



The Allandale Neighborhood Association
P.O. Box 10886 • Austin, TX 78766

April 8, 2019

Mayor and Council,

Re: Allandale Neighborhood Association's Review and Comments to Austin Strategic Mobility Plan

After careful review of the Austin Strategic Mobility Plan (ASMP) released in February 2019, Allandale Neighborhood Association (ANA) Board of Directors is providing the following recommended changes, concerns and questions to this important set of policies that will guide Austin's land use and transportation planning for the next 20 years. Please take these comments into consideration for the next Council work session and meeting where you will be proposing amendments to the ASMP.

Our most immediate concern is the inadequate amount of time that has been allowed for public review and comment. As you are aware, several boards and commissions were required to review and comment on the ASMP and were only given the month of March. Similarly, community leaders and neighborhood associations were given very little time to analyze the impacts and obtain input from their stakeholders. One month is not an adequate length of time for this nearly 300 page comprehensive planning document that will impact so many neighborhoods including Allandale. We ask that you allow an additional 30 days at a minimum for public review and comment.

ANA Board acknowledges that the unprecedented population growth in Austin requires changes in policies, but we urge the council to respect the communities that have steadfastly supported the quality of life policies that have made this a truly great city.

We appreciate the opportunity to comment on this important policy document.

Sincerely,

Kevin Smith President
Allandale Neighborhood Association

Steve.Adler@austintexas.gov

Kathie.Tovo@austintexas.gov

Delia.Garza@austintexas.gov

Sabino.Renteria@austintexas.gov
Natasha.Harper-Madison@austintexas.gov
Greg.Casar@austintexas.gov
Ann.Kitchen@austintexas.gov
Leslie.Pool@austintexas.gov
Alison.Alter@austintexas.gov
Paige.Ellis@austintexas.gov
Louisa.Brinsmade@austintexas.gov

ALLANDALE NEIGHBORHOOD ASSOCIATION
COMMENTS TO THE AUSTIN STRATEGIC MOBILITY PLAN

April 9, 2019

ASMP INTRODUCTION

Page xvi - Austin Transportation Department (ATD) should take into consideration the drive alone to work mode share contribution from drivers originating from outside the Austin city limits when prioritizing planning policies needed to meet the goal of 50% by 2039.

CHAPTER 1 SAFETY

Page 21 - ATD must work closely with property owners, especially local businesses on design changes which call for reducing curb cuts, shared driveways between properties, and raised medians.

CHAPTER 2 MANAGING OUR DEMAND

Page 35 - Edit the ½ mile distance reference so that it is clear that this represents the walking distance. Increased density within ½ mile along growth corridor should be measured as the average over the entire corridor taking into consideration the various characteristics at different points in the city. Transportation impact studies need to improve to ensure the required trip reductions can actually be achieved.

Page 36 – City staff’s timeline for completing corridor plans is inadequate for meeting City's transportation and affordability goals on corridors. City resources need to be aligned to increase production of corridor plans while ensuring adequate public input.

Page 37 - Transportation Priority Network (TPN) does not align with Imagine Austin activity corridors and the Strategic Housing Blueprint Implementation Plan in designation of roadways requiring additional density to support City’s affordability and transportation goals. Also, TPN does not extend to many Imagine Austin Centers nor does it include high opportunity areas identified in the Strategic Housing Blueprint Implementation Plan.

Page 43 – Changes to parking policies should not result in the proliferation of metered parking within single family neighborhoods. Removal of parking minimums should focus on multi-family, commercial and mixed development within ½ mile of corridor and not be directed toward single family zoned neighborhoods.

Page 44 - City should continue to support use of Residential Parking Permits as a way to prevent the overflow of parked cars from businesses and special events into single family neighborhoods. Parking reductions within single family neighborhoods which increases on-street parking should take into

consideration the context of the street such the existence of sidewalks and street width important in maintaining safe, walkable neighborhoods.

Page 70 - Council should enact regulations for shared mobility devices to ensure that they align with goals for safety and use of pedestrian and bike pathways.

CHAPTER 3 SUPPLYING OUR TRANSPORTATION INFRASTRUCTURE

Page 80 - Completing the sidewalk system is a top priority for Allandale residents who do not have sidewalks which force pedestrians to walk in unsafe streets.

Page 82 - Shared mobility devices should not be allowed to drive or park on sidewalks. This creates safety hazards for pedestrians and obstructs their use for pedestrians especially those with disabilities.

Page 102 - Include civic space, which includes public park and open space, to the list of community benefits that accompany density along the Transit Priority Network.