



# AUSTIN STRATEGIC MOBILITY PLAN

Commission on Seniors  
12.14.16

Austin Transportation Department



# Why do we need a new Strategic Mobility Plan?



**USA TODAY**  
A GANNETT COMPANY

NEWS SPORTS LIFE **MONEY** TECH TRAVEL OPINION 72° CROSSWORDS YOUR TA

**LIVE STREAM** Large crowd marching through Baltimore streets | Live Video

## Ten cities with the worst traffic

**4. Austin**

- > Congestion score: 20.7
- > Population density: 406.7 people per sq. mile (70th highest)
- > Average commute time: 25.8 minutes (45th highest)
- > Pct. driving to work: 85.8% (47th lowest)

No metro area with more than a million residents had a greater percentage increase in population from July 1, 2011, and July 1, 2012, than Austin's 3% growth, according to the [Austin Statesman](#). This is hardly news for the area, which has expanded rapidly for more than a decade and, like much of the state, has been unable to expand transportation infrastructure to handle this growth. In 2012, Austin was one of four metro areas with an INRIX index score higher than 20, well above the 6.6 score for the U.S. overall. It was also one of just six large metro areas in which the INRIX index score worsened compared to the year before.



**TIME** Subscribe

To see how U.S. cities stack up, check out

1. Los Angeles
2. Honolulu
3. San Francisco
4. Austin
5. New York
6. Bridgeport, Conn.
7. San Jose
8. Seattle
9. Washington, D.C.
10. Boston



**AUSTIN  
BUSINESS JOURNAL**

## Austin traffic ranks among worst in America, report shows

Jun 5, 2014, 7:52am CDT



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**Michael Theis**  
Digital Editor-  
*Austin Business Journal*



# Why do we need a new Strategic Mobility Plan?

## IMAGINE AUSTIN TRANSPORTATION VISION STATEMENT: AUSTIN IS MOBILE AND INTERCONNECTED

Austin is **accessible**. Our transportation network provides a wide variety of **options** that are efficient, reliable, and cost-effective to serve the diverse needs and capabilities of our citizens. Public and private sectors work together to **improve air quality** and **reduce congestion** in a collaborative and creative manner.

- Interconnected development patterns support **public transit** and a variety of **transportation choices**, while reducing sprawl, congestion, travel times, and negative impacts on existing neighborhoods.
- Our **integrated transportation system** is well-maintained, minimizes negative impacts on natural resources, and remains affordable for all users.
- Austin promotes **safe** bicycle and pedestrian access with well-designed routes that provide **connectivity** through the greater Austin area. These routes are part of our comprehensive regional transportation network.

# Austin Strategic Mobility Plan

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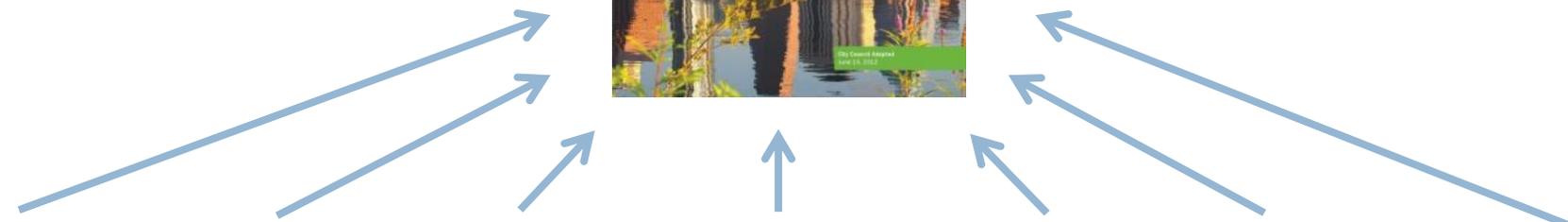
The **Austin Strategic Mobility Plan (ASMP)** will update the Austin Metropolitan Area Transportation Plan (AMATP), which was adopted in 1995 and has not been updated to reflect the vision of *Imagine Austin*.

The **ASMP**:

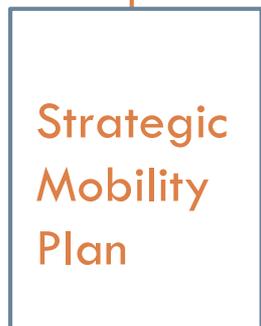
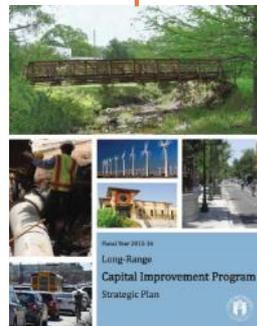
- Covers a 10+ year timeframe
- Will update and define our City transportation needs, allowing us to take advantage of **funding opportunities** as they arise
- Will pull multiple mobility programs and plans into an integrated approach to planning for **all transportation modes**
- Will provide a comprehensive vision and the strategies, programs, projects, and metrics needed to create a safe and efficient **21<sup>st</sup> century transportation network**.

# Relationship to Local Planning

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Priority Programs

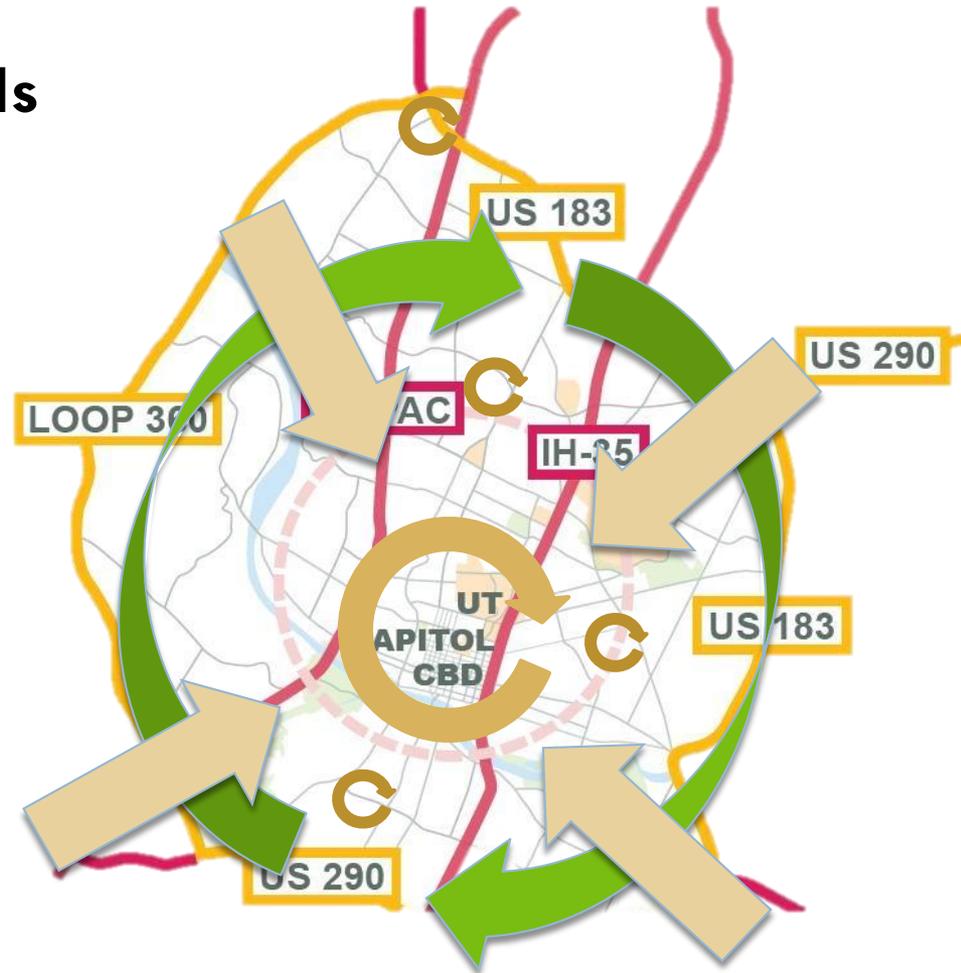


# Austin Strategic Mobility Plan

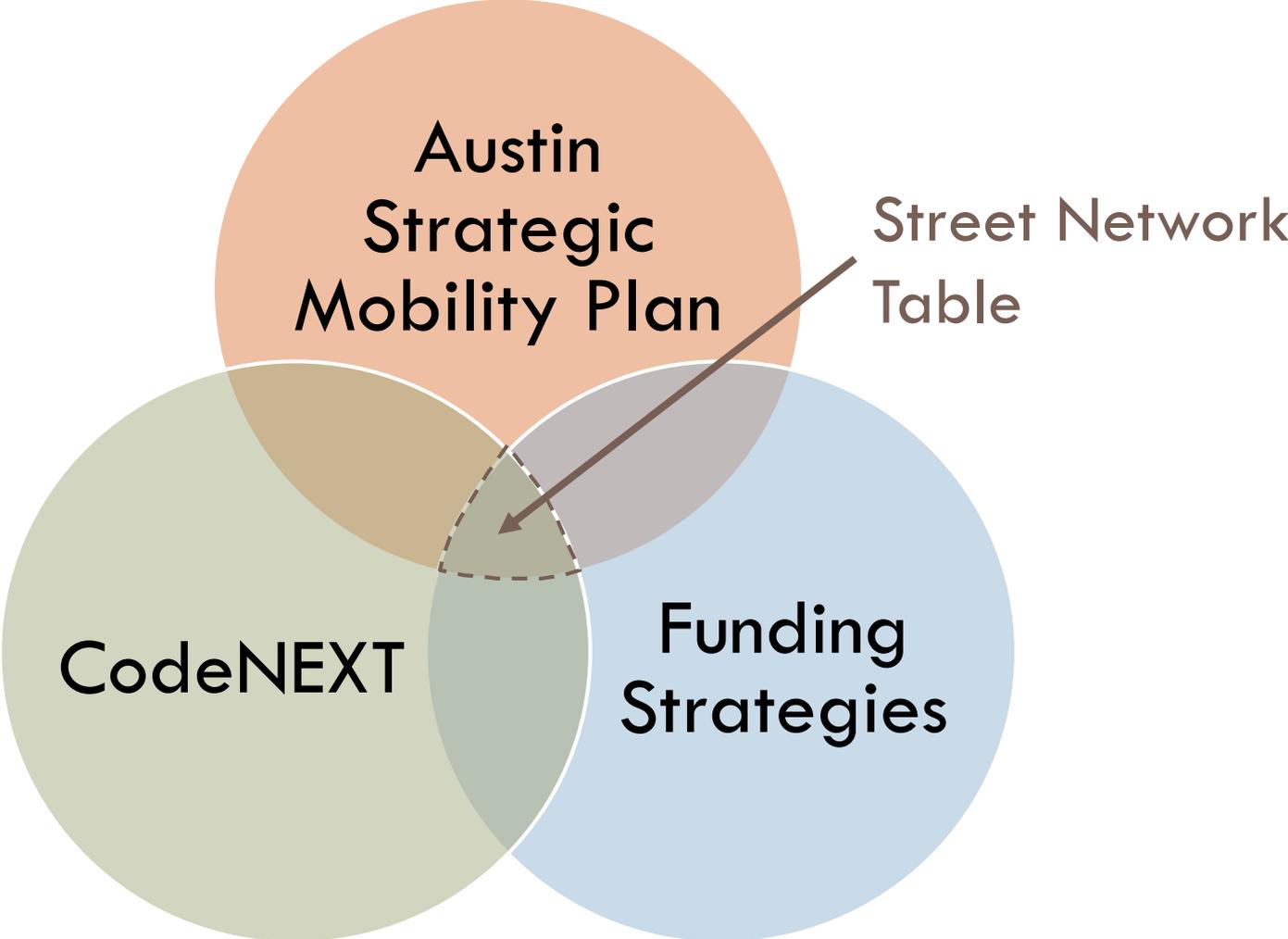
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## Three overarching travel needs the ASMP will address:

- Through and around
- In and out of the core
- Within activity centers and neighborhoods



# Relationship to CodeNEXT



# Street Network Table

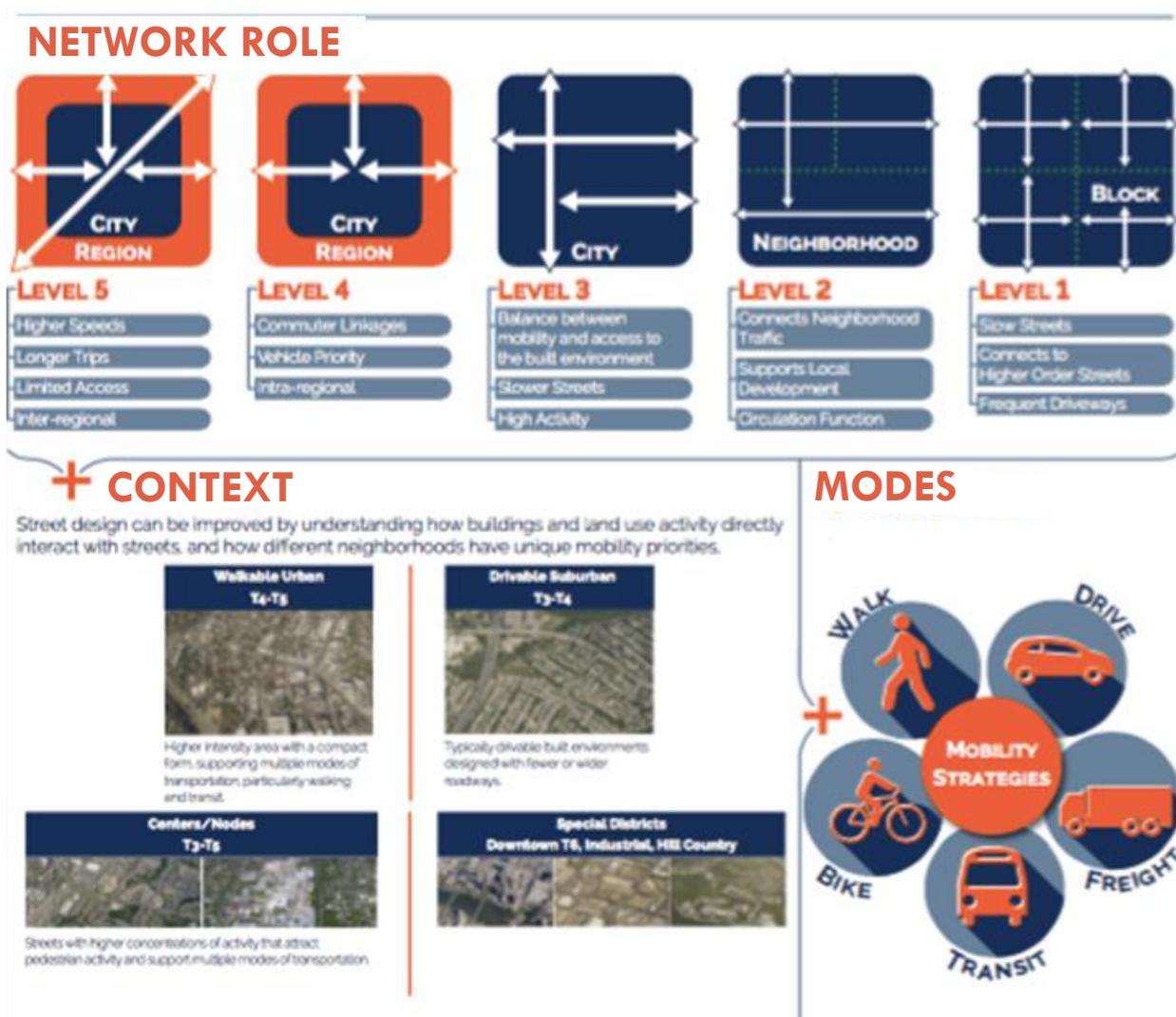
CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN  
 Adopted June 7, 2021  
 Last Amended August 5, 2024

Unshaded		Desired Development Zone		Existing 1997	2025 AMATP	Required ROW	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	
Drinking Water Protection Zone		PROPOSED 2025 AMATP ROADWAY PLAN TABLE					*GIS Estimate	ROW MIN	ROW MAX								
ROADWAY	SEGMENT	3	4				5	6	7								8
IH 35	CR 111 - FM 3406	FWY 4	FWY 6						LOW								
National Highway System	FM 3406 - RM 620	FWY 6	FWY 6/HOV						LOW								
	RM 620 - SH 45 (N)	FWY 6	FWY 6/HOV						LOW								
IH 35		FWY 6	FWY 6/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. 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 215.				X	
National Highway System	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.					

**Update Needed**

Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility
			*GIS Estimate	ROW MIN	ROW MAX			

# Street Network Table



# Components of the Strategic Mobility Plan

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Austin's Mobility  
Story

Transportation  
Scenario  
Modeling

Implementation  
Strategy

Community  
Priorities and  
Vision

Street Network  
Table

## Outcomes

Programs

Projects

Policies

Metrics

# Public Engagement



# Integrated Planning Approach



# Project Connect

## What is Project Connect?

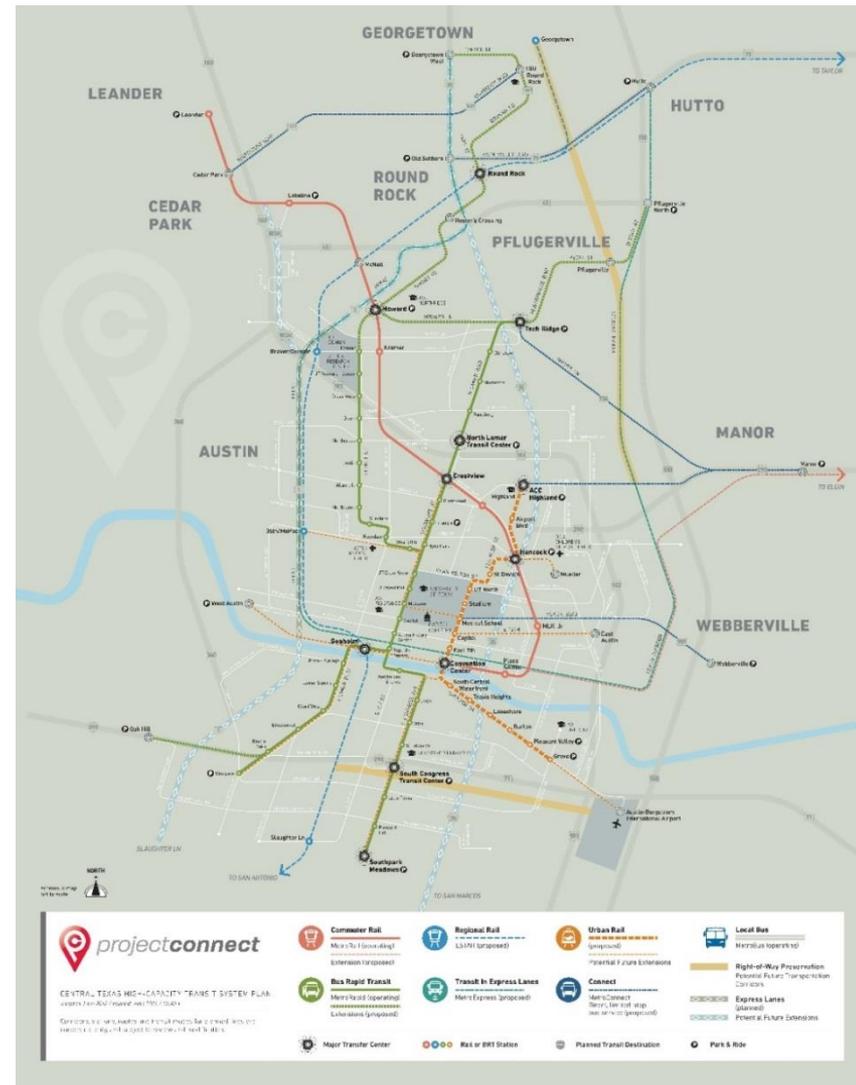
- Central TX regionally adopted High-Capacity Transit Plan (2012)

## What are We Doing?

- Refine Project Connect Plan

## Why?

- Select new transit solutions for access into, out of, & within central Austin



# Coordination

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Sep '16 ———> Dec '16 | Jan '17 ———> Mar '17 ———> Aug '17 | Sep '17 ———> Jan '18

## PROJECT CONNECT

### BIG IDEAS, BOLD STARTS

Purpose & Need  
Goals & Objectives  
Draft Project &  
Corridor Inventory  
Draft Evaluation  
Criteria

Evaluation of  
Corridors/ Projects  
Preliminary Results

Community Outreach/  
Vetting of  
Recommendations

Confirm  
Recommended  
Corridors/ Projects

### REAL SOLUTIONS FOR REAL PROBLEMS

Define Corridor/ Project Alternatives  
(Alignments, Modes, Technologies,  
Stations, etc.)

Define Evaluation  
Criteria

PATH TO IMPLEMENTATION

TOUCHPOINTS

Establish  
Multimodal  
Community  
Advisory  
Committee

PC - ASMP  
Kick-off Workshop  
2/4/17

PC-ASMP  
Preferred Scenario  
Workshop

## AUSTIN STRATEGIC MOBILITY PLAN

Project Initiation  
"Getting the Word Out"

Establish Core Values  
Draft "Austin's  
Mobility Story" Report

Scenario Building  
and Evaluation  
- Mobility Indexing  
- Modeling  
- Spatial Analysis

Preferred Strategy  
- Identify Preferred  
Strategy  
- Develop Plan  
Elements  
- Project Prioritization  
Methodology

Project  
Prioritization  
Implementation  
Plan

Plan Review and  
Adoption

# Questions

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