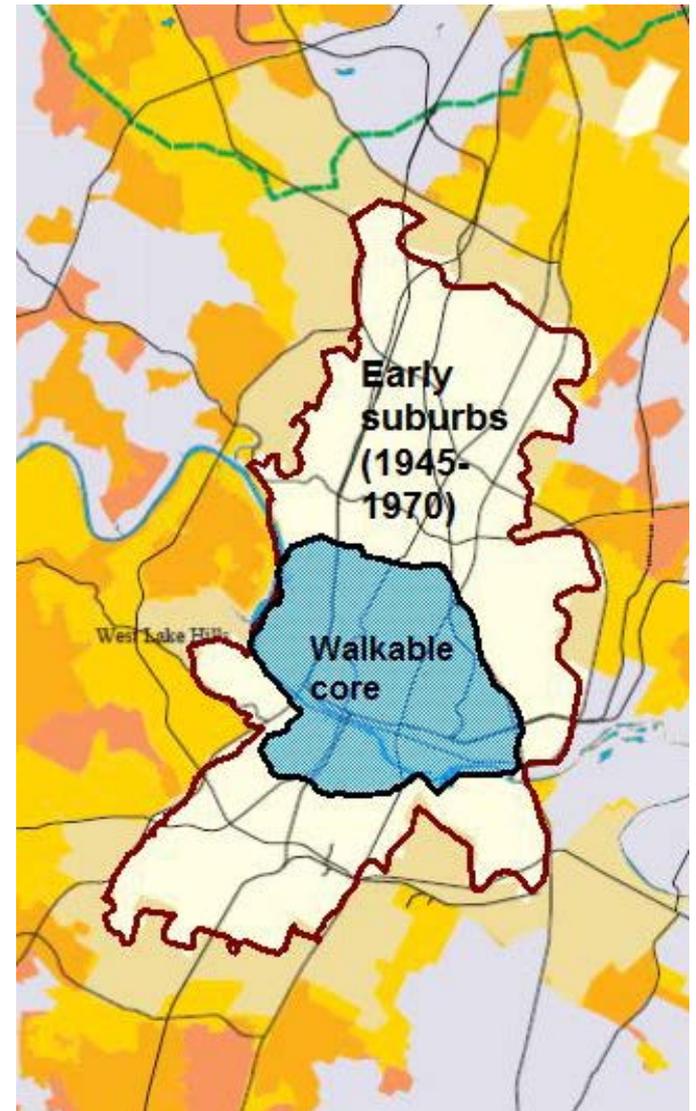


# How can Parks, Open Space Contribute to Mobility?

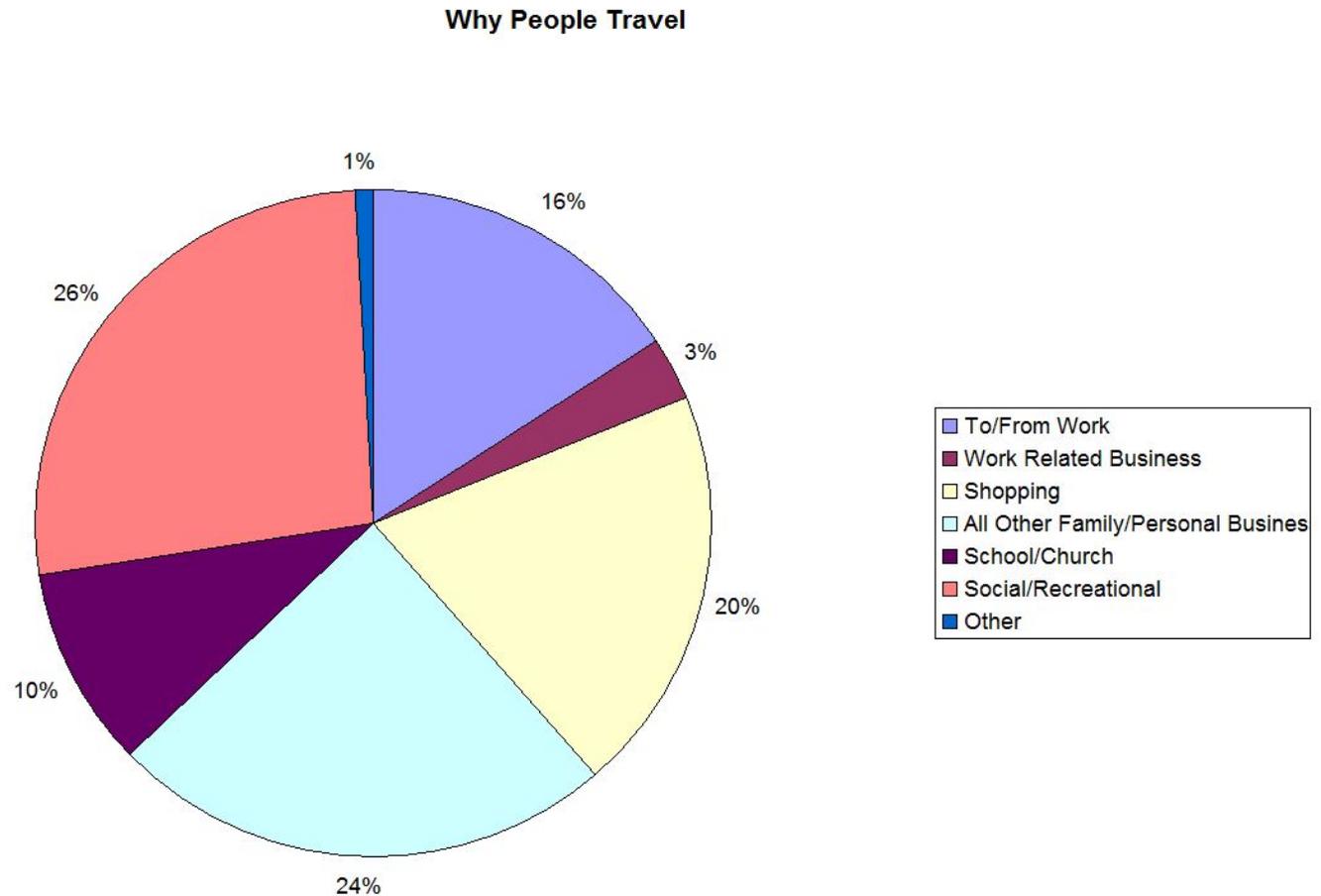
The next phase of Austin's infill growth will be in early suburban areas outside Austin's walkable core.

These are areas characterized by:

- ❑ Big commercial streets
- ❑ Large unwalkable blocks
- ❑ Few pedestrian amenities



80% of trips are non-work. Walking, biking in village centers has big congestion-reducing potential



National Highway and Transportation Survey (NHTS), 2001

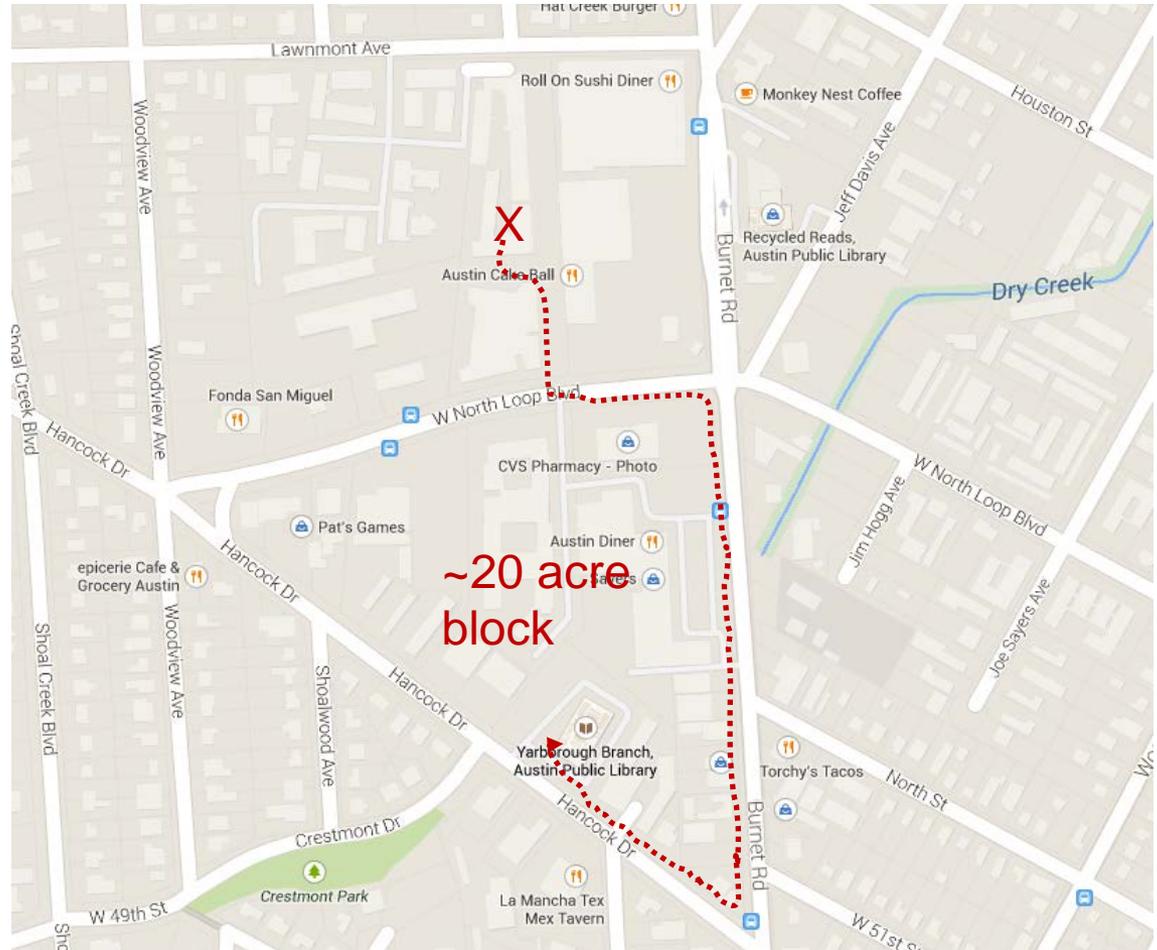
# Every trip we make involves choosing a means of travel

**Where: Near Burnet Rd @ North Loop**

**What: Go to the library**

**Probability that I will:**

- Walk: 5%
- Bike: 15%
- Ride bus: 0%
- Drive: 80%**



# Burnet Rd at North Loop Village Center

## Village Center

CONCEPT ONLY

### Key

-  Rapid Bus platform
-  "CodeNext" open space
-  "Parks & Creeks" open space
-  Creek
-  Transition
-  Pedestrian-friendly crossings



**Apartment**



**Library**



# Getting the open space in support of transit is hard, but strategic

## **CODENEXT:**

- Make sure new development near rapid transit includes deep plazas or malls, comfortable pedestrian access not just on the busy corridor

## **WATERSHED PROTECTION:**

- Revise creek trails ordinance so that smaller creeks in growth zones have sufficient set-back, floodplain requirements to enable trails

## **PARKS:**

- Use “parkland dedication” to require open space near rapid transit for large developments
- Use land banking to buy strategic open space whenever you can, even if you won’t need it until later
- Increase capital and maintenance budgets for pocket parks
- Explore public-private options. Corporate sponsorship can’t be off the table.