

# Street Network Table and Map

The Street Network Table and Map includes roads that are within the jurisdictional boundaries of the City of Austin and is used to identify right of way dedication requirements needed to accommodate future roadway conditions (referred to as Dedication of Right of Way in the Land Development Code). These future roadway conditions are reflective of the recommended improvements in the ASMP. The right of way widths in the table are based on cross-section standards in the Transportation Criteria Manual that reference roadways by “Level” instead of “Functional Classification.” The right of way widths are reflective of existing constraints to the built environment and the ability to feasibly acquire right of way for future improvements. The Street Network Table strives to minimize negative impacts of expanding right of way for future mobility needs by maintaining the existing right of way or minimizing the additional amount of right of way needed. Where there are right of way constraints compared to the ideal right of way, further study is required to prioritize design elements or determine ROW acquisition. Right of way widths identified in the table are used as a starting point during the land development process to establish proper building placement in respect to the location of the future curb. Street Levels 2, 3, and 4 (collectors, minor arterials, and major arterials) identified in the Street Network Map were evaluated for right of way constraints and future requirements reflect the ideal width or were adjusted to fit within a compact design. The right of way requirements for Level 2, 3, and 4 streets are included in the Street Network Table. Level 1 streets (local streets) with improvements identified are included in the Street Network Table. Level 1 streets without improvements identified were not evaluated for right of way constraints and are all required to be 50 feet in constrained conditions and 60 feet in greenfield developments.

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](http://www.austintexas.gov/asmp)**

Turn Lane Length (Distance to Driveway)		
LEVEL	URBAN	SUBURBAN
<b>Level 2</b>	205 feet	240 feet
<b>Level 3</b>	305 feet	360 feet
<b>Level 4</b>	365 feet	430 feet

Turn Lane Width				
	Level 1	Level 2	Level 3	Level 4
<b>Level 1</b>	—	—	—	—
<b>Level 2</b>	—	+14 feet	+14 feet	+14 feet
<b>Level 3</b>	—	+14 feet	+14 feet	+14 feet
<b>Level 4</b>	—	+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 a right-turn contained within the influence, also listed below. A more detailed study can be completed to shorten the influence area or to determine that these improvements that would require additional right of way are not necessary. For street segments with dedicated transit pathways, additional right of way will be required to accommodate left turn lanes or else they must be in line with station locations as left turns within the pathway are prohibited.

Further, if on-street parking is desired at the time of development additional right of way may also be required if it was not identified in the Street Network Table.

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.

## Street Network Map

