Austin Strategic Mobility Plan Final Draft Briefing

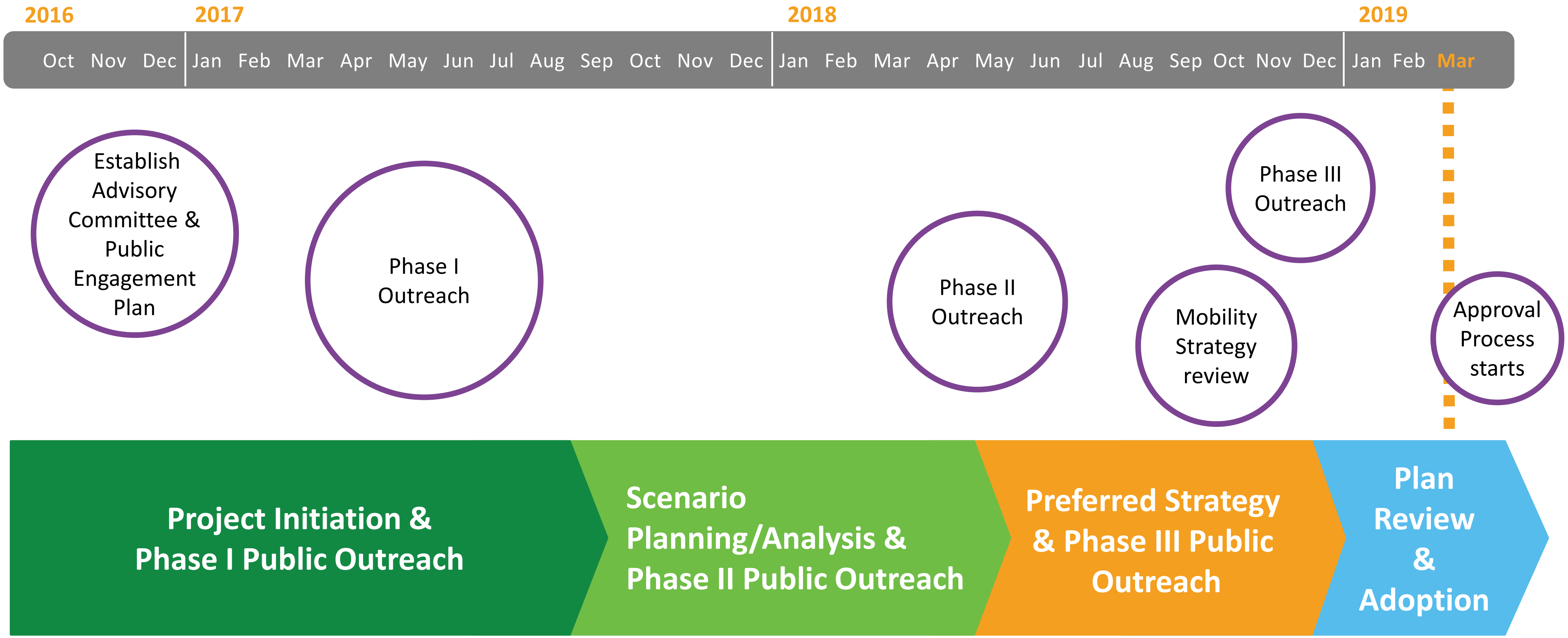
PEDESTRIAN ADVISORY COUNCIL

MARCH 4, 2019

Agenda

- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Draft
  - Content Outline
  - Elements of the Plan
  - Top Strategies
- Chapter 3: Supplying Our Transportation Infrastructure
- Next Steps

Schedule



2016 Oct Nov Dec

2017 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

2018 Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

2019 Jan Feb Mar

Establish Advisory Committee & Public Engagement Plan

Phase I Outreach

Phase II Outreach

Mobility Strategy review

Phase III Outreach

Approval Process starts

Project Initiation & Phase I Public Outreach

Scenario Planning/Analysis & Phase II Public Outreach

Preferred Strategy & Phase III Public Outreach

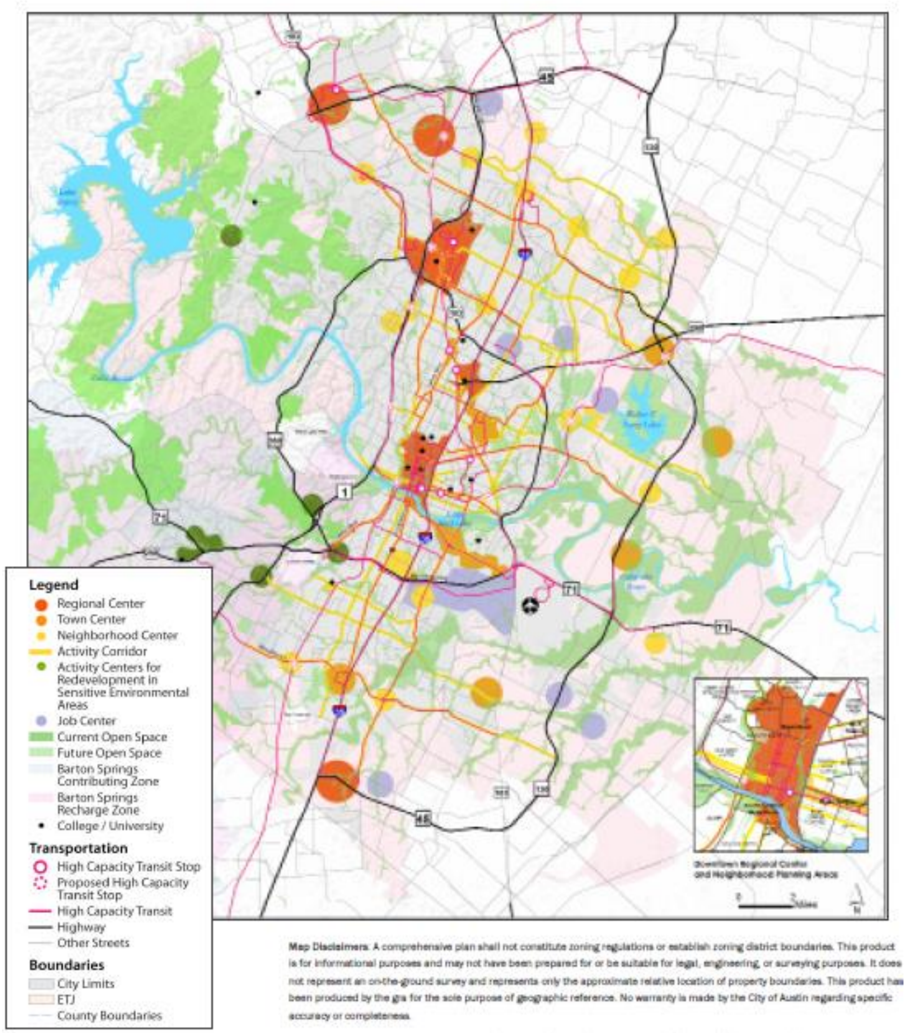
Plan Review & Adoption

The Vision

- Imagine Austin
  - Transportation Element of Imagine Austin
  - Imagine Austin recommends the creation of the ASMP

- Austin Strategic Mobility Plan
  - Goals, Policies, Objectives, and Action Items

Accessible
Collaborative
Diverse
Efficient
Connected
ASMP
Environmental
Reliable
Affordable


Legend
● Regional Center
● Town Center
● Neighborhood Center
Activity Corridor
● Activity Centers for Redevelopment in Sensitive Environmental Areas
● Job Center
Current Open Space
Future Open Space
Barton Springs Contributing Zone
Barton Springs Recharge Zone
• College / University
Transportation
○ High Capacity Transit Stop
Proposed High Capacity Transit Stop
High Capacity Transit
Highway
Other Streets
Boundaries
City Limits
ETJ
County Boundaries
Downtown Regional Center and Neighborhood Planning Areas
0
2 Miles
N

Map Disclaimers: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. 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 gis for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

Imagine Austin Figure 4.5 – Growth Concept Map

Planning Approach

Technical:
Scenario Planning

Def: A method to explore how well different **mobility strategies** make progress toward achievement of **goals and objectives**.

Public Engagement:
Targeted to Historically Underserved/Underrepresented Populations

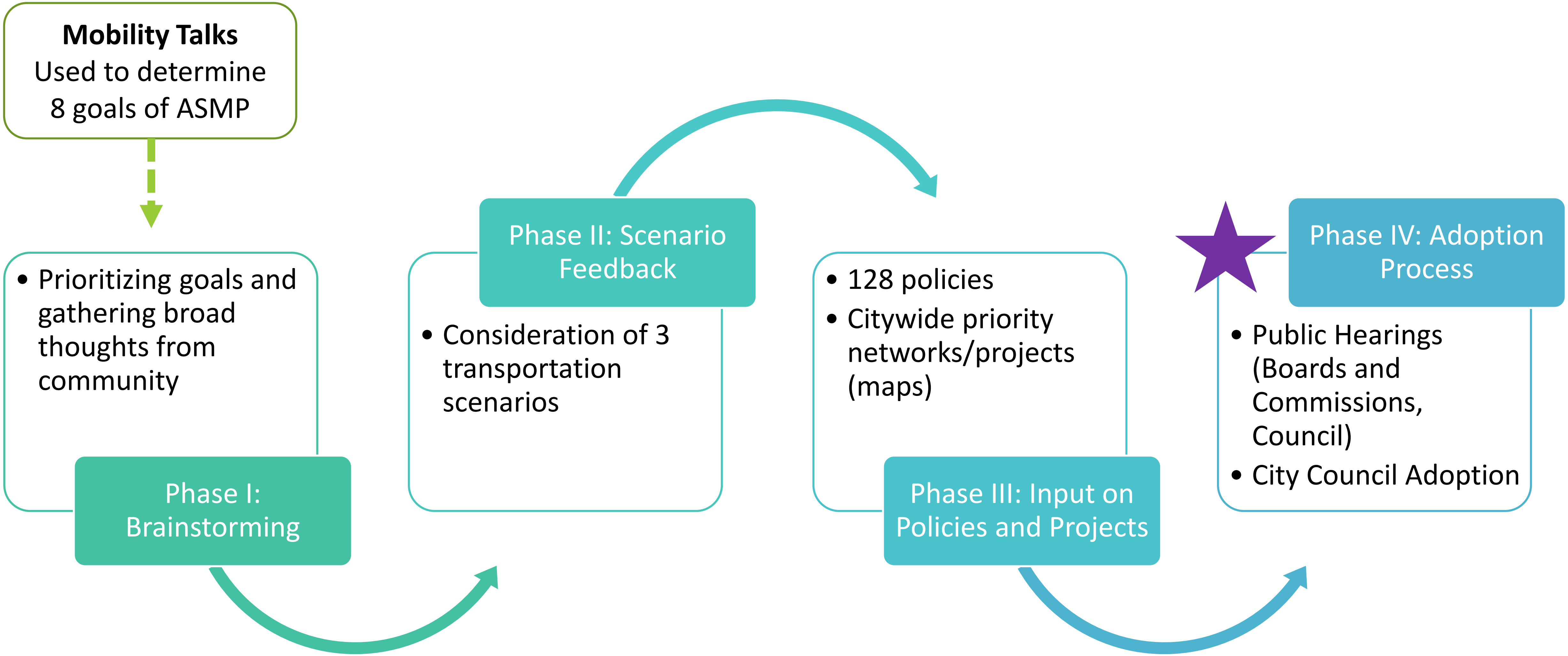
Youth
(24 and younger)

Seniors
(65 and older)

People of Color

People with Mobility Impairments

Community Engagement



Mobility Talks
Used to determine
8 goals of ASMP

Phase I: Brainstorming

- Prioritizing goals and gathering broad thoughts from community

Phase II: Scenario Feedback

- Consideration of 3 transportation scenarios

Phase III: Input on Policies and Projects

- 128 policies
- Citywide priority networks/projects (maps)

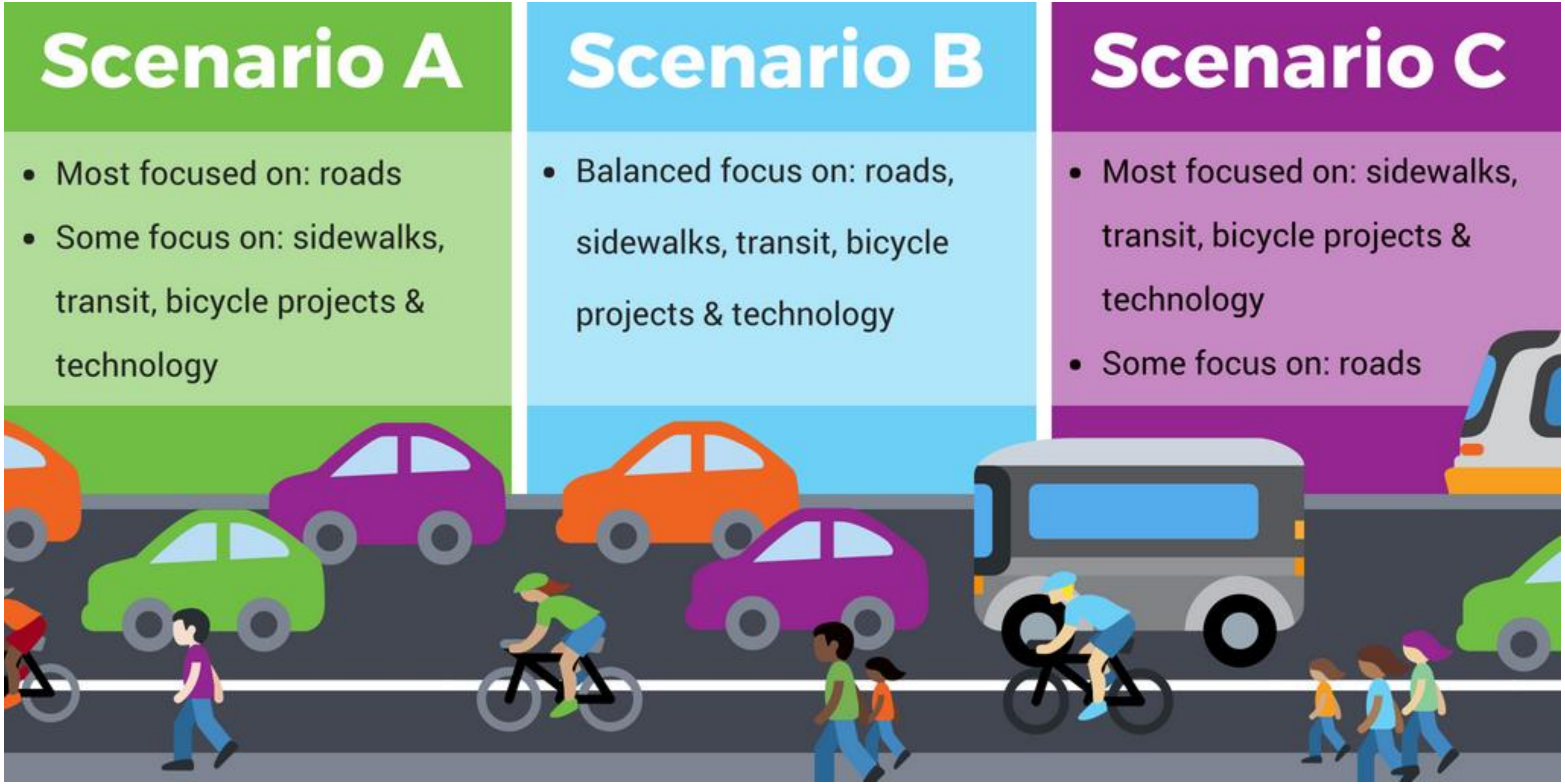
Phase IV: Adoption Process

- Public Hearings (Boards and Commissions, Council)
- City Council Adoption

Phase I Results

Overall Results	Focus Populations
Commuter Delay	Affordability
Affordability	Commuter Delay
Health & Safety	Travel Choice
Travel Choice	Health & Safety
Sustainability	Sustainability
Placemaking	Placemaking
Economic Prosperity	Economic Prosperity
Innovation	Innovation

Phase II - Scenarios



Scenario A

- Most focused on: roads
- Some focus on: sidewalks, transit, bicycle projects & technology

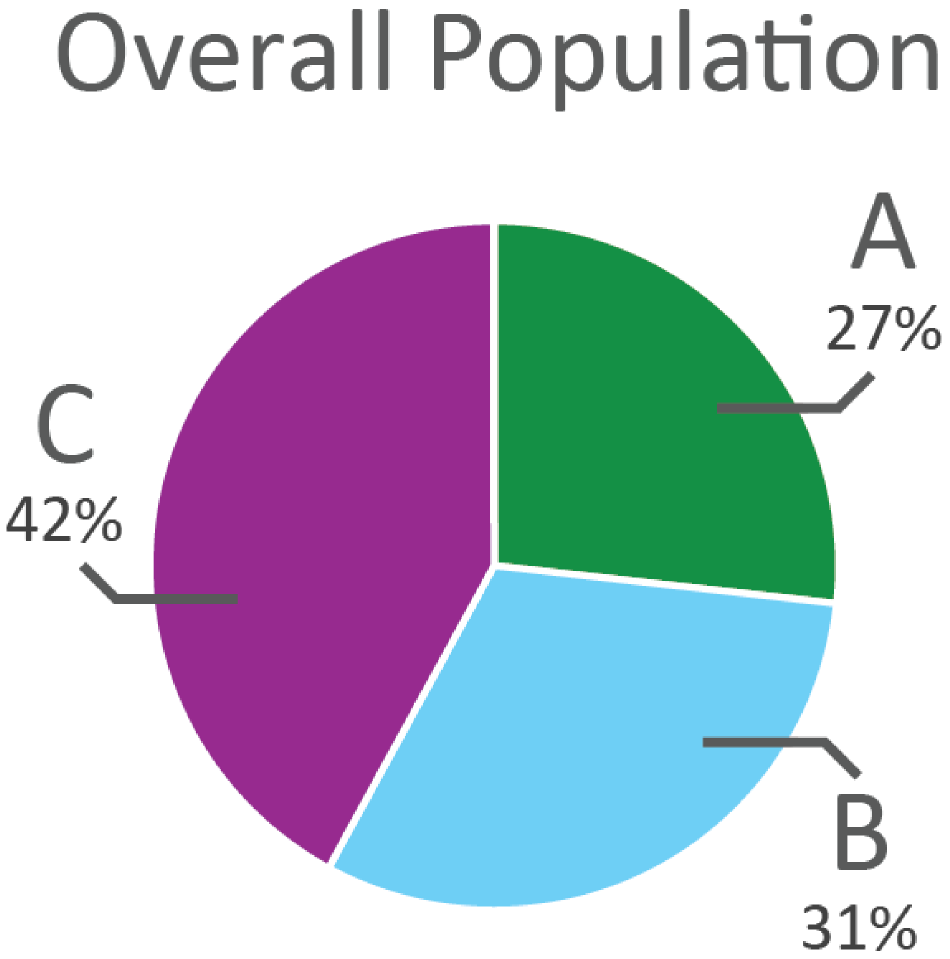
Scenario B

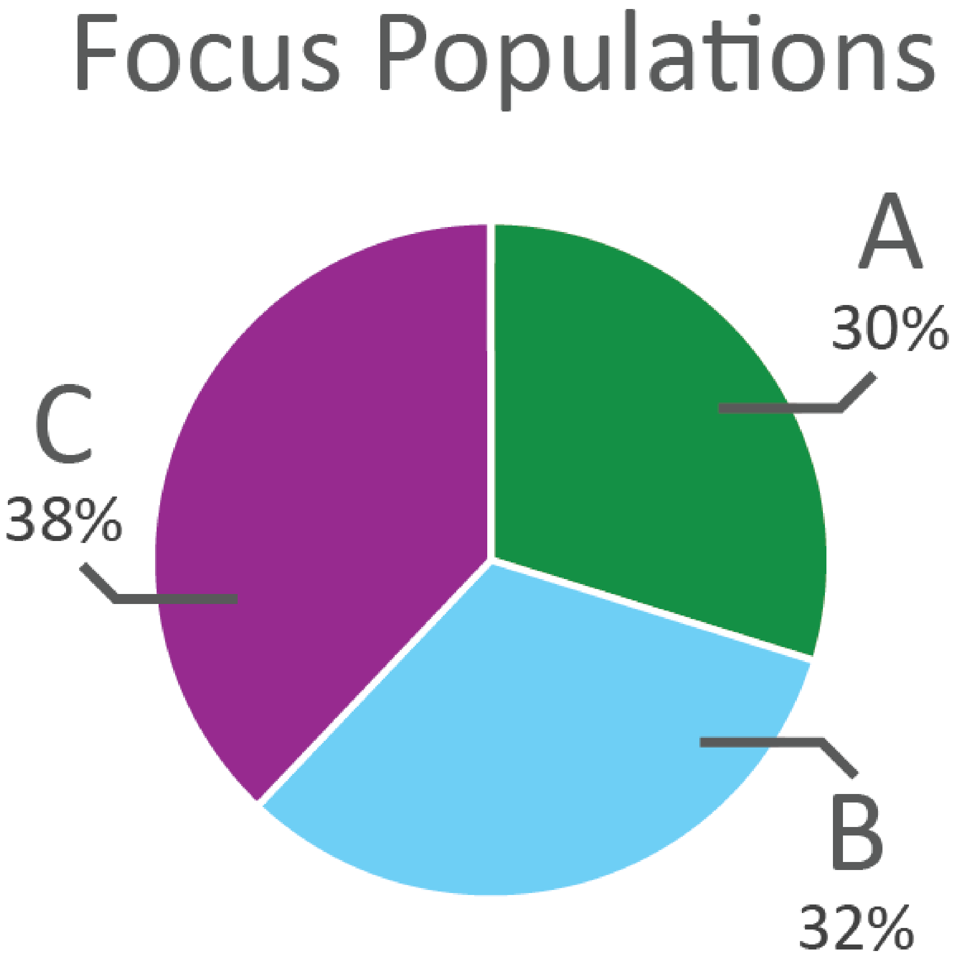
- Balanced focus on: roads, sidewalks, transit, bicycle projects & technology

Scenario C

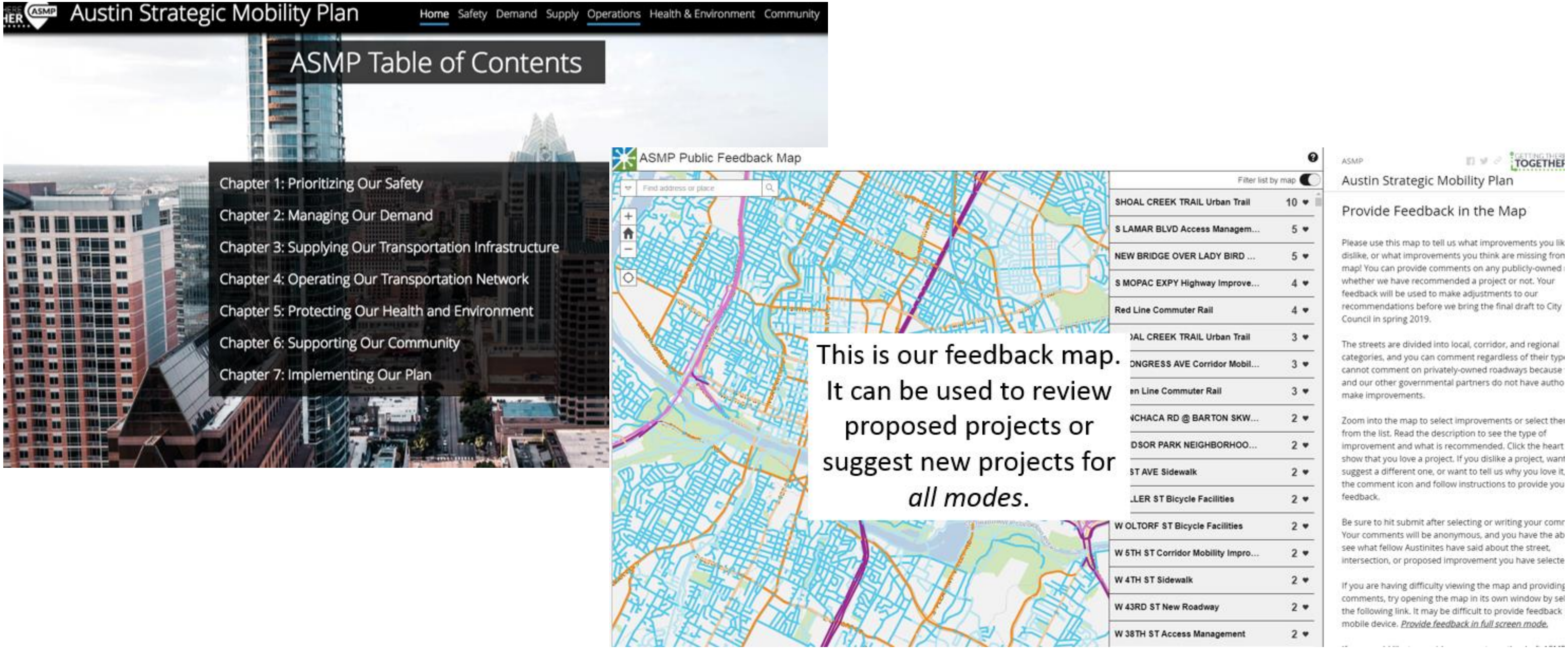
- Most focused on: sidewalks, transit, bicycle projects & technology
- Some focus on: roads

Phase II Results





Phase III: Policies and Projects



Austin Strategic Mobility Plan

ASMP Table of Contents

Chapter 1: Prioritizing Our Safety
Chapter 2: Managing Our Demand
Chapter 3: Supplying Our Transportation Infrastructure
Chapter 4: Operating Our Transportation Network
Chapter 5: Protecting Our Health and Environment
Chapter 6: Supporting Our Community
Chapter 7: Implementing Our Plan

ASMP Public Feedback Map

SHOAL CREEK TRAIL Urban Trail	10 ♥
S LAMAR BLVD Access Managem...	5 ♥
NEW BRIDGE OVER LADY BIRD ...	5 ♥
S MOPAC EXPY Highway Improve...	4 ♥
Red Line Commuter Rail	4 ♥
AL CREEK TRAIL Urban Trail	3 ♥
ONGRESS AVE Corridor Mobil...	3 ♥
en Line Commuter Rail	3 ♥
NCHACA RD @ BARTON SKW...	2 ♥
DSOR PARK NEIGHBORHOO...	2 ♥
ST AVE Sidewalk	2 ♥
LER ST Bicycle Facilities	2 ♥
W OLTORF ST Bicycle Facilities	2 ♥
W 5TH ST Corridor Mobility Impro...	2 ♥
W 4TH ST Sidewalk	2 ♥
W 43RD ST New Roadway	2 ♥
W 38TH ST Access Management	2 ♥

ASMP

Austin Strategic Mobility Plan

Provide Feedback in the Map

Please use this map to tell us what improvements you lik dislike, or what improvements you think are missing fron map! You can provide comments on any publicly-owned whether we have recommended a project or not. Your feedback will be used to make adjustments to our recommendations before we bring the final draft to City Council in spring 2019.

The streets are divided into local, corridor, and regional categories, and you can comment regardless of their typ cannot comment on privately-owned roadways because and our other governmental partners do not have autho make improvements.

Zoom into the map to select improvements or select the from the list. Read the description to see the type of improvement and what is recommended. Click the heart show that you love a project. If you dislike a project, want suggest a different one, or want to tell us why you love it, the comment icon and follow instructions to provide you feedback.

Be sure to hit submit after selecting or writing your comr Your comments will be anonymous, and you have the ab see what fellow Austinites have said about the street, intersection, or proposed improvement you have selecte

If you are having difficulty viewing the map and providing comments, try opening the map in its own window by sel the following link. It may be difficult to provide feedback mobile device. *Provide feedback in full screen mode.*

This is our feedback map. It can be used to review proposed projects or suggest new projects for *all modes*.

What we heard/key changes in Phase III

Phase III Engagement focused on the draft maps and policies

All comments & staff responses are available online

Plan was adapted based on feedback

50+ events attended

2,600+ comments received on the maps

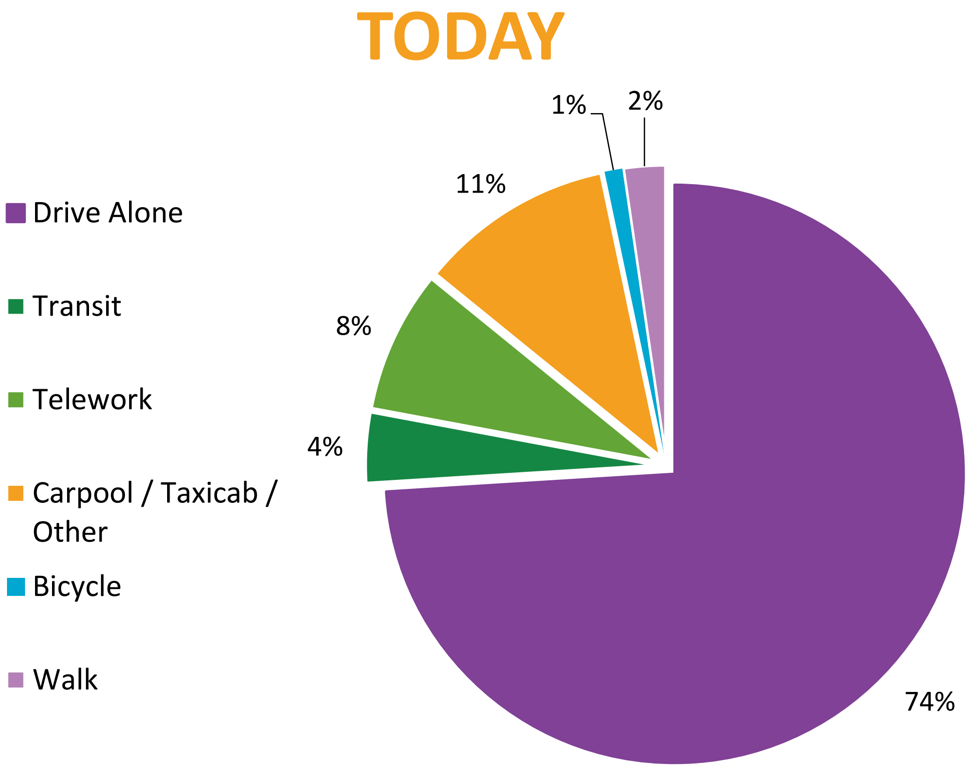
184 survey responses on the policies

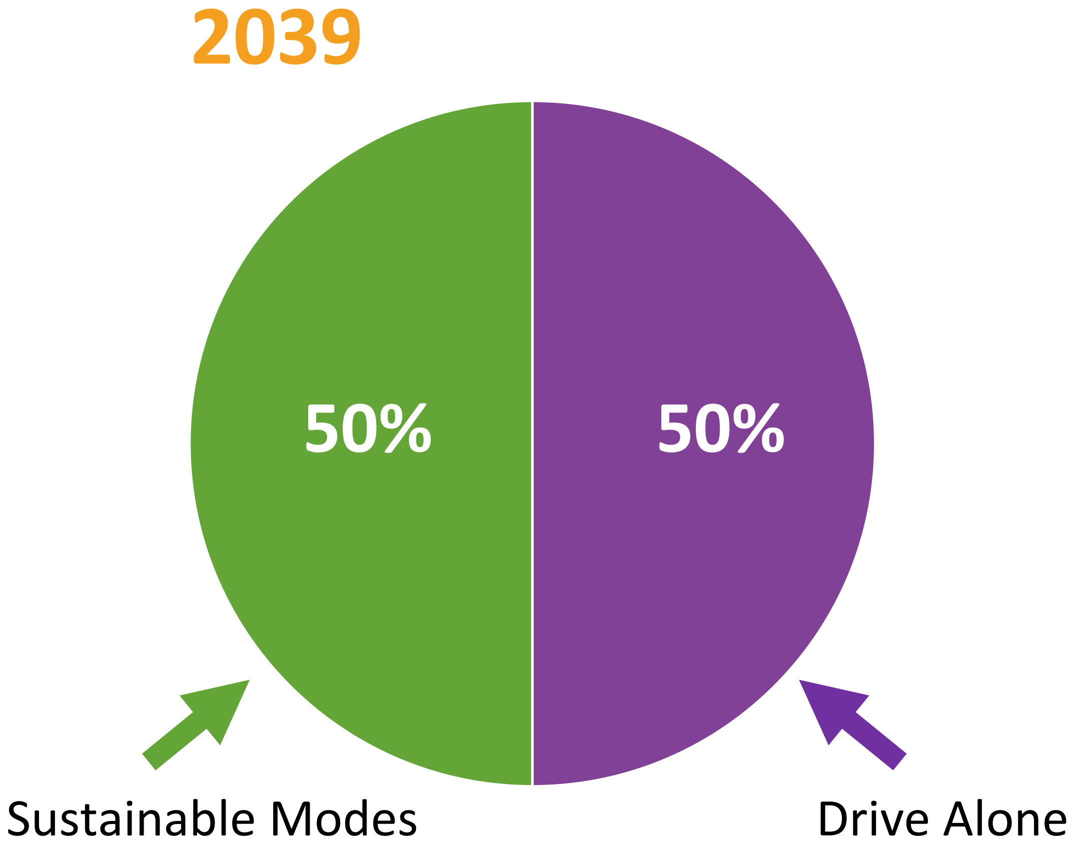
Hosted focus groups and 23 office hours throughout Austin

Motivation for the Plan

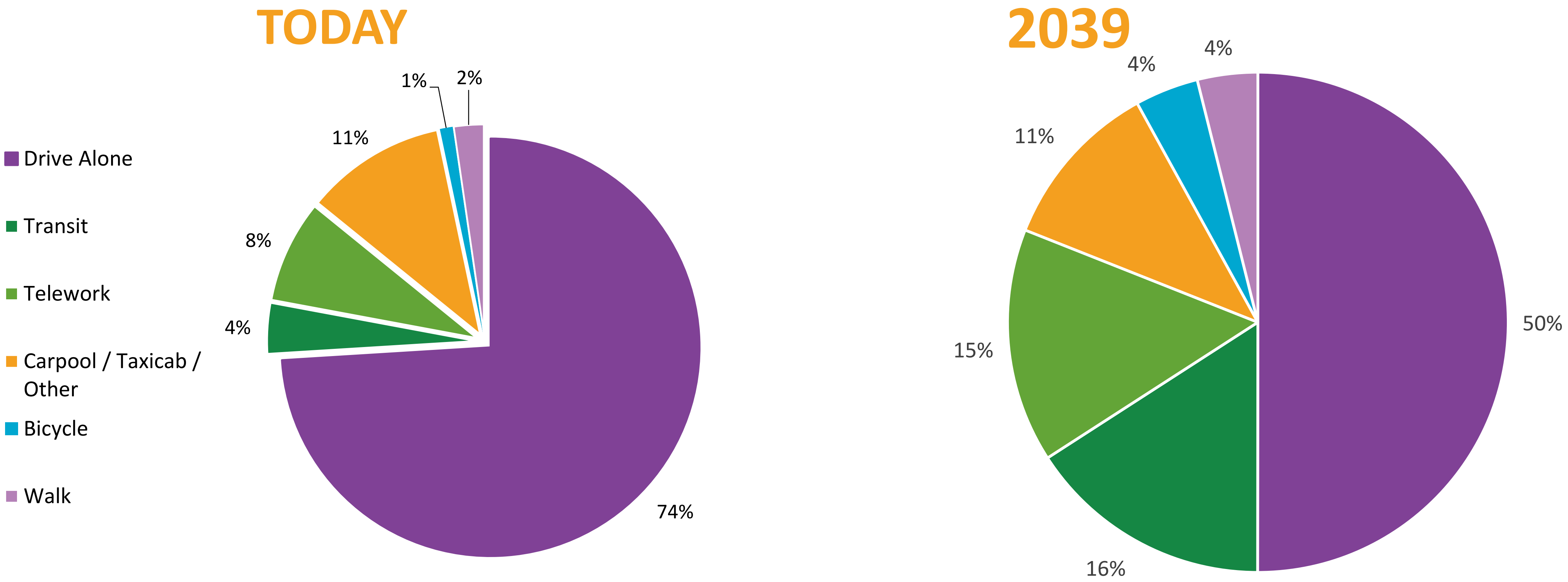
Motivation for the Plan

74% drive alone today vs. 50% in 2039

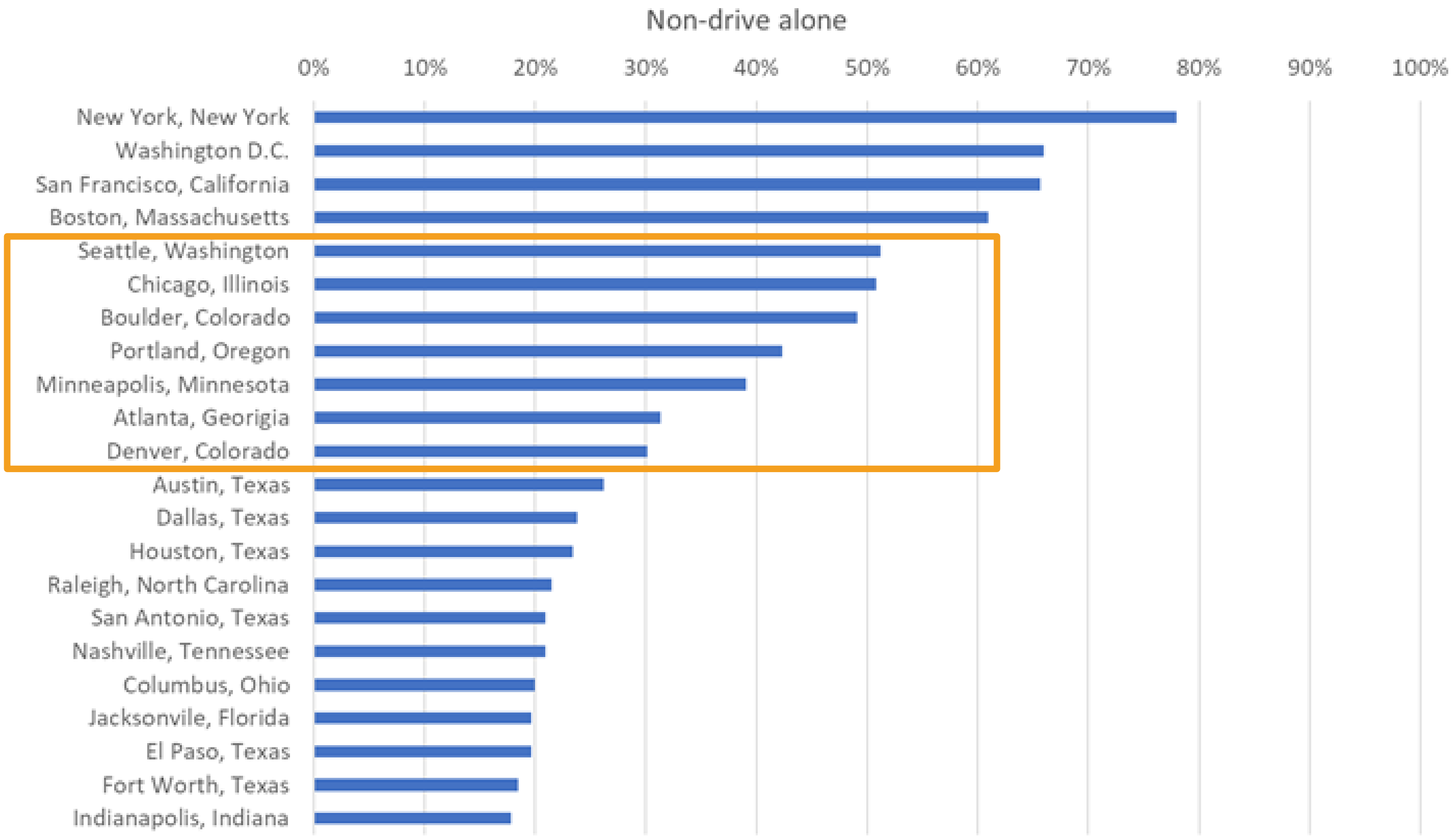




Mode Share Targets



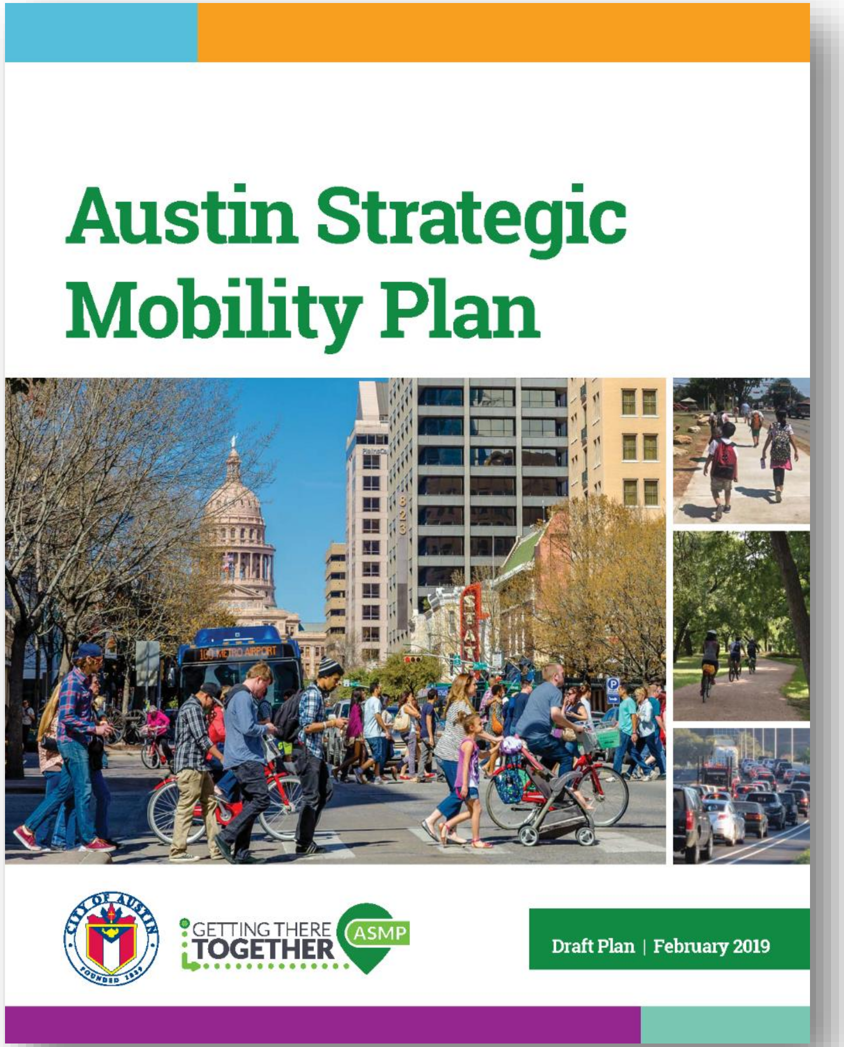
What would it look and feel like?



Data via U.S. Census; based on commutes for square mile area of entire city

ASMP Final Draft Plan

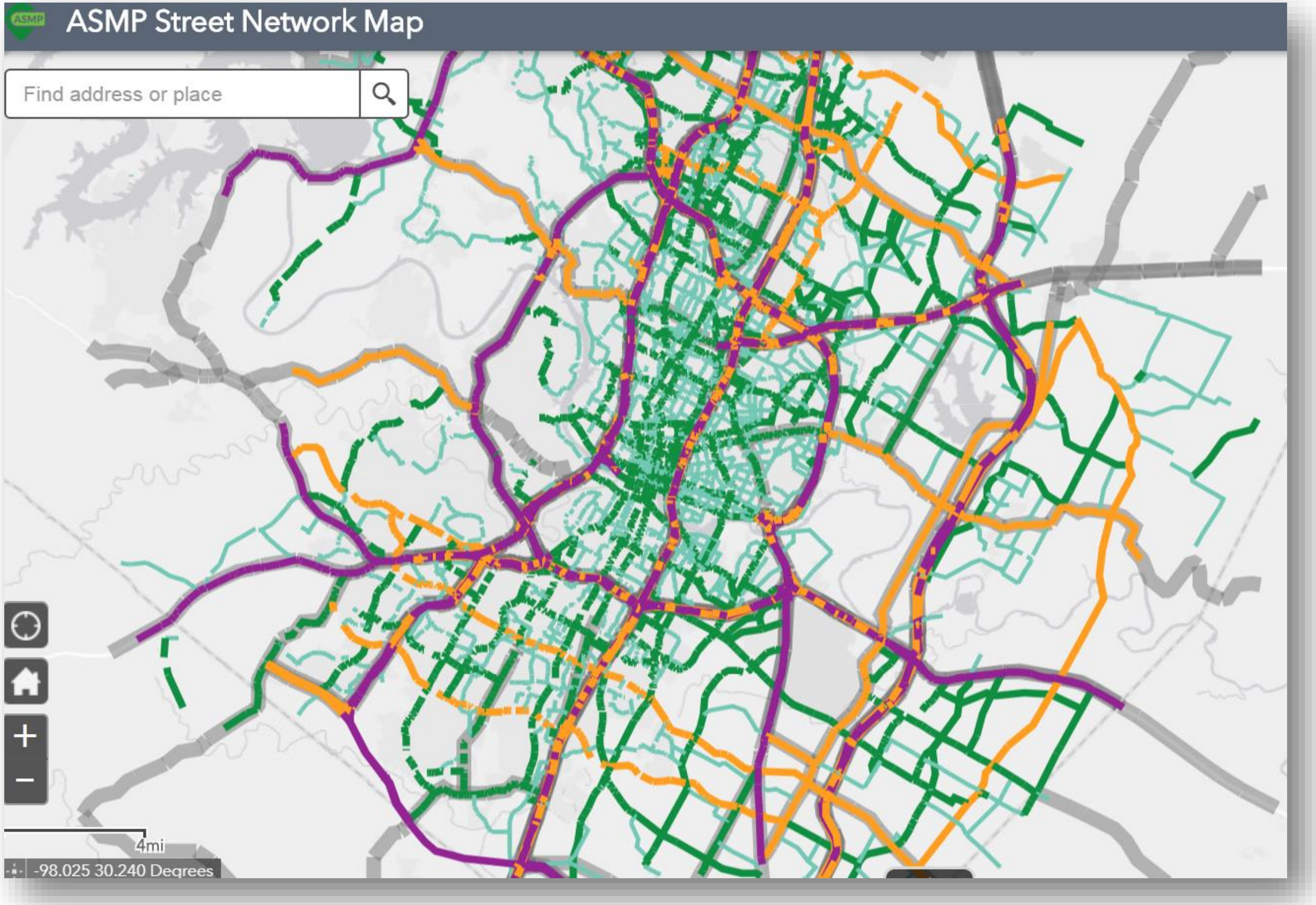
Policy Document, Street Network Table + Map



Austin Strategic Mobility Plan

GETTING THERE TOGETHER ASMP

Draft Plan | February 2019


ASMP
ASMP Street Network Map
Find address or place
4mi
-98.025 30.240 Degrees

Chapters & Subchapters

- **Prioritizing Our Safety**
  - Safety Culture
  - Designing for Safety
  - Safe Behaviors
- **Managing Our Demand**
  - Land Use
  - Parking
  - Curb Management
  - Transportation Demand Management Programming
  - Shared Mobility
- **Supplying Our Transportation Infrastructure**
  - Sidewalk System
  - Roadway System
  - Public Transportation System
  - Bicycle System
  - Urban Trail System
  - Condition of Infrastructure
  - Emerging Mobility Solutions
  - Aviation
- **Operating Our Transportation Network**
  - Transportation Operations
  - Closures and Detours
  - Goods Movement
- **Protecting Our Health and Environment**
  - Public Health
  - Air and Climate
  - Water and Stormwater
  - Land and Ecology
- **Supporting Our Community**
  - Equity
  - Affordability
  - Accessibility
  - Public Interaction
- **Implementing Our Plan**
  - Data
  - Collaboration
  - Financial Strategies
  - Action Table

How do we get to 50/50?

126 Policies

LEGEND
Roadway System Recommendations
Highway Improvements
Corridor Mobility Improvements
Substandard Street
Expand Roadway
Access Management
Vehicle Priority Network
Austin Community College, Esri, HERE, Garmin, NGA, USGS, NPS
esri

100s of multimodal projects to achieve ASMP goals

Elements of the Plan

Indicators + Targets: More specific measures of our goals which help us know how well we are achieving them. Some indicators have identified targets necessary to make ambitious yet reasonable progress toward a goal within a specified timeline.

Policies: A definite course or method of action to guide and determine present and future decisions

Actions: Steps necessary to support policies, programs, and projects

Elements of the Plan

Priority Networks: Designated for the roadway, public transportation, and bicycle systems to show where modes are prioritized to improve operations

Transportation Network Maps: Identify possible projects the City may pursue in the next 20 years based on a variety of factors, including the evolving needs of the transportation network, engineering analysis, public input, and available funding

Street Network Table: Inventory of our streets and their future conditions, which will be used to identify right of way dedication requirements

Top Strategies

- **Reduce traffic fatalities, serious injuries** by focusing on safety culture, behaviors
- **Move more people** by investing in public transportation
- **Manage congestion** by managing demand
- **Build active transportation access for all ages and abilities** on sidewalk, bicycle, and urban trail systems
- **Strategically add roadway capacity** to improve travel efficiency

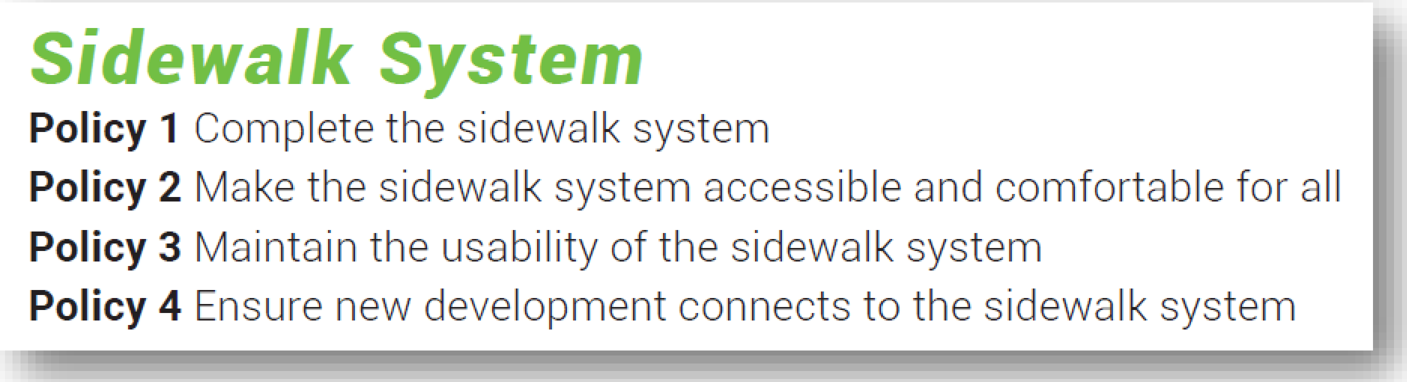
Top Strategies

- **Connect people to services and opportunities** for better health
- **Address affordability** by linking housing and transportation investments
- **Right-size and manage parking supply** to manage demand
- **Develop shared mobility options** with data and emerging technology
- **Build and expand community relationships** with plan implementation

Chapter 3:
Supplying Our Transportation Infrastructure

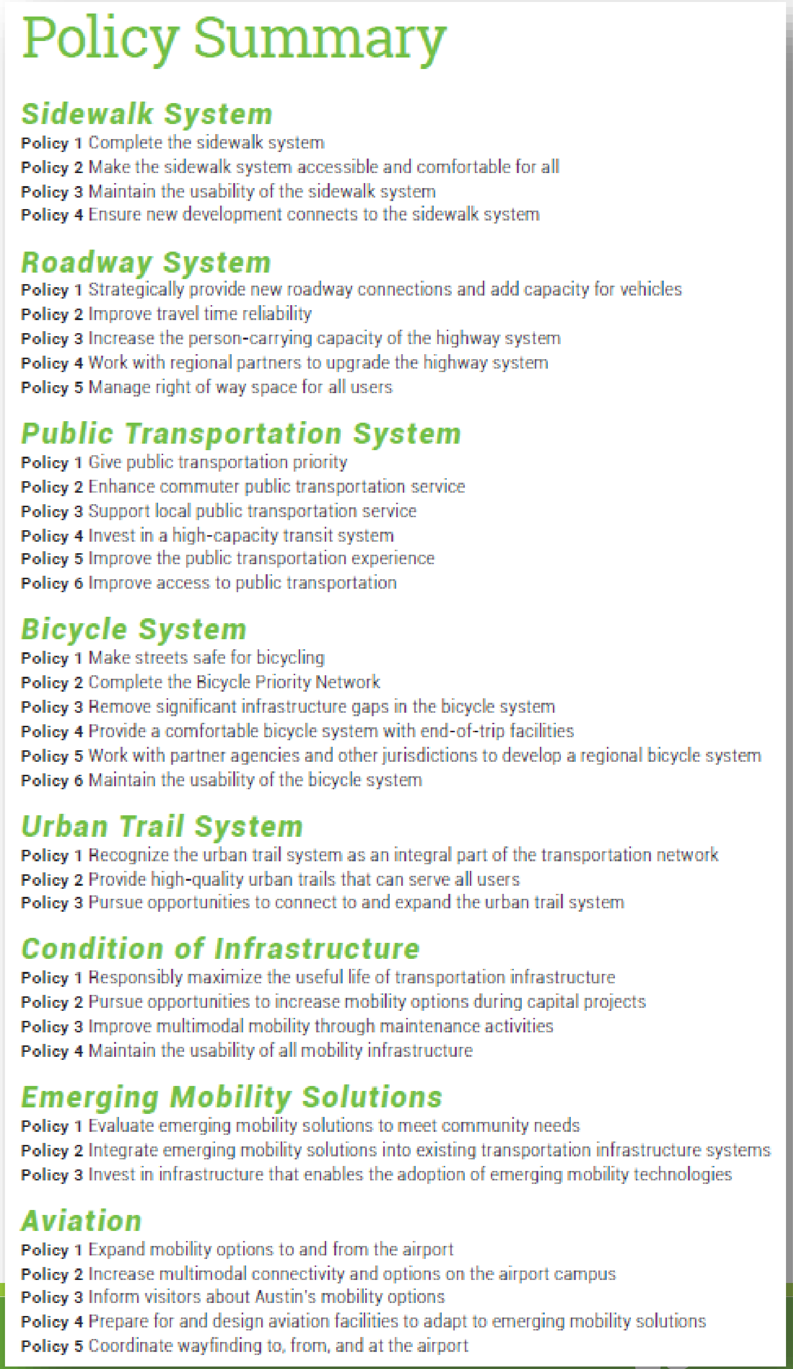
Chapter 3
Supply
GETTING THERE TOGETHER
ASMP

Supplying Our Transportation Network



Sidewalk System

Policy 1 Complete the sidewalk system
Policy 2 Make the sidewalk system accessible and comfortable for all
Policy 3 Maintain the usability of the sidewalk system
Policy 4 Ensure new development connects to the sidewalk system



Policy Summary

Sidewalk System

Policy 1 Complete the sidewalk system
Policy 2 Make the sidewalk system accessible and comfortable for all
Policy 3 Maintain the usability of the sidewalk system
Policy 4 Ensure new development connects to the sidewalk system

Roadway System

Policy 1 Strategically provide new roadway connections and add capacity for vehicles
Policy 2 Improve travel time reliability
Policy 3 Increase the person-carrying capacity of the highway system
Policy 4 Work with regional partners to upgrade the highway system
Policy 5 Manage right of way space for all users

Public Transportation System

Policy 1 Give public transportation priority
Policy 2 Enhance commuter public transportation service
Policy 3 Support local public transportation service
Policy 4 Invest in a high-capacity transit system
Policy 5 Improve the public transportation experience
Policy 6 Improve access to public transportation

Bicycle System

Policy 1 Make streets safe for bicycling
Policy 2 Complete the Bicycle Priority Network
Policy 3 Remove significant infrastructure gaps in the bicycle system
Policy 4 Provide a comfortable bicycle system with end-of-trip facilities
Policy 5 Work with partner agencies and other jurisdictions to develop a regional bicycle system
Policy 6 Maintain the usability of the bicycle system

Urban Trail System

Policy 1 Recognize the urban trail system as an integral part of the transportation network
Policy 2 Provide high-quality urban trails that can serve all users
Policy 3 Pursue opportunities to connect to and expand the urban trail system

Condition of Infrastructure

Policy 1 Responsibly maximize the useful life of transportation infrastructure
Policy 2 Pursue opportunities to increase mobility options during capital projects
Policy 3 Improve multimodal mobility through maintenance activities
Policy 4 Maintain the usability of all mobility infrastructure

Emerging Mobility Solutions

Policy 1 Evaluate emerging mobility solutions to meet community needs
Policy 2 Integrate emerging mobility solutions into existing transportation infrastructure systems
Policy 3 Invest in infrastructure that enables the adoption of emerging mobility technologies

Aviation

Policy 1 Expand mobility options to and from the airport
Policy 2 Increase multimodal connectivity and options on the airport campus
Policy 3 Inform visitors about Austin's mobility options
Policy 4 Prepare for and design aviation facilities to adapt to emerging mobility solutions
Policy 5 Coordinate wayfinding to, from, and at the airport

Supply

Chapter 3

Supplying Our Transportation Network

Austin's transportation network is made up of the infrastructure for many individual transportation systems. These systems, our sidewalks, roadways, public transportation services, bicycle facilities, and urban trails, among others, are supplied to our community to ensure we can use our transportation network to move around our community when and how we wish.

The amount of transportation infrastructure we can supply, the amount of and width of roads, for example, is limited. Physical space and financial constraints are two major forces that limit our transportation supply, but we also know that an unlimited supply of transportation infrastructure will not solve many of the problems we face today. Larger roads with more lanes increase vehicle speeds and bring more cars to them, a concept known as "induced demand," while also increasing harmful emissions, cutting off neighborhoods and communities, reducing travel choice, and decreasing the overall safety of our transportation network.

In addition to enabling our movement, the transportation network shapes our community's physical landscape, our social expectations, and our cultural values. Decisions made in the past affect our mobility today, and the transportation decisions we make today will affect how our children move around in 20 years.

Strategically planned transportation systems that supply our network with the appropriate infrastructure, in both size and location, are what enable us to travel around our community safely, reliably, and efficiently. A complete sidewalk system is integral to connecting people, resources and opportunities across our community. Building strategic connections and vehicle-related improvements are necessary to support people on our roadways. Prioritizing speed, reliability, and comfort can encourage public transportation ridership. Safe and comfortable all ages and abilities bicycle facilities and related improvements support bicycle use. Austin's urban trails provide transportation options that are physically separated from our streets. New transportation systems, whether they are shared micromobility options like scooters, automated driving vehicles, or something else, will expand how we provide and operate our transportation infrastructure in the future. 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 growing role our airport has in our transportation network. Individual mode systems should not be considered in isolation. Rather all modes should support each other to create a strong transportation network.

This chapter presents our proposed transportation network. It builds upon the strengths that exist today but also focuses on the systems that can achieve our mobility goals over the next 20 years. The full proposed transportation network is built around infrastructure that will get us where we want to go, when we want to get there, safely and cost-effectively.

GETTING THERE TOGETHER ASMP

Indicators and Targets *- Sidewalk System*

Increase the functionality of existing very high- and high-priority sidewalks

Achieve and maintain 95% functionality for very high- and high-priority sidewalks by 2026

Increase the functionality of the existing sidewalk system

Achieve and maintain 55% functionality for the sidewalk system by 2026

Increase the number of new very high- and high-priority sidewalks completed within 1/4 mile of all identified schools, bus stops, and parks, including both sides of arterial and collector streets and one side of residential streets

Complete 100% of missing very high- and high-priority sidewalks within 1/4 mile of all identified schools, bus stops, and parks by 2026

Improve the response time for sidewalk obstruction complaints

Increase the share of Austin residents who walk to work

Achieve 4% of Austin residents who walk to work by 2039
(2.3% of residents walked to work between 2013 and 2017)

Increase the frequency of assessing the condition of the existing sidewalk system

Assess 10% of the sidewalk system annually

Increase the number of leading pedestrian intervals and pedestrian signal priority treatments

Increase the percentage of street frontages with sidewalks

Supply

Chapter 3

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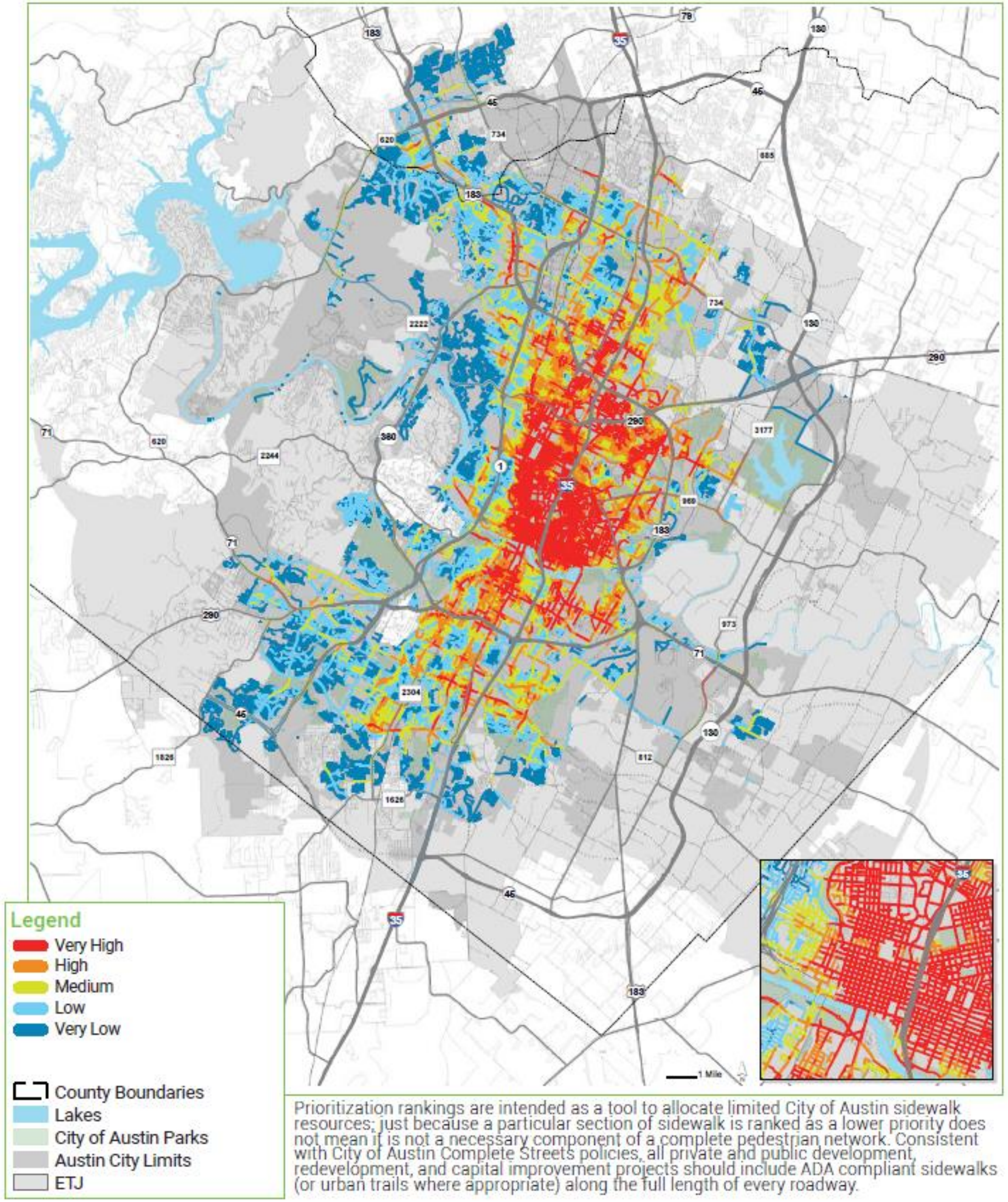
GETTING THERE TOGETHER ASMP

Prioritization rankings are intended as a tool to allocate limited City of Austin sidewalk resources; just because a particular section of sidewalk is ranked as a lower priority does not mean it is not a necessary component of a complete pedestrian network. Consistent with City of Austin Complete Streets policies, all private and public development, redevelopment, and capital improvement projects should include ADA compliant sidewalks (or urban trails where appropriate) along the full length of every roadway.

Sidewalk Prioritization Map



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How the elements work together – Pedestrian Example

Policy: Maintain the usability of the sidewalk system

Example Program: Sidewalk Program

Example Project: 2018 Bond sidewalk rehabilitation

Replacing damaged sidewalks based on the prioritization within the Sidewalk Plan / ADA Transition Plan

Indicator: Increase the functionality of the existing sidewalk system

Example Action Item:

- Develop and implement an ongoing program to improve sidewalk functionality by promoting property owner vegetation maintenance responsibilities, enforcing violations, and proactively managing public vegetation obstructions.
- Encourage all City departments to develop policies regarding their responsibilities to remove accessibility barriers within the scope of their projects.

How the elements work together – Safety Example

Policy: Minimize the potential for conflicts between transportation network users

Example Program: Pedestrian Program

Example Project: 2018 Bond Vision Zero/Transportation Safety improvements

Funding for intersection and pedestrian safety improvements

Indicator: Increase the safety of pedestrian crossings

Implement improvements at 30 priority locations per year, at least 50% of which are on the High-Injury Network

Example Action Items:

- Update the Transportation Criteria Manual and other relevant guidelines and manuals to minimize the potential for conflicts between road users and prioritize the safety of vulnerable users.
- Develop guidance, evaluate, and implement pedestrian crossing improvements, including leading pedestrian intervals and pedestrian scrambles, at signalized intersections with high pedestrian volumes.

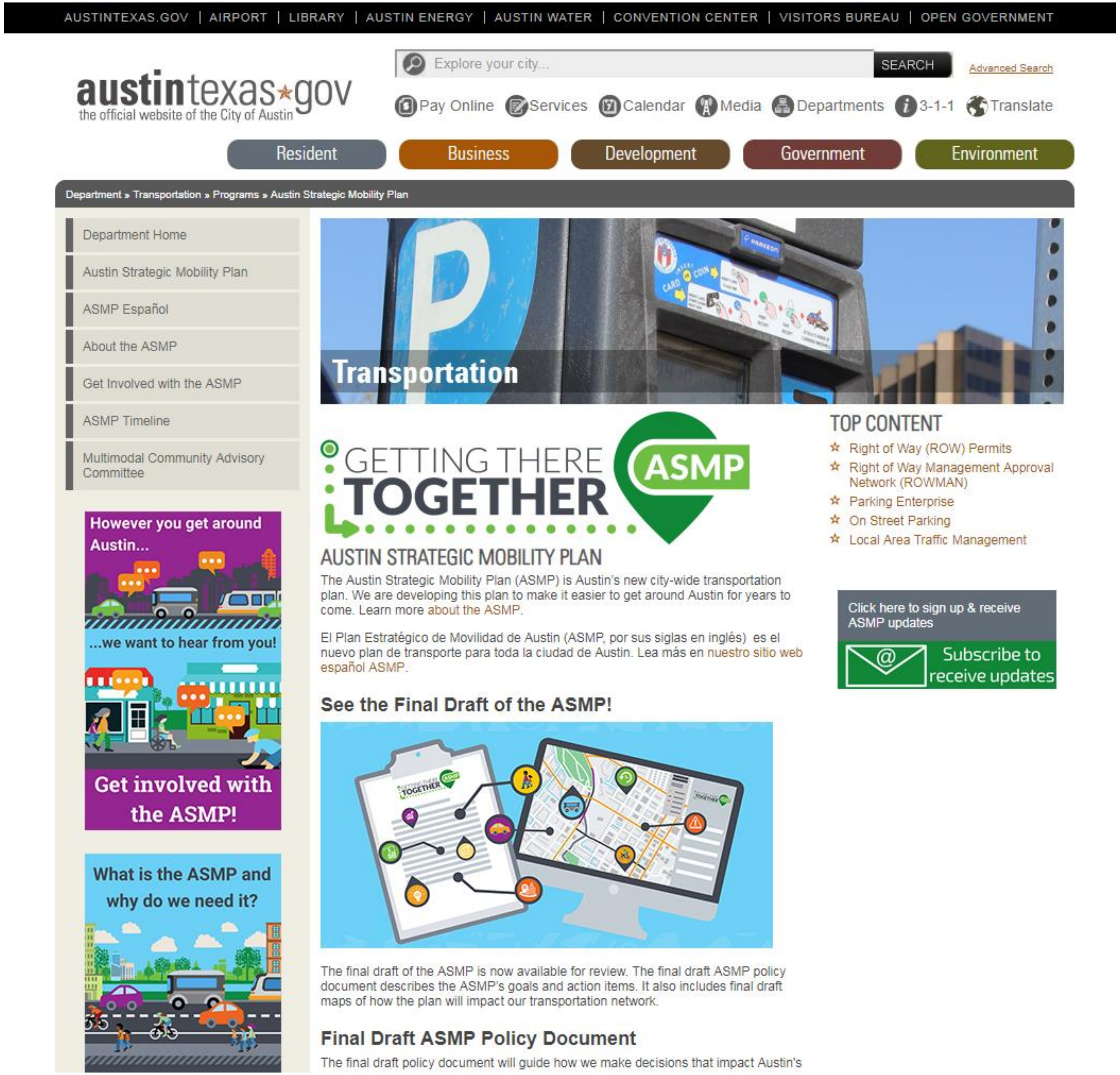
Path to Completion

- Boards & Commissions:
  - Zoning and Platting Commission (March 5 & March 19)
  - Environmental Commission (March 6)
  - Planning Commission (March 12 & March 26)
  - Urban Transportation Commission (March 18)
  - & Others
- City Council
  - March 7 – Set Public Hearing for March 28
  - March 28 – City Council Public Hearing, Ordinance Readings

For more information, visit our website:

- Draft ASMP Policy Document
  - Policies
  - Indicators + Targets
  - Actions
  - System Maps
- Street Network Table + Map
- Future meeting details
- Previous engagement results

austintexas.gov/ASMP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the official website of the City of Austin
Explore your city...
SEARCH
Advanced Search
Pay Online
Services
Calendar
Media
Departments
3-1-1
Translate
Resident
Business
Development
Government
Environment
Department » Transportation » Programs » Austin Strategic Mobility Plan
Department Home
Austin Strategic Mobility Plan
ASMP Español
About the ASMP
Get Involved with the ASMP
ASMP Timeline
Multimodal Community Advisory Committee
However you get around Austin...
...we want to hear from you!
Get involved with the ASMP!
What is the ASMP and why do we need it?
Transportation
GETTING THERE TOGETHER
ASMP
TOP CONTENT
☆ Right of Way (ROW) Permits
☆ Right of Way Management Approval Network (ROWMAN)
☆ Parking Enterprise
☆ On Street Parking
☆ Local Area Traffic Management
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Subscribe to receive updates

AUSTIN STRATEGIC MOBILITY PLAN

The Austin Strategic Mobility Plan (ASMP) is Austin's new city-wide transportation plan. We are developing this plan to make it easier to get around Austin for years to come. Learn more about the ASMP.

El Plan Estratégico de Movilidad de Austin (ASMP, por sus siglas en inglés) es el nuevo plan de transporte para toda la ciudad de Austin. Lea más en nuestro sitio web español ASMP.

See the Final Draft of the ASMP!

The final draft of the ASMP is now available for review. The final draft ASMP policy document describes the ASMP's goals and action items. It also includes final draft maps of how the plan will impact our transportation network.

Final Draft ASMP Policy Document

The final draft policy document will guide how we make decisions that impact Austin's

Thank you

AUSTINTEXAS.GOV/ASMP