



Austin Strategic Mobility Plan Final Draft Briefing

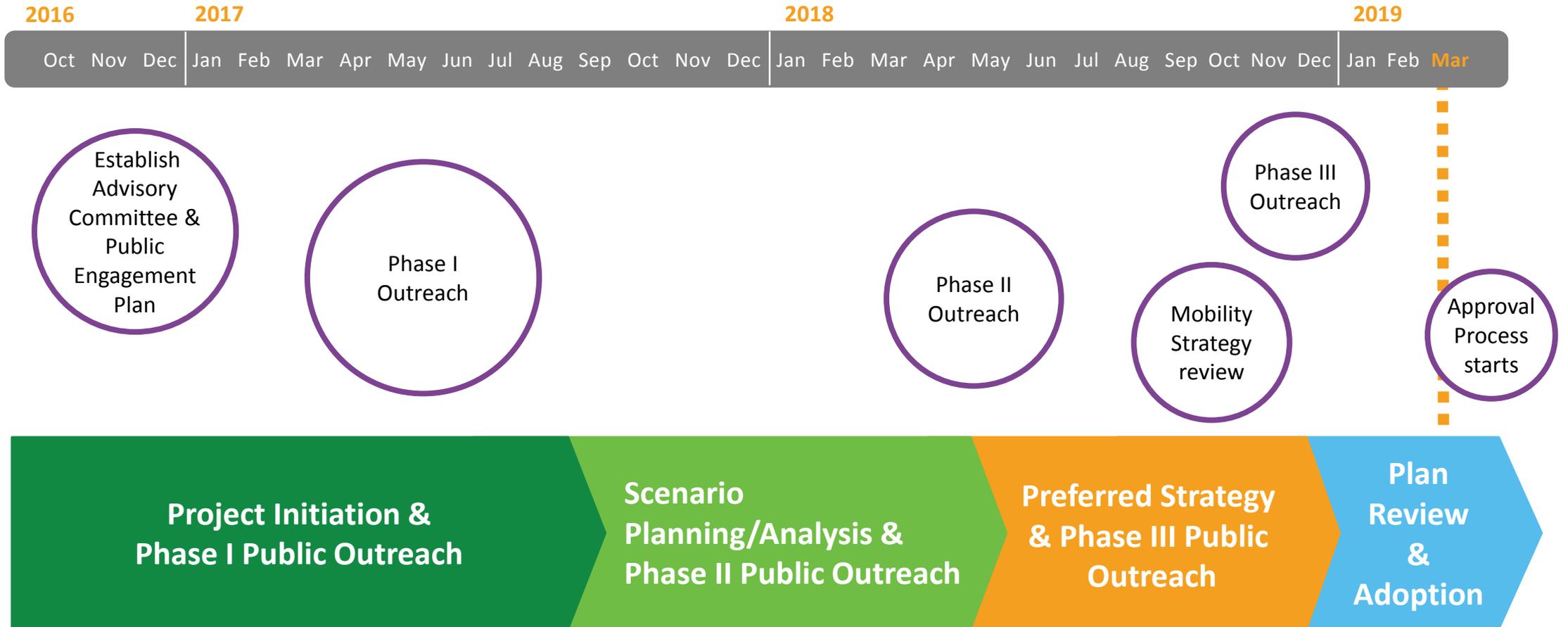
URBAN TRANSPORTATION COMMISSION

MARCH 18, 2019

Agenda

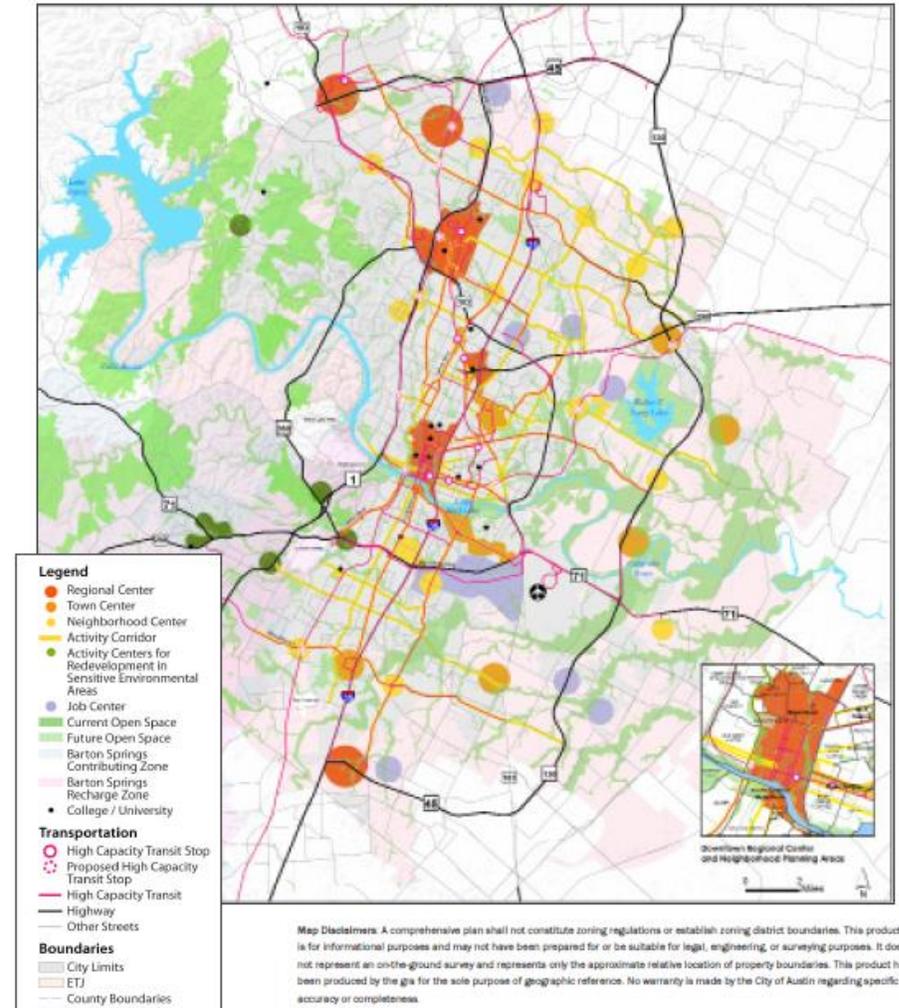
- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Final Draft
 - Content Outline
 - Elements of the Plan
 - Top Strategies
 - Chapter 1: Prioritizing Our Safety
 - Chapter 2: Managing Our Demand
 - Chapter 3: Supplying Our Transportation Infrastructure
- Next Steps

Schedule



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

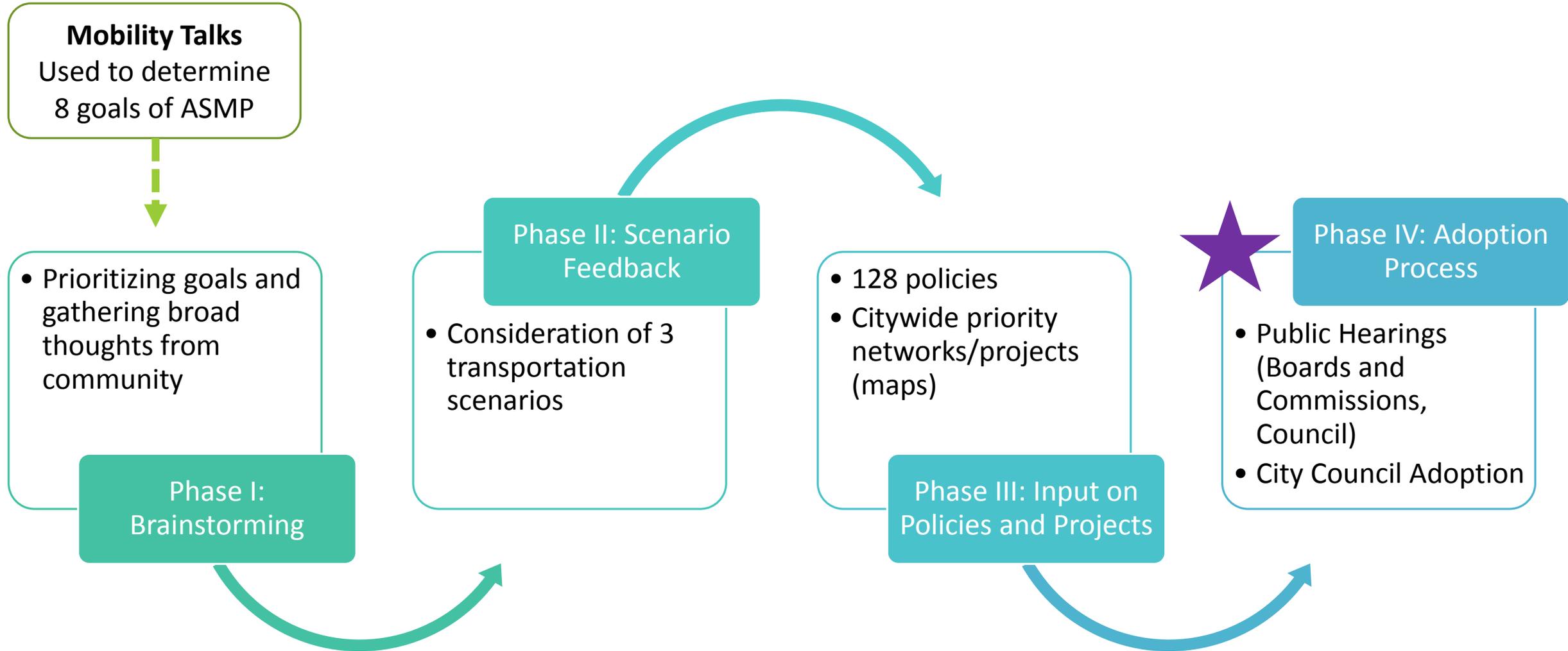
Youth
(24 and younger)

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

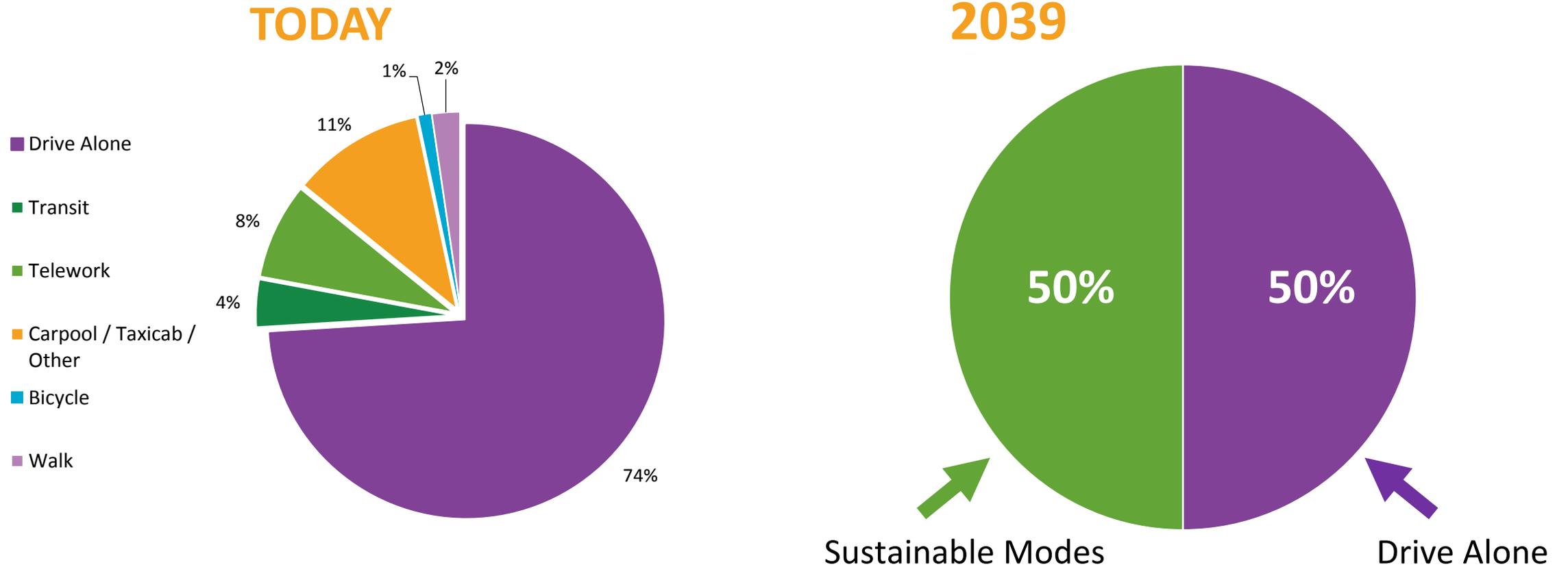
184 survey responses on the policies

Hosted focus groups and 23 office hours throughout Austin

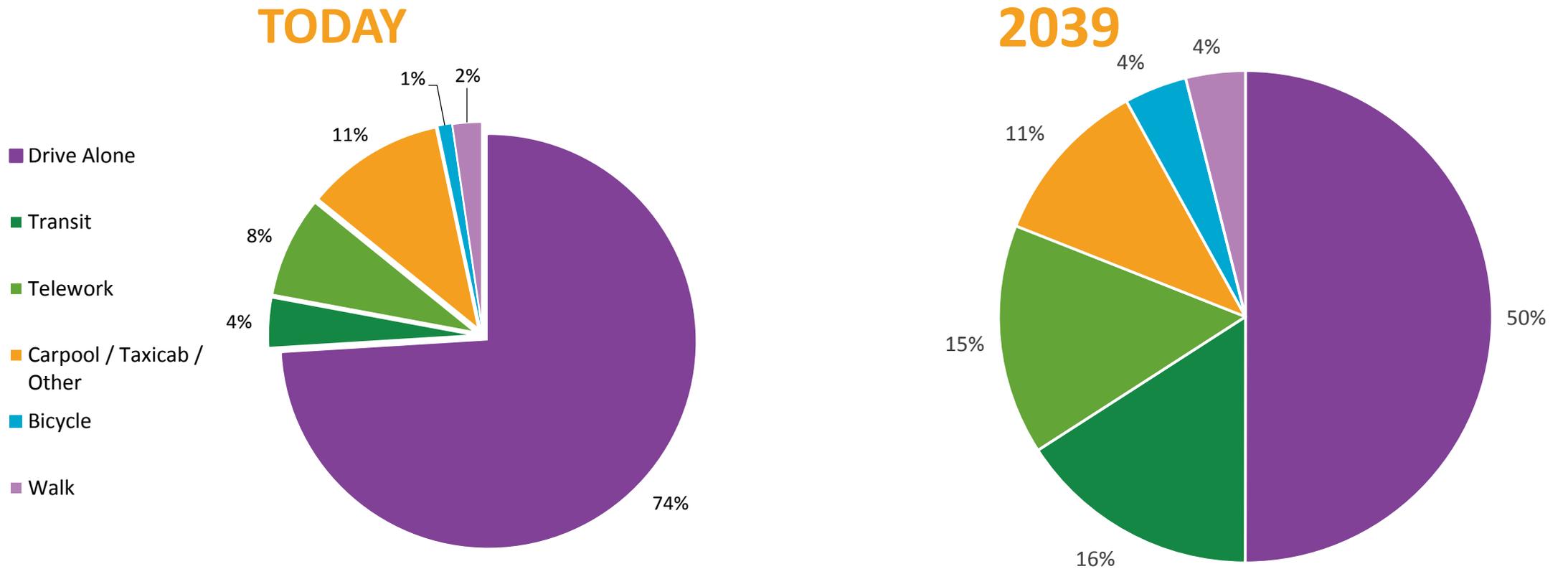
Motivation for the Plan

Motivation for the Plan

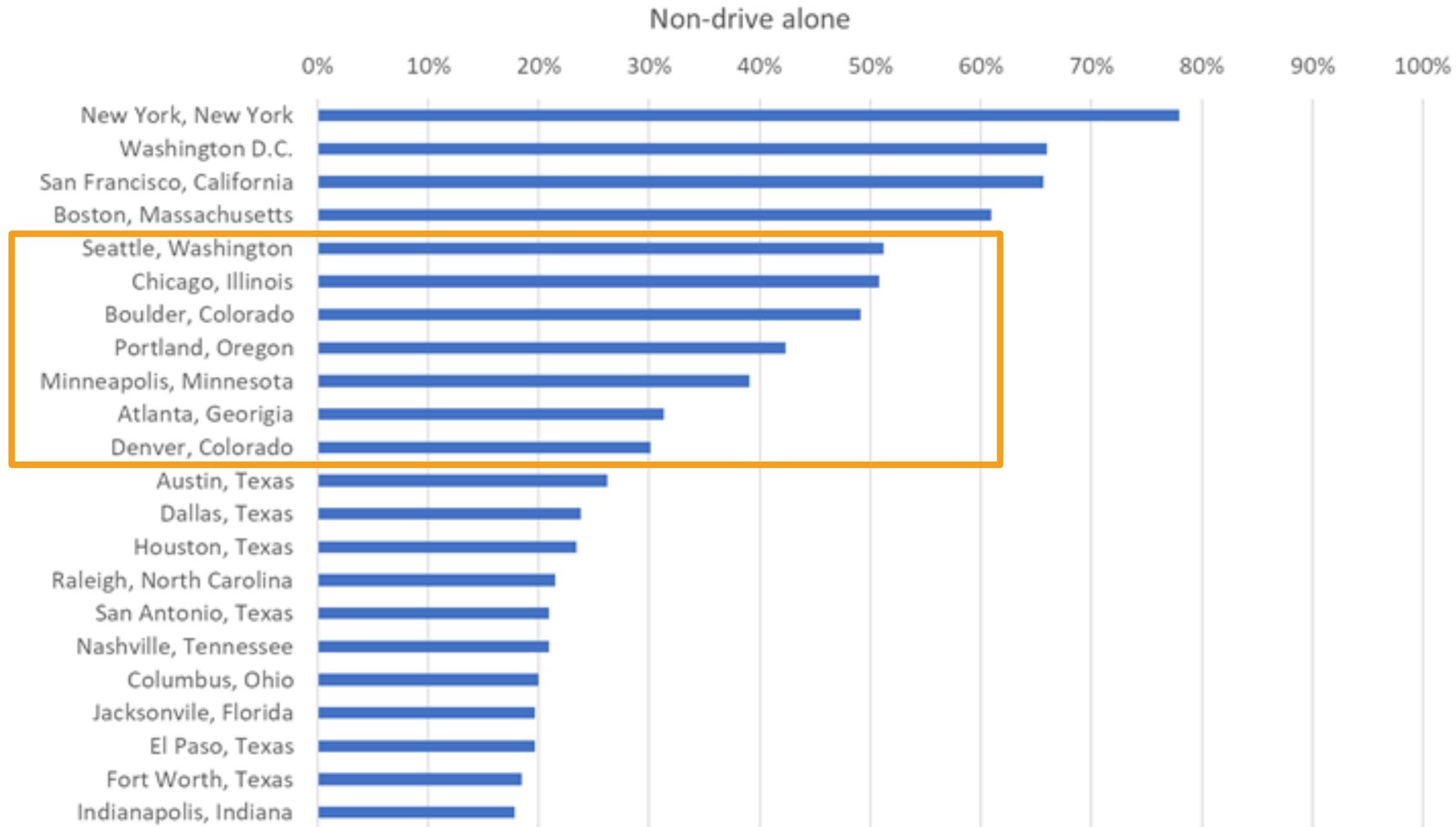
74% drive alone today vs. 50% in 2039



Mode Share Targets



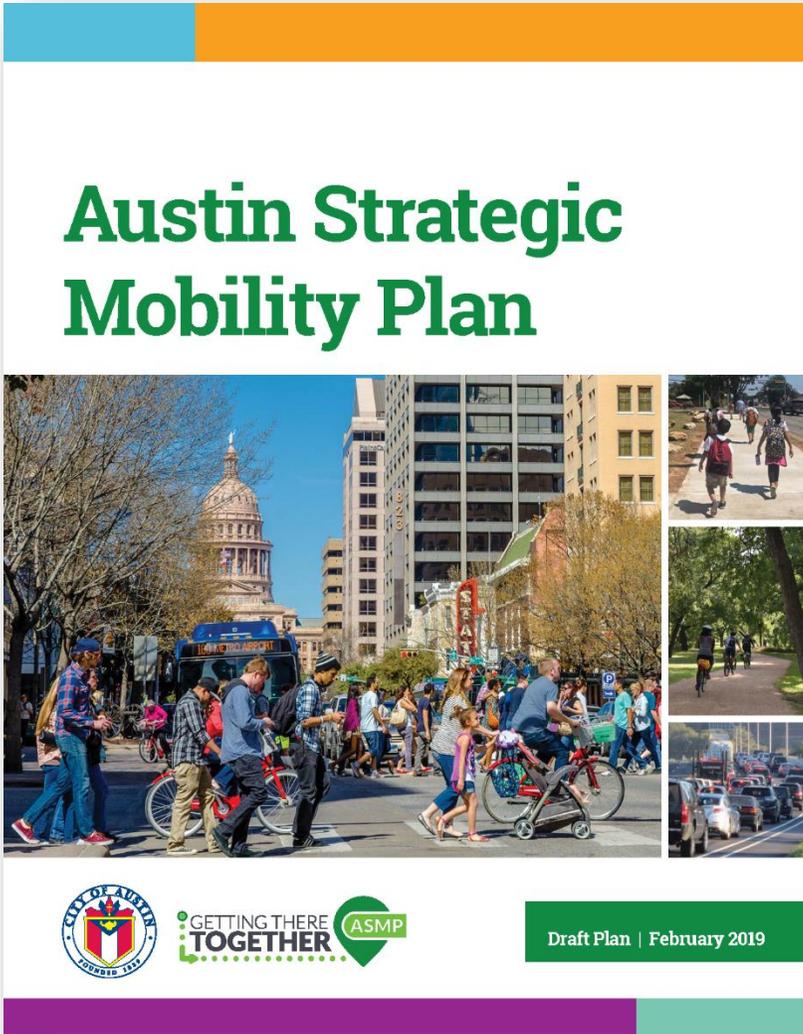
What would it look and feel like?



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

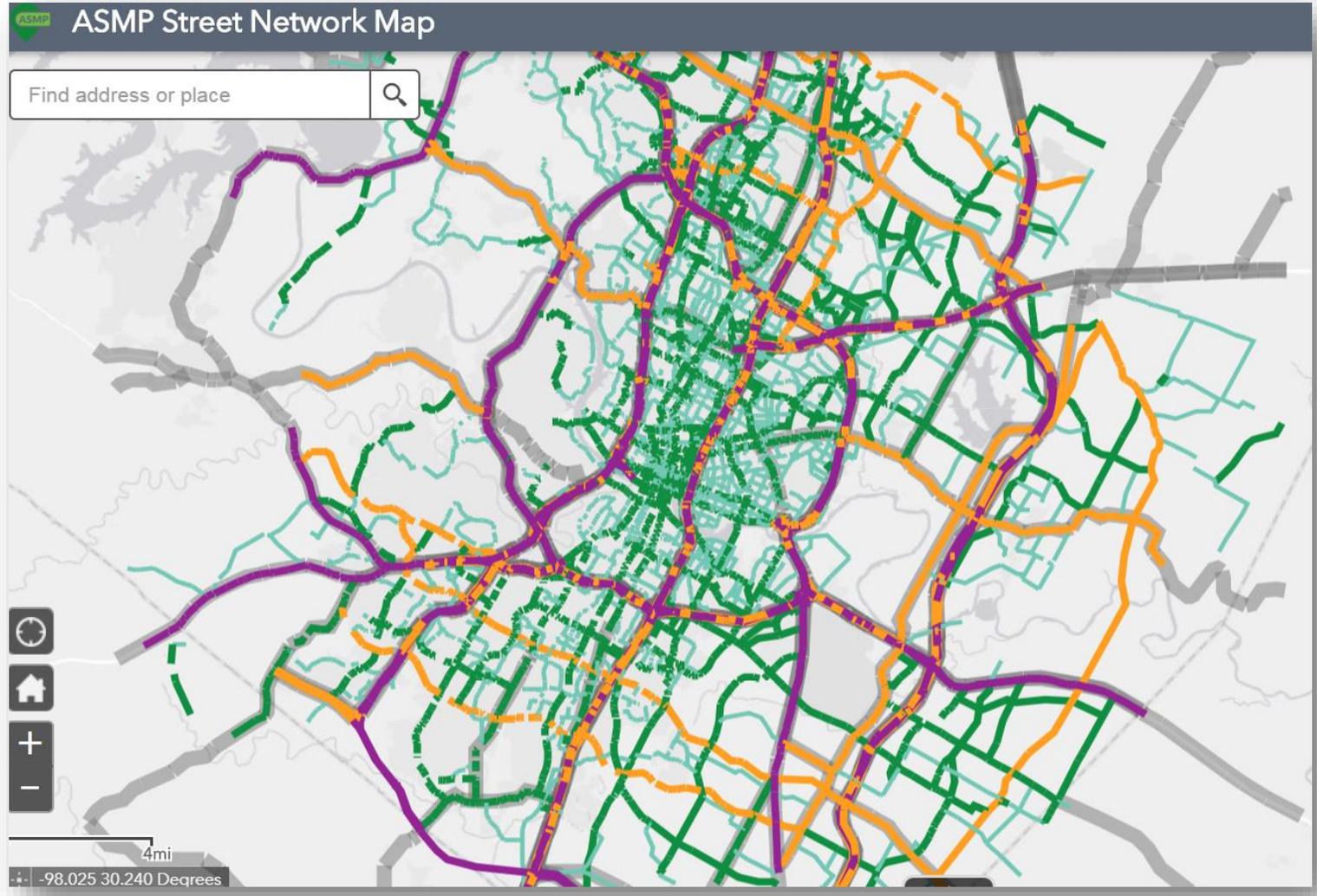


Austin Strategic Mobility Plan



 GETTING THERE TOGETHER 

Draft Plan | February 2019



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

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



- 

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
- 

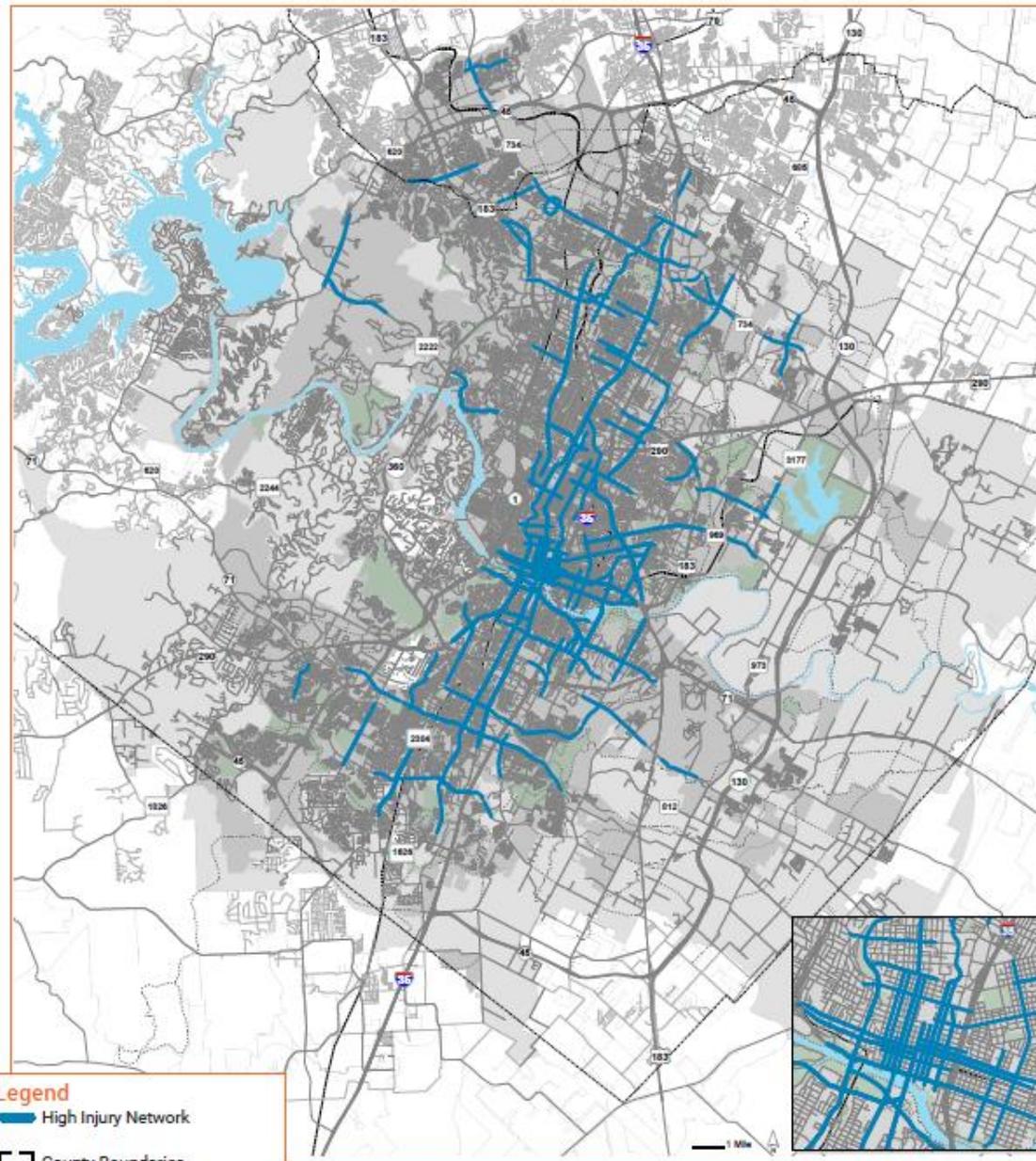
Increase safety education for students and their families
Educate 50,000 students and their families annually and explore new programs with middle, high school, and local colleges and universities by 2020
- 

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



- Legend**
- High Injury Network
 - County Boundaries
 - Lakes
 - City of Austin Parks
 - Austin City Limits
 - ETJ

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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

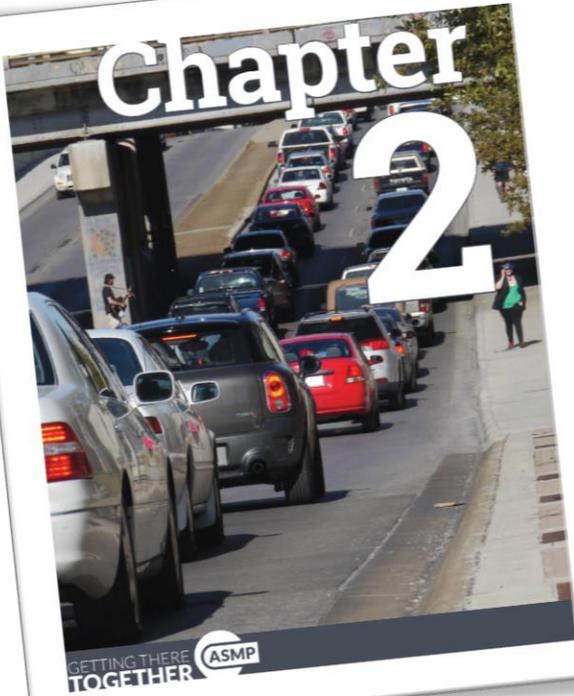
Indicator: Increase the safety of pedestrian crossings

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



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

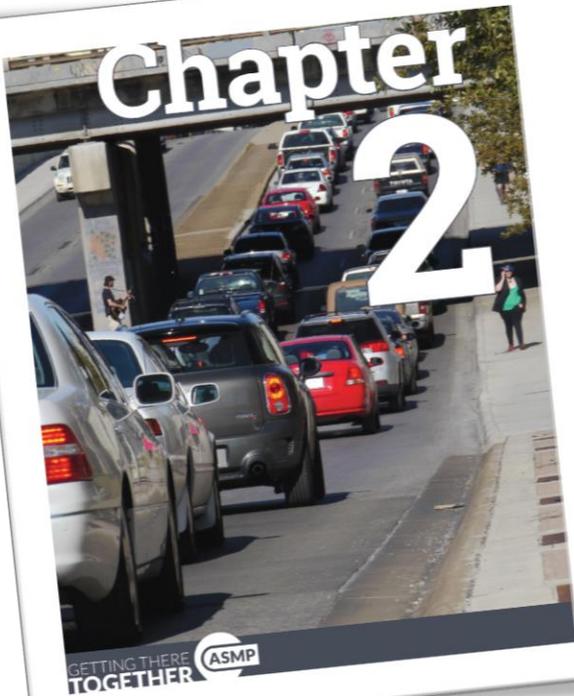
Policy 2 Lead by example in offering, promoting, and implementing mobility options for City of Austin employees

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



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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.

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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



Managing Our Demand

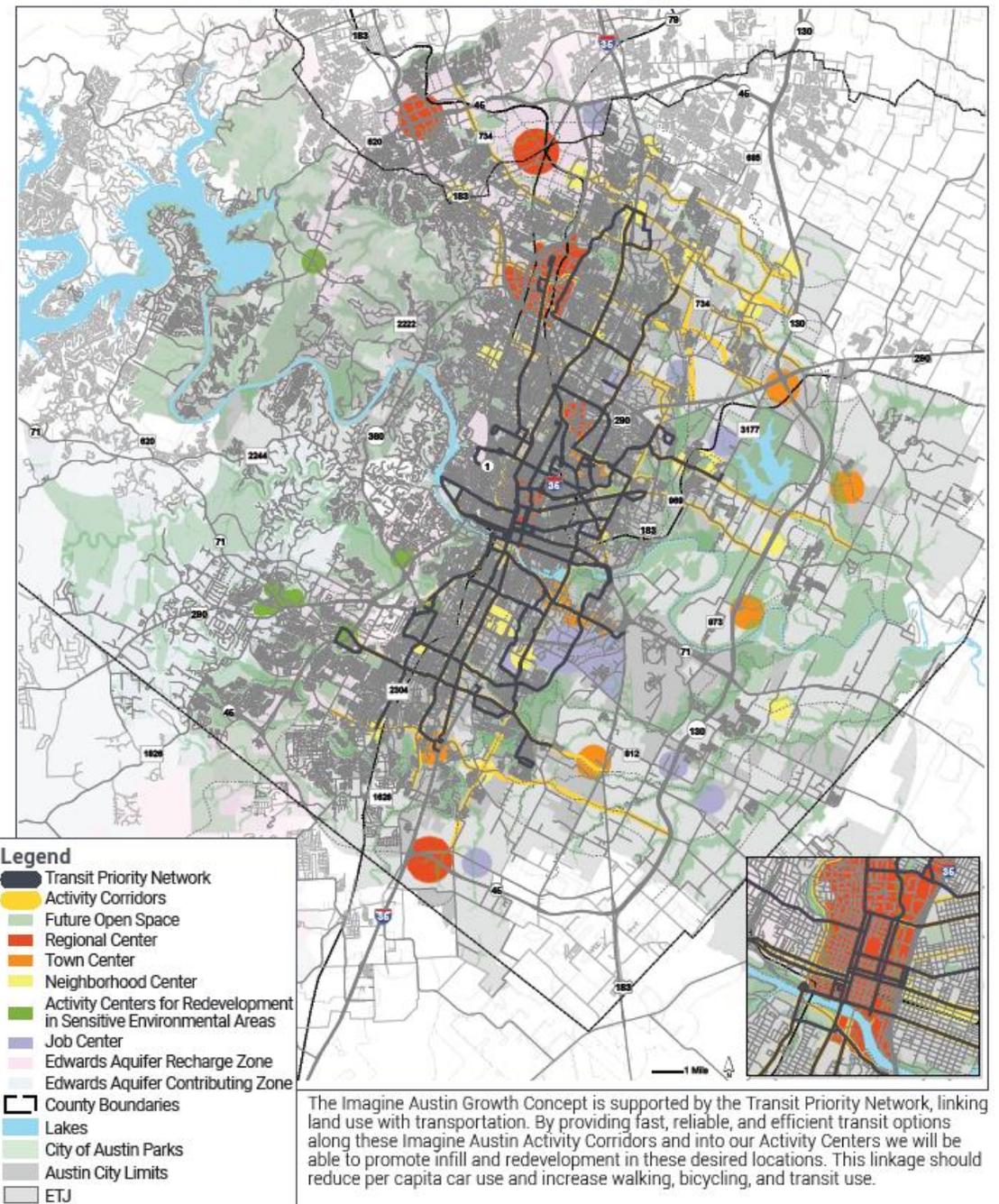
Demand on our transportation network is the use of our transportation systems. When we wish to drive our car to work or walk to the park we are signaling a desire to use that road or sidewalk; we are creating a demand for the transportation network. Peak hour, when most people are using the transportation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

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Growth Concept Map and Transit Priority Network



- Legend**
- Transit Priority Network
 - Activity Corridors
 - Future Open Space
 - Regional Center
 - Town Center
 - Neighborhood Center
 - Activity Centers for Redevelopment in Sensitive Environmental Areas
 - Job Center
 - Edwards Aquifer Recharge Zone
 - Edwards Aquifer Contributing Zone
 - County Boundaries
 - Lakes
 - City of Austin Parks
 - Austin City Limits
 - ETJ

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.

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

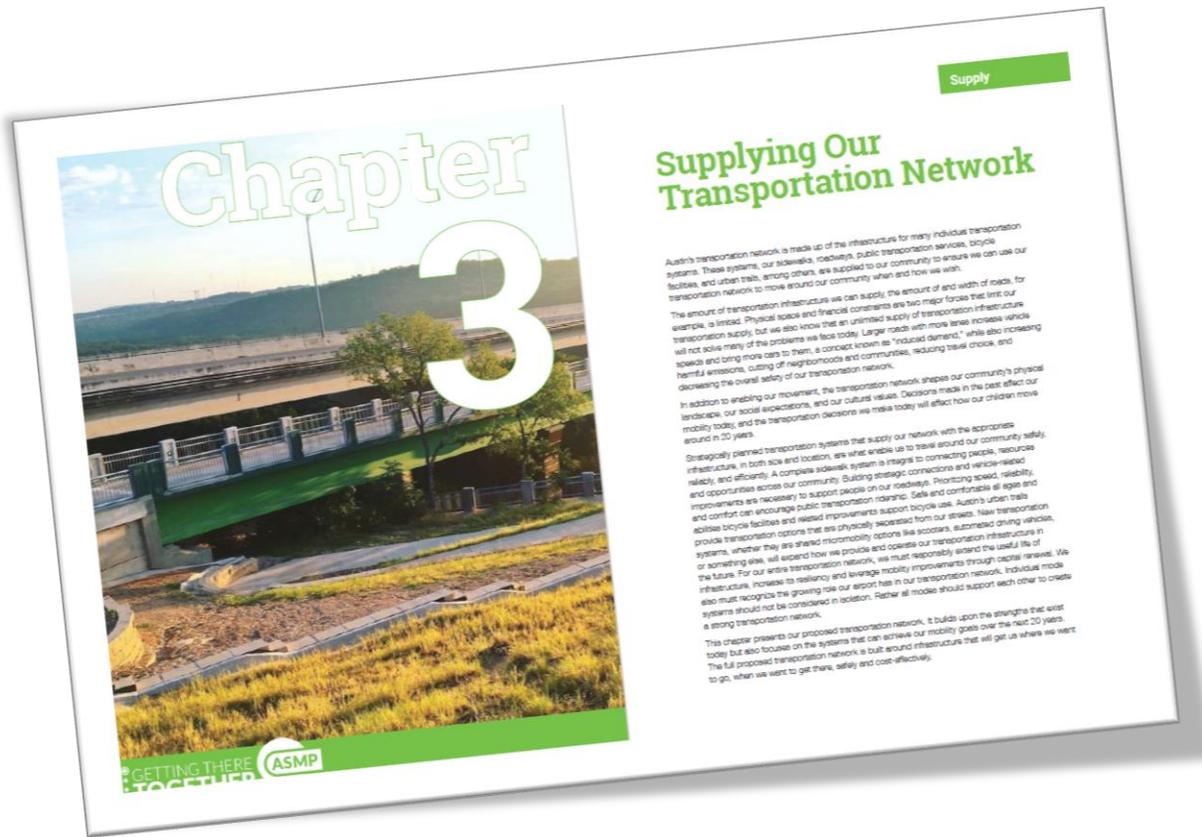
- Policy 1** Responsibly maximize the useful life of transportation infrastructure
- Policy 2** Pursue opportunities to increase mobility options during capital projects
- Policy 3** Improve multimodal mobility through maintenance activities
- Policy 4** Maintain the usability of all mobility infrastructure

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



Supply

Supplying Our Transportation Network

Austin's transportation network is made up of the infrastructure for many individual transportation systems. These systems, our bikeways, roadways, public transportation services, bicycle facilities, and urban trails, among others, are supplied to our community to ensure we can use our transportation network to move around our community when and how we wish.

The amount of transportation infrastructure we can supply, the amount of and width of roads, for example, is limited. Physical space and financial constraints are two major forces that limit our transportation supply, but we also know that an unlimited supply of transportation infrastructure will not solve many of the problems we face today. Larger roads with more lanes increase vehicle speeds and bring more cars to them, a concept known as "induced demand," while also increasing harmful emissions, cutting off neighborhoods and communities, reducing travel choice, and decreasing the overall safety of our transportation network.

In addition to enabling our movement, the transportation network shapes our community's physical landscape, our social expectations, and our cultural values. Decisions made in the past affect our mobility today, and the transportation decisions we make today will affect how our children move around in 20 years.

Strategically planned transportation systems that supply our network with the appropriate infrastructure, in both size and location, are what enable us to travel around our community safely, reliably, and efficiently. A complete sidewalk system is integral to connecting people, resources and opportunities across our community. Building strategic connections and vehicle-related improvements are necessary to support people on our roadways. Prioritizing speed, reliability and comfort can encourage public transportation ridership. Safe and comfortable all ages and abilities bicycle facilities and related improvements support bicycle use. Austin's urban trails provide transportation options that are physically separated from our streets. New transportation systems, whether they are shared micromobility options like scooters, automated driving vehicles, or something else, will expand how we provide and operate our transportation infrastructure in the future. For our entire transportation network, we must responsibly expand the useful life of infrastructure, increase its resiliency and leverage mobility improvements through capital renewal. We also must recognize the growing role our airport has in our transportation network. Individual mode systems should not be considered in isolation. Rather, all modes should support each other to create a strong transportation network.

This chapter presents our proposed transportation network. It builds upon the strengths that exist today but also focuses on the systems that can achieve our mobility goals over the next 20 years. The full proposed transportation network is built around infrastructure that will get us where we want to go, when we want to get there, safely and cost-effectively.

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

Chapter 3

Supplying Our Transportation Network

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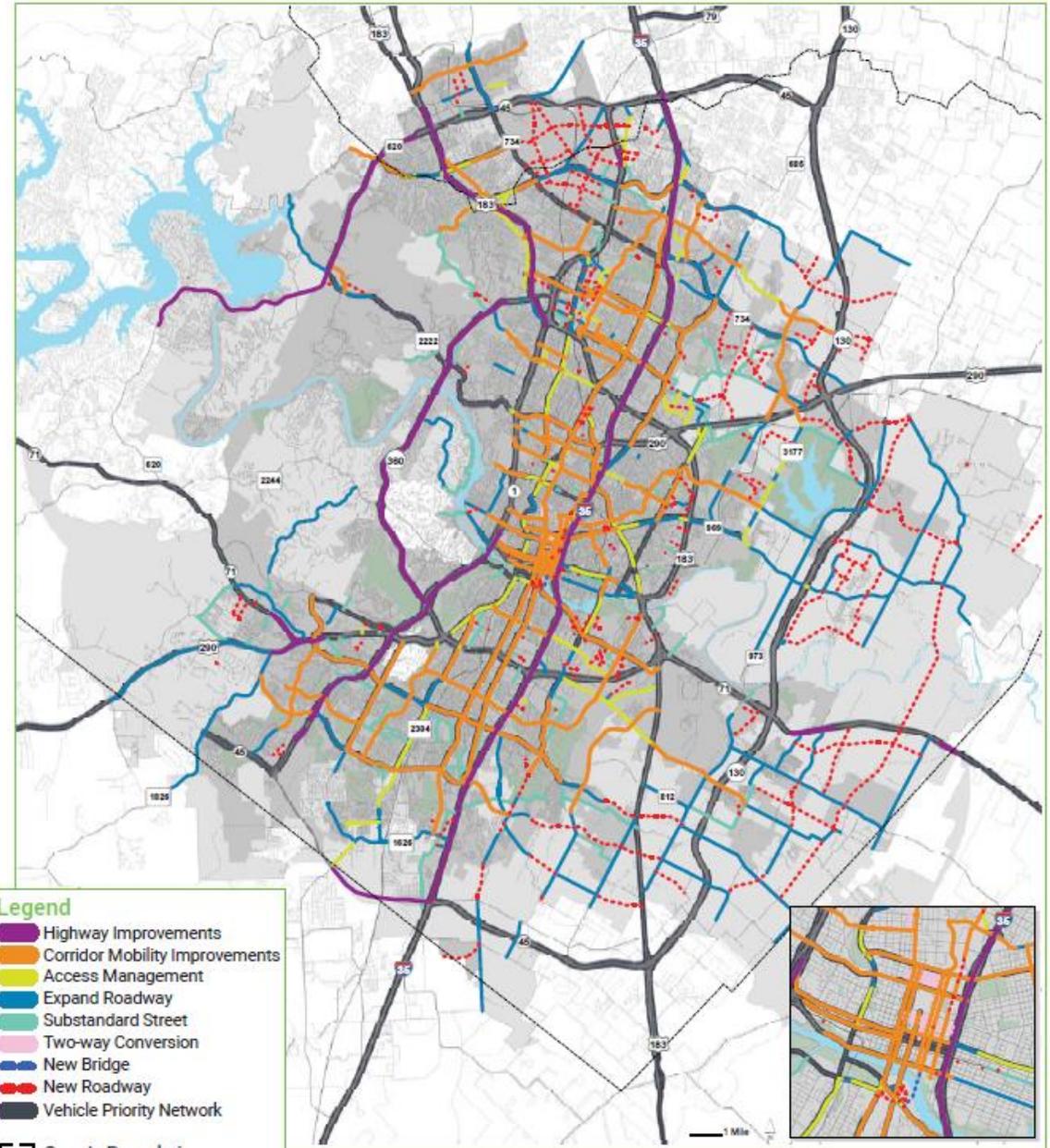
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GETTING THERE TOGETHER ASMP

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



- Highway Improvements
 - Corridor Mobility Improvements
 - Access Management
 - Expand Roadway
 - Substandard Street
 - Two-way Conversion
 - New Bridge
 - New Roadway
 - Vehicle Priority Network
-
- County Boundaries
 - Lakes
 - City of Austin Parks
 - Austin City Limits
 - ETJ

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.



Supply

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Indicators and Targets - 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)*



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



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)*

Chapter 3

Supplying Our Transportation Network

Supply

Austin's transportation network is made up of the infrastructure for many individual transportation systems. These systems, our sidewalks, roadways, public transportation services, bicycle facilities, and urban trails, among others, are supplied to our community to ensure we can use our transportation network to move around our community when and how we wish.

The amount of transportation infrastructure we can supply, the amount of and width of roads, for example, is limited. Physical space and financial constraints are two major forces that limit our transportation supply, but we also know that an unlimited supply of transportation infrastructure will not solve many of the problems we face today. Larger roads with more lanes increase vehicle speeds and bring more cars to them, a concept known as "induced demand," while also increasing harmful emissions, cutting off neighborhoods and communities, reducing travel choice, and decreasing the overall safety of our transportation network.

In addition to enabling our movement, the transportation network shapes our community's physical landscape, our social expectations, and our cultural values. Decisions made in the past affect our mobility today, and the transportation decisions we make today will affect how our children move around in 20 years.

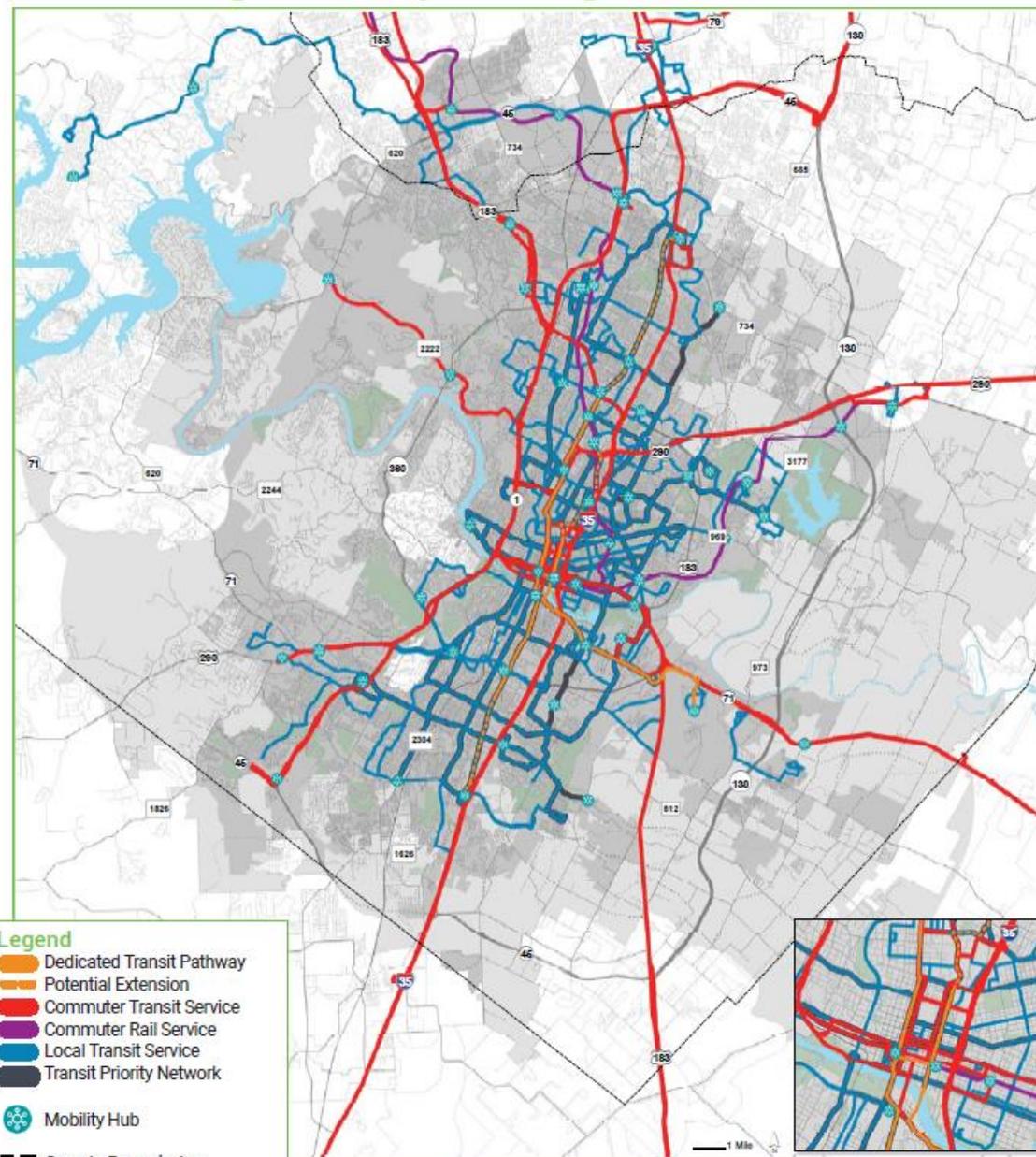
Strategically planned transportation systems that supply our network with the appropriate infrastructure, in both size and location, are what enable us to travel around our community safely, reliably, and efficiently. A complete sidewalk system is integral to connecting people, services and opportunities across our community. Building strategic connections and vehicle-related improvements are necessary to support people on our roadways. Increasing speed, reliability and comfort can encourage public transportation riding. Safe and comfortable all ages and abilities bicycle facilities and related improvements support bicycle use. New transportation provide transportation options that are physically separated from our streets. New transportation systems, whether they are shared micromobility options like scooters, automated driving vehicles, or something else, will expand how we provide and operate our transportation infrastructure in the future. For our entire transportation network, we must responsibly expand the useful life of infrastructure, increase its resiliency and leverage mobility improvements through capital renewal. We also must recognize the growing role our airport has in our transportation network. Individual mode systems should be considered in isolation. Rather, all modes should support each other to create a strong transportation network.

This chapter presents our proposed transportation network. It builds upon the strengths that exist in our existing transportation network, but also focuses on the systems that can achieve our mobility goals over the next 20 years. The full proposed transportation network is built around infrastructure that will get us where we want to go, when we want to get there, safely and cost-effectively.

GETTING THERE TOGETHER ASMP

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

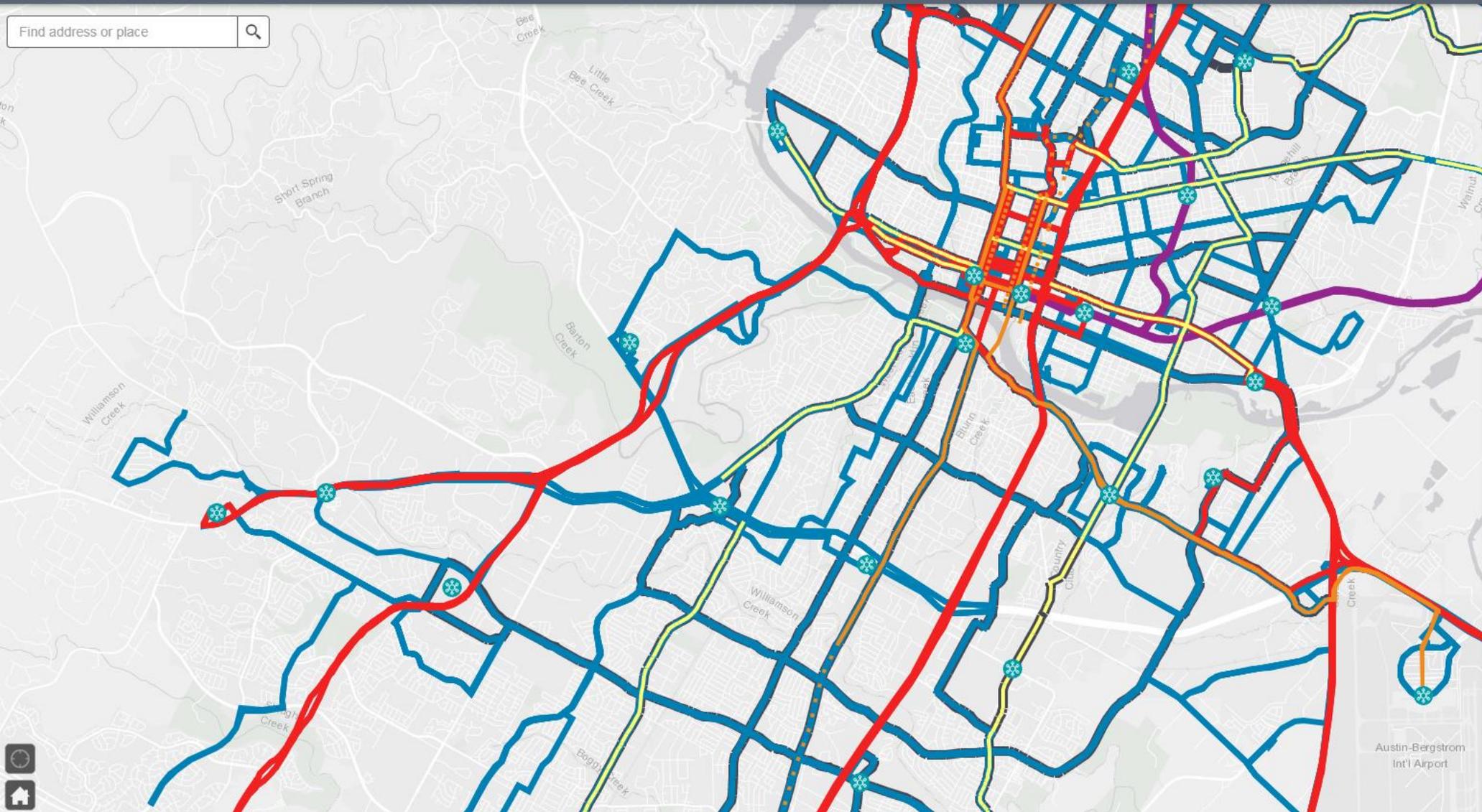


Legend

- Dedicated Transit Pathway
- Potential Extension
- Commuter Transit Service
- Commuter Rail Service
- Local Transit Service
- Transit Priority Network
- Mobility Hub
- County Boundaries
- Lakes
- City of Austin Parks
- Austin City Limits
- ETJ

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.

Find address or place



Legend

- Public Transportation System Map - Mobility Hub
- Public Transportation System Map - Dedicated Transit Pathways
 - Dedicated Transit Pathway
 - Potential Extension
- Street Network Table - Dedicated Transit Pathway Alternative Alignments
- Street Network Table - BRT Light Corridor Transit Priority Treatments
- Public Transportation System Map - Commuter Transit Service
- Public Transportation System Map - Commuter Rail Service
- Public Transportation System Map - Local Transit Service
- Public Transportation System Map - Transit Priority Network

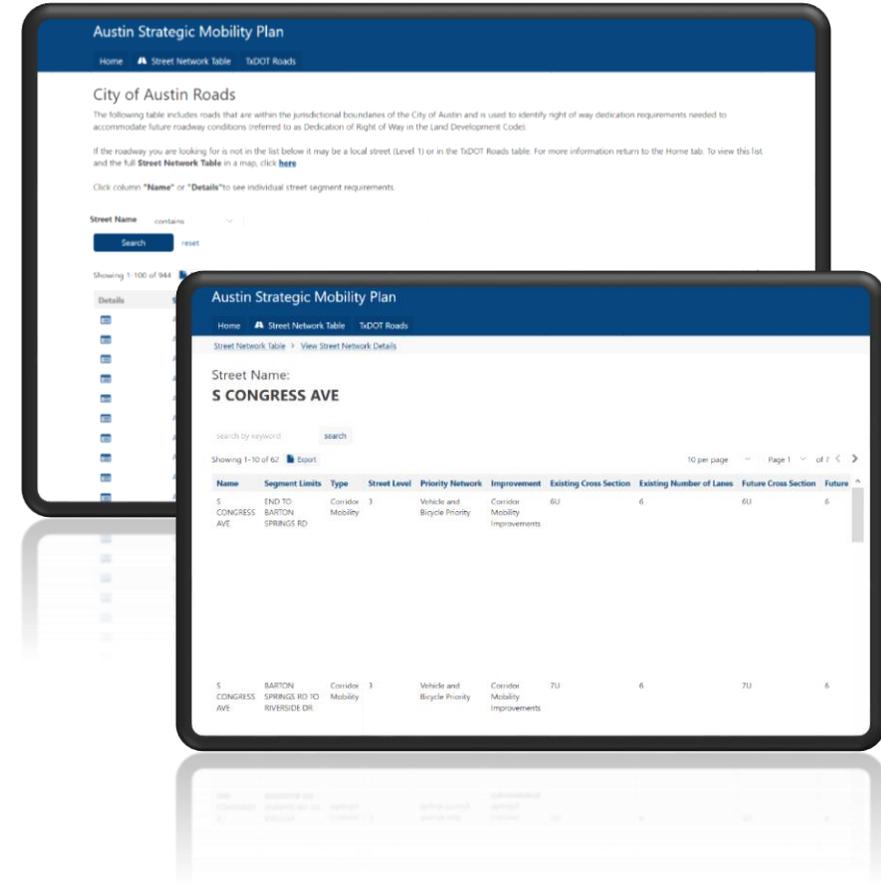
Interactive maps at austintexas.gov/asmp

Street Network Table

Technical element of the ASMP

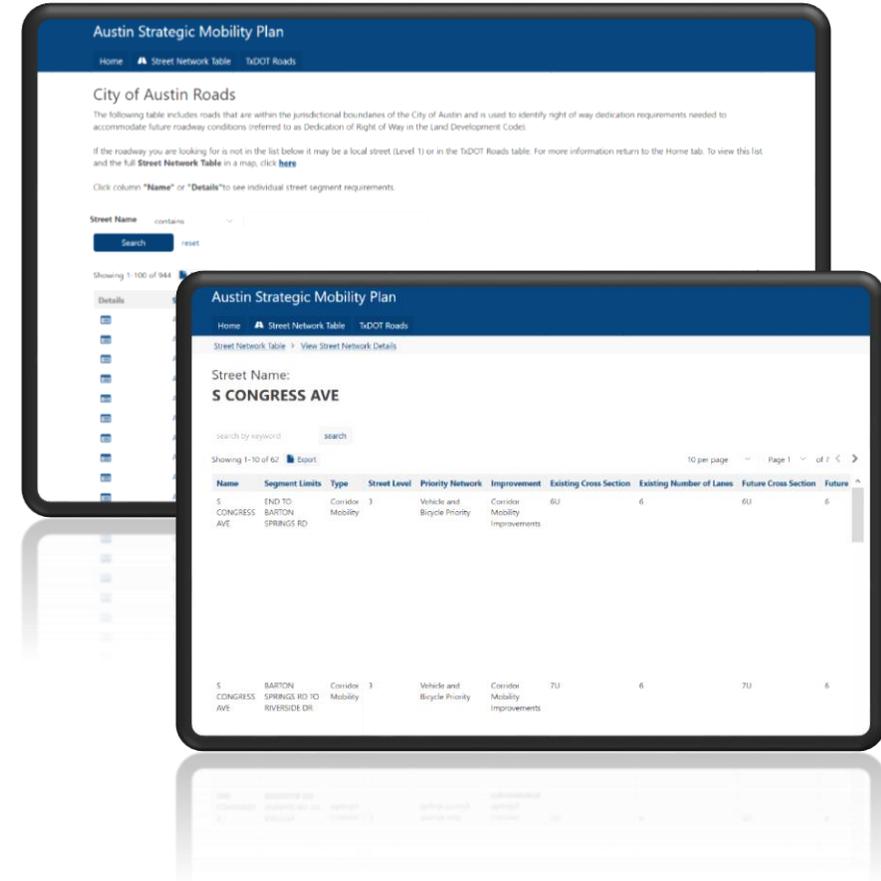
944 streets organized by Street Name with existing and future condition of right of way

Fully digital public database



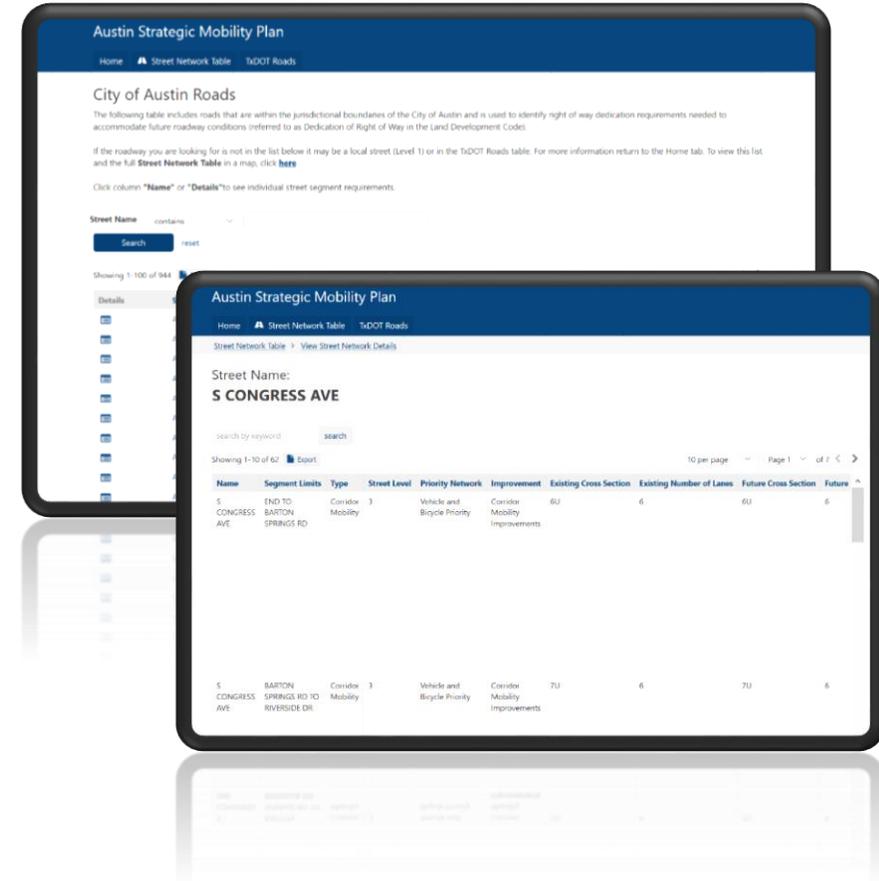
Street Network Table – Roadway Example

- 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

austintexas.gov/ASMP

The screenshot shows the Austin Texas website's ASMP page. At the top, there's a search bar and navigation links for 'Pay Online', 'Services', 'Calendar', 'Media', 'Departments', '3-1-1', and 'Translate'. Below that are tabs for 'Resident', 'Business', 'Development', 'Government', and 'Environment'. The main content area has a 'Transportation' banner with a photo of a parking sign. The 'GETTING THERE TOGETHER ASMP' logo is prominent. Text below the logo describes the ASMP as Austin's new city-wide transportation plan. There are two call-to-action buttons: 'Click here to sign up & receive ASMP updates' and 'Subscribe to receive updates'. The sidebar on the left provides a menu for the ASMP, including 'Department Home', 'Austin Strategic Mobility Plan', 'ASMP Español', 'About the ASMP', 'Get Involved with the ASMP', 'ASMP Timeline', and 'Multimodal Community Advisory Committee'. The 'TOP CONTENT' section lists several key items with star icons.

Thank you

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