



# AUSTIN STRATEGIC MOBILITY PLAN

Urban Transportation  
Commission – 06.14.16

Austin Transportation Department



# Agenda

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- Strategic Mobility Plan definition and goals
- Relationship to other plans
- Public Engagement
- Transportation Improvements
- Street Impact Fees
- Budget & Schedule
- Next steps

# Austin Strategic Mobility Plan

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- The Austin Strategic Mobility Plan will:
  - ▣ Update and replace the 1995 Austin Metropolitan Area Transportation Plan (Ord. No. 950309-G) which is attached to Imagine Austin
  - ▣ Expand the Imagine Austin vision into actionable mobility-related goals and objectives and be proposed as an amendment to the transportation element of Imagine Austin
  - ▣ Pull multiple concurrent mobility programs and plans into one comprehensive vision and apply an integrated approach to planning for all modes of our transportation network

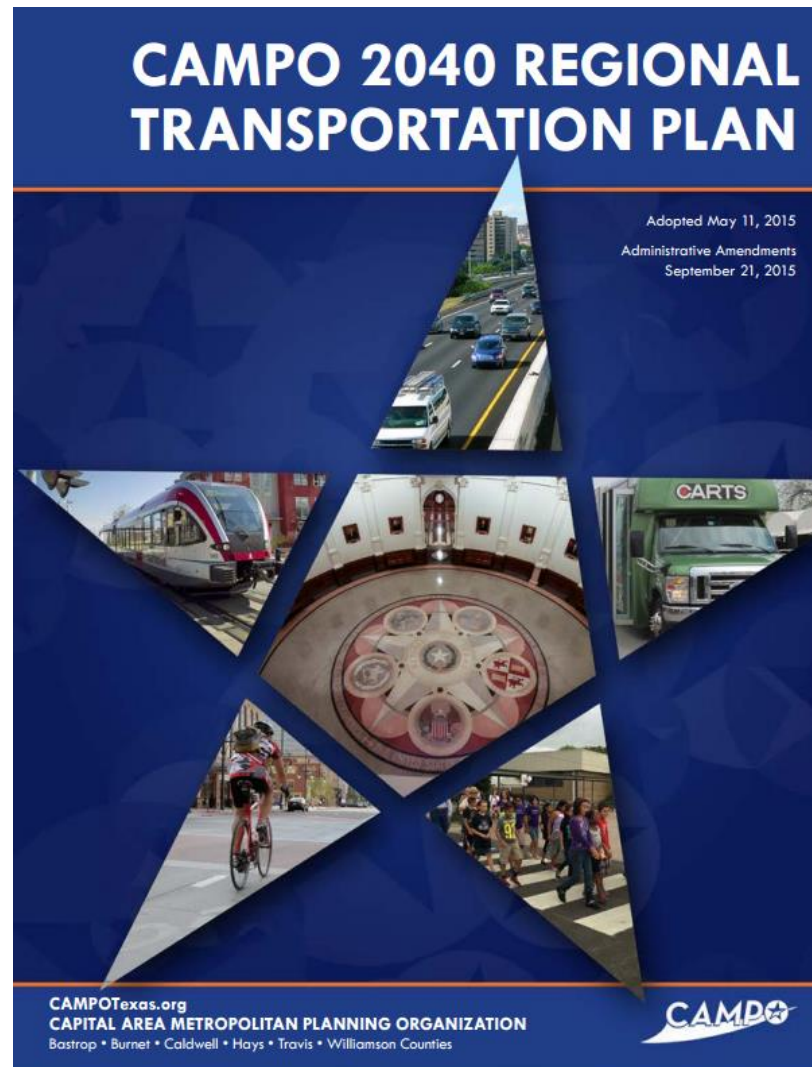
# Austin Strategic Mobility Plan

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- The Austin Strategic Mobility Plan will:
  - ▣ Approach transportation access and mobility as essential to quality of life for Austin residents
  - ▣ Add performance measures that will track the City's progress and ensure accountability
  - ▣ Consider technological advances shaping the 21<sup>st</sup> century transportation network
  - ▣ Identify ways to improve efficiencies in our existing system, manage demand, and strategically add capacity in all modes
  - ▣ Provide base data for the creation of a City of Austin Street Impact Fee program

# Relationship to Regional Planning

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# Relationship to Local Planning

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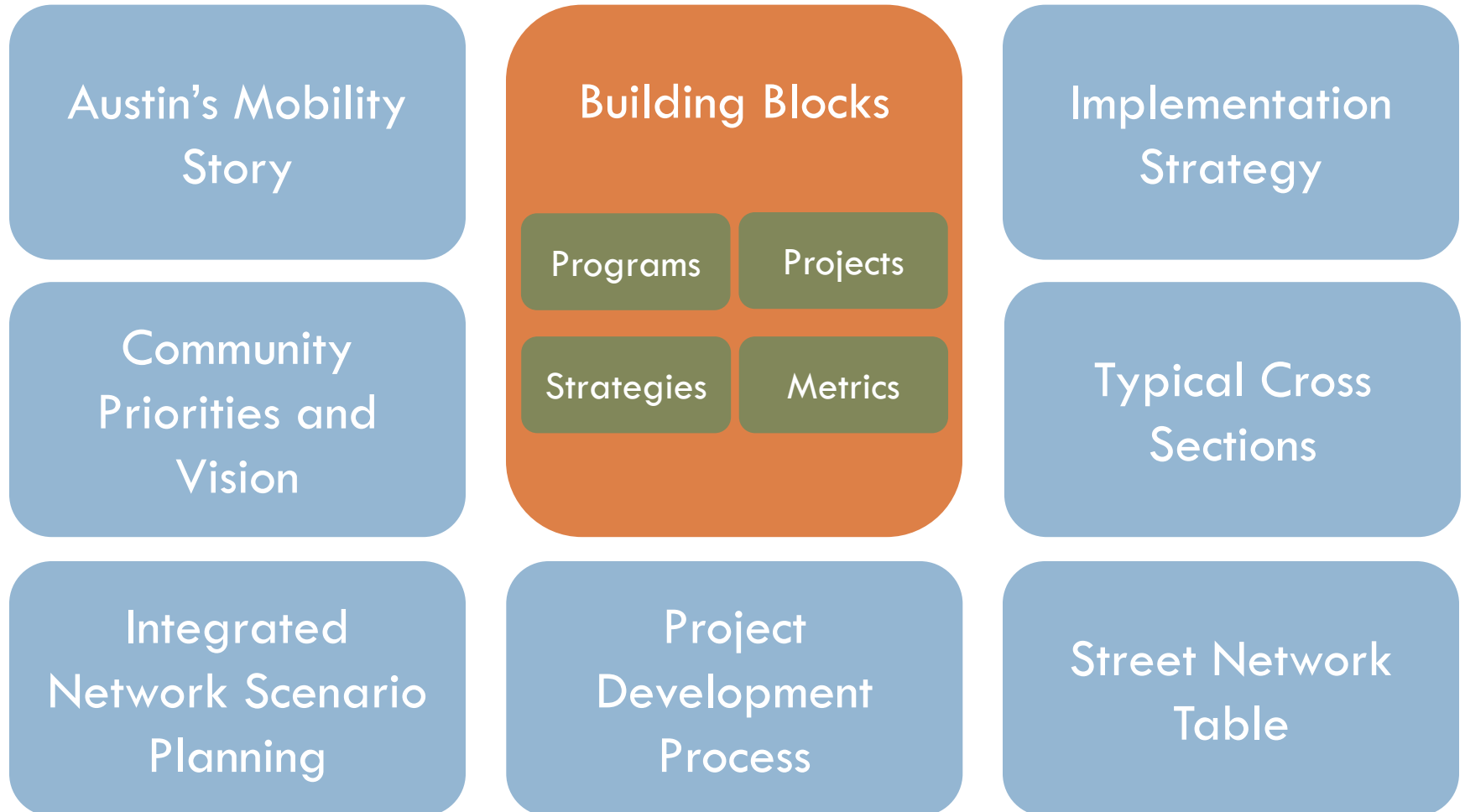
# The Timing is Right...

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- ▣ Updated comprehensive plan
- ▣ Sharing of Knowledge
  - ▣ Move Seattle
  - ▣ LA Mobility Plan 2035
  - ▣ Go Boston!
  - ▣ Move DC!
  - ▣ San Antonio Multimodal Transportation Plan
- ▣ Enhanced focus on Transportation Demand Management
- ▣ Need to plan for emerging innovations
- ▣ Regional partners' current planning efforts
- ▣ Data capabilities

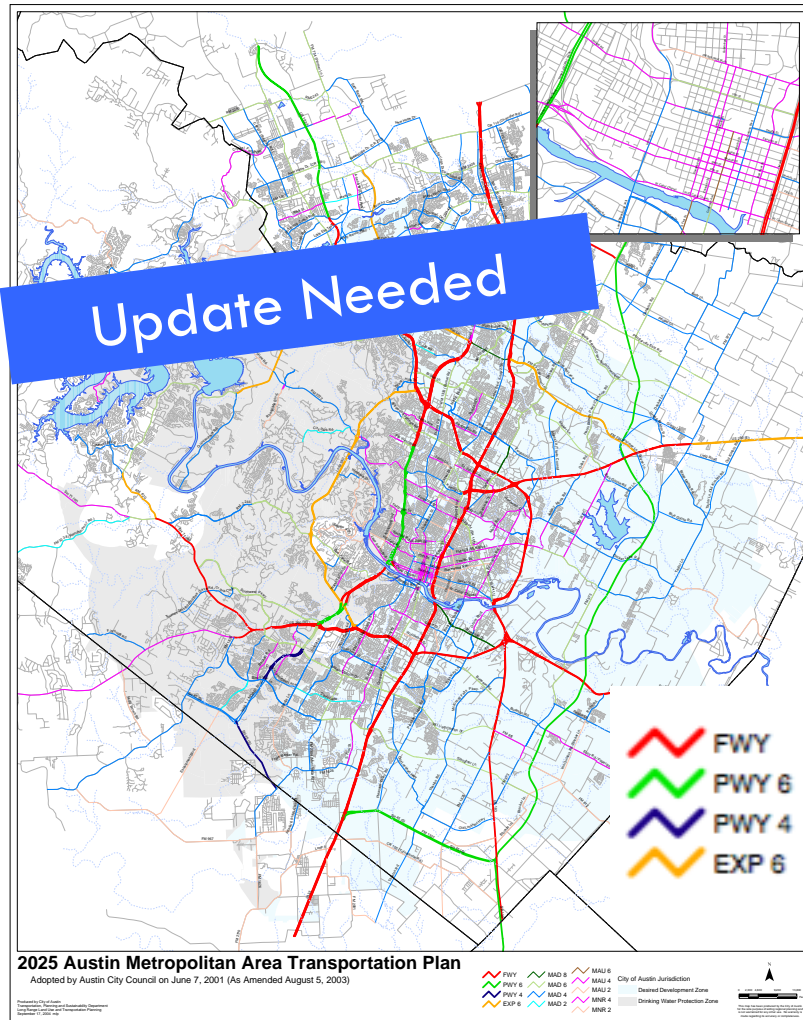
# Components of the Strategic Mobility Plan

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# Current Transportation Plan



**A** - Austin  
**M** - Metropolitan  
**A** - Area  
**T** - Transportation  
**P** - Plan

# Street Network Table

CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN

Adopted June 7, 2021

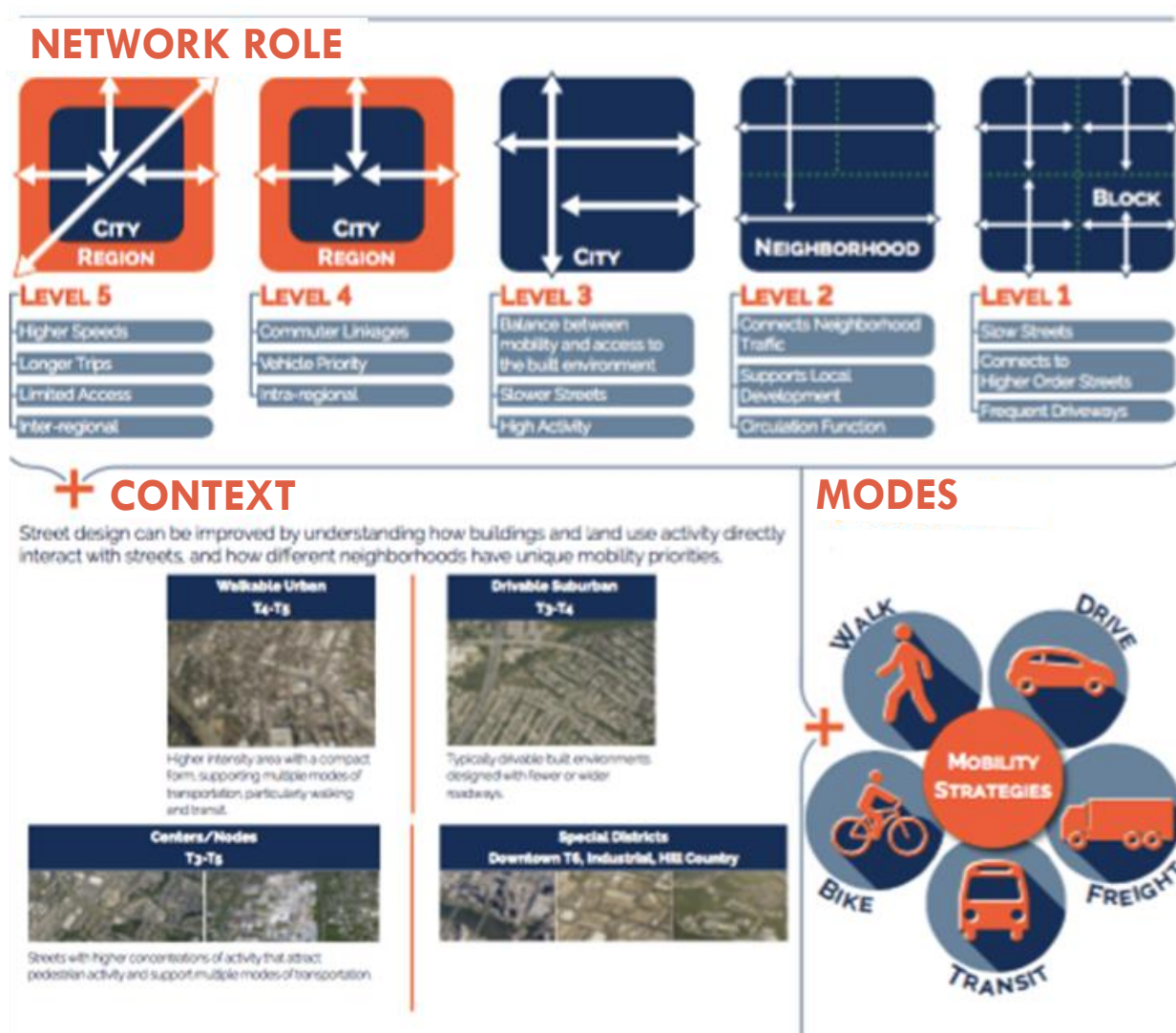
Last Amended August 5, 2024

Unshaded		Desired Development Zone		Drinking Water Protection Zone		Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility	Remarks	Portions in BSEA Recharge Zone	Portions in BSEA Contributing Zone	Portions in NEA Recharge Zone
PROPOSED 2025 AMATP ROADWAY PLAN TABLE						*GIS Estimate	ROW MIN	ROW MAX							
ROADWAY	SEGMENT	Existing 1997	2025 AMATP	Required ROW											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	
IH 35 National Highway System	CR 111 - FM 3406	FWY 4	FWY 6					LOW							
	FM 3406 - RM 620	FWY 6	FWY 6/HOV					LOW							
	RM 620 - SH 45 (N)	FWY 6	FWY 6/HOV					LOW							
IH 35 National Highway System											TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS Recommend compliance with US Fish & Wildlife Service guidelines & standards (Attachment 1) to ensure non-degradation and water quality protection. Recommend compliance with TNRC Edwards Rules 30 TAC 213				
			FWY 6/HOV	400	300			LOW		wo/15				X	
	Parmer Ln. - Rundberg Ln.	FWY 6	FWY 6/HOV	400	<350	200	350	LOW		wo/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS				
	Rundberg Ln. - US 183 (N)	FWY 6	FWY 6/HOV	400	<300	200	300	LOW		wo/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS				
	US 183 (N) - US 290 (E)	FWY 8	FWY 8/HOV	400	300			LOW		wo/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS				
						Existing ROW			Area Environ Sensitivity		CAMPO Bike Route Sys		Austin Bike Plan Rec Facility		
						*GIS Estimate	ROW MIN	ROW MAX							

Update Needed

# Street Network Table

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# Public Engagement

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Your  
Ideas?



# Strategic Mobility Plan Process and Timeline

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2016

“Getting  
the Word  
Out”

Hire  
Consult-  
ant

Vision &  
Goals

2017

Analysis  
&  
Scenario  
Planning

Draft  
Network  
&  
Recomme-  
ndations

Projects  
&  
Funding

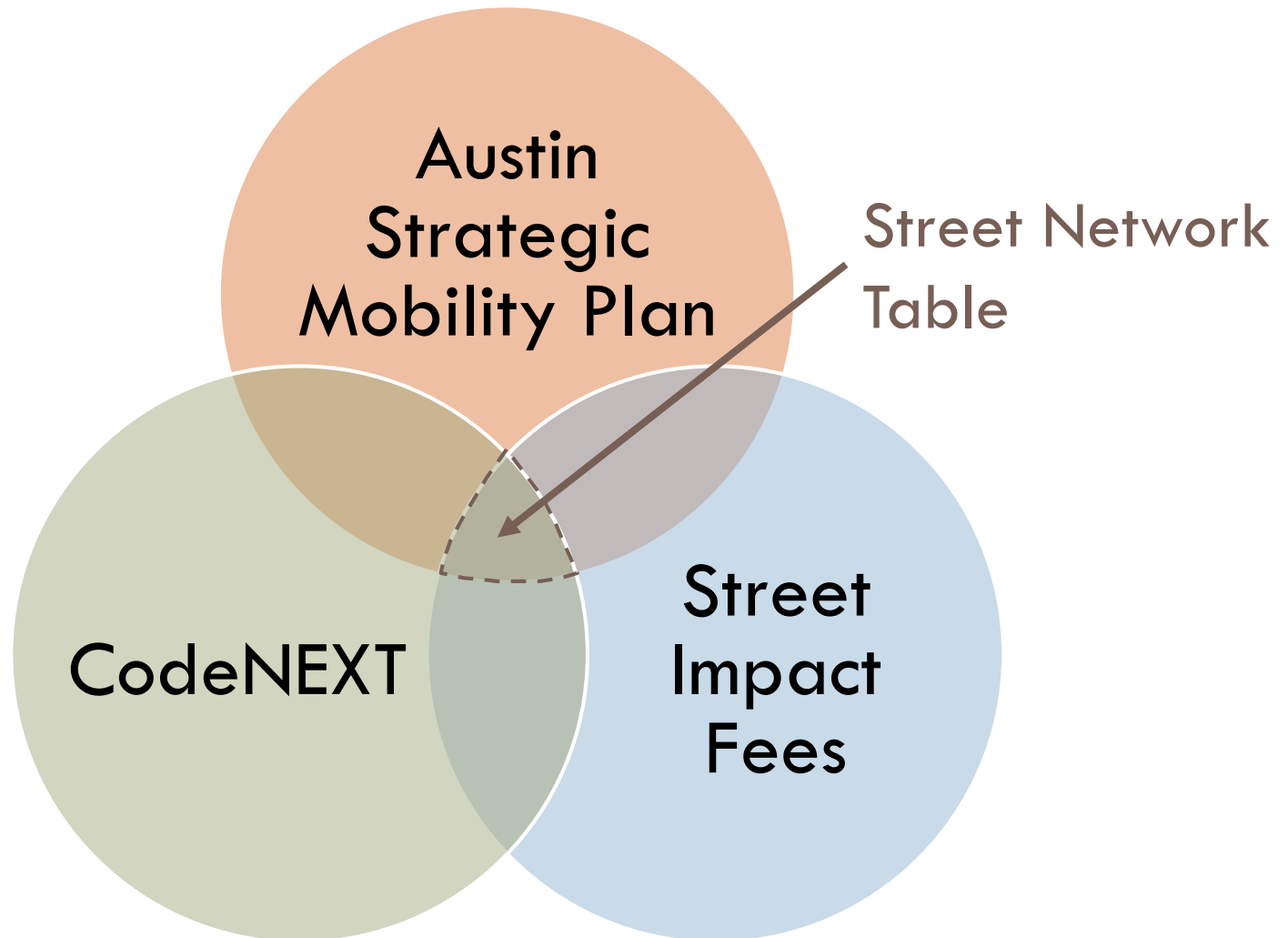
2018

Plan  
Adoption

Public Engagement

# Transportation Improvements

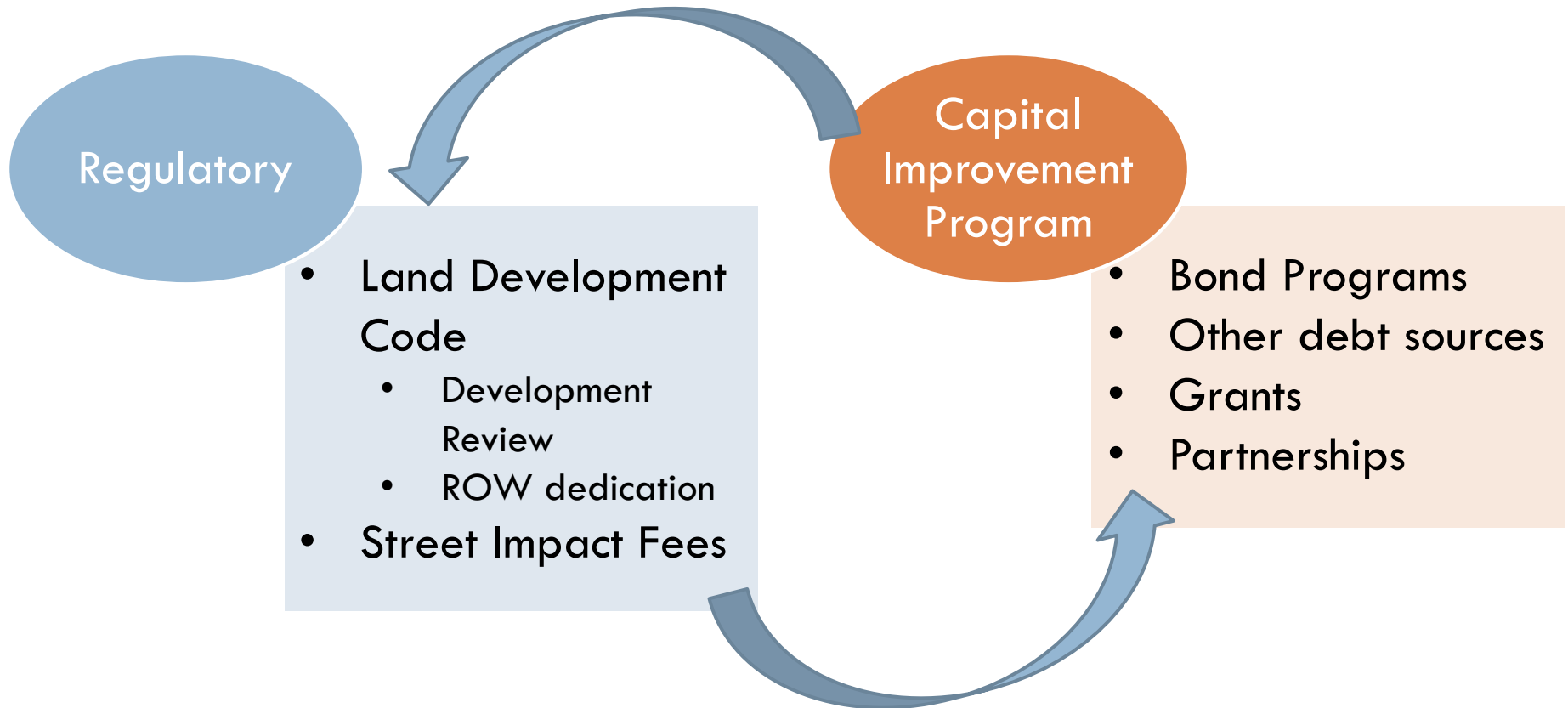
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# Implementation Tools

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# Street Impact Fees

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## □ Impact Fee Definition

“Charge or assessment imposed...against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development.”

Source: Local Government Code, Chapter 395

# Street Impact Fees

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- Governed by Chapter 395 of the Texas Local Government Code (1987)
  - ▣ Water, Wastewater, Roadway, and Drainage impact fees allowed in Texas
  - ▣ Capacity-related costs (i.e. no public art, streetscape elements, expensive illuminations, etc.)
  - ▣ Recover infrastructure costs for future development
  - ▣ Subject to 'Rough Proportionality'

# Street Impact Fees

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- Impact Fee Calculation considers:
  - ▣ 10 year growth horizon
  - ▣ Proportional share of capacity needed for growth
  - ▣ Adopted Capital Improvements Plan
  - ▣ Future Land Use Plan
- Impact fee calculations updated every 5 years

# Street Impact Fees

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## □ Checks & Balances

### ▣ Licensed Professionals Prepare

- Capital Improvements Plan
- Land Use Assumptions
- Maximum Assessable Impact Fee Calculations

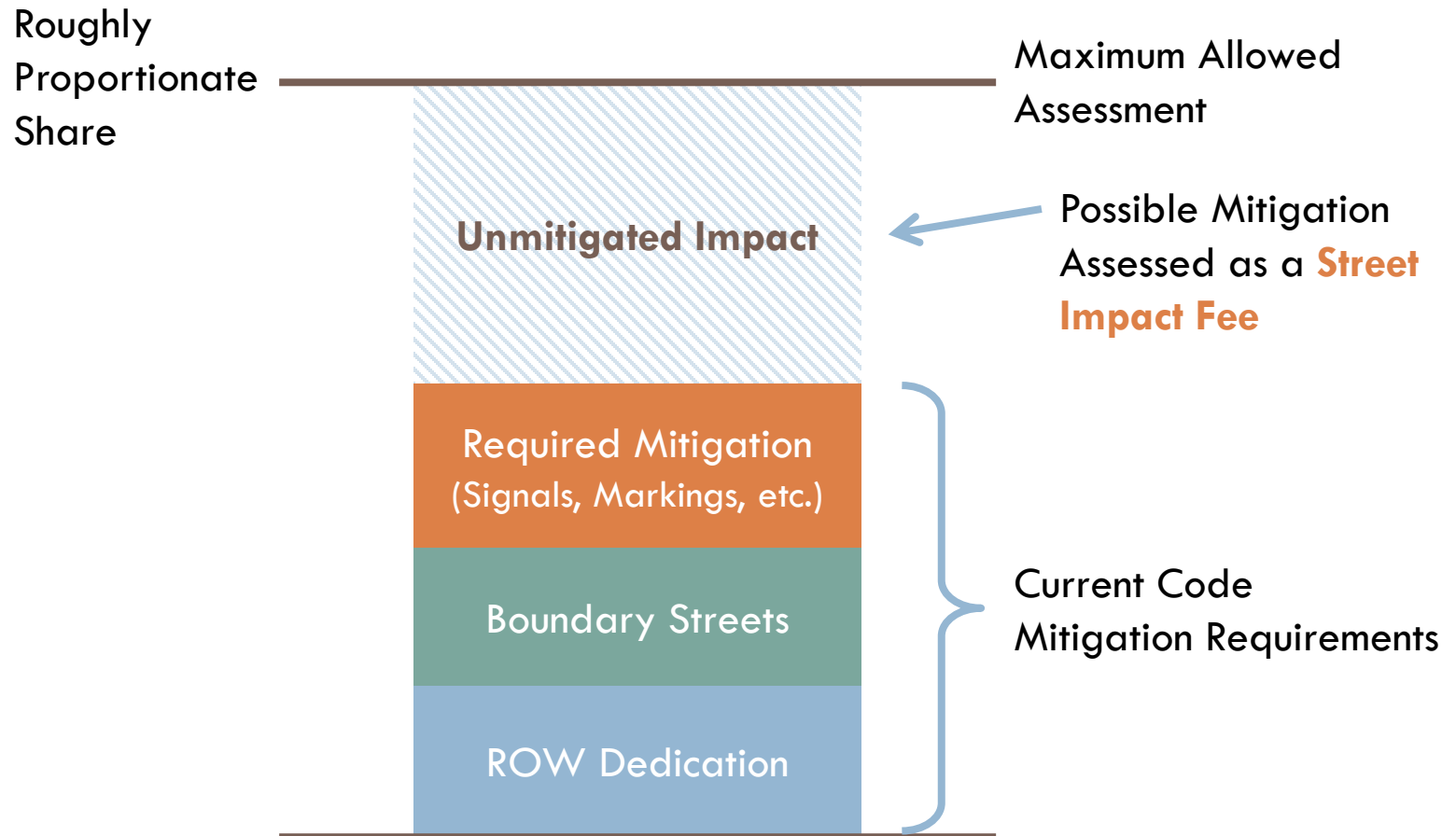
### ▣ Public Hearing Required

- Capital Improvements Plan
- Land Use Assumptions

### ▣ Impact Fee Advisory Committee required

# Street Impact Fees – Relationship to Other Mitigation Tools

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# Budget and Deliverables

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## \$2M Approved in ATD's FY 2015-16 Budget

Austin Strategic Mobility  
Plan

Policy Document

Street Network Table

Transportation Criteria  
Manual update framework

Public Information &  
Engagement

Street Impact Fees

Demand Projections

Capital Improvements Plan

Financial Analyses

Public Information &  
Engagement

# Next Steps

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Austin Strategic Mobility Plan	Street Impact Fees
March: “Getting the Word Out” and Scope development	March: RFQ Solicitation
March/April: Boards and Commissions Project Status Briefings	
March - May: Consultant Procurement	May 9: Mobility Committee consultant selection briefing
June 23: Request for Council Action	June 9: Request for Council Action

# Questions

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