



Austin Strategic Mobility Plan



Pedestrian Advisory Council| 05.01.17
Austin Transportation Department



Why do we need a new Strategic Mobility Plan?



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.

AUSTIN
BUSINESS JOURNAL

Austin traffic ranks among worst in America, report shows

Jun 5, 2014, 7:52am CDT



Michael Theis
Digital Editor-
Austin Business Journal

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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

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

Why do we need a new Strategic Mobility Plan?

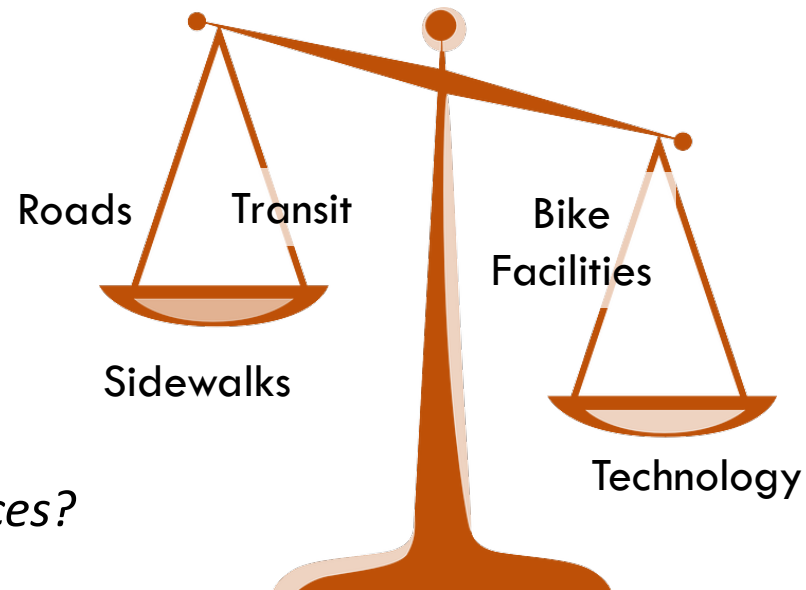
STATESMAN IN-DEPTH GROWING AUSTIN



JAY JANNER / AMERICAN-STATESMAN

Why do we need a new Strategic Mobility Plan?

More infrastructure needed
than funding available



How best to use limited resources?

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

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 **21st century transportation network**.

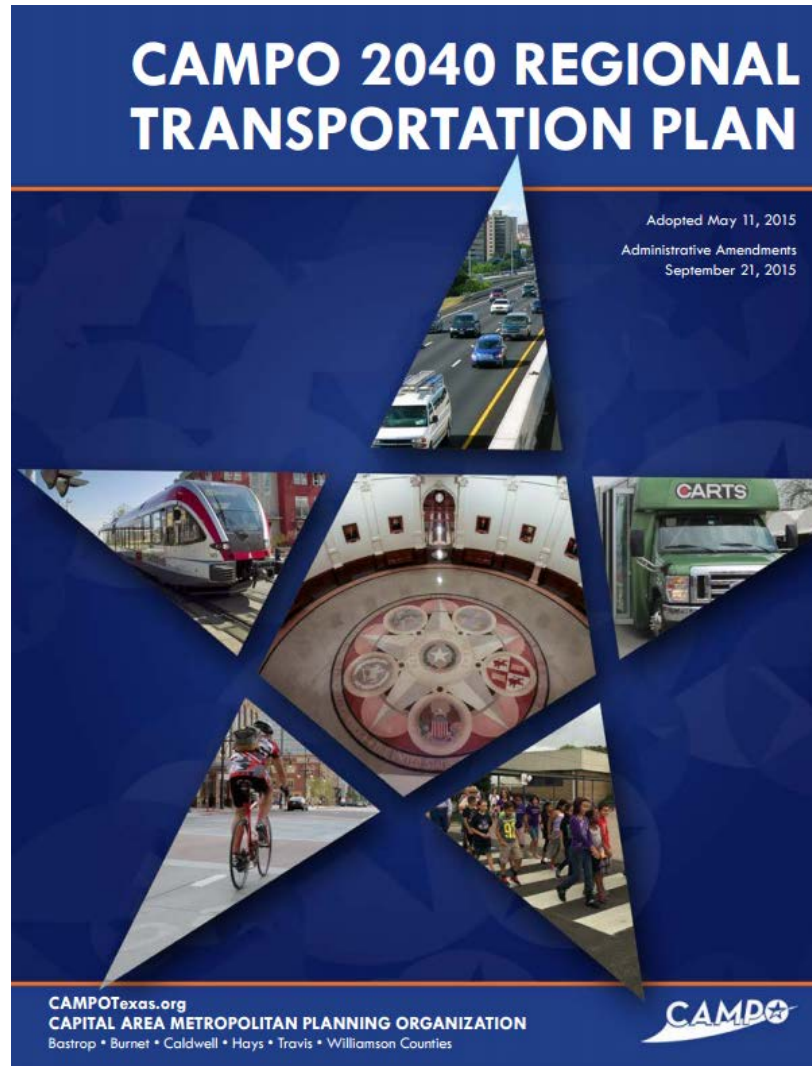
The Timing is Right...

- 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

Local Planning



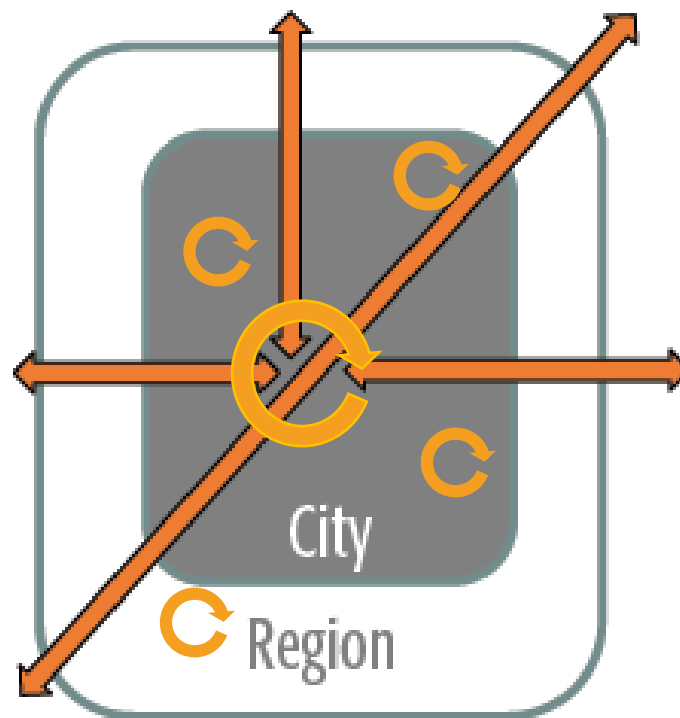
Regional Planning



Austin Strategic Mobility Plan

Three overarching travel needs the ASMP will address:

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



Mobility Considerations



Affordability



Innovation



Health & Safety



**Commuter
Delay**



**Economic
Prosperity**



Travel Choice



Placemaking



Sustainability

Mobility Considerations

Affordability



AFFORDABILITY

Lower the cost of living, working, and traveling in Austin.



Innovation



INNOVATION

Draw inspiration from forward-looking cities around the world, change the way we think about what's possible, and set an example for the rest of the Country.



Health & Safety



HEALTH & SAFETY

Protect Austinites by lowering the risk of travel-related injury and promoting public health.



Commuter Delay



COMMUTER DELAY

Reduce the amount of time workers spend traveling between home and work.



Mobility Considerations

Placemaking



PLACEMAKING

Build a transportation network that encourages social interaction through quality urban design, and connects users to the many places that make Austin unique.

Travel Choice



TRAVEL CHOICE

Promote a balanced transportation network and the ability to make informed choices based upon personal needs and preferences.

Economic Prosperity



ECONOMIC PROSPERITY

Promote future growth through strategic investments in transportation networks that meets the needs of the 21st century.

Sustainability



SUSTAINABILITY

Promotes integrated designs and quality additions to the built environment while reducing impacts and promoting efficient use of public resources.

Final Products

At the end of the ASMP process we will have:

- A Plan adopted by City Council, amending Imagine Austin
- A coordinated transportation strategy for all modes that supports the growth concept of Imagine Austin



Final Product

Modernized Street Network Table

CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN
Adopted June 7, 2001
Last Amended August 5, 2004

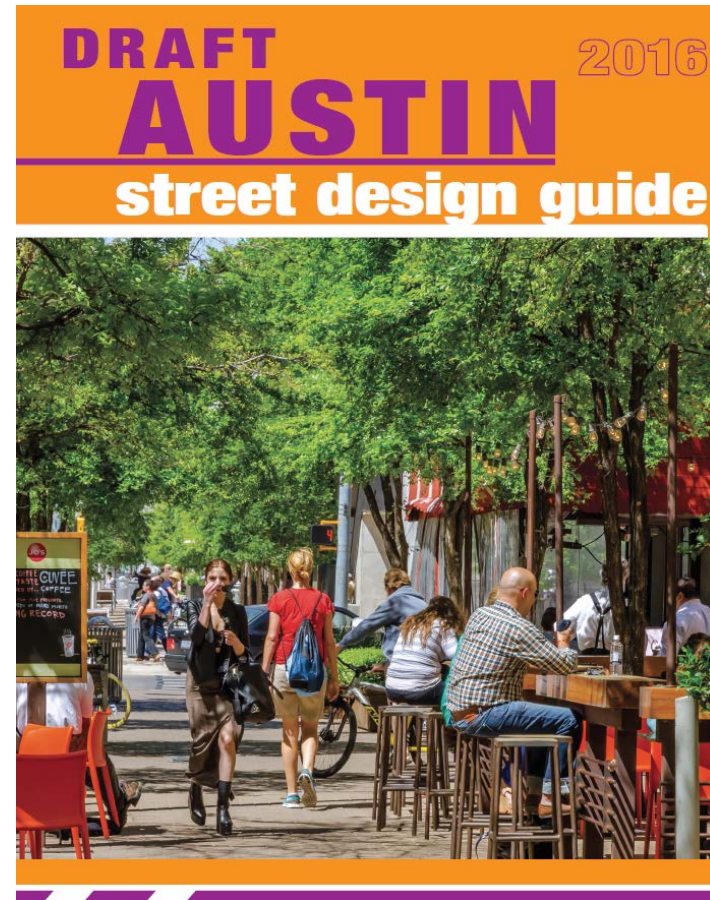
Unshaded		Desired Development Zone		Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility	Remarks	Portions in BSEA Recharge Zone	Portions in BSEA Contributing Zone	Portions in NEA Recharge Zone
PROPOSED 2025 AMATP ROADWAY PLAN TABLE		Drinking Water Protection Zone					*GIS Estimate	ROW MIN	ROW MAX							
ROADWAY	SEGMENT															
1	2												12	13	14	15
IH 35	CR 111 - FM 3406			FWY 4	FWY 6					LOW						
National Highway System	FM 3406 - RM 620			FWY 6	FWY 6					LOW						
	RM 620 - SH 45 (N)			FWY 6	FWY 6					LOW						
				FWY 6	FWY 6/40V	400	300			LOW		wc/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 TNRCC Edwards Rules 30 TAC 213.			X
	Inter Ln. - Rundberg Ln.			FWY 6	FWY 6/40V	400	<350	200	350	LOW		wc/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			
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Update Needed

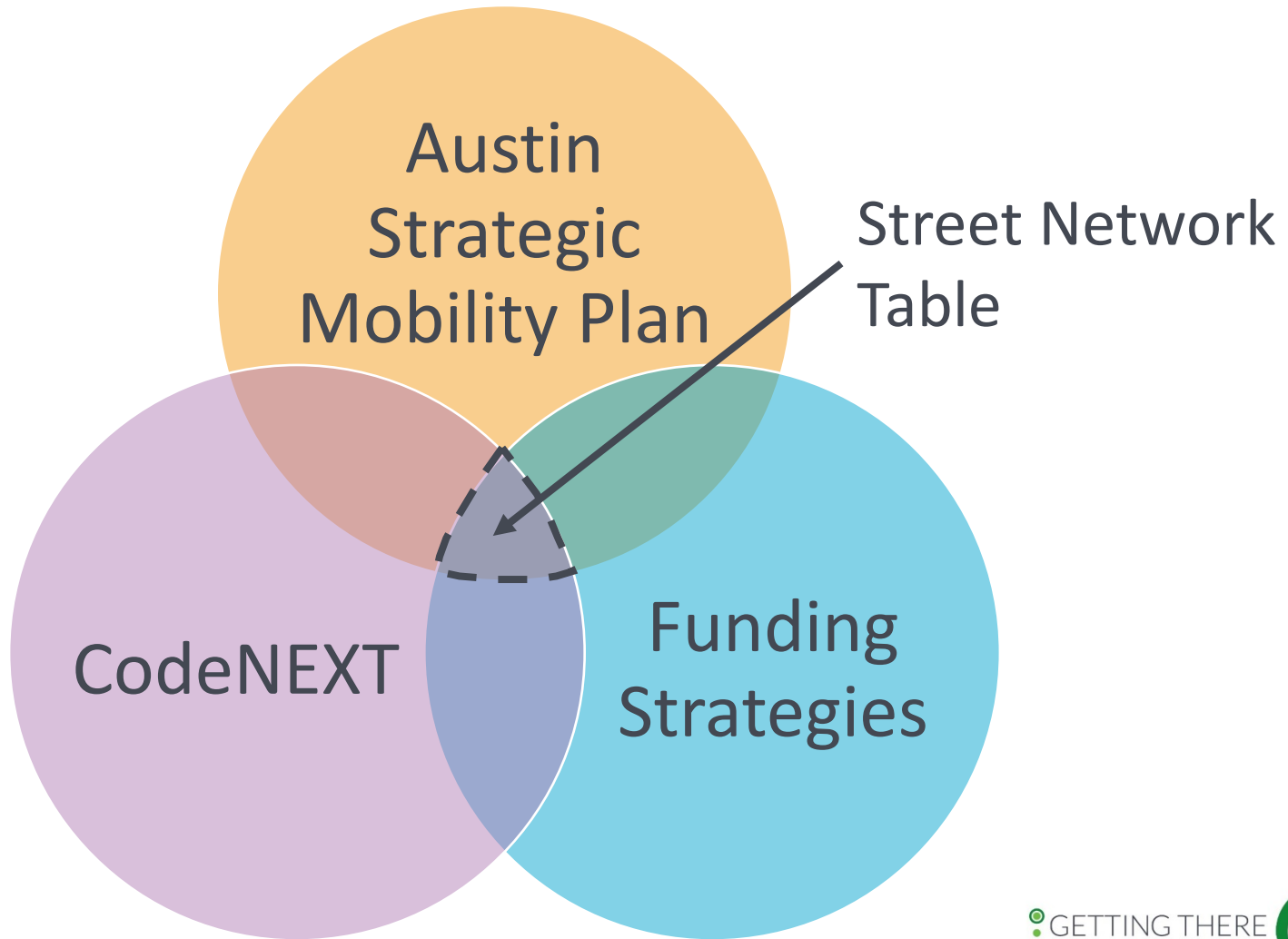
Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility
			*GIS Estimate	ROW MIN	ROW MAX			

Final Product

Modernized Street Cross-Sections



Relationship to CodeNEXT



The ASMP is building on where we've been...

- Imagine Austin Comprehensive Plan
- Past mode planning:
 - Bicycle Master Plan
 - Sidewalk Master Plan
 - Urban Trails Master Plan
 - Vision Zero Action Plan
 - Capital Metro transit plans
- Bond Programs
- Mobility Talks

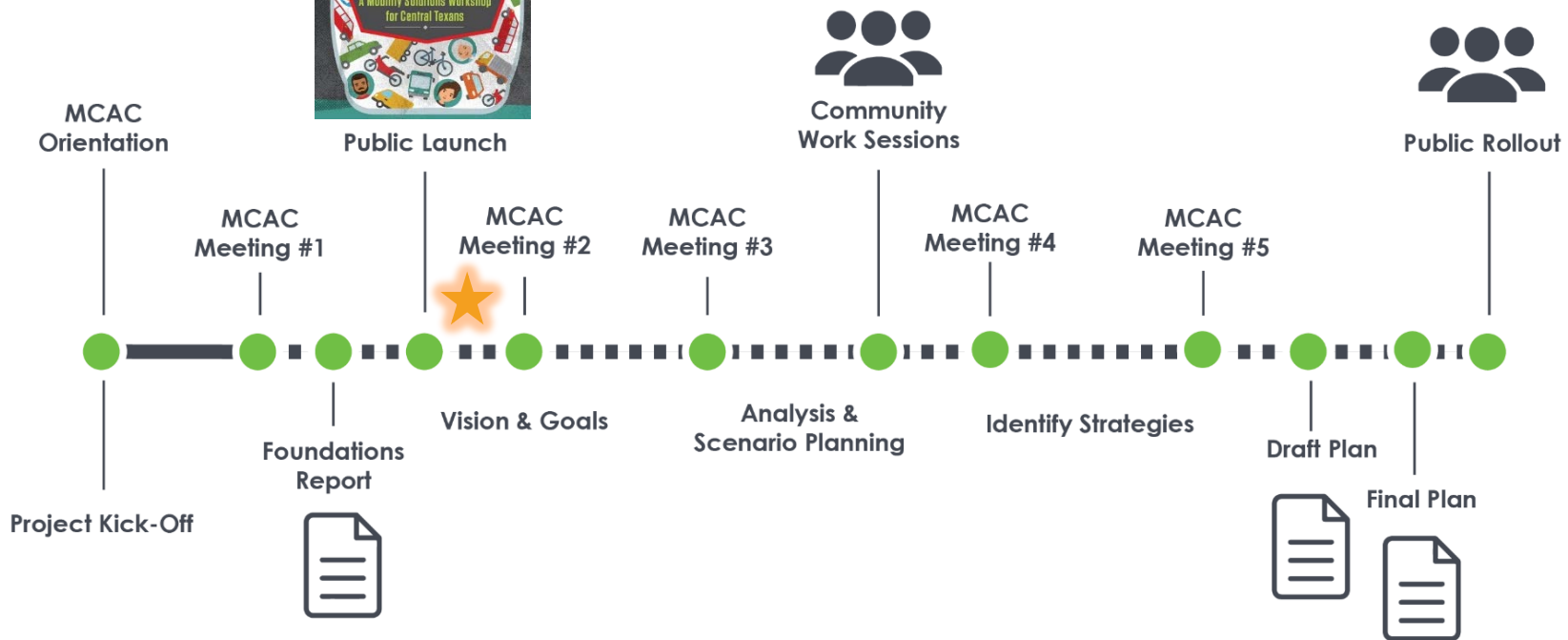
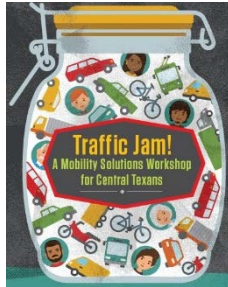
Public Engagement



Integrated Planning Approach



ASMP Process



Other Mobility Initiatives

- Proactive Street Design
- Plan Implementation
 - Pedestrian Safety Action Plan
 - Vision Zero Action Plan
 - Sidewalk Master Plan
 - Bicycle Master Plan
 - Urban Trails Master Plan
- 2016 Mobility Bond
- Street Impact Fees

BEFORE



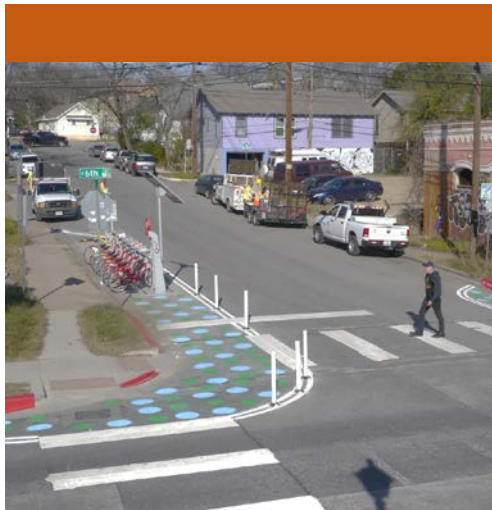
Proactive Street Design

Middle Fiskville
Road

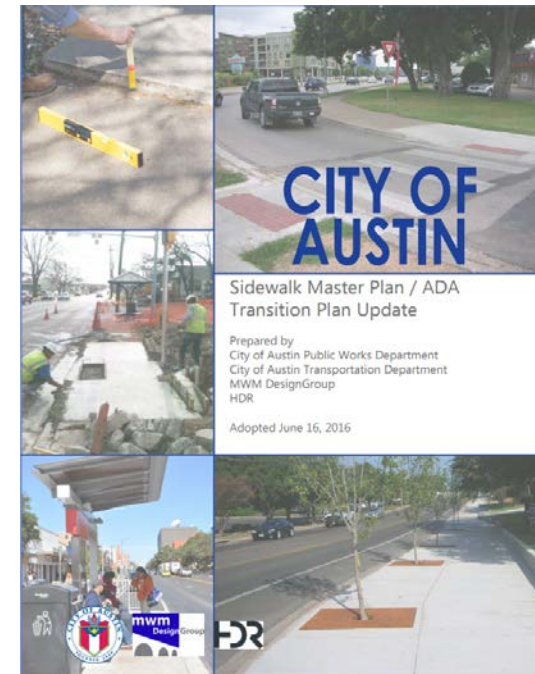
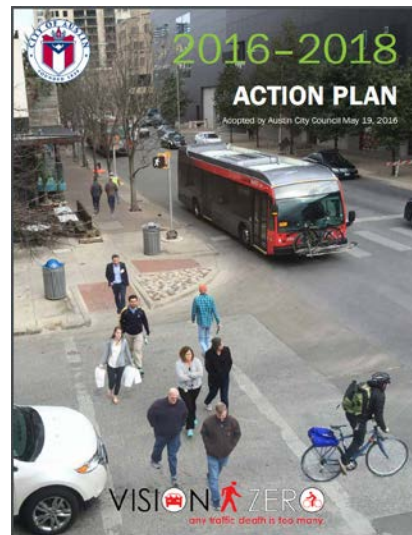


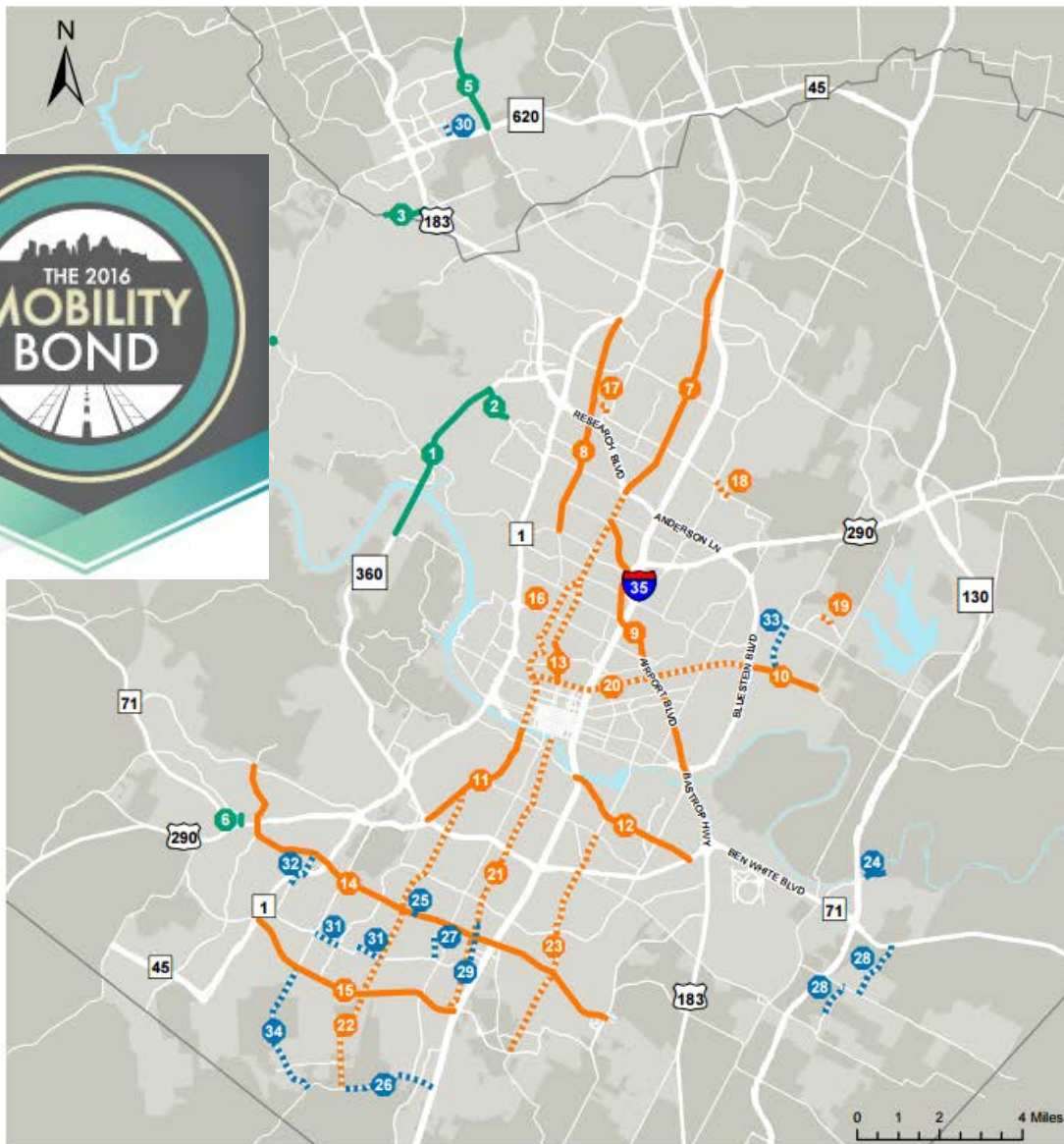
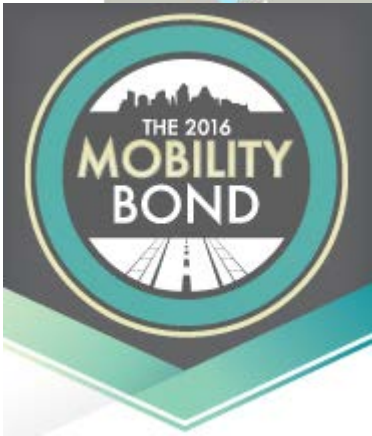
AFTER

Plan Implementation



Pedestrian Safety
Action Plan





■ Regional Mobility Project
 ■ Existing Corridor Mobility Project
 ■ Local Mobility Project
 ■ Preliminary Engineering and Design

Regional Mobility Projects

- 1 Loop 360 Intersections
- 2 Spicewood Springs Road
- 3 Anderson Mill Road
- 4 RM 620 at RM 2222
- 5 Farmer Lane
- 6 Old Bee Caves Road Bridge

Corridor Mobility Projects

- 7 North Lamar Boulevard
- 8 Burnet Road
- 9 Airport Boulevard
- 10 East Martin Luther King Jr. Boulevard / FM 969
- 11 South Lamar Boulevard
- 12 East Riverside Drive
- 13 Guadalupe Street
- 14 William Cannon Drive
- 15 Slaughter Lane
- 16 North Lamar Boulevard / Guadalupe Street
- 17 West Rundberg Lane
- 18 East Rundberg Lane
- 19 Colony Loop Drive
- 20 Martin Luther King Jr. Boulevard
- 21 South Congress Avenue
- 22 Manchaca Road
- 23 South Pleasant Valley Road

Local Mobility Projects

Sub-Standard Streets/Capital Renewal

- 24 Falwell Lane
- 25 William Cannon Railroad Overpass
- 26 FM 1626
- 27 Cooper Lane
- 28 Ross Road
- 29 Circle S Road
- 30 Rutledge Spur
- 31 Davis Lane
- 32 Latta Drive/Brush Country Road
- 33 Johnny Morris Road
- 34 Brodie Lane

Citywide (Not Mapped)

- Sidewalks
- Safe Routes to School
- Bikeways
- Intersection Safety Improvements
- Urban Trails

Notice: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. This product has been produced by the Capital Planning Office for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

Thank you!

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