



Austin Strategic Mobility Plan Final Draft

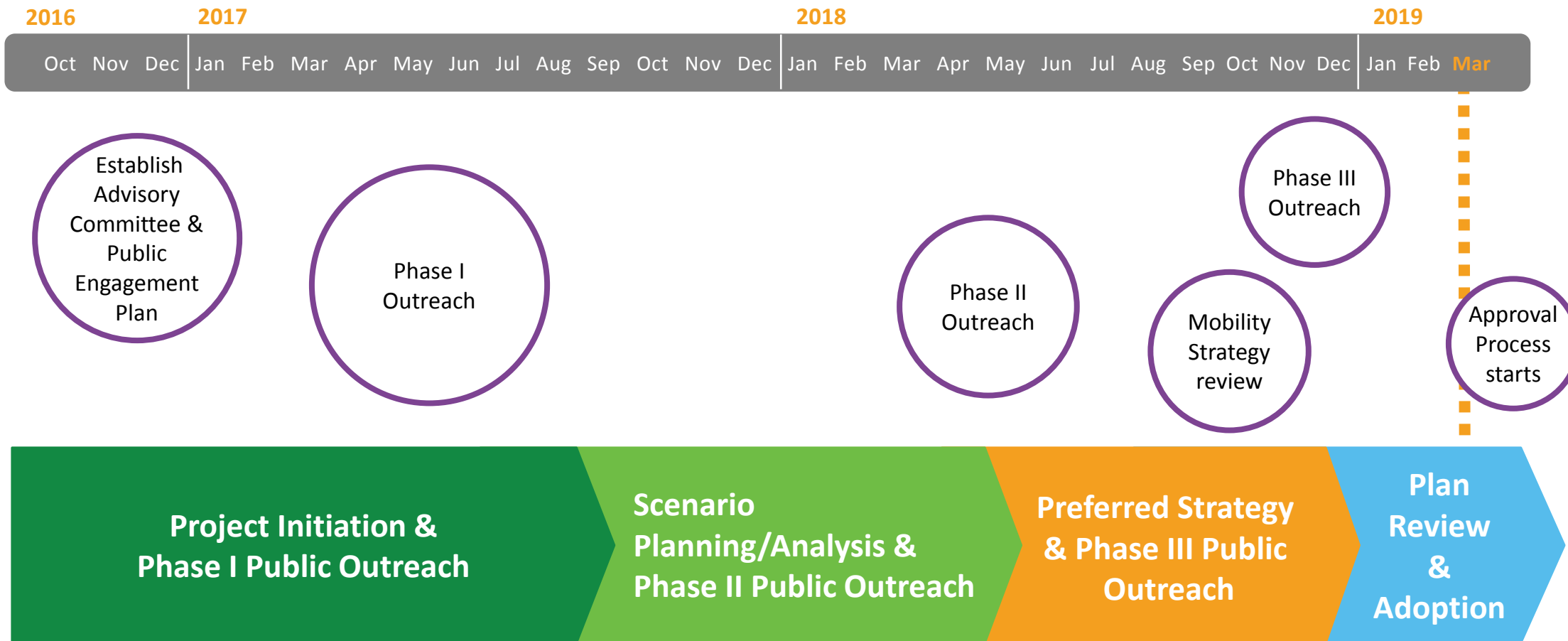
PLANNING COMMISSION

MARCH 12, 2019

Agenda

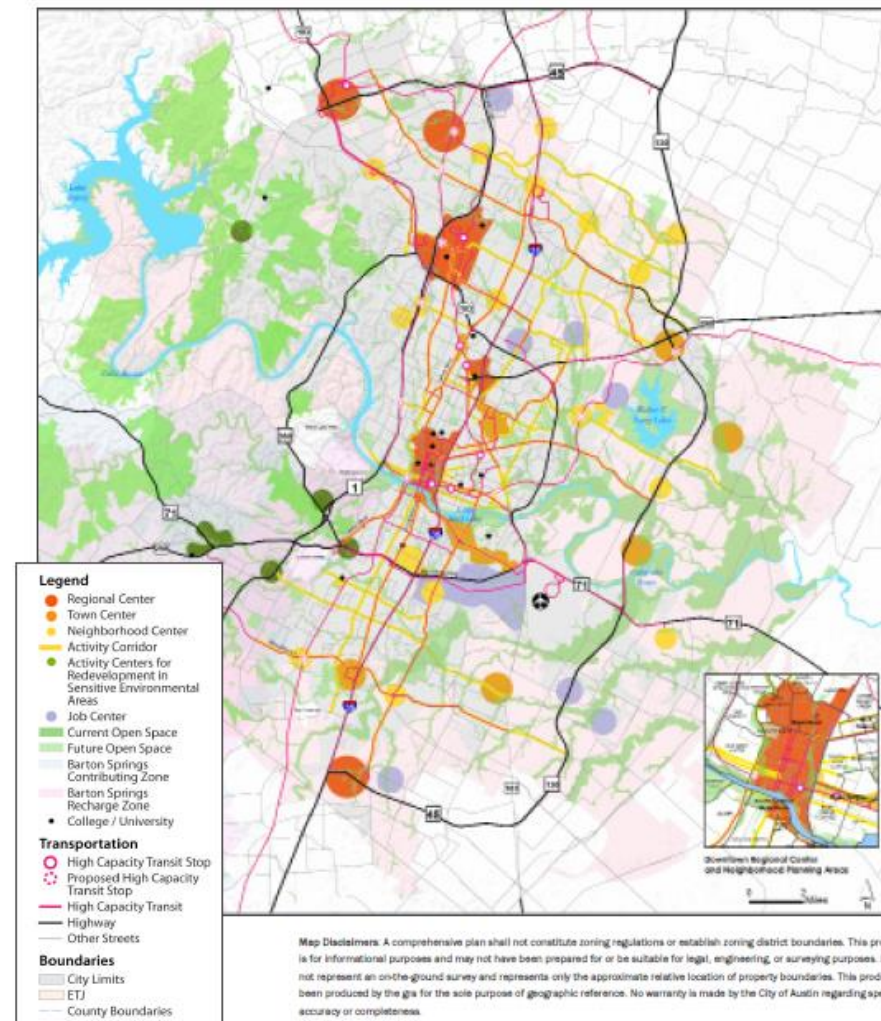
- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Draft
 - Content Outline
 - Elements of the Plan
 - Top Strategies
- Chapter 2: Managing Our Demand
- Next Steps

Schedule



The Vision

- Imagine Austin
 - Transportation Element of Imagine Austin
 - Imagine Austin recommends the creation of the ASMP
- Austin Strategic Mobility Plan
 - Goals, Policies, Objectives, and Action Items



Imagine Austin Figure 4.5 – Growth Concept Map

Planning Approach

Technical:

Scenario Planning



Public Engagement:

Targeted to Historically Underserved/Underrepresented Populations

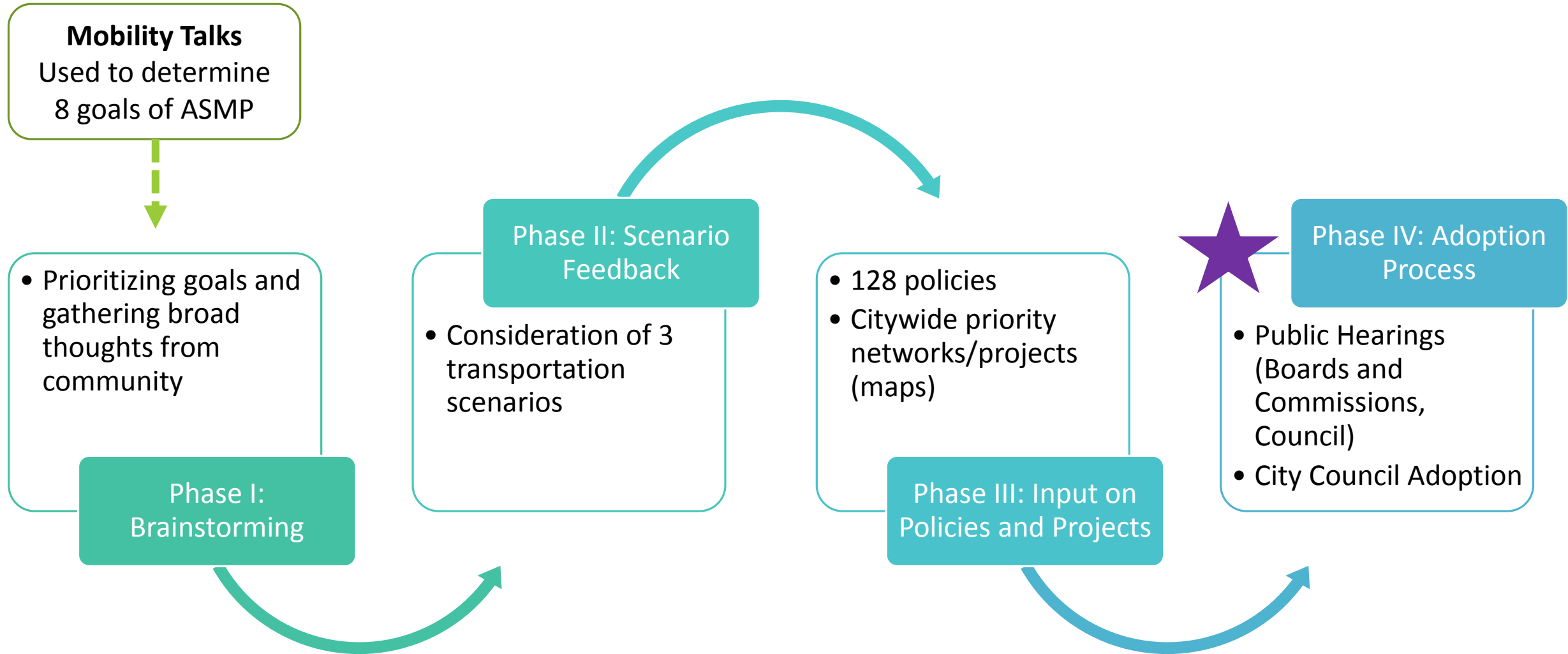
Youth
(24 and younger)

Seniors
(65 and older)

People of Color

People with Mobility Impairments

Community Engagement



Phase I Results

Overall Results

Focus Populations



Phase II - Scenarios

Scenario A

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

Scenario B

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

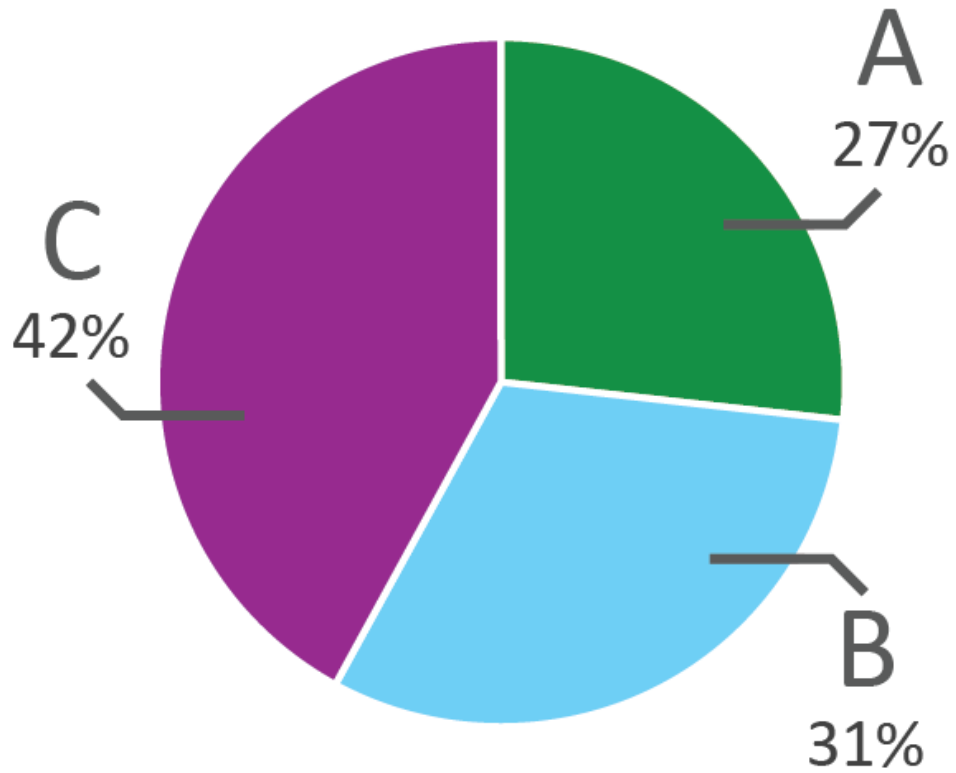
Scenario C

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

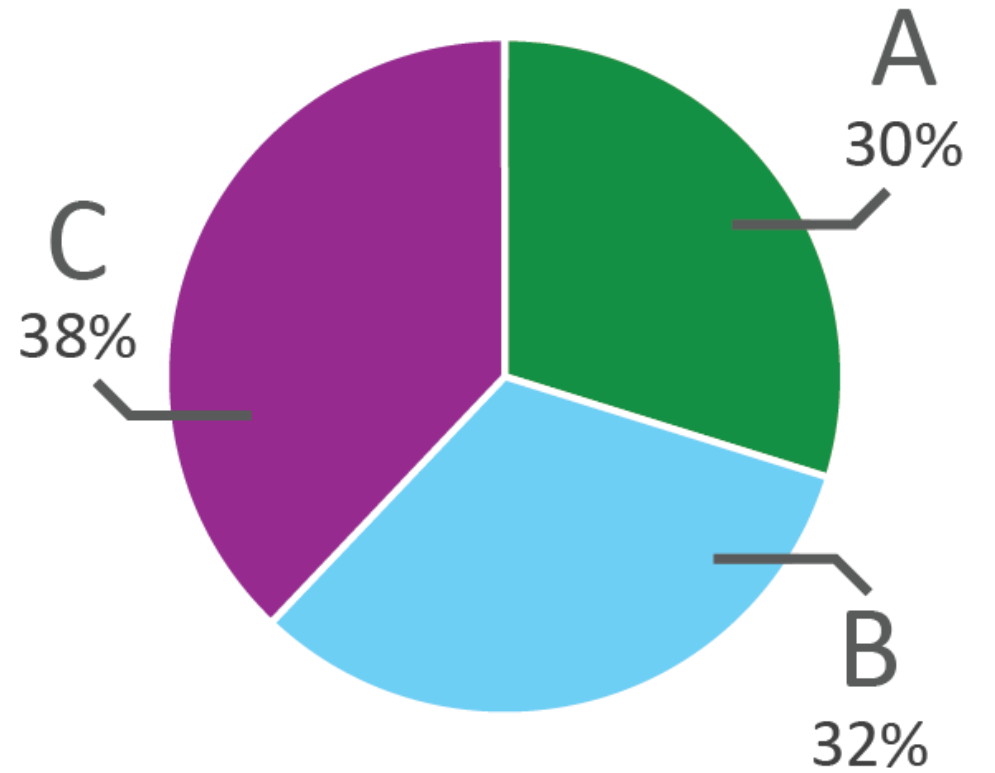
The illustration at the bottom shows a street scene with various transportation modes: cars (orange, purple, green), a bus, a person on a bicycle, and pedestrians. The background is divided into three colored sections corresponding to the scenarios: green for Scenario A, blue for Scenario B, and purple for Scenario C.

Phase II Results

Overall Population



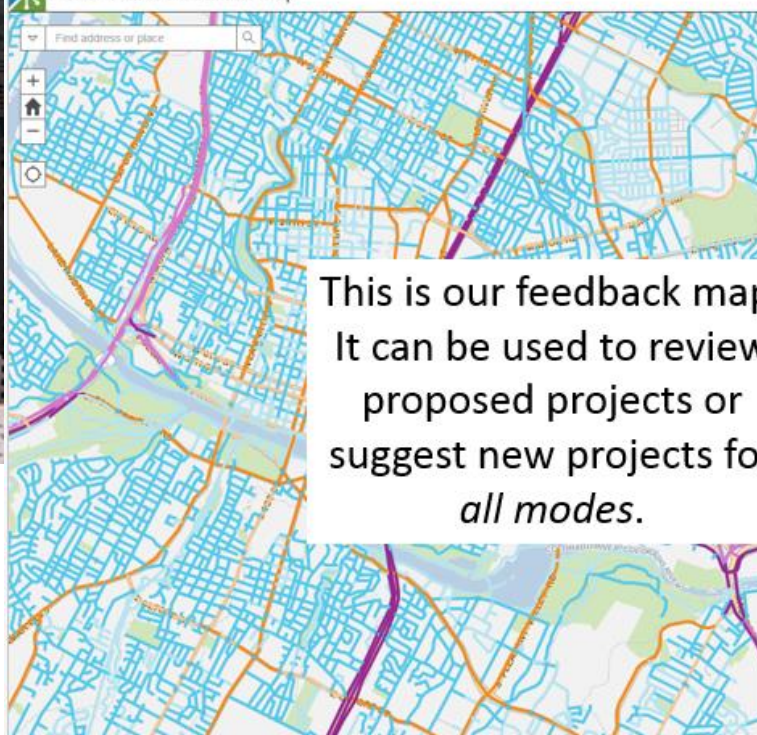
Focus Populations



ASMP Table of Contents

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

ASMP Public Feedback Map



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

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

Austin Strategic Mobility Plan

Provide Feedback in the Map

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

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

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

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

If you are having difficulty viewing the map and providing comments, try opening the map in its own window by selecting the following link. It may be difficult to provide feedback on a mobile device. [Provide feedback in full screen mode.](#)

What we heard/key changes in Phase III

Phase III Engagement focused on the draft maps and policies

All comments & staff responses are available online

Plan was adapted based on feedback

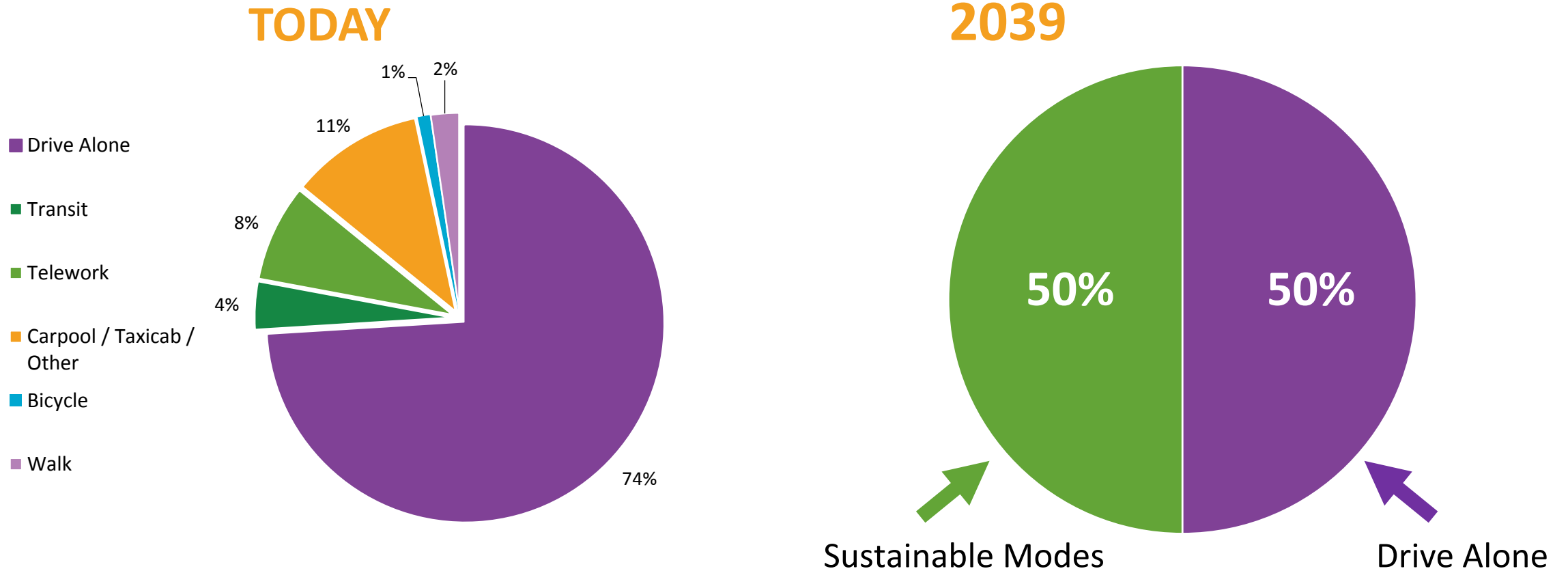
50+ events attended	2,600+ comments received on the maps
184 survey responses on the policies	Hosted focus groups and 23 office hours throughout Austin

Item C-16 Type	Engagement *with Project Connect	Phase 1: Goals	Phase 2: Scenarios	Phase 3: Policies + Projects	Phase 4: Adoption
Targeted Engagement with a focus on historically underrepresented/underserved communities	Paper survey (in person, delivery, and mail-in)	●	●	●	
	Organizational outreach	●	●	●	●
	Employer-based events	●	●		
	Employer-based electronic outreach	●	●	●	●
	Paid, targeted social media	●	●	●	●
	Focus groups		●	●	
	Community events and presentations*	●	●	●	●
	Quality of Life Commissions		●	●	
	Office Hours (in libraries)			●	
Traditional public engagement	Multimodal Community Advisory Committee*	●	●	●	●
	“Traffic Jam!” Events*	●	●		
	Online survey	●	●	●	
	Organizational newsletters	●	●	●	●
	Public Hearings				●
	Unpaid, general social media	●	●	●	●
	Materials/ads in libraries and recreation centers	●	●		
	E-Blast (ASMP Newsletter to all contacts)	●	●	●	●

Motivation for the Plan

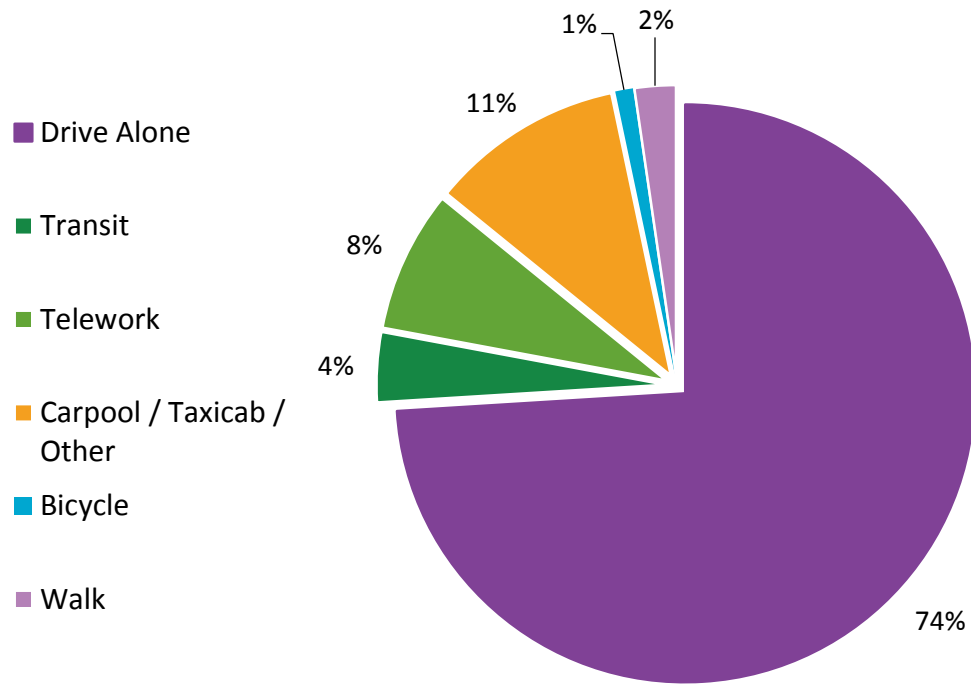
Motivation for the Plan

74% drive alone today vs. 50% in 2039

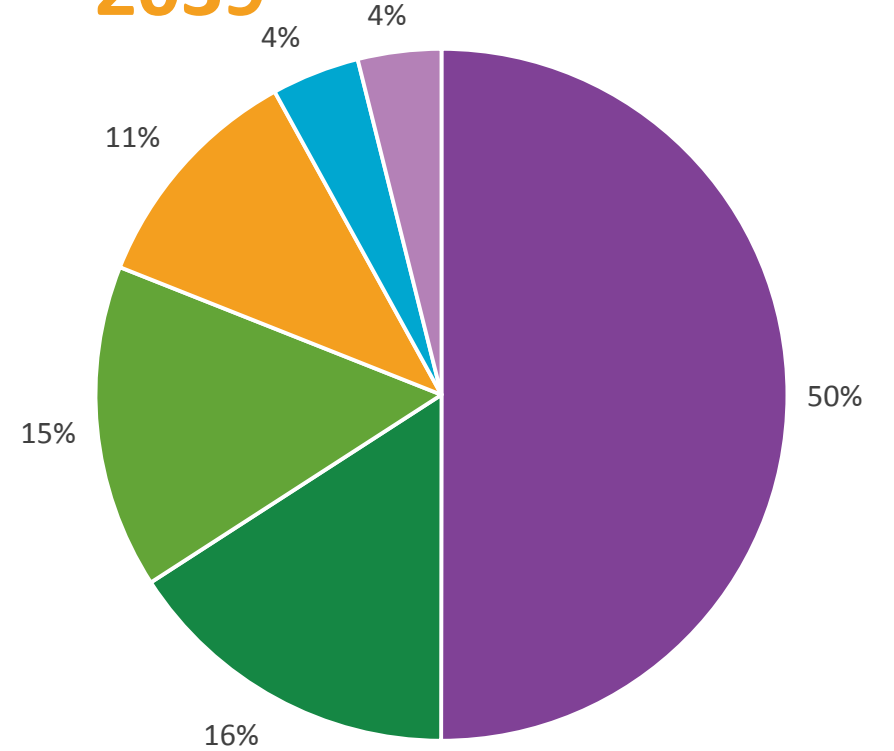


Mode Share Targets

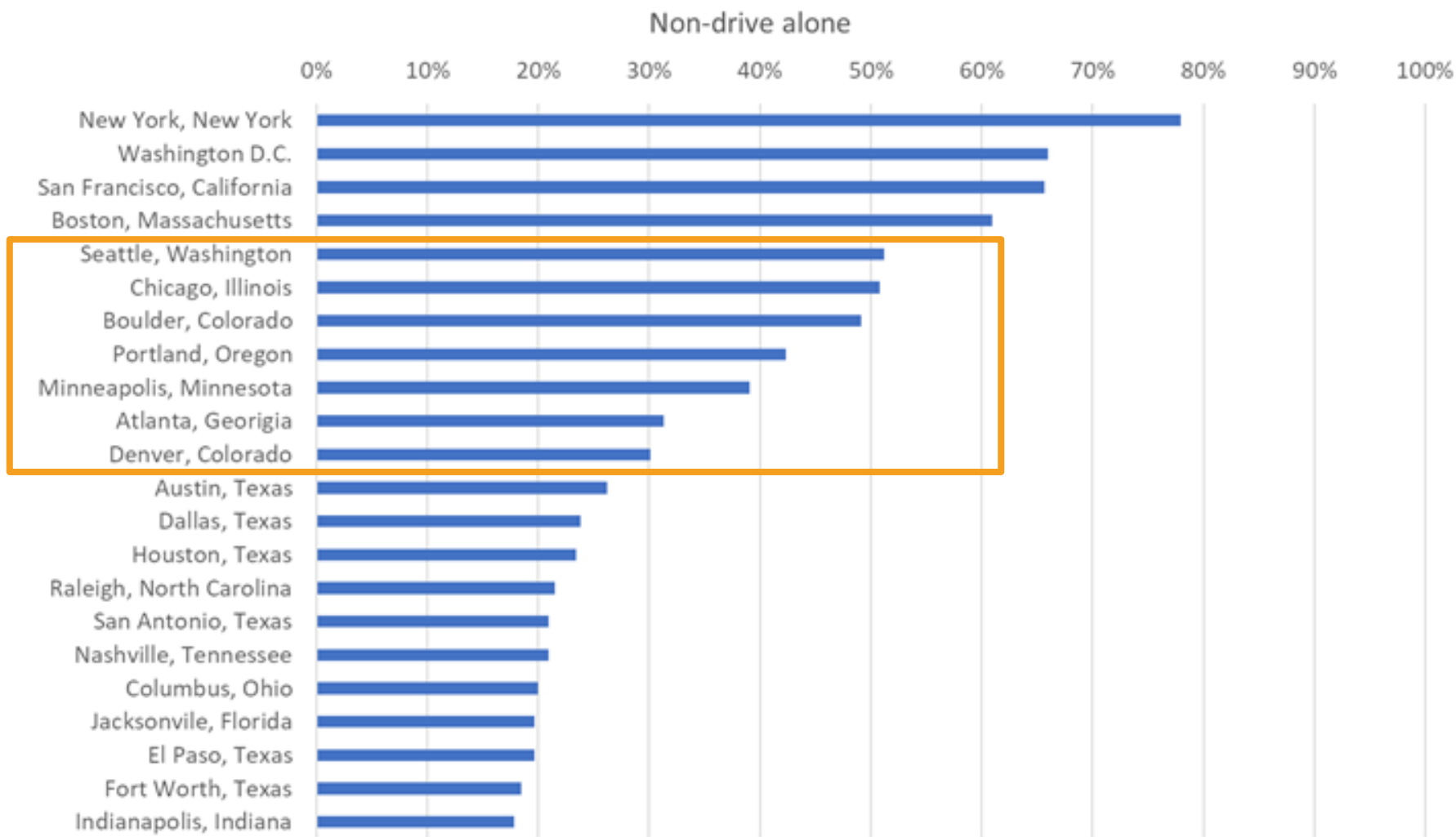
TODAY



2039



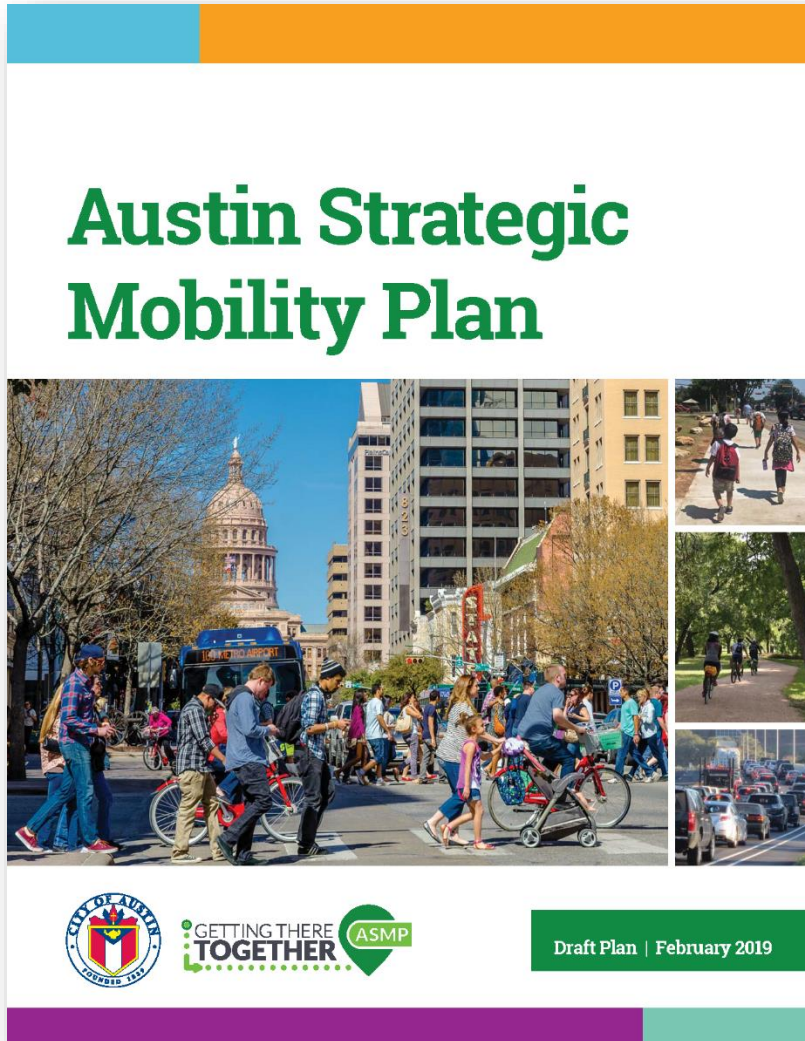
What would it look and feel like?



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

ASMP Final Draft Plan

Policy Document, Street Network Table + Map

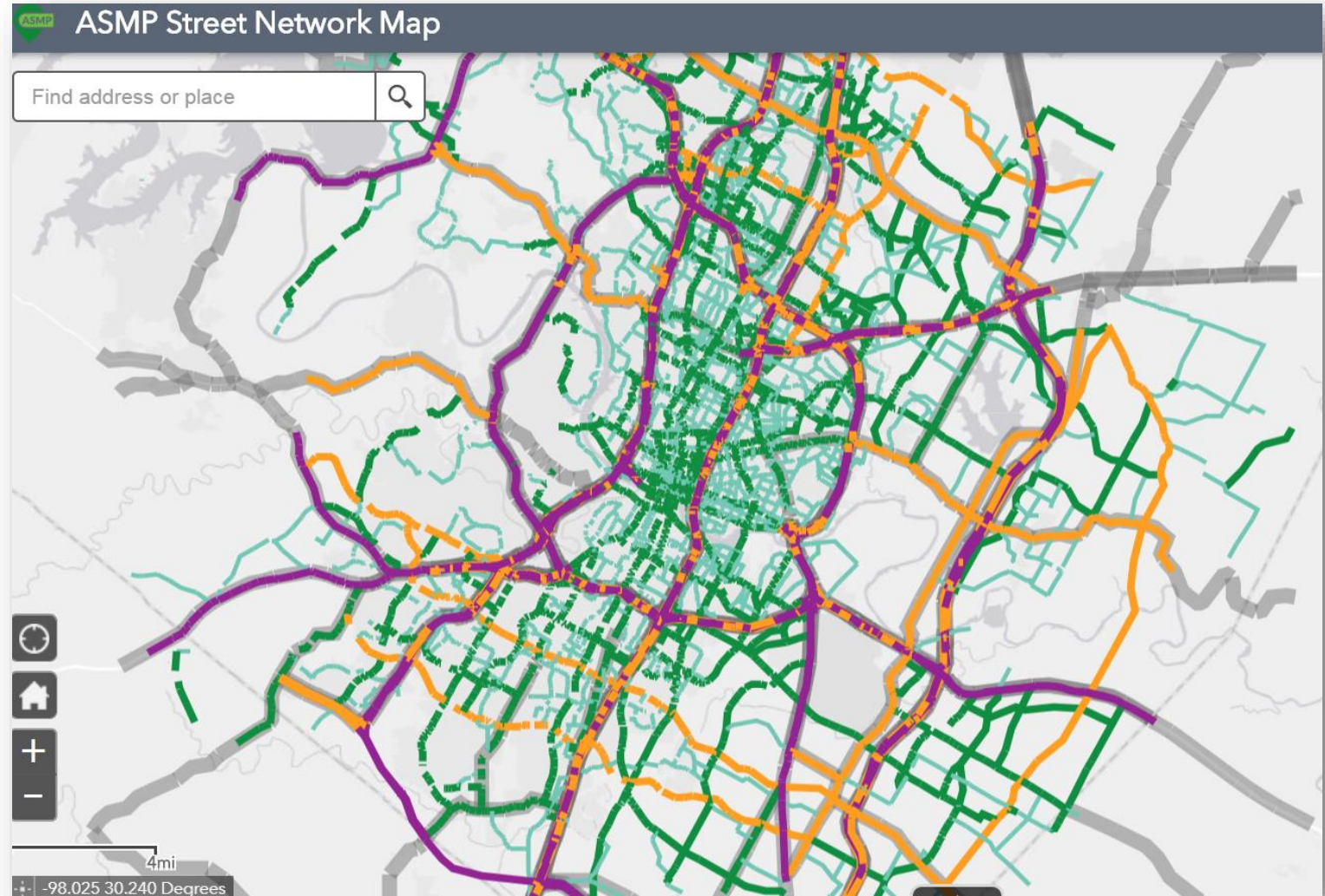


Austin Strategic Mobility Plan

GETTING THERE TOGETHER ASMP

Draft Plan | February 2019

The cover features a large photograph of a busy city street with pedestrians, cyclists, and a bus. To the right, there are three smaller inset images: a person walking, a person on a bicycle, and a car in traffic. The City of Austin logo is in the bottom left corner.



Item C-16 Prioritizing Our Safety

- Safety Culture
- Designing for Safety
- Safe Behaviors

Managing Our Demand

- Land Use
- Parking
- Curb Management
- Transportation Demand Management Programming
- Shared Mobility

Supplying Our Transportation Infrastructure

- Sidewalk System
- Roadway System
- Public Transportation System
- Bicycle System
- Urban Trail System
- Condition of Infrastructure
- Emerging Mobility Solutions
- Aviation

Operating Our Transportation Network

- Transportation Operations
- Closures and Detours
- Goods Movement

Protecting Our Health and Environment

- Public Health
- Air and Climate
- Water and Stormwater
- Land and Ecology

Supporting Our Community

- Equity
- Affordability
- Accessibility
- Public Interaction

Implementing Our Plan

- Data
- Collaboration
- Financial Strategies
- Action Table

Chapters & Subchapters

How do we get to 50/50?

126 Policies



100s of multimodal projects to achieve ASMP goals



Elements of the Plan

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

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

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

Elements of the Plan

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

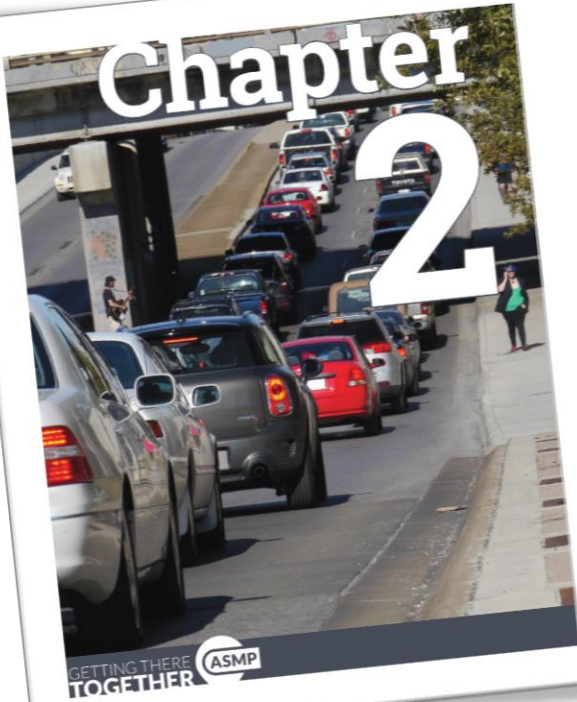
Transportation Network Maps: Identify possible projects the City may pursue in the next 20 years based on a variety of factors, including the evolving needs of the transportation network, engineering analysis, public input, and available funding

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

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

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

Chapter 2: Managing Our Demand



Managing Our Demand

Demand on our transportation network is the use of our transportation systems. When we wish to drive our car to work or walk to the park, we are signaling a desire to use that road or sidewalk; we are creating a demand for the transportation network. Rush hour, when most people are using the transportation network, is a period of high demand. When demand on our transportation network exceeds the capacity our network can supply we experience congestion.

Transportation demand is driven by several different things, and it often ebbs and flows throughout each day and throughout the year. When we need to go to work affects when we wish to travel on our transportation network. Land use also has a large influence on our demand, where and how we build, our homes, workplaces, and stores dictate how we access those places. It is difficult to walk to the park if the only road available is a highway. Where we put our vehicles, whether or not we use our cars by ourselves or with people, and if we own a car at all, all affect how we move around and the demand for our transportation network.

Our transportation network is a finite resource; there is a limited amount of space in which to build or expand our network. However, the demand on our transportation network continues to grow. Historically, our urban landscape served the growing demand by focusing on Austin. We would expand our transportation network's capacity through the construction of high-volume roadways. This added capacity has encouraged and incentivized car trips, most of which are drive-alone trips. However, more and larger roadways have been shown to create more demand for our roads. To help alleviate the burden on what the transportation network can supply, we must focus on how we can manage our demand.

This chapter examines how to maximize the effectiveness of our transportation network. Land use planning helps us use our different transportation systems more effectively. Parking supply can influence the number of vehicle trips taken on our transportation network. We manage our curb space by determining how and when it should be used best. We also manage our demand through programming that specifically targets reducing drive-alone trips. Shared, smart mobility options make it possible for emerging technologies to reduce driving alone. Managing the demand on our transportation network is critical to most efficiently use our limited supply.

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

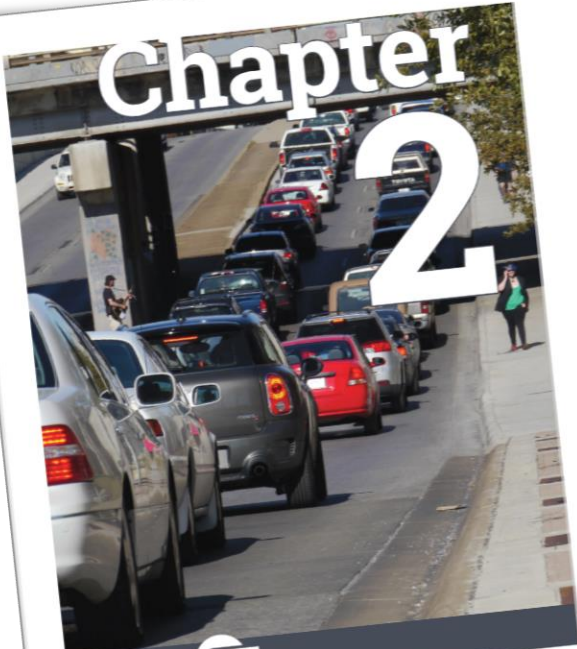
Shared Mobility

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

Indicators and Targets - *Examples*



Managing Our Demand

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Transportation demand is driven by several different things, and it often ebbs and flows throughout each day and throughout the year. When we need to go to work affects when we wish to travel on our transportation network. Land use also has a large influence on our demand, where and how we build, our homes, workplaces, and stores dictate how we access those places. It is difficult to walk to the park if the only road available is a highway. Where we put our vehicles, whether or not we use our cars by ourselves or with people, and if we own a car at all, all affect how we move around and the demand for our transportation network.

Our transportation network is a finite resource; there is a limited amount of space in which to build or expand our network. However, the demand on our transportation network continues to grow. Historically, our urban landscape served the growing demand by focusing on supply. We would expand our transportation network's capacity through the construction of high-volume roadways. This added capacity has encouraged and incentivized car trips, most of which are drive-alone trips. However, more and larger roadways have increased the demand for our transportation network. It is not unlike Austin, new and expanded roadways have been shown to create more demand for our roads. To help alleviate the burden on what the transportation network can supply, we must focus on how we can manage our demand.

This chapter examines how to maximize the effectiveness of our transportation network. Land use planning helps us use our different transportation systems more effectively. Parking supply can influence the number of vehicle trips taken on our transportation network. We manage our curb space by determining how and when it should be used best. We also manage our demand through programming that specifically targets reducing drive-alone trips. Shared, smart mobility options make it possible for emerging technologies to reduce driving alone. Managing the demand on our transportation network is critical to more efficiently use our limited supply.



Increase the number of people living and working within a 1/2 mile of the Transit Priority Network



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



Decrease the amount of parking spaces per capita



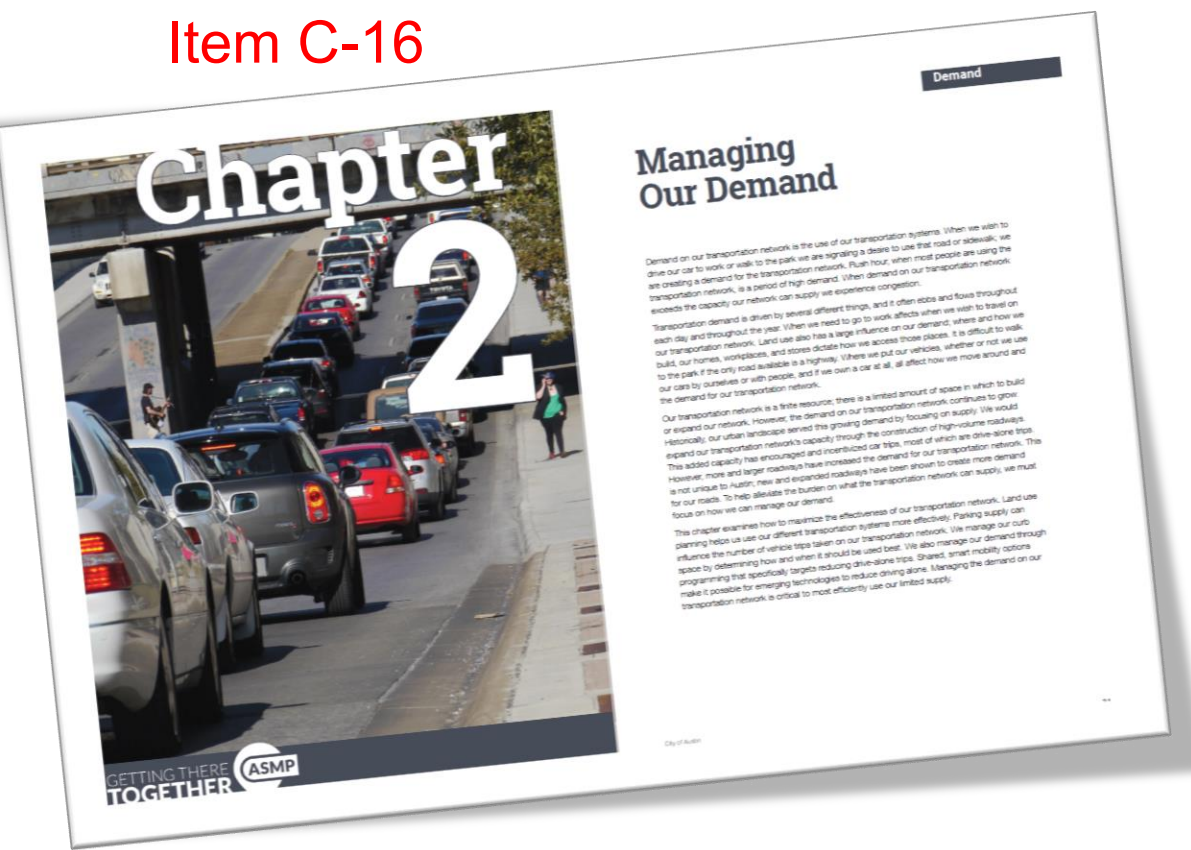
Increase the percentage of developments that reduce parking



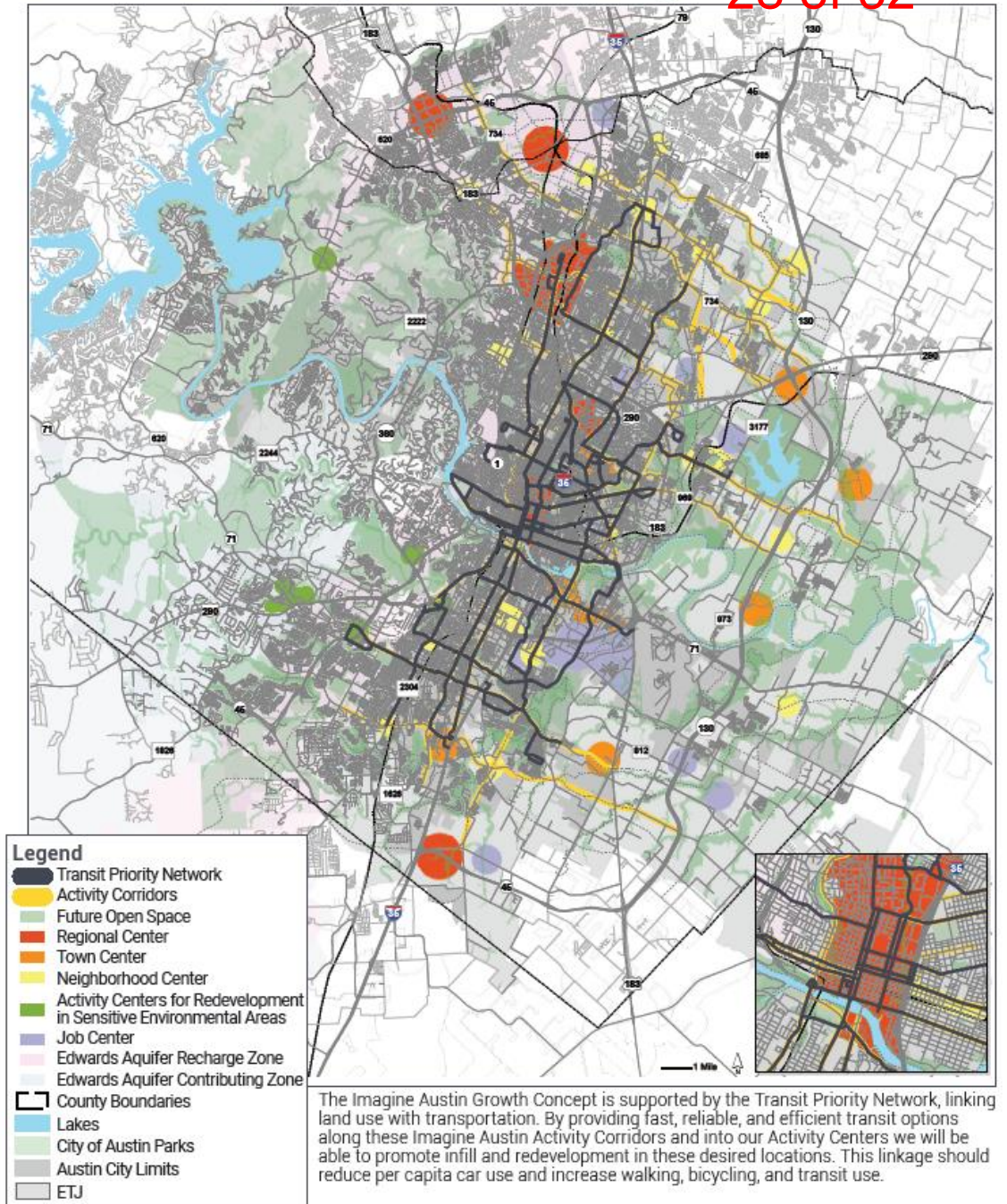
Reduce vehicle miles traveled (VMT) per capita



Increase the number of bicycle and shared active mobility parking spaces



The Imagine Austin Growth Concept is supported by the Transit Priority Network, linking land use with transportation. By providing fast, reliable, and efficient transit options along these Imagine Austin Corridors and into our Activity Centers, we will be able to promote infill and redevelopment in these desired locations. This linkage should reduce per capita car use and increase walking, bicycling, and transit use.



The Imagine Austin Growth Concept is supported by the Transit Priority Network, linking land use with transportation. By providing fast, reliable, and efficient transit options along these Imagine Austin Activity Corridors and into our Activity Centers we will be able to promote infill and redevelopment in these desired locations. This linkage should reduce per capita car use and increase walking, bicycling, and transit use.

How the elements work together – *Land Use Example*

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

Example Programs/Projects: Small area planning, corridor planning, density bonus programs, Chapter 380 incentive program

Indicator: Increase the number of people living and working within a ½ mile of the Transit Priority Network

Action Item Example(s):

- **21** - 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** - 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.

Path to Completion

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

For more information, visit our website:

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

austintexas.gov/ASMP

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Department Home

Austin Strategic Mobility Plan

ASMP Español

About the ASMP

Get Involved with the ASMP

ASMP Timeline

Multimodal Community Advisory Committee



Transportation

GETTING THERE TOGETHER ASMP

AUSTIN STRATEGIC MOBILITY PLAN

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

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

See the Final Draft of the ASMP!



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

Final Draft ASMP Policy Document

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

TOP CONTENT

- ★ Right of Way (ROW) Permits
- ★ Right of Way Management Approval Network (ROWMAN)
- ★ Parking Enterprise
- ★ On Street Parking
- ★ Local Area Traffic Management

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However you get around Austin...
...we want to hear from you!

Get involved with the ASMP!

What is the ASMP and why do we need it?

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Thank you

[AUSTINTEXAS.GOV/ASMP](https://www.austintexas.gov/asmp)