



## Recommendation for Action

**File #:** 19-1231, **Agenda Item #:** 31.

3/7/2019

### **Posting Language**

Set a public hearing to consider an ordinance amending the Imagine Austin Comprehensive Plan by adopting the Austin Strategic Mobility Plan. (Suggested date: March 28, 2019, Austin City Hall, Council Chambers, 301 W. Second Street, Austin, Texas)

### **Lead Department**

Austin Transportation Department

### **Fiscal Note**

There is no financial impact for this item.

### **Prior Council Action:**

**20130321-010** - Authorize negotiation and execution of a professional services agreement with CLARION ASSOC OF COLORADO LLC dba CLARION ASSOCIATES, or one of the other qualified responders to Comprehensive Land Development Code Revision for the City of Austin Solicitation No. CLMP122, to provide professional land development revision planning and engineering services in an amount not to exceed \$ 2,000,000. Approved on a vote of 7 - 0.

**20141120-026** - Authorize negotiation and execution of an amendment to the professional services agreement with Opticos Design, Incorporated for planning services for CodeNEXT, the Comprehensive Land Development Code revision, and completion of the Airport Boulevard Form-Based Code Initiative, in the amount of \$591,247.20 for a total contract amount not to exceed \$2,591,247.20. Approved on a vote of 7 - 0.

**20160623-019** - Authorize negotiation and execution of amendments to the professional services agreement with OPTICOS DESIGN, INC., for additional architectural, urban design, planning, and engineering services for CodeNEXT, the Comprehensive Land Development Code revision and the Austin Strategic Mobility Plan project in the amount of \$1,065,215.40, for a total contract amount not to exceed \$3,712,462.60. Approved on a vote of 10 - 0 - 1, with Council Member Zimmerman abstaining.

**20171012-006** - Authorize negotiation and execution of an amendment to the professional services agreement with Opticos Design, Inc., for additional architectural, urban design, planning, and engineering services for CodeNEXT, the comprehensive Land Development Code revision, in the amount of \$2,275,000 to complete Phase 5 of CodeNEXT and Phase 2 of the Austin Strategic Mobility Plan for a total contract amount not to exceed \$8,466,520.60. Approved on a vote of 8 - 3, with Council Members Alter, Houston and Pool voting no.

### **For More Information:**

Robert Spillar, 512-974-2488; Annick Beaudet, 512-974-7959; Cheyenne Krause, 512-974-7907; Gilda Powers, 512-974-7092

### **Council Committee, Boards and Commission Action:**

February 28, 2019 - To be reviewed by the Mobility Committee

March 5, 2019 - To hold a public hearing before the Zoning and Platting Commission

March 6, 2019 - To be reviewed by the Environmental Commission

March 12, 2019 - To hold a public hearing before the Planning Commission

March 18, 2019 - To be reviewed by the Urban Transportation Commission

March 19, 2019 - To be reviewed by the Zoning and Platting Commission

March 26, 2019 - To be reviewed by the Planning Commission

### **Additional Backup Information:**

The City of Austin Transportation Department (ATD) is proposing to amend the Imagine Austin Comprehensive Plan transportation element to adopt and attach the Austin Strategic Mobility Plan. The goal of the Austin Strategic Mobility Plan is to align resources, ensure a unified strategic direction, and help facilitate community partnerships to achieve a shared vision for transportation safety, mobility and access throughout Austin.

The Imagine Austin Comprehensive Plan was adopted by City Council in June 2012 and included a recommendation to develop and implement an Austin Strategic Mobility Plan to assist in the implementation of the plan.

The Austin Strategic Mobility Plan is the first locally-focused, multi-modal transportation plan for Austin, and includes recommended policies, programs and projects to help us achieve our transportation vision for Austin. The project and planning process began in 2016 and has been coordinated with the Capital Metropolitan Transportation Authority (Capital Metro), and other transportation agencies.

The process to develop the Austin Strategic Mobility Plan was divided into four phases-Brainstorming the ASMP, Exploring Scenarios for the ASMP, Creating the ASMP Draft Plan, and Sharing the Draft ASMP.

### **Phase I: Brainstorming the ASMP (December 2016 - August 2017)**

Staff reviewed past public engagement processes, including review of the Mobility Talks engagement effort authorized by City Council Resolution No. 20160211-017. As part of Mobility Talks, 52 previous plans from 1998 through 2015 were studied resulting in the identification of key themes and mobility considerations. The input of more than 60,000 individuals who informed these plans was crucial to setting goals for the ASMP. In addition to the review of past public engagement, Mobility Talks included a survey that reached approximately 7,000 people, including residents from each City Council District. Through Mobility Talks and the analysis of other community engagement efforts, eight mobility considerations emerged as recurring themes raised by Austinites. This review helped to establish the goals of the ASMP: *Affordability, Commuter Delay, Travel Choice, Health & Safety, Sustainability, Placemaking, Economic Prosperity, and Innovation.*

In this phase, staff began coordinating with Capital Metro's Project Connect planning process and co-created the

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Multimodal Community Advisory Committee to advise both projects. We co-hosted the first *Traffic Jam! A Mobility Solutions Workshop for Central Texans* event with Capital Metro in March 2017, where we first asked the community to rank the eight mobility goals. We continued connecting with the community during events and activities throughout this phase, specifically focused on elevating the voices of populations that have historically been underrepresented in planning processes: youth, seniors, people of color, and people with disabilities.

The ASMP team collected more than 5,000 data points from the Austin community. We heard from people in all ten City Council Districts, and many of the communities surrounding Austin.

### **Phase II: Exploring Scenarios for the ASMP (September 2017 - June 2018)**

Based on the priorities identified in Phase I, staff created three different transportation scenarios. These scenarios were presented to the community as potential starting points for the ASMP mobility strategy.

*Scenario A* emphasized roadway projects and continued the trend of investment in public transit, bicycle, and pedestrian projects across the city.

*Scenario B* emphasized a more balanced investment in roadway, public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers.

*Scenario C* emphasized investing in public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers and fewer roadway projects.

Staff created an online and mail-in survey to gather community feedback on the three scenarios. We met community members, leaders, and organizations through events and activities across the city and co-hosted the second *Traffic Jam!* event with Capital Metro in March 2018. Over 5,700 survey responses were collected in this phase, resulting in an overall preference for Scenario C as the starting point for the plan. Preferences for scenarios differed across the community which informed a blending of the scenarios for the ultimate mobility strategy presented in the ASMP. The engagement results of this phase informed the development of the major work projects in Phase III, the draft policies and transportation network recommendations.

### **Phase III: Creating the ASMP Draft Plan (June 2018 - December 2018)**

Staff shared draft policies and transportation network maps to gather feedback from the community. The draft policies, released for public comment on October 2, 2018, will help direct transportation decisions over the next 20 years. Similarly, the draft transportation network maps, released on November 20, 2018, will help direct future transportation investments.

To gather feedback on the draft policies and maps, staff hosted “office hours” and participated in events and community

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conversations across Austin. We created an online survey and hosted focus groups to get feedback on the draft policies. Staff also created an interactive online map where the community could indicate preferences for different infrastructure projects. The comment period for the draft policies and transportation network maps closed on January 13, 2019. We received over 2,000 comments and each comment was reviewed by staff and will be published with the draft plan document.

#### **Phase IV: Sharing the Draft ASMP (January 2018 - March 2019)**

Staff began drafting the final plan document after receiving comments from the community on the draft policies and transportation network maps.

Public review of the draft plan began in mid-February 2019 when the plan was released online. Comments on the public review draft will be presented to City Council for consideration in adoption of the ASMP.

The ASMP is organized into seven chapters:

*Chapter 1: Prioritizing Our Safety* considers the ways we achieve a safe transportation network. How we both interact with and design our transportation network are important to improving safety. Improving transportation network safety can help achieve broader citywide goals related to public health and physical activity, access and affordability, and environmental sustainability.

*Chapter 2: Managing Our Demand* focuses on strategies that maximize the effectiveness of the transportation network. Land use planning helps us use the different transportation systems most effectively. Parking supply can influence the number of vehicle trips taken on our transportation network. We manage our curb space by determining how and when it should be used best. We also manage our demand through programming that specifically targets reducing drive-alone trips. We manage our demand through shared mobility options, making it possible for sustainable modes and emerging technologies to reduce driving alone.

*Chapter 3: Supplying Our Transportation Infrastructure* discusses strategies to improve the different systems that make up our transportation network. A complete sidewalk system is integral to connecting people, resources and opportunities across our community. Building strategic connections and vehicle-related improvements is necessary to support people on our roadways. Prioritizing speed, reliability, and comfort encourages public transportation ridership. Creating an all ages and abilities bicycle network and other improvements support bicycle use. Urban trails are highlighted as an integral part of the transportation network. For our entire transportation network, we must responsibly extend the useful life of infrastructure, increase its resiliency and leverage mobility improvements through capital renewal. We also must recognize the important role our airport has in our transportation network and local economy.

*Chapter 4: Operating Our Transportation Network* emphasizes system efficiencies. Efficiencies can be achieved through improved transportation operations, such as maintaining signal infrastructure. Better managing closures and detours on our transportation network also affects our network's efficiency. Managing our transportation network efficiently to support a variety of uses will improve local freight operations and goods delivery.

*Chapter 5: Protecting Our Health and Environment* speaks to our transportation network's impact on our health and environment. Transportation has a large role in encouraging healthy lifestyles and providing safe access to food, healthcare, and other social resources. Our important air, climate, and water systems are heavily impacted by our transportation network.

*Chapter 6: Supporting Our Community* addresses how transportation supports people across our city. We must recognize the inequities of past land use and transportation planning and take steps to mitigate unintended consequences in the future. Transportation improvements can affect displacement, both for people and for businesses. Accessibility for people with mobility impairments must be emphasized throughout the transportation network. To properly learn from and support our community, we must proactively listen to and work with our community.

*Chapter 7: Implementing Our Plan* discusses how we can transform the policies into action. Data must be collected and shared responsibly, and it must be used to support our decision-making. Partnerships and coordination are also required to achieve our mobility goals. We must be fiscally responsible, sustainable, and equitable in implementing our plan. This chapter also includes a list of action items.

The *Street Network Table* shows the current condition and designates the future condition of all city streets, including the right of way and multimodal facilities needed. This table will update the current roadway table used to inform operations, project development, and right of way dedication.