edwards Rules 30 TAC 213.			
04 25					300			LOW		with				8
05 01	Regional Highway 8	FWY 6	FWY 6/HOV	400	<400	300	300	LOW			FWY 6 concurs with TxDOT that existing main lanes will not be able to meet HOV and T-3 utility transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with			
	Rudberg Ln - US 183 (2)	FWY 6	FWY 6/HOV											
	US 183 (2) - US 290 (2)	FWY 6	FWY 6/HOV											
	US 290 (2) - 81st St	FWY 6	FWY 6/HOV											
	FWY 6 - MLK Blvd	FWY 6	FWY 6/HOV											

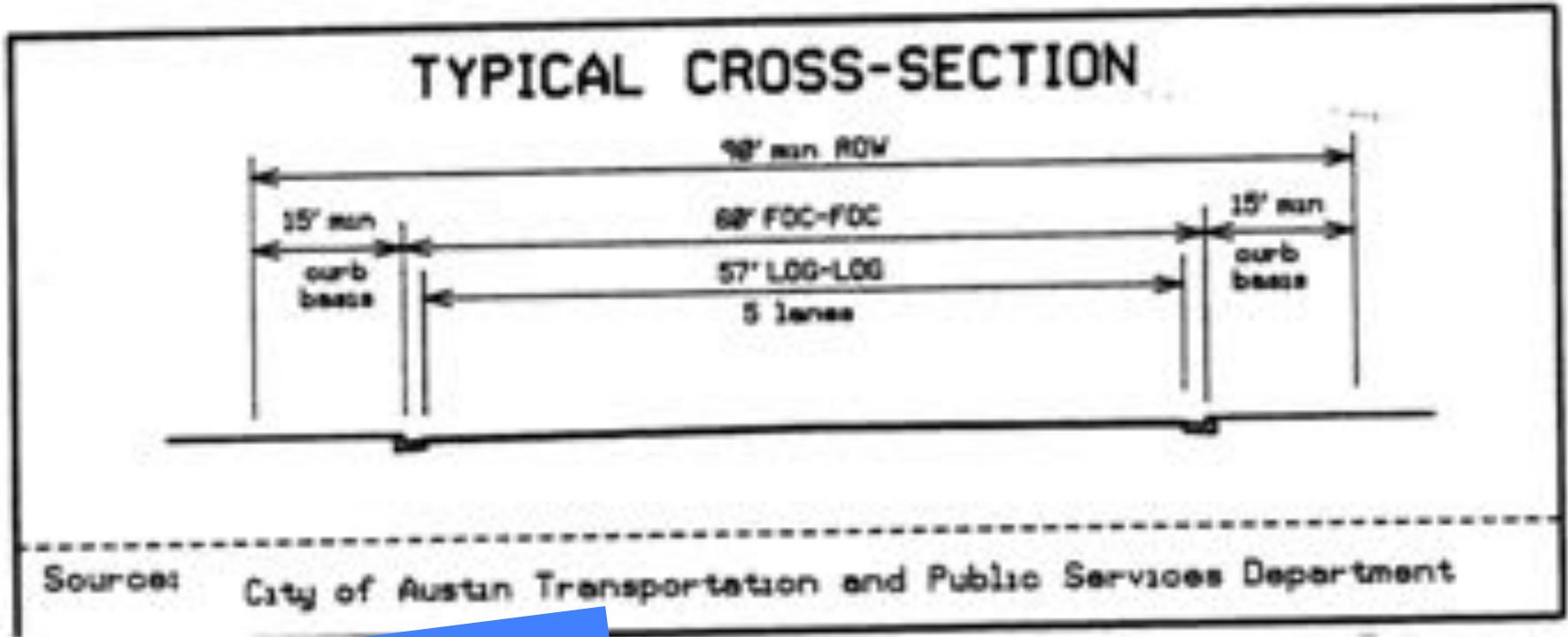
  

Existing 1997	2025 AMATP	Required ROW	Existing ROW		
			*GIS Estimate	ROW MIN	ROW MAX
			6	7	8
3	4	5	6	7	8
FWY 4	FWY 6				
FWY 6	FWY 6/HOV				
FWY 6	FWY 6/HOV				

Outdated and Incomplete

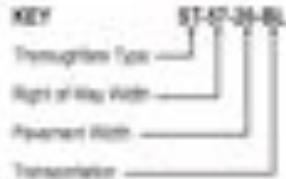
# Street Sections

Figure 1-32 Design Criteria for Primary Collector Street, 5 Lanes



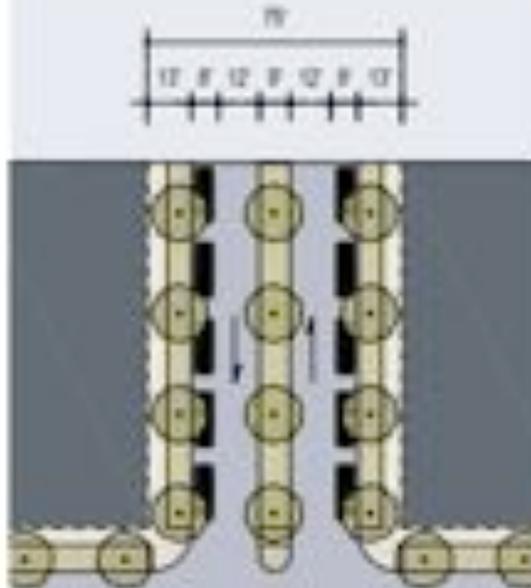
Outdated and  
Incomplete

## SmartCode EXAMPLE



### THOROUGHFARE TYPES

Highway	HH
Boulevard	BV
Avenue	AV
Commercial Street	CS
Drive	DR
Street	ST
Road	RD
Rear Alley	RA
Rear Lane	RL
Bicycle Trail	BT
Bicycle Lane	BL
Bicycle Route	BR
Path	PT
Passage	PG
Transit Route	TR



### AV-75-40

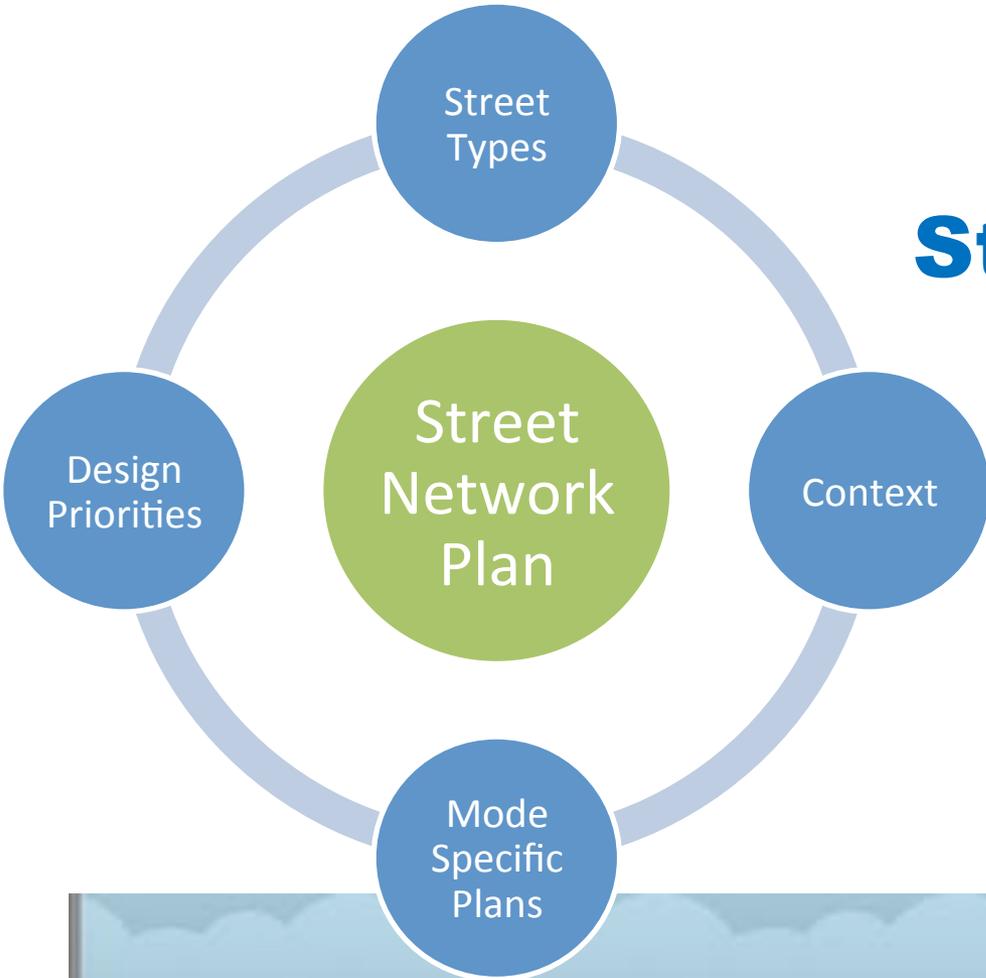
Thoroughfare Type	Avenue
Transit Zone Assignment	T3, T4, T5
Right of Way Width	75 feet
Pavement Width	40 feet total
Shoulder	One Shoulder
Design Speed	25 MPH
Pedestrian Crossing Time	6.7 seconds - 6.7 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 8 foot marked
Curb Radius	10 feet
Walkway Type	8 foot Sidewalk
Planter Type	7 foot continuous Planter
Curb Type	Curb or Swale
Landscaping Type	Trees at 30' o.c. Reg.
Transponder Provision	see Signaling Module

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# Street Assembly/ Typical Section Example

Design parameters and  
ROW requirements

It all adds up to a ...  
**Street Network Plan**



# Street Network Plan: Community Benefits

- Integrated with new Code
- Implements mobility vision of Imagine Austin
- Match our street regulations to the places we want
- Support each neighborhood's character
- More efficient and predictable development/  
design process
- Framework for decision-making and trade-offs

*A more 'Austin-y' Austin, block by block,  
street by street*

# Street Network Plan & Sound Check

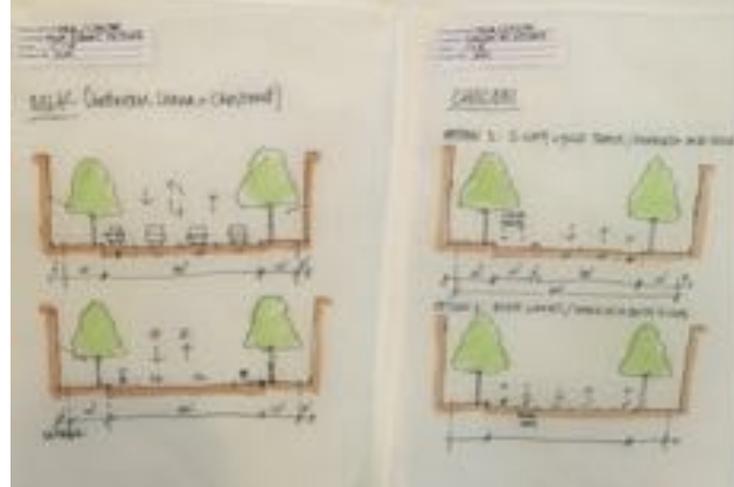
Testing...

- Street Functions – number of levels
- Contexts – transect vs character, influence of centers/nodes
- Right-of-Way – trade-offs

What if . . . ?



What if . . .

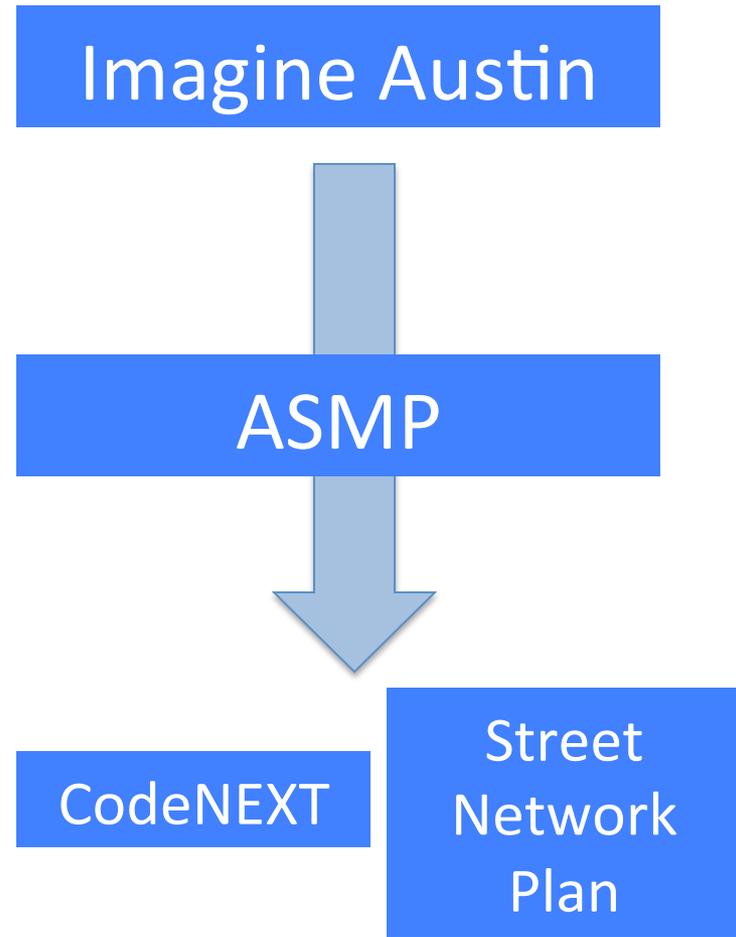




# **STRATEGIC MOBILITY PLAN**

# Austin Strategic Mobility Plan (ASMP)

- **Imagine Austin Comprehensive Plan**  
Coordinated implementation projects:
  - CodeNEXT
  - Austin Strategic Mobility Plan
- **Street Network Plan** will be a component of the **Austin Strategic Mobility Plan**
- Stay Tuned!: Austin Transportation will be asking for your ideas and priorities



# Anticipated Timeline

2015

2016

2017

CodeNEXT



Street  
Network  
Plan

Oct 2015 -- Feb 2016



Austin  
Strategic  
Mobility  
Plan

Jan 2016 – Jan 2017



# Thank you, from Austin Transportation Department & CodeNEXT!

Complete Streets Program  
Street Network Plan  
Strategic Mobility Plan

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