

Austin City Council
Mobility Committee
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Code Prescription: Mobility

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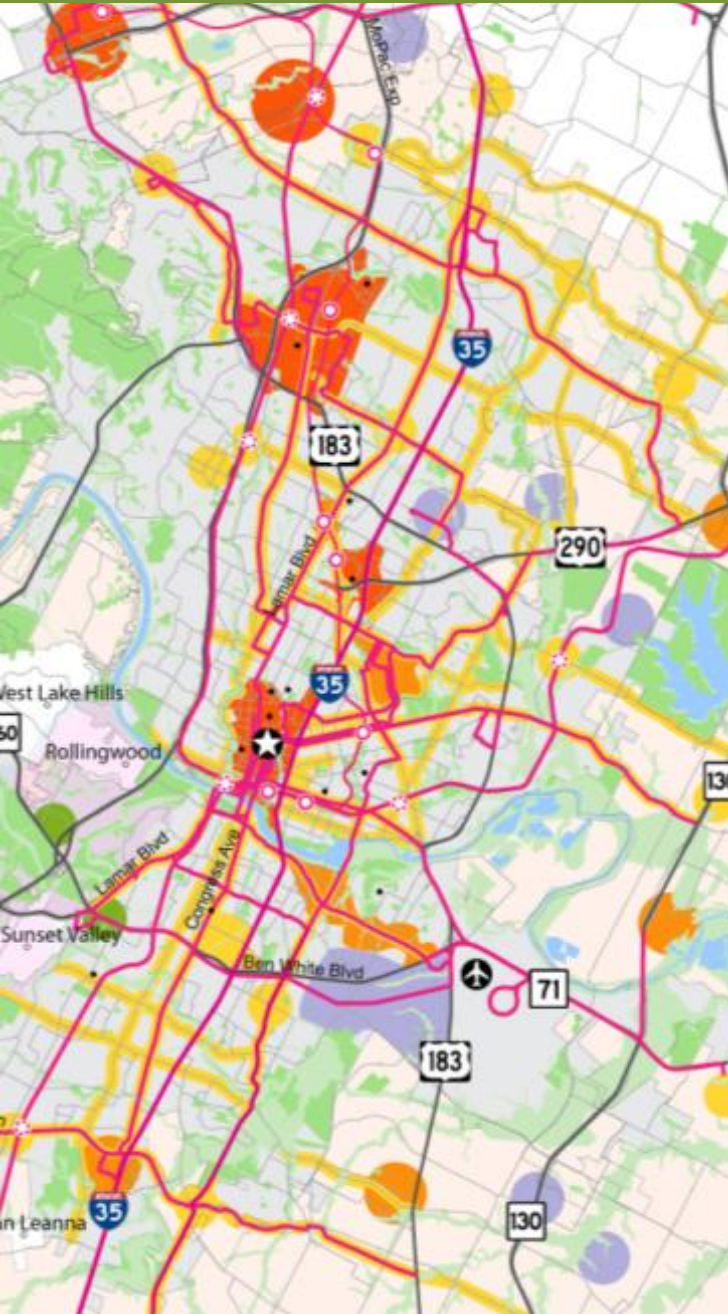
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What we will cover

1. Purpose of Code Prescription
2. Tools to Address Mobility
3. Options for Sidewalks
4. Improvements to Traffic Impact Analysis
5. Safety and Street Design
6. Address Parking
7. How mobility options affect Affordability

Moving toward becoming more multimodal



Imagine Austin Growth Concept Map:

- Promotes a compact and connected city
- Focuses new development in corridors and centers accessible by walking, bicycling, transit, and cars

Change from auto-centric to multimodal

Network design

- Connectivity requirements
- Implementation of Corridor Mobility Reports, Bike, Sidewalk, and Urban Trail Master Plans throughout development process



Change from auto-centric to multimodal

Sidewalk connectivity and quality

- Close loopholes
- Minimize driveway cuts through shared access
- Trigger connectivity requirements with remodels, not just redevelopment
- Fee-in-lieu vs. construction requirement



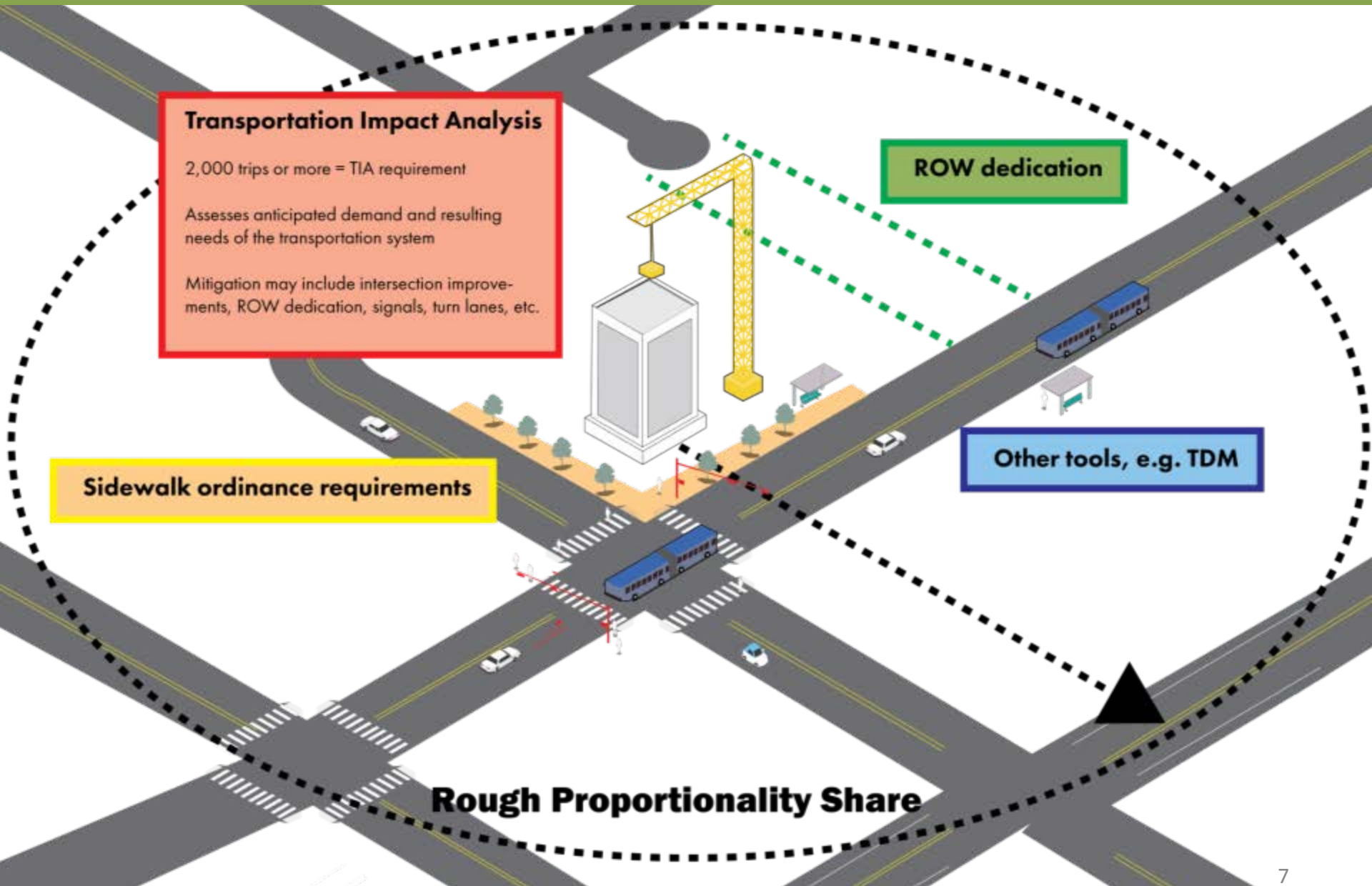
Account for the cost of growth

Transportation Impact Analysis

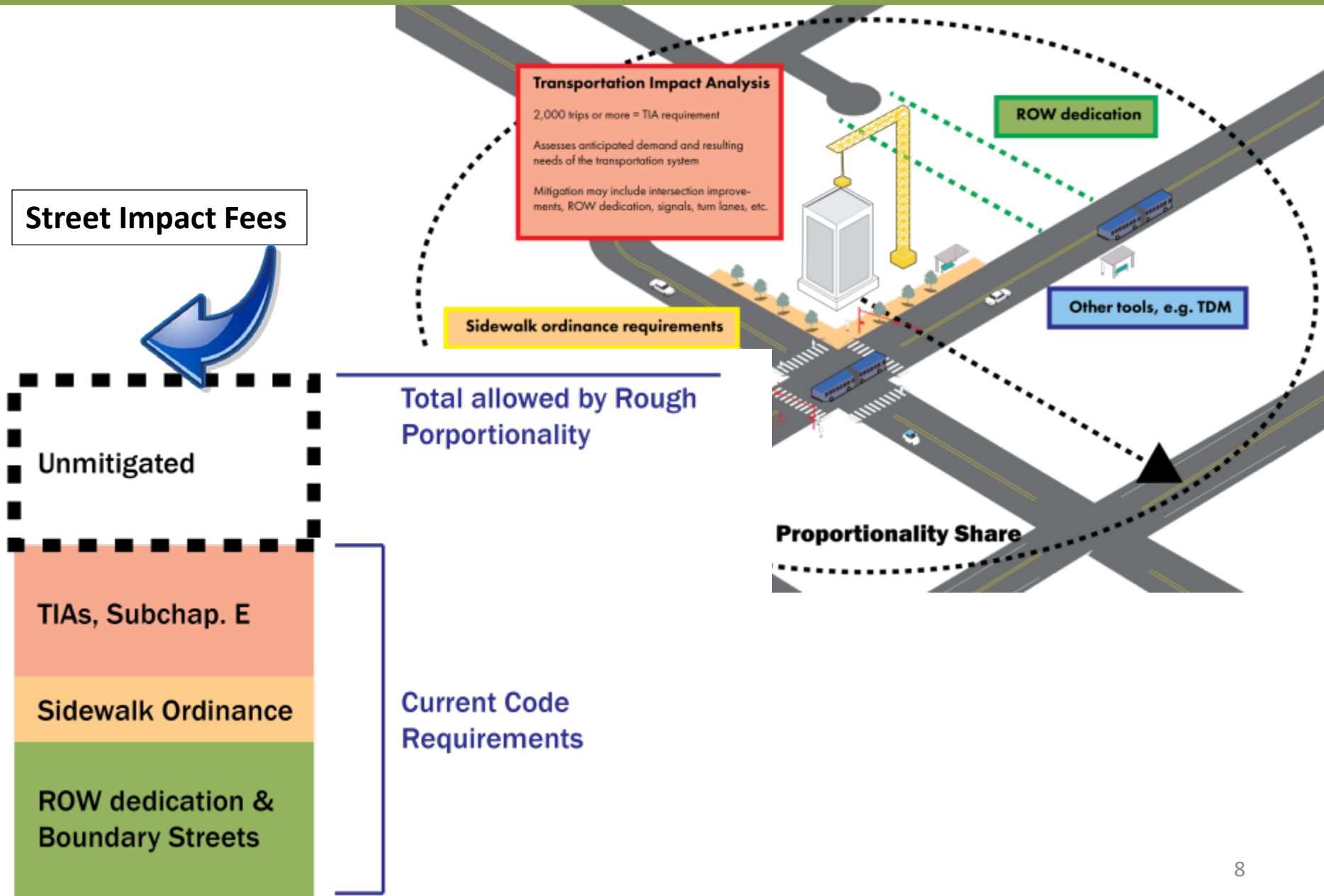
- Context-sensitive
- Multimodal
- Looking at best practices



Account for the cost of growth



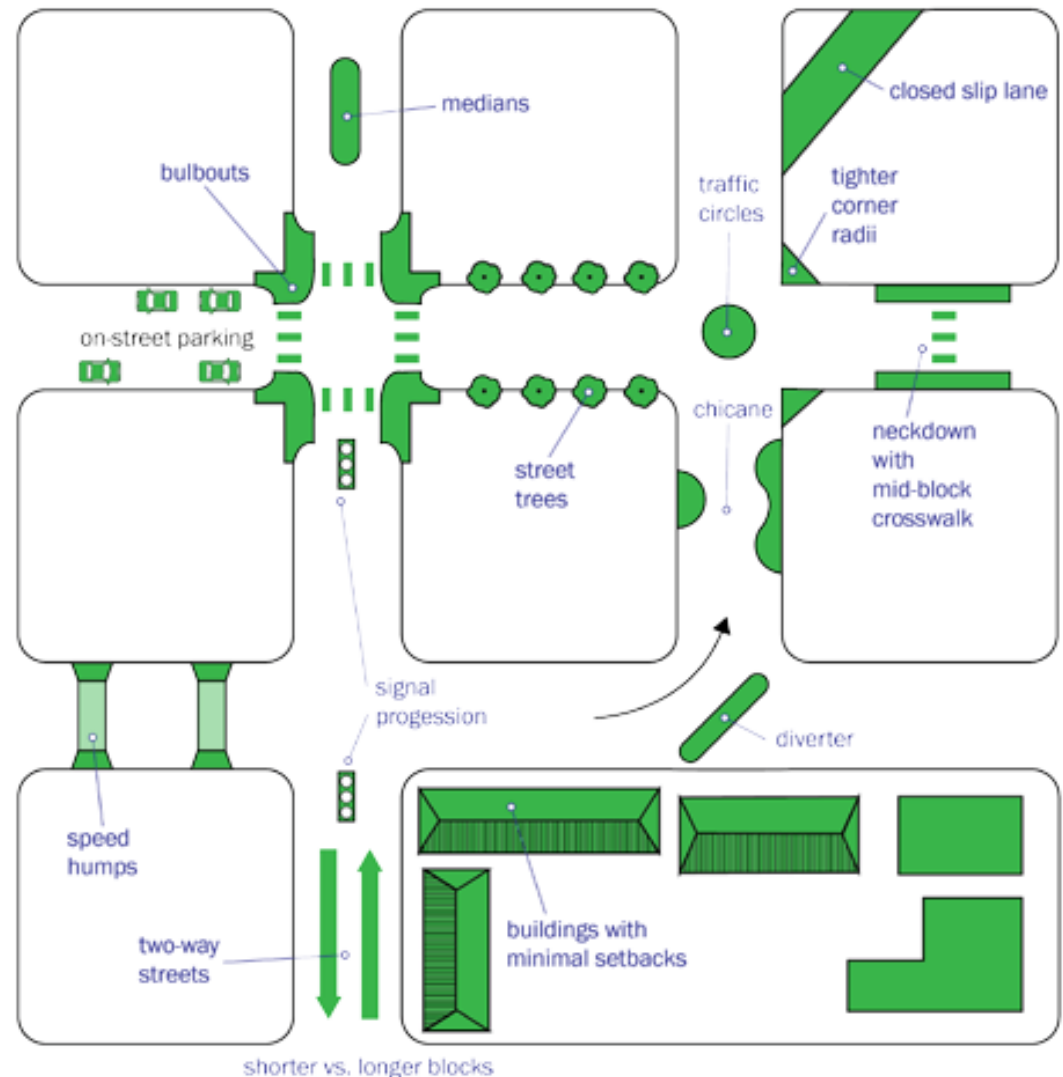
Account for the cost of growth



Improve safety

Code for walking, bicycling, & transit

- Mix of uses, connectivity, transit-supportive densities reduce driving & contribute to “safety in numbers”



Address parking

1. Context-sensitive requirements

- Consolidate parking requirements
- Eliminate minimums and establish maximums in more intensive districts

2. Smart, shared parking

- Make sharing easier
- Rework RPP and build on the Parking and Transportation Management District

3. Transportation Demand Management

4. Paid parking

- In higher intensity districts, this can reduce parking demand and make walking, biking, and transit more attractive

Increase household affordability

Density bonuses

- Density bonuses for affordable housing along transit corridors in targeted areas



Increase household affordability

Unbundling parking from housing costs

For example, this apartment rents with 2 parking spaces:

Rent: \$1000

Cost per parking space: \$75

Total cost: \$1150

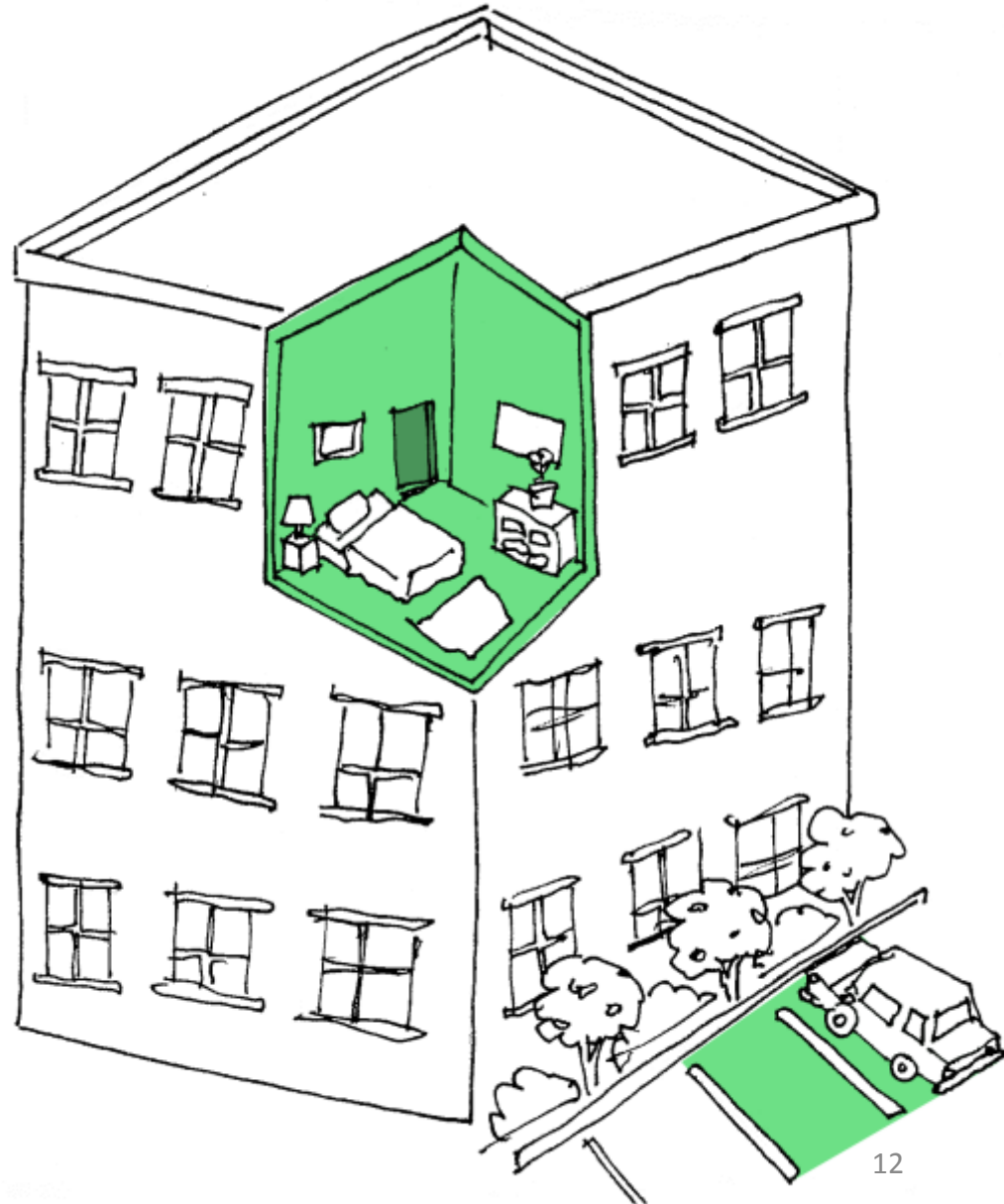
However, this household only has 1 car, so they pay for a space they don't use.

Unbundling rent from parking results in:

Rent: \$1000

Parking: \$75

Total cost: \$1075



Questions?

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