Austin Strategic Mobility Plan Final Draft Briefing

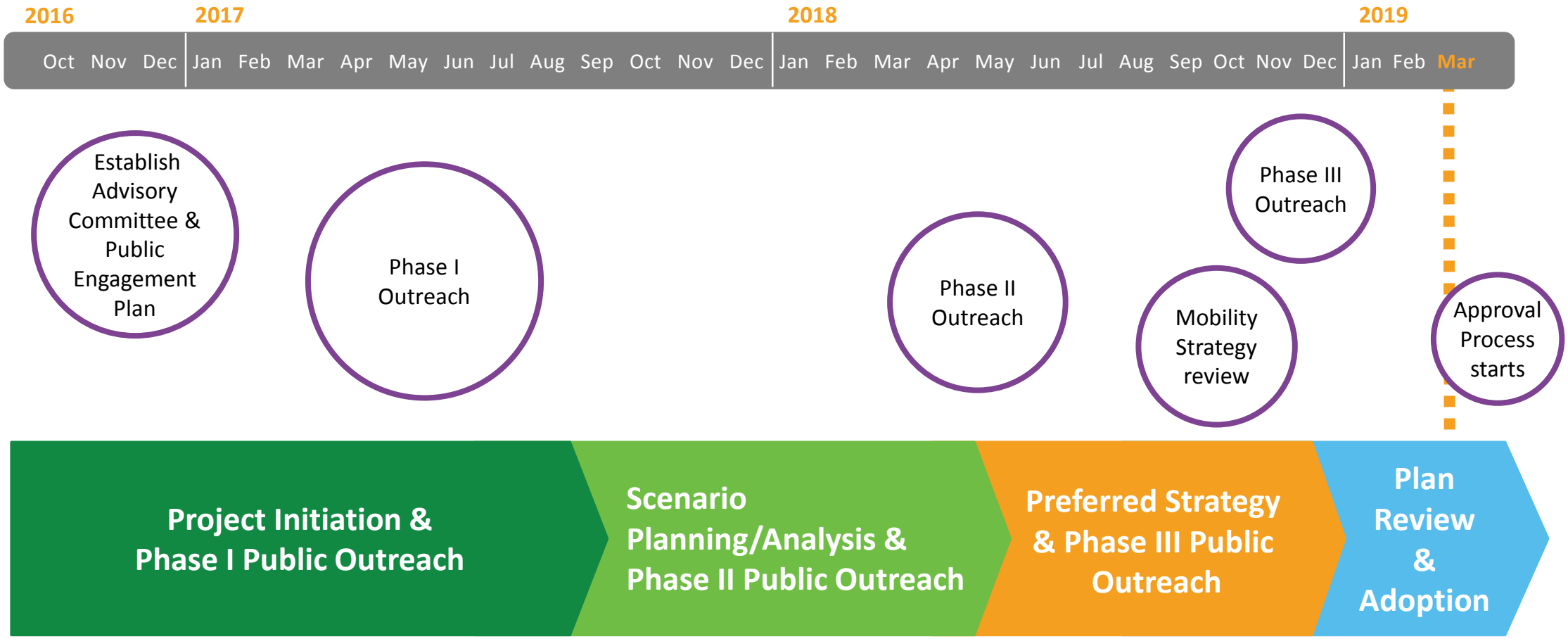
URBAN TRANSPORTATION COMMISSION

MARCH 18, 2019

Agenda

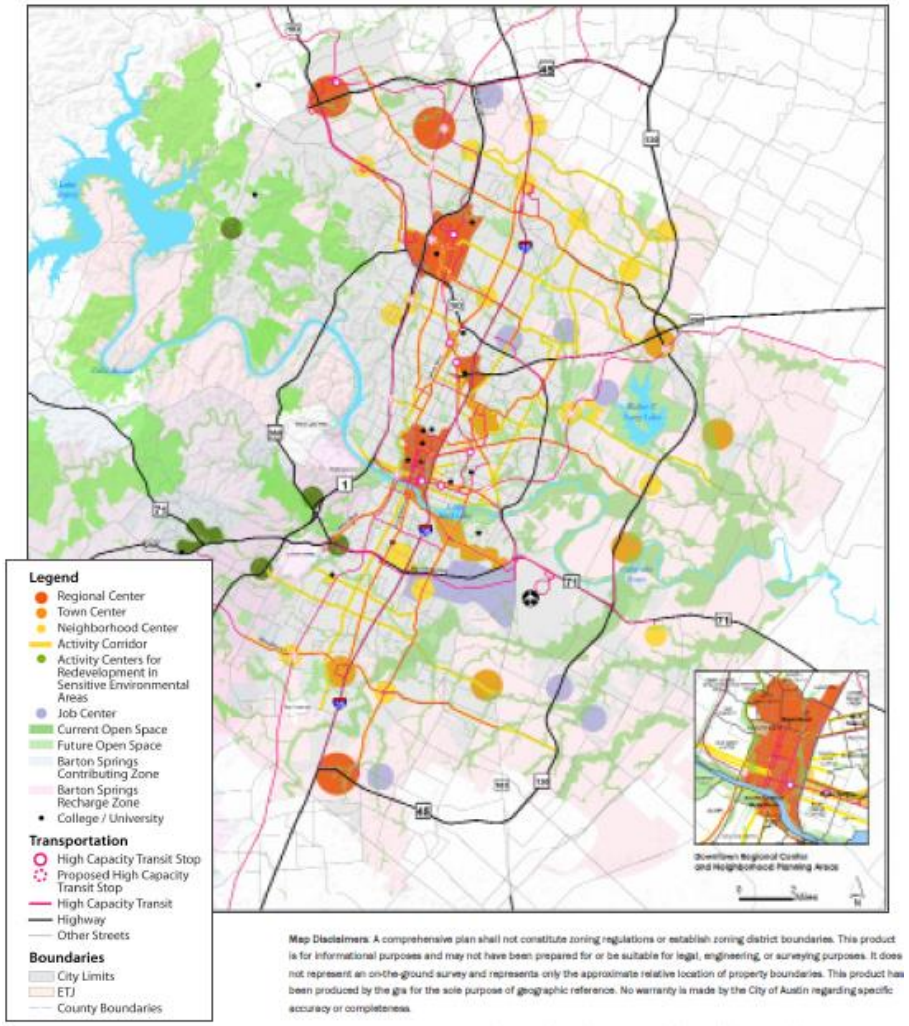
- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Final Draft
  - Content Outline
  - Elements of the Plan
  - Top Strategies
  - Chapter 1: Prioritizing Our Safety
  - Chapter 2: Managing Our Demand
  - Chapter 3: Supplying Our Transportation Infrastructure
- Next Steps

Schedule


2016
2017
2018
2019
Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar
Establish Advisory Committee & Public Engagement Plan
Phase I Outreach
Phase II Outreach
Mobility Strategy review
Phase III Outreach
Approval Process starts
Project Initiation & Phase I Public Outreach
Scenario Planning/Analysis & Phase II Public Outreach
Preferred Strategy & Phase III Public Outreach
Plan Review & Adoption

The Vision

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



Imagine Austin Figure 4.5 – Growth Concept Map

Planning Approach

Technical:

Scenario Planning

Public Engagement:

Targeted to Historically Underserved/Underrepresented Populations

- Youth (24 and younger)
- Seniors (65 and older)
- People of Color
- People with Mobility Impairments

Community Engagement

Mobility Talks
Used to determine 8 goals of ASMP

- Prioritizing goals and gathering broad thoughts from community

Phase I: Brainstorming

Phase II: Scenario Feedback

- Consideration of 3 transportation scenarios

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

Phase III: Input on Policies and Projects

Phase IV: Adoption Process

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

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

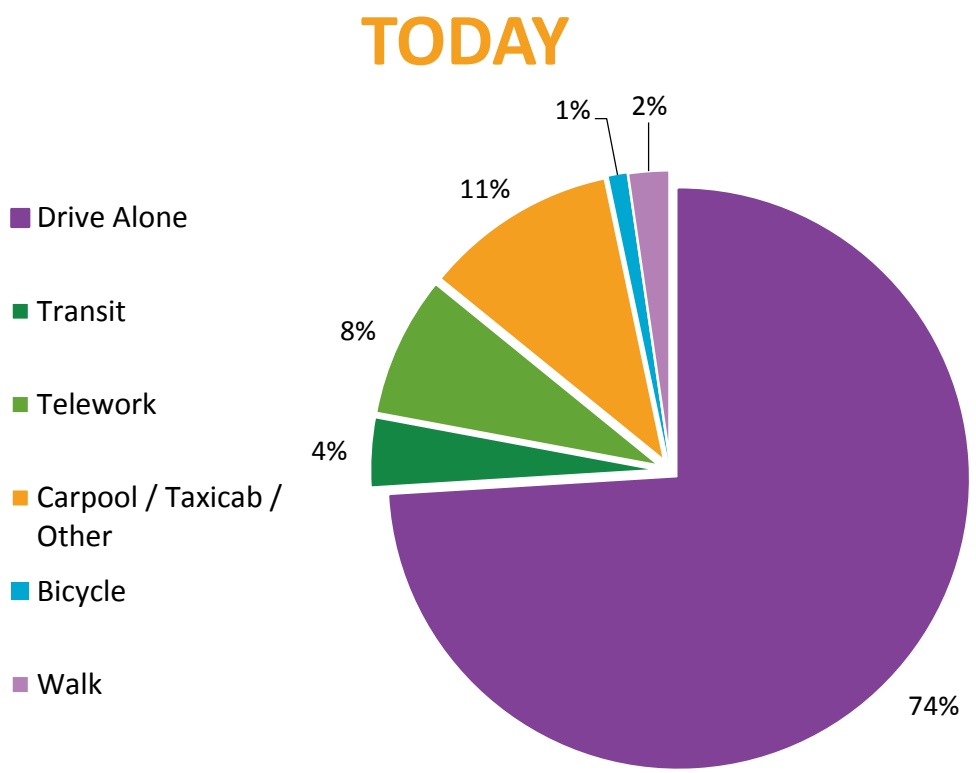
Plan was adapted based on feedback

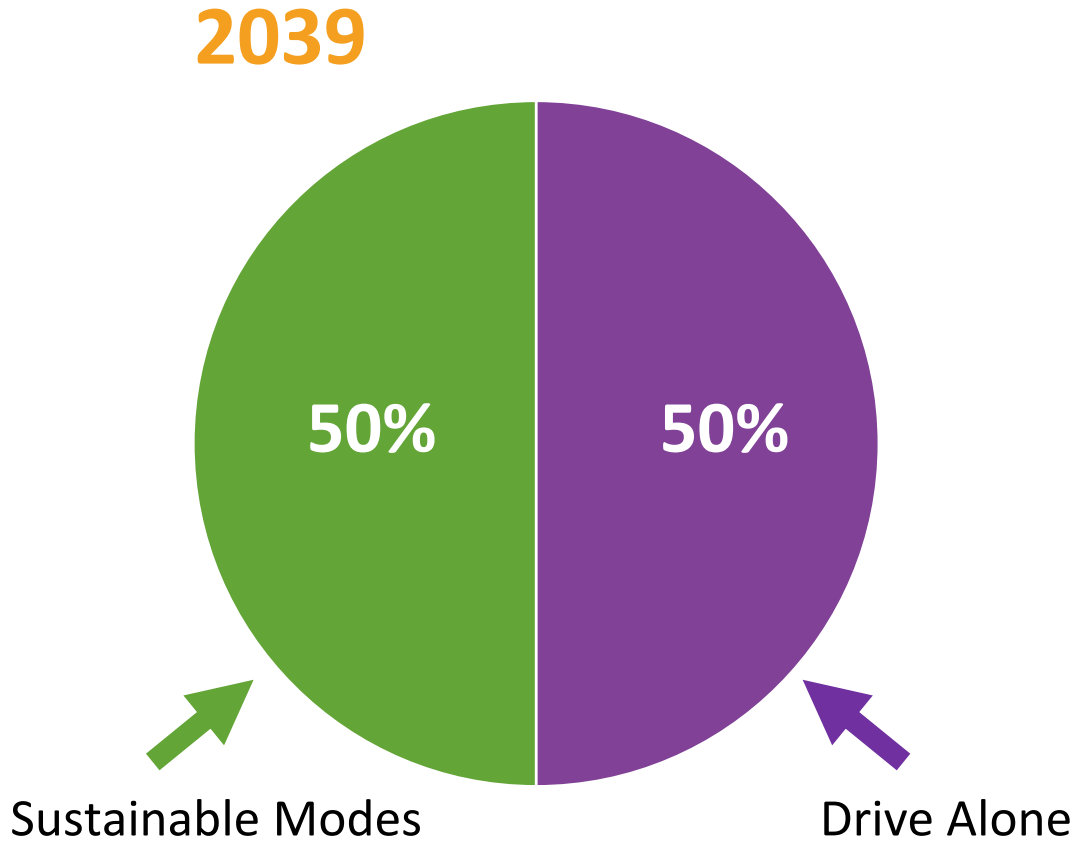
50+ events attended	**2,600+ comments received on the maps**
184 survey responses on the policies	**Hosted focus groups and 23 office hours throughout Austin**

Motivation for the Plan

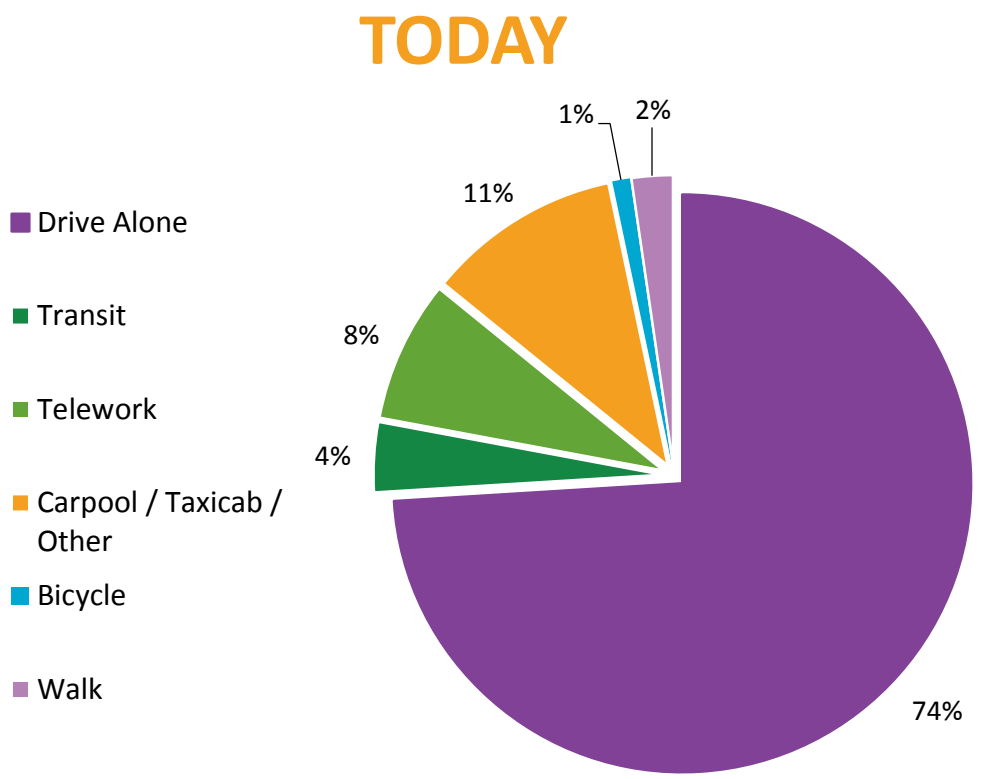
Motivation for the Plan

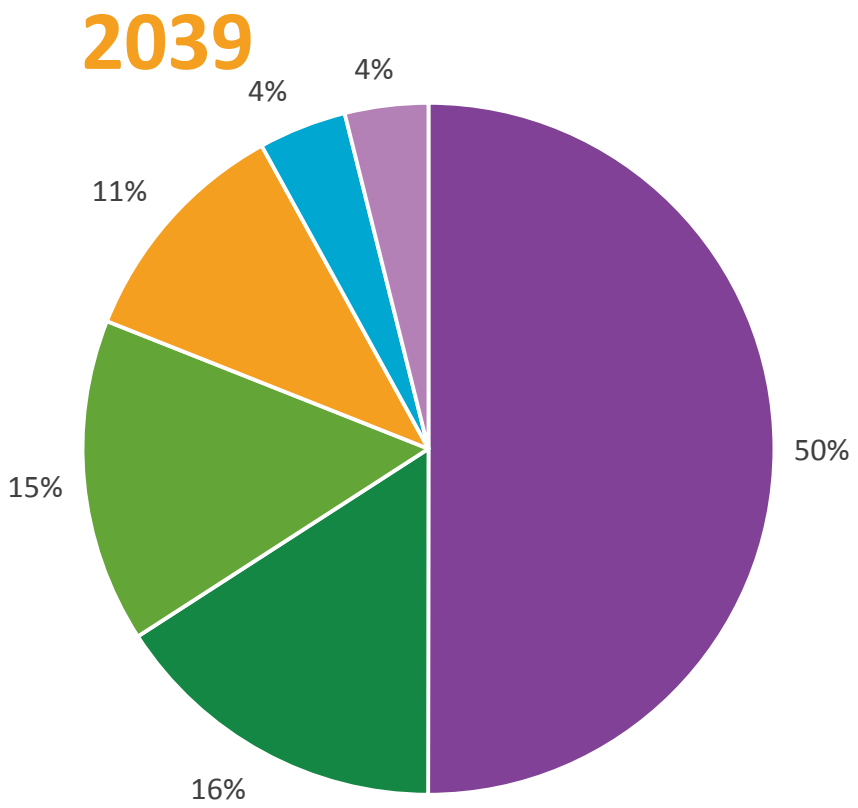
74% drive alone today vs. 50% in 2039



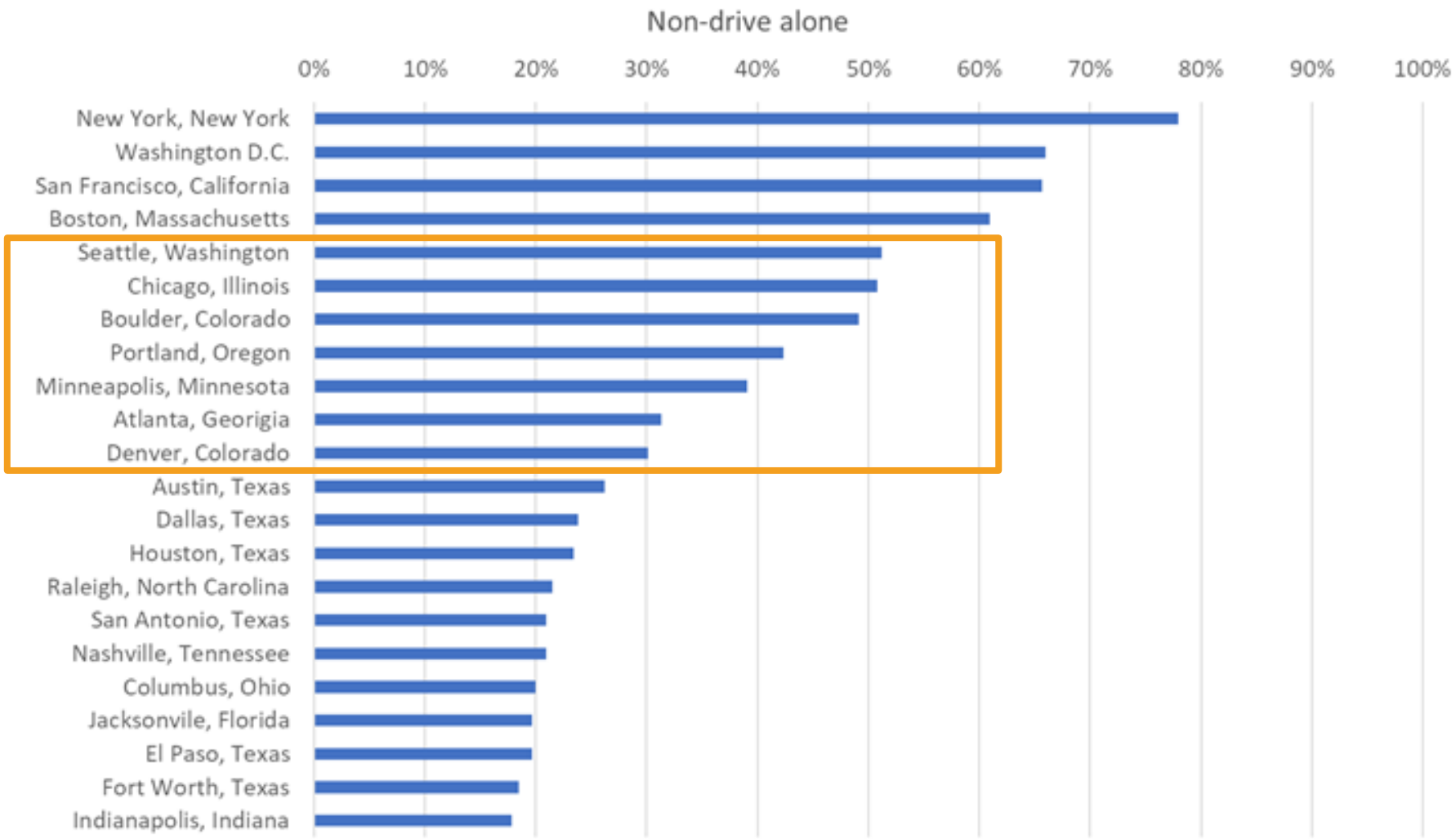


Mode Share Targets





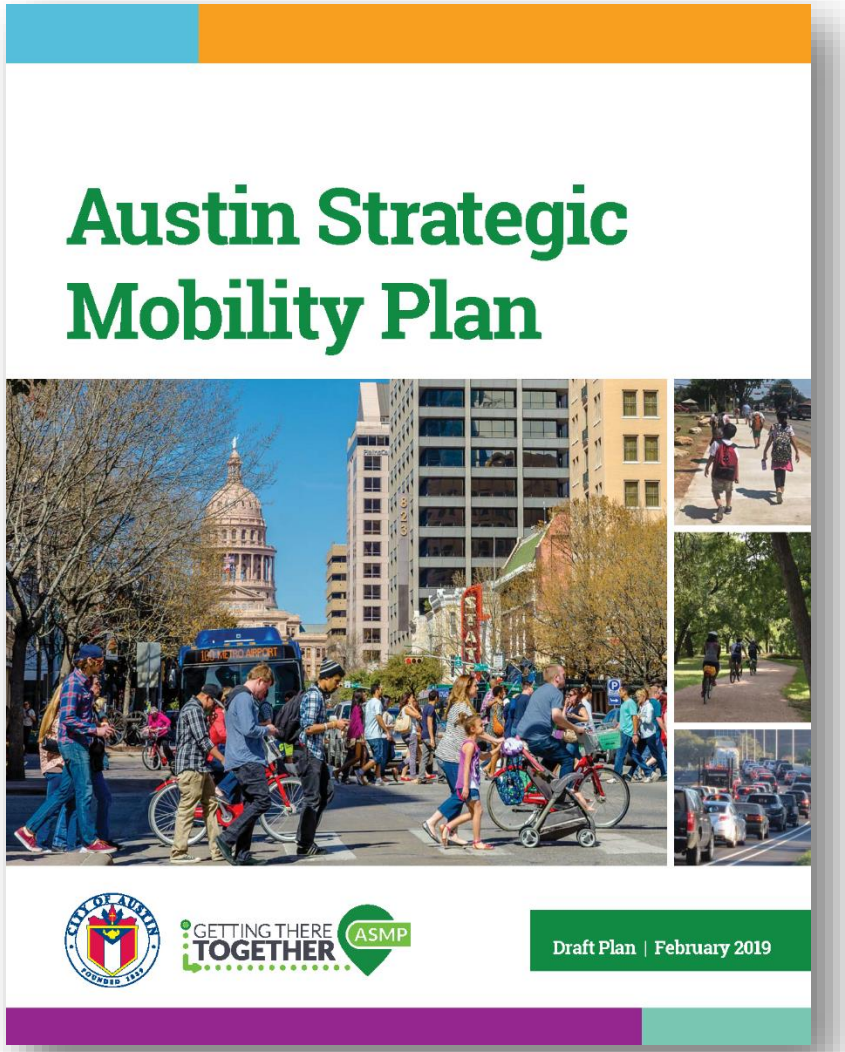
What would it look and feel like?

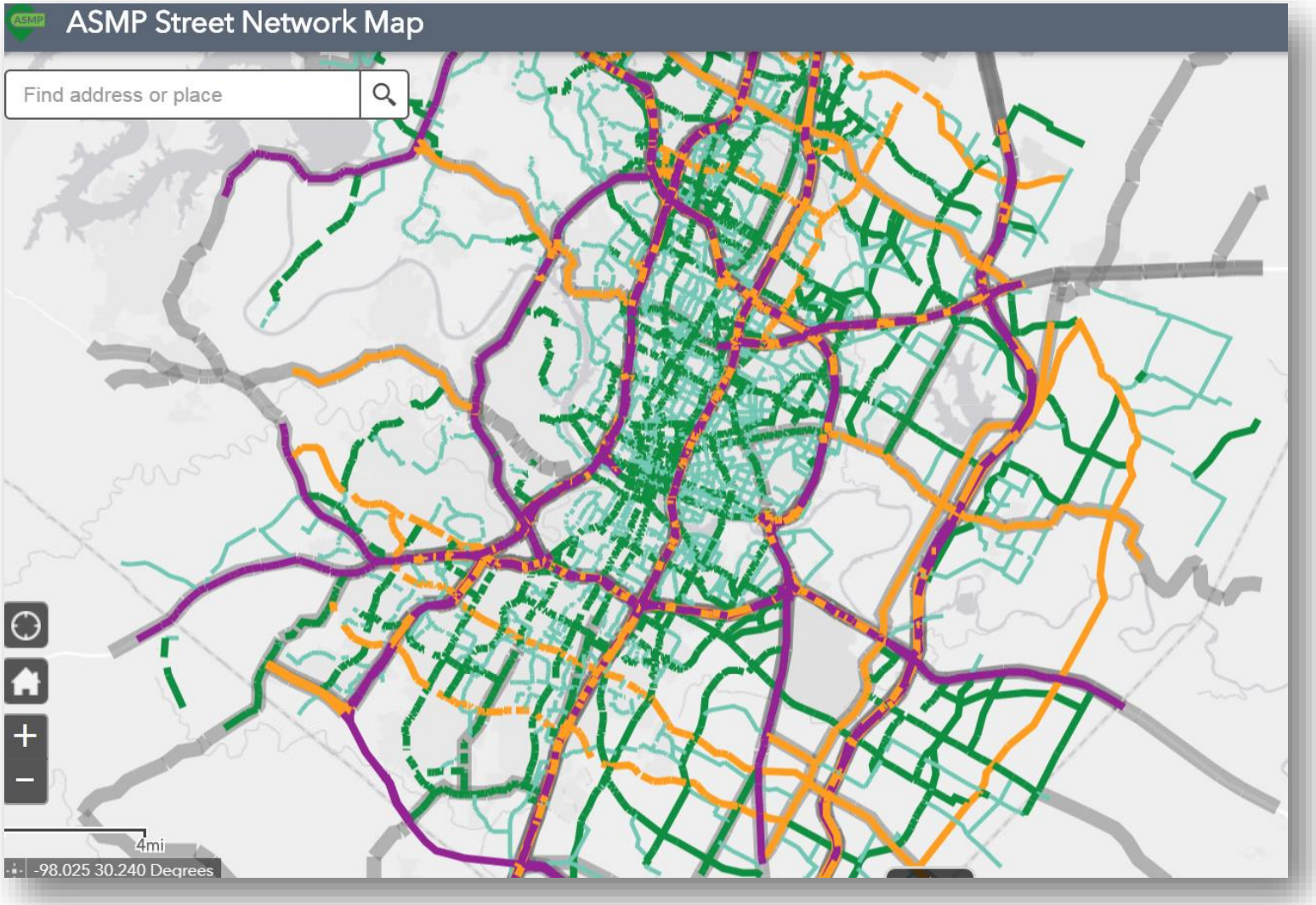


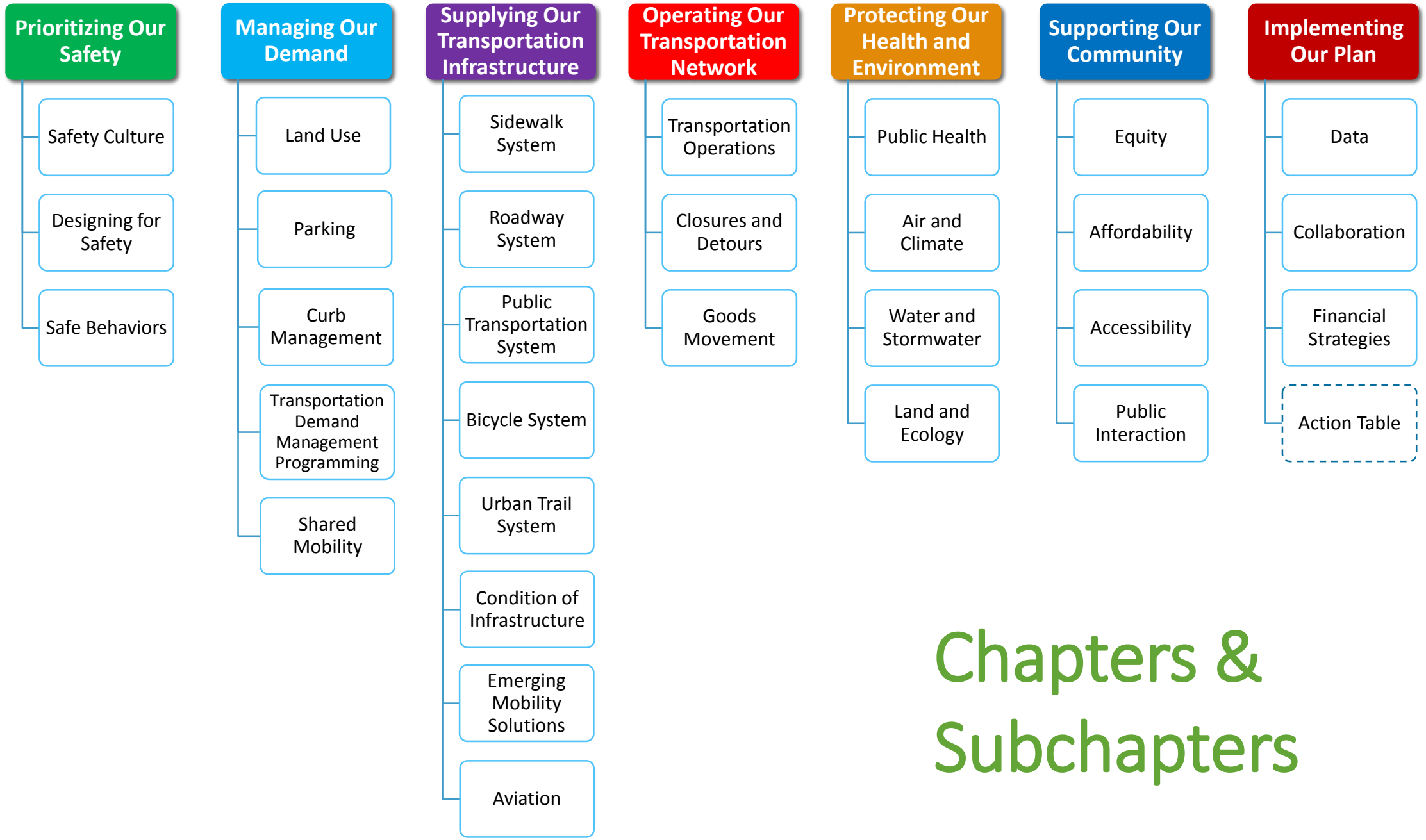
Data via U.S. Census; based on commutes for square mile area of entire city

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 1:
Prioritizing Our Safety

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

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

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

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

Reduce the width and number of driveways to minimize conflicts

Indicators and Targets

Decrease traffic fatalities and serious injuries on Austin streets

Achieve zero traffic fatalities and serious injuries (Current 5-year average is 78 fatalities per year)

Increase training of City employees on Vision Zero principles

Train 100% of newly-hired City employees and incorporate Vision Zero education into departments annually

Decrease the number of crashes involving City vehicles

Decrease the response time for emergency crews in areas not meeting current standards

Decrease distracted and impaired driving on Austin streets

Eliminate distracted and impaired driving

Increase safety education for students and their families

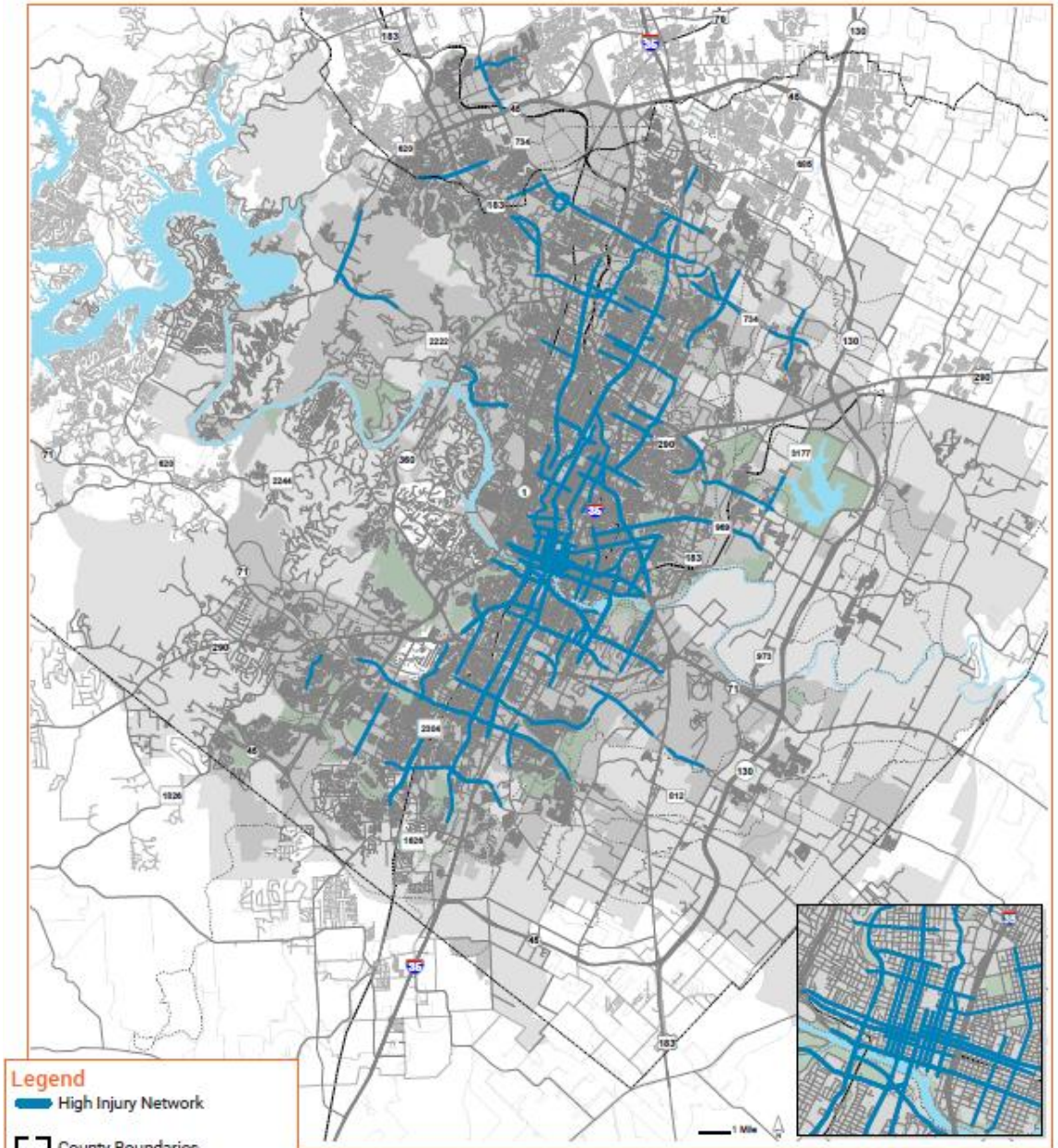
Educate 50,000 students and their families annually and explore new programs with middle, high school, and local colleges and universities by 2020

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

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



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How the elements work together – Safety Example

Policy: Minimize the potential for conflicts between transportation network users

Example Program: Pedestrian Program

Example Project: 2018 Bond Vision Zero/Transportation Safety improvements

Funding for intersection and pedestrian safety improvements

Indicator: 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

Example Action Items:

- **7** - 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.
- **132** - Develop guidance, evaluate, and implement pedestrian crossing improvements, including leading pedestrian intervals and pedestrian scrambles, at signalized intersections with high pedestrian volumes.

Chapter 2:
Managing Our Demand

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*

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

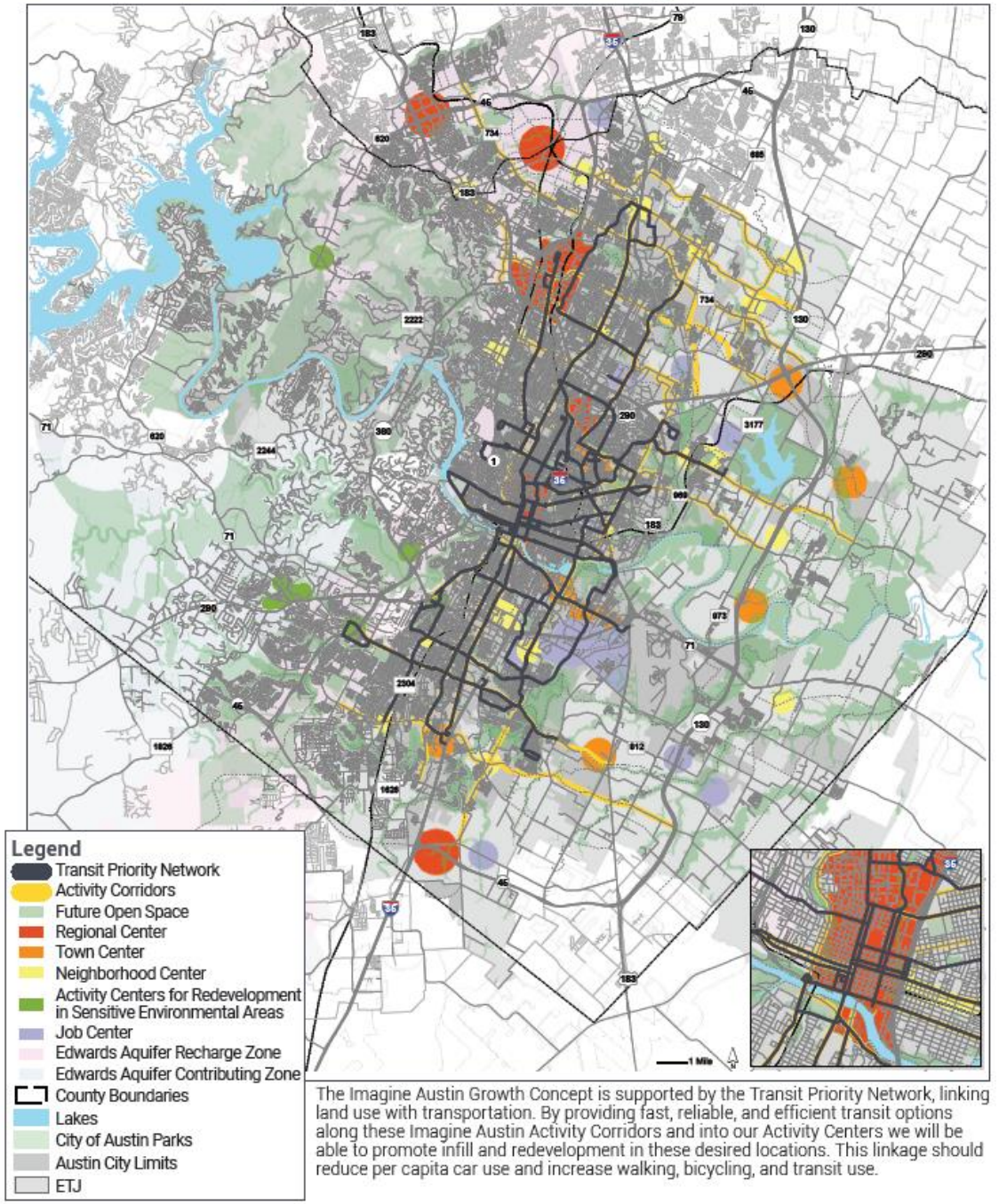
Increase the percentage of developments that reduce parking

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.

Growth Concept Map and Transit Priority Network



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.

Chapter 3:
Supplying Our Transportation Infrastructure

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

Indicators and Targets - Roadway System

Improve travel time reliability

Provide predictable travel times on the Vehicle Priority Network by 2029

Increase the number of jobs accessible by vehicle in a 20 minute commute

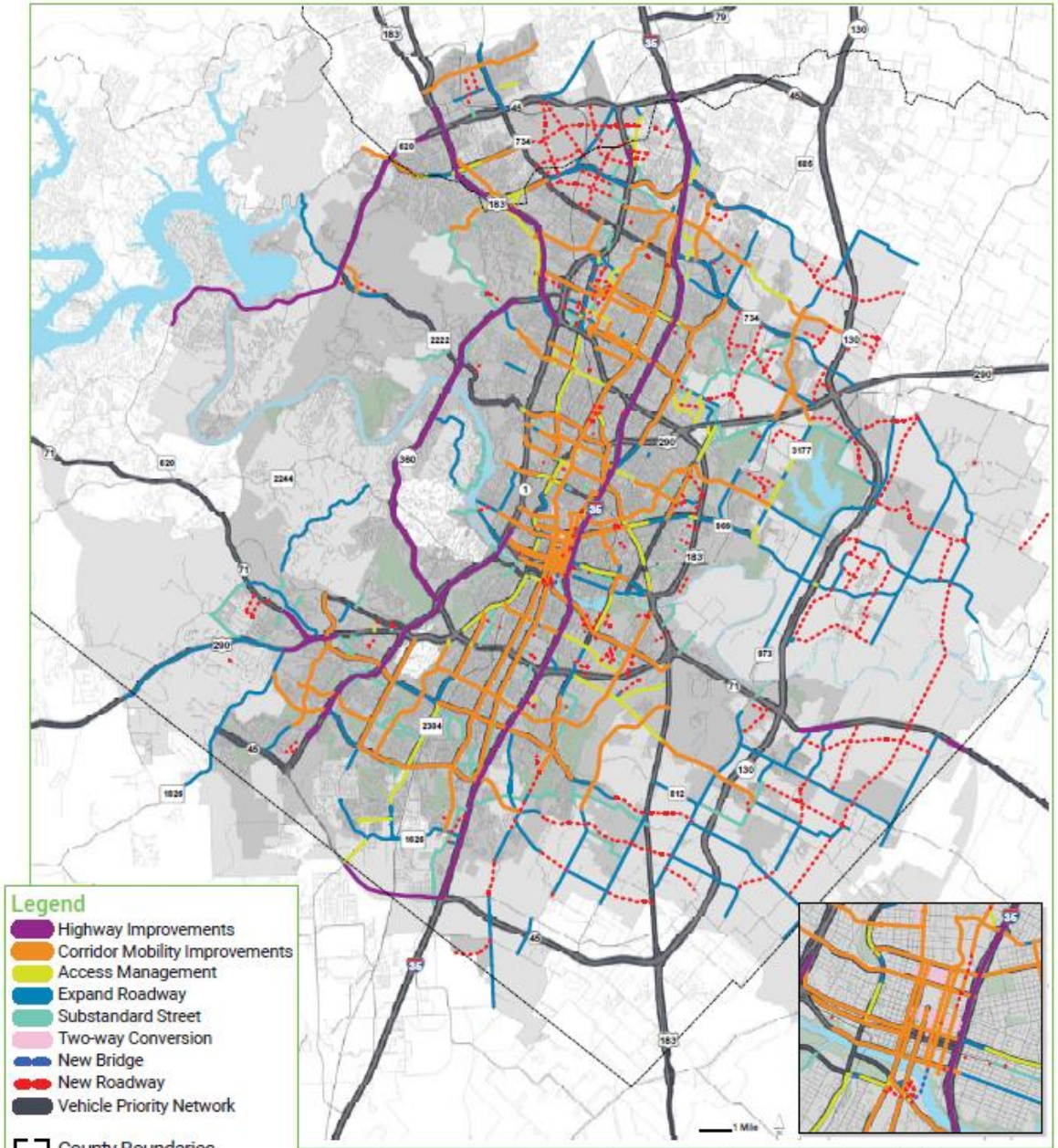
Increase the number of roadway capacity improvements implemented

Increase the number of capacity-related intersection improvements implemented

Reduce the amount of time it takes to clear crashes from the roadway

The Roadway Capacity Projects map offers a vision of the 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. Some of what is shown in the map is already in process and may be either fully or partially funded. Other recommended improvements would require further analysis, funding, and a public input process to be developed and constructed.

Roadway Capacity Projects Map



The roadway capacity projects map offers a vision of the 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. Some of what is shown in the map is already in process and may be either fully or partially funded. Other recommended improvements would require further analysis, funding, and a public input process to be developed and constructed.

Indicators and Targets - Public Transportation System

Increase transit ridership

Achieve at least a 1% year over year increase

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)

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)

Improve on-time performance for transit service that operates at a frequency of 10 or more minutes

Improve bunching and excess headway for transit service that operates at a frequency of 15-minutes or less

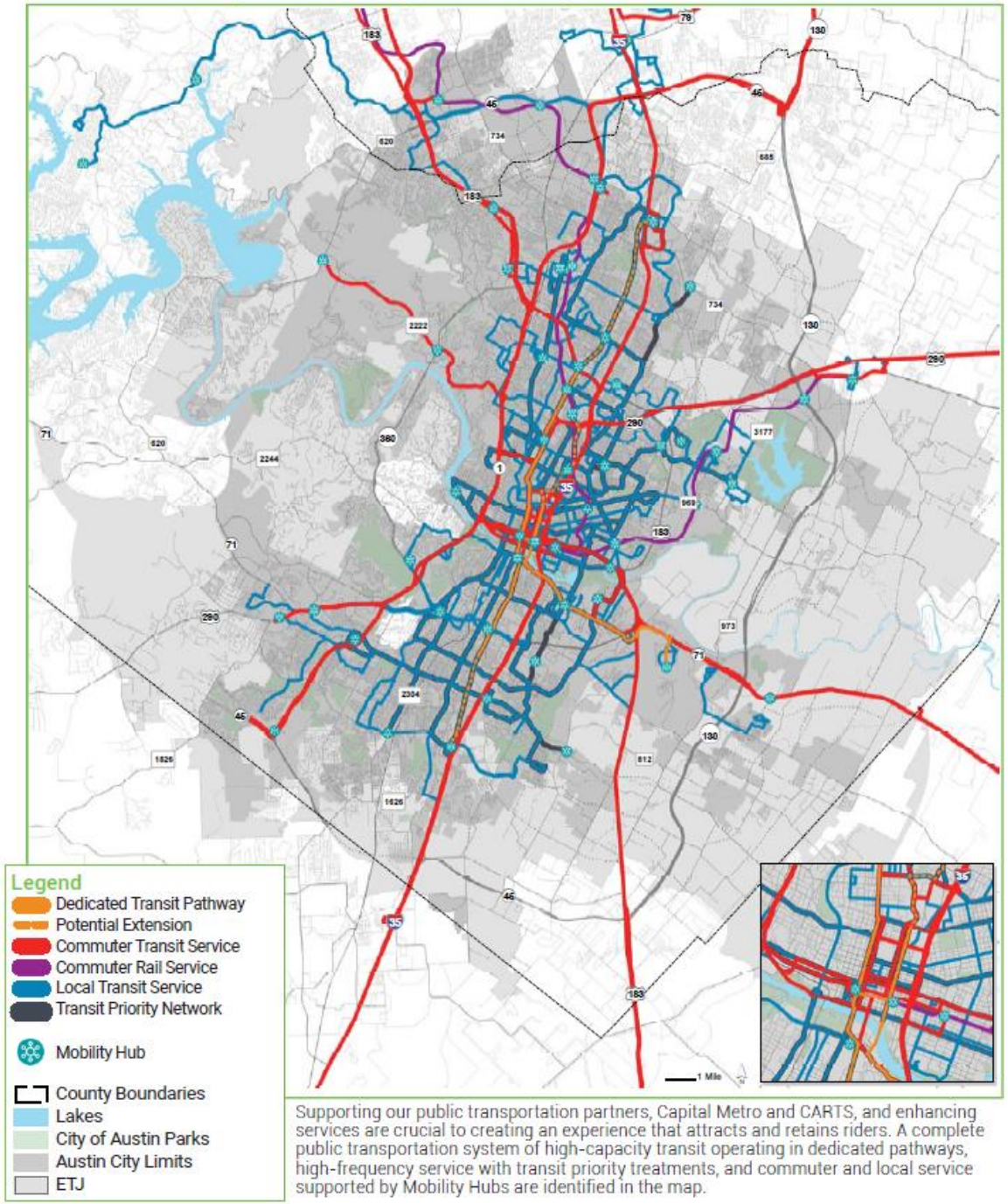
Increase the number of transit stops that have amenities such as real-time arrival information and off-board payment, shelters, benches, and supporting safety features such as improved access and lighting

Increase the percentage of electrified fleet

Increase the number of transit priority treatments at intersections along the Transit Priority Network

Supporting our public transportation partners, Capital Metro and CARTS, and enhancing services are crucial to creating an experience that attracts and retains riders. A complete public transportation system of high-capacity transit operating in dedicated pathways, high-frequency service with transit priority treatments, and commuter and local service supported by Mobility Hubs are identified in the map.

Public Transportation System Map



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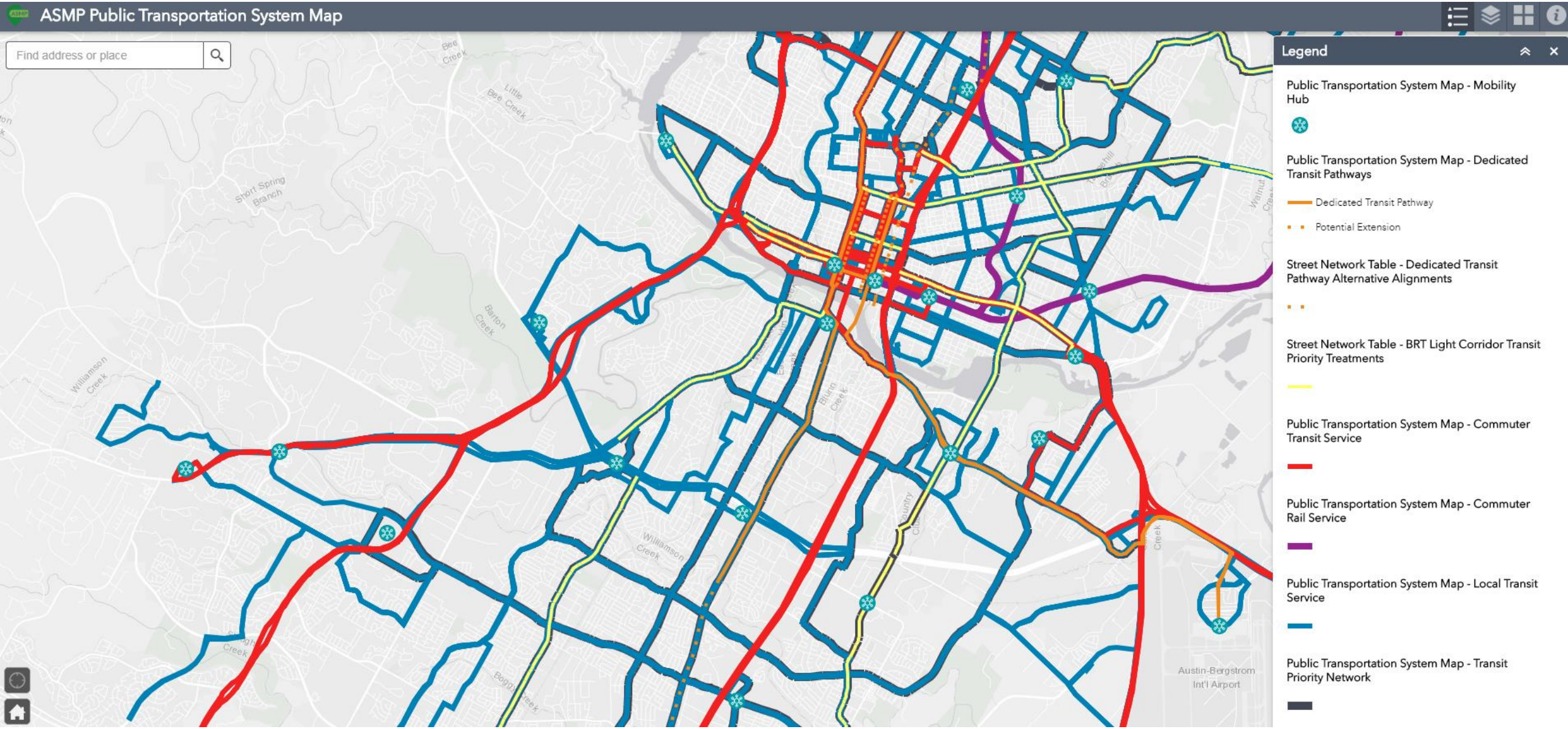


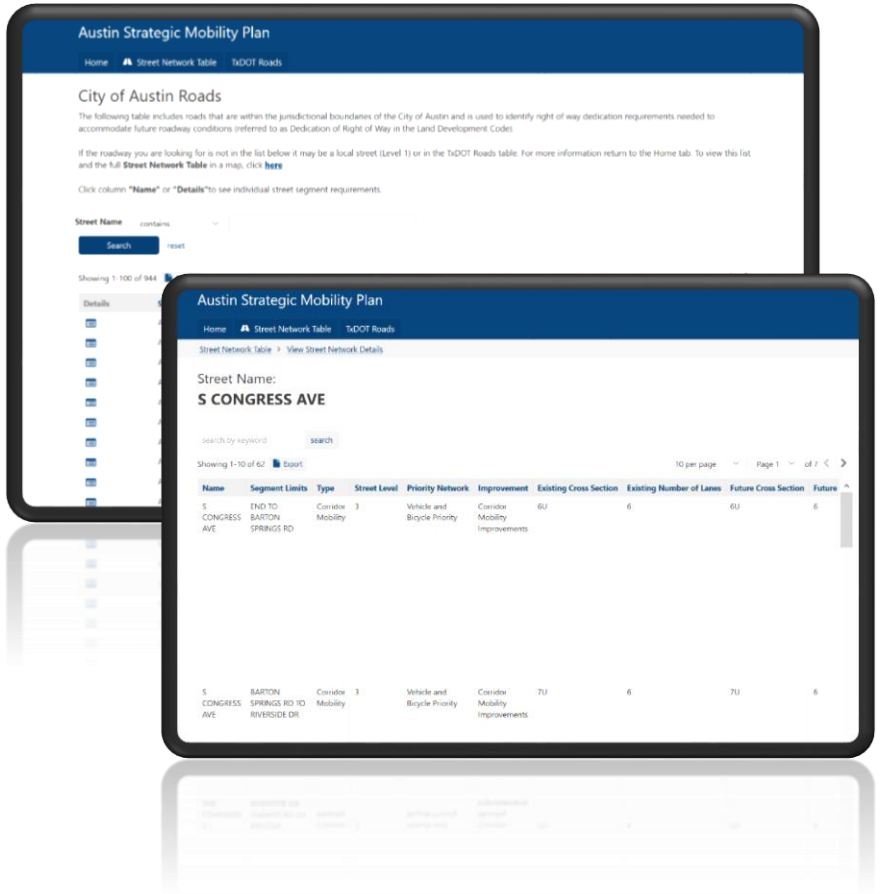
Interactive maps at austintexas.gov/asmp

Street Network Table

Technical element of the ASMP

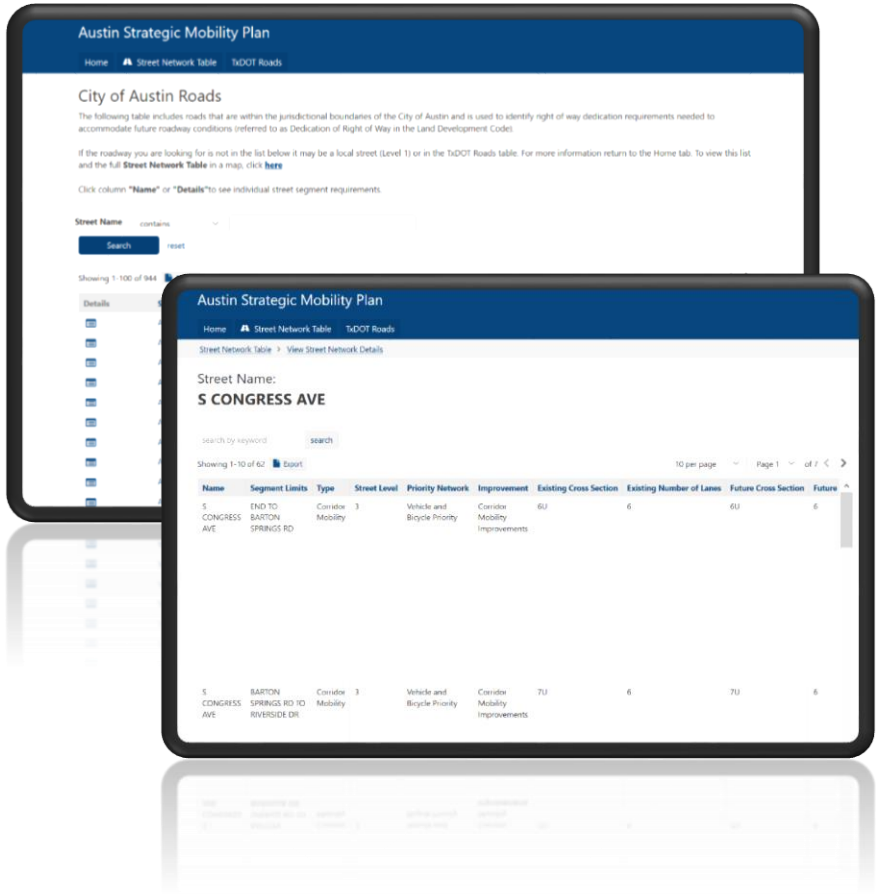
944 streets organized by Street Name with existing and future condition of right of way

Fully digital public database



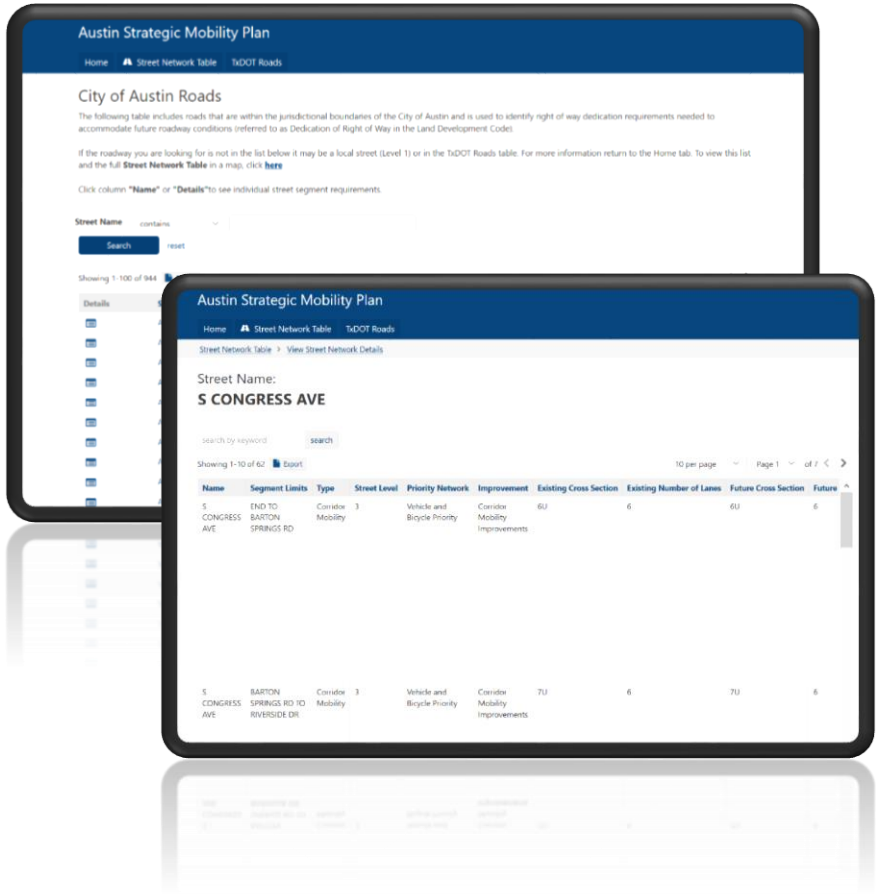
Street Network Table – Roadway Example

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



Street Network Table – Transit Example

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



How the elements work together - Roadway Example

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

Example Program: Development Review and Regional Partnership Funding

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

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

Indicator: Increase the number of roadway capacity improvements implemented

Action Item Example(s):

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

How the elements work together - Transit Example

Policy: Enhance commuter public transportation service

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

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

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

Indicator: Decrease transit travel time

Example Action Item(s):

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

Path to Completion

- Boards & Commissions:
  - Urban Transportation Commission (**March 18**)
  - Bicycle Advisory Council (March 19)
  - Asian American Quality of Life Advisory Commission (March 19)
  - Zoning and Platting Commission (March 19)
  - Downtown Commission (March 20)
  - Planning Commission (March 26)
  - Joint Sustainability Committee (March 27)
  - Already occurred: Environmental Commission, PAC, Commission on Seniors, Community Development Commission
- 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

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Thank you

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