Joint work session of the Austin City Council and Capital Metro Board of Directors

MARCH 4, 2019

Agenda

Purpose:

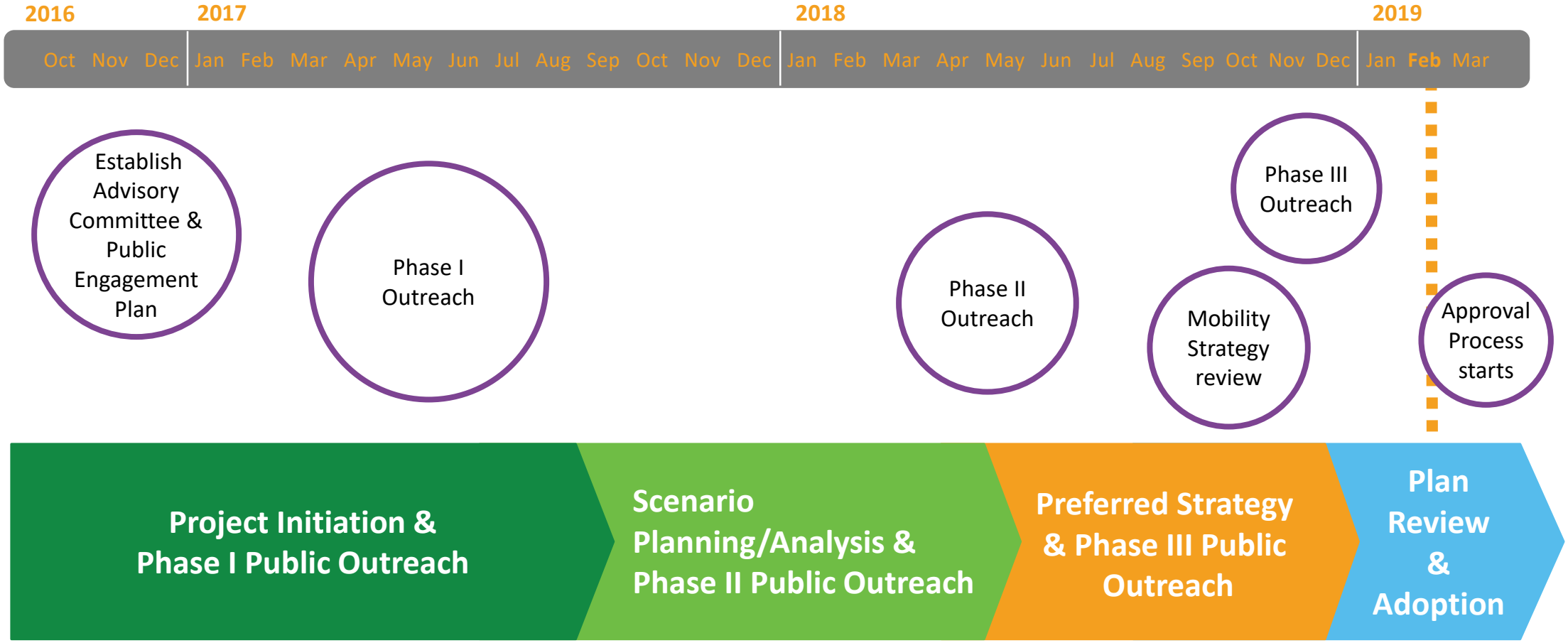
Facilitate collaborative, cross-jurisdiction dialogue about the Austin Strategic Mobility Plan, especially related to Capital Metro's Project Connect and the City's Corridor Mobility Programs.

Socialize questions and comments.

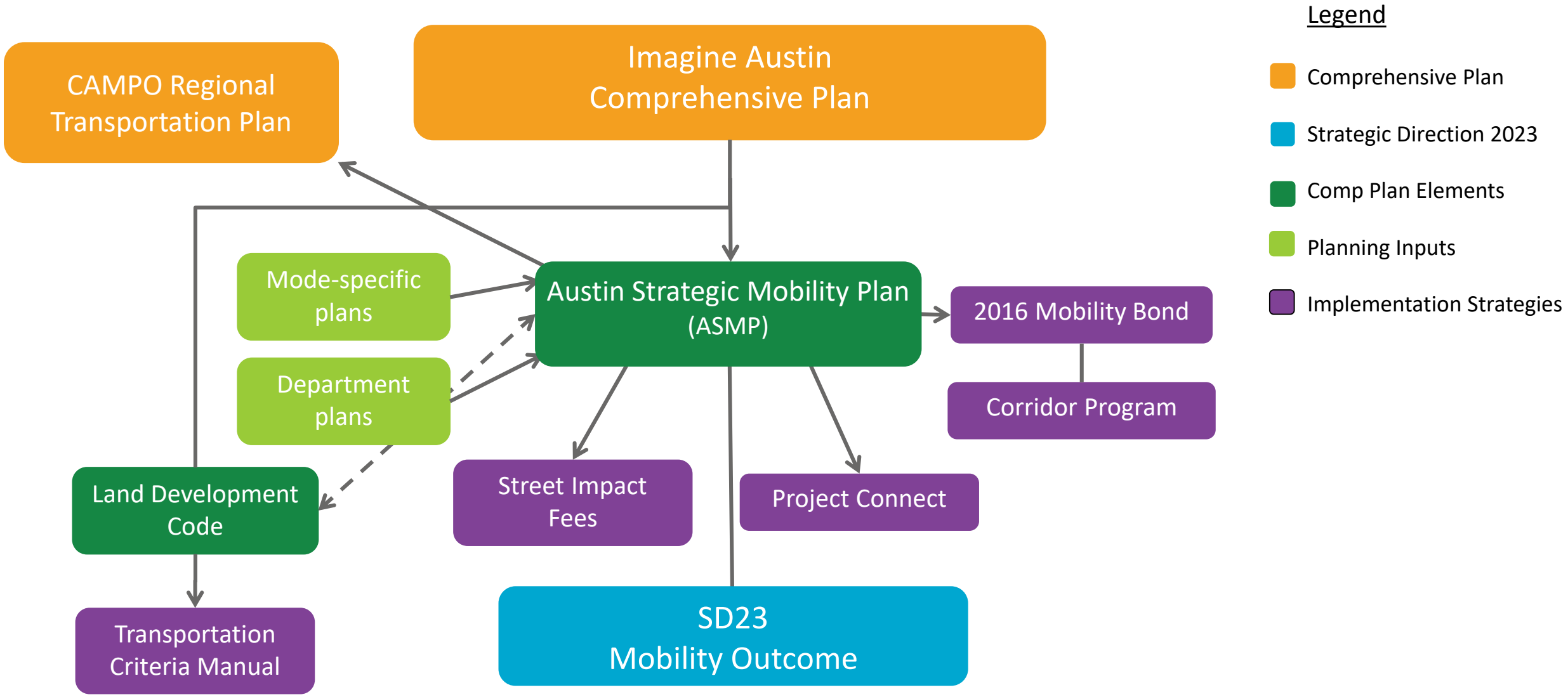
Today's Agenda:

1. ASMP Background and Process
2. Motivation for the Plan (our challenges)
3. Our strategies
4. How the ASMP supports Project Connect and the Corridor Mobility Programs
5. Next steps

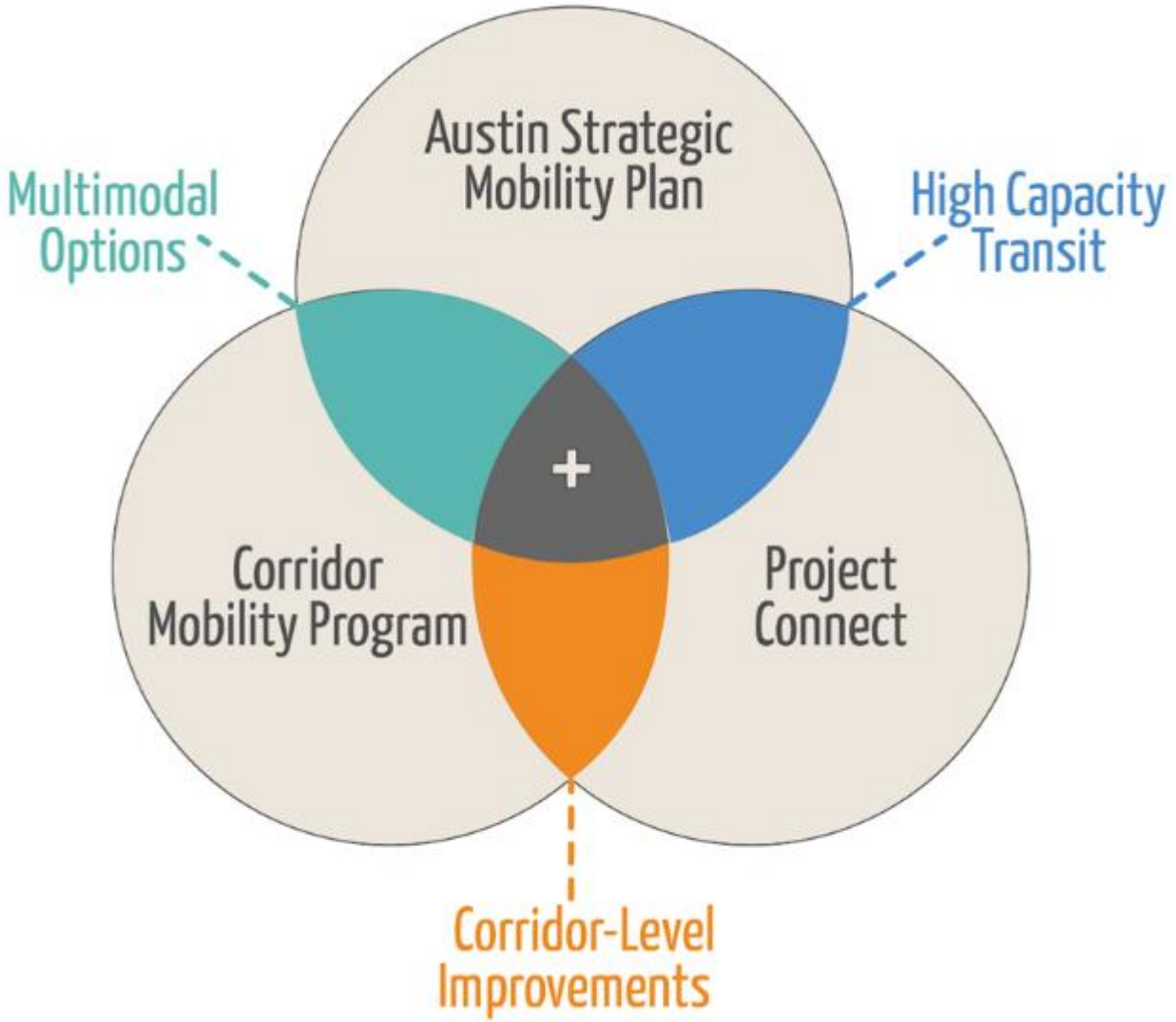
Planning Process



Where does the ASMP come in?



Mobility Initiatives

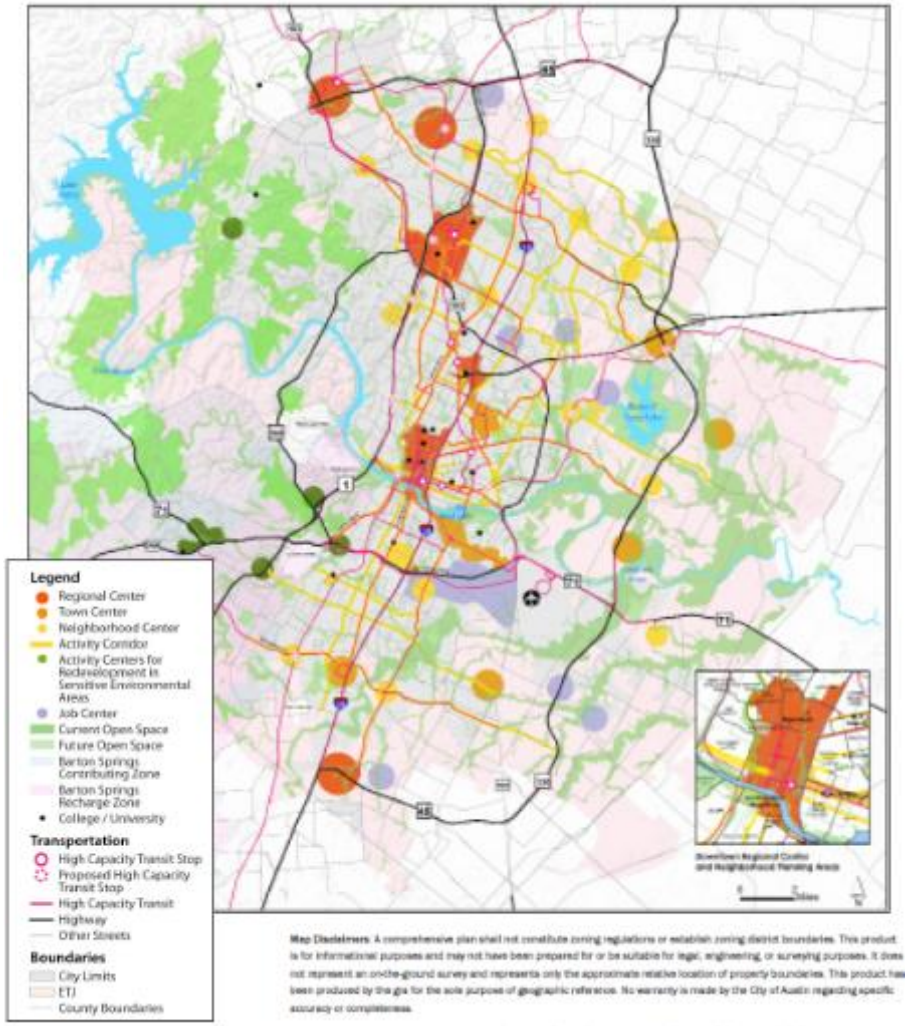


+ Regional Mobility Solutions

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



Imagine Austin Figure 4.5 – Growth Concept Map

Planning Approach

Technical:

Scenario Planning

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

- Prioritizing goals and gathering broad thoughts from community

Phase I: Brainstorming

Phase II: Exploring Scenarios

- Consideration of 3 transportation scenarios

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

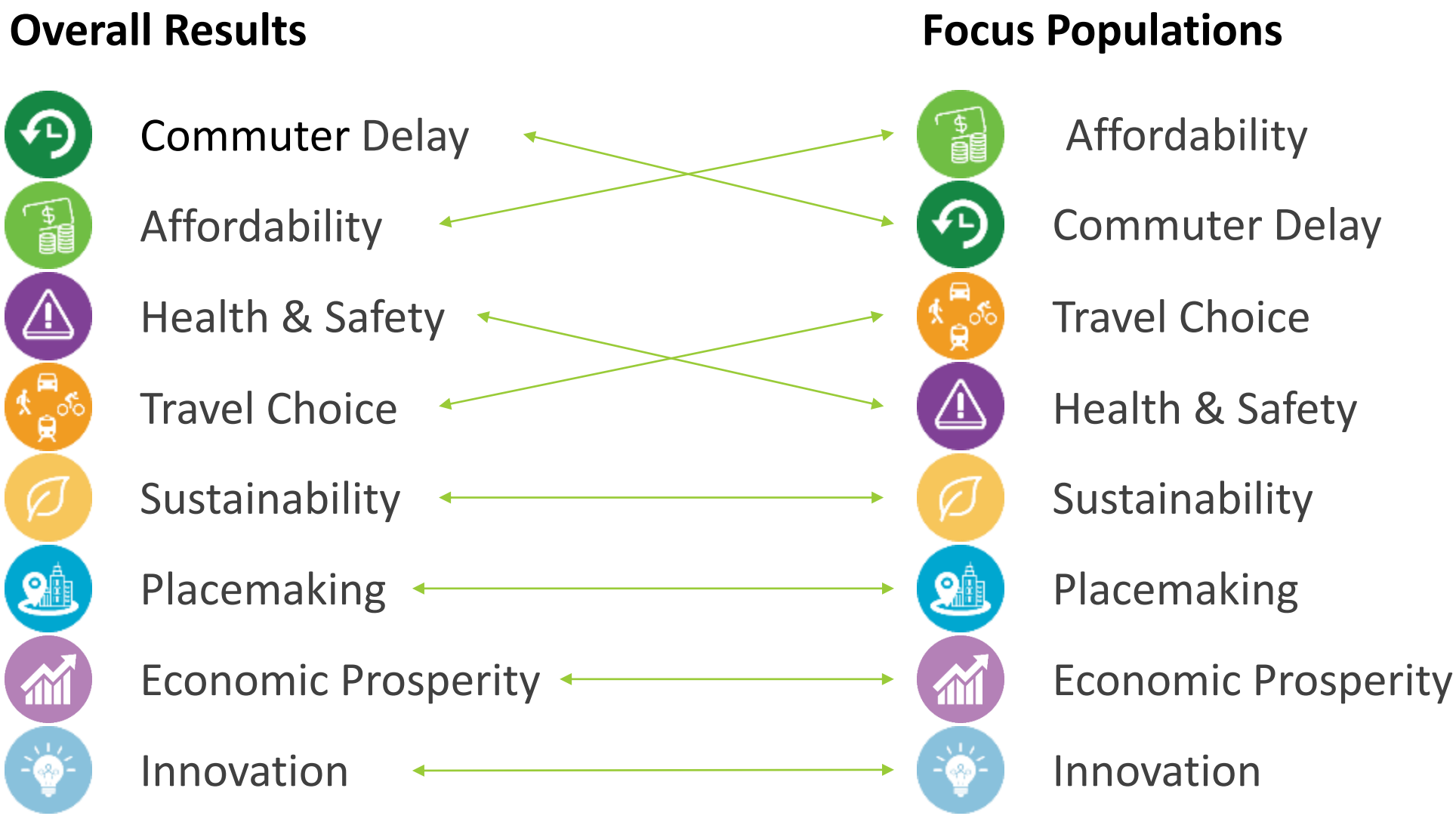
Phase III: Creating the Draft Plan

Phase IV: Sharing the Draft Plan

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

Type	Engagement *with Project Connect	Phase 1: Goals	Phase 2: Scenarios	Phase 3: Policies + Projects	Phase 4: Adoption
Targeted Engagement with a focus on historically underrepresented/ underserved communities	Paper survey (in person, delivery, and mail-in)	●	●	●	
	Organizational outreach	●	●	●	●
	Employer-based events	●	●		
	Employer-based electronic outreach	●	●	●	●
	Paid, targeted social media	●	●	●	●
	Focus groups		●	●	
	Community events and presentations*	●	●	●	●
	Quality of Life Commissions		●	●	
	Office Hours (in libraries)			●	
Traditional public engagement	Multimodal Community Advisory Committee*	●	●	●	●
	“Traffic Jam!” Events*	●	●		
	Online survey	●	●	●	
	Organizational newsletters	●	●	●	●
	Public Hearings				●
	Unpaid, general social media	●	●	●	●
	Materials/ads in libraries and recreation centers	●	●		
	E-Blast (ASMP Newsletter to all contacts)	●	●	●	●

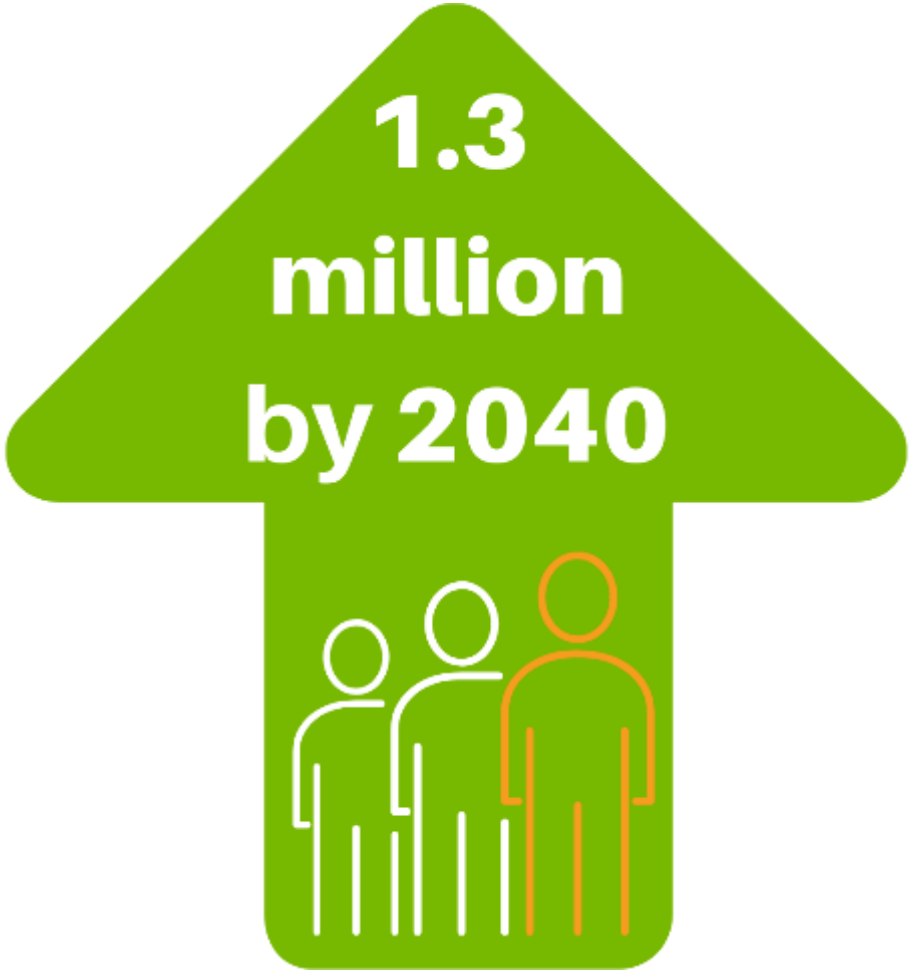
ASMP Goals


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

Questions at this point?

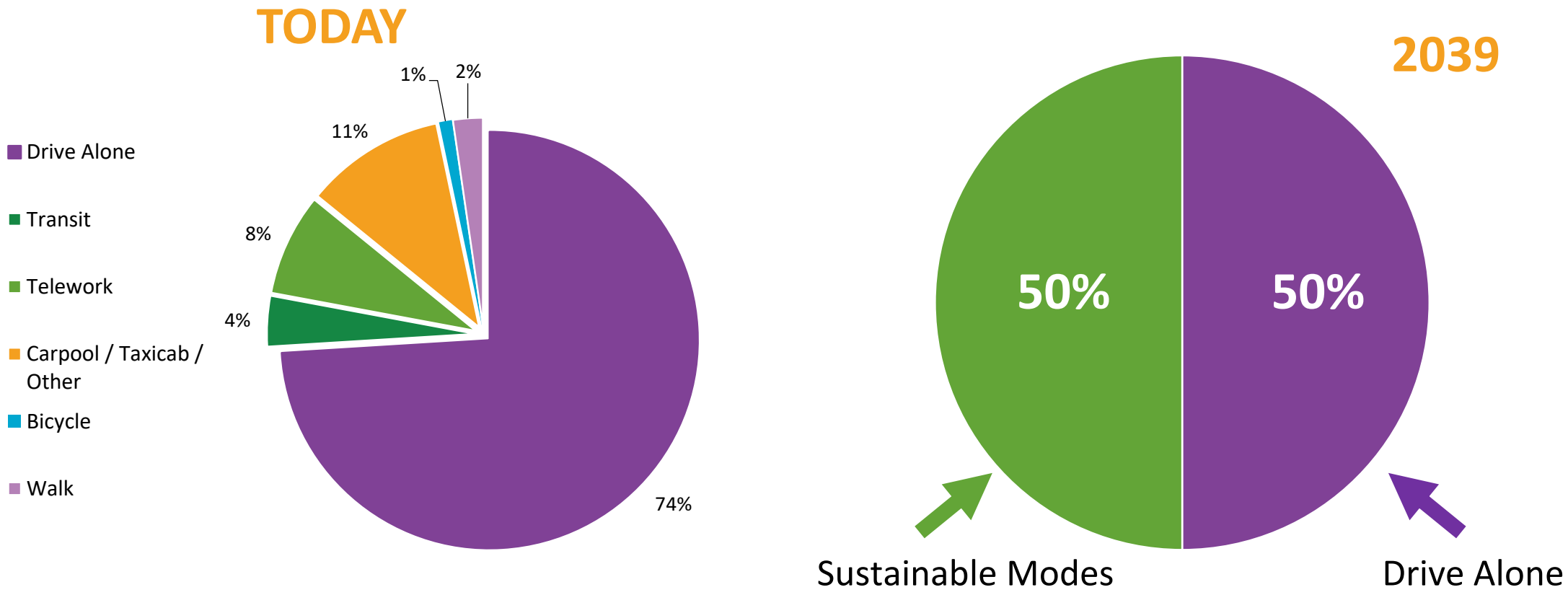
Historically, Austin's population has **DOUBLED** every 20-30 years.

How will we get around in the future?



Motivation for the Plan

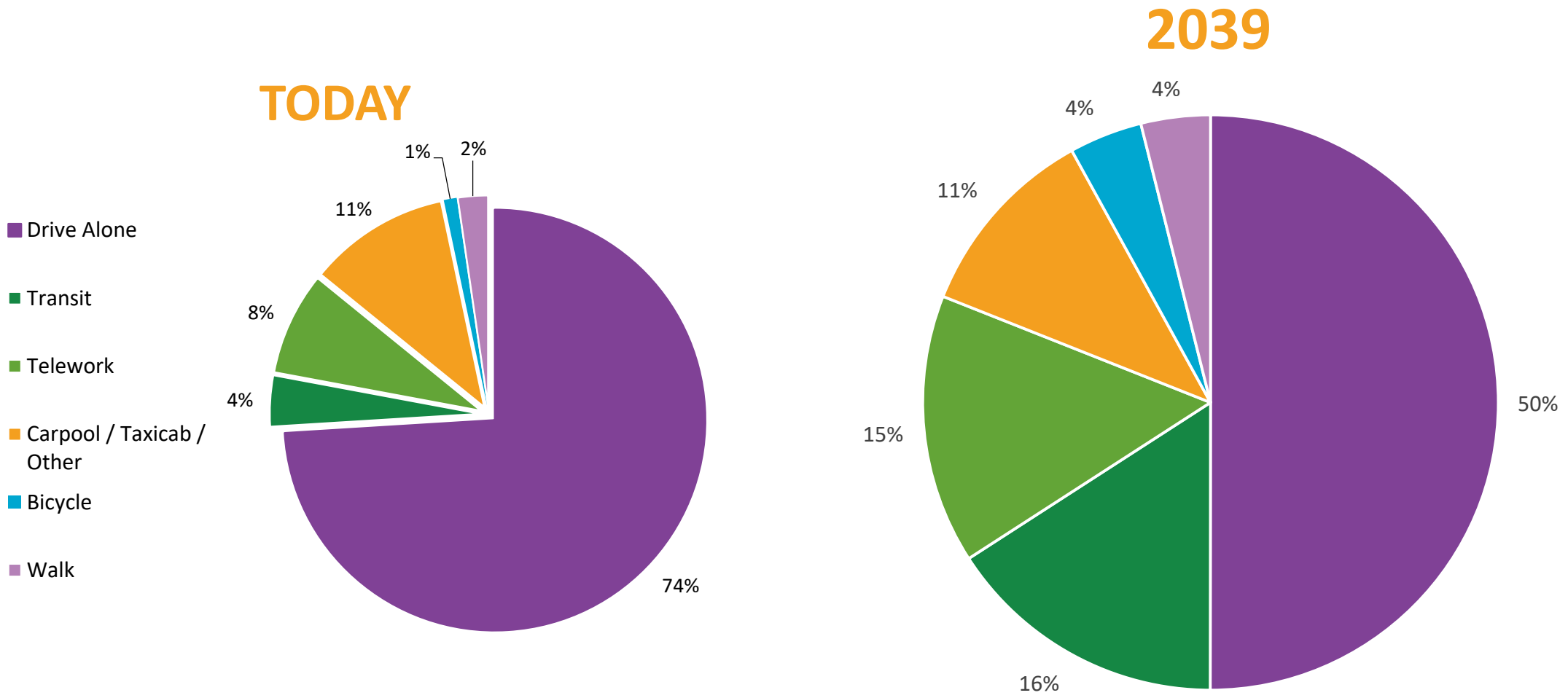
74% drive alone today vs. 50% in 2039



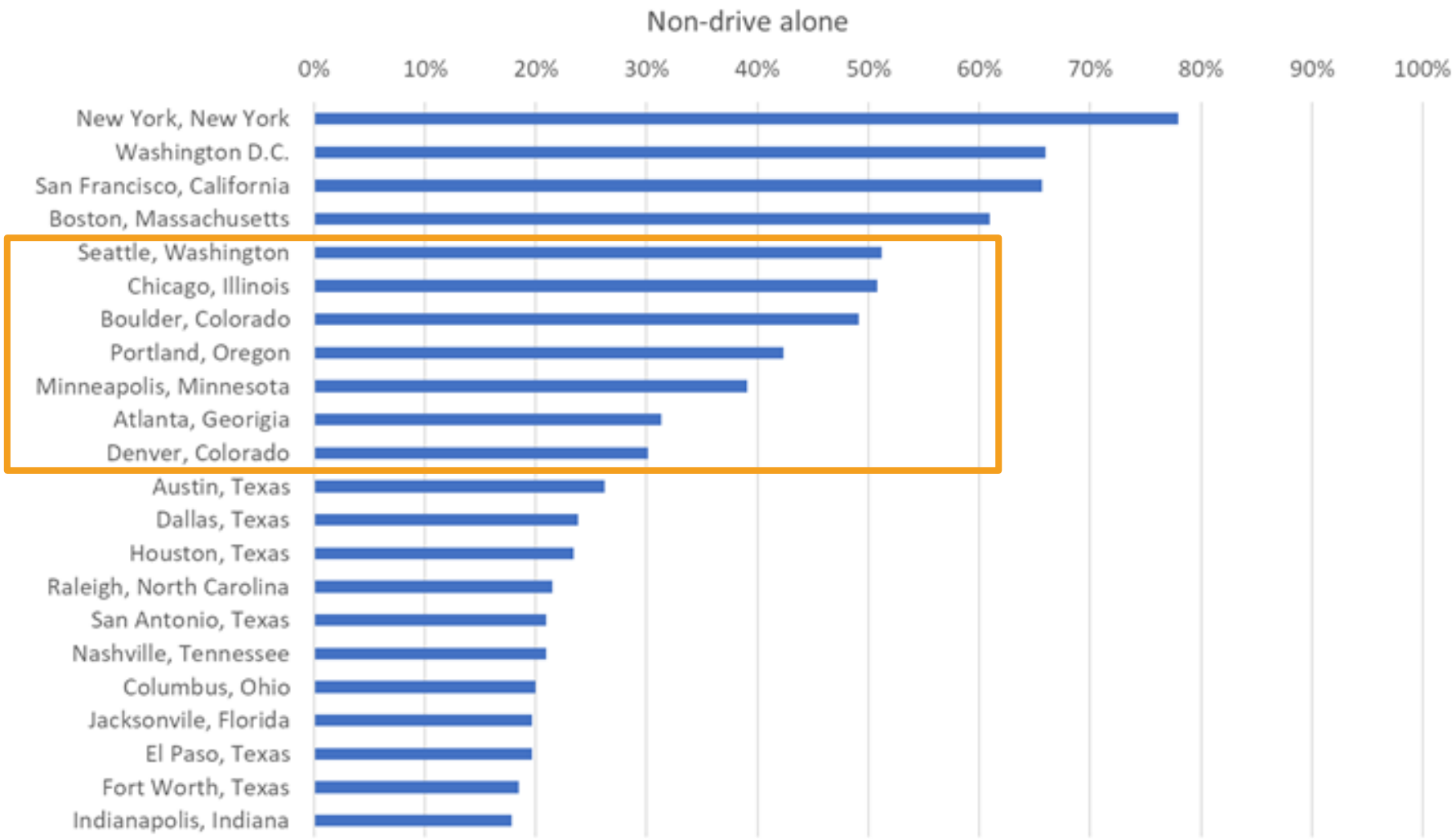
Motivation for the Plan

A 50/50 mode share in 2039 would maintain the current number of single-occupancy vehicles commuting to work, even with projected population growth.

What could it look and feel like?



What would it look and feel like?



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

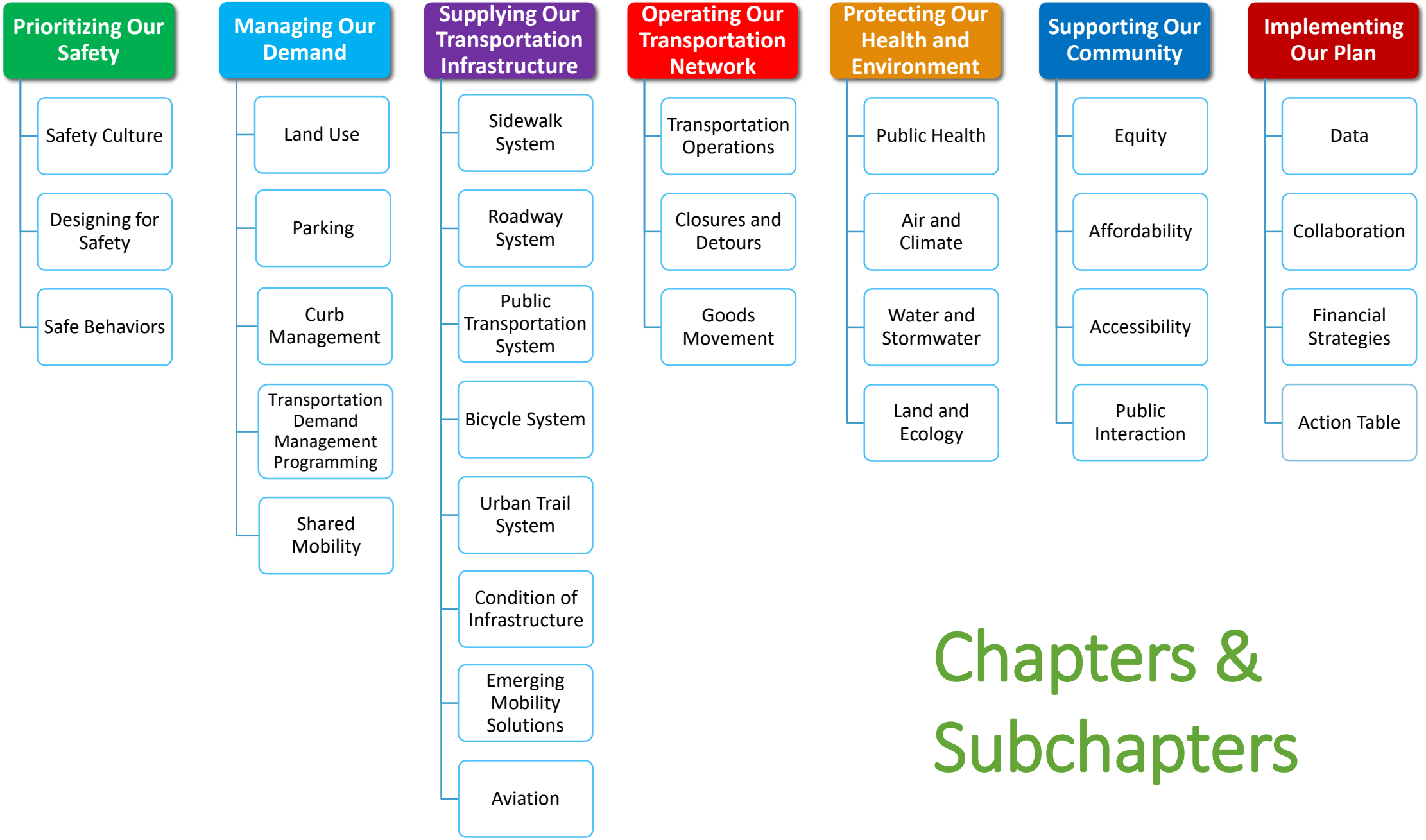
Questions at this point?

How do we get there?

126 Policies

+

Council's SD23 will help identify 3 to 5 year priorities and action items



Chapters & Subchapters

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

System Maps

- Sidewalk
- Bicycle
- Urban Trail
- Roadway
- Public Transportation
- High-Injury Network

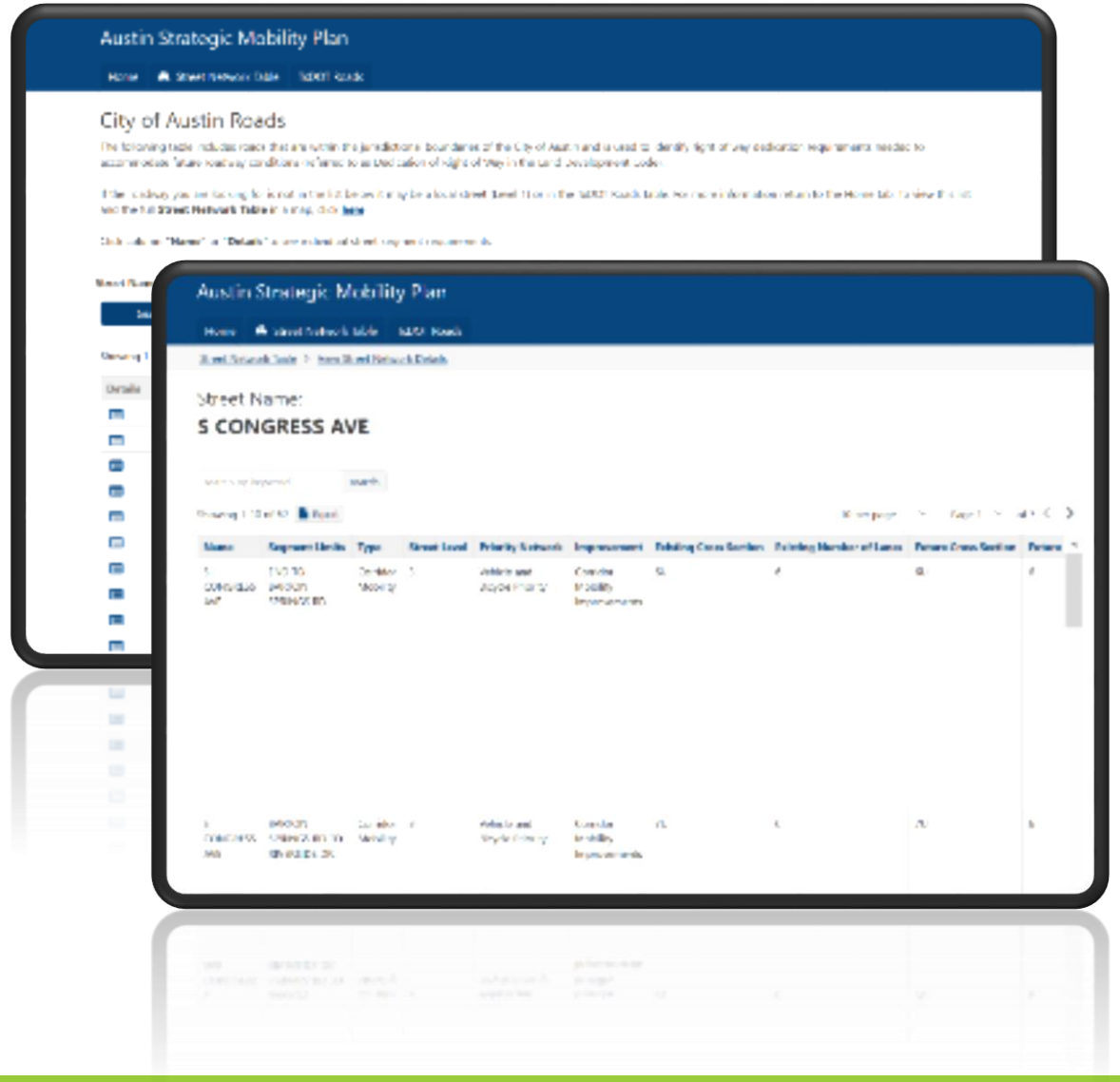
New Material

Street Network Table

Technical element of the ASMP, requirement of the Land Development Code

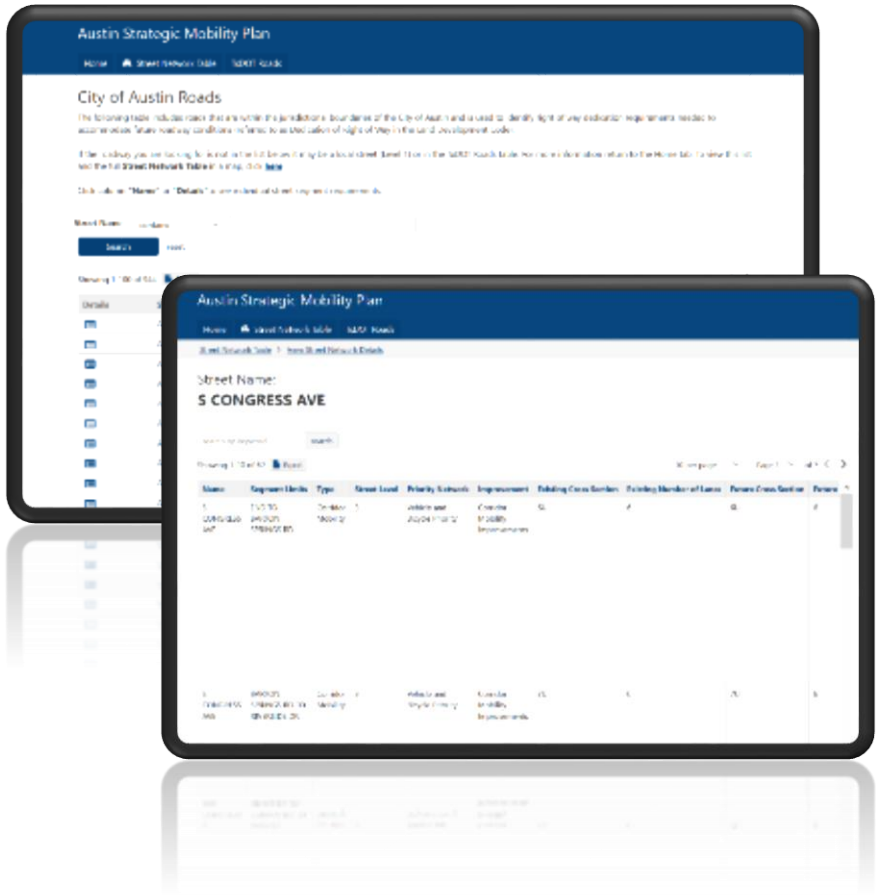
944 streets organized by Street Name with existing and future condition of right of way

Fully digital public database



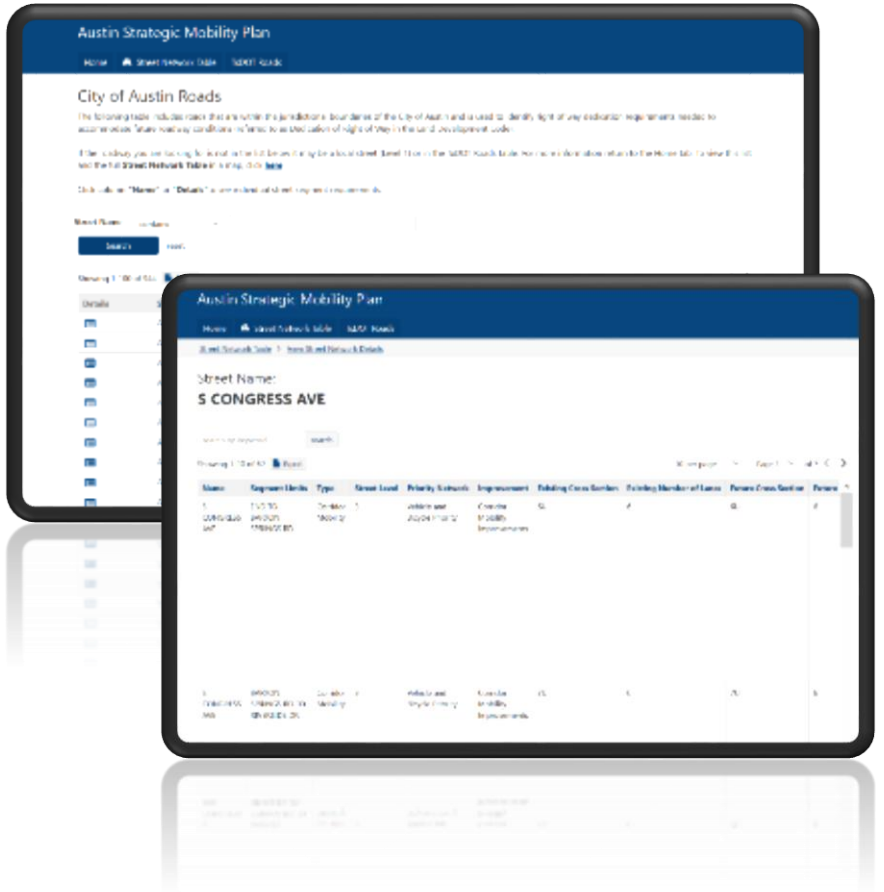
Street Network Table – Transit Example

- Project Connect corridors in the Street Network Table
  - **Roadway Description** includes “with a dedicated transit pathway” or “with transit priority treatments”
  - **Required Right of Way** includes space to operate transit in dedicated pathways
  - **Right of Way Remarks** indicates “Further study required for prioritizing design elements or ROW acquisition.”



Street Network Table – Roadway Example

- Roadway Capacity Projects in the Street Network Table
  - **Roadway Description** includes recommended future conditions
  - **Improvements** indicate the type of project, such as “New Roadway”, “Expand Roadway”, Substandard Street”, etc.
  - **Project Description** includes bicycle facilities and sidewalks
  - **Required Right of Way** includes space to accommodate future improvements
  - **Right of Way Remarks** indicates “Further study required for prioritizing design elements or ROW acquisition.”



How the elements work together - Roadway Example

Policy: Strategically provide new roadway connections and add capacity for vehicles

Example Program: Development Review and Regional Partnership Funding

Example Project: RM 620 at RM 2222 (2016 Mobility Bond Project)

Adding a through-travel lane eastbound, as well as turn lanes and raised medians from Bonaventure Drive to Sitio Del Rio Boulevard and westbound from Ribelin Ranch Drive to Sitio Del Rio Boulevard, and adding an outside northbound merge lane along RM 620 from Steiner Ranch Blvd to the new bypass road, along with center turn lanes and medians.

Indicator: Increase the number of roadway capacity improvements implemented

Action Item Example(s):

- Develop projects that increase vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity.
- Collaborate with TxDOT, CTRMA, CMTA, and other agencies on highway improvement projects.

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 Council-adopted Sidewalk 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

How the elements work together - Transit Example

Policy: **Enhance commuter public transportation service**

Example Program: **Transit Enhancement Program (Capital Metro and Austin Transportation)**

Example Project: **W. 5th Street Transit/Bike Priority Lane**

Improvements include a shared transit and bicycle priority lane between West Lynn and Baylor streets, with priority bus and bicycle signals at Baylor Street

Indicator: **Decrease transit travel time**

Example Action Item(s):

- Implement near-term transit priority improvements in conjunction with regional public and private providers.
- Work with Capital Metro, CARTS, and TxDOT to expand and improve commuter public transportation service.

Challenges to achieving 50/50

1. How might we lower the risk of travel-related injury and protect and promote public health?
2. How might we supply a multimodal transportation network (for driving, walking, biking and taking transit that can meet the demands of a growing region while providing equitable access to transportation choices, opportunities and services?
3. How might we prepare for and lead in leveraging rapidly evolving technology in transportation?
4. How might we ensure a financially and environmentally sustainable transportation network?
5. How might we effectively collaborate with agencies, organizations and the Austin community around mobility decision-making?

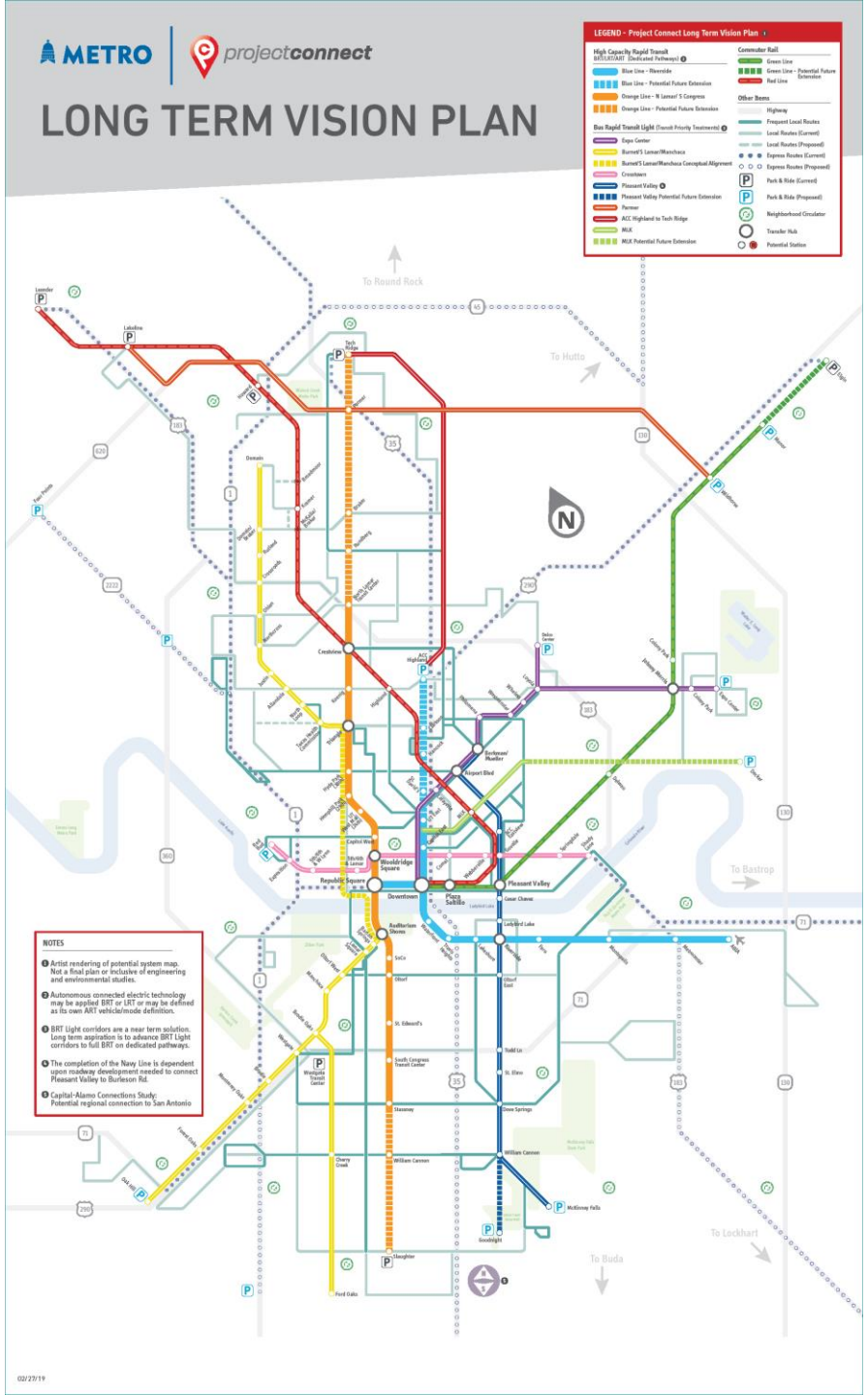
Questions at this point?

METRO | projectconnect

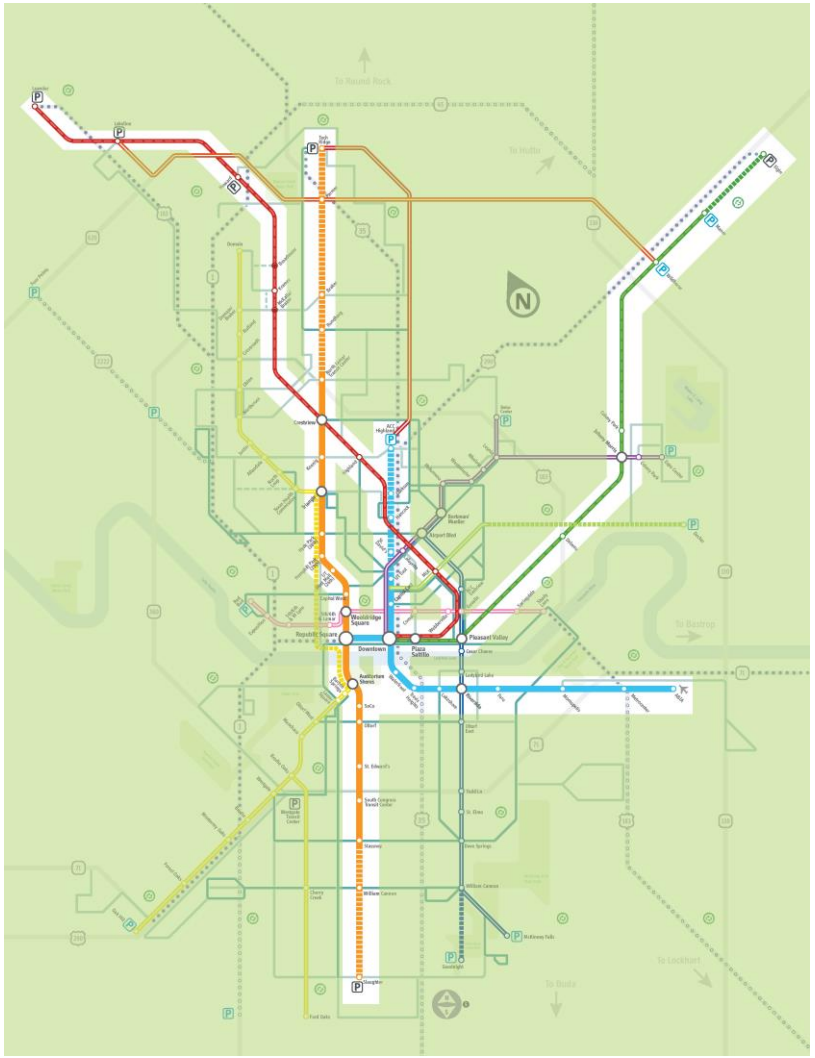
projectconnect

New Transit Options for a Greater Austin

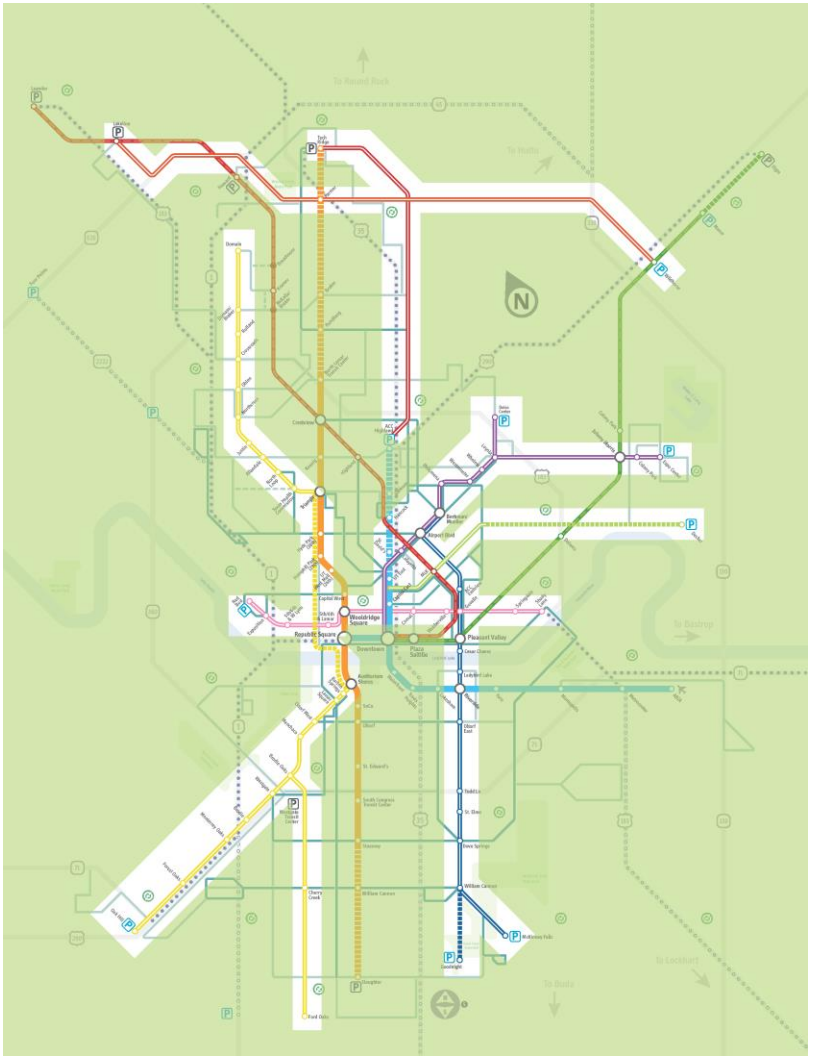
Austin Rapid Transit



Project Connect Vision has varying levels of Dedication



Fully dedicated due to high ridership estimates & transit supportive environment



BRT Light or partially dedicated (i.e. peak hour lanes, transit priority lanes or dedicated segments)

ROW Constraints Analysis

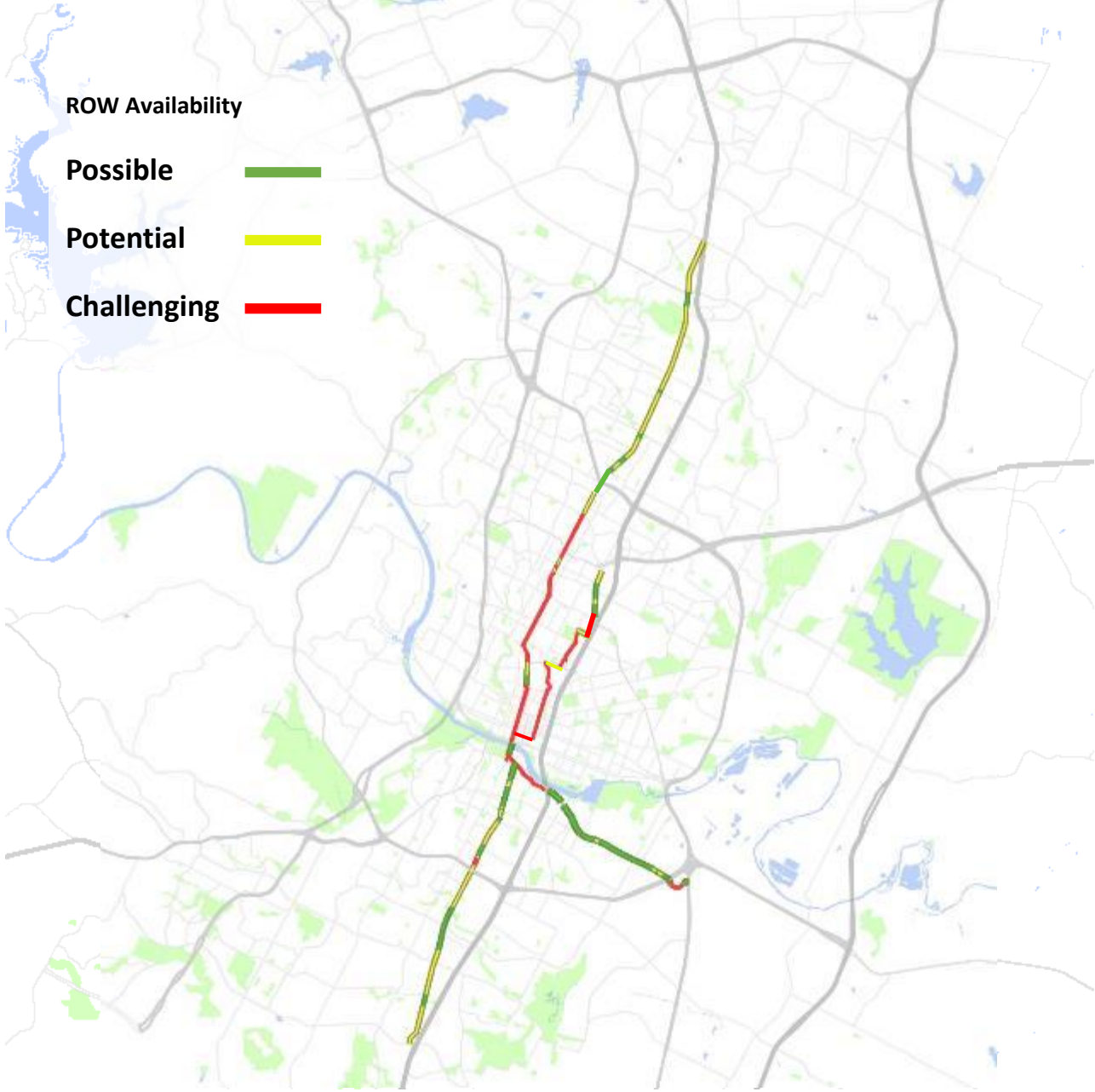
Orange and Blue Lines with Dedicated Pathways

Green – no ROW constraints, dedicated lanes possible

Yellow – some ROW constraints; strategic solutions to be developed

Red – major ROW constraints; extensive analysis to develop solutions

**Some roadway segments will require TxDOT coordination*



ROW Constraints Analysis

Initial BRT Light Lines
Potential Future Full BRT Lines

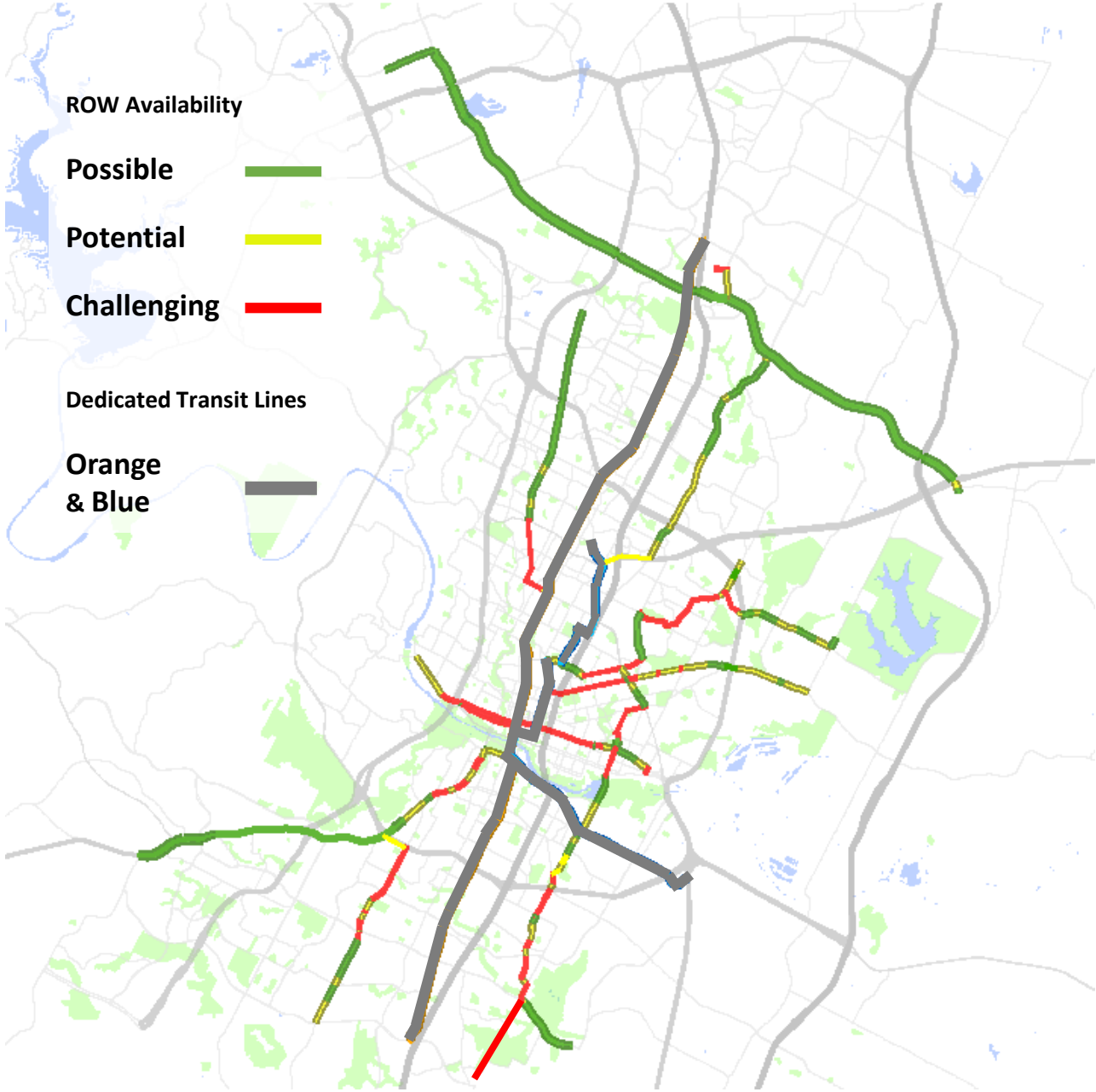
Green – no ROW constraints, dedicated lanes possible

Yellow – some ROW constraints; strategic solutions may be possible (i.e. transit priority lanes, peak hour dedicated lanes)

Red – major ROW constraints; costly solutions may be possible in the future

- Private sector dedications (front setbacks)
- ROW purchase
- Parking, median, or travel lane conversion

**Some roadway segments will require TxDOT coordination*



BRT Light Short-Term Strategies*

Transit Priority Treatments
- Signal Prioritization
- Level Boarding
- Peak-hour Lane
- Queue Jumps
- Bus Bulbs

BRT Light with Transit Signal Priority and Queue Jumps

Peak Hour Lanes

Transit Priority Lanes

* Partially dedicated due to constraints such as existing buildings, utilities, and right-of-way

Project Connect and ASMP Integration

- Project Connect, Corridor Mobility Program and ASMP have been working together for over 2 years
- We share a Multimodal Community Advisory Committee (MCAC)
- Traffic Jams!
- Conducted joint district meeting

March 2017

July 2017

March 2018

- Project Connect Vision Plan integrated into Transit chapter of ASMP
- December 17th, 2018 Board Approval of Project Connect Vision Plan

ASMP Supporting Project Connect

- **Blue/Orange line – Dedicated Transit Pathway**
  - Street Network Table, policies support
  - Strategy – dedicate ROW

- **BRT Light (7 corridors)**
  - Short-term strategy – spectrum of transit priority treatments
    - Transit priority lanes
    - Transit signal priority
    - Peak-hour priority lanes
    - Level-floor boarding
  - Longer-term strategy allows transition to high-capacity transit (preservation)
    - ROW dedication
    - Grade separation or conversion of lanes in constrained areas
- **Improve the Red Line and implement the Green Line**

***Dedicated Pathways**

***BRT Light**

Community Engagement Objectives

Engage and inform the community.

Use tools and techniques to create a widespread, common understanding of Project Connect and how it benefits all of us, not just those who choose to use transit.

Connect with individuals from all communities.

This ensures that those with the greatest need are fully engaged and have easy access to information and convenient ways to be heard.

Track and report regularly.

Continue throughout the program to allow for adjustments to better reach and accommodate stakeholders. Receive clearance on environmental studies and successfully complete preliminary engineering.

Receive clearance on environmental studies.

Successfully complete preliminary engineering.

Community Engagement

Tactics

- Project Connect Community Office *(607 Congress Ave.)*
- Accessible public Meetings
- Virtual open houses
- Community Fairs
- School district collaborations
- Churches and faith-based outreach
- Brown bag lunch sessions for major employers
- Special events
- Promotions and incentives

Outreach Techniques

- Environmental design
- In-progress event engagement
- Flash mobs
- Publicity stunts
- Treasure hunts
- Non-conventional outreach
- Experiential engagement

Engagement Dashboard

Program growth

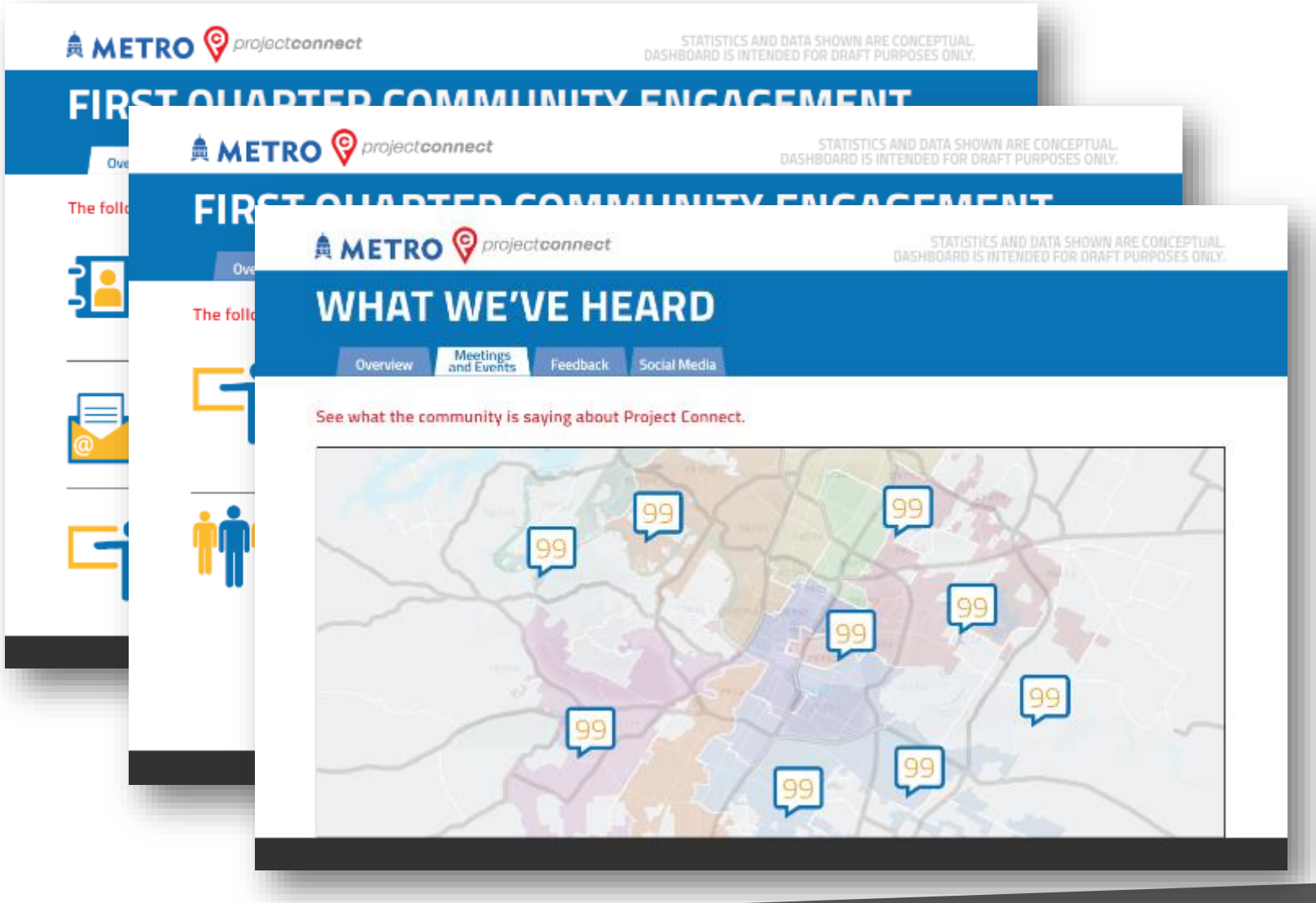
Track engagement progress, traction and outcomes of activities throughout the program.

Interactive map

Post meeting locations, meeting information and materials, capture public feedback.

Continuity and success

Build public support through positive feedback and engagement.



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CORRIDOR MOBILITY PROGRAM

GETTING THERE TOGETHER

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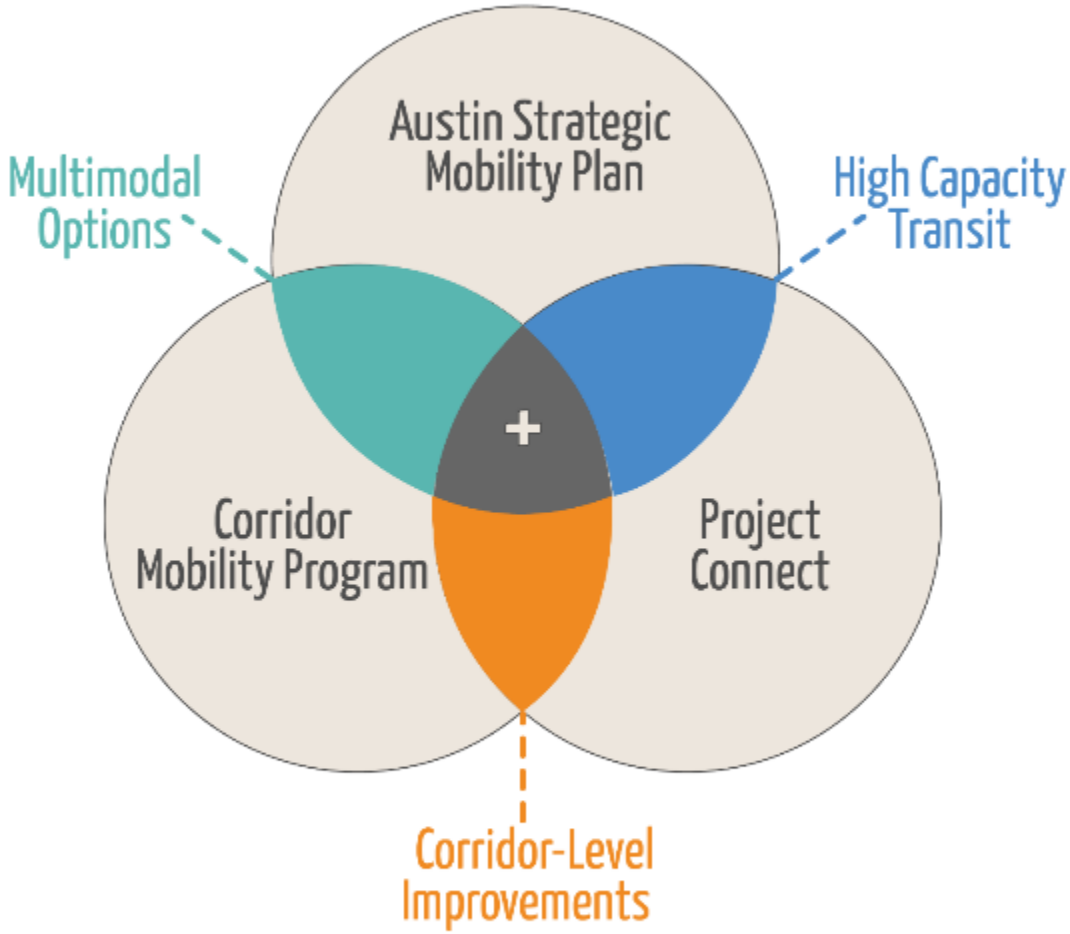
+ Regional Mobility Solutions



- Informing the Strategic Direction 2023 (SD23) Mobility Outcome

KEEPING THE CONTRACT WITH VOTERS

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- ☑ Accelerated pace of delivery
- ☑ Leveraged **$95 million** across all programs to bring in more than **$275 million** to 2016 Mobility Bond
- ☑ Corridor Construction Program adoption
- ☑ On track for 8-year program completion
- ☑ Continued focus on outcomes, community benefit

SINCE NOVEMBER 2016:

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2016 MOBILITY BOND

- 148 projects constructed
- 117 construction projects in the pipeline
- 11 corridors and regional roadways in design
- 100% of projects on-budget, 100% on-schedule
- 43 contracts already executed

CORRIDOR MOBILITY PROGRAM PROGRESS SINCE NOVEMBER 2016:

austin MOTION 2016 MOBILITY BOND

- ☑ Updated and translated 9 Corridor Mobility Plan recommendations into investment packages
- ☑ Used robust prioritization model to develop Corridor Construction Program based on Contract With Voters
- ☑ Council adoption of Corridor Construction Program – April 2018
- ☑ Preliminary engineering underway on all 9 corridors
- ☑ Received and reviewed 500+ deliverables
- ☑ Implemented processes to accelerate program delivery

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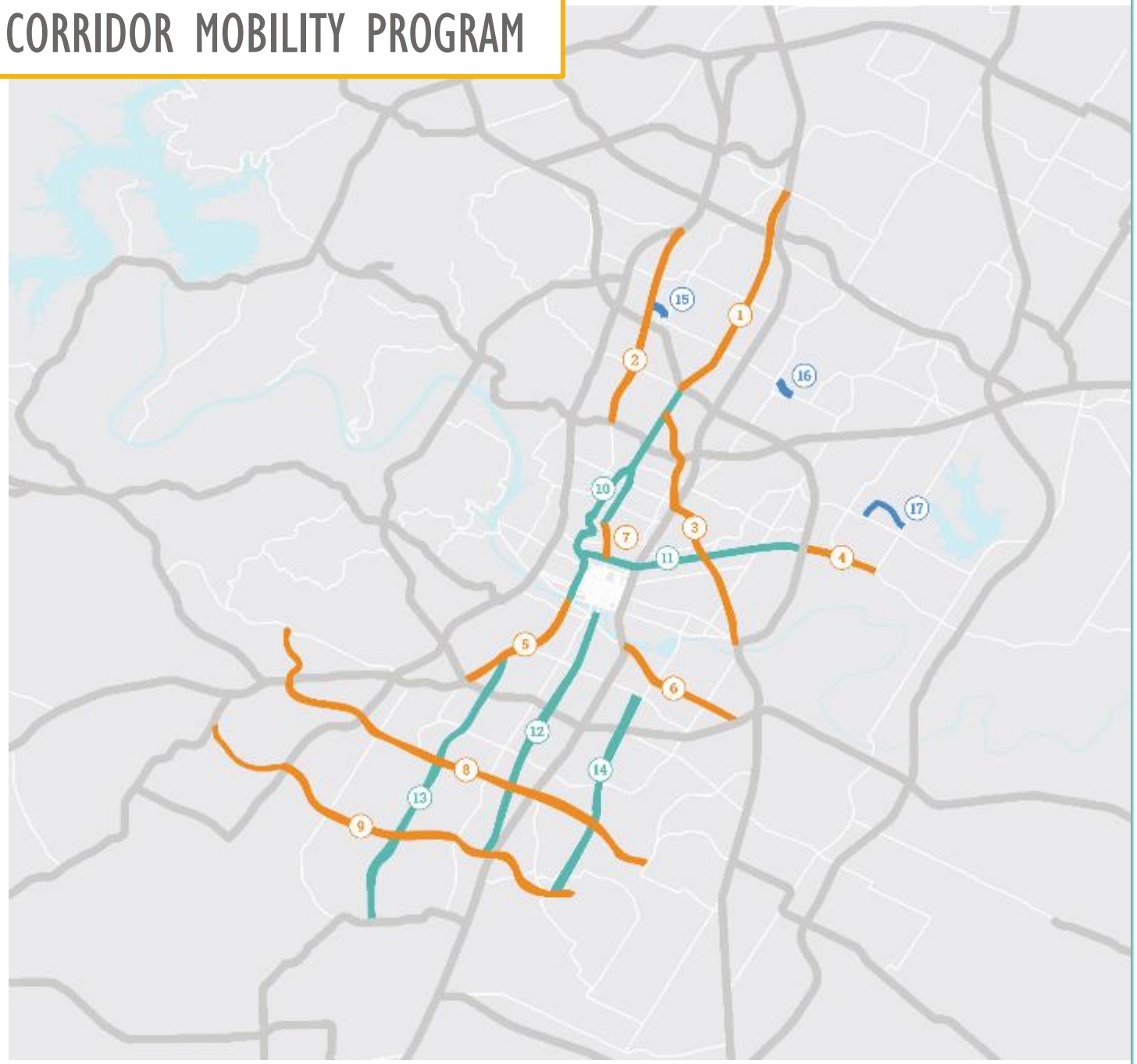
2016 MOBILITY BOND

CORRIDOR MOBILITY PROGRAM



CORRIDOR CONSTRUCTION PROGRAM:

1. North Lamar Boulevard (US Hwy. 183 to Howard Lane)
2. Burnet Road (Koenig Lane to MoPac Expressway)
3. Airport Boulevard (North Lamar Boulevard to US Hwy. 183)
4. East MLK Jr. Boulevard/FM 969 (US Hwy. 183 to Decker Lane)
5. South Lamar Boulevard (Riverside Drive to Ben White Boulevard/US Hwy. 290 West)
6. East Riverside Drive (I-35 to SH 71)
7. Guadalupe Street (MLK Jr. Boulevard to W. 29th Street)*
8. William Cannon Drive (Southwest Parkway to McKinney Falls Parkway)*
9. Slaughter Lane (FM 1826 to Vertex Boulevard)*

*Report in progress

PRELIMINARY ENGINEERING:

10. North Lamar Boulevard (Lady Bird Lake to US 183) / Guadalupe Street (W. 29th St. to North Lamar Boulevard)
11. E. MLK Jr. Blvd/FM 969 (North Lamar Boulevard to US 183)
12. South Congress Avenue (Lady Bird Lake to Slaughter Lane)
13. Manchaca Road (South Lamar Boulevard to FM 1626)
14. South Pleasant Valley Road (Oltorf Street to Slaughter Lane)

PRELIMINARY AND DESIGN WORK:

15. West Rundberg Lane (Burnet Road to Metric Boulevard)
16. East Rundberg Lane (Cameron Road to Ferguson Lane)
17. Colony Loop Drive (Loyola Lane to Decker Lane)

PRELIMINARY ENGEERING: KEY ACTIVITIES

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- Across all 9 corridors – 50 miles of roadway
  - Topography mapped and modeled
  - Existing right-of-way retraced
  - Conducted traffic analyses, preliminary drainage analyses, and tree surveys
  - Conducted over 380 geotechnical borings
  - Leveraged $30M in public/private sector funds
- More than 80 public engagement opportunities and outreach events
  - Received 4,500 public inputs
  - Conducted 10 corridor "walk-abouts"

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2016 MOBILITY BOND

Reduced Vehicular Delay

- Anticipated 25% average reduction in delay time
- 30 intersections improved, 50 new intersection turn lanes
- 120 signal improvements with new technology
- 30 miles of pavement rehabilitation

Increased Safety

- Anticipated 15% reduction in crash rate
- 13 of Austin's Top 28 crash intersections improved
- Intermittent median islands to reduce crashes
- 40 new mid-block pedestrian crosswalk signals (Pedestrian Hybrid Beacons)

Better Connectivity and Travel Options

- 75 miles of sidewalks or shared-use paths creating a complete network along the length of all nine corridors
- 40 miles of bicycle lanes creating a complete network along the length of all nine corridors
- 100 bicycle route connections
- Coordinated transit improvements (Capital Metro Connections 2025)

CORRIDOR MOBILITY PROGRAM + DEDICATED PATHWAYS

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- Corridor Construction Program + Dedicated Pathways
  - North Lamar Blvd.
  - Guadalupe Street
  - East Riverside Drive
- New Corridor Mobility Plans + Dedicated Pathways
  - North Lamar Blvd.
  - Guadalupe Street
  - South Congress Ave.

CORRIDOR MOBILITY PROGRAM + BRT LIGHT

- Corridor Construction Program + BRT Light
  - Airport Blvd.
  - Burnet Road
  - South Lamar Blvd.
- New Corridor Mobility Plans + BRT Light
  - Martin Luther King Jr. Blvd.
  - Manchaca Road
  - South Pleasant Valley Road

How the ASMP supports the Corridor Mobility Programs

Helping provide multimodal options and improve safety through context-sensitive design and project implementation

Including Corridor Mobility Program recommendations as projects

Identifying additional roads that need comprehensive corridor mobility planning efforts

Questions at this point?

Key action items for ASMP

- Establish benchmarks and targets for all ASMP indicators
- Advance public transportation initiatives, including Project Connect
- Update the transportation elements of the Land Development Code
- Expand the reach of TDM programming to more parts of the community
- Design and build improvements funded by the 2016 and 2018 bond programs
- Complete the Street Impact Fee and Non-Radioactive Hazardous Material Route Designation studies and implement programs
- Participate in CAMPO 2045 Plan
- Complete the Transportation Criteria Manual update

Timelines Going Forward

ASMP	Project Connect	Corridor Mobility Program
Boards, Commissions, Associated Entities – March	Blue Line – February 2019	Council briefing/update on Corridor Construction Program – April 2019
Adopt SD23 Mobility Outcome – March 28	BRT Light – April 2019	Commence final design phase – May 2019
City Council – March 28 Public Hearing (tentative)	Green Line TOD – March 2019	Seeking first-out opportunities for 2019-2020
		Commence bid/award/contract execution for projects—2019-2020
		Bulk of construction to occur 2021-2024