



Austin Strategic Mobility Plan Final Draft Briefing

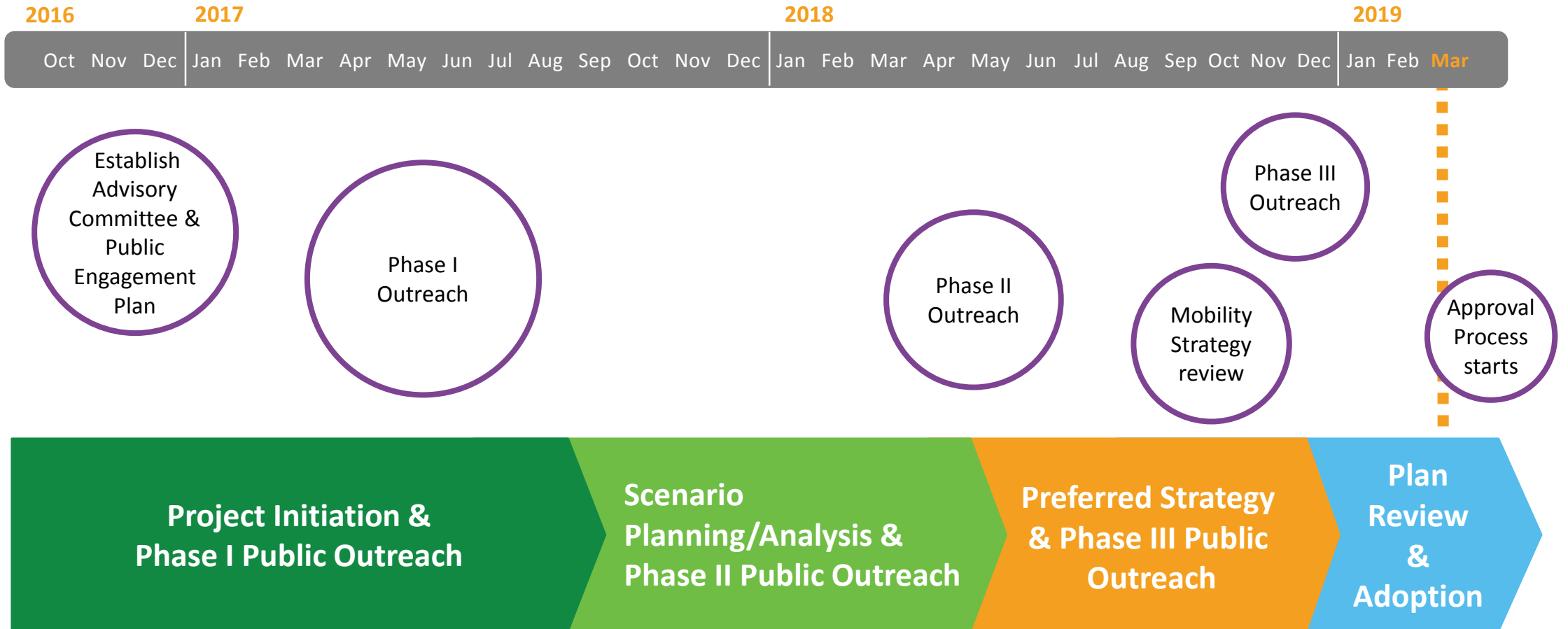
COMMUNITY DEVELOPMENT COMMISSION

MARCH 12, 2019

Agenda

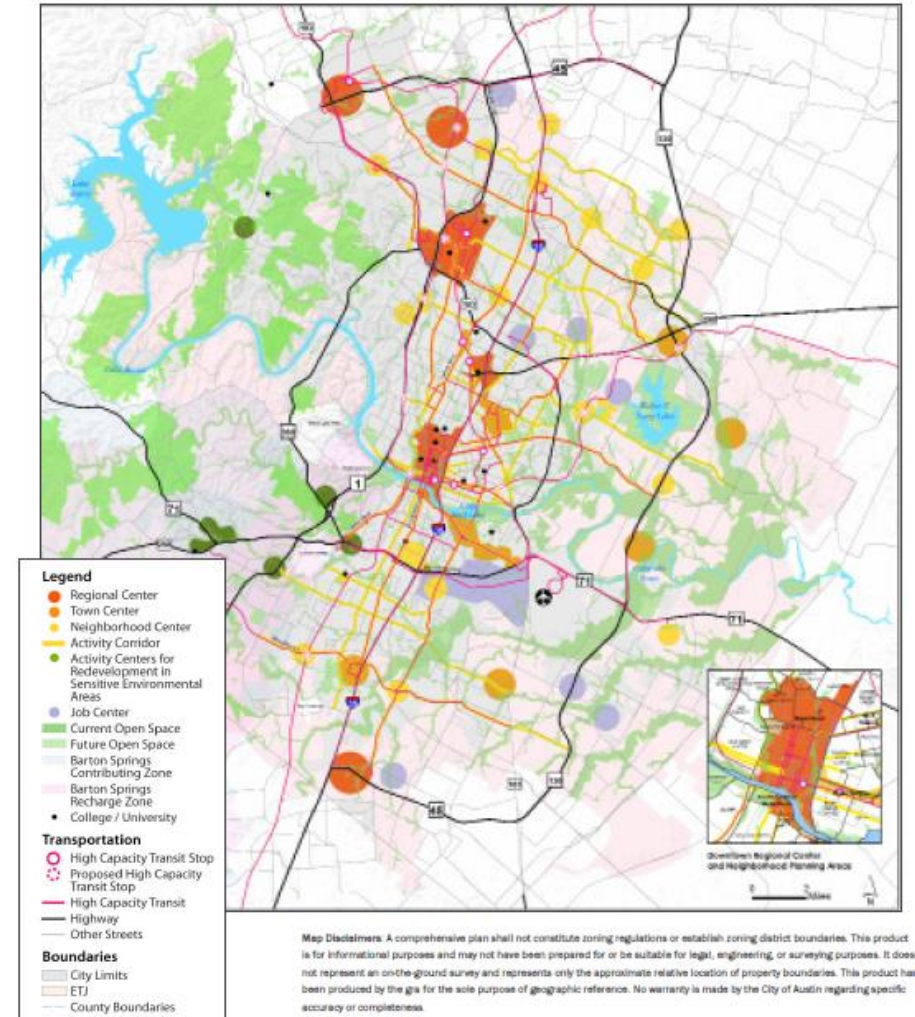
- Schedule
- Approach
- Community Engagement Recap
- Motivation Behind the Plan
- ASMP Draft
 - Content Outline
 - Elements of the Plan
 - Top Strategies
- Chapter 5: Protecting Our Health and Environment
- Next Steps

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

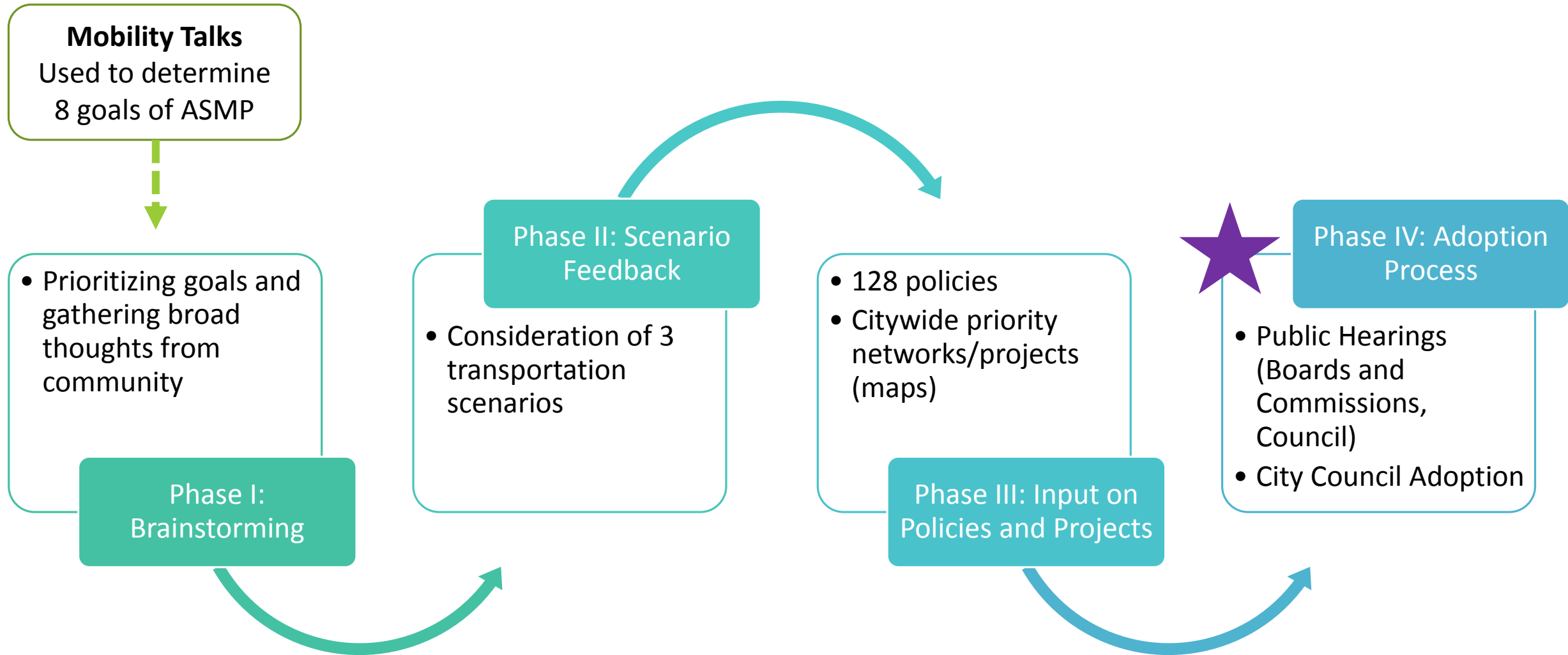
Youth
(24 and younger)

Seniors
(65 and older)

People of
Color

People with
Mobility
Impairments

Community Engagement



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**

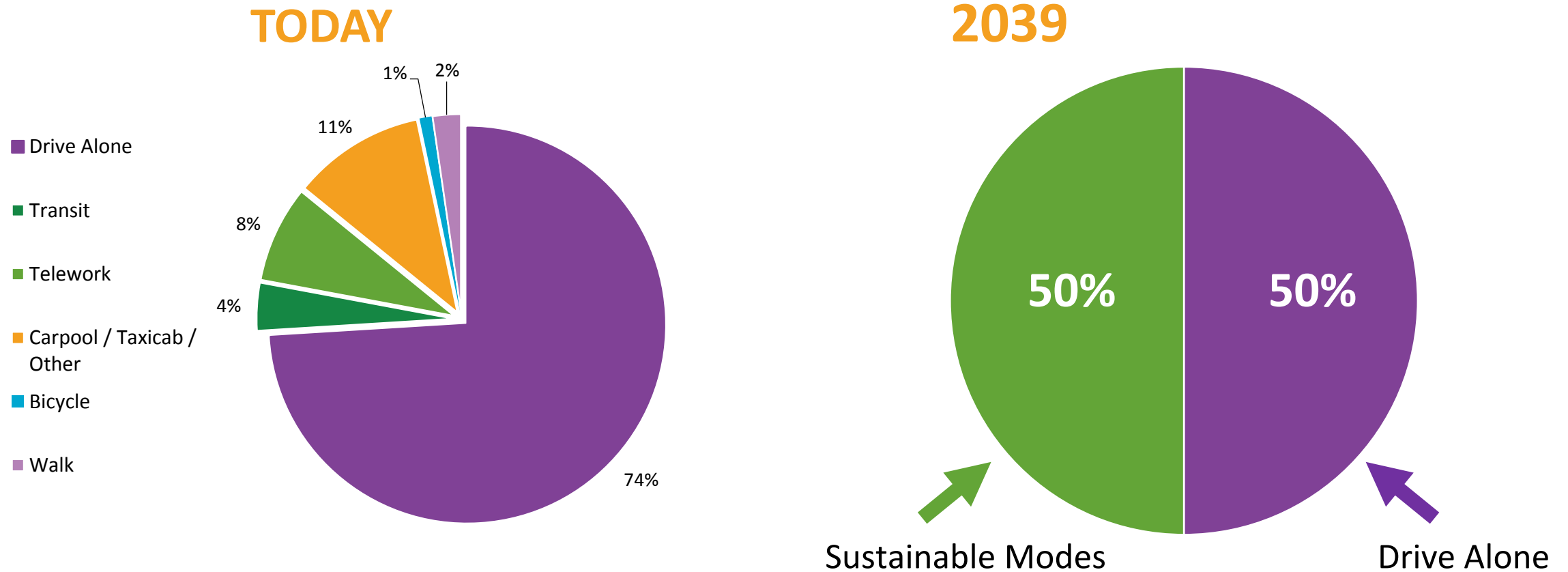
**Hosted focus
groups and 23
office hours
throughout
Austin**

| 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

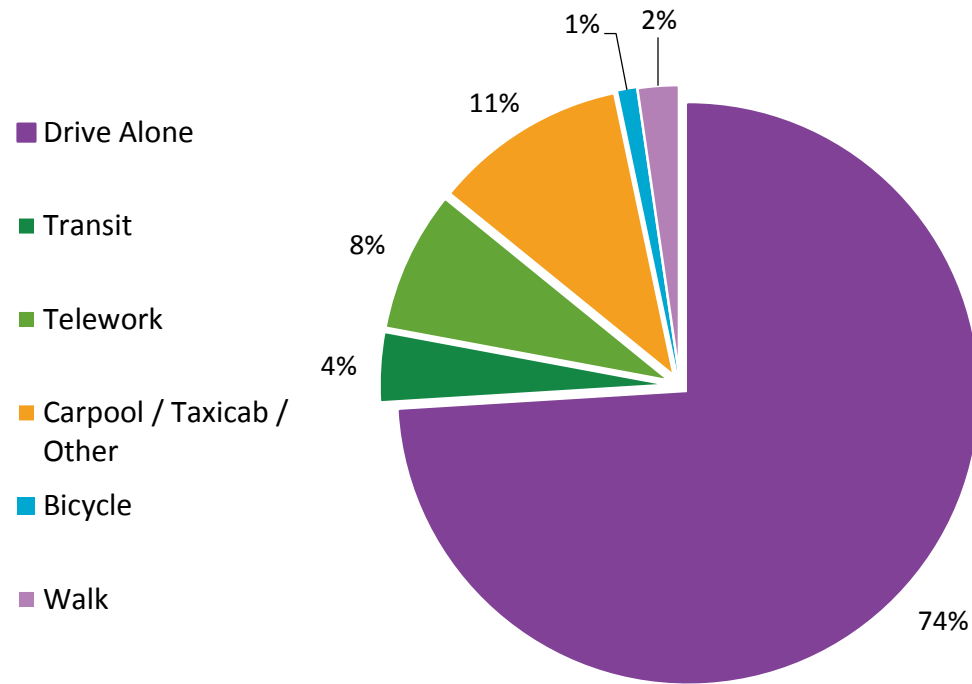
Motivation for the Plan

74% drive alone today vs. 50% in 2039

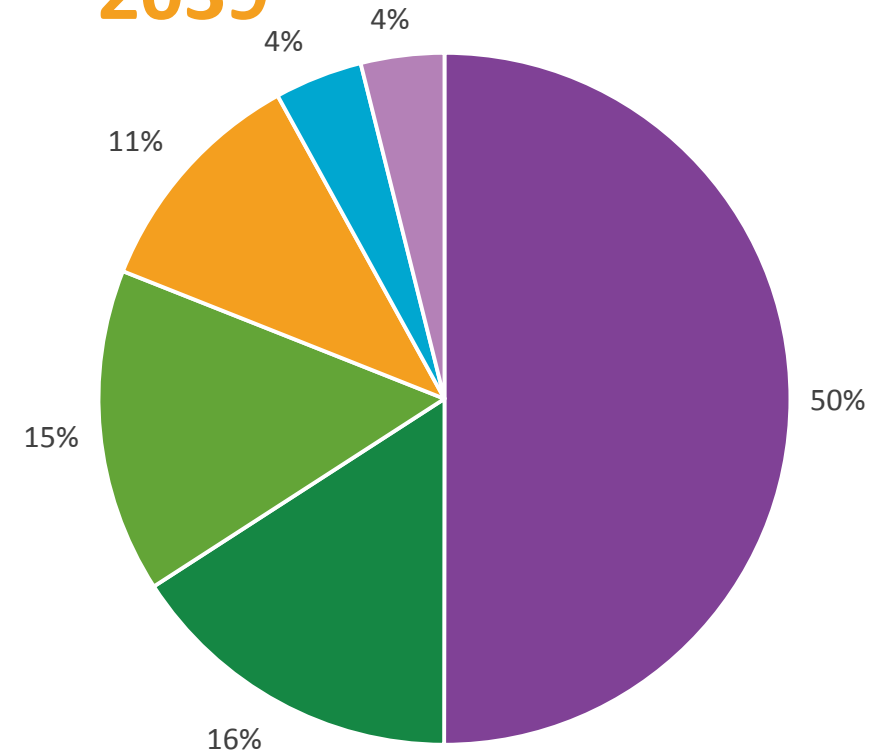


Mode Share Targets

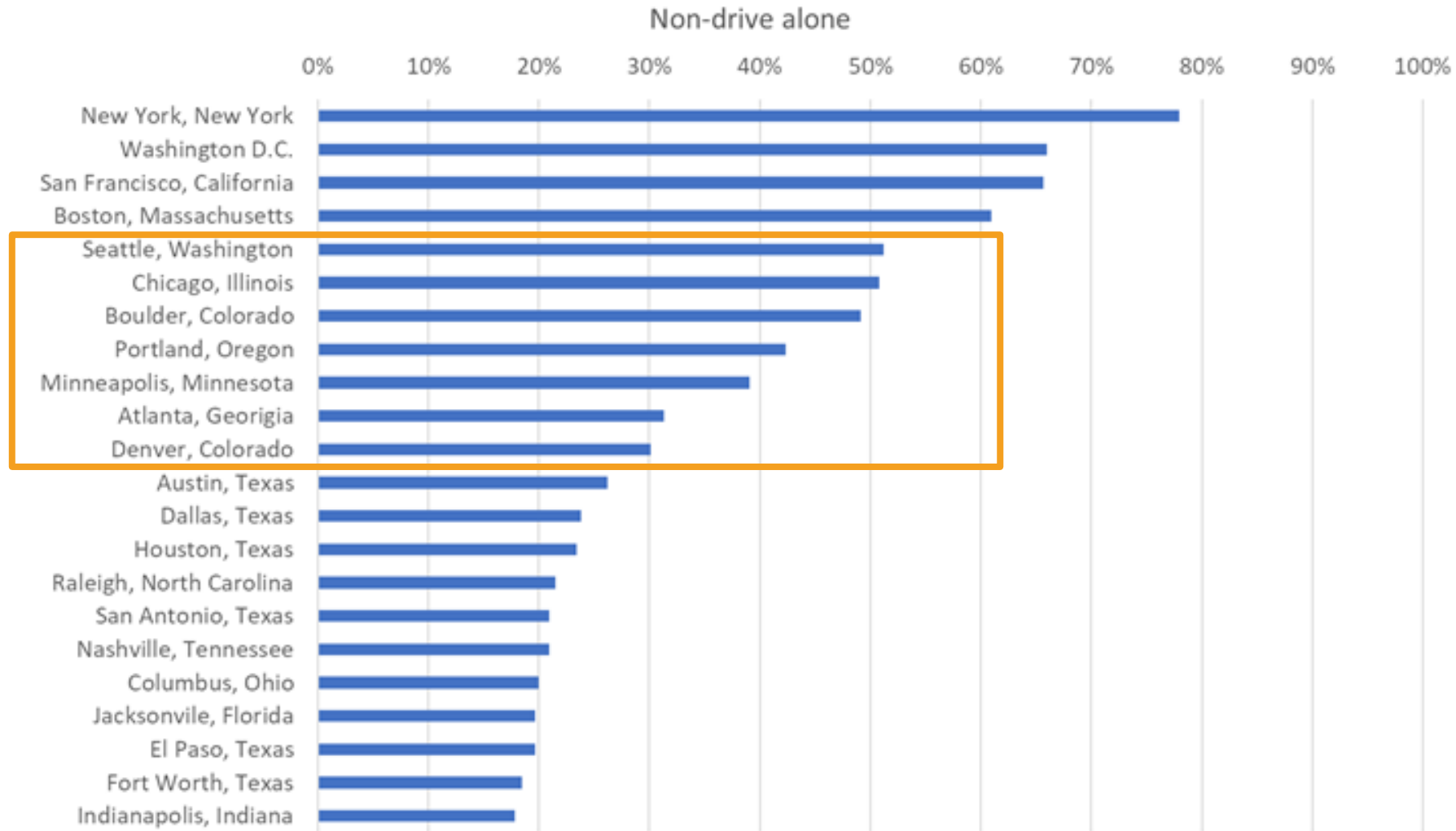
TODAY



2039



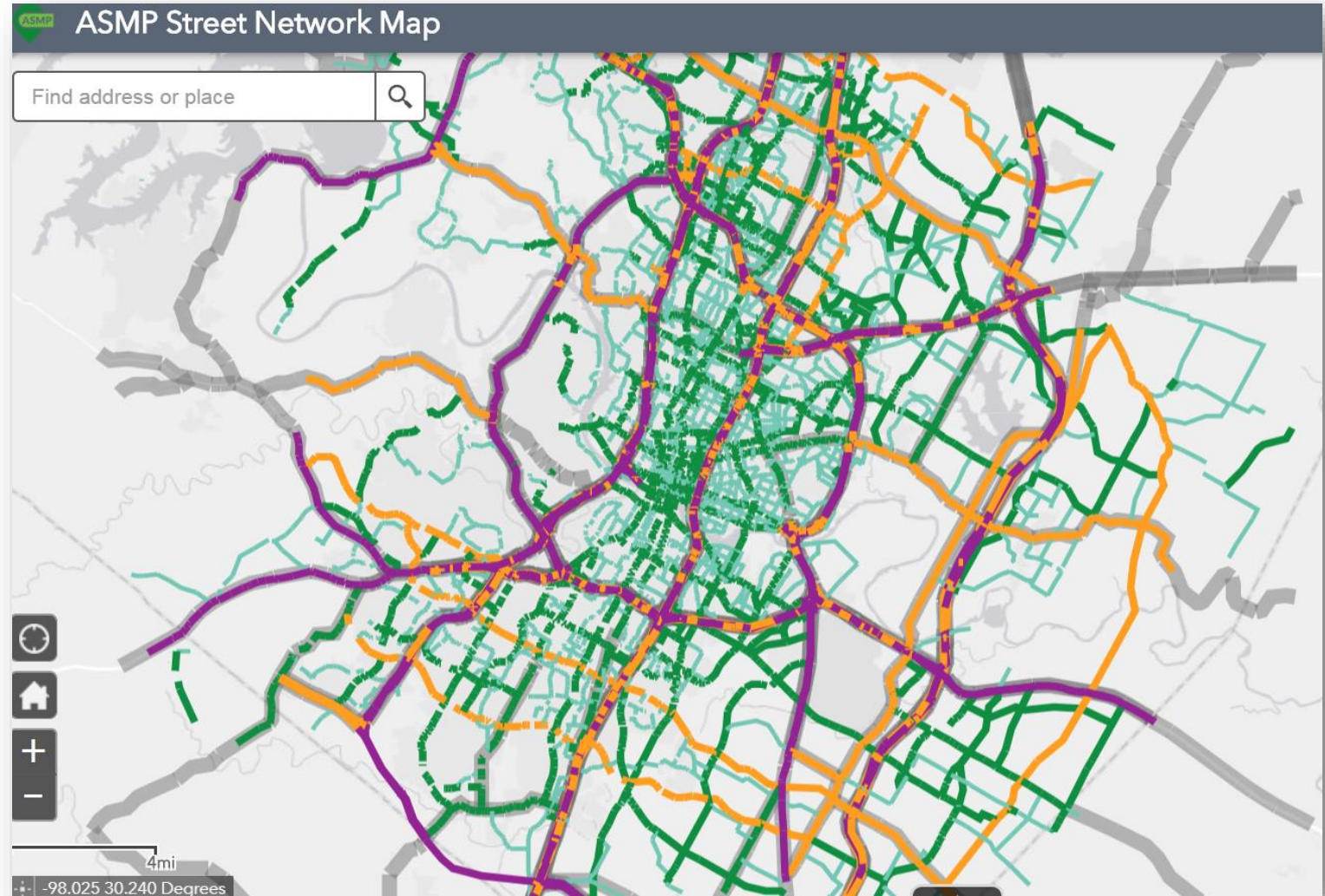
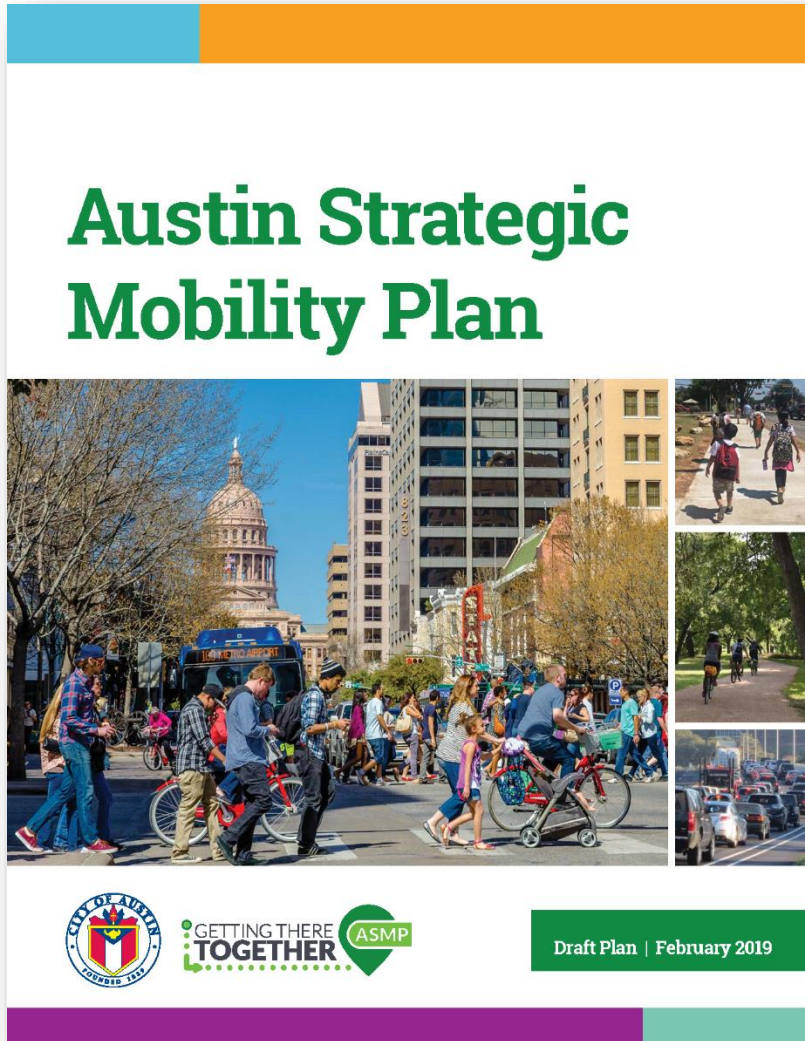
What would it look and feel like?

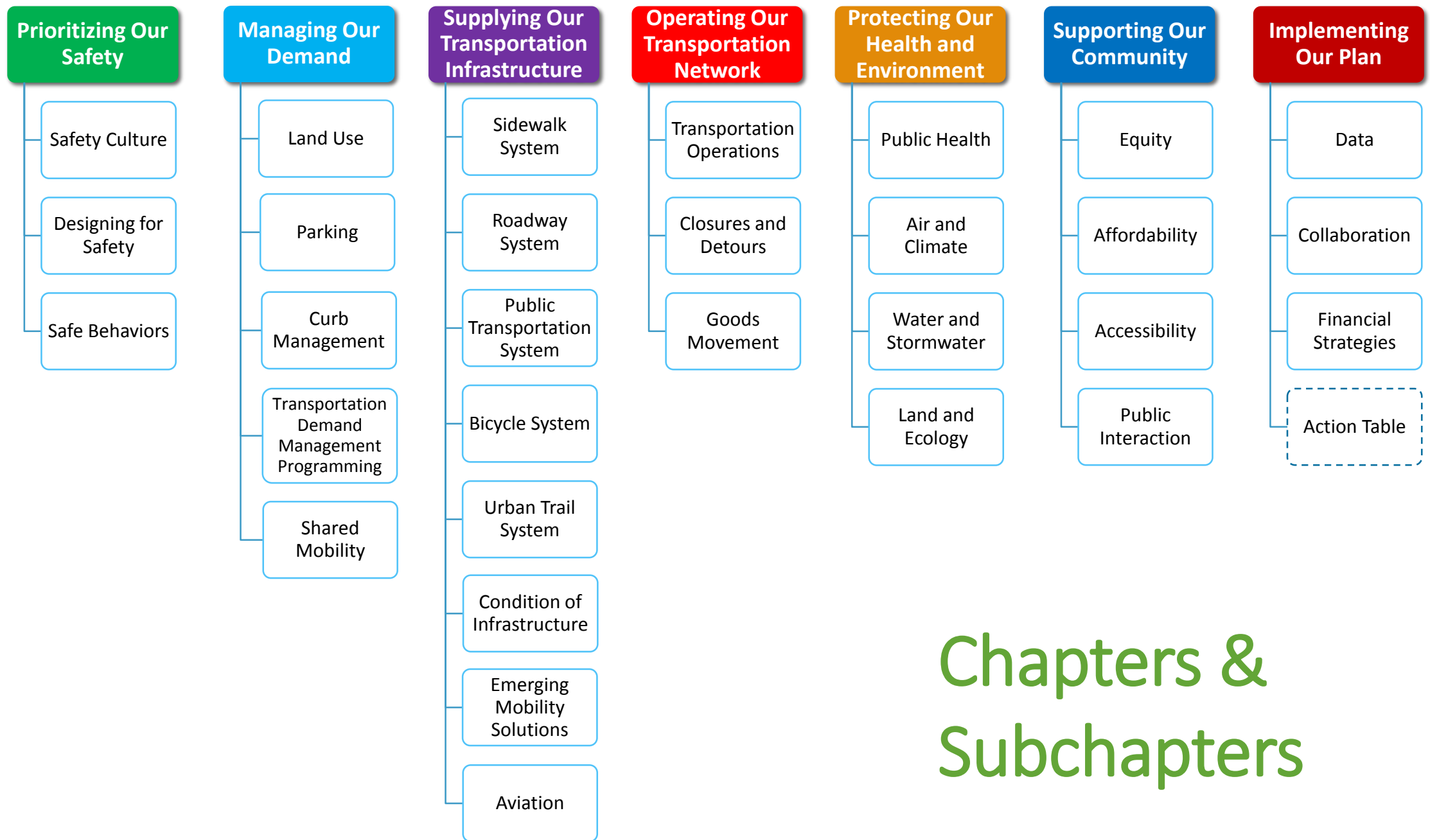


Data via U.S. Census; based on commutes for square mile area of entire city

ASMP Final Draft Plan

Policy Document, Street Network Table + Map





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

Top Strategies

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

Top Strategies

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

Chapter 6:

Supporting Our Community

Chapter 6

Supporting Our Community

Our community is composed of the many different, unique, and important people that create a distinct, vibrant, and special neighborhoods across our city. Everything that occurs on our transportation network, from building roads to fixing sidewalks, experimenting with new signal technology to planting street trees, is done to help our community get where we want to go in a safe and reliable way.

Our transportation network is an integral part of our community. This extends past the routes or modes we choose to go to work or school. This integration is based on the deep impact our transportation network has on the ways our community grows, where we choose to live, how we interact with each other, and how we support the different communities and populations within neighborhoods. Because our transportation network exists to support our community with the many different goals, tasks, and joys of our lives, we must ensure that our network is a positive influence. It must serve all of us.

This chapter addresses how transportation supports people across our city. It begins by recognizing the realities of past land use and transportation planning and expresses our determination to take steps to improve outcomes for all. We know that transportation is expensive and that transportation improvements can affect displacement, both for people and for businesses. We must acknowledge and confront these affordability issues by working with all our communities to retain the unique character of our neighborhoods within the growing city. Accessibility for people with mobility impairments must be emphasized throughout the transportation network. To properly learn from and support our community we must proactively listen to and work with our community. As our transportation network grows within our city, we must ensure that the network supports our community and helps us grow and thrive.

City of Austin

100%

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

Supporting Our Community

Our community is composed of the many different, unique, and important people that create a distinct, vibrant, and special neighborhood across our city. Everything that occurs on our transportation network, from building roads to fixing sidewalks, experimenting with new signal technology to planting street trees, is done to help our community get where we want to go in a safe and reliable way.

Our transportation network is an integral part of our community. This extends past the routes or modes we choose to go to work or school. This integration is based on the deep impact our transportation network has on the ways our community grows, where we choose to live, how we interact with each other, and how we support the different communities and populations within neighborhoods. Because our transportation network exists to support our community with the many different goals, tasks, and joys of our lives, we must ensure that our network is a positive influence. It must serve all of us.

This chapter addresses how transportation supports people across our city. It begins by recognizing the realities of past land use and transportation planning and expresses our determination that the realities of past land use and transportation planning are not the future. We must take steps to improve outcomes for all. We know that transportation is expensive and that transportation improvements can affect displacement, both for people and for businesses. We must acknowledge and confront these affordability issues by working with all our communities to retain the unique character of our neighborhoods within the growing city. Accessibility for people with mobility impairments must be emphasized throughout the transportation network. To properly learn from and support our community we must proactively listen to and work with our community. As our transportation network grows within our city, we must ensure that the network supports our community and helps us grow and thrive.

City of Austin



Increase the percentage of accessible intersections and crossings

Install or upgrade curb ramps at 100% of all intersections and crossings to meet current standards



Increase the amount and diversity (digital, analog, and in-person) of mobility-related public engagement activities

Indicators and Targets – Examples



Increase the mobility funding allocated to areas that are historically underserved



Increase the percent of transportation projects and programs that use the Equity Assessment Tool



Increase the number and share of people participating in transportation workforce training programs



Increase the percentage of affordable housing available at 60% MFI within 1/2 mile of transit and bicycle priority networks



Increase the percentage of affordable housing available at 80% MFI within 1/2 mile of transit and bicycle priority networks



Decrease the cost of transportation as a percentage of household budget

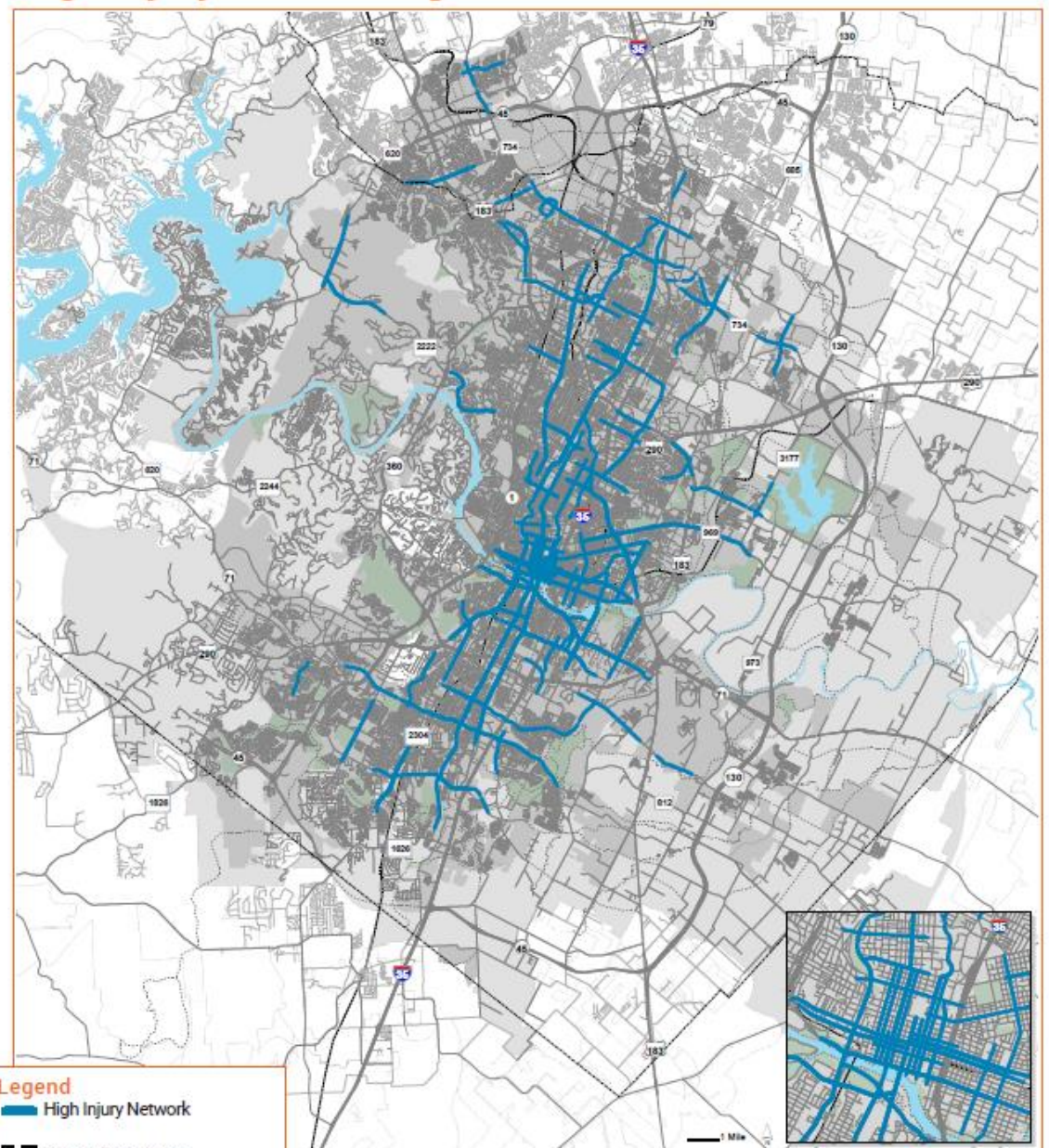


Increase the amount of mobility project materials and other City transportation information available in the City's target languages



A detailed crash analysis of crashes from 2013 to 2017 was used to identify the Combined High-Injury Network, which includes just 8% of the city's street network but contains nearly 70% of all serious injury or fatal crashes for all modes.

High-Injury Network Map



A detailed crash analysis of crashes from 2013 to 2017 was used to identify the Combined High-Injury Network which includes just 8% of the city's street network but contains nearly 70% of all serious injury or fatal crashes for all modes.

How the elements work together – *Affordability Example*

Policies: Work with communities to mitigate displacement impacts of transportation projects; Proactively assess displacement impacts of transportation projects

Example Programs/Projects: 2018 Affordable Housing Bond programs, Project Connect high-capacity transit in dedicated pathways

Indicators: Increase the percentage of affordable housing available at 60% MFI within 1/2 mile of transit and bicycle priority networks; Increase the percent of transportation projects and programs that use the Equity Assessment Tool

Action Item Example(s):

- **197** – 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.
- **187** – Evaluate historic resource investment and disinvestment, considering location and populations benefited/burdened, to better understand future needs through an equity lens.

How the elements work together – *Access to Opportunity Example*

Policy: Reduce transportation costs as a component of household affordability; Prioritize serving the most vulnerable populations in Austin by supporting broader efforts to provide social services

Example Programs/Projects: Smart Trips, Drive a Senior, bulk discounts for transit, etc.

Indicator: Decrease the cost of transportation as a percentage of household budget; Decrease no-show rates at safety-net healthcare providers due to difficulty traveling to appointments

Action Item Example(s):

- **202** – 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.
- **206** – 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.
- **160** – 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.

Path to Completion

- Boards & Commissions:
 - Community Development Commission (**March 12**)
 - Planning Commission (March 12 & March 26)
 - Commission on Seniors (March 13)
 - Urban Transportation Commission (March 18)
 - Zoning and Platting Commission (March 19)
 - Joint Sustainability Committee (March 27)
 - & Others
- City Council
 - March 28 – City Council Public Hearing; Ordinance Readings begin

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

The screenshot shows the Austin Texas website with the following elements:

- Navigation Bar:** Includes links for Airport, Library, Austin Energy, Austin Water, Convention Center, Visitors Bureau, and Open Government.
- Search Bar:** Labeled 'Explore your city...' with a 'SEARCH' button and a link to 'Advanced Search'.
- Service Links:** Pay Online, Services, Calendar, Media, Departments, 3-1-1, and Translate.
- Category Buttons:** Resident, Business, Development, Government, and Environment.
- Sidebar:**
 - Department » Transportation » Programs » Austin Strategic Mobility Plan
 - Department Home
 - Austin Strategic Mobility Plan
 - ASMP Español
 - About the ASMP
 - Get Involved with the ASMP
 - ASMP Timeline
 - Multimodal Community Advisory Committee
- Main Content Area:**
 - Transportation Header:** Features a large 'P' parking sign and a 'TRANSPORTATION' title.
 - GETTING THERE TOGETHER ASMP:** A green logo with the text 'GETTING THERE TOGETHER' and '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
- Sign Up:** A button that says 'Click here to sign up & receive ASMP updates' and a 'Subscribe to receive updates' button with an email icon.

Thank you

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