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Mayor Adler all right, good morning. We're in council chambers here at 301 west second street. It is 12:08. This is a joint work session with the city council, also with the cap metro board, also with invites further the county judge, Sarah Eckhardt, and ray will kerrson from the rma. Since today is all things transportation I'm going to say a couple of works real fast, give the chair of cap metro a chance to say something. You know, we have a significant agenda today. There are so many things with transportation hitting at the same time in our community. Project connect plan coming in, the 2016 bond monies being implemented and spent. At the same time we're having the Austin strategic mobility plan all happening at the same time, all pointing to really some transformational transportation projects in the community to discuss and implement over the next two years. This is really a moment of generational change. As I go through the stuff for me today as our staff is going to walk us through those, you know some of the key takeaways for me as I'm looking at the materials obviously are going to be the conversations about dedicated pathways, as we talk about a regional high capacity rapid transit, we're talking about for at least two of the most significant lines creating

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dedicated pathways so that this rapid transit is out of the flow of traffic. Doing that in most places this can be accommodated at grade within the existing right-of-way and certainly in -- with a goal not being to eliminate any existing travel lanes. Some places where we have limited access we're going to have to look at available options including acquiring additional right-of-way or going above ground or below ground or some other accommodation. But the promise of creating a system that is built around dedicated pathways is really I think the step and place we need to get to as a community. Prairie we're going to discuss today -- we're going to discuss today regional commuter service, really getting the expressways up on 183 north and south and I-35 with park and ride facilities in those communities at the perimeter. This is really not just Austin downtown-centric, but truly citywide and regional. So it's exciting to see the increased use on mopac express lanes and 183 north about to come online so it's exciting to see. And we'll also be talking about the implementation of the 2016 bond implementation

where we've all spent or pledged or voted for almost a half billion dollars to improve some of these corridors and we'll see how it fits together. So many things happening at the same time and it's an exciting moment and truly as I said a second ago, generational. Wade, chairman cooper, you wanted to say something before we turn it over to our staffs? >> Thank you, mayor. The first thing I should say is [inaudible - no mic].

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>> Good morning, mayor, I would like to convene the board capital metro as well. We are at cap metro are excited to be here for the fourth time with city council and really applaud the spirit of collaboration between our two respective boards. We own buses and trains. We don't own roads. We have one railroad, but we don't own roads, so if there to be any rapid transit plan there's got to be collaboration between cap metro and partners and none more important than the city. So for us to meet together and work through these issues together and develop a common vision to me represents the best of government in the -- so in the same fashion I'm very pleased to have with us as well county judge Eckhardt to participate in representing the county, another important partner. We've worked with the county on some very good projects and have more to do. And representing some cities outside of Austin with whom we have developing partnerships and have done some really great work. Likewise ray Wilkerson will join us and one of our best collaborations has been with the ctrma where the buses can go down quickly down the mopac corridor and working with the city of Austin to get them off of mopac and into the CBD through a dedicated pathway on fifth street, which reflects the best of governments collaborating for a service that the community can use. I'm excited about working together. I'm excited about project connect, it's an intergenerational, regional plan. And we're talking about playing the foundations in this first installment. And so real excited for us to have the chance to work

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together to begin laying that foundation. So thank you for including us today. >>Mayor Adler>> Mayor Adler: Sounds good. Just wanted to note that councilmember tovo is at another work-related meeting and will be arriving a little bit later. Manager, do you have anything -- >> Just anxious for this agenda, but certainly wanted to echo the appreciation for all involved, the boards, council and the community working with our staff to get us to this point today. I know that we continue to have these touch points since Randy and I came on board to ensure that there was close communication and collaboration between cap metro and the city of Austin, and now the work with our county is even more important. So thanks for this opportunity today and we'll continue this discussion. >> Randy? >> Thank you. Thank you, Spencer and again, thank you, mayor, councilmembers and all of our board members. This is the fourth iteration so we know it does take a lot of your time, but I think it's reaping results now of all of us working together. I really want to thank the staff and I think having this table here between asmp, project connect, the corridor program together all shows how much the staff is working together, communicating, you know, dozens of times a day probably sometimes. But I wanted to take a quick

chance to highlight where I think action does matter. And when we did project -- cap remap in the summer it involved an extensive amount of work with the city, specifically atd on things like relocating bus stops, national lights, stop lines at intersections, all of those things that the public doesn't see at large, but it's a lot of work with multiple agencies working together. And since remap happened in June, ridership continues to go up to where we're up over six percent in January. So unlike most of the country that is seeing declines, we are at least going in the right direction. We always have more work to do. But that didn't happen without the collaboration of all the agencies working together. So I just really want to thank the staff for that. The last thing, especially for the councilmembers, some

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of our board has seen this, is you will get -- you will get some information on our community engagement planning and recapping of the last time we got together and talked about that topic. We want to think about as much input in all of you and your offices as we unveil this and work organically over the next year, year and a half. The more engagement and ideas that you have in your parts of the community will make the community engagement plan that we do better. So it really ultimately is a partnership not on the tactical stuff, but also community engagement. Looking forward to a great day. Thanks. >> Mayor Adler: All right. We'll turn it over to you guys. Rob, you going to kick us off? >> Actually -- [inaudible]. >> Hello. Upon unique Beaudet with the city transportation department. Ctrma will be here shortly. Our councilmembers and of course the cap metro board. So thank you for having us, and I'm going to go through -- if we can get the presentation up, most importantly I want to stress that the -- really what we hope to get out of today is socialization and discussion around these initiatives. And we've come a long way and I'm going to lay that out for us on where we've been and where we're headed. But fillfeel free to ask question as we go. There will be some natural breaks in the presentation to allow for questions, but feel free to interrupt, ask questions as we go so it can be transferrinhal. For our guests, there are facilities behind the blue wall there. Feel free to get up and stretch at any time. We do have about three hours here. No scheduled breaks, but feel free to come and go as you please. So again, the purpose today is to facilitate collaboration and

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cross-jurisdictional dialogue about the Austin strategic mobility plan, specifically related to project connect, cap metro's high capacity transit initiative, as well as the 2016 city's corridor mobility programs. We will be focusing in the first part on the Austin regional mobility plan. Some specific details for you all as well as the public on the background, where we've been over the last two years, the motivation behind the plan, the challenges with the plan, our strategies and specifically again how the asmp is in support of the corridors and the project initiative. And of course next steps. So I'll start with the timeline for the Austin strategic mobility plan. We really got started in early 2016 when we were coined the year of mobility. And we did a very extensive public engagement process called mobility talks, and everybody remembers that was led to a lot of information that led to the successful 2016

mobility bond. And as we were out in the community we did -- we were branding that effort as a we cursor to starting -- precursor to starting the strategic mobility plan because of the extensive outreach that was provided. We were forward thinking with mobility talks and getting realtime information, almost 6,000 pieces of input from the community, but we looked backwards at our existing plans. We do planning really well in Austin and we had a lot of information from neighborhood plans all the way through our mode specific plans. There's a lot of information, a lot of wealth of information that we looked backwards and we catalogued in getting to the Austin strategic mobility plan and making sure we were focused and get the information that was perhaps lacking in past processes.

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We are all the way on the dotted line on the right in these last few months, with the plan starting the last week with important boards and commissions briefings. And we'll be gathering their input from the environmental board to our land use commissions and many more. So where does the asmp come in in this transportation framework? So for the city this is the framework around the asmp. In support of imagine Austin, which is the city's comprehensive plan. So as you can see, the asmp, that I'll talk about later, tk the scenario planning that resulted in the growth concept of imagine Austin, we continued that for the transportation element to get down to that more detailed 50,000-foot view of what are the objectives and goals and action items and targets we should be thinking about with regards to implementation of the broad vision of the transportation element of imagine Austin. So alongside imagine Austin with the mobility plan we need to think regionally and we need to keep campo's regional transportation plan in mind. They are kicking off, about to kick off their required process for the update to the regional transportation plan and we are poised well in an order of operation to know, specifically we have an updated vision for the city on what we need so that we can participate to the best of our ability in the campo regional plan. And then you see all of the different mode specific plans and plans that we coordinated with as well as implementation aspects, which are seen there as in a street impact policy that we'll be kicking off later in the year as well as the mobility bond that is moving forward and all of the purple items that are implementation, transportation initiatives. And then lastly I'll point

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out that strategic direction 2023, the mobility outcome, was borne out of the short-term recommendations in the strategic mobility plan. So we went through an extensive two-year planning process. We came up with strategies and we put them in a temporal time frame with the three to five-year strategies making up what will be proposed to our city council to finish the suite of outcomes in strategic direction 2023. This slide really important and it's shown here today as was mentioned with the three initiatives here at the table weekly, as sometimes CEO Clar pointed out, sometimes many times a day in conversations, rolling up our sleeves and really doing the collaboration and . The coordination necessary for initiatives of this size. It's been extremely rewarding in the 20 years that I've been doing planning, I've Nev seen an effort as collaborative of -- as this and the outcomes are definitely

indicative of the effort that has been put in. And I think that as we start to socialize the details today I think you're going to find that there's been a lot of thought put into where we need to go and how we need to do it with all of these initiatives. So thank you to my colleagues over the last two years for the amount of effort and to our staff. So with that I'm going to take about four slides and again feel free to ask questions as they may come up on the strategic mobility plan, the high level. I mentioned before imagine Austin created a growth concept map, which is shown on the screen, to grow by way of activity centers and corridors. One of the action items in imagine Austin was to create a strategic mobility plan to come down to that 50,000-foot view for goals, objectives and action items to realize that vision. And seen on the screen are

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adjectives that are adopted in the policy vision, things like affordability, efficiency, accessibility, diversity, reliability, all the things that continue through the themes and the goals that you will see in the asmp. At a very high level we took two macro levels approaches to this planning process. One was very technical. We did a lot of work with the campo travel demand model with regard to trips coming into the region. And what could the city do about those trips to manage congestion into the future and what did we need to do working with our partners in order to achieve that? So a lot of technical analysis with staff with with regards to modeling, and testing, teeing up some scenarios to test how well certain scenarios achieved the vision of imagine Austin. We Teed up three scenarios in particular, ab and C, and we tested that with the community and I'll talk a little bit more about that in the public engagement overview and review. The second macro part was public engagement. With any city project we have to be efficient with our limited time, limited resources. And going back to what I said about mobility talks, when we reviewed the type of engagement we had been doing historically we realized that there were some voices in the community that hadn't been historically heard through our planning processes. So we decided to focus not 100%, but a focus, nonetheless, on youth, seniors, people of color and people with mobility impairments. And one of the things we did very differently was engagement in realtime. So we were able to track demographics and how we were doing with this focused population in realtime. Not only -- through varying demographics, including by district. So we had set pretty good

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goals on how we were going to measure success and then published two reports that are on our strategic mobility plan website on the results of how we did. Did we hit our goal with every one? We came close. Some we hit, some we exceeded, but the point is we have the report there of how we did, so that was an exciting part and specifics on the public engagement aspect. We had four phases. We're in phase 4 now, which is the purple star. So again, just quickly we started with mobility talks in early 2016, used that survey and that information. We then had a -- we were out in the community prioritizing goals, which I'll talk about in a second for the plan, in support of the imagine Austin vision. Then we created those three scenarios, ab and C. And we went out into the community and tested how

well they did towards the vision and got a lot of feedback from folks on strategies that could be Teed up in support of each of the -- in each of the scenarios. So people were clear on the trade-offs, or as clear as they might be at a festival over at festival beach, which is one of our engagement efforts we went to in the trade-offs among scenarios. After we got feedback on the three scenarios we went, staff went to work creating some policies and support of what we were hearing with regards to the scenarios and we came up with 128 policies as well as looking at infrastructure projects that could be in support. We then went through noir public -- another public engagement process getting a look at the policies and the projects and now we've started phase 4, which is additional public hearings and opportunity for the public to give feedback through the next month before we head to city council for a March 28th public hearing date.

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So through all of this I'll mention too that we shared a multimodal advisory committee with capital metro project connect. We did that early on in the process because we didn't want planning fatigue in the community with regards to two mobility initiatives going on at the same time with a lot of the same thought leaders needing to be at the table or wanting to be at the table to participate. So we shared the committee. It went really well. We met quarterly over two -- over about two years. We had our last meeting about a month ago. And their role was for us to test preliminarily the different milestones and deliverables that were coming out of each process, did it make sense, are we printing it in the right way for the general public? Did we miss something? And they took that role very seriously and did that role with the final projects being the best that they could be. This is an inventory not meant for you all to read it, but more for reference for the public as well to show you the types of things we did differently for public engagement with the strike mobility plan and with -- with the strategic mobility plan and which items. I'll point out focus groups that was really -- a really rewarding way to get to our focus populations. That was very informative for us. We got a lot of good information from the focus groups. The quality of life commissions were also very rewarding. We went to each and every one of them for feedback and we got a lot of good feedback. We kept going back to them too and showing them iteratively how their input was reflected in the plan, and that was really important. So this phase 1 of the public engagement plan.

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We asked people to rank the goals around transportation and mobility. And what was interesting to the team is that the first four were ranked in the same way by traditional engagement, but then -- and end with our focus populations. The difference being one and two were prance supposed and three and -- transposed and three and four were transposed. Affordability being the number one goal to reach with the development of a strategic mobility plan for the focus populations and commuter delay for the public at large, so to speak. Affordability coming in a close second. Both groups valued health and safety, which, you know, I'll get into the lay of the plan and how it's laid out with our safety chapter first

purposely because the strategic mobility plan safety chapter is serving as the two-year update to our vision zero action plan. And then of course travel choice. What we found and we heard time and time again is that folks would take other types of transportation if it was as safe and reliable as their private vehicle. That was the resounding voice we heard through those processes. So a little bit of background to the asmp and I'll hand it over to rob and then we'll take some questions. >> Rob Stratton with the traffic plan. We found it interesting with the asmp goals with outreach that the top reasonings largely came out the same. The question I had for you is what is the definition of affordability? Are we talking about the mode itself as in is it

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something that is affordability that someone can use or is it mode of affordability such as housing costs where the presence of such a system would drive down the cost of living within the city itself? >> Thank you. It was primarily the latter, but when we were out in the community talking about affordability, what we found was that folks were concerned equally as much with the cost to the city and to government for providing transportation options, but most importantly -- but mostly they were concerned with the mobility portion of household affordability, what you were talking about. So it was twofold. And it was concerns about, again, the cost of providing infrastructure and then the cost to them, how could they save on the mobility portion of the equation of housing plus transportation being the top two elements of household affordability? So we took that -- we took that through the plan looking at strategies that looked at both. So you will see in the asmp a financial sustainability section that speaks to that aspect as well as the scenario that we did tee up the policies and the projects focus on creating those choices that happen to be also more affordable choices to the person, to the resident. >> Mayor Adler: Okay. Any other questions? Yes, councilmember pool. >> Pool: Thanks for the good update, Ms. Beaudet. I was curious when you were doing the outreach to the various communities, was there any discussion about the function of the roads going into town as east and west as far as are we kind of an existential question, are we trying to move vehicles really quickly to get into downtown off of

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those master plan roads or are we looking for maybe a slower traffic moving in order to take advantage of some of the small businesses that line -- like, for instance, west sixth street or like a combination? Because this would go then to how those roads would be programmed, what kind of facilities would be on -- specifically for example, fifth and sixth street? >> Really good question. I'm going to answer and then turn it over to rob to see if he has any additional. But you're bringing up the question of the the technical application of the network. Early on in the project we used imagine Austin as a guide as to rethinking functional classification. And looking at the corridors, the -- our arterial roads, our main corridors that are also doubling as imagine Austin corridors, looking at -- we have a level system from zero to five in the Austin strategic mobility plan which zero is an alley, five is a state highway, one is a residential street, two what we call collector street, three and four arterial and major thoroughfares. So

we made a concerted effort to give a level three designation to the arterials that doubled as imagine Austin corridors to as expire for these corridors, to not only move people, but to be places as well in support of local business, in support of multimodallism and in support of being corridors where people want to go to and not just pass by really quick. A level four would be more what we call a work horse street, which is a term that our consultants when we were going through this a year and a half ago kept using for the level four. And we purposefully kept saying in our imagine Austin corridors that's not the case and especially when you look at what Mike's group at the corridor program is

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doing with our community goals trying to be in concert with that. So really good question, and here to tell you that we did purposefully think about that and program the functional classification to a lower amount for those imagine Austin corridors. And I'm going to let rob speak to that. >> Yes, thanks. Rob spillar, director of transportation for the city of Austin. Hit on a theme. There are very few roadways in Austin with the exception of state highways and limited roadways that don't have to play multiple roads. So we try to think of a fourth dimension when we're thinking of roadways and that's time of day, understanding that a roadway can play a different role depending on the time of day. I think what's unique about the plan as it's unfolding is we're starting to now need to think about those limited access roadways, mopac, for instance, as playing different roles during different times of the day as we begin to add other modes of transportation to those roadways, we need them to be more flexible in how they respond to that demand so that we can provide dedicated pathways for transit to get along those roadways. We can incentivize more people in automobiles where it's appropriate. And of course, some of our roadways like 360 and so forth, that they accommodate both a commuter alternative mode of transportation like bikes, but also recreational mode as well. So yes to all the above. >> Pool: Okay, thanks. >> Mayor Adler: Colleagues, ray Wilkerson, chairman of rma will not be able to be here, why don't you come down and fill his spot? Any other questions before we move on? Commissioner. >> Let's start off with a thank you and that is we had a family resource fair at Barbara Jordan elementary this weekend and I saw Mike

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Trimble there and I saw some of the other folks that are involved with the city and cap metro. And I think it's really important to talk to the community about issues that they might have and ways to address their problem. So being there was really important. And having a workshop there talking about your services was even more important. My question is more of a programmatic question. I'm looking at your overall goals and your focus populations and I think that you're at a point there. I guess my question is going to be are we thinking about things like when we talk coverage, looking at metro access to see where it's serving and to see the frequency of service to identify the specific things that we know, the numbers that we serve. Are we collaborating with cap metro is really the question. Also to look at what carts is doing all right, who they're serving, where they're serving and any transportation

development plans that we have in place, for example, the county has a tmp in place that is designed to address 78724 and 78725 so that we can do things like map some of the assets like health care resources, where are they, the fact that there's a clinic in Overton, the fact that there's a clinic at 71 and 973, what are we doing from a programmatic standpoint to make sure that we're taking advantage of -- we know what's available and what we talk to the community that we make them aware of what's available and how to get there. >> Good question. What you will see from the asmp slide and perhaps Dave wants to chime in on the capital metro side as well, is recognition of the fact that we have innovation Zones and we have park and rides with our ctrma partners as well as park and ride planning that has been done by the cap metro board.

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And the asmp can't stress enough the importance of those aspects with regards to access for the focus populations. As we continue to invest in cap remap and the other projects that are already funded and on the books. So there's a commitment in this plan to work on those aspects as well because we know as a community that has been built around the automobile, we have to as an incremental step, especially park and rides and the mobility hubs in regards to access. And a big part of what we're saying about the asmp anyway is a 21st century transportation plan is about access, and to councilmember pool's point, it's not about getting from a to B as fast as you can. There are roadways where that's appropriate, but for the vast majority of roads within the city of Austin which this plan is mainly speaking to, it's about access. And we really took that to heart, especially when it came to the focus population. So thank you for bringing that up. I'm not going to -- the implementation is where the rubber hits the road so we're going to have to take everything that we've learned and as we prioritize projects and as we look at where we -- where we're going next to really develop those aspects because public transportation was the number one thing we also heard from from both populations. Scenario C was all about sustainable modes with a heavy -- with a heavy portion being public transit. And both populations, traditional engagement and focus, said that was the number one thing that they wanted to see come out of this region, quite frankly. So it's a very good question and you will see the policies in support of access. >> Let me address that in two different pieces. The first piece is the

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coordination effort that we've been undergoing to make sure that what is in asmp is supportive and in line with what we're doing with the proposed vision for project connect. That's the planning in the first piece, and we're doing that bh within the context of what's included in the asmp and also in coordination with what is being done on the corridors program. So that's how we move to the future in that direction. Specifically about serving customers and ridership, several pieces that have gone on over the past year, cap remap was a major restructuring of the routes. Going ahead and looking to the future as part of what's in the program going forward is the initiation of neighborhood circulators. That will go ahead and bring customers from their individual neighborhoods out into the higher capacity transit,

whether that is a brt line or whether brt light or whichever line it is to the commuter lines. So those are the pieces as we tie it together and go into the future with what's there under the program that we have for the corridor section tied to asmp, and what we're doing under project connect moving to the future and with the service changes that we've made over the past year. >> And if I could just mention real quick on the implementation side, for the corridor plan in particular, the nice thing about the contract with the voters that council passed in 2016 ties very well with the outcomes that are being -- sought to be achieved in asmp and project connect. So we actually used those priorities in a prioritization model and used metrics as an indicator to find out where connections existed on the corridors and how the improvements on the corridors were helping to support and create some of those connections and the improved accessibility. We're also keeping those in front of us as we move into

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further design on the corridor projects as well across all the nine corridors. >> Mayor adler:mr. Trimble, thank you. Anything else? >> Okay. Then let me proceed. Again my name is Robert spillar, I'm the director of transportation for the city of Austin. I know most of you, but in case somebody is watching that doesn't know that. I've been asked to set up the motivation for the plan and really get to the heart of what we're trying to achieve. Many of you have seen the statistic that we double in population every 20 to 30 years. I can tell you that I've seen this happen twice. What's crazy about this is now we're at a city of some 800,000 and so you can imagine doubling this next time. This is a really big growth number. That's a huge step up in terms of population needing to move and around this region, through this region, work in this region, live and play in this region. If we look back over the last 20, 30, even 40 years, we can see how we've done that so far. We've basically squeezed as much efficiency out of our current transportation system that we really can. Think about those projects like the express lanes that have occurred on mopac, not dramatic new capacity, but certainly a much more efficient way to squeeze that out. And the other major construction projects, whether it be the red line using an old freight line to get transit ridership up into the east and to the northwest, and then also the interchanges that we've partnered with txdot to complete. Those are really efficiency projects. We haven't added a lot of capacity to our overall transportation system in a number of years. So the real question is okay, if that has been our approach in the past, how do we approach it going forward, because as we all know our transportation systems are highly stressed now. They're very full even with the efficiency improvements.

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We've been able to make so how on do we move forward and handle a doubling of our population again. The 1.3 million is just inside the city, so it doesn't even respond to what's in the region, so that's a pretty big number as we continue to grow. Certainly imagine Austin started to think about secondary activity centers and I think those are really important as we start to contemplate how we provide. If we look at how people get around today, and that's the smaller circle up here, we'll character rise it as a 74% city, which means that officer% of our residents get around on in annual occupy or a single auto.

This is the driver in the auto, not somebody in the back seat. The other 25% is by all other modes, whether that be by transit or carpool or telework or so forth. All of those important. We're not picking out one. Clearly transit is a piece of that. It makes a piece of that pie. But as we continue to move forward we believe that we need to move to a city that is only 50/50 dependent on the single occupancy vehicle so we need about a 25 percentage point increase in people using all other modes. The circle is doubling. What does that mean? That means just to maintain our current status in terms of mobility, in terms of the ability to get around this region, one way to look at it is everybody new coming to the region has to travel by a means other than single occupancy vehicle. Now, that's not entirely plausible so some of us that already live here have to change habits into a different mode of travel. We need to walk more, we need to telework more if

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we're able to. We need to use transit more, which is really important. And to do that we need to contemplate some pretty significant investments, ways that we can give those other travel nodes advantages -- modes advantages over the single occupancy vehicle. We also need to think about, yes, going ahead and potentially developing some of those secondary and tertiary activity centers to that not everybody has to come to the primary activity centers or employment centers that they do often today to carry out their daily lives. So that speaks to regionalism. We need to think regionally about how we do that. So that how we create those compact and connected activity centers in other parts of the region as we move forward. So we've done some thinking about, well, what does that feel like? How do we actually achieve that? And we've put some numbers. Those areas of our plow that make up a major chunk of that alternative become more significant pieces as we go forward. It's always easier to grow something that is already popular, so transit needs to take a huge load of that new demand as we move forward. Certainly teleworking has an opportunity. We know that austinites probably out perform anyone else in the state in terms of teleworking, but that makes sense because we also have lots of small businesses that don't need to leave their dwelling unit to carry out their business or they don't have to go very far from their residential location to carry out their business. We know there are some activities that you can't telework. If you're in construction you can't telework. So again just to emphasize the fact that those of us who can telework or use a different mode of transportation, we need to encourage and really support so that they can make room for the folks that are still dependent on the auto world to be able to travel. So this is just a perspective of how we get to

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50/50. A couple of things about this. We know that that's not a uniform across the board 50/50. We know downtown probably needs to be closer to 80%, something other than the single occupancy vehicle and only 20% based on the single occupancy vehicle. And we know some of these other activity centers need to be in that same vein. It's the averaging out over the region is to where we get to that 50/50. So we know some areas will be able to perform better than 50/50 and we know some areas may not be

able to perform that way. But in the end if we're all working together we can get to a system where we can continue to make efficiency improvements in our current system. We can expand those mobility systems that get us closer to this 50/50 so project connect is really important as we move forward here, as we know, to getting to this dynamic. So is that even possible? I'm sure some of you guys are wondering is it even possible to imagine a Texas city getting to 50/50? Well, if we look around the country to other cities that -- depending on who you're talking to, we either compete with for big business or we coordinate with, you'll see a range of cities that are on their way or already beyond that 50/50 mark. And we've circled in an Orange box here cities that are right in that sweet spot, either at if 50/50 or on their way. And a couple of things that I think are important here to look at, these are cities that if you go on the greater Austin chamber of commerce inner city trips, many of these cities are ones we have visited looking for ways we can either I am mu late or borrow ideas from. They are also cities that Austin transportation department and I know other transportation providers in the region look to for inspiration or as I like to say good ideas to bring to Austin. And it is not out of the

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question. And you can see that Denver is just a little ahead of us. They've made some major transit investments and I know they as well as Seattle are also cities whose transit ridership is growing counter to the national typical, if you will, right now. But we see cities like Portland, Oregon that have not only made huge investments in transit, but also bike and active transportation methods. You see Chicago that has a long history of growth, but also a history of garden cities surrounding Chicago tow that probably rely more on single occupancy vehicles. So these are the cities that have been before us and certainly the ones that we pay attention to for innovations and ideas. And Seattle is a good example. Their downtown is closer to 80, 85% and other modes, but their suburbs, I will tell you from having lived and worked there, are just as auto-centric as Austin. So again, reemphasizing that it doesn't have to be a uniform peanut butter method to getting to this goal. So that sort of sets hopefully the message as to why we're pursuing this approach. As your transportation provider, when I look out across this region you know our opportunities to add significant capacity in terms of roadway are limited. Certainly there's some big projects where we are tweaking the system to improve the efficiency and capacity as noticed in the corridor program. Those projects aren't adding huge capacity, but they certainly are making those roadways more efficient. And I know txdot and ctrma are looking at similar type projects. Yes, we will be adding as a region some capacity, but it's really on the margins of what is probably needed if we were going to pursue an auto approach. So questions?

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Yes, sir. >> Just as a side note, as you go through this analyses analyses, the cities that are ahead of us historically were they at a higher ride, single occupancy vehicle mode and have tended this way? You have some familiarity, rob, with Seattle. Was it a 70% sov 20 years ago? >> I would say that 20 years ago probably. They were very dependent on the bus system. The bus system was choking and they needed

more advanced transportation dedicated pathways. So through downtown Seattle they built a bus tunnel and we certainly have ridership increase talkly with that on -- we helped to place transit priority lanes, bat lanes, bus access transit lanes, and we noticed ridership dramatically increase. I would point you to both Atlanta as well as Denver as probably growing out of a very auto-centric environment in converting I go to Denver frequently and every time I go there it changes more towards multimodalism. >> My pointer is we're not the first one doing this. >> No, not at all. >> Mayor Adler: Councilmember pool. >> Pool: Thanks for the section there, Mr. Spillar, and it sounds very great. I'm curious about the mode tradeoffs with single occupancy vehicles and delivery vehicles. In my home we more and move and I won't say the name of the business, but they bring deliveries almost before we

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order them. [Laughter] And so I'm thinking -- >> They anticipate. >> Pool: And they can use that in an ad probably. I'm thinking on the one hand where there might have been one car trip where will and I might have gone and visited a bunch of different stores, say up at the domain and did all of our shopping and drove back, now maybe we have maybe a half a dozen delivery vehicles bringing a variety of packages to our door steps. So we're not going out, but there's plenty of cars on the road. Is this an area where you think there will be additional advances in autonomous vehicles for delivery and that sort of thing? I guess we had some experience with the robots on the sidewalks and I can't remember what happened with that actually. Maybe we should ask for an update on that later. But what is the tradeoff specifically so those of us around this table will commit to reducing our single occupancy he can have trips by 75%, but by doing that if we're actually having people delivery to us have we affected much of the change? >> Counc think that's a good question and all those cities I showed are really struggling with this new innovation or technology of these mega fulfillment centers delivering packages. >> Pool: Nameless ones. >> Exactly, the nameless ones. >> [Inaudible]. >> It's wonderful, yes. But what I would say is that, you know, again to think about the transportation network also in that fourth dimension of when it happens. And so hopefully those packages aren't getting delivered during the peak travel times, I know they do, but I think as that industry matures, they will find it easier to deliver at night and/or middle of the day when perhaps, yes, the actual number of trips may go up, but the demand on the roadway systems are lower. That is where the remaining

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efficiency is available to squeeze out of the system is alternative times of the day. Of course, that then generates the whole discussion of, you know, nighttime activity, does that fit with quality of life and so forth. Those are all discussions that every city is trying to struggle with right now as these new disruptive approaches, bus remember it's not always a technology appear. But that's really how we've been able to survive thus far is people consciously shifting their times. I will tell you in San Antonio at their medical center the hospitals have all agreed to shift their schedules by 10 to 15 minutes so that not all seven of the hospitals located in a single district change shifts at the same time. They rotate through there. My

point being when there's a stress on the system, business tends to respond and innovate to find ways to benefit their employees. >> Pool: So then a follow-up on that, the businesses will innovate and adopt and adjust. Is there any role for the city or the county in engaging those conversations at the front end or do you think they are already thinking about it? >> So we actually do that right now. We use this very archaic name called transportation demand management and that's one of the tools we encourage is time shifting. So I think as we continue to talk about that, that will be more and more important as we move forward is demand management. We've got a lot of history of managing the supply side, but as we've had discussions with council, we need to now pay attention to the demand side and try to manipulate like that. One thing I would like to say about this slide, this is a plausible way to get to 50/50. There may be other percentages and please don't hold me accountable if there's only 11% carpools, if I get 15% carpools I'm going to call that a success in the future. The goal is everything in

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the kitchen sink other than the single occupancy vehicle. However we get to 50/50 is what our goal needs to be. >> Mayor Adler: Yes, judge. >> I do want to put in a plug. [No microphone on] Hello. In order to get to this 50/50, I do think that we need to embed into our major investment institutions an expectation of analyzing every transportation infrastructure investment through travel demand management. I couldn't agree with you more. We've looked at supply side rather than the demand side and what we can do to mold our activity through our investment. So I would ask -- I know city of Austin is all over it, I know cap metro is all over it obviously, but I really need to push my organization, our organize, Travis county, to have that lens. We really need to push campo to have that lens so that we recognize that every highway project has travel demand management elements in it that should be promoted. That every finance mechanism like toll financing has a travel demand management aspect to it. That every financial partnership has the potential for future travel demand management. I've said this so many times the people are sick of me saying it, tolls for France it, tolls for transit. Really we need to be thinking in every instance what we can do and how we could reimagine our investments. So I will keep, you know pushing that and reaching out to you all for your assistance and your guidance in making that travel demand

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management lens part of what we do at campo. Right now travel demand management is considered really just the carpooling stuff and encouraging people to take buses. That's tip of the iceberg and really old thinking and we really need to step up our game. >> Flannigan: I would add to that partnering with school districts on school buses. One of the challenges some districts have is they can't even hire more drivers. So the universe of kids getting in cars with their parents is increasing because they are not able to even provide the buses they wish they could provide if they had drivers for the buses. It's an element that is really impactful in a way that I think forces people in a community all on to the highway at the same moment because they all dropped off their kids at the same time or maybe they are not

carpooling because they are on the road anyway, but to include school buses in the conversation. Judge, to your point on it's all wrapped up in that. >> Thank you for mentioning schools. That's a whole new frontier for transportation demand management, if you can imagine that. And we're really excited to step into that discussion. >> Kitchen: Thank you. I'm appreciating the conversation about tdm, I'll use an acronym. Could you take just a minute and define travel demand management. It's may not be intuitive to the public so if you could just explain is scope of that and what exactly that means. >> Right. So the definition is evolving a little bit because it now includes both infrastructure as well as policies that encourage people to make choices rather than single occupancy vehicle or manage travel. I like to explain mobility in a sense is a commodity. There's only a certain amount of mobility we can provide and we need to public to engage and use that mobility wisely.

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So policies that encourage you to double, triple, quadruple or whatever the appropriate word is to get on a bus and with 50 or 60 of your neighbors and use the bus, take walk to the store, to combine trips, to travel at different times, to travel using the internet, teleworking, to carpool to school, to use school buses instead of cars. Those are all methods to induce a different type of travel. We have one of our biggest tools in this region, of course, is moveability, which is our only transportation demand management organization. It is expanding to cover the whole region right now. And is focused on the employment side working with major employers to offer benefits or alternative options for their employees to get to and from work. And likewise we're also focused on the residential end. If you can affect the residential as well as the employment end, you're covering both sides of the trips. And so I guess that's the short answer. >> Kitchen: Thank you and I would just -- I would just simply -- it's a tool that covers a whole range of things. So as we start to think about our land use, for example, and our flexibility for our parking requirements and things like that, we can build in tools like tdm so that we actually plan for alternatives to use of the car so that goes along with other policy changes like parking flexibility. >> So similarly dedicated pathways and express lanes induce more use of those higher order modes and those could also be considered under the evolving newer definitions as tdm related. I like to call them efficiency construction or efficiency capacity that

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helps people make better decision. As you mentioned land use. People don't walk if the land use doesn't provide a walkable environment for them to walk. >> May I add one addition to that. To me a tdm is also proper planning. If you are planning live, work, play environments in a number of locations, it reduces the need for us to get in a car and drive across town to work or for services, might be able to walk, bike. Even if we have to get in a car, it might be two minutes in our neighborhood and not in a major >> Yes. >> I've heard from planning organizations and they have a vested interesting saying this, but the biggest tool we have to manage traffic is proper planning. >> Yes. >> And so live, work play in the right location reduces transportation trips, those sorts of things. Am I correct in that? >> Yes. >> I just had a follow-up

question back to what board member Mitchell had talked about earlier relating to the statistics of other cities. Do you have more granular level of information that kind of gets to the same information that we have for Austin historically that -- because right now you talk about how it's -- this is just basically the single occupancy vehicle. What I would be curious, and I realize what we've got here is just kind of a rough estimate as you mentioned that we're going to go from, you know, essentially 25% to 50% so we're shooting for 50/50 here. But as I'm looking at this, one of the things that jumps out at me on our chart is we're looking at an increase potentially of transit use from 4% to 16%, which is a four-fold increase over the next 20 years. Which, you know, would be phenomenal, but by the same token, I would be curious to see how that's worked in our cities as well because we're looking at doing some pretty big things here coming down

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the pike. And I would be very curious to see how the -- the infrastructure investments that we are potentially considering to put forward to allow that to happen, is it -- is it going to end up being the right amount, is it too much, is it going to be the right amount to allow for this kind of potential growth as it relates to some of these other cities that have been -- as it were, been there, done that already and have been to this point where they are now closer to that 50% goal or even the 30% goal? >> The answer to the question do we have more granular information and the information is yes. We're able to divide up on those other populations or those other cities how they are getting to work. I would also tell you that each city has involved their issue differently and, you know, you can look at each city and not only is their land uses -- are their land uses different, but also their circumstances when they got their growth spurt was different. And so the cities that tend to be already at the 50% I will tell you probably achieve their growth spurt when transit was the primary mode, you know, clearly Seattle and Chicago are that way, but then you have Boulder that's right up there that has received its growth spurt well after the car. So I think each city gets there a different way and that's to reiterate that you are right, that four-fold increase in transit ridership is huge, but it's also the one investment that we have the most control over is to make a major investment potentially in transit to induce that kind of growth. And so you're right, it's a challenge, but if we are to achieve the growth or absorb the growth is what I would rather try to say, we really have to look at those kind

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of -- >> And then I just come back to Dave or Randy, do we believe that what we've got on the table right now with project connect, that we can get there? That this is something that in 20 years we could absorb a four-fold increase of potential ridership to allow us to get to the 50/50 balance? >> Well, I would look at doing the project connect development process we have to do a lot of modeling to see which line could carry the most amount of team and then you build your system. I wouldn't say we have a definitive qualitative aspect on that yet. I think the larger aspect is we've got to be thinking about building a nor connected city and region. It might not be that everyone uses transit each day, and Robert

you've done a good job of laying out this is holistic in nature, it's not day by day. Councilmember Flannigan is on the bus, we're a fairly seasonal city because of U.T. And it's relatively hot in the summer and it's freezing cold today. You know, so I think we've got to look at it come actively. Clearly the transit investments have to be big enough and more importantly flexible and scalable enough to absorb the growth and the growth after that. This is only through 2039. 2045, 2050. The key project connect is big investments that can change the narrative and be flexible for a lot more potential development after that. >> Thank you all. >> I have a question. Looking at your map right here, you are talking the central core of Austin; is that what you are doing? I can't tell too much about

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this. >> No. That map is from imagine Austin. We're talking this plan is for the city of Austin. It's coordinated with the surrounding region. >> So you're talking about the core of Austin, the -- >> We're talking about all parts of Austin. >> Okay. >> All parts of Austin. >> I've been to delivery and ridden their train. The train is not just in the center of the city the course of Denver. It actually rides all the way out into their subdivisions. The train actually goes all the way out. And you would be surprised how many people are on that train. It's amazing. >> Yes. You are absolutely right. The region participates financially at the regional level, you are absolutely right. >> I just wanted to add to Eric's question. It's a good question about if we can get to that 16%, but it also -- a lot of that also depends on how we are growing as a city and where development is going. A lot of this is not within the control of where cap metro decides to put those roots, but they have chosen the Orange line and the blue line which seem to support greater density. And so that is incumbent upon us as city planners to make sure as we are considering growth and where it goes and where density goes, we are doing it in conjunction with all of these maps. Does anybody else have any questions? Councilmember Flannigan. >> I don't think anyone should be surprised suburban gets on the train because they do it here. In Williamson county it's full. So, you know, and that's -- you know, not the world's most perfect train. I think about if we were building the world -- or getting much closer to transit that aligned with land use patterns, it aligned with future growth patterns, then it would -- we have the evidence here that people will take transit in the morning and

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they will max out the transit investment you give them if it's reliable, if it's consistent. >> The buses are full too. Everything coming from our neck of the woods is full. >> Flannigan: I'm excited to see the 183 north project come into play and increasing the number of express buses when the buses get more reliable and predictable and not stuck behind the same cars every morning. >> Just a quick response to board member Stratton's question. It seems to me what we're about today is preserving the corridors and the rights-of-way. So we may not be able to get it big enough to go four times immediately, but we can preserve the corridors so that we can scale it up. We can add more buses or trains or vehicles over time, but we can't get back corridor that we give away. A lot of what I think we need to be thinking

about now is how do we maintain the corridor so that we can scale up to that as our resources permit us to do that. >> Garza: Councilmember kitchen. >> Kitchen: I just want to echo what Mr. Cooper said, the asmp is an important stool for the future, an as superational tool as well as the more immediate focus on the Orange line and blue line. Part of our efforts have been focusing on ensuring we have sufficient right-of-way built into the roadway table so as it's appropriate with density and where the growth is that we can have the options for dedicated pathways where it makes sense in the future. Because if we don't preserve those opportunities now, we'll find ourselves in the future in situations where we can't -- we don't actually have the options. So -- so the asmp is important for what we're looking at with regard to the Orange line and blue line, but also to all the other corridors throughout the entire city that we have

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identified as potential for dedicated pathways in the future. >> Garza: If there are no other questions, you can move on. Can I ask everyone to speak closer or louder in your mics? We're having a hard time hearing. >> I'm going to move into exactly what councilmember kitchen was talking about, the more technical aspects of what is in the plan that's out right now for the public to look at. It's out, all the policies, the priority network maps as well as the action tables are metrics by which we'll completion of the plan. So 126 policies that were, you know, massaged over the two years working with the public, and it's important as the city council did their work on -- on strategic direction 2023 and the challenges and the indicators that you all adopted really turned into, we flipped those on their head and turned them into policies of how do we start addressing those challenges, what is the best practice out there with teeing up some statements based on what the community has an appetite for and also for what will address what you all very succinctly put together in five or six statements. That was the motivation behind the policies as well as helping us reach the 50/50 motivation mode share behind the plan. What you'll also see, which was an exciting part of phase 3, is hundreds of multi-modal projects including transit projects. So a big departure from our 1995 plan, which was basically a roadway plan with roadway capacity projects Teed up. Not since 1995 has the city done a comprehensive look as what director spillar pointed earlier, a look at where there's limited

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places to add roadway capacity, but as we looked with our consultant, there are places we can add roadway capacity and do we need to tee up those projects, absolutely. But we also need to in being true to the public engagement process tee up the transit efficiency and reliability, the long-term vision for transit as well as our other sustainable modes looking at land use as part of the demand chapter, which I'll talk about and expand a little on demand when I get to that slide. Hundreds of projects multimodal in nature and speak to achieving that 50/50 goal. This is the org chart for future reference. As I said earlier in the presentation, we started with safety as the update to our vision zero action plan. Being strategic, one of our strategies is, you know, we do -- we've Teed up intersection design, we're leading the nation on sustainable mode Austin whether a member of the national transportation city officials, we really do

our projects well. So a strategic departure is to work on the culture of safety through education and enforcement. You are going to see a lot of action items in the plan focused to education, encouragement programming, partnerships with our other agencies around that type of programming, marketing can be expensive if done right, but that kind of thing is really changing culture. So that's our first subchapter. And then we purposely focus on demand as a strategic something new in a locally focused transportation plan as director spillar pointed out, most transportation plans in the past focus on supply. Build, build, build, build. We can't build our way out of congestion. At the regional level it's also true at the local level. So what you see in the subchapters getting back to councilmember kitchen, your

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ask of explaining what exactly is demand, and it's multifaceted and there's lots of tools in the toolbox, with land use being one of the major. Land use and parking being of the major levers in really looking at -- one way I like to define it is transportation conservation. We know about water conservation and we know about energy conservation. It's not an endless resource. And either is our capacity on our roadways. And it takes time and takes a lot of money to add capacity to those roadways, so we need to be very thoughtful as we do that. You are going to see a lot of policies around demand in areas of land use, parking, curb management. And then that softer side of that programming aen the education around that. As director spillar pointed out, we have our smart trips Austin program that is a household based travel demand management program, and then we have moveability that focuses on the major employers. So we're really, you know, we've Teed up the right level of programming in that area. And one of the exciting new areas that we're going is the new mover. So with travel demand management is working with the chamber and the Austin visitors bureau to -- to target folks who are moving to Austin with the right information based on the neighborhood that they are moving in. So big part of the plan, safety and demand. And then you'll see more traditional aspects of a transportation plan with supply with the priority network maps. And specifics on what we need to do in all these systems. Now, one of the main motivations also behind the plan was to do a planning level integration of all these systems. Because the city of Austin specifically has seen individual mode plans move forward over the last several years. So with the Austin strategic mobility plan, we did that planning level complimentary look at how can these systems compliment each other rather than compete

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with each other for space. And we tried to do that conflict resolution as much as we could at the planning level so that project development can go smoother. Now, do we solve all the problems, absolutely not, but we did solve a lot of them and made adjustments to the bicycle system where needed in order to accommodate other priority modes. So that part of the supply chapter is really important. As far as operations, we focused on the signal system and talking a lot about how efficiencies and how we really as we think about new things on how we move around, we can't forget about the

assets that we have and how do we get the most out of them from sidewalks to signals and everywhere in between, we have to operate our network in an efficient way so we didn't ignore that part of our existing network. And then the externalities, in protecting health and environment. We coordinated closely with Austin public health and watershed department to make sure we are teeing up policies that speak to being good stewards of the environment and the partnerships that are necessary and more importantly to do that on big transportation projects, as well as understanding how investing in our sustainable modes has a great effect on public health and understanding those metrics. You will see a lot of discussion there and also action items. Then lastly, we wanted to member oralize what we did around equity and focusing on the -- for household affordability and accessibility. And make sure we are teeing up action items with regards to continuing the relationships that we built with neighborhood associations and other community members and continuing to go back to them through plan implementation. So that the plan is dynamic.

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And as we do updates periodically, that it's based on real information and based on the most current and that people can see the plan working for them. And so you'll see that Teed up in those sections under collaboration. And then to board member Stratton's point in the financial strategies section we talk about both the cost to the individual in Austin with regards to travel choices and then also ways to think about financial sustainability. So a lot here. We really were balancing the need to be comprehensive with the transportation plan against being strategic. So what we're hoping you'll see is that balance of both comprehensiveness as well as strategic action items. So to those top strategies, there's ten of them starting with safety. I said this before, but a focus on enforcement and education is where we like to go. And one of the action items, just to give an example, is to develop vision zero curriculum for our own city employees. We have a workforce of over 13,000. We should lead by example in educating our own workforce, new employee orientation, for example, with regards to vision zero and how to think about transportation safety. A departure from our 1995 Austin metropolitan area transportation plan is a strategy on moving more people, which is where the important partnership with the corridor program and cap metro come into play, and specifically by investing in public transportation because that is the number one comment we heard from the public through our planning process. One of the action items is continue to develop our transportation enhancement program that we share with capital metro. They have staff, we have staff that work together weekly on doing those med projects. The west fifth street transit priority lane is one

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of those, and many, many more that are in the cue with regards to cap remap and also thinking forward to project connect. So to the next top strategy is about demand management. And really incorporating that into, as board member Mitchell pointed out, into everything that we do. From 380 development agreements to developments that are coming in, zoning cases. We need to be providing information on

how new development and new ideas affect transportation and what can be done on the front end to manage that demand as we start to put those agreements together and as we start to look at zoning cases, as we look at site plans et cetera. And so we have a program in the works right now working with development services to have information on how certain zoning cases and site plans will affect cap metro and cap remap and working closely with the planners at cap metro. That's an action item we Teed up to make sure it continues with the plan. Then in demand management also, to councilmember Flannigan's points, we looked at not only increasing the ridership of students who are eligible for buses across the school district, but also working with them on school siting criteria, going back to the planning part of it. That's going to be exciting going into the next year, an exciting part of implementing the plan is seeing what we might be able to affect with regards to school siting. Then, of course, strategically adding roadway capacity on the supply side of the sustainable modes. We want to keep pushing and being a leader in bicycle and pedestrian systems as

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well as our urban trail systems. We're doing really well in that area and we want to keep going. We have the local mobility model 137 million that we're making great progress on since 2016 and 2017. And then the roadway capacity projects that we've Teed up will feed into a strategic approach to funding those through a street impact policy later this year. Lastly, I talked about access and the need to work with capital metro on innovation Zones and park and rides and things as well as our sustainable active transportation systems that help us connect people specifically to services, opportunities, health care, jobs, education, open space are really important. I like to say if you can't ride a bike to a park, where can you ride a bike to. Prioritizing projects on modes that make sense to the things they are trying to access. Affordability, we have action items to strengthen the relationship with neighborhood housing with regards to the 2018 bond and how we are looking at the transportation connection with the policies and programs that they are putting in place. So that will happen very quickly. It's already happening, a lot of action items around right sizing parking, looking at the study that the downtown -- that the -- downtown Austin alliance, thanks, rob, put together a little over a year ago has some really good ideas in there that we can extrapolate citywide in a context sensitive way. Downtown is a very different land use than most of the city, but the ideas around how parking can incentivize or not driving alone is really important and we need to extrapolate those ideas through the city. We took our smart mobility

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road map and action items contained in that. Specifically folks I.S.D. On the shared aspect of technology. Especially around atonomous vehicles and making sure as we are a city that is wanting to test and do things around emerging technologies, that we're being findful of the shared aspect of that. And finally the need to continue those relationships through planned development and implementation which we are committed to doing. So are there any questions with that? That was ten strategies that we Teed up, before I talk about the maps. >> I was just curious, scooters have become both an advantage and the

Bain of everyone's existence. Council that is taken up the issue separately, but I was curious, does that factor at all into the Austin strategic mobility plan as then somehow part of -- I know a lot of folks, people go zipping by me on the sidewalk on those things. Was that at all factored in to any of the planning? When you all started this out, was that even a thing yet or how is that being factored into all is one aspect of or is it considered an aspect of a way of getting around town, quote unquote, towards that 50/50 goal? >> Great question. So that's included in our emerging mobility solutions. No, when we started this process two years ago, scooters were not part of this, but we knew dockless guys were coming our way. So we -- devices. So we started thinking about that and our experience with scooters and so forth have informed our understanding. I think a couple of important things about scooters. We've seen since last April over two million rides on scooters and we have that independently verifiable. What that tells us is that

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they are allowing more travel than they used to. Yes, they are probably drawing some people that would have been cycling or walking, but we know they are also delivering people to destinations, pools, significant pools like Barton springs, but also transit rides. We've been working with capital metro operations scratching our head why are scooters piling up at the bus signs and we realize that's because people are using them to get to the buses and leave from the buses. We also know that people are using them from a comment at public comment opportunities for completely commuting and getting around. So we know they are an important part. That is a market-driven effort. So yes, I think that micro mobility technologies like that probably play a role in helping us meet that 50/50 market. Certainly it both expands travel demand but also helps address some of the shorter trips. I'm not supposing someone from the district that Mr. Flannigan represents is going to ride a scooter all the way to downtown, I don't want them to, but maybe there's a person closer in in the university district that chooses to use a scooter or a bicycle or other new dockless device that may be coming to get to work and that gets that person out of the way for the person from your district that may need to get to town via another mode. So it really is that shifting place in that market. So yes. >> I'll add that one thing that we were recognizing in the plan, to your question of how does a plan recognize it when they didn't exist when we started out, but we pivoted about six months ago to really recognize that, you know, having proper space and looking at safety

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with really importance with regards to emerging mobility whether it be a scooter or whatever else coming that we're not predicting. And looking at policies in asmp that look at how to prioritize that space and looking at the bicycle lane space and the pedestrian space and making sure that we can allocate and plan for those in a way that's safe to the current modes and designate properly where everybody should be is the aspect you will see in the planning document. >> Mayor Adler: Councilmember alter. >> Alter: Thank you. I'm pleased to hear the top strategies under -- by managing

demand we're talking about how we're going to interact with schools and talking about that for quite some time and I'm really excited about some of the conversations that have begun around that. While we're here though with cap metro, I want to recognize that cap metro in providing free rides for the students is not only seating the future transit riders but also creating openings for us to be collaborating in that demand management part that has to do with the schools with cap metro and the schools together. So as we're having those conversations, I think it's really important that we make it a tripartite because there are a lot who would like to use the school buses with respect to schools but the service isn't there or those situations are not there. I wanted to just mention, and I'm not sure how it fits into your strategies, although you talk about site selection, aid in particular right now has embarked on a very serious conversation about consolidation and potential closures and how those play out could have serious mobility repercussions.

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And we need to be part of that conversation in bringing that mobility lens to that conversation. There are no easy answers for the decisions that are before them, but we need to have that mobility lens as part of the conversation because that's not going to be how aisd is thinking about things. It's not going to be something that they are factoring into their criteria unless we help them to understand the potential repercussions or potential opportunities that lie there for managing the demand that comes. >> Mayor Adler: Councilmember tovo. >> Tovo: Can you show me the list of community organizations? I think there's a list circulating, but do you have a list of community organizations that participated in the development of the asmp? >> Yeah, we have two-fold. One is the participation of organizations that were represented on the multimodal community advisory board, as well as we kept pretty good record of where we were going into the community with regards to meeting people where they are and taking advantage of events that were going on in the community that were sponsored, say, by certain organizations whether it be a neighborhood association, community meeting or other. So we're happy to follow up with you from our public engagement team with that and anybody else that might want to see that. >> Tovo: I appreciate it. >> Mayor Adler: It looks like about 40% of the pages we've gone through. We've gone through over half of the time. I want to make sure that you have enough time to be able to go through this and for questions at the end. I would suggest we pick up the pace a little bit. And move on. Go ahead. >> I'm only going to take about 90 more seconds and pass it over to cap metro. I'm going to point out that

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what's new in the Austin strategic mobility plan are priority networks for roadway capacity which I talked at length about, that we finally did that analysis and have Teed up those projects. And then public transportation, it will be the first time that cap metro's vision for their high frequency network as well as high capacity transit is included as a transit priority network and has done that planning level at least overlay with regards to all the other systems that the city of Austin is responsible for. And then I'm going

to talk about the roadway table and how the right-of-way is accounted for and has been updated in the street network table. And then we have a high injury network that is new regarding the update to the safety chapter and the vision zero action plan. So three new maps to note. Two slides on the street network table. So it's the technical element of the asmp and it's requirement by the land development code. The land development code allows the city to acquire right-of-way as developments come in. We updated that table to assure that we knew what we needed when it came to really all of our streets and what they need to be in the future, so the roadway description field and the table is the one to look at. That's what we hope the developers will look at. Our own staff will look at as we develop cips and what we need in the future. And that ultimate number allows us, the land development code allows us to work with developers to get that dedicated space. And there's lots of different nuances to how we do that, and I won't go into all of them but having that number updated is really important. We need to understand what we need so we can confidentially be in that negotiation. There's lots of nuances with proportion at and state law when it comes to right-of-way.

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That's a really important part of this. We have done that for 944 streets, to be impact, in that -- exact, and that's just a snapshot of the platform that has all of this data contained within it. And it's fully digital and public right now for people to look at. What's important, as I said 90 seconds, I'm getting close. As I go to pass this over to Dave couch is that we have in, like I said, that roadway description field is the future condition of the roadway, we say dedicated pathway in support of project connect. We also say project -- again we have done a technical analysis on the required amount of right-of-way and we've also made remarks so that it's clear down the road, pardon the pun, as staff changes, et cetera, development review as the folks are actually implementing this day to day that it's very clear what the intent is for these segments of roadways. These are just a few examples of how the plan works. I'm not going to read them verbatim, but we have future conditions, like I said, in the roadway description. We have exactly what the improvement is with a guide or a legend, so to speak. We have a pretty good detailed description. Again, the requirements of right-of-way and the remarks. So the whole thing working together to give a clear picture of that's needed. How the plan works, I'm going to a pedestrian example and then pass it on to Dave to talk about project connect. What you are going to see in the plan, this is a summary slide, for example, with regards to pedestrians. We have a policy, we have multiple policies related to pedestrians. So this example is maintained the usability of the sidewalk system. We have example programs that exist within the city that specifically focus on the pedestrian systems or our sidewalk program in our public works department. And then we have example

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projects where we have Teed up from either 2016 or 2018 the example here is 2018. We have an indicator, a direction with what I was talking about the functionality of existing Seattle Seahawks, it's important to build new sidewalks where there's gaps, but it's equally important to work on the

functionality of our existing system in our pedestrian action plan we found that about 20% of our sidewalks were not functionally working because of vegetation and other things. So that is an area where we can be strategic in increasing pedestrian comfort. So with that, we have some challenges to achieving 50/50 and these are the challenge statements actually that the council adopted with strategic direction 2023. I'll reiterate what I said earlier in that the policies that you see in the asmp are specifically devoted to addressing these five challenges. And with that I'm going to hand it over to Dave and deep dive on project connect. Thank you. >> Thank you. I'm Dave couch, program officer for project connect. It's a pleasure to be here today to give enthusiasm briefing on project -- give you this briefing on project connect. If we start with the two maps I believe all of you have seen several times before, the map on the right takes you to the regional perspective. It shows the ability to go ahead and reach out further into the suburbs to go as far to the north as Georgetown, to go to Elgin off to the east and many other areas to be able to provide that ability through the use of park and rides and express bus service to bring individuals into the center, into the core of the system. The core is what's shown on the left-hand side. This is the long-term vision. This is Austin rapid transit system as portrayed in the vision plan that has been before the metro board and

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was adopted in December. It's focused on the main core of the system being the north-south line, the Orange line, which would go from tech ridge in the north down to slaughter at the south. This is one we have that will be the dedicated pathway. That's the only way you are able to have that true high capacity transit is being able to have those separate areas, those separate pathways so that you can get that high capacity. The other high capacity corridor for the start is the one that is the east-west line, to the south of the lake. It starts out at the airport and comes across and makes the turn to the north up into the city. Across and then up to ACC highlands is the extension portion. And then a connection between our new downtown station over to republic square. Being able to connect that center part of the city. With each one of these we have several different alternatives that we'll be going ahead and looking at as we go through the preliminary engineering and the environmental aspects of the program. This slide better depicts what those dedicated pathways are. In addition to the two we're talking about about the high capacity transit, that as we go through the next year we'll be looking at whether those would be a system that would be a bus mode or whether it would be light rail. In either case, they would be all electric. This is something that gets away from the diesel buses that we currently have in the fleet and takes us over to that all electric system. And that would be whether it is the buses or whether it is the railcars. The other two that are depicted on here is the existing red line. That is in effect a different type of dedicated pathway. It is the dedicated commuter

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rail line that comes into the heart of the service from Leander into the center of the city. Off to the northeast is also where the line would be for the green line out and into the future. That would give you

not only the two dedicated pathways that are projected now for the Orange and blue line, it would also give the existing red line and green line. The right portion of this map shows you where the initial starting point for the brt light with partially dedicated lanes, different methodologies to be able to provide a better efficiency during the times until we could get to that aspirational goal of having these in total be full brt lines. Those are different pieces and different treatments we can use and I'll go through those in a few minutes. When you look at what the constraints are across -- >> Mayor Adler: Hold on one second. Councilmember pool. >> Pool: Just a real quick question because it's hard to see on the map, is 969 in there? We had talked about that extensively in December. I think it's sh969. Is it green going off to the east? Is it one of the green lines, green colored lines? >> The line off to the east -- the green line. The green line, yes. >> Pool: It's a celery green. >> Mlk. >> Yes. >> Pool: Great. It was just hard to see. Thank you. >> Mayor Adler: Continue. >> When you look at what the right-of-way constraints are, and these are the two initial dedicated pathways. The majority of each one of those is shown in green where there are no right-of-way constraints, where there is the ability to go ahead and have the dedicated pathways. When you look at the yellow, those are ones that they are basically a few challenges that would have to work through.

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There are some constraints that we have to look at, a lot of it is just simply reconfiguration. So items we have to work through as we work with the city to go ahead and make sure that those areas do have the right widths, do have the right pieces to be able to go ahead and get those dedicated pathways. The red ones are really the challenge. The major challenge that I look at is basically the drag. In that area where the right-of-way constraints are from the low 70s up to about 80 feet, there's going to have to be a different methodology used. It's not possible to have them at street level as well as maintain the vehicular traffic. The concept behind all of this is maintain the through lanes. So in places where it is tight and we're unable to do that and the example again the drag, that's something we'll be looking at what could be an aerial section, what could be at grade or what can actually be in a tunnel to go ahead and do the separation between the high capacity transit system and also what's going to be there for continuation of the vehicles. If, so that's the piece that's there for the Orange and the blue line. When we look at the pieces that are there for the brt light corridors, these are the sections in going to and planning for the future to be able to go ahead and look at what the possibilities are so that we are preserving the way to go ahead and as the system develops and as the population grows to bible to go ahead and turn those lines into lines that would be full brt lines. In this case again there were some areas that do have enough right-of-way to be able to go ahead and go with a dedicated pathways. In some areas there are right-of-way constraints that we're looking at solutions, we're looking at interim pieces to be able to

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do the things like peak hour utilization, things that are transit priority lanes. Those are things we can do in the interim as the system develops, as the ridership grows, as we have an increase in customers over the years. When you go to the red section on this map, these are the pieces that are the very, very severe challenges. In some locations it will require different pieces that can come from the public sector. Things that are reserving and preserving areas. Purchase of right-of-way to be able to go ahead and get these and turn them into full brt corridors. Things that look at what's the parking that's there, what are the medians. To be able to go ahead and look to the future to see what those are, what those potential solutions are as those segments grow and as there is increase in ridership. On one of the lanes there currently is a three-lane street. That is something as we go to the future, looking at how to make that work or what alternatives are there to be able to get the dedicated pathways. Of note at the bottom is that we have several corridors that we do have extensive coordination that we'll be going through with txdot to be able to go ahead and get those pieces together. To be able to complete both the northern and southern end of the Orange line. >> Mayor Adler: Councilmember kitchen. >> Kitchen: So just a couple of quick questions. So in determining the -- first off, thank you, the green, yellow, red is very helpful to understand what we're dealing with terms of challenges. I just want to make a plug for -- and I think you all may have done this, but in terms of looking at particularly the brt lines, looking at the future planning for particular roads as opposed to what's just on the ground right now. So because some of these areas have either neighborhood plans or some other kind of plan as to

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what's envisioned for the road in the future. So is the green, red and yellow based on what's on the ground now or what's envisioned on the ground with the land use planning for particular areas? >> It's based upon what we have on the ground right now. >> Kitchen: Okay. Well then I would just hope that the -- and I think it may have this, but I would just hope that the street roadway table reflects the fact that there are -- for the areas that -- where it's -- where it exists, that it reflects the fact that there is a planning document that speaks to the future of land use along the road. >> Yeah, that's correct. In the strategic mobility plan street network table we've accounted for the future condition. And we'll work to accommodate, you know, the existing plans and what they say around that number needed to accommodate the mobility needs for the roadway. >> Kitchen: But there's a reference, for example. So for example if there's a -- there's a neighborhood plan for parts of south manchaca that anticipates higher density along manchaca and anticipates going from single-family homes to higher density. And so I just want to make sure that the roadway table actually says see the south Austin combined neighborhood plan. You know, so there's an actual key to that. >> Mayor Adler: So that I'm clear, on the difference between the yellow and the red on the Orange and blue lines with dedicated pathways, if I'm understanding correctly, the red line is going to require the more challenging solutions, either under or over or more right-of-way or potentially changing lanes. But some kind of accommodation. >> Yes. >> Mayor Adler: And then the yellow area is -- you say potential, but in order to make it work in those areas, my understanding is

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really just re-engineering the road or restriping or making those kinds of changes within the right-of-way. >> Precisely. As we are in the process with conceptual engineering and go through the preliminary engineering phase over the next year to two years, at that point in time we'll define all of those, all of the ones that are yellow. Those are ones that Wohl be able to deal with. And the ones that are red are the ones that are the significant challenges and again I use the example of the drug. But the example with -- with the drag, but the example with all of that is to maintain the travel lanes. >> Mayor Adler: I understand that. Councilmember pool. >> Pool: This is just a real quick question and it goes to the future planning that councilmember kitchen was also talking about. Looking at the map I noticed there are terminus points east and west on all of these and north and south. Do we have in our planning documents, our land use documents, any park and rides that would be sighted at the very end of these where they're stopping so that they could encourage people in those outer reaches to come and only drive that far in order to either take the bus or take -- >> Virtually all of these would have a park and ride at the ends of them. >> Pool: So is that -- that's in the planning documents with cap metro or is that something that the city would need to be -- >> It's in a planning document with capital metro. Part of it is what would cap metro would move forward with. The ones that are beyond in the region are things that we're working with our regional partners to go ahead to look at doing those park and rides. >> Pool: Great. I imagine they're stopped for the estimates and the Stacy Ta Ta mates for the people in those areas so we can flex with growth. Or constrict if necessary. >> As we go through this next step into the preliminary engineering we'll be defining the ridership and right sizing each one of those. As we go ahead we'll use the

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next set of numbers that are the projections to make sure that we go ahead and take into account what that would be. >> And again, council, just to confirm that there are park and rides in the asmp, typically at the ends of these locations where it makes sense. Not everywhere makes sense for a park and ride in terms of where they are in the system. But certainly the ones that stretch out north, south and east certainly would have some kind of parking facilitate associated with them. They may not be the large suburban park and rides that we envision now. They may be urban parking facilities. Travel facilities if you think about it. >> Mayor Adler: Okay. Go ahead. Councilmember Ellis. >> Ellis: Is that close enough? If we could have more zoomed in versions of these maps. I think it's really hard to tell what's ultimately going on. As we move forward through this process we may want to make sure that we have all the information that we possibly have for these routes. >> Yes. >> Ellis: Thank you. >> And councilmember, with regards to the asmp document, it is online, so it can be wended in and should provide that detail. >> Ellis: I wanted to be sure. I may have seen a different version of this at some point. I wanted to make sure we had the most up to date one. >> Right. >> Mayor Adler: Please proceed. >> When you look at what we can do in short-term, over the areas that will be brt light, there are a whole series of different strategies that we can go ahead and utilize to improve the throughput and to be able to go ahead and provide a more effective and efficient service. The first one would be the section that will be signal priority or queue jumping at individual lights. The center section is what was done in Boston. This is peak hour lanes that are coned off to be able to go ahead and provide that lane so that you are at that

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point able to go ahead and have that separate lane during the rush hour times. So the right is the transit priority lanes and then treatments that are there on the upper corner are the signal prioritization, level boarding or near level boarding. That greatly increases the efficiency of being able to go ahead and board. The concept is to be able to have those at all the locations because the amount of time that you can decrease for individual customers to get on and off the bus, that increases the amount of speed that you can make, it decreases your run time and it gives you that additional capability for capacity. Queue jumping at the individual lights to go ahead and get the bus off. And bus bulbs to be able to go ahead and provide an easier way to go ahead for the customers to go ahead and board. On the coordination, as Anika said and as we've done with the corridors motion, we've been in the process the last two years to go ahead and get the coordination done and that interface back with the community. It's been a multi-pronged project. Starting in March of 2017 up through March of '18. And then into the point of towards the end of last year when we had the extensive meetings in each one of the councilmembers' districts, which culminate understand a December 17th board approval of the project connect plan by the metro board. This just shows the amount of working that has been done back and forth between asmp and project connect. This is a slide that asmp developed. And it's a good indication and a good way of showing how close that coordination is. What we've looked at and how we've done things with the blue and Orange line. What the brt corridors are, the number of them, and the

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enhancements that are given for the red and blue line going into the future. So those are the things that's the depth the way we've looked at things and the way that we've done that coordination. As we go into the future it will be exponential. It is involvement and involvement and involvement. There is a new plan that was presented to the metro board at the last meeting that each one of you have a copy at the dais right now. If you would, as president and CEO Clarke asked at the beginning of the meeting, if you could take some time to look at it, provide whatever suggestions you have, what we're looking to do is to improve it to make sure that we have included all of the items that you believe are needed. Anything that is special for your particular area of the city that we're able to do the outreach that we can do so that we're able to go ahead and reach all of the individuals, all of the customers to make sure we have a thorough understanding out there for each one of the individuals. Engagement and inform the community, those are the tools that we've created. How does it benefit, what is it that it does? Connection of individuals with the community. How do we connect, what do we do? How do we engage those that have the greatest need. We're going to go ahead and track our progress and report it on a regular basis. A little bit later I'll show you a slide that gives how we're going to do that and how we're going to have a dashboard that goes ahead and shows that. We'll go forward from here out and over the next year we'll be going through the first process to go ahead and do the locally preferred alternative. And with that preliminary engineering. Beyond that we'll go through the full environmental process in

through basically the rest of the preliminary engineering and then on into the next phase. There are different tactics and approaches that we will

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take, and that we have taken. Some of them go to pieces that are the project community office that opened and several of you were at that opening a week ago Friday. Thank you for being able to attend that. I believe that this is a good opportunity to be able to go ahead and have it open for the public to come in. It's a combination of outreach staff and also the technical staff. So we can get into whatever level of detail on whichever part of the project that you would like, it's just a matter of am coulding in the door. It's open -- coming in the door, it's open Monday through Friday from 9:00 to 5:00. We'll continue to do public meetings, virtual open houses, community affairs. Attending events as member Travillion said earlier, focusing on church based, on doing brown bag. One of the things we'll also do is in the community office we'll have a monthly taco breakfast and things like that to try to get that engagement, particularly in that area and we'll do it around the city. Special events, promotions, incentives. Each of those we're working through and developing what those can be. Other types of outreach activities, things that are a little bit different, that have been tried in other places that we're going to look to do here. Things like treasure hunts, experimental, other things beyond what's on this list. The non-conventional type of outreach. To go ahead and reach out to the community to make sure that we're getting their input and that they are engaged. I said a few minutes ago that we're going to track what it is that we were doing and how we're doing it. This will be the dashboard that we will go ahead and have and this will be on the website. It will show as we go through each one of the phases, each step of the process, what it is that

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we're hearing, how we're hearing it. It will be so that you can drill down to see what the specific comments are coming from individual areas. So it's something that really very interactive and you will be with you on the click of a mouse come on to the website and see what kind of comments are coming from where and the type of responses that we're providing. And lastly, it's about imagine success. There is an existing cap metro service. This looks towards going ahead and expanding that, expanding the regional express network, plus the addition of what you saw in the long-term vision map of Austin rapid transit system. All of those combined will be able to provide Austin with a connected, affordable and equitable community, something in the time that I've been here in Austin I believe is very well needed to be able to go ahead and provide that transportation network to be able to serve the customers in Austin. >> Mayor Adler: Okay. Yes, John, langemore. >> Thank you, mayor, and I wanted to before the meeting ends, thank you on behalf of chairman ilkerson from the regional mobility authority. He wanted to make his apologies that he could not make it, but also make it understood that the ctrma is fully supportive of both the strategic mobility plan and project connect and more than just moral support. We're a mobility authority. We know that to get to 50/50 50/50, folks traveling outside of

single occupy vehicles that a lot of heavy lifting has to be done particularly with public transportation and

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management. And we look to be playing a role in both of those to move this forward. >> Mayor Adler: Great. We count on the rma. Over here on the last section, the corridor? %-Ú>> Good afternoon, I'm Mike Trimble, head of the corridor office at the city of Austin. I'll talk to you a little bit about where we're at with the 2016 bond overall. We're just a little more than two years in so I'll give you a quick update there and then I'll talk more about the quarter program, in particular and talk about some of the coordination we're doing with capital metro, project connect and also atd and our strategic mobility plan. So again I just want to restate what's already been stated, a lot of coordination going on. I say short of being joined at the hip we're meeting regularly to see how our initiatives coordinate together. With regards to the 2016 bond in particular, since November 2016 staff quickly geared up, staffed up and started on the implementation process, and so we've been on an accelerated pace of delivery pretty much from the get go. And I want to recognize and give credit to all the departments, transportation department, public works and all the other departments departments that have helped in the accelerated processes as we've done implementation. Already we've been able to use \$95 million across the different programs in the 2016 mobility bond to leverage an additional \$275 million in funding. So, for example, funding for improvements, we were leveraging a loop 360 intersections with txdot funding. We've had some other funding sources as well. And right now that's about a three to one return on investment already that we're getting for 2017 mobility bond projects moving forward. Council as you're also aware adopted is corridor construction program April of last year and we're gearing up to give you an update on the corridor plan as well in April and I'll

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tell you more about that in a second. We had a big task for the 2016 bond. What was different is council passed a bond with rotors for the 275-million-dollar bond, the largest bond to date for single proposition mobility, had a goal for implementation. We're not just accelerating our processes to meet the eight year goal, but the key mobility outcomes, and other community benefit considerations that are included in the contract with voters. So what have we done since November 2016? Well, we have almost 150 projects that have been constructed to date. And it was always envisioned in the implementation planning that our local mobility projects, we'd be able to get those on the ground quicker. Obviously these are smaller scale improvements that provide a lot of benefit to mobility, connectivity, accessibility. So we've been able to get a lot of those projects on the ground already as envisioned. And then we already have another 117, almost 120 projects that are in the construction pipeline. Meaning that we hope to break ground on these projects this year. So a lot of work underway. We also have design work happening on the nine corridor construction corridors as well as two of the regional roadways as well. We ever on schedule, on budget to this point as a program, so we're very

proud of that fact. We hope to continue along that tract again to meet our eight year he'll goal. And we already have 43 contracts that have been executed. And anybody who knows the contracting process, that's a pretty big feat for this program. So just a little bit on the progress for the corridor program in particular, what we've done since November 2016, we were directed from the contract with voters to use some of the existing corridor studies that have been done for seven corridors, create two new ones for William cannon and slaughter that did not have studies at that point. Update those plans, update the analysis, prioritize what investments should be

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made to achieve mobility and community benefit outcomes and then bring that back to council. So we've done exactly that. We were able to develop a robust prioritization model looking at the best benefit for mobility outcomes as well as community benefits, bringing that prioritized list of improvements back to council last spring and thin council was able to it consider that and approve that and approved us moving forward into preliminary engineering. We quickly pivoted into preliminary engineering, a shotgun start across all nine corridors. We have nine consultant teams and city staff working across all corridors in parallel at the same time. We have received and reviewed over 900 deliverables in the instruction program. A lot of work underway right to you to get into preliminary engineering. We are anticipating wrapping that work up in the next couple of weeks so again that's perfect timing to come back and give council an update on kind of where we're at. Just to refresh your memory on what's in the corridor mobility program, we have the nine corridors that were slated for construction funding. Those are listed in the Orange on this map. And then the corridors that are in teal we'll call it would be the new corridor studies. And so we also H a couple of segments that were included for design work. That includes segments along east rundberg and colony park loop drive. So all of that work has been underway. So some of the preliminary engineering activities, the best way I can describe what's been happening over the last nine, 10 months, has been a trueing up of what's on the corridors. We've had our staff get out on the corridors and gather relation related to soil conditions so a geotechnical analysis, looking at the topography on the corridors, down to our project teams walking the corridors to see visually what's out there, make notes and bring that back to the team. So a lot of analysis to

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bring back for consideration. Why is this important to do right now? The more that we can do that true-up, get this analysis, we are going to save time on the back end as we actually get to construction. We're going to be able to meet our goal of getting in and getting out as quickly as possible, the more that we know about these constraints, the more that we know about the risks, the more we know about what's happening on the corridors and the constraints that dealing with. And again, we are working well through that and hope to go wrap that up very soon. We also had a very robust community engagement process as a part of the preliminary engineering process. We received about 4500 different pieces of

public input just through that process alone. We also invited stakeholders to come out with us and we also had our capital metro partners out there as well, Austin transportation department staff, to do some of these walkabouts through the corridors and we were able to get some good unsites and information through that process as well. >> Kitchen: I have a quick question. The work you talked about on the previous slide, did that help inform the right-of-way green, yellow and red determinations -- not determinations, but initial assessments. >> Not directly. All the feedback we've received, though, in our public meetings we've brought back and shared with our partners, capital metro and the transportation department. I don't know if you want to speak to that. >> Part of what we're getting the benefit of that has been done under the corridors program is the detailed survey that we need to be able to take that next step in engineering. So we're doing that coordination, we've gone and are going through corridor by corridor to see what the items are that are that interface if you will between what our program will be under project connect and what it is that is going to be done on the corridors. With our objective of never doing anything under the corridors program or our program that would in any way be ineffective or have to be redone in the future. >> Kitchen: So that information more informed the studies that cap metro

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is going to be doing going forward, but didn't necessarily inform the initial designation of -- that goes into the roadway table of determining -- actually, I don't know if it goes in the roadway table, but didn't impact the initial -- didn't inform the initial assessment of whether a road was a red, yellow or green with regard to right-of-way? >> Not the initial analysis, but it will be used to also again update that information and verify that information, just like Dave was mentioning, we are intentioning and are ready to share in of our geotechnical survey, some of the other data we've been gathering, so we'll be able to lynch that across the -- leverage that across the different programs. >> Kitchen: Thank you. >> Just a reminder of -- we had some key outcomes that council laid out for us in the contract with voters. And there was great synergy in the contract with voters and the outcomes with the policy objectives and strategies that are in the strategic mobility plan and what's being tried to achieve with the project connect program as well. So as a reminder we're keeping these outcomes in front of us as we have gone through preliminary engineering and we're looking on ways to even better those if we can through what we call betterments as we do our analysis with our partner agencies and our consultant teams. And they included things such as on average seeking a 25% reduction in vehicular delay time. That includes improvements along 30 intersections, 120 signal improvements along these corridors as well. Again, also 75 miles of sidewalks. Several connections for Mike and also transit supportive improvements that are already envisioned as a part of the package of improvements that will be doing as we move forward. Keep in mind that this work is happening along 50 miles of corridors across the nine different corridors that are underway. So again, a lot of roadway just to look at and do this analysis on. A little bit about the coordination with the project connect program. There's some overlap on some

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of the corridors as you're well aware and we're definitely aware of that. As I mentioned, we've been doing a lot of discussion about these in coordination. So some of the key areas of overlap are on north Lamar, glued, the drag area that David already mentioned, and east Riverside drive. So we're working through those right now. And then we have some of our new corridor studies that are also on some of the dedicated pathway corridors and those include segments along north Lamar, Guadalupe and south congress avenue. And then where we overlap with some of the brt corridors, that includes segments of airport, burnt road and south Lamar. And then again we're doing some new studies along some of the corridors as well, namely the inner segment from 183 through town to mlk, manchaca road and south pleasant valley road as well. And we're trying to again see how we can best coordinate these, see how we can best move forward with our program meeting our contract with voters, but at the same time accounting for and coordinating and adjusting for dedicated pathways and priority pathways that are envisioned for the brt light corridors as well. Another way we're supporting the asmp, the whole goal of what we're doing is to create multimodal mobility options and improve safety. That was the intent and vision of the corridor studies that were done by the transportation department that we're working to implement now. And so we have that firmly in front of us. And again, we're looking to achieve those outcomes and better those outcomes wherever we can as we move forward into full design. With that, any questions? >> A question, if I could before we leave here. You mentioned that mlk, manchaca and south pleasant valley. Have you also done an assessment particularly of the dessau corridor?

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There have been some changes in the area and we were concerned about the condition of the sidewalks in those areas. Has there been a discussion about or an assessment of the sidewalks in those areas? >> Those corridors are not -- specifically those areas are not part of the corridor construction program, but that is something that we can work with atd to see what those needs may be out there. >> Okay. >> And we're also looking at corridors as you're aware for the potential for brt light so those will be things that we'll look at as we get through that process. >> Excellent, excellent. >> Pool: No question. I just wanted to give my sincere appreciation and gratitude to Mr. Trimble and his team for the really good work that y'all are doing on the corridor plan and in district 7 where we have -- you and your staff have been going really good work listening to them. And I anticipate we will have a really good final resolution of the chicken lanes in particular along burnet road. So I just wanted to let everybody know how hard I can see Mr. Trimble and his team working and thank you so much for that. >>>> Mr. Trimble, do you need our assistance or help when it comes to south pleasant valley road? There's a section there that's not complete. >> Right, councilmember. So that is a part of the preliminary engineering study that we're looking at right now. There are two segments of that corridor that are not complete right now. One just north of Ben white and 71 and then south of that. And so we are looking at

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alternatives working with our transportation department to see some of the best options to connect that corridor. And so as we finalize that report and start looking at those options moving forward, definitely, you know, we'll definitely let you know where that's headed and get you involved in that conversation. >> Great, thank you. >> Mayor Adler: Councilmember kitchen. >> Kitchen: So a related question on south pleasant valley. I notice much of it was designated as challenging with regard to right-of-way constraints. So I'm curious about that because I was thinking that much of it was slated for new construction. So I'm not sure -- I guess maybe when we get the drill down that councilmember Ellis was asking for that might help. I guess I'm just having a hard time understanding how wuss cousin are-- how we can designate this red or yellow for construction along different parts of it. >> Let me tree that one. There are two pieces. Up in the iltorf area there is about a thousand feet of road that needs to be filled in as part of it. Down to the south there is onion creek that needs to be crossed and a bridge that needs to be put in. That's the reason why that area would be shown as red because there is extensive work that needs to be done down there. >> Kitchen: Okay. All right. So the red doesn't designate that it can't be done. In some cases there are things already planned to be done. It's just that they have to be done. Is that a way to think about it? >> And just to clarify, the only thing that's funded in the 2016 mobility bond is the engineering study. >> Kitchen: I knew that. >> We'll be look -- >> Kitchen: We have to seek funding for pleasant valley. Okay. >> Mayor Adler: And certainly not can't be done: I think it has to be done and it's a question of just identifying where it's going to be more challenging to do it.

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Anybody have any additional comments? I think the purpose of today's meeting was, one, to just get it -- these three different things that have all been working independently out at the same time so everybody could see them. So everybody could see that the coordination was happening with the staffs between those three things. That was a question that when the corridor plan came to us last fall was a real high level concern of at least our council. So it's good to see that integration and that work being done. And obviously the conversation that's happening right now in the community on project connect connect, on the Orange line and the blue line and the green line and the brt light and prioritization is a conversation that we want everyone to participate in. We have another year to work out the details of that and then some time next spring and spring of 2020 the community will decide if there are -- if they have something they want to take to a vote. Other comments, questions? >> Mayor, thank you. First of all, kudos to both sets of staff. We're familiar with the good work that cap metro staff does, but this has really been an impressive display by city staff and it really is a source of great optimism to me to think about the things that we can do rolling up our sleeves and working together on this. My take away from this is we can do the Orange and blue line. That's not pie in the sky. There's little red marks, but we need a big hairy, audacious goal, and I heard one today, which is 50/50 by 2040. We need to get there. And the quality of life for particularly our kids and grandkids, if we want them to come back we need to do that, but I come out of this

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with really a sense of optimism about our ability to bear down, work on these challenges so much that you have accomplished through the asmp and the corridor plan that describes so well with what -- that jibes so well with what we're trying to accomplish, really it gives me great hope that if we begin this conversation and with the teamwork of our staffs along with those of ctrma and the county and our other partners, txdot, there's a lot more we can do on the txdot camera side, but really thank you for all the good work and thank you for letting us continue to participate. I found this very, very valuable and encouraging. >> Mayor Adler: Good. I think it was good to have the rma with us and also have the county judge with us this morning as well. Yes, councilmember kitchen. >> Kitchen: I just wanted to make a suggestion. There was some information passed out with regard to I guess a description of the program. I just had some suggestions. Did you want to talk about this or is this an offline -- >> Mayor Adler: We could. The two things handed out earlier were just my notes. It was just the way I was describing the dedicated pathways because I know people had questions about those. This is just the language that I'm using to what that's worth. But yeah, if you saw something on this that raised an issue with you, if you wanted to speak to it. >> Kitchen: It's not so much an issue. I think maybe just a clarity. It's maybe more when I -- when I read the terms in other limited areas, I know the intentions there, I believe, is reference to the Orange and blue lines. So I think it would be good to use language that says in other limited areas of the Orange and blue line. And the reason for that is the first time I read it when I read it quickly I thought it didn't give me the sense that project connect is a whole vision for the entire city. And I think that that's just because I stopped at that

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bullet and the last bullet that's on here is not on here. So I think that the point where it says that other corridors in the transit priority network, the brt light lanes, we'll be doing as much as we can to give them transit advantage, et cetera. It's very important. I didn't want to miss that part of the message and I know that wasn't the intent, it's just the wording. Because really when we emphasize the Orange and the blue lines, which of course is what we need to emphasize for our out of the gate, we need to also be emphasizing that we have a vision for the entire city, and I think that's important and I didn't want us to lose that as we have the conversation. >> Mayor Adler: I think that's a good point. These comments were speaking mostly -- were speaking to the Orange and blue lines, but you're absolutely right. What the value of this I think is that it's much more than that. Anybody else want to talk about anything else? Yes, councilmember alter? >> Alter: So I appreciate the [indiscernible] And all of the work coming together. One of the things that I was hoping to get out of today's session that I didn't hear yet was more than just we've adopted the project connect into the asmp. Insofar as asmp is an aspirational plan and lays things out, can you speak to what transit focused efforts the city wants to see what are not captured in project connect that are captured? Asmp in because there are things that are not in asmp that go beyond project connect and I know we've had some prior conversations about what that might look like, but I was hoping to understand how that had played out in this last draft? >> Yes, councilmember. I think, and Mr. Cooper said

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it, the 50/50 goal is a big step and I think clearly putting that out as our goal and our policy to push for is going to open up a lot of opportunities as we move forward working with not just project connect, but cap metro and the other transit agencies, the rural transit agencies and so forth that serve this area, to really drive in a lot of ways how we move forward with transit investments. It gives us a basis which of to talk around and jointly get to. I think in the plan you will largely see project connect and their current expedited transit networks that are there, but I have two slides left and the big point that I want to leave is that this plan is not a static plan. It's mid ship if you will. There's a lot more to do. And as we continue to work with cap metro and continue opportunities for new transit options we're going to add those. Did you want to add anything to that? >> No. >> I don't know that I can point to investments that are not already incorporated with cap metro's project connect because that's the way we've been working is that as we come up with new demands they've been able to come to the table and meet those. So I think it's been a two-way discussion to get to the transit that's embedded in the asmp. >> Randy. >> Thank you, mayor. Councilmember, I think that's a good question. So I would add this nuance to that is the coordination between asmp and project connect is very much infrastructure and new route investments is the way -- maybe the best way to classify it. With that said, if we have more operating money as we grow as an area, there are lots of our routes today that we would like to add more frequency on now, like a route 10 or the route 20, route 7. We have -- 300, we have very full buses and we would love to go from a 15 minute

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frequency to 10 minute. Today we have the 801 rapid that runs in 10 minute rush hour. There's no question in any mind that we have the demand for five hourly in that service because of the capacity and the demand I am during rush hour. So these neighborhood circumstance later, they could -- circulators, they could start small, especially as we have senior needs grow in certain areas or low density areas that our top agency will never feel, those could come together. So I would look at those from infrastructure and routes, but as a community we will always be able to have a mode shift as mentioned if we're willing to put the resources in and across all the services that we provide. I hope maybe that gives some context to that. >> Mayor Adler: Do you want to take us through the last two slides? >> Yes, sir. Thank you. Here we go. As I said, this plan is not meant to be a static plan. That's one of the things we learned from our last strategic plan. You all know it by the Austin metropolitan transportation plan amatp. We didn't really update it for 15 years and that was probably a major -- in retrospect not the strongest thing to do. But we were growing out of a very different environment. As we look forward this is a plan. We've already built in regular five-year updates and more frequently if necessary. But there's a whole host of things to do starting with the adoption of this plan by the city council. We need to establish benchmarks and targets for all of those indicators that we've developed, certainly advanced public transportation initiatives. We're under a directive from council to work with our partners to find ways to incentivize transit. That will definitely go into that equation as we have

ongoing conversations with capital metro about how to get to that 50/50. You can see a range of other things. I want to point out the last

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two items that I think are really important or the last three items. As you know, transportation impact fees, depending on what the legislature does this cycle, is something we've always talked about coming back to after the adoption of the asmp to really give us some additional funding opportunities and to make the development process more predictable. Also participate in the campo 2045 plan. What's really wonderful is as the region start to do that regional planning, now the city of Austin can very clearly articulate what the policies and direction from our council is. That's the quickest way to start doing great regional planning is for the major central government to be able to articulate what our needs are for mobility. And that's what we plan to do with that. And also completing the transportation criteria manual, which will get down to doesn't elements that I believe are so important and necessary so that our streets start looking like what our policies say. Remember, this is a long-term proposition. The streets aren't going to suddenly transform tomorrow, nor is the transit system, nor are the sidewalks. That's a long-term process, but we know if we don't get started, it's that much further before those roadway and transportation networks start to look like what the policies that hopefully you will agree with us on and direct us to fulfill. In terms of schedule, I want to talk about the asmp and then I'm going to turn it over to Dave for the project connect and then Mike, if you can be prepared to talk about the corridor mobility program. We are currently in the process of talking to boards and commissions as you all know. That will be from now to March. We will be coming to council on March 28th for adoption. Of course you all have the probative to either adopt it all at -- prerogative to either adopt it all at once or have it at a future date

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to adopt or adapt on first, -- adopt on first, second, third readings. We will be bringing a complete mobility outcome with the entire comments that we collect over the next meetings with boards and commissions and additional public comments that we receive through there. And as I said, the public hearing is set for March 28th and then that gives you your point of decision going forward, how you would like to address that. Dave? >> [Inaudible - no mic]. The slide shows the timeline going forward. I don't want to lose track of the fact that we have made tremendous strides since the December 17th meeting. The first contract that we put out was for the Orange line, [indiscernible] And pe work. We have received proposals on that. We're finishing the evaluation phase. So that will be the first contract that we've got out that will be awarded to go forward. The blue line has been advertised. It went out in February and we're due to get receipt of proposals in the middle of this month. The brt light corridors, that would go out at the beginning of April for a request for a proposal. And the green line, tod, that's something that we get a separate grant from. That one right now is in the process of getting a proposal using an oncall service that we have. That's the progress. I don't want to lose track of what we've

accomplished since the 17th of December and kind of that gives us the projection going from here forward. >> On the corridor program side, one thing that I don't have up there and I apologize for this, but we will be coming to mobility committee April 4th and I think that will be kind of a preview of what we'll be bringing to council later in April, an update on as we're wrapping up the preliminary engineering phase, an update to council on getting approval to move forward into full design and construction. So we'll be doing that in the -- towards the end of April. Then we hope to quickly pivot into full design and construction phases after that time.

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I think with that, I think we're done now. >> Mayor Adler: Good job. Comments? Councilmember Casar. >> Casar: Thank you, mayor. I think my reaction to this is very similar to what board chair Cooper mentioned, which is just a lot of optimism and for me the asmp is a really critical part of what we've been talking about. That what I sense around the table and people not questioning the idea of our goals of moving the most people as cost effectively and safely as we can with the special attention to people who need it the most and then how do we want to move it around to getting it to 50/50. If we across -- 50/50, if we across all of our jurisdictions and our particular interests focus on that core thing, if we all share that in common, which it really seems like going through hours of sitting here and nobody questioning whether that should be our core commitment, but asking questions around that, seems to me to be a really promising thing. The hard work that comes to that is what does it take to do that? What does -- it's sort of one level down below that. How much parking should we allow in certain areas if that is our joint goal? What kind of land uses do we want if this is our joint goal? How much money do we spend on roadway capacity versus public transit versus walking if we share these common interests and goals? And I think what we're going to need from the staff side is just for y'all to tell us the hard truths about how we get to the goals that we've all set. And then I think on the elected and appointed side we have to do our best to be honest with ourselves and try to stick to those goals and to recognize that we all come -- at this from a different place, but if we all sat around at a table contracts-jurisdictionally saying this is where we want to go to, that we hold ourselves and each other to doing that. But to me I do feel really optimistic given that it seems a pretty simple set of

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goals that actually in many ways are very different from transportation goals in the past, moving people, not cars, being safe, and then figuring out thousand to get to single occupancy vehicle independent majority in the city, which is good for -- which is good for everybody. So thank you, guys. >> Absolutely. I just wanted to say on your table you have an abridged, abbreviated document which is the executive summary, the key policies, strategies and actions as well as the key maps pulled out of the asmp. The full sample, Austin strategic mobility plan is on line, this is just for your convenience. This will also be online tomorrow should somebody want an abbreviated copy. This is really just the executive summary, to help you get to the meat of the Austin strategic mobility plan. >> Mayor Adler: Sounds good. Councilmember

kitchen? >> Kitchen: Just one other thing about the community engagement portion. You all have the handout for that and so we've said this before, but I think it's really important, I'll say to my colleagues, to really wade in in working with cap metro and I know many of you or all of you are. There's a lot of initiatives that cap metro is undertaking and this is really an all hands on deck activity for our community. So just appreciate you jumping in and I know that I'm here and my colleagues are here on the cap metro board to be a resource for you and to help you. So I just really appreciate all the efforts around the community engagement. Because we have to do it -- we have to do it so much deeper this time, so much deeper into the community. So we really need everyone to reach out to all the connections that you all have. >> Mayor Adler: Sounds good. Anything else? With that at 2:44, I would

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adjourn the joint meeting subject to the chair. >> Cap metro meeting is adjourned as well. Thank you, mayor. >> Mayor Adler: Thank you.