



"Deliver a safe, reliable, and sustainable transportation system for our residents that enhances the environment and economic strength of the region." -- Austin Transportation Department Mission

History | Austin Transportation Department to date

The Austin Transportation Department (ATD) was established in September, 2008. Since then, some notable accomplishments include:

2009: Upgraded the entire parking system making it more user-friendly, reliable, and solar powered. There was an 80 percent reduction in service repair calls for parking meters in just one year.

2010: Partnered to launch Car2Go, successful Mobility Bond to help fund IH 35 partnership with TxDOT, MoPac Express Lanes, the "Y" at Oak Hill funded, Lady Bird Lake Boardwalk and more.

2011: Launched development of the Advanced Traffic Management System, one of the most advanced signal management systems in Texas; funding of the MoPAC at Ben White Boulevard Interchange completion.

2012: Bike and pedestrian improvements on Guadalupe – West Campus/University District.

2013: Reconstruction of the IH-35 at 51st Street Interchange (construction begun).

2014: Project Connect Regional High Capacity Transit Plan, IH-35 Corridor Study.

City of Austin Key Players | City departments that have responsibility for transportation

Austin Transportation Department (ATD)

ATD manages the operations of Austin's transportation system, manages parking and coordinates with transportation partners to accomplish regional projects. ATD is responsible for project development, where those projects might lead to new capacity or new management of the transportation network.

Austin Police Department (APD)

APD is responsible for enforcing Austin's traffic laws, enhancing public safety with traffic safety and enforcement initiatives.

Planning and Development Review Department (PDRD)

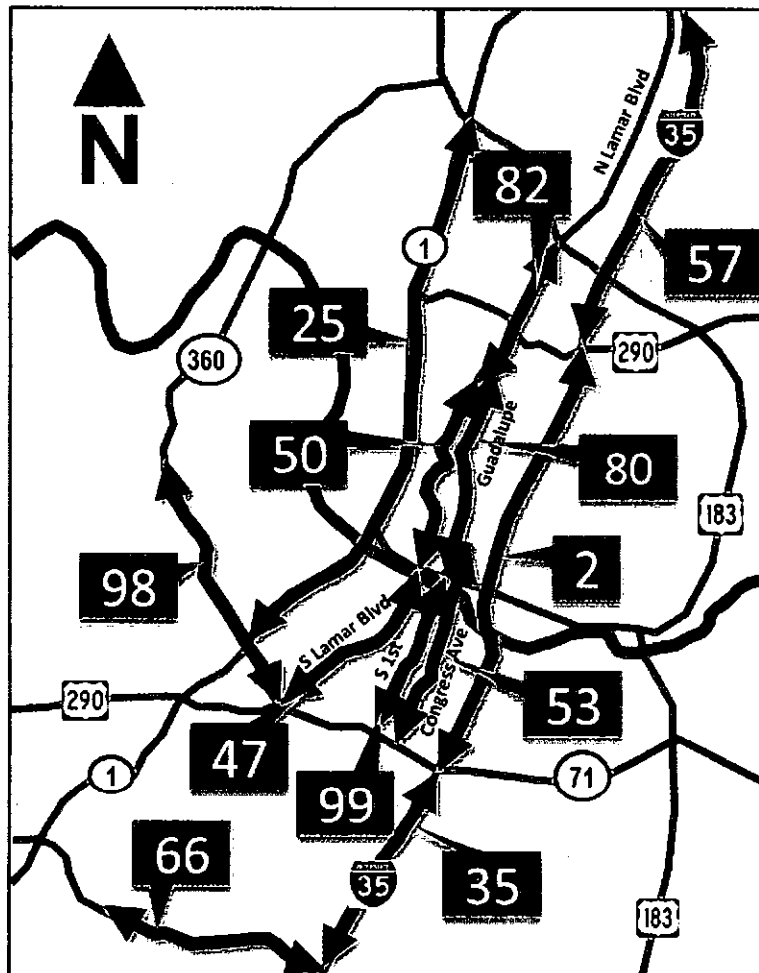
PDRD directly impacts land use and is responsible for conducting the transportation reviews for proposed new developments.

Public Works Department (PWD)

PWD maintains infrastructure, serves as our in-house design engineer for all transportation projects, project management, and is responsible for sidewalks and school services.

Congestion | How bad is it?

Twelve of the Top 100 Congested Roadways in Texas are in Travis County.



#2 IH-35 from US 290 N to SH 71

#25 MoPac Expwy. from US 183 to SL 360

#35 IH-35 from SH71 to Slaughter Ln.

#47 S. Lamar Blvd. from W. Cesar Chavez St. to US 290/SH 71

#50 N. Lamar Blvd. from W. 45th St. to W. Cesar Chavez St.

#53 Congress Ave. from 11th St. to SH 71/US 290

#57 IH-35 from Parmer Ln. to US 290N/SS69

#66 W. Slaughter Ln. from Brodie Ln. to IH-35

#80 Guadalupe St. from N. Lamar Blvd. to W. Cesar Chavez St.

#82 N. Lamar Blvd. from US 183 to W. 45th St.

#98 SL 360 from RM 2244 to US 290/SH 71

#99 S. First St. from Cesar Chavez St. to US 290/SH 71

Congestion Causes | Congestion is a symptom of an underlying root cause:

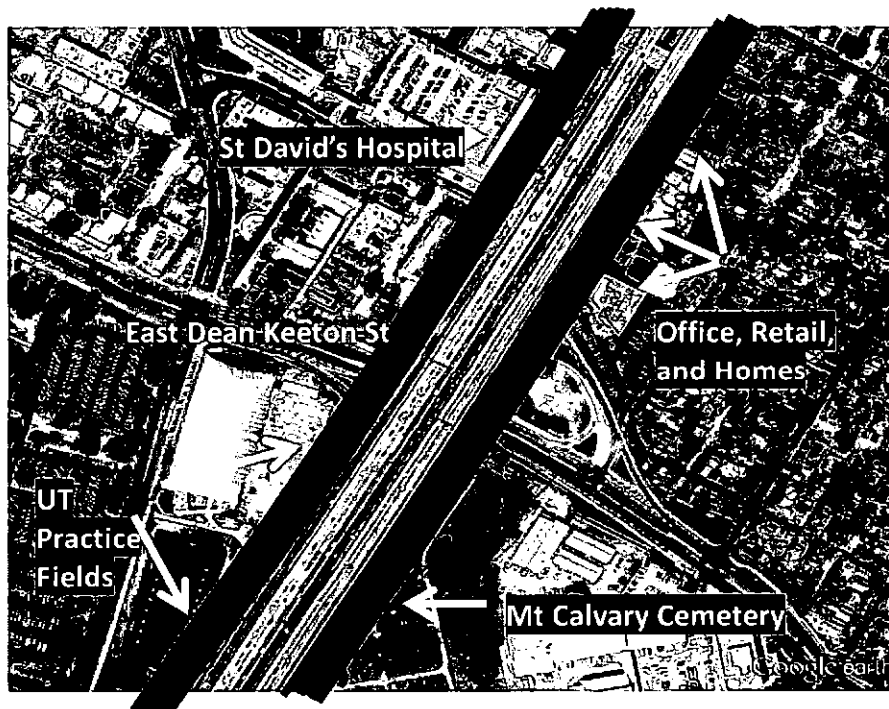
Growth/Sprawl:

Austin is growing faster than the transportation network. The current network is full in many locations and there is often no room to expand existing services. As more people move to Austin, it creates a larger demand on the transportation system. In other words, there are more people trying to get to the same place at the same time on the same roads or on the same limited transit options - more demand than there is supply. Rapid growth in the suburbs, outside of Austin further exacerbates the problem (sprawl). The further away people move from key employment destinations, the more demand there is on the system by virtue of the length of their commute and the compounding growth of the individual vehicles on the limited system.

"More Americans moved to Texas in recent years than any other state: A net gain of more than 387,000 in the latest Census for 2013. And Austin was the fastest growing major city." -CNN Money, 9.29.14

Constraints:

Austin, for the past century, was built in such a way that development flanks our transportation system, creating real constraints to simply making roads wider, whether that be IH-35 or Lamar Blvd. (See below example.)



Discontinuous local streets/sidewalks and missing regional links:

There are numerous local streets that fail to connect in logical neighborhoods, due to historic development decisions. These missing local links require residents to concentrate on a limited number of collector type streets, thus resulting in congestion. If these links were either completed as roadways or alternatively as pedestrian connections, they could provide greater numbers of alternatives for short trip local travel. Similarly, there is a back log of needed sidewalk projects to complete a pedestrian system. Likewise, there are missing links in our regional network, for example the interchange of US 183 at Interstate 35 North only provides direct connectivity to a portion of the trips, requiring the remaining movements to circulate through signalized intersections.

Limited Commuter Services

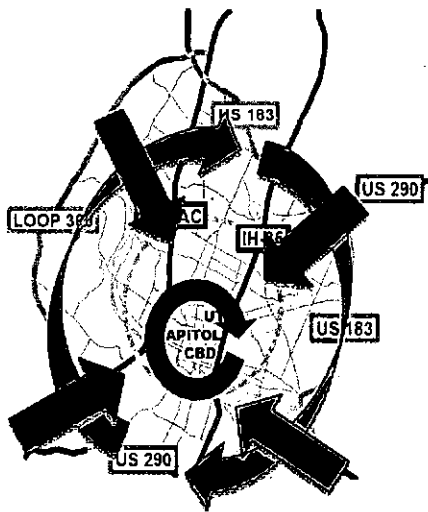
There are limited commuter transit services currently provided; most routes are local, but there is a demand for commuter transit, more park and rides, faster point-to-point type service during the peak commute periods, etc., especially service targeted to those living outside of Austin, but that travel here daily for work. Although in 2014, the City of Austin and Capital Metro approved a regional high capacity transit plan, that plan is only in its infancy.

Solutions | What are some of the solutions?

There is no magic silver bullet that will solve everything, but a combination of regional efforts can have a positive impact on our congestion challenges.

Tackle the Entire Systems

We're working holistically to help people travel around the City's core, and also to and through the core.



Simultaneously invest in projects where possible that enhance vehicle moving capacity around the region's central core, allowing through trips to bypass the core.

Invest in projects and policies that increase people moving capacity into the central core, primarily, focused on commuter trips and ALL modes.

Encourage individuals to change travel behaviors & travel culture (teleworking, demand management).

Reduce Demand – Travel Demand Management

If we give people the right tools and choices, we can help to relieve the demand on the transportation system. TDM tools can range from alternative work schedules, telecommuting, transit options, and even incentives to use transit. New fast telecommunication investments are a large part of this strategy and are viewed as transportation assets.

Monday, February 9, 2015

Efficiency

We are continuously working to make the system more efficient from signal coordination, to software upgrades, to working with our regional partners to seen an integrated regional operations approach. All of roadways interconnect creating a system with many owners (TxDOT, CTRMA, etc.) so we have to coordinate together, because we know they directly impact one another. An accident on IH-35 will impact South Congress, an accident on MoPac will impact Lamar Blvd., etc.

Improve Safety

We are developing proposed policies and solutions that make our travel choices safer, from mass transit to a Complete Streets policy that aims to make roads safe for all users, regardless of age and ability. We are also working with local partners and citizens to promote the "Get Home Safe" educational campaign highlighting sober ride home options.

Regional Partners | Austin most certainly does not act alone in our efforts to improve transportation in the Austin area, our regional partners are integral this effort and include:

- Capital Area Metropolitan Planning Organization
 - Responsible for regional transportation planning and coordination
- Texas Department of Transportation
 - Responsible for state roadway system (US, FM, RR, Interstate, and Loop designated roadways)
- Central Texas Regional Mobility Authority
 - Responsible for the regional toll system (Loop 1 North; Loop 1 Express Lanes, US 183 Express, 71 Express, etc.)
- Counties
 - Travis, Williamson, Hays & Bastrop, all responsible for roadway construction within our Extra Territorial Jurisdiction or outside City of Austin jurisdiction
- Capital Metropolitan Transit Authority (Capital Metro)
 - Responsible for regional Transit within Austin, Leander, Lago Vista
- Lone Star Rail District
 - Responsible for deploying commuter rail between San Antonio and Austin and Georgetown
- Movability Austin
 - Transportation management association focused on the Austin Core, responsible for promoting travel demand management strategies in our largest employment center