

Abbreviated Document
(full ASMP is available online at
AustinTexas.gov/ASMP)

Austin Strategic Mobility Plan



Draft Plan | February 2019



Abbreviated Austin Strategic Mobility Plan

This document is intended to be an abridged version of the Austin Strategic Mobility Plan. Additional context and background for each policy, action item and the overall mobility strategy can be found in the full ASMP. Visit AustinTexas.gov/ASMP to download the complete ASMP including appendixes.

Table of Contents:

- 1) Executive Summary
- 2) Policies and Indicators (by chapter)
- 3) Action Table
- 4) Maps

Executive Summary

Purpose of the Plan

The Austin Strategic Mobility Plan is a comprehensive multimodal transportation plan for the future of our transportation network - and it is needed for us to achieve the mobility outcomes that will help to improve and sustain the quality of life for all community members. Austinites want our city, and our transportation network, to be safe, accessible, and inclusive for all members of our community. And we all want to be able to get where we want to go, when we want to get there. This plan presents the policies needed to guide us and the actions necessary to achieve our common goals as identified in the Imagine Austin transportation vision.

Imagine Austin Transportation Vision

Our comprehensive plan calls for Austin to be mobile and interconnected. We envision a transportation network that is accessible and reliable, provides choices, and serves the diverse needs of our community.

AUSTIN IS MOBILE AND INTERCONNECTED

Austin is accessible. Our transportation network provides a wide variety of options that are efficient, reliable, and cost-effective to serve the diverse needs and capabilities of our citizens. Public and private sectors work together to improve our air quality and reduce congestion in a collaborative and creative manner.

- *Imagine Austin Comprehensive Plan*

Mobility Goals

In reviewing past public engagement efforts, eight mobility goals emerged as recurring themes raised by Austin residents that serve as the goals for the Austin Strategic Mobility Plan: **Commuter Delay, Travel Choice, Health & Safety, Affordability, Sustainability, Placemaking, Economic Prosperity, and Innovation.**



Commuter Delay

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



Affordability

Lower the cost of traveling in Austin by providing affordable travel options.



Placemaking

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



Sustainability

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



Travel Choice

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



Health and Safety

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



Economic Prosperity

Promote economic growth for individuals and the city through strategic investments in transportation networks that meet the needs of the 21st century.

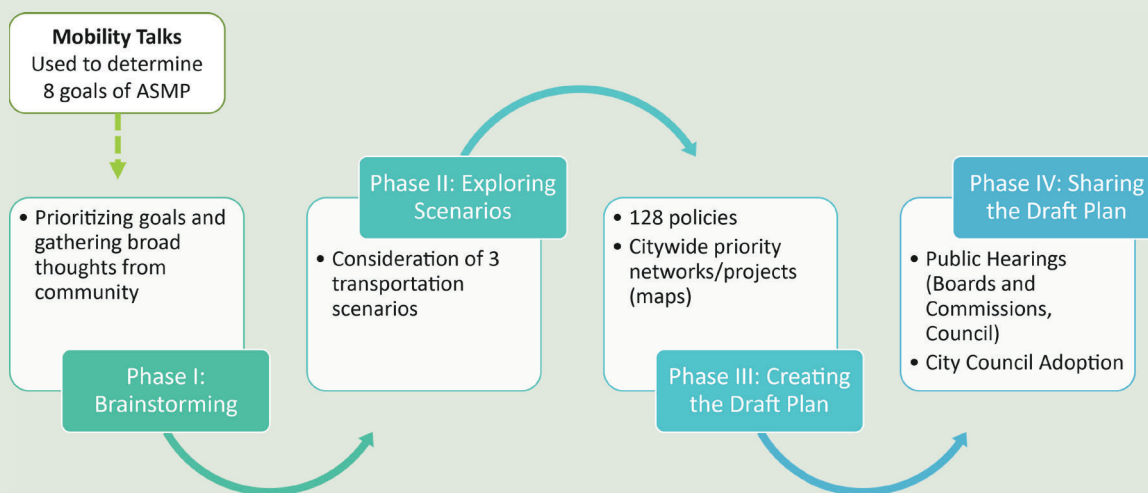


Innovation

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

The Process

These goals were the starting point for the Austin Strategic Mobility Plan engagement efforts which began in early 2017 and occurred over four phases. In phase one, we asked the community to prioritize the plan goals. In phase two, we wanted to get input on future transportation scenarios and what mobility strategies the community wants to pursue to achieve the goals of the plan. In the third phase of engagement, we asked for feedback on draft policies and maps that make up the future transportation network. Together, these priorities and preferences informed the development of the plan. The last phase of engagement is the adoption process where the plan is reviewed by the community. Feedback will be heard through boards and commissions, public hearings, and ultimately City Council action.



We connected with the community during events and activities throughout these phases, specifically focused on elevating the voices of populations that have historically been underrepresented in planning processes: youth, seniors, people of color, and people with disabilities. Throughout the ASMP process, we worked to create deeper and better relationships with communities across Austin.



Motivation behind the Plan and Primary Plan Objective

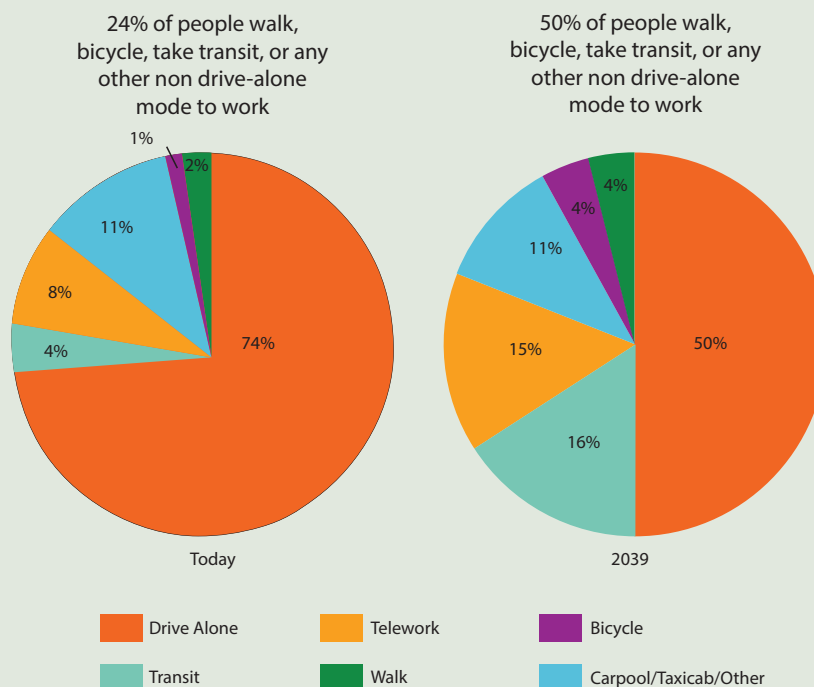
There are many factors that motivated the recommendations contained within this plan including past policy direction, what we heard from the community, our challenges, and our analysis of our projected growth and what it means for mobility.

Since our last transportation plan was adopted in 1995, Austin has added over 450,000 people and our region's population is slated to double in the next 30 years.

This growth trend is important when we consider our mode share. Our current mode share is 74% drive-alone to work, meaning 26% of working age members of our community are traveling by some other mode of transportation (taking transit, riding a bicycle, walking, carpooling, or teleworking). This measure is an important indicator of our congestion, transportation choices and access to those choices, and is a proxy for other community goals, such as air quality and affordability.

We conducted an analysis to understand what would happen if our mode share was maintained or if it shifted. In our most progressive multimodal scenario with a 50/50 mode share, 50% drive-alone, 50% all other options combined, we can manage congestion based on our forecasted growth by 2039. This means that we could maintain approximately the same number of cars as we have on the road today, while almost doubling in population. By aggressively shifting the growth of total trips to other modes and strategically expanding roadway system capacity, where feasible, we responsibly manage congestion into the future.

There are many ways to arrive at our 50/50 mode share goal. Below is one of what could be several different transit-intensive pathways to get there. Our primary objective is to track reducing our dependence on driving alone while keeping an eye on the trends of individual modes, allowing us to adjust as new solutions and options emerge during the life of the ASMP. This analysis was critical motivation for the development of the Austin Strategic Mobility Plan.



Top Strategies to Reach 50/50 Mode Share by 2039

Reduce traffic fatalities, serious injuries by focusing on safety culture, behaviors

We must strategically promote a culture of safety by emphasizing education and encouragement focused on behaviors that contribute the most to traffic injuries and fatalities, while continuing to incorporate safe design principles into our multimodal infrastructure.

Move more people by investing in public transportation

We should invest in a complete public transportation system, with high-capacity vehicles in dedicated transit pathways, because it has the ability to move the most people in the region and through the core of Austin.

Manage congestion by managing demand

Transportation demand management (TDM) is an approach to tackling congestion through strategies that more quickly reduce our impact on the transportation network rather than adding costly capacity.

Build active transportation access for all ages and abilities on sidewalk, bicycle, and urban trail systems

Expand multimodal transportation choices by completing the sidewalk, bicycle, and urban trail systems, with a focus on completing the highest priority projects in the near-term.

Strategically add roadway capacity to improve travel efficiency

We should strategically add capacity for motor vehicles and improve the street grid to better distribute trips across the community. Working with partners to improve intersection operations and reduce bottlenecks in the roadway system will help smooth the flow of traffic.

Connect people to services and opportunities for better health

Our transportation network should increase access to healthy food, healthcare, workforce assistance, and childcare. By increasing choices for how we travel, we can provide the community with improved opportunities to meet these needs.

Address affordability by linking housing and transportation investments

We must coordinate housing and transportation investments to maximize affordability and minimize displacement knowing that mobility is a key component of household affordability.

Right-size and manage parking supply to manage demand

We should dynamically manage parking demand and supply to balance the needs of people and goods delivery. Dynamic parking management includes innovative curb space management and pricing as a tool to manage congestion.

Develop shared mobility options with data and emerging technology

Focus on shared mobility capabilities in the piloting of emerging technology. From public transportation to shared and on-demand mobility services, technology and data can connect our vehicles and infrastructure with people.

Build and expand community relationships with plan implementation

Recognizing the impact our transportation network has on our community, where we choose to live, and how we interact with each other, it is vital that all voices in our community are heard and are sought out to participate in the development of transportation projects and programs.

Key Action Items:

To implement the Austin Strategic Mobility Plan there are some key actions items that should be completed in the near-term. These are:

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

What's in this Plan?

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

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

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

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

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

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



Policy Summary

Safety Culture

Policy 1 Prioritize the protection of human life over all else in the planning, design, and operation of Austin's transportation network

Policy 2 Institutionalize a culture that prioritizes transportation safety within the City of Austin

Policy 3 Optimize public safety priorities

Policy 4 Recognize the expanding needs of different users and modes on the transportation network

Designing for Safety

Policy 1 Manage for safe speeds

Policy 2 Minimize the potential for conflicts between transportation network users

Policy 3 Integrate safe design principles into the built environment

Policy 4 Improve the ability of all transportation users to see and be seen

Policy 5 Minimize the safety risks of highways

Safe Behaviors

Policy 1 Strategically implement education and enforcement initiatives around the top contributing factors of serious injury and fatal crashes

Policy 2 Align penalties for traffic violations with the severity of the offense based on traffic safety impacts

Safety

Subchapter	Indicator	Target (benchmark)
Safety Culture	Decrease traffic fatalities and serious injuries on Austin Streets	Achieve zero traffic fatalities and serious injuries
Safety Culture	Increase training of City employees on Vision Zero principles	Train 100% of newly-hired City employees and incorporate Vision Zero education into departments annually
Safety Culture	Decrease the number of crashes involving City vehicles	
Safety Culture	Decrease the response time for emergency crews in areas not meeting current standards	
Designing for Safety	Increase the number of combined engineering, education, and enforcement strategies implemented on the High-Injury Network	Evaluate 20% of streets on the High-Injury Network annually to implement strategies to achieve safe operating speeds and conditions
Designing for Safety	Reduce serious injury and fatal crashes at locations where major capital improvement projects have been implemented	Achieve at least 40% reduction over a five-year period, on average
Designing for Safety	Increase the safety of pedestrian crossings	Implement improvements at 30 priority locations per year, at least 50% of which are on the High-Injury Network
Designing for Safety	Reduce the width and number of driveways to minimize conflicts	
Safe Behaviors	Decrease distracted and impaired driving on Austin streets	Eliminate distracted and impaired driving
Safe Behaviors	Increase safety education for students and their families	explore new programs with middle, high school, and local colleges and universities by 2020
Safe Behaviors	Increase targeted education and enforcement efforts on the High-Injury Network	Ensure that at least 50% of targeted education and enforcement efforts occur on the High-Injury Network

Policy Summary

Land Use

Policy 1 Promote transit-supportive densities along the Transit Priority Network

Policy 2 Encourage employers to locate near public transportation

Policy 3 Create places that encourage travel choice and are connected

Policy 4 Minimize the impact of development on the roadway system by prioritizing multimodal solutions

Policy 5 Make streets great places

Parking

Policy 1 Efficiently use existing parking supply

Policy 2 Right-size future parking supply to encourage sustainable trip options

Policy 3 Coordinate on-street parking with curb management strategies for flexibility and adaptability with future parking and mobility technology

Curb Management

Policy 1 Use context to determine mobility and non-mobility curb uses

Policy 2 Manage curb space dynamically

Policy 3 Streamline objects at the curb to improve safety and mobility

Transportation Demand Management Programming

Policy 1 Implement community-wide strategies to increase use of all transportation options and manage congestion

Policy 2 Lead by example in offering, promoting, and implementing mobility options for City of Austin employees

Shared Mobility

Policy 1 Emphasize and incentivize shared mobility solutions

Policy 2 Promote seamless transfers between transportation modes and systems

Policy 3 Support the creation of Mobility Hubs

Demand

Subchapter	Indicator	Target (benchmark)
Land Use	Increase the number of people living and working within a ½ mile of the Transit Priority Network	
Land Use	Increase the number of people living and working within a 1/2 mile of all ages and abilities bicycle facilities	
Land Use	Increase the number of developments contributing to transit, walking, bicycle, and	
Land Use	Reduce the number of drive-alone trips generated and vehicle miles traveled by new developments (by shifting trips to other modes and not by decreasing intensity)	Achieve an average 50% drive-alone trip reduction at a minimum by developments undergoing transportation analyses
Parking	Increase the availability of managed on-street parking	Target an average 85% parking utilization for managed on-street parking
Parking	Increase real-time information on space location and availability	
Parking	Decrease the amount of parking spaces per capita	
Parking	Increase the availability, distribution, and percentage of parking in Imagine Austin activity centers and along activity corridors that is accessible	
Parking	Increase the percentage of developments that reduce parking	
Curb Management	Reduce the number of conflicts between parking and bicycle lanes	
Curb Management	Reduce congestion on streets that incorporate curb management strategies	
Curb Management	Increase the number of bicycle and shared active mobility parking spaces	
Curb Management	Increase the number of parklets and active placemaking opportunities	
Curb Management	Increase the productivity of curb space to serve more people per hour	
Curb Management	Reduce the number of crashes associated with conflicts at or along the curb on streets that incorporate curb management strategies	
Transportation Demand Management Programming	Increase the understanding of transportation options (aside from a personal vehicle) and satisfaction of users to get around Austin (ride share, bus/train, bike, walk, etc.), reported by socioeconomic demographic measures	

Subchapter	Indicator	Target (benchmark)
Transportation Demand Management Programming	Increase the share of City of Austin employees commuting by walking, bicycling, sharing rides, or taking transit	
Transportation Demand Management	Reduce vehicle miles traveled (VMT) per capita	
Transportation Demand Management Programming	Increase the share of Austin residents who work at home instead of commuting to work	Achieve 15% of Austin residents who work at home by 2039 (7.9% of residents worked at home between 2013 and 2017)
Transportation Demand Management	Increase the share of Austin residents who carpool to work	Achieve 11% of Austin residents who carpool to work by 2039 (10.8% of residents carpooled to work between 2013 and 2017)
Transportation Demand Management Programming	Increase the share of work trips that are taken during peak hours (7:00 a.m. and 9:00 a.m.)	(51.6% of work trips leave home between 7:00 a.m. and 9:00 a.m.)
Transportation Demand Management Programming	Increase the number of people reached by transportation demand management programming	
Shared Mobility	Increase the usage of shared mobility solutions (such as bikesharing, car-sharing, ride-hailing, ride-sharing, scooter-sharing, etc.)	
Shared Mobility	Increase the share of shared mobility trips that originate or end in areas that are historically underrepresented and underserved	
Shared Mobility	Increase the coverage of shared mobility solutions	
Shared Mobility	Increase the density of shared mobility vehicles	
Shared Mobility	Increase the number of Mobility Hubs	Establish at least 1 Mobility Hub within a 1/2 mile of each Imagine Austin activity center
Shared Mobility	Increase the capacity of park and rides	

Policy Summary

Sidewalk System

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

Roadway System

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

Public Transportation System

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

Bicycle System

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

Urban Trail System

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

Condition of Infrastructure

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

Emerging Mobility Solutions

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

Aviation

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

Supply		
Subchapter	Indicator	Target (benchmark)
Sidewalk System	Increase the functionality of existing very high- and high-priority sidewalks	Achieve and maintain 95% functionality for very high- and high-priority sidewalks by 2026
Sidewalk System	Increase the functionality of the existing sidewalk system	Achieve and maintain 55% functionality for the sidewalk system by 2026
Sidewalk System	Increase the number of new very high- and high-priority sidewalks completed within 1/4 mile of all identified schools, bus stops, and parks, including both sides of arterial and collector streets and one side of residential streets	Complete 100% of missing very high- and high-priority sidewalks within 1/4 mile of all identified schools, bus stops, and parks by 2026
Sidewalk System	Improve the response time for sidewalk obstruction complaints	
Sidewalk System	Increase the frequency of assessing the condition of the existing sidewalk system	Assess 10% of the sidewalk system annually
Sidewalk System	Increase the percentage of street frontages with sidewalks	
Sidewalk System	Increase the share of Austin residents who walk to work	Achieve 4% of Austin residents who walk to work by 2039 (2.3% of residents walked to work between 2013 and 2017)
Sidewalk System	Increase the number of leading pedestrian intervals and pedestrian signal priority treatments	
Roadway System	Improve travel time reliability	Provide predictable travel times on the Vehicle Priority Network by 2029
Roadway System	Increase the number of jobs accessible by vehicle in a 20 minute commute	
Roadway System	Increase the number of roadway capacity improvements implemented	
Roadway System	Increase the number of capacity-related intersection improvements implemented	
Roadway System	Reduce the amount of time it takes to clear crashes from the roadway	
Public Transportation System	Increase the share of Austin residents who take transit to work	Achieve 16% of residents who take transit to work by 2039 (3.9% of residents took transit to work between 2013 and 2017)
Public Transportation System	Improve on-time performance for transit service that operates at a frequency of 10 or more minutes	
Public Transportation System	Improve bunching and excess headway for transit service that operates at a frequency of 15-minutes or less	
Public Transportation	Increase the number of transit stops that have amenities such as real-time arrival information and off-board payment, shelters, benches, and	
Public Transportation System	Increase the percentage of electrified fleet	
Public Transportation System	Increase the number of transit priority treatments at intersections along the Transit Priority Network	
Public Transportation System	Increase transit ridership	Achieve at least a 1% year over year increase
Public Transportation System	Decrease transit travel time	Decrease transit travel time to work by 10% by 2039 (Mean travel time to work was 39.5 minutes between 2013 and 2017 for residents who took transit to work)
Bicycle System	Increase the number of major roadways that have all ages and abilities bicycle facilities	
Bicycle System	Increase the linear miles of all ages and abilities facilities	
Bicycle System	Increase the number of children commuting to school by bicycle	
Bicycle System	Increase the share of Austin residents who bicycle to work	Achieve 4% of residents who bicycle to work by 2039 (1.3% of residents commuted to work by bicycle between 2013 and 2017)

Subchapter	Indicator	Target (benchmark)
Bicycle System	Increase the share of Austin residents who live in the central city and bicycle to work	Achieve 10% of central city workforce commuting by bicycle by 2020; 15% by 2025
Bicycle System	Decrease travel time to work by bicycle	
Urban Trail System	Increase the linear miles of Tier I urban trails	Complete 100% of Tier I urban trails by 2029
Urban Trail System	Increase wayfinding elements on existing urban trails	Install wayfinding elements on 100% of existing urban trails by 2022
Urban Trail System	Improve lighting for existing urban trails	Light 100% of urban trails as defined by a citywide trail lighting plan by 2028
Urban Trail System	Increase trail usage	
Urban Trail System	Reduce the response time to address unforeseen trail damage	
Condition of Infrastructure	Increase citizen satisfaction with the physical condition of major City streets	
Condition of Infrastructure	Increase citizen satisfaction with the physical condition of the Transit Priority Network	
Condition of Infrastructure	Increase citizen satisfaction with the overall maintenance of City sidewalks	
Condition of Infrastructure	Increase citizen satisfaction with the physical condition of bicycle facilities, including urban trails	
Condition of Infrastructure	Decrease the lane miles of City streets in poor or failing condition	(In FY2018, 26.2% of City streets were in poor or failing condition)
Condition of Infrastructure	Increase the frequency of sweeping and maintenance of protected bicycle facilities	
Condition of Infrastructure	Improve the response time of requests for vegetation maintenance in the public right of way	Respond to 100% of requests within 2 weeks by 2039
Condition of Infrastructure	Decrease the percentage of major bridges in poor or failing condition	(In FY 2018, 10% of major bridges were in poor or failing condition)
Emerging Mobility Solutions	Increase the number of intersections with smart and connected technology that exchanges information with vehicles or devices	
Emerging Mobility Solutions	Increase the number of emerging mobility proposals evaluated annually	
Aviation	Increase transportation options to and from Austin-Bergstrom International Airport	
Aviation	Increase shared mobility solutions on the ABIA campus	
Aviation	Increase the number of airplane passenger seats in Austin market	
Aviation	Increase the number of ABIA destinations	(In 2017, there were 58 domestic destinations; In 2018, there were 9 international destinations)

Policy Summary

Transportation Operations

Policy 1 Operate the transportation network safely, reliably, and efficiently

Policy 2 Build and maintain technology infrastructure to meet the needs of all users

Policy 3 Increase real-time responsiveness to changing transportation conditions

Policy 4 Strive for connected operations across departments, agencies, and jurisdictions

Policy 5 Allocate signal timing to coincide with modal priorities

Policy 6 Manage the movement of oversize and overweight vehicles

Closures and Detours

Policy 1 Accommodate all users safely when there are closures and detours

Policy 2 Ensure detours are accessible and convenient

Policy 3 Lessen the impact of temporary right of way closures on mobility

Policy 4 Streamline and enforce closure and detour requirements

Policy 5 Include all modes and users in special event planning

Policy 6 Provide helpful information about closures and detours to partners and the public

Goods Movement

Policy 1 Support reliable freight operations and efficient goods movement through, into, and out of Austin

Policy 2 Recognize, plan for, and mitigate impacts of goods movement

Policy 3 Improve safety and predictability of hazardous materials movement through Austin

Policy 4 Support local and last-mile goods delivery innovations

Policy 5 Participate in state and regional freight planning efforts

Operations

Subchapter	Indicator	Target (benchmark)
Transportation Operations	Increase the number of signalized intersections that can be remotely monitored	Achieve and maintain ability to remotely monitor 100% of signalized intersections by 2020
Transportation Operations	Increase the number of signalized intersections with emergency vehicle preemption capability	
Transportation Operations	Increase the efficiency of detection equipment at intersections	Achieve and maintain efficient detection for all modes of transportation at 95% of locations with actuated signals by 2023.
Transportation Operations	Increase the frequency of adjusting timing and phasing of signalized intersections	Assess and adjust 33% of all signalized intersections every year
Transportation Operations	Increase the number of signals and pedestrian hybrid beacons constructed or upgraded	Construct at least 75% of requests received annually that have been determined to be currently justified by an engineering study
Transportation Operations	Increase the person-carrying capacity of the transportation network	
Transportation Operations	Decrease the percentage of signs and marking in poor or failing condition	
Closures and Detours	Decrease the number of crashes reported in work zones in City of Austin right of way	Achieve zero crashes reported in work zones in City of Austin right of way every year
Closures and Detours	Improve the review time of traffic control plans	Review 100% of traffic control plans within 9 business days
Closures and Detours	Decrease the number of closures and detours on major downtown streets during peak hours	
Closures and Detours	Increase the number of special events providing and encouraging multimodal travel options	
Goods Movement	Improve travel time reliability for freight operations	
Goods Movement	Improve the flow of freight traffic	
Goods Movement	Reduce the number of crashes involving non-radioactive hazardous materials	
Goods Movement	Improve the productivity of dwell time for commercial delivery vehicles	
Goods Movement	Increase the number of last-mile delivery options	

Policy Summary

Public Health

Policy 1 Recognize that transportation fatalities and serious injuries are a public health crisis

Policy 2 Recognize and plan for transportation infrastructure's impact on public health

Policy 3 Provide infrastructure and programming to encourage active lifestyles and healthy living

Policy 4 Connect people to food, opportunities for physical activity, and health care using multiple transportation modes

Air and Climate

Policy 1 Reduce emissions generated by the transportation sector

Policy 2 Lead by example in reducing ozone and greenhouse gas emissions in the City's fleet

Policy 3 Choose energy efficient materials and methods in the design, construction, and operation of our transportation network

Water and Stormwater

Policy 1 Use streets strategically as key components of the city's drainage, drinking water, reclaimed water, and wastewater systems

Policy 2 Integrate stormwater control measures into the transportation network

Policy 3 Optimize mobility and water management goals

Land and Ecology

Policy 1 Avoid, minimize, and mitigate adverse impacts of the transportation network on natural and cultural resources

Policy 2 Pursue designs that enhance our ecosystem

Policy 3 Support the Imagine Austin Growth Concept in a way that is sustainable, equitable, and consistent

Policy 4 Recognize and plan for trees as vital to supporting the transportation network

Health and Environment

Subchapter	Indicator	Target (benchmark)
Public Health	Increase the percent of adults who are considered "active" or "highly active"	
Public Health	Increase the access by active modes to and around parks and trails	
Public Health	Increase the number of sidewalks, bicycle facilities, and urban trails that are within ZIP codes with disproportionate prevalence of chronic diseases or conditions	
Public Health	Increase the safe access by transit and active modes to affordable and culturally competent opportunities for healthy food	
Public Health	Decrease no-show rates at safety-net providers due to difficulty traveling to appointments	
Air and Climate	Reduce greenhouse gas emissions	Reach net-zero community-wide greenhouse gas emissions by 2050
Air and Climate	Reduce average ozone level region-wide	Reduce average ozone level region-wide by 0.70-1.00 parts-per-billion annually
Air and Climate	Increase the number of carbon neutral City of Austin facilities, fleets, and operations	Achieve 100% of City of Austin facilities, fleets, and operations carbon neutral by 2020
Air and Climate	Increase the amount of electric vehicle charging infrastructure	
Air and Climate	Increase the percent of City fleet vehicles that are shared among departments	
Water and Stormwater	Reduce the risk of flooding on all roads and road crossings in the 100-year floodplain, including provision of adequate warning at dangerous crossings	
Water and Stormwater	Reduce the danger of street flooding created by substandard storm drains	
Water and Stormwater	Reduce the number of eroding stream banks that threaten roadways and trails	
Water and Stormwater	Reduce pollutant loads in all creeks to the maximum extent possible	
Land and Ecology	Increase tree canopy along the transportation network	
Land and Ecology	Increase the amount of open space preserved through transportation project mitigation	
Land and Ecology	Increase the access to cultural resources	

Policy Summary

Equity

Policy 1 Acknowledge and learn from the negative effects of past transportation and land use decisions

Policy 2 Amplify the voices of historically underserved and underrepresented populations

Policy 3 Partner with the public and private sectors to expand and improve mobility solutions for historically underserved communities

Policy 4 Take steps to mitigate unintended consequences when they occur

Policy 5 Prioritize serving the most vulnerable populations in Austin by supporting broader efforts to provide social services

Affordability

Policy 1 Proactively assess displacement impacts of transportation projects

Policy 2 Work with communities to mitigate displacement impacts of transportation projects

Policy 3 Reduce transportation costs as a component of household affordability

Accessibility

Policy 1 Ensure that people of all functional abilities have equitable access to the transportation network and mobility services

Policy 2 Advance public transportation and other mobility services for people with mobility impairments

Policy 3 Ensure sidewalks are safe and accessible for people with mobility impairments

Policy 4 Make all detours safe, accessible, and known to people of all functional abilities

Policy 5 Enforce accessible parking regulations

Public Interaction

Policy 1 Provide high-quality customer service, responsiveness, and transparency

Policy 2 Engage community members in transportation decisions

Policy 3 Make public engagement convenient, accessible, and meaningful

Policy 4 Evaluate interactions with the community

Policy 5 Proactively maintain community relationships

Policy 6 Create shared experiences for the public to engage with mobility options

Community

Subchapter	Indicator	Target (benchmark)
Equity	Increase the mobility funding allocated to areas that are historically underserved	
Equity	Increase the percent of transportation projects and programs that use the Equity Assessment	
Equity	Increase the percent of City employees receiving mobility equity training	
Equity	Increase the number and share of people participating in transportation workforce training programs	
Affordability	Increase the percentage of affordable housing available at 60% MFI within 1/2 mile of transit and bicycle priority networks	
Affordability	Increase the percentage of affordable housing available at 80% MFI within 1/2 mile of transit and bicycle priority network	
Affordability	Increase the number of 2 car households transitioning to 1 car households	
Affordability	Decrease the cost of transportation as a percentage of household budget	
Accessibility	Increase the percentage of accessible intersections and crossings	Install or upgrade curb ramps at 100% of all intersections and crossings to meet current standards
Accessibility	Decrease the percentage of the sidewalk system obstructed by vegetation or other	
Accessibility	Increase the number of accessible vehicles operated by shared mobility services and providers within the Austin area	
Accessibility	Increase the number of accessible pedestrian signals	
Public Interaction	Increase the amount of mobility project materials and other City transportation information available in the City's target languages	
Public Interaction	Increase the amount and diversity (digital, analog, and in-person) of mobility-related public engagement activities	
Public Interaction	Increase the demographic and geographic representativeness of mobility public engagement processes	
Public Interaction	Increase the satisfaction of participants with the outcomes of mobility engagement	
Public Interaction	Increase the number and percentage of people reached through mobility education campaigns	

Subchapter	Indicator	Target (benchmark)
Public Interaction	Improve the response time for mobility-related customer service requests	
Public Interaction	Increase the amount of mobility project materials and other City transportation information available at or below an 8th-grade reading level	

Policy Summary

Data

Policy 1 Protect privacy and use data responsibly

Policy 2 Operate in a manner where data are open and accessible by default

Policy 3 Use data to make informed decisions

Collaboration

Policy 1 Collaborate with internal departments, regional partners, and outside agencies

Policy 2 Synchronize transportation infrastructure projects with other public capital investments

Policy 3 Utilize private development to improve the transportation network

Policy 4 Co-locate public services and facilities

Policy 5 Balance mobility needs with utility needs

Policy 6 Work with the community to incorporate public art and beautification into transportation infrastructure

Policy 7 Support interregional transportation options

Financial Strategies

Policy 1 Ensure long-term, viable funding models to plan, finance, and maintain the transportation network

Policy 2 Operate in a fiscally responsible manner

Policy 3 Consider the life-cycle costs of ownership when planning and budgeting transportation infrastructure projects

Policy 4 Allocate resources equitably across modes to achieve the goals of the ASMP

Implementation

Subchapter	Indicator	Target (benchmark)
Data	Increase the percentage of City mobility datasets that are open and accessible to the public	
Data	Increase the number of City mobility spatial datasets that are mapped	
Data	Increase the amount of real-time mobility information available to the public	
Data	Increase the number of data sources to inform planning and implementation	
Data	Increase the use of open-source software to manage, analyze, and share data	
Data	Increase the percentage of City mobility datasets that are regularly maintained	
Collaboration	Increase the number of transportation projects, programs, and initiatives that are coordinated across City of Austin departments	
Collaboration	Increase the number of transportation projects, programs, and initiatives that are coordinated with partner agencies	
Collaboration	Increase the number of transportation projects that are coordinated through multi-departmental construction planning activities	
Collaboration	Increase the number of partnerships with private development to contribute to transportation improvements	
Collaboration	Increase the number of City facilities offering multiple services	
Collaboration	Increase the number of joint capital renewal and utility projects	
Collaboration	Increase the number of long-distance travel options into and out of Austin	
Collaboration	Increase the number of opportunities for art in the transportation network	
Financial Strategies	261City of AustinImplementationIncrease funding to implement high and very-high priority sidewalks, all ages and abilities bicycle facilities, Tier I urban trails, transit enhancements, and high-capacity transit	Complete all systems by 2039 or sooner
Financial Strategies	Increase funding to implement transportation demand management strategies	
Financial Strategies	Increase number of streets where preventative maintenance activities also improve multimodal mobility and safety	
Financial Strategies	Increase funding sources and cost-sharing opportunities	
Financial Strategies	Increase the accuracy of mobility capital annual spending plans	Achieve being within 5% of spending plans every year



Action Table

The Austin Strategic Mobility Plan sets the 20-year vision for our transportation network. As Austin continues to grow, the plan will be used to guide investment. On the following pages are action items that we will take to realize the goals of the Austin Strategic Mobility Plan.

The Action Table is organized by the chapters and subchapters of the plan and includes 272 specific actions to begin the implementation process. These actions range from programs to legislative or regulatory changes, partnerships, process improvements, capital investments, and more. The list of actions is not exhaustive— the City, working with other agencies and the community, will continue day-to-day activities that also contribute to plan implementation.

As a complex, living document—meaning many of the actions contain multiple steps and processes—some actions in the plan may take years to progress from plan to implementation. The actions, as well as the indicators found in each chapter, will serve as a framework for annual updates to report on our progress.

While the City of Austin, and Austin Transportation specifically, will lead the implementation of many capital investments and recommendations, some will occur through partnerships where other City departments, transportation agencies, or public or private organizations will lead, with the City collaborating or supporting.

Prioritizing Our Safety

Safety Culture

Action Item	Description
1 Vision Zero leadership team	Form a multi-disciplinary Vision Zero City leadership team to provide guidance and direction on priorities, including subject matter experts to lead specific initiatives around engineering, enforcement, education, communications, data, evaluation, and policy.
2 Vision Zero curriculum	Develop and deliver Vision Zero curriculum in City-offered continuing education and new employee orientation, law enforcement training, media outreach and other community engagement opportunities.
3 Vision Zero key performance indicators	Align City of Austin Key Performance Indicators related to Vision Zero with safety policies and objectives outlined in the ASMP and the City's Strategic Direction 2023.
4 Large fleet safety	Encourage and incentivize businesses and organizations with large fleets, including vehicles for hire, to equip fleets with telematics, provide the City with access to safety data, and disseminate training materials to educate drivers about safe driving behaviors.
5 Police training enhancement	Enhance education of needs and safety considerations of vulnerable transportation users within Police Training Academy curriculum and annual continuing education.
6 Mobility and public safety strategies	Collaborate across departments to further strategies to optimize mobility, transportation safety, and emergency access, including fire apparatus design, street design standards and connectivity, development review process improvements, new fire stations, and more.

Designing for Safety

Action Item	Description
7 Transportation Criteria Manual	Update the Transportation Criteria Manual and other relevant guidelines and manuals to minimize the potential for conflicts between road users and prioritize the safety of vulnerable users.
8 Engineering countermeasures on the High-Injury Network	Focus on reducing conflicts on the High-Injury Network and at high-risk locations by systematically implementing both major reconstruction and rapid implementation of low-cost, high-impact engineering countermeasures.
9 Speed management guidelines	Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve targeted operating speeds systemwide.
10 School-specific Safe Routes to School plans	Proactively develop Safe Routes to School plans for individual schools.
11 Safety guidelines for traffic signalization	Update relevant guidelines for data-informed intersection and signal operations to minimize user conflicts and prioritize the safety of each mode.
12 Visibility improvements	Enhance street, sidewalk and trail lighting citywide, remove right of way obstructions, and provide high visibility signs and markings in high priority areas.

Designing for Safety

Action Item	Description
13 Right turn on red restrictions	Analyze the systemic issues which lead to crashes, including right turns on red, to determine appropriate policy recommendations.
14 High-Injury Network	Update the High-Injury Network on a regular basis to inform planning and prioritization.
15 Fire code street width requirements	Evaluate street clear width requirement in the fire code for emergency vehicle access to optimize safety for all street uses.

Safe Behaviors

Action Item	Description
16 Safety education campaigns	Implement education campaigns promoting transportation safety culture and safe street design, as well as targeted campaigns around the top human behaviors which contribute to serious injury and fatal crashes. Use surveys to gauge awareness of transportation safety issues.
17 Education in-lieu of fine	Work with partners to develop and provide an optional education course for bicyclists and pedestrians cited for traffic violations to take in lieu of a fine.
18 Integrate active transportation into driving curriculum	Partner with entities teaching drivers education, administering driving exams, and teaching defensive driving to include information on walking, bicycling, and transit.
19 Efforts to reduce top traffic violations	Work with the community to identify methods to reduce top traffic violations that contribute to serious injury and fatal crashes, focusing efforts on the High-Injury Network, while safeguarding against racial profiling and targeting.
20 Legislative safety efforts	Support legislative efforts to enable Texas cities to enact policies which support Vision Zero, including, but not limited to, slower default speed limits and the local use of automated enforcement systems.

Managing Our Demand

Land Use

Action Item	Description
21 Land Development Code update	Update the land development code to: -require a more compact and connected street network -allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network -allow for missing middle housing types, including mixed-use infill development types.
22 Corridor-based land use planning	Conduct corridor-based land use planning in parallel with corridor mobility planning and implementation to calibrate zoning and land development code requirements with needs, constraints, and opportunities to create cohesive multimodal corridors, quality built environment, and transit-supportive and context-sensitive density.
23 High-Frequency Transit and Transit Proximity Definitions	Clarify definition for high-frequency public transportation, as well as the preferred travel shed distance for proximity to public transportation to be used in city land use and transportation planning efforts.

Land Use

Action Item	Description
24 Placemaking construction	Identify necessary resources to carry out and maintain placemaking and beautification opportunities including partnering with private service providers.
25 Open Streets Events	Create partnerships to organize open street events, like Ciclovias, that will open the streets to people by closing them to cars. These events are intended to highlight how streets can be safely used by its residents, encourage healthy activities, and provide a free community event.

Parking

Action Item	Description
26 Land Development Code parking requirements update	Update the land development code to: -allow for and promote shared and off-site parking and remove barriers where they exist -allow for reduced or zero parking minimums -encourage the unbundling of parking -require parking structures, where they are necessary, to be constructed to allow for easy retrofitting to other land use types -increase electric vehicle "charger ready" parking -increase parking for bicycles and shared micromobility vehicles
27 Parking management and pricing standards	Update the City's parking management and pricing standards and procedures to reflect the true cost of driving and parking as well as support mode share goals.
28 Parking and Transportation Management Districts	Identify and implement geographical Parking and Transportation Management Districts in coordination with local business and neighborhood districts.
29 Parking and active placemaking	Update parking policies to encourage active placemaking.
30 Managed shared parking	Explore opportunities to implement managed shared parking with private garage owners.

Curb Management

Action Item	Description
31 Inventory curb uses	Inventory curb uses across the city.
32 Curb management plan	Update our curb management activities into a cohesive, citywide curb management plan that considers among other things, parking and transportation management districts, dynamic curb pricing, revenue implications, flexible curb use, context-sensitive and ecologically-supportive design, wayfinding, and permitting.

Transportation Demand Management Programming

Action Item	Description
33 Citywide TDM plan	Draft and implement a citywide TDM plan, similar to other modal plans, that will help identify specific inter-departmental and inter-agency TDM strategies that support the mobility plan goals. Include TDM strategies in small area plans, such as the Austin Core Transportation Plan.

Transportation Demand Management Programming

Action Item	Description
34 End-of-trip facilities	Establish and provide incentives and/or requirements for end-of-trip facilities in private developments and public facilities including short- and long-term parking for bicycle and shared micromobility devices, shower and locker facilities, and bicycle maintenance stands.
35 TDM website	Develop a one-stop-shop transportation website for residents, commuters, employers, institutions, and visitors.
36 Trip-supportive tools	Increase the amount of trip-supportive tools, such as real-time transportation screens in buildings, transit arrival times at bus stops, wayfinding, and trip planning services and apps.
37 TDM monitoring and evaluation	Monitor TDM programs through both quantitative and qualitative metrics. Collect baseline data to measure needs and attitudes of transportation users. Measure the return on investment in terms of mode shift, sustainability, livability, and public health.
38 Citywide employer TDM strategies	Create and implement various strategies for employers that operate within the city limits to encourage fewer drive-alone trips, especially during peak congested times. Strategies can include: -telework and flextime encouragement policy, -parking management strategies, -area-specific subsidized public transit, -subsidized multimodal transportation packages citywide or by district, -education on commuter program implementation, -tailored outreach to new and relocating businesses to provide support on how to change commuter patterns, -incentive programs for bicycling, etc.
39 Commuter benefits ordinance	Create and implement a commuter benefits ordinance by requiring organizations and businesses over a certain size to offer commuter multimodal benefits. This ordinance could also encourage or require a specific mode split commitment for companies.
40 Transportation management association	Continue supporting Austin's local transportation management association.
41 Chapter 380 TDM strategies	Update regularly a list of strategies to provide employers with information on key strategies to include in a commuter program to encourage fewer drive alone trips. This toolkit will also inform Economic Development Department's Chapter 380 policy.
42 Smart Trips program	Continue to implement and expand the Smart Trips program to include a new mover pilot program to educate residents who have made a recent life change and are open to updating their commuting habits. Incorporate an equity lens to reduce financial barriers.
43 School TDM program	Collaborate with schools to develop a comprehensive school TDM program to reduce vehicle trips to and from schools and reduce air pollution near schools. Create and distribute collateral that can provide staff, parents, and students with a better understanding of transportation emissions and sustainable transportation options. Encourage schools to fully subsidize public transit for students and staff.
44 School bus service	Work with schools to increase usage of school bus service for eligible students. Work with school districts and schools to consider changes to eligibility criteria for school bus service.

Transportation Demand Management Programming

Action Item	Description
45 Visitor TDM coordination	Coordinate with key stakeholders (chambers of commerce, tourism board, hotels, major conferences, major events, etc.) to ensure visitors are aware of sustainable transportation options. Provide hotels and short-term rental sites with information and collateral materials to inform guests of local transportation options.
46 Special events TDM	Enforce the Special Events Ordinance and develop tailored TDM programming for special events.
47 Inter-departmental collaboration and integration of TDM policies	Identify key opportunities for collaboration and integration of TDM into City departmental policies and programs (e.g. Austin Energy's Green Building Certification Program, Office of Special Events, Real Estate Services, Economic Development Department's Chapter 380 policy).
48 Development review process and TDM	Encourage or require a specific mode split commitment for new developments or major changes of land use. Prioritize TDM strategies as the first choice for development project mitigation strategies. TDM strategies could be incentivized in exchange for a density bonus or reduced parking requirements.
49 Regional TDM collaboration	Collaborate with CAMPO's regional TDM plan efforts to implement prioritized TDM strategies regionwide.
50 Statewide TDM Policies	Support state-level legislative actions such as highway congestion management through TDM, statewide telework policies, TDM as a construction project requirement, etc.
51 Congestion pricing	Implement congestion pricing in regional centers as a method of managing demand at peak travel times.
52 Barriers to multimodal transportation	Work with partners to develop and promote discounted passes for carshare, bike-share, scooter-share, and public transit for low-income community members. Expand access to the internet and technology to enable equity in use of telecommuting, access to shared mobility services and ride hailing, etc.
53 Targeted TDM education and programming	Develop targeted educational materials marketed to Austin's most vulnerable populations. Target programs and tailored one-on-one education on transportation options to historically underserved and underrepresented communities.
54 City employee commuter program	Continue to implement and strengthen the City of Austin's employee commute program. Provide incentives to employees to reduce their drive-alone trips. Provide multimodal options for mid-day trips to reduce the desire to bring a vehicle to work.
55 Parking policies for City employees	Phase out the practice of providing free parking spaces to City of Austin employees working in transit-rich locations. Develop and implement a permanent parking cash-out program for City buildings in areas with managed parking.
56 City telework, flexible schedule, and hoteling policy	Strengthen City of Austin policy to support teleworking and provide employees with the opportunity to use shared worksites (remote workstations) close to where employees live. Provide employees with the technology to work remotely. Where flexible schedules are allowed, encourage employees to consider compressed work weeks and work schedules that avoid the morning and evening peak congested times.
57 City facility colocation	Select City of Austin facilities and proactively develop City land assets in transit-rich locations with the goals of supporting multimodal commute options, consolidated City functions, and improved access for community members.

Shared Mobility

Action Item	Description
58 Shared mobility services using managed and tolled lanes	Seek regional recognition of registered private mass transit vanpool/shuttle operators to access regional tolled and managed lanes for free.
59 Integrated transportation and payment platform	Pursue regional integrated multimodal transportation and payment platform, including a cell phone app and integrated payment method, with options for those without smartphones and the unbanked.
60 Mobility hubs	Create multimodal mobility hubs, including park-and-rides, adjacent to transit stops to offer a variety of first- and last-mile mobility options and a complete trip experience. Incorporate community-knowledge sharing and maintenance programming.
61 Shared micromobility parking	Establish a shared micromobility and bicycle parking program or fund a public-private partnership to provide appropriate parking spaces in the right of way, at public facilities, transit stops, and on private property.
62 Bicycle and shared micromobility parking at transit stations and mobility hubs	Coordinate with Capital Metro to provide short- and long-term parking for bicycles and shared micromobility devices at all existing and proposed transit stations, existing and future park-and-ride lots, and rail stations. Prioritize highly used transit facilities to include long-term covered and secure parking for bicycles and shared micromobility devices.
63 Expand shared micromobility systems	Support the expansion of shared micromobility systems, including private services and bike share systems.
64 Carshare expansion	Support the expansion of carshare and other innovative sharing services in Austin, especially in and for low-income communities and communities and neighborhoods with low vehicle-ownership rates. Prioritize electric vehicles with low ownership costs and zero emissions.

Supplying Our Infrastructure

Sidewalk System

Action Item	Description
65 Sidewalk construction	Construct all high- and very-priority sidewalk segments and address ADA barriers and gaps in the sidewalk system according to the Sidewalk Plan/ADA Transition Plan.
66 Land Development Code sidewalks update	Update land development code per recommendations in Appendix I of the Sidewalk Plan/ADA Transition Plan to ensure development adequately addresses sidewalks and does not create new gaps in the sidewalk system.
67 Neighborhood shared streets pilot	Pilot a Neighborhood Shared Streets Program to evaluate alternative strategies for safe and cost effective pedestrian access.
68 Council Member sidewalk prioritization input	Develop a transparent system for working with Council Members to utilize their local knowledge and resources as one of the refining filters in selecting near-term potential construction projects from the list of very high and high priority sidewalks identified in the prioritization process.

Sidewalk System

Action Item	Description
69 Vegetative obstruction removal program	Develop and implement an ongoing program to improve sidewalk functionality by promoting property owner vegetation maintenance responsibilities, enforcing violations, and proactively managing public vegetation obstructions. Include an appeasement approach for those who are unable to maintain vegetation due to cost or physical or mental capabilities.
70 Sidewalk condition assessment program	Implement ongoing sidewalk condition assessment.
71 Property owner maintenance responsibilities	Revise City Code to clarify the responsibility of property owners for maintenance of trees and vegetation above or adjacent to sidewalks.

Roadway System

Action Item	Description
72 Prioritization for new roadways	Develop a prioritization process for the design and construction of new roadway connections and capacity projects.
73 Roadway capacity projects	Develop projects that increase vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity.
74 Vehicle Priority Network improvements	Identify and create a prioritization process for operational improvements along the Vehicle Priority Network.
75 Managed lanes	Advocate for and support managed lanes on existing and new highways. Support free access to those facilities for public transportation to increase the carrying capacity of the highway system.
76 Quick-build street design projects	Use temporary and low-cost implementation of new street design features as needed to test and demonstrate how space could be used differently to accommodate all modes safely.
77 Regional highway improvements	Collaborate with TxDOT, CTRMA, CMTA, and other agencies on highway improvement projects.
78 Capital project delivery	Expand the capital project delivery capabilities of the Austin Transportation Department.
79 Corridor mobility reports	Conduct corridor mobility reports on additional corridors citywide. Prioritize corridors based on a variety of factors (land use context, emerging developments, geographic equity, historical investment, safety needs, etc.).
80 Regional evacuation study	Participate in a regional evacuation study to determine: <ul style="list-style-type: none"> -evacuation routes and zones -critical locations for transportation network improvements -strategies for managing evacuation demand, including contraflow lanes -information provision strategies during evacuations
81 Neighborhood focused data collection	Develop a data collection effort to support the implementation of traffic management strategies within and around existing neighborhoods to mitigate disruptions caused by changing travel patterns and surrounding roadway improvements.

Public Transportation System

Action Item	Description
82 Transit in the Transportation Criteria Manual	Update the transportation criteria manual to include public transportation design criteria.
83 Transit Enhancement Program	Develop Transit Enhancement Program guidelines and strategies for transit enhancement treatments and when to apply them.
84 Implement near-term transit priority improvements	Implement near-term transit priority improvements in conjunction with regional public and private providers.
85 Identify near-term transit projects	Identify additional near-term transit priority improvements and transit-supportive projects through the Transit Enhancement Program.
86 Project Connect Long Term Vision Plan	Partner with Capital Metro to plan for and implement the Project Connect Long Term Vision Plan.
87 Commuter public transportation service	Work with Capital Metro, CARTS, and TxDOT to expand and improve commuter public transportation service.
88 Transit service changes	Partner with Capital Metro to plan for and implement transit service changes.
89 Transit stops and stations improvements	Partner with Capital Metro during the development review process to improve transit stops and stations and access to these facilities.
90 Last-mile mobility and transit information together	Integrate last-mile mobility route and use information into Capital Metro transit route maps, signs, and routing apps. Integrate transit information into bicycle information systems.
91 Improvements to transit efficiency	Work with Capital Metro and other partners to continue to increase the efficiency and capacity of transit service along the Transit Priority Network and Commuter Rail using strategies such as incremental increases in frequency, off-board fare payment, level boarding platforms, far-side stop placement, and higher capacity vehicles with multi-door and left-side boarding to grow transit capacity, speed, and ridership.
92 Transit stop siting	Work with Capital Metro to provide optimal siting for transit stops including consolidating stops, achieving optimal stop spacing, far side stop placement, and availability of safe pedestrian crossings.
93 Improved public transportation experience	Work with Capital Metro and other partners to improve the comfort and user experience along the Transit Priority Network and commuter rail lines using strategies such as enhanced transit stop amenities, shade trees, real time arrival information at transit stops, off board fare payment, quality roadway pavement, and electrification of fleet.
94 Pedestrian crossings at transit stops	Work with Capital Metro to provide safe pedestrian crossings at all transit stops through stop location selection and the modification or provision of pedestrian crossing safety treatments.

Bicycle System

Action Item	Description
95 Construct bicycle facilities	Implement context-sensitive bicycle facilities on the Bicycle Priority Network through processes defined in the 2014 Bicycle Plan.
96 Bicycle access and new connections	Evaluate opportunities for bicycle access and new connections where barriers or gaps exist.
97 Bicycle Priority Network access management	Assess streets on the Bicycle Priority Network for access management and other bicyclist safety measures.
98 Bicycle wayfinding plan	Develop and implement a comprehensive citywide bicycle wayfinding system.
99 Bicycle facility maintenance	Ensure that bicycle facilities are maintained including keeping pavement, physical barriers, markings, signage, signal detection in good condition and free of debris and other impediments. Implement consistent maintenance routines, especially for high-usage bicycle routes.
100 Parking in bike lanes	Identify locations along the Bicycle Priority Network that do not have appropriate parking restriction signage and implement signage to prevent parking in bicycle facilities.
101 Enhance bicycle education	Enhance bicycling education within Police Training Academy curriculum and annual continuing education.
102 Funding for regional bicycle system	Develop regional interlocal funding mechanisms to ensure proportionate and efficient funding of inter-city bicycle network.

Urban Trail System

Action Item	Description
103 Construct urban trails	Implement Tier I urban trails and identify alignments and designs for Tier II urban trails according to the 2014 Urban Trails Plan.
104 Urban trail access points and new connections	Identify and build access points and new connections to the urban trail system.
105 Urban trail maintenance assessments	Complete condition assessments on all existing urban trails within the next 3 years to inform maintenance planning.
106 Ongoing urban trail maintenance budget	Create an operations and maintenance annual budget dedicated to urban trails to include dedicated staff time to maintain functionality standards and contingency funding for emergency repairs.
107 Urban trail wayfinding	Develop and implement a wayfinding plan for all existing urban trails.
108 Urban trails lighting plan	Develop and implement a lighting plan for all existing urban trails and shared use paths.
109 Placemaking opportunities on urban trails	Incorporate placemaking opportunities into existing and future urban trail designs to attract Austinites of all ages and abilities.

Condition of Infrastructure

Action Item	Description
110 Asset management inventory	Create a comprehensive asset condition database of City-owned or City-maintained mobility assets.
111 Life-cycle costs	Evaluate and revise city standards to ensure capital project scoping includes life-cycle costs.
112 Vegetation removal process	Improve business processes for responding to vegetation removal requests within two weeks for City-owned property.
113 Climate change integration	Integrate climate change considerations into decision-making for capital investments and improvements decision-making.
114 Proactive maintenance schedules	Develop a proactive maintenance schedule for all transportation infrastructure.

Emerging Mobility Solutions

Action Item	Description
115 Encourage use of common technology platforms	Update criteria and Requests for Proposals to encourage the use of common technology platforms, rather than exclusive or proprietary platforms.
116 Micromobility data sharing	Require that shared micromobility operators share data to assess their impact and integrate new services into the City's transportation plans.
117 Bike infrastructure as a place to allow scooters and other emerging micromobility	Use bicycle infrastructure, in particular the Bicycle Priority Network, to provide a safe place for scooters and other shared micromobility devices that do not exceed maximum federal e-bike power and speed limits and may be regulated to lower thresholds through state and local regulation.
118 Automated driving outreach	Coordinate outreach and education programs on automated driving vehicles with other public and private organizations.
119 Emerging mobility jobs taskforce	Create a regional task force for new job training and educational opportunities for developing new technology skills sets and retraining those with legacy occupations.
120 Connected vehicle data tracking	Set up process to track and analyze data gathered from connected vehicles.
121 Connected vehicle testing	Test Dedicated Short Range Communication (DSRC) technology for vehicle to infrastructure (V2I) and 5G V2V and V2I for reciprocal safety messages and communications effectiveness.
122 Automated driving research	Support local and regional research analyzing the potential for self-parking vehicles, driverless vehicles, and other future car models.
123 Automated driving coordination	Work with leading cities and organizations to help craft automated driving vehicle policies and practices in accordance with Imagine Austin and other City plans.
124 Staff training for emerging mobility solutions	Ensure adequate training for staff to operate, implement, and manage emerging mobility solutions as they become available and get incorporated into our transportation network.

Aviation

Action Item	Description
125 Airport expansion	Expand the airport to to address passenger growth and continue connecting Central Texas to the world, in alignment with the Austin-Bergstrom International Airport 2040 Plan.
48126 High-frequency transit service to ABIA	Work with Capital Metro to expand high-frequency transit service and connect high-capacity transit to Austin-Bergstrom International Airport.
127 New ground transportation center at ABIA	Explore a new ground transportation center to improve access to the airport via public transportation and other mobility services and connect to on-site personal rapid transit system.
128 Personal rapid transit system at ABIA	Explore a personal rapid transit system, or other type of circulator, to connect parking areas and pick-up/drop-off points to terminal facilities.
129 Shared mobility solutions at ABIA	Develop on-campus shared mobility solutions (e.g., bikeshare, scooter share) for use by employees at Austin-Bergstrom International Airport.
130 Wayfinding to ABIA	Collaborate with partners to improve wayfinding to the airport for multiple modes.
131 Mobility option resources at ABIA	Provide information on mobility options through various communication tools to passengers at Austin-Bergstrom International Airport.

Operating Our Transportation Network

Transportation Operations

Action Item	Description
132 Pedestrian crossing improvements	Develop guidance, evaluate, and implement pedestrian crossing improvements, including leading pedestrian intervals and pedestrian scrambles, at signalized intersections with high pedestrian volumes.
133 Priority Network signals	Develop guidance for and evaluate mode-specific signals, signal timing, signal phasing, and detection along the Priority Networks.
134 Mobility violation enforcement	Explore opportunities to expand enforcement of mobility-related violations such as illegal loading and unloading, driving in transit-only lanes, blocking the box, etc.
135 Inventory transportation signs	Complete and maintain an inventory of all signs and markings that are part of our transportation network, and use technology to maintain signs in real-time.
136 Oversize and overweight vehicles	Set standards for oversize and overweight vehicles traveling within City of Austin, and consider regulations of these vehicles.
137 Specialty markings maintenance	Develop inventories and maintenance criteria for all specialty marking sand vertical delineation devices.

Closures and Detours

Action Item	Description
138 Disruption minimization on Priority Networks	Establish and enforce criteria that limits closures and detours on the Vehicle, Transit, and Bicycle Priority Networks.
139 Multimodal temporary traffic controls	Establish standards in the event of construction or street closures, temporary traffic controls, and special events that affect transit routes, bicycle facilities, or urban trails that maintain the quality, safety, directness, and comfort of the existing facilities and routes.
140 Traffic control plan templates	Create premade traffic control plan templates to facilitate closure and detour applications.
141 Active work zone tool	Develop and implement a tool that disseminates real-time information about active work zones.
142 Inspection patrol practices	Update and implement inspection patrol practices to prioritize inspecting work zones according to mobility and safety impacts.
143 Advanced notifications	Explore innovative notification techniques to supply advanced notification of closures and detours for all modes.
144 Work zone monitoring	Enhance enforcement efforts around work zones within the right of way through the use of existing technology, including the Mobility Management Center.
145 One-Stop-Shop	Coordinate and consolidate permitting processes in a One-Stop-Shop.
146 Construction hour limitations	Explore and evaluate the impacts of extending allowable hours for street maintenance and construction in the right of way.
147 Special events transportation planning	Coordinate with and encourage special events to have sustainable modes and promote information of how to use them to access the event. This may include valet bicycle parking, temporary park and ride lots, etc.

Goods Movement

Action Item	Description
148 Local goods movement plan	Develop a local goods movement plan to identify the challenges and opportunities to improving goods movement in Austin, including last-mile delivery solutions. As part of a local goods movement plan, conduct an hourly freight movement study. Establish freight network designations and criteria.
149 Industrial land use siting	Identify transportation infrastructure assets and other criteria to inform the siting of industrial land uses, warehousing, logistics, manufacturing, and other freight-intensive uses, especially in Imagine Austin Job Centers.
150 Freight planning organizations	Participate in regional, state, and national organizations focused on freight planning activities to inform local plans and practices.
151 Trucking industry collaboration	Collaborate with the trucking and logistics industry to shift delivery vehicles off major transportation thoroughfares and priority networks during peak times. Encourage the use of smaller vehicles for freight delivery and/or alternative delivery methods such as bicycle delivery, remote delivery, etc. within our most dense activity centers.
152 Interregional transportation for freight	Increase interregional transportation options, such as high-capacity transit, to facilitate goods movement.

Goods Movement

Action Item	Description
153 Last-mile delivery assessment tool	Create an assessment tool for last-mile delivery solutions to evaluate their efficiency, safety, access, and equity benefits.
154 Test and evaluate delivery robots	Issue a Request for Information to test delivery robots in select neighborhoods to determine use rates and identify infrastructure issues. Consider regulating size, weight, and authorized locations of last-mile delivery solutions to create citywide standards.
155 Cargo and belly freight at ABIA	Expand cargo and belly freight facilities at Austin-Bergstrom International Airport according to the adopted Airport Plan to meet growing needs.
156 Non-radioactive hazardous materials routes	Work with TxDOT to complete the non-radioactive hazardous materials route designation study and implement route designations.

Protecting Our Health and Environment

Public Health

Action Item	Description
157 Establish baseline of healthy food and physical activity assets and opportunities	Support public health partners in establishing baseline data of existing community assets (e.g., urban gardens, community gardens, green space, trails, parks, etc.) and opportunities for healthy food and physical activity.
158 Health Impact Assessment criteria	Develop criteria for where, when, and how to conduct health impact assessments, and what criteria should be assessed.
159 Walkability and bikability evaluations	Develop a method to evaluate pedestrian and bicycle level of service. Conduct pedestrian and bicycle level of service evaluations early in mobility project design phase.
160 Expand transportation options to healthcare	Work with public and private transportation providers and public health partners to expand and enhance transportation options (e.g., number of accessible vehicles in the region, variety of transportation options to healthcare) for members of the community who have difficulty reliably traveling to healthcare appointments.
161 Reduce unhealthy behaviors	Work with public health partners and law enforcement to advocate for measures to reduce unhealthy behaviors, including binge drinking and impaired driving (e.g., restrictions on unlimited drink specials, enhance enforcement of laws on alcohol sales to minors, etc.).
161 Encouragement Programs	Expand and connect existing physical activity encouragement programs to encourage use of active transportation infrastructure.
162 Access to food and markets	Explore the opportunities to develop a Safe Routes to Markets program and/or use the Food Environment Analysis to inform transportation planning.
163 CHA/CHIP participation	Continue to participate and contribute to Austin/Travis County Community Health Assessments and Community Health Improvement Planning (CHA/CHIP).

Air and Climate

Action Item	Description
164 Reduce impacts of global warming	Support policy changes to set incremental and long-term goals to continue to make Austin the leading city in the nation in the effort to reduce the negative impacts of global warming.
165 TERM implementation	Reduce emissions by improving the efficiency of the transportation network by implementing transportation emission reduction measures (TERMs) such as intersection improvements, traffic signal synchronization improvements, bicycle and pedestrian facilities, high-occupancy vehicle lanes, major traffic flow improvements, park and ride lots, intelligent transportation system (ITS), and transit projects.
166 Carbon footprint resources	Promote programs for individuals to manage their own carbon footprint. Develop an interactive website where residents and employers can monitor their greenhouse gas emissions against others.
167 Electric vehicle support	Initiate public private partnerships that promote, market, and provide electric vehicle support. Expand current efforts and utilize these vehicles as a distributed storage technology.
168 Electric vehicle charging expansion	Support growth of public and private charging station deployments by offering rebates, operational support, outreach, and special public charging rates to include support of low income populations.
169 EV360	Continue to leverage the residential electric vehicle time-of-use rate pilot "EV360" to develop lessons learned and best practices for consideration in a wider roll-out of this service.
170 Austin SHINES	Complete the Austin SHINES project, which includes assessing the value and business case for integrating stationary distributed energy storage. Leverage findings to determine applicability to electric vehicle (EV) batteries.
171 External education and outreach to fleet owners	Perform education and outreach to fleet owners on how to conduct a business evaluation of fleet usage, including operation and right-sizing analysis, and identify which incentives are available to replace older, higher-emission vehicles.
172 City fleet access and size	Explore opportunities to right-size the City's fleet and update and improve criteria for when City employees qualify for a City vehicle.
173 City fleet improvement	Move towards a light-duty fleet, including electric and alternative modes of transportation. Continue to increase fleet fuel efficiency per existing fleet plans. Where appropriate, continue to increase the purchase of alternative fuels and vehicles, such as E85, flex fuel, B20, propane, CNG, hybrid, and electric. Establish policies that prioritize the use of vehicles and equipment with low nitrogen oxide emission rates.
174 City idling restrictions	Enforce idling restriction policies for use of City of Austin's vehicles, equipment, and property.
175 Vehicle replacement	Seek funding to accelerate replacement of older, higher-emitting vehicles and equipment with newer, cleaner vehicles and equipment, such as Texas Emission Reduction Plan (TERP) grants. Update the Construction Emissions Toolkit for contractors and encourage contractors to use Tier 4 construction equipment and 2010 and later trucks in any road construction projects.

Water and Stormwater

Action Item	Description
176 Criteria manual coordination	Update Transportation Criteria Manual and other City criteria manuals to minimize impacts to waterways through the use of appropriate transportation network design and stormwater infrastructure, while balancing mobility needs.
177 Water and mobility overlap analysis	Study high priority mobility and watershed problem areas to identify potential partnership opportunities to reach mutually beneficial outcomes.
178 Water and mobility planning coordination	Establish a consistent process for effective review and coordination between City departments responsible for mobility and stormwater infrastructure projects to identify opportunities for coordination in planning phases. Use this process to proactively identify technical challenges for code compliance and potential opportunities for partnership.
179 Permeable surface treatments	Evaluate the use of permeable surface treatments to promote the infiltration and treatment of stormwater.

Land and Ecology

Action Item	Description
180 Environmental project checklist	Formalize current processes to evaluate and consider environmental features in development of transportation projects. Publish checklists for projects online to increase transparency.
181 Land preservation	Establish criteria for transportation projects to include within their scope the preservation of land for offsite pedestrian facilities, habitats, and open space.
182 Native vegetation standards	Create standards for City transportation projects to incorporate vegetation, and especially local vegetation, as part of their scope and work with partner agencies to do the same.
183 Street tree survey and preservation	Conduct a survey of street trees and develop tools to preserve trees 2" and greater.
184 Street trees	Update guidelines to increase street tree requirements during the development review process.
185 Green streets	Update the Land Development Code and related criteria manuals to include Green Streets policies.
186 Cultural resource list	Work with the community to compile and update a list of cultural resources in Austin.

Supporting Our Community

Equity

Action Item	Description
187 Historic investment patterns analysis	Evaluate historic resource investment and disinvestment, considering location and populations benefited/burdened, to better understand future needs through an equity lens.
188 Equity analysis zones	Identify a framework to designate geographic zones that will be used in analyzing the equity of programming, project implementation, and engagement efforts related to transportation. The criteria should consider race, income, car-ownership, educational attainment, housing tenure, transit availability, language spoken at home, age, disability status, and other factors to help focus efforts on historically underrepresented and underserved communities.
189 Austin history of mobility equity resources	Collaborate with community members to document past inequities, struggles, and triumphs related to transportation and mobility, especially including moments that affected communities of color, low-income communities, and people with disabilities.
190 Institutional racism memo	Produce a memo from the City Manager acknowledging racist and inequitable transportation policies of the past (and present) and calling for all City officials and employees to join in a commitment to educate themselves and to begin immediately to do their part to deliver meaningful change.
191 Single equity point of contact for Mobility Outcome	Establish a single point of contact within the Mobility Outcome to identify equity priorities and evaluate the effectiveness of community engagement efforts. Participating departments should maintain consistent communication with the single point of contact and be two-way conduits for information.
192 Equity Assessment Tool in transportation projects	Update or expand the Equity Assessment Tool to better address infrastructure projects, including addressing capital renewal needs, criticality, and risk and incorporate the tool into transportation planning and projects.
193 Mobility equity training for City employees	Develop mobility equity training for City of Austin employees. Require all mobility outcome department employees complete the training.
194 Workforce inclusion goals	Embed local workforce inclusion goals into the scopes of transportation projects, with an emphasis on historically underserved and underrepresented communities.
195 Transportation workforce training programs	Create transportation workforce training programs and internships, particularly for historically underserved and underrepresented communities.

Affordability

Action Item	Description
196 Land Development Code affordability updates	Support Land Development Code changes that strengthen SMART or other affordable housing incentive programs, as well as parking reductions for income-restricted affordable housing near or along transit corridors and small-scale housing across Austin.
197 Affordability analysis tool	Develop an affordability analysis tool to conduct real estate analysis that projects how much rents or property values may go up due to major infrastructure investments.
198 Affordable housing near transportation infrastructure	Collaborate with partners to preserve and increase affordable housing near major transportation investments.

Affordability

Action Item	Description
199 Market studies	Include market studies to analyze commercial affordability in the small area planning process.
200 Land trust	Support the development of a City land trust to develop or preserve affordable housing options, especially along the Transit Priority Network and with access to other multimodal systems.
201 Infrastructure scoring reassessment	Update infrastructure scoring matrices used for prioritization to include and reflect affordable housing.
202 Free and low-cost transportation tool	Create comprehensive, user-friendly resource connecting community members with free or low-cost transportation to services such as healthcare, workforce training, and education. Promote awareness of existing free or low-cost transportation resources such as Drive a Senior or bulk discounts for public transportation passes.
203 Bulk discount public transit passes for low-income residents	Advertise the bulk discount for public transit passes for low-income residents, including in multi-family residential developments, to employers with many low-income employees, and to service providers or organizations with low-income clients or members.
204 Affordable Parking Program	Continue the Affordable Parking program and increase outreach to potential participants to provide application assistance.
205 Austin Energy incentives	Develop tie-ins to Austin Energy electric transportation incentive programs to ensure access for lower-income community members and renters.
206 Creatively subsidize transportation options	Explore creative ways to subsidize multimodal transportation use, such as toll reductions for carpools within managed lanes or low-cost or free bicycle repairs and tools.

Accessibility

Action Item	Description
207 Public collaboration	Ensure working groups, commissions, and public processes related to mobility have representation for people with mobility impairments.
208 Accessible parking code revisions	Re-examine requirements for parking garage height clearance, parking garages gate entrances, and spacing and siting of accessible parking spaces. Co-create any revisions alongside people with mobility impairments and people who provide services to them.
209 Above the bare minimum	Study incentive tools for City and private developers to design accessible infrastructure to a more usable level above the "bare minimum" required by federal law.
210 City project guidelines for obstruction and barrier removal	Encourage all City departments to develop policies regarding their responsibility to remove accessibility barriers within the scope of their projects.
211 Accessible parking enforcement	Implement program to allow community enforcement of accessible parking violations.
212 Accessible temporary traffic controls	Explore expanded guidelines and notification systems specifically for accessible closures and detours.
213 Accessible ride-hailing	Work with public and private operators to ensure that transportation network companies operating in Austin include accessible vehicles and are responsive to accessible requests.

Accessibility

Action Item	Description
214 MetroAccess	Work with Cap Metro on updating MetroAccess program to narrow pick-up windows and expand coverage for people who were previously served by MetroAccess but are no longer served due to route changes.
215 DeafSpace design	Implement DeafSpace practice and design in transportation planning and projects.

Public Interaction

Action Item	Description
216 Online plan and performance	Create an online platform containing the Austin Strategic Mobility Plan, including adopted policy, action items, objectives, and multimodal street network table. Include performance measurements towards objectives and interactive maps.
217 Community organization partnership guidelines	Establish guidelines for how the City of Austin works with community organizations in mutually beneficial partnerships.
218 Improved 3-1-1 response	Audit and analyze 3-1-1 calls related to transportation issues, considering calls per capita in certain areas of Austin. Coordinate to improve service response time and outcomes for community members.
219 Public Engagement Program	Create a Public Engagement Program to guide the Austin Transportation Department and consult with other mobility departments in proactively creating and maintaining high-quality, consistent relationships with community members and improve community-informed transportation decisions.
220 Reading level standards	Determine and set standards for the reading level of written materials and other communication policies that increase understanding. Update printed and digital materials to match these standards.
221 Common Spanish-language vocabulary list	Work with Spanish-speaking community members and staff to identify a standard Spanish translation for common mobility-related words and phrases to increase consistency and comprehension of translated materials.
222 Community ambassadors	Implement community ambassadors to ensure culturally relevant and language-appropriate mobility programming combined with local neighborhood knowledge.
223 Infrastructure encouragement and activation	Celebrate and activate new multimodal infrastructure through celebrations, events, and trainings through partnership with schools, institutions, businesses, and community groups.
224 Public initiatives focused on exploring transportation options	Promote and market educational campaigns like Mobility Month, Bike to Work Day, Dump the Pump Day, ATX Detour Day, Ozone Action Days, and others.

Implementing Our Plan

Data

Action Item	Description
225 Setting ASMP benchmarks and targets	Gather current data to set benchmarks and targets for all indicators within one year of plan adoption.
226 Demographic data	Develop standards for collecting and analyzing demographic data to ensure representative community participation in transportation decision-making.
227 Data collection and analysis	Expand mobility data collection and analysis capabilities to support planning, programming, project delivery, and monitoring.
228 Collect and publish multimodal data	Regularly collect, analyze, and publish local transportation data, including monitored counts, traffic violations and incidents, and routing data for all modes of transportation.
229 Data standards	Adopt standards for publishing open data that consider data organization and privacy protections.
230 Improve data sharing	Create a platform and process to better organize, analyze, and share data, including geospatial data and maps, across City departments and agencies.
231 Transportation data dashboards	Continue to use and expand new capacity, operations, and maintenance public-facing dashboards.
232 Real-time transit data	Work with Capital Metro to improve and share real-time, geographic data of routes and route segments including travel times to inform operational improvements, transportation management, and customer experience.
233 Transportation “data rodeo”	Support efforts to create a single point of access for regional transportation data and analytics, known as the Data Rodeo. This two-way open data sharing portal will improve how transportation providers, including businesses and government entities, offer effective mobility.

Collaboration

Action Item	Description
234 Transportation Criteria Manual	Coordinate with City departments and external stakeholders to update the Transportation Criteria Manual.
235 Land Development Code	Coordinate with City departments and external stakeholders to update transportation-related elements of the Land Development Code.
236 Interdepartmental collaboration	Continue to collaborate across City departments and partner agencies on long-range capital improvements planning, major initiatives and work programs, and long-range budgets.
237 Travis County collaboration	Coordinate with Travis County on the implementation of projects within our shared jurisdictions.
238 CAMPO collaboration	Coordinate with CAMPO on updates to the Regional Transportation Plan.
239 TxDOT collaboration	Coordinate with TxDOT on the Mobility 35 project and other regional projects.

Collaboration

Action Item	Description
240 School and City partnerships	Increase efforts to collaborate with schools to educate and encourage walking, biking, taking public transit or school bus, and sharing rides to school for students and employees. Collaborate with local non-profits that provide transportation education programs.
241 School siting agreements	Work with local schools and school districts to periodically review and reevaluate school site selection criteria to include appropriate transportation demand and safety considerations.
242 Transit collaboration	Continue to strengthen partnerships between the City of Austin, Capital Metro, other area public transportation providers, school districts, and other governmental entities.
243 Capital Metro collaboration	Coordinate with Capital Metro on the implementation of the Project Connect Long Term Vision Plan.
244 Right of way preservation	Partner with our regional transportation partners and jurisdictions to incrementally preserve and acquire right of way.
245 Interregional transportation service	Support the development of dedicated pathways for interregional transit service.
246 Interregional transportation terminals	Partner with private and public mass transportation providers to identify locations of shared interregional terminals integrated with the Transit Priority Network.
247 Private development incentives	Incentivize the development community to implement mobility enhancement projects and programs, beyond any existing requirements.
248 Private "dig once" incentives	Explore ways to incentivize private sector collaboration to minimize disruptions in the right of way.
249 Internal "dig once" opportunities	Continue to identify "dig once" opportunities to ensure that capital renewal projects including street maintenance and rehabilitation, sidewalk repair, drainage, and renewal of wet and dry utilities are coordinated where possible to minimize disruptions to the transportation network and reduce costs.
250 Co-location of services	Locate public-facing support services together in a facility or on the same site and prioritize connectivity to these locations via all multimodal systems and priority networks.
260 Scaling up Neighborhood Partnering Program	Review the Neighborhood Partnering Program, and similar community-led partnering programs, and the types of mobility projects granted to maximize the use of these programs as tools to achieve mobility goals.
261 Signal cabinet art criteria	Establish criteria for creating public art on operational mobility infrastructure, like traffic signal cabinets.
262 Inter-local agreements	Create inter-local agreements with agencies and organizations to share transportation management technology, infrastructure and staff, and develop mutually agreed upon operating objectives.

Financial Strategies

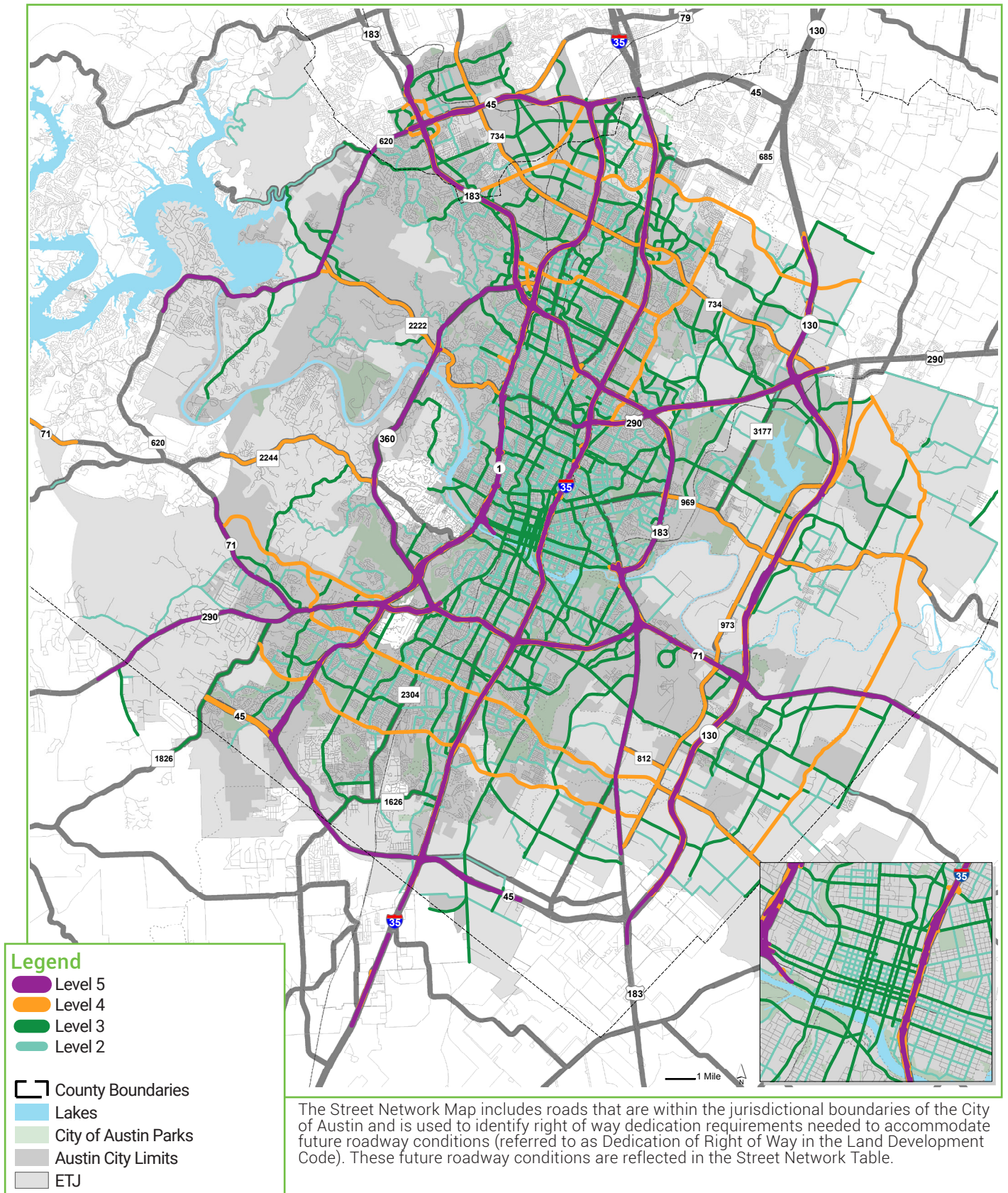
Action Item	Description
263 Project implementation plans	Develop an implementation plan similar to the State of Texas process, which includes a long-range unfunded plan, mid-range unfunded plan, and a 5-year funded plan for roadway capacity projects.
264 Private sector investment in transportation	Conduct a comprehensive inventory of existing City of Austin development fees, requirements, and policies that require private sector investments in transportation infrastructure and analyze whether existing tools balance public and private investment and/or are supporting desired development patterns.
265 Budget alignment	Regularly evaluate budgets for alignment with desired outcomes as defined by the Strategic Direction, this plan, and other related City-adopted plans.
266 Annual mobility planning	Overlay mode plans to discover opportunities to reduce costs by coordinating projects, similar to the current Local Mobility Annual Plan process for the 2016 Mobility Bond.
267 Local infrastructure funding	Identify barriers to local funding of transportation infrastructure and explore additional tools.
268 Street Impact Fee	Implement a Street Impact Fee policy and program.
269 TUF funds for sidewalks	Prioritize and facilitate the use of Transportation User Fee funds in maintaining the sidewalk system.
270 Funding for mobility infrastructure at transit stations and mobility hubs	Partner with Capital Metro to pursue transit grant funding to expand active transportation and shared micromobility infrastructure feeding transit stations and mobility hubs.
271 Dedicated funding for TDM programs	Allocate and utilize transportation revenue and funding to make TDM programs self-sustaining and provide greater incentives in the future.
272 Grant match reserve fund	Establish a grant match reserve fund to be available to use for the local match requirements of federal and state grants.

Maps

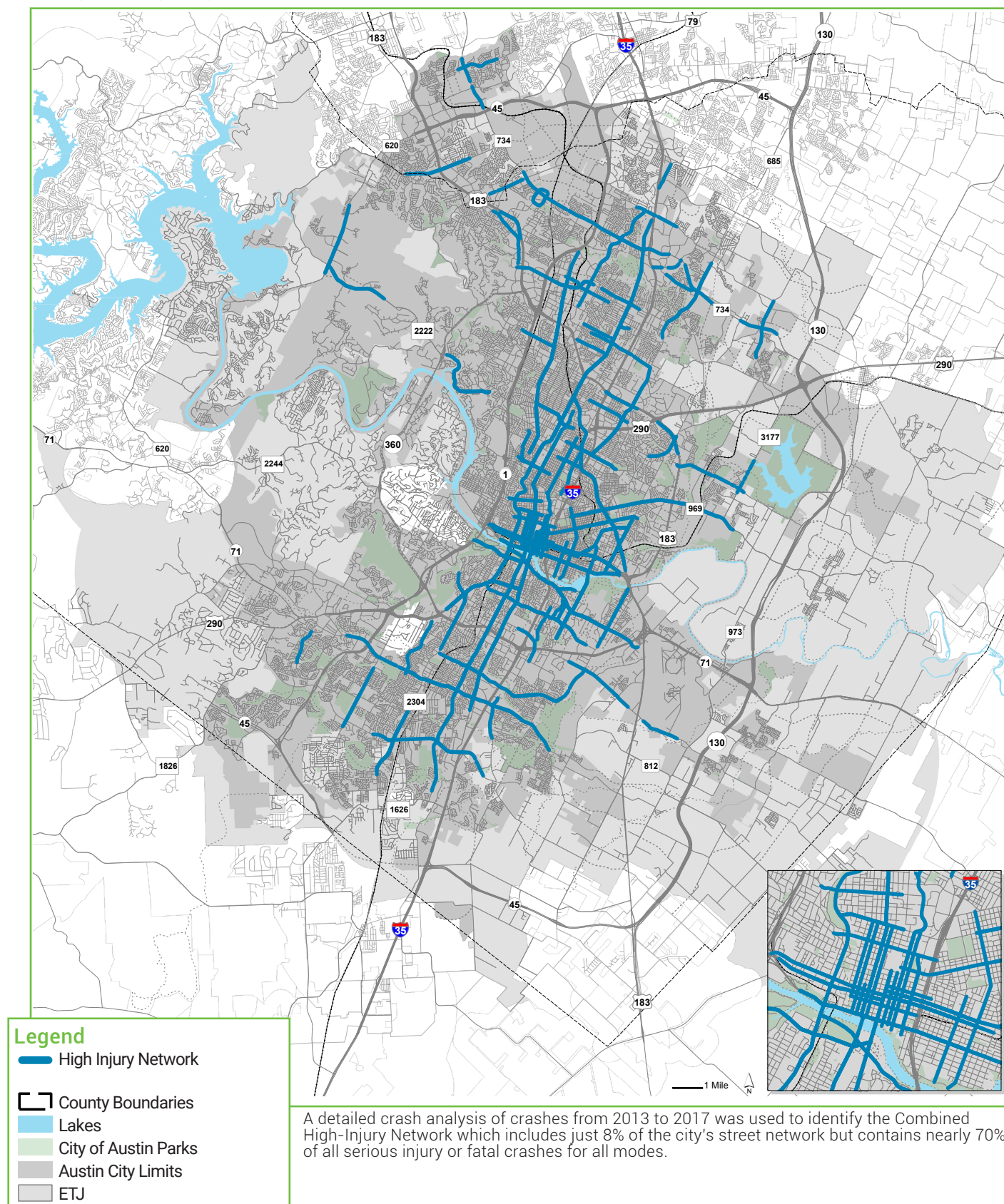
All the maps included in the Austin Strategic Mobility Plan have been reprinted in this appendix for ease of reference and use.

- **Street Network Map**
- **High-Injury Network Map**
- **Imagine Austin Growth Concept and Transit Priority Network Map**
- **Sidewalk Prioritization Map**
- **Roadway Capacity Projects Map**
- **Public Transportation System Map**
- **Bicycle System Map**
- **Urban Trail System Map**

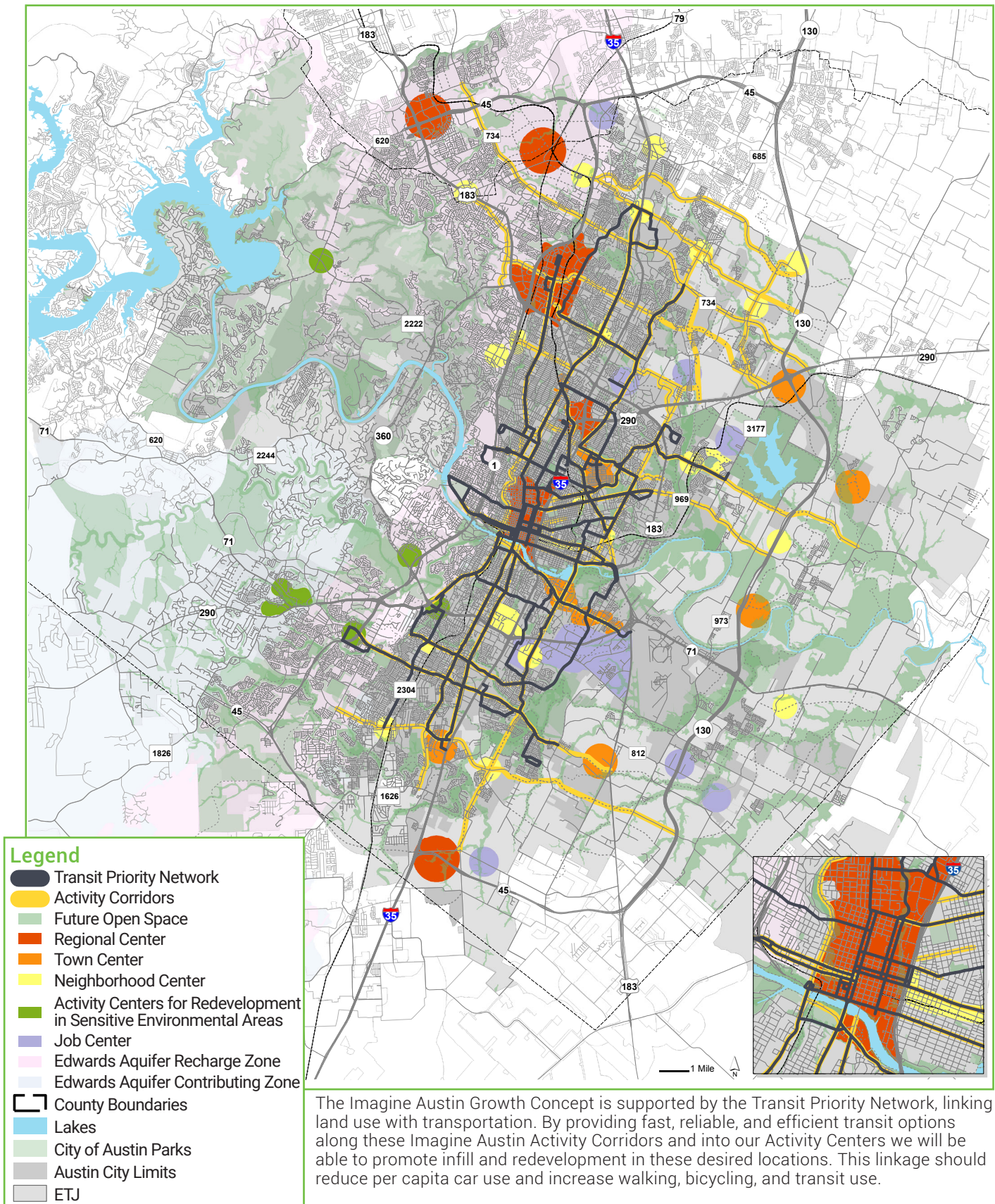
Street Network Map

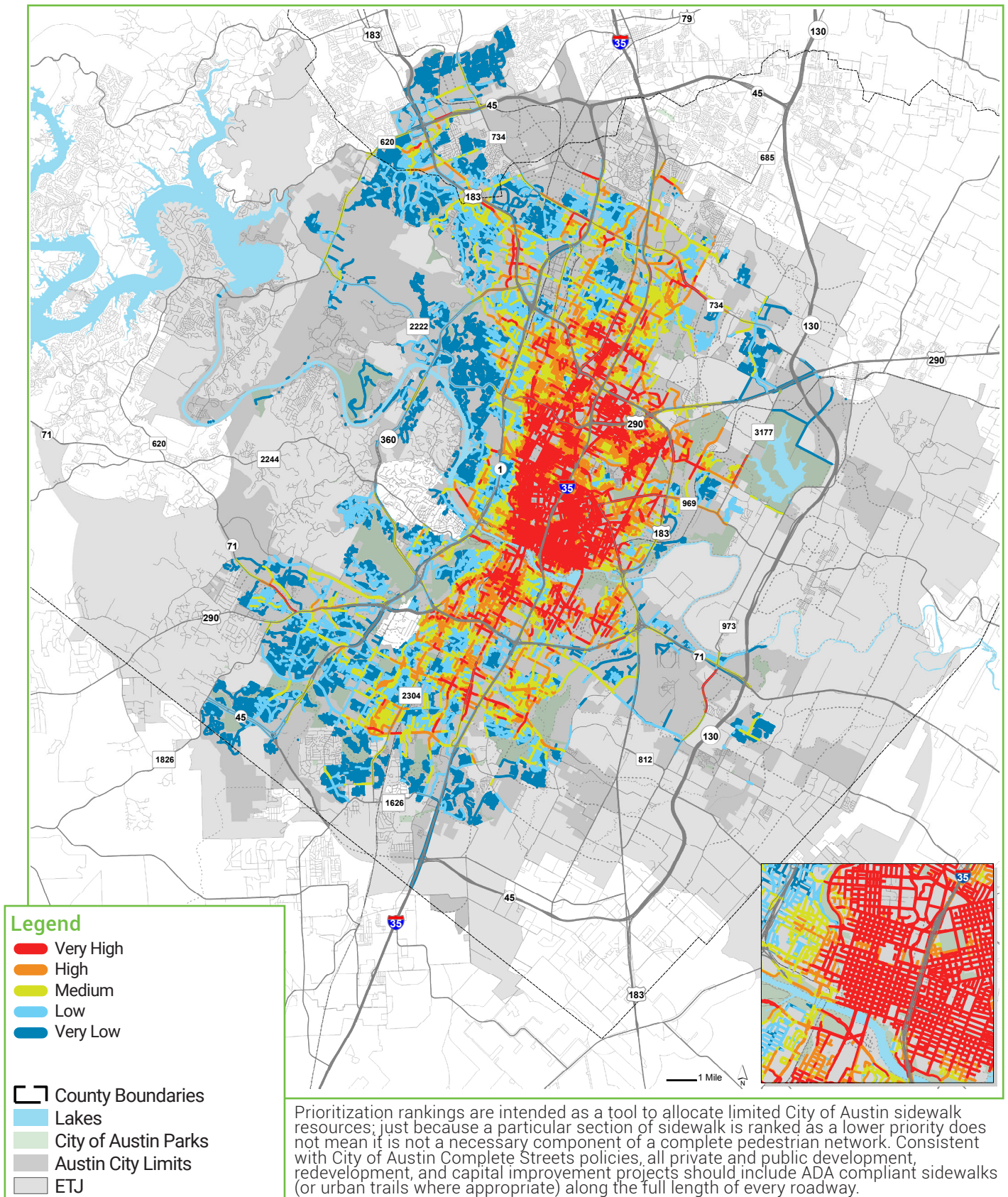


High-Injury Network Map

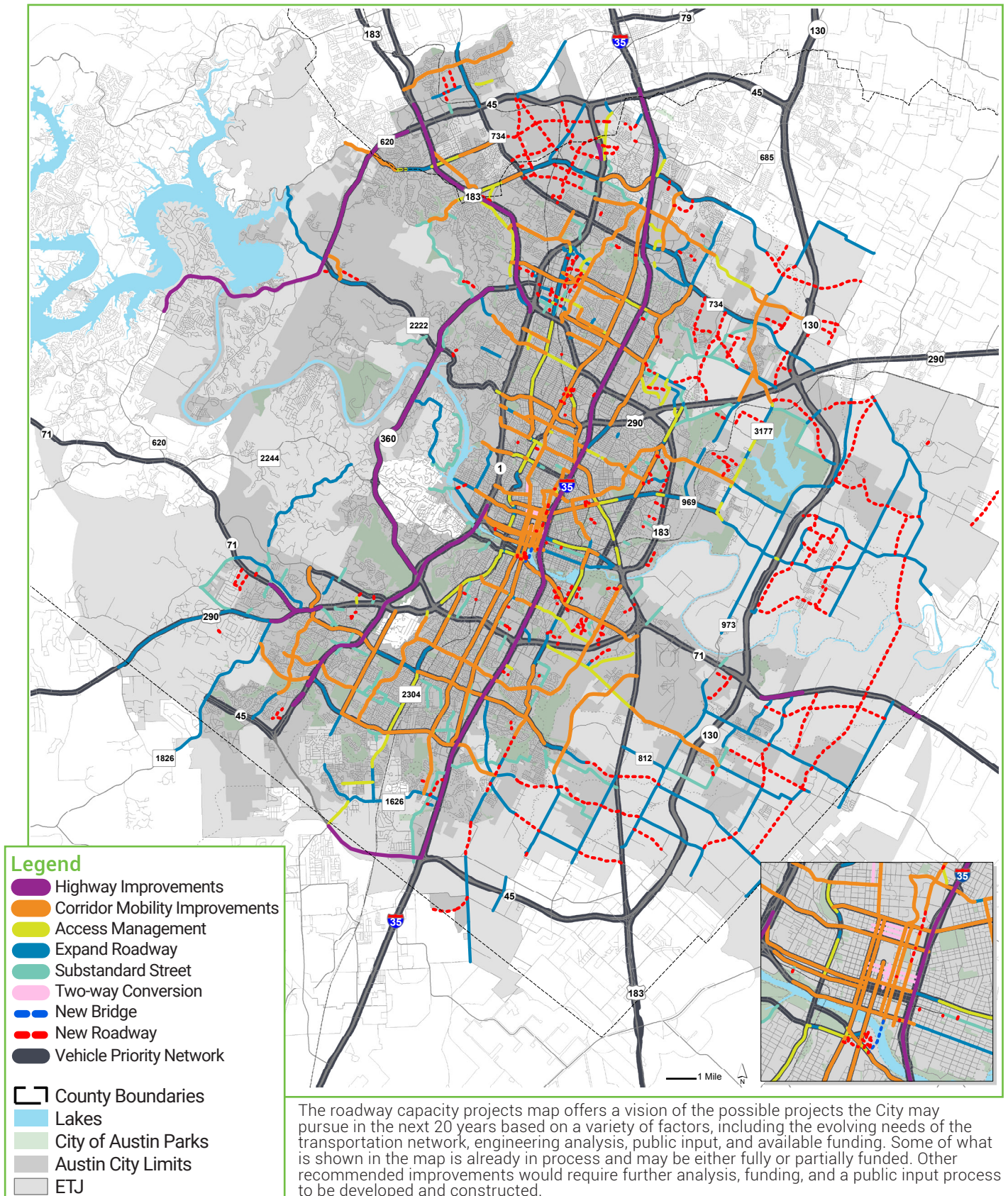


Growth Concept Map and Transit Priority Network

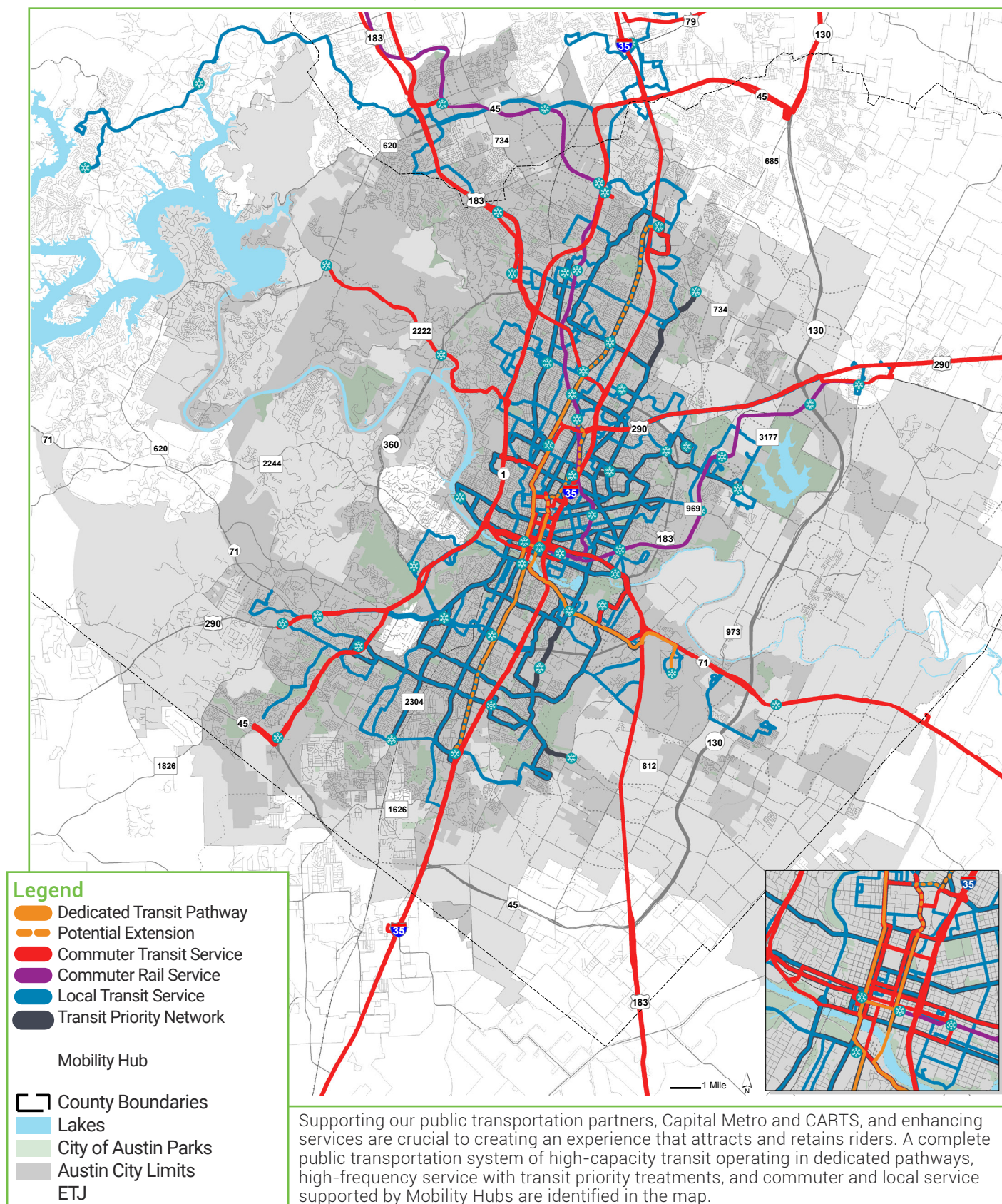




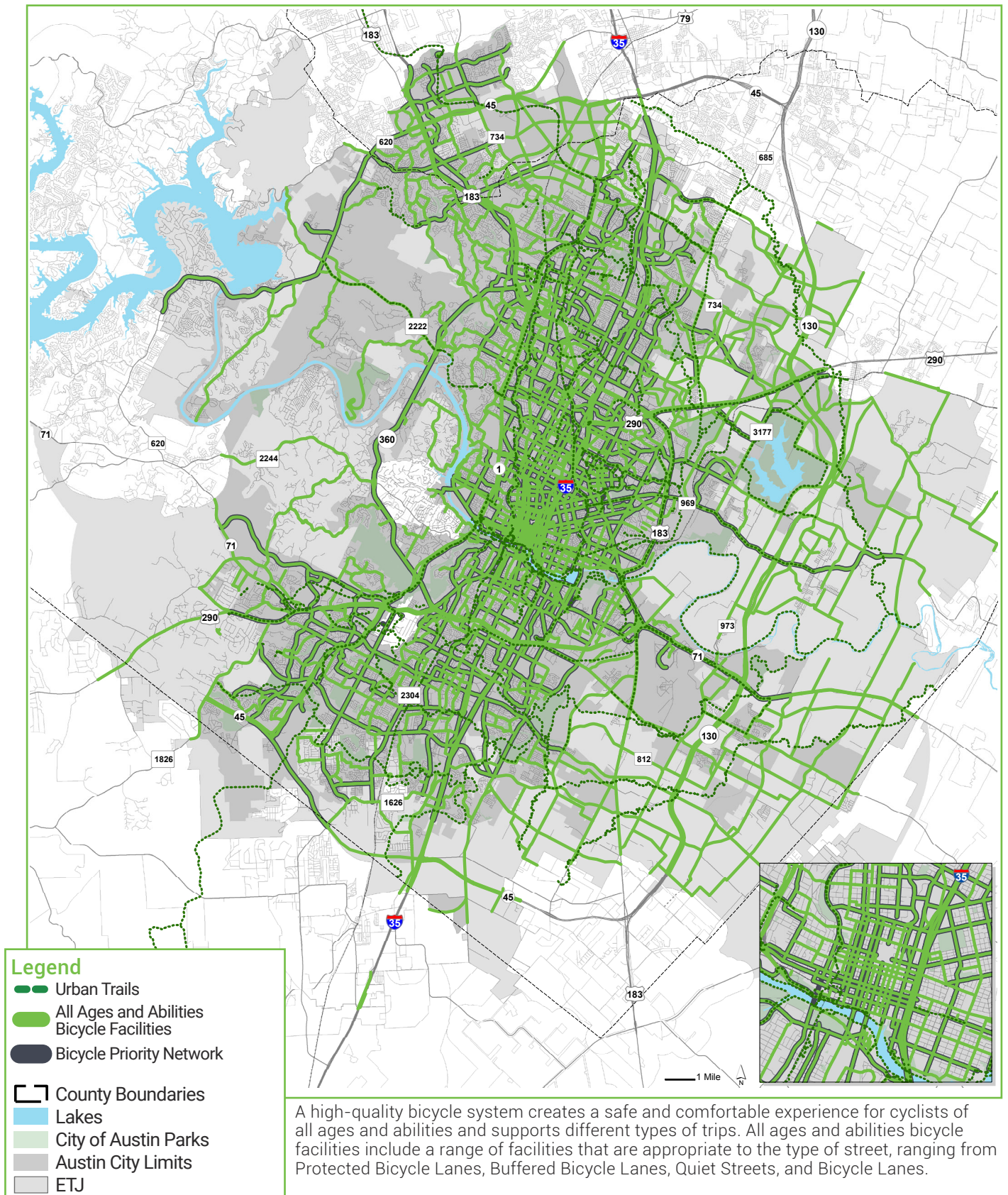
Roadway Capacity Projects Map



Public Transportation System Map



Bicycle System Map



Urban Trail System Map

