



# Austin Strategic Mobility Plan

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BICYCLE ADVISORY COUNCIL

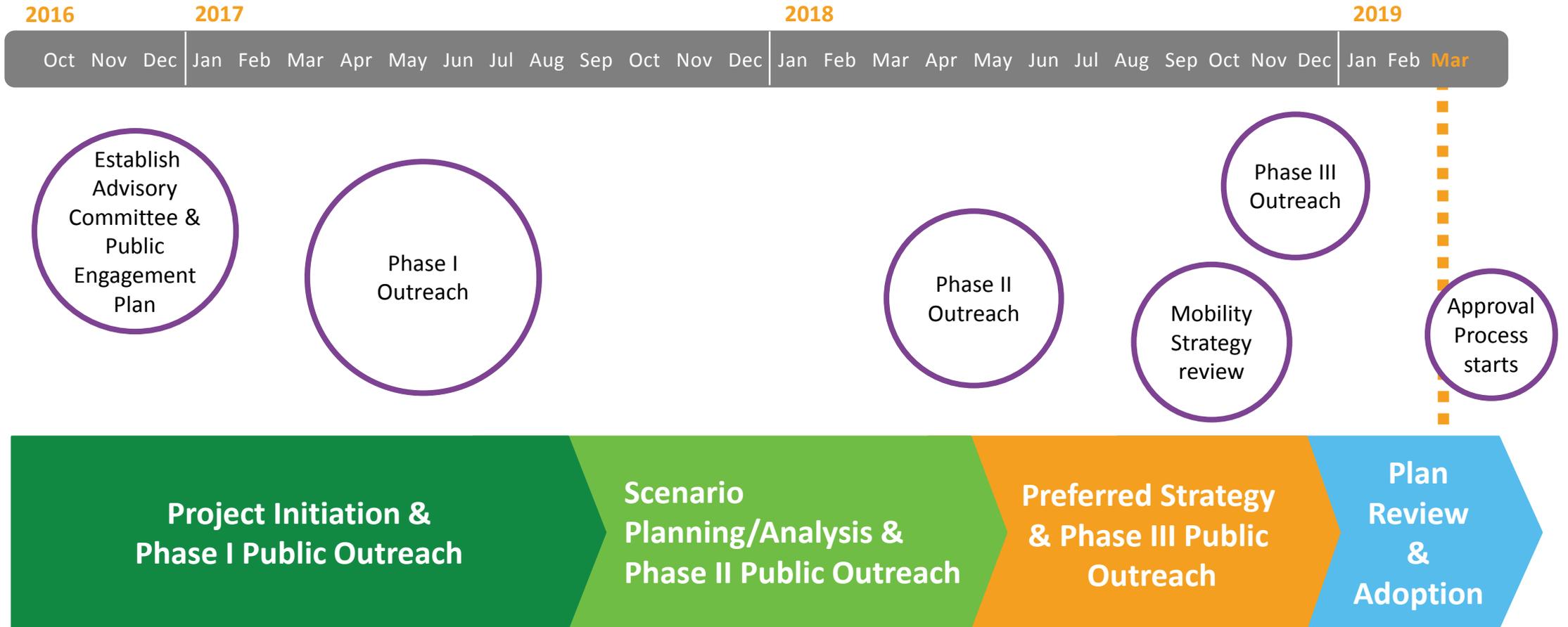
MARCH 19, 2019

# Agenda

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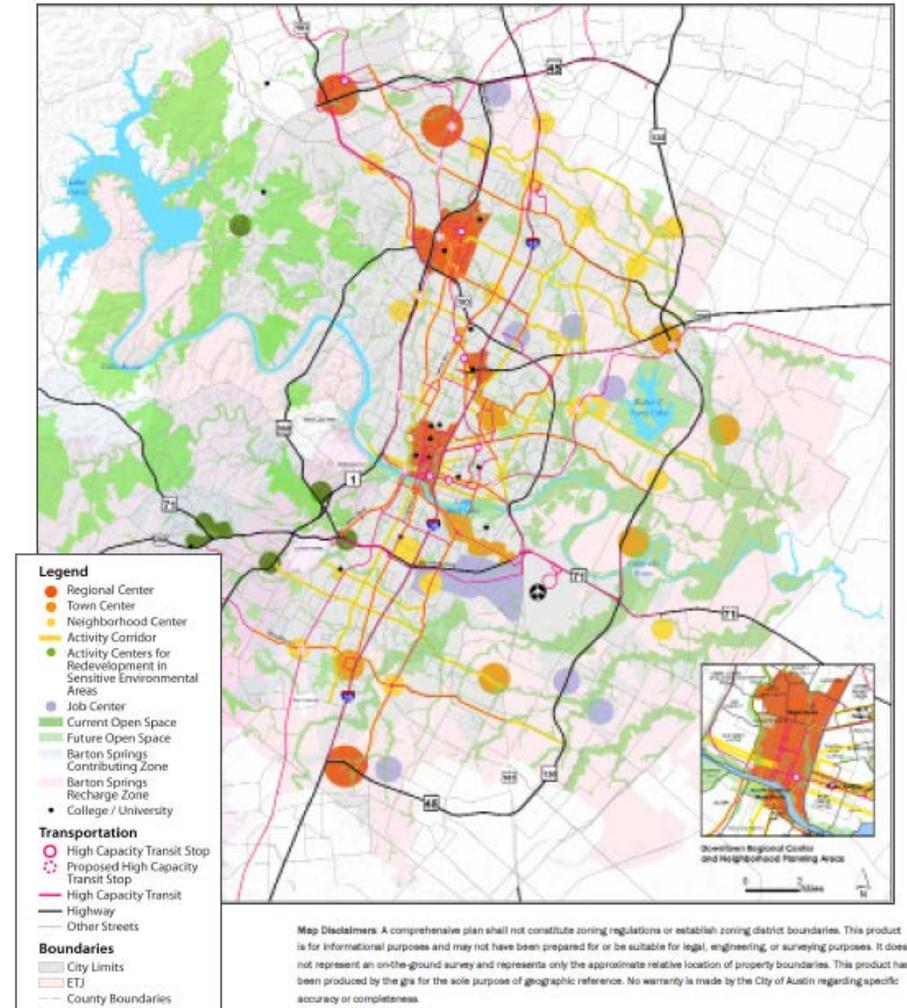
- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Draft
  - Content Outline
  - Elements of the Plan
  - Top Strategies
- Chapter 3: Supplying Our Transportation Infrastructure
- December BAC Feedback
- Next Steps

# 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

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## Technical:

### *Scenario Planning*



## Public Engagement:

### *Targeted to Historically Underserved/Underrepresented Populations*

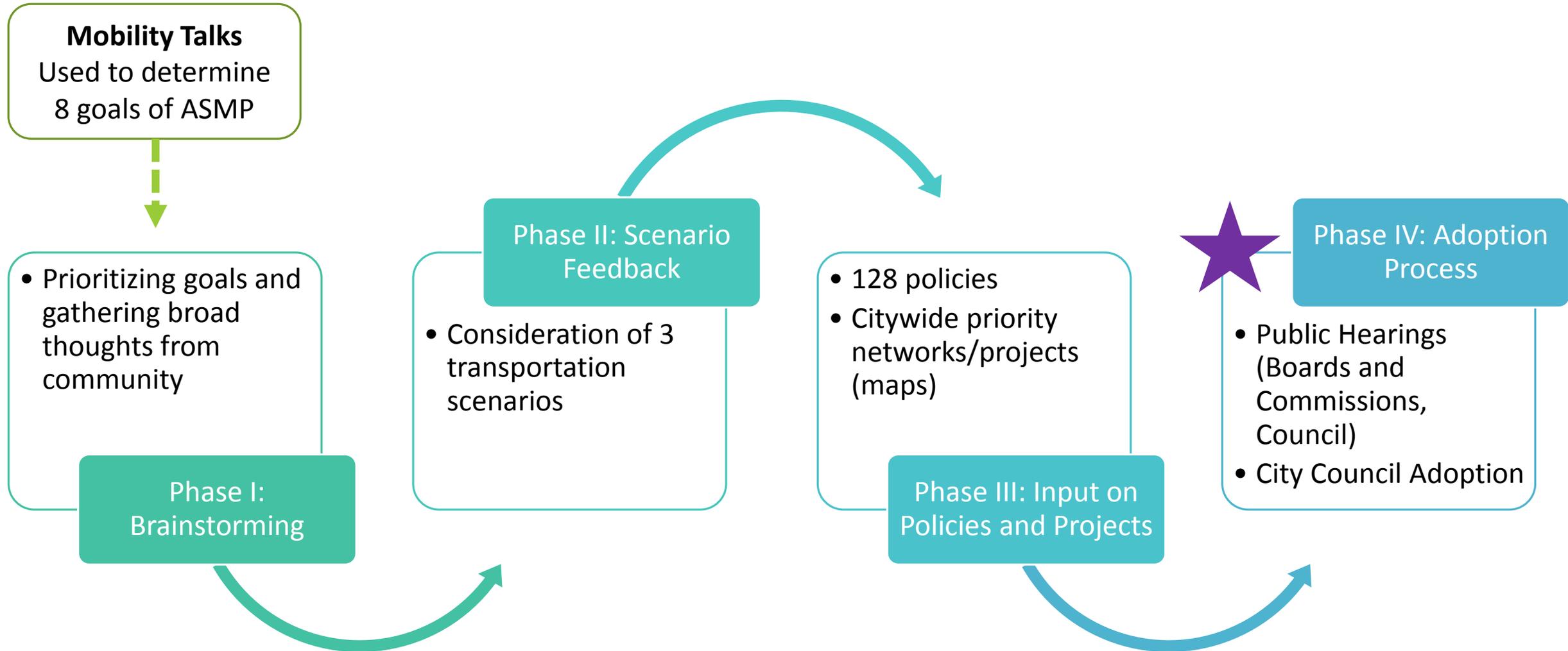
Youth  
(24 and younger)

Seniors  
(65 and older)

People of  
Color

People with  
Mobility  
Impairments

# Community Engagement



# Phase I Results

## Overall Results



Commuter Delay



Affordability



Health & Safety



Travel Choice



Sustainability



Placemaking



Economic Prosperity



Innovation

## Focus Populations



Affordability



Commuter Delay



Travel Choice



Health & Safety



Sustainability



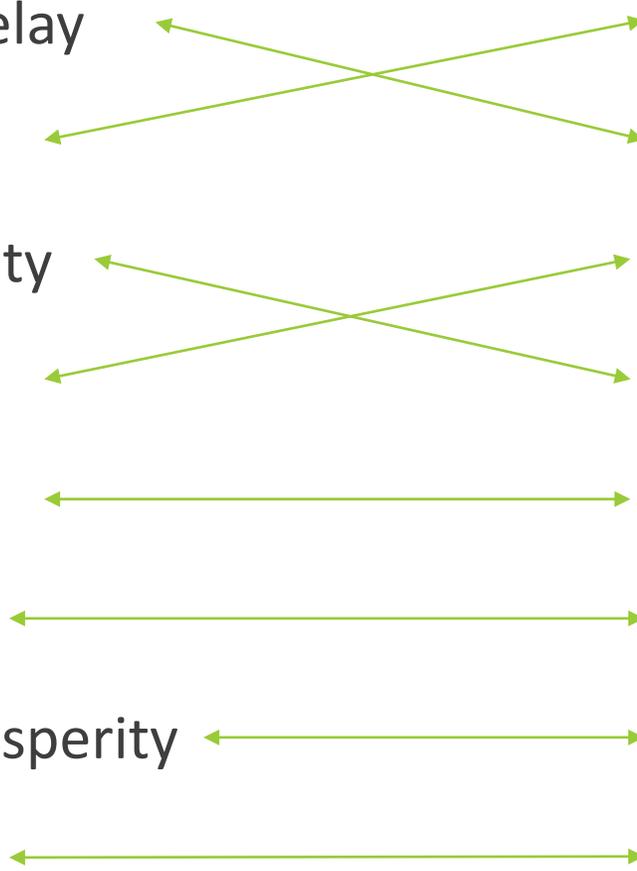
Placemaking



Economic Prosperity



Innovation

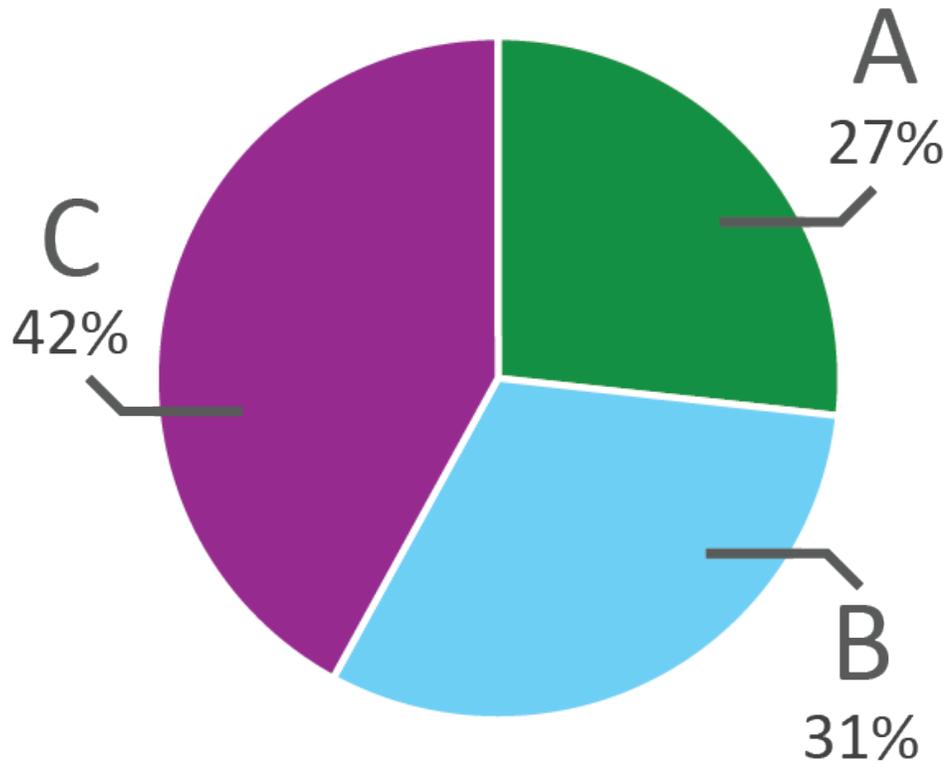


# Phase II - Scenarios

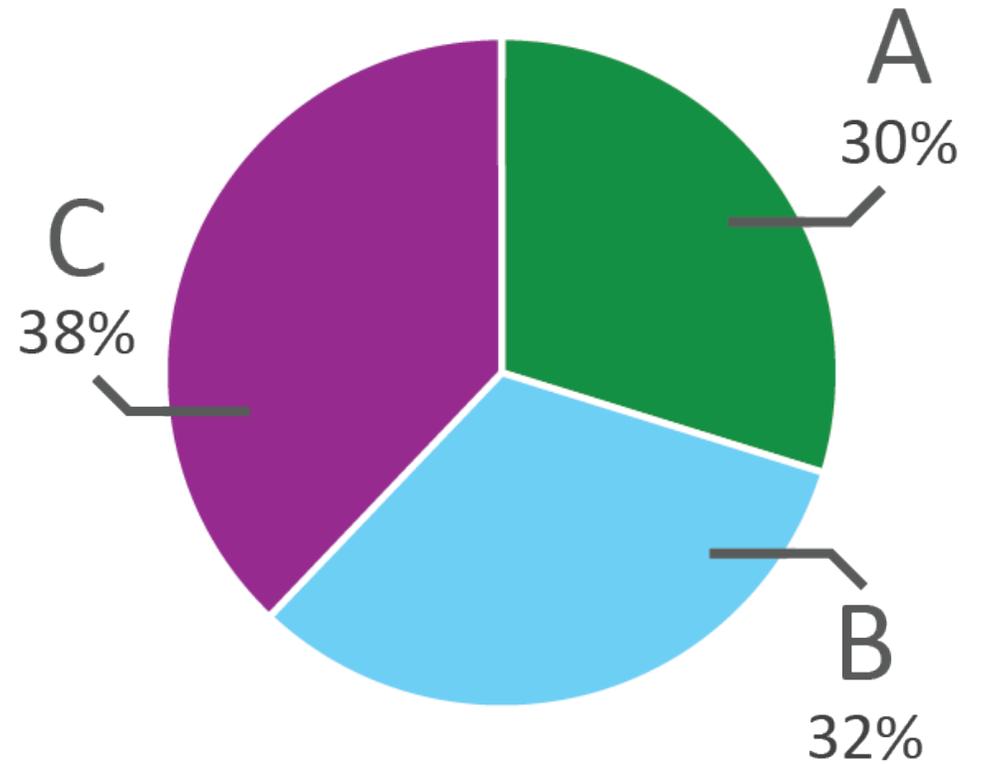
Scenario A	Scenario B	Scenario C
<ul style="list-style-type: none"><li>• Most focused on: roads</li><li>• Some focus on: sidewalks, transit, bicycle projects &amp; technology</li></ul>	<ul style="list-style-type: none"><li>• Balanced focus on: roads, sidewalks, transit, bicycle projects &amp; technology</li></ul>	<ul style="list-style-type: none"><li>• Most focused on: sidewalks, transit, bicycle projects &amp; technology</li><li>• Some focus on: roads</li></ul>
 An illustration of a city street scene. In the foreground, there are several people walking on a sidewalk. A cyclist is riding a bicycle on the road. In the middle ground, there are several cars of different colors (orange, purple, green) and a large grey bus. The background is a simple landscape with a green hill and a blue sky.		

# Phase II Results

## Overall Population



## Focus Populations





# What we heard/key changes in Phase III

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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**

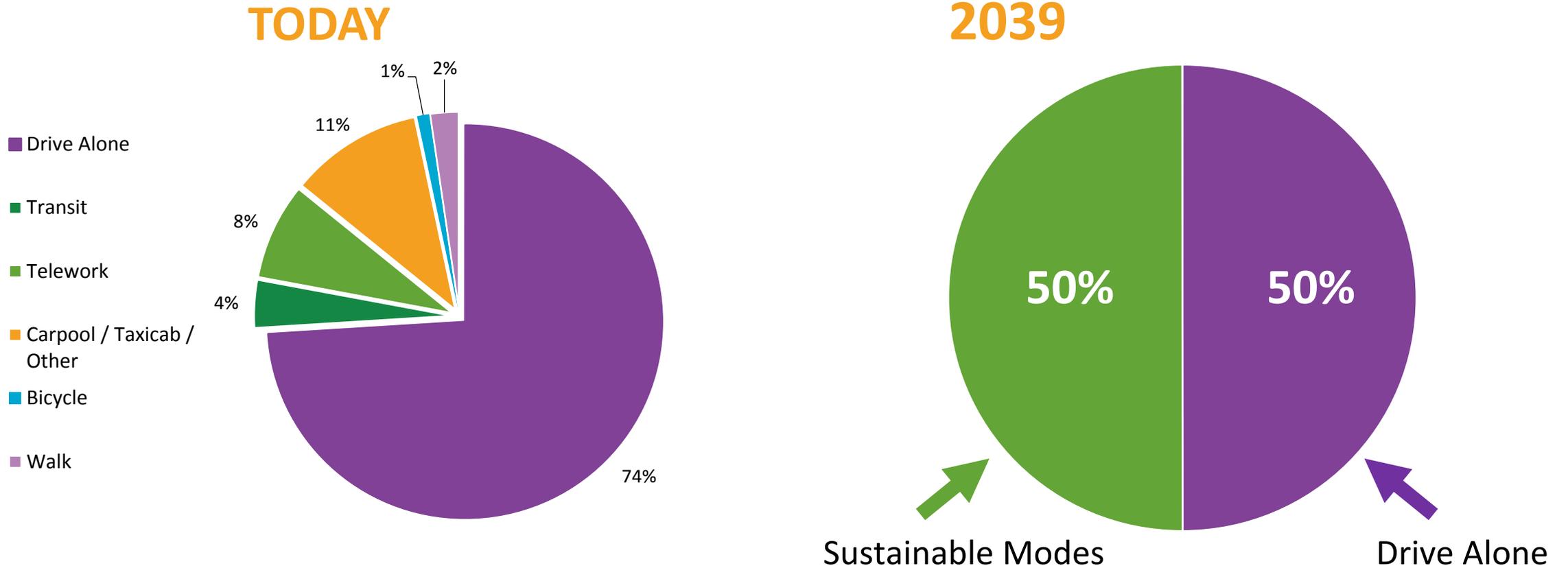
Type	Engagement *with Project Connect	Phase 1: Goals	Phase 2: Scenarios	Phase 3: Policies + Projects	Phase 4: Adoption
<b>Targeted Engagement</b>  with a focus on historically underrepresented/ underserved communities	Paper survey (in person, delivery, and mail-in)	●	●	●	
	Organizational outreach	●	●	●	●
	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)			●	
<b>Traditional public engagement</b>	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

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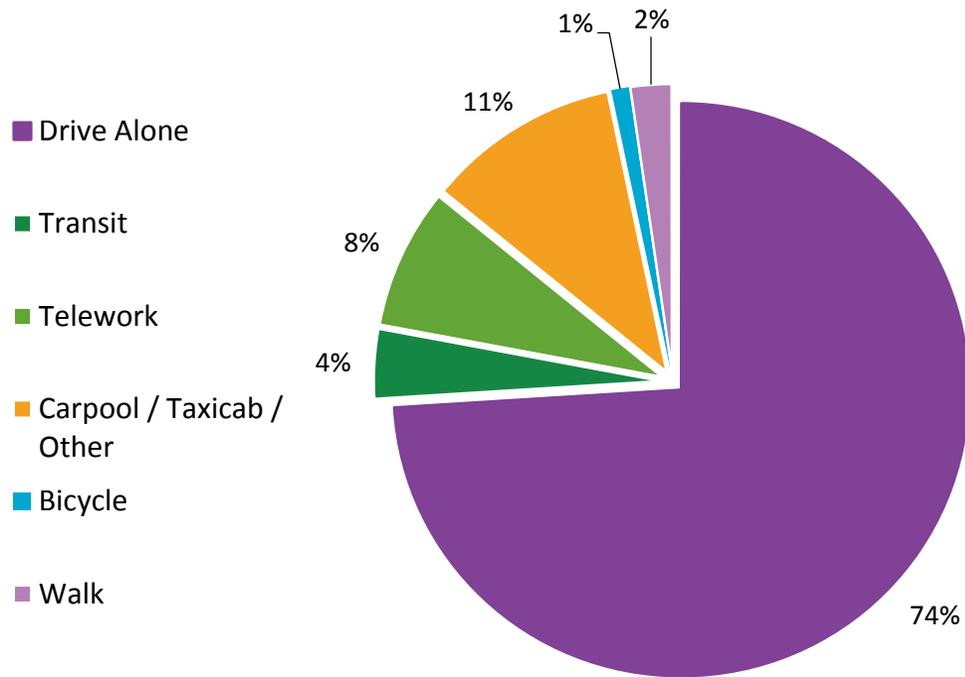
# Motivation for the Plan

74% drive alone today vs. 50% in 2039

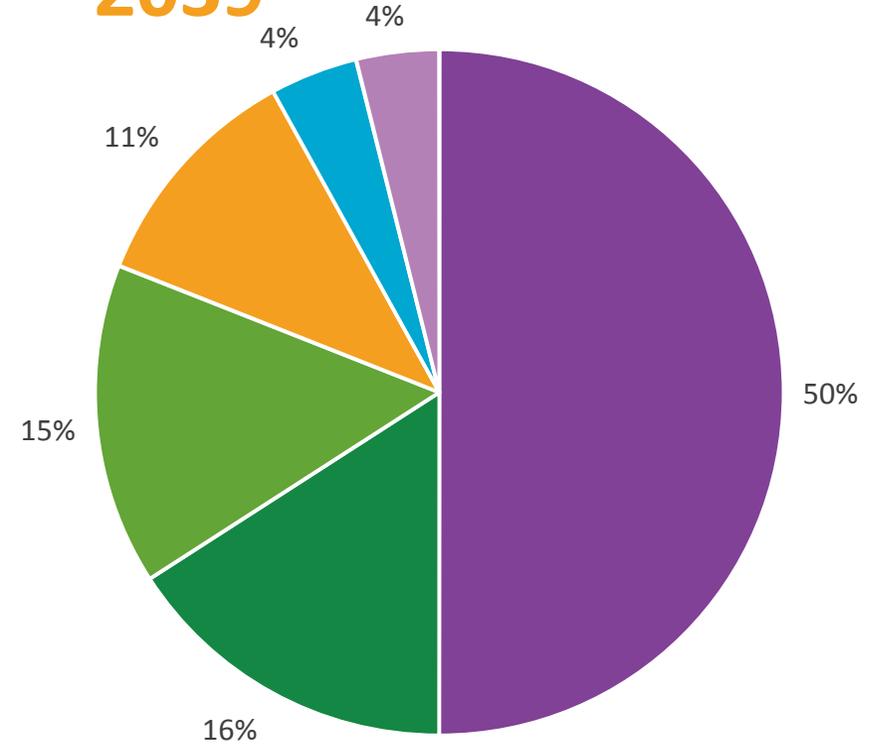


# Mode Share Targets

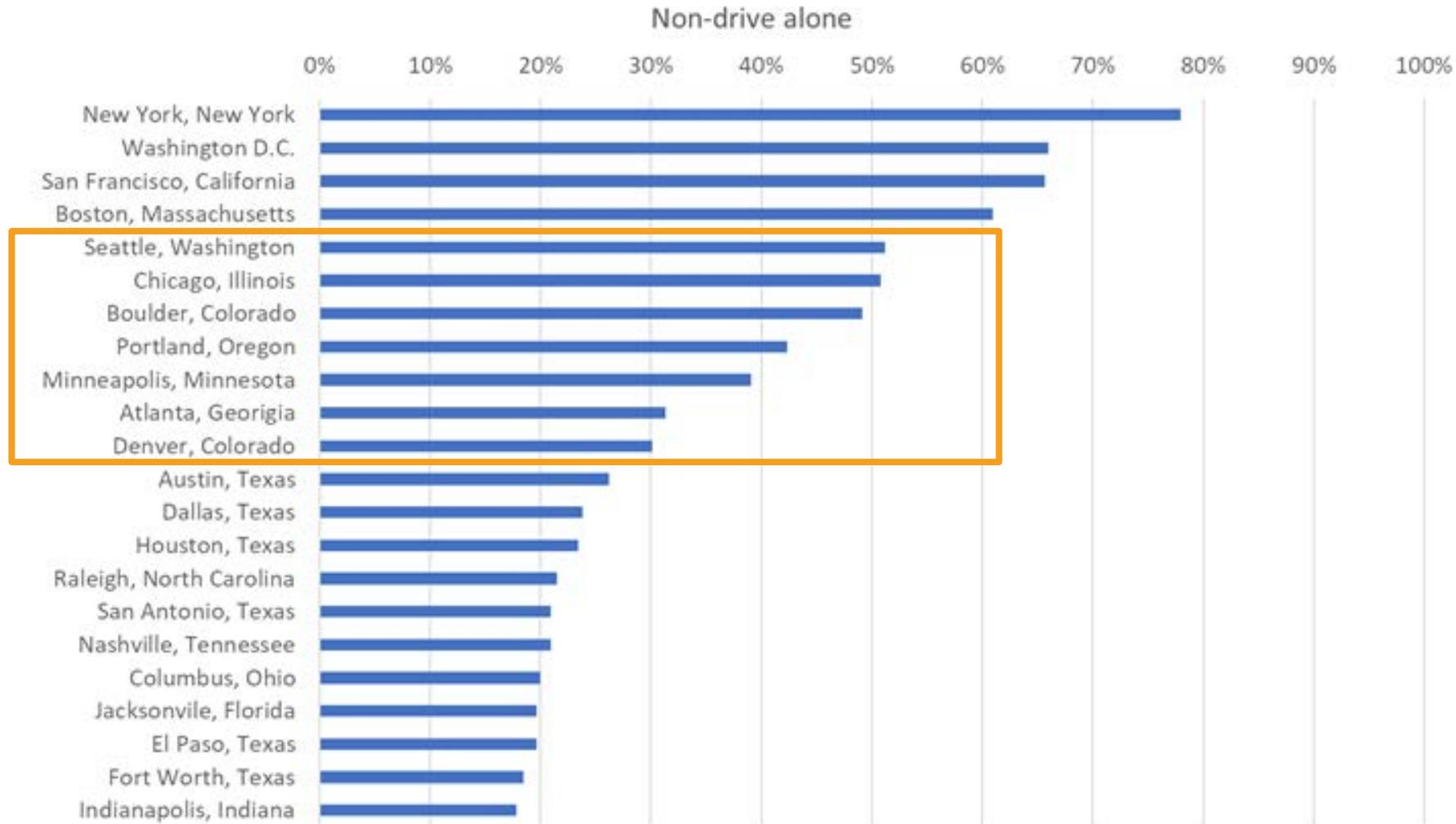
TODAY



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

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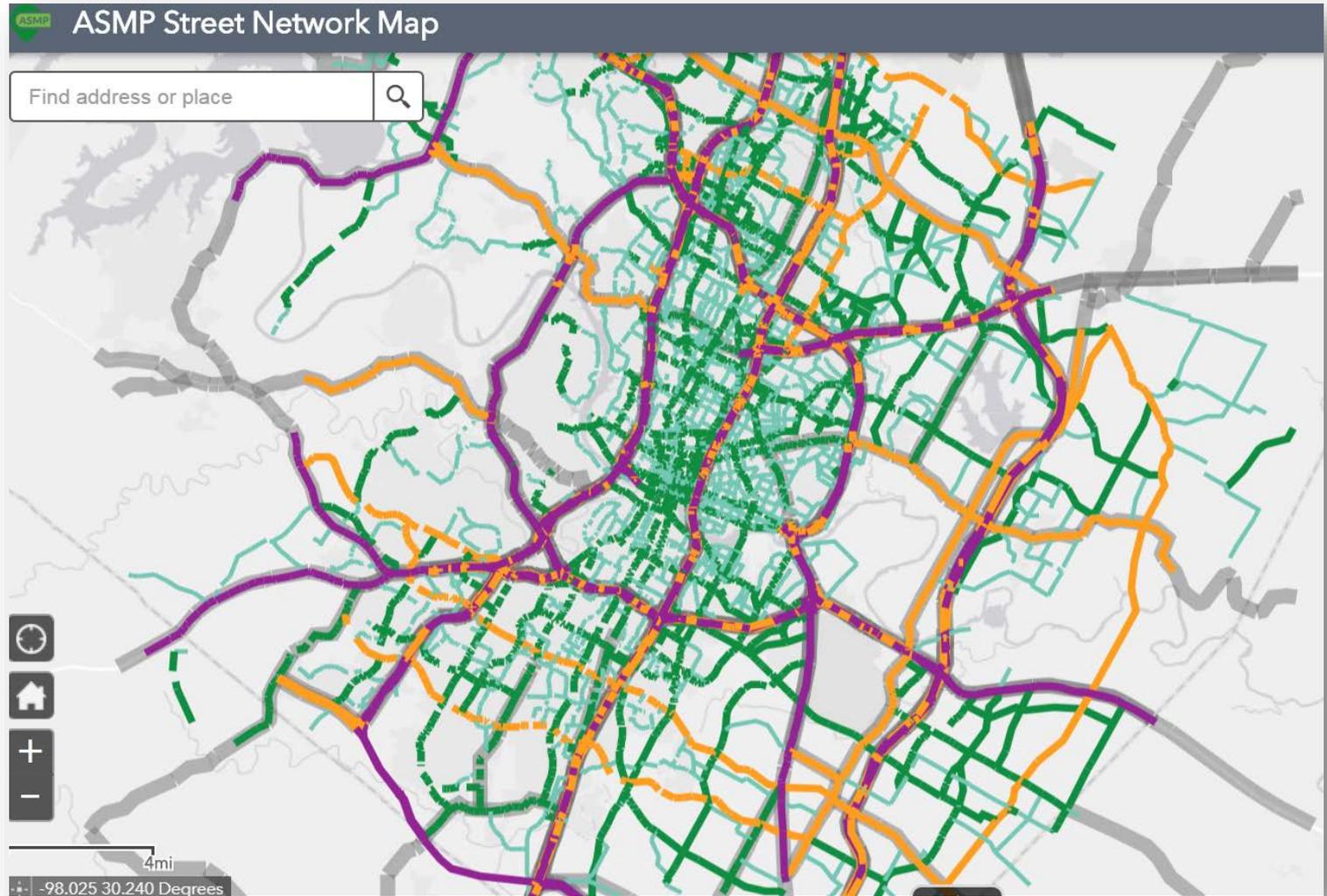
# Policy Document, Street Network Table + Map

## Austin Strategic Mobility Plan



GETTING THERE TOGETHER ASMP

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

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**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

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**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

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- **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

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- **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 3:

# Supplying Our Transportation Infrastructure

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# Chapter 3

## Supplying Our Transportation Network

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 networks 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 corridors and vehicle-related improvements across our roadways. Prioritizing speed, reliability, and comfort can encourage public transportation ridership. Safe and comfortable at-grade and off-grade 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 sharing 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 extend 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.

GETTING THERE TOGETHER ASMP

## 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

## 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

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**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

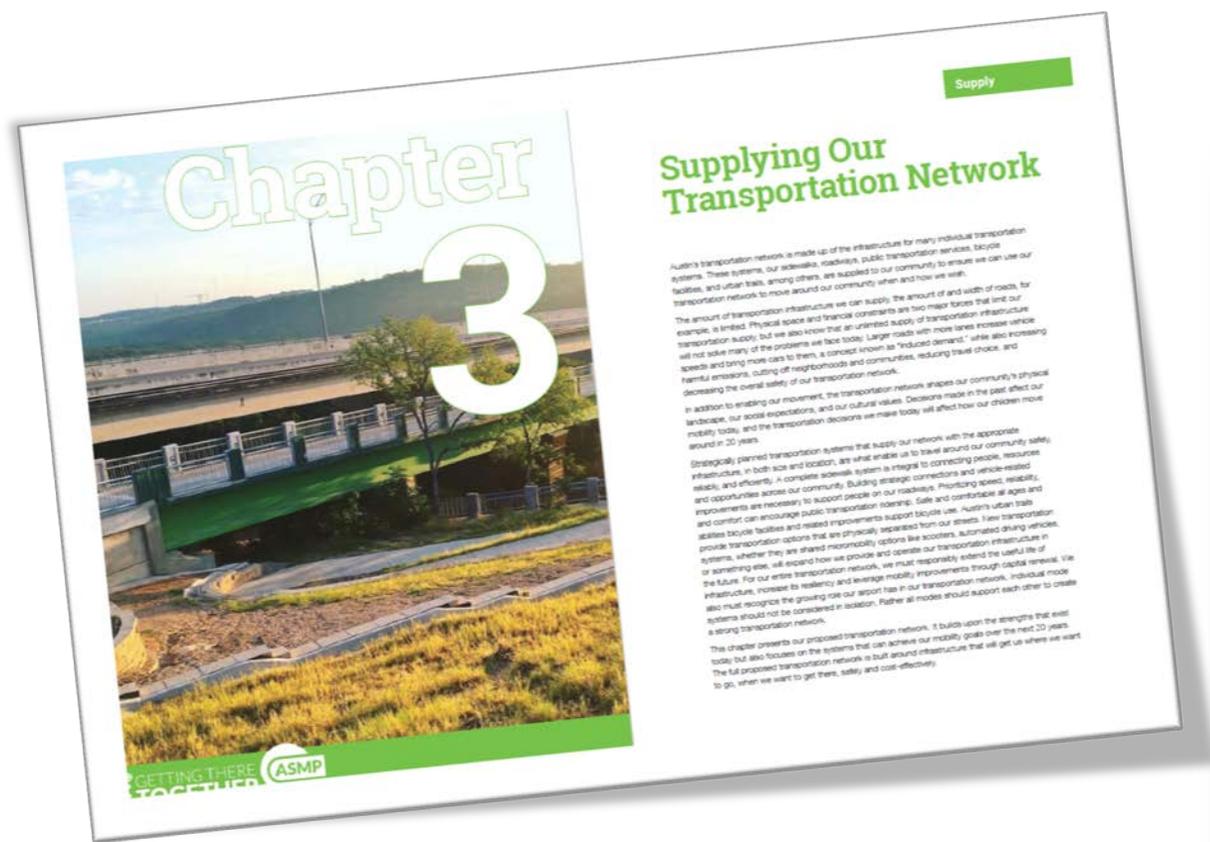
**Policy 1** Expand mobility options to and from the airport

**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 - Bicycle System



**Increase the number of major roadways that have all ages and abilities bicycle facilities**



**Increase the linear miles of all ages and abilities facilities**



**Increase the number of children commuting to school by bicycle**



**Increase the share of Austin residents who bicycle to work**

*Achieve 4% of residents who bicycle to work by 2039  
(1.3% of residents commuted to work by bicycle between 2013 and 2017)*

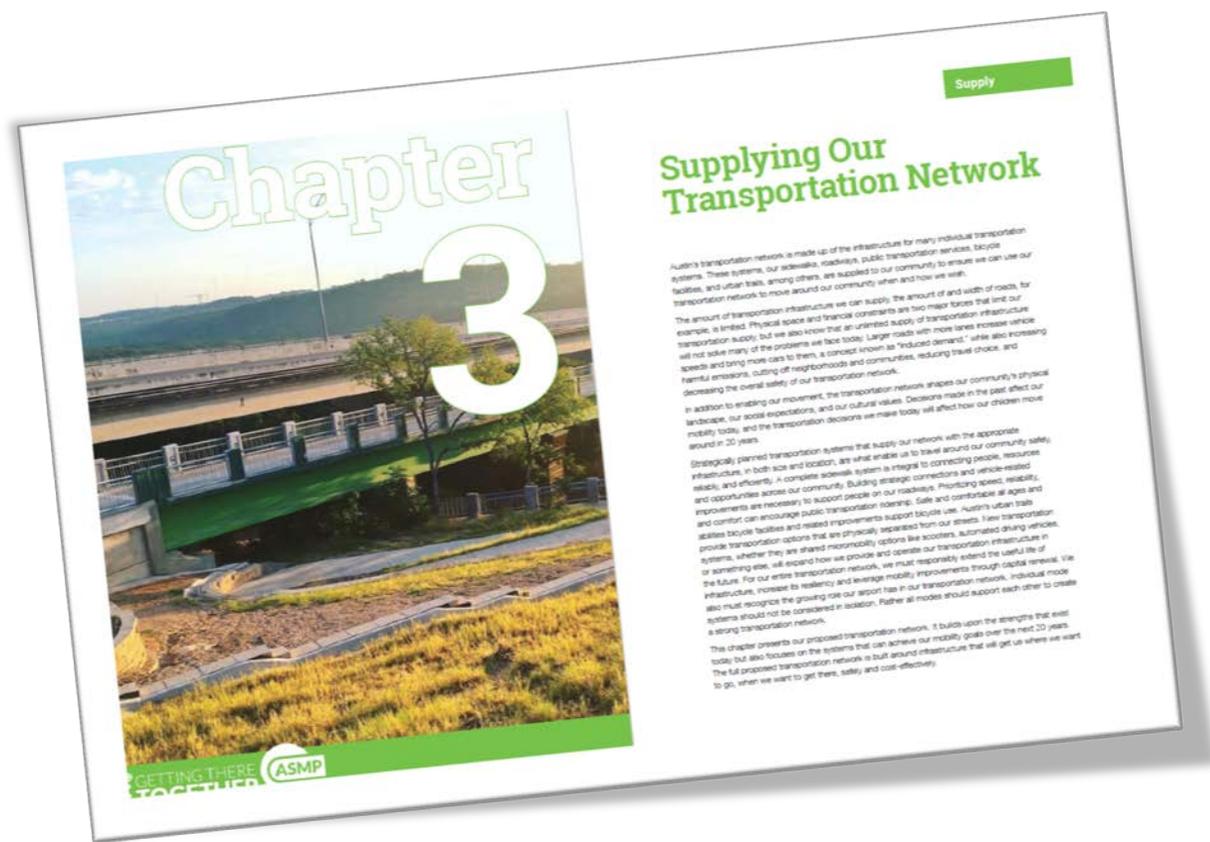


**Increase the share of Austin residents who live in the central city and bicycle to work**

*Achieve 10% of central city workforce commuting by bicycle by 2020; 15% by 2025*

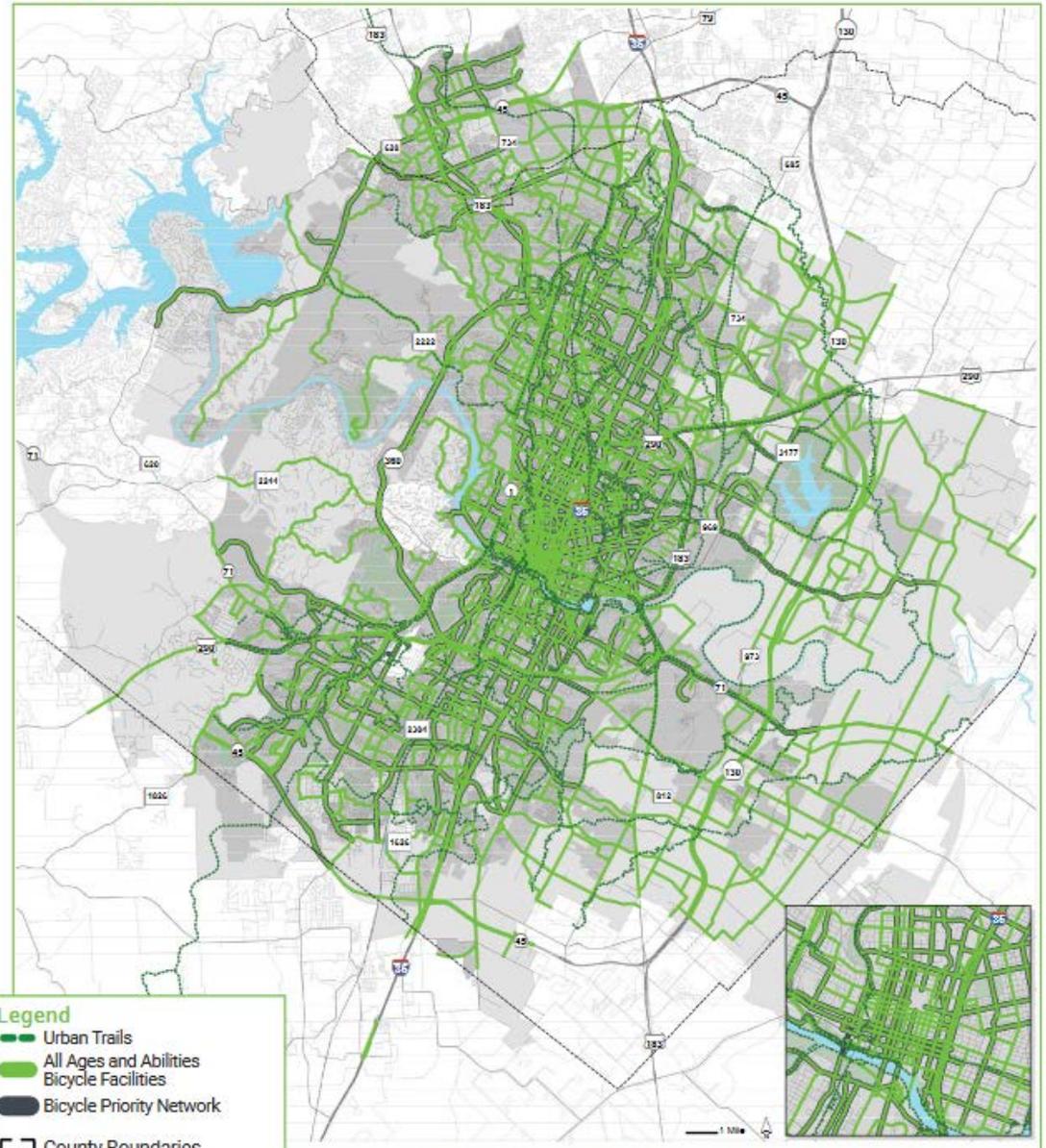


**Decrease travel time to work by bicycle**



A high-quality bicycle system creates a safe and comfortable experience for cyclists of all ages and abilities and supports different types of trips. All ages and abilities bicycle facilities include a range of facilities that are appropriate to the type of street, ranging from Protected Bicycle Lanes, Buffered Bicycle Lanes, Quiet Streets, and Bicycle Lanes.

## Bicycle System Map



A high-quality bicycle system creates a safe and comfortable experience for cyclists of all ages and abilities and supports different types of trips. All ages and abilities bicycle facilities include a range of facilities that are appropriate to the type of street, ranging from Protected Bicycle Lanes, Buffered Bicycle Lanes, Quiet Streets, and Bicycle Lanes.

# How the elements work together – Bicycle Example

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**Policy:** Make streets safe for bicycling

**Example Program:** Corridor Preliminary Engineering Reports

**Example Project:** 2016 Corridor Construction Program

*Bicycle facilities along 2016 corridors*

**Indicator:** Increase the number of major roadways that have all ages and abilities bicycle facilities

**Example Action Items:**

- **95** - Implement context-sensitive bicycle facilities on the Bicycle Priority Network through processes defined in the 2014 Bicycle Plan.
- **97** - Assess streets on the Bicycle Priority Network for access management and other bicyclist safety measures.

# December BAC Feedback

- Much of the December 2018 BAC feedback is reflected in current draft. A non-exhaustive list

BAC Objective	Location in ASMP
Develop a ticket deferral course for drivers that focuses on safe driving around people on bikes, people walking, and public transit	Safe Behaviors Policy 2 Action 17: Education in-lieu of fine
Build separated bicycle lanes wherever possible	Action 95: Construct bicycle facilities
Identify new intersections for scatter crossing implementation to fully separate people on bikes and people walking from automobiles and trucks in intersections	Action 132: Pedestrian Crossing Improvements
Reduce street width requirement for emergency vehicle access to enhance safety for other street uses, by procuring smaller fire trucks and smaller municipal vehicles	Action 6: Mobility and public safety strategies Action 15: Fire code street width requirements
Ensure that all detours maintain continuity of All Ages and Abilities Network	Closures and Detours policy 3 and policy 3 discussion Action 138: Disruption minimization on Priority Networks

# December BAC Feedback

- Much of the December 2018 BAC feedback is reflected in current draft. A non-exhaustive list, continued:

BAC Objective	Location in ASMP
Develop regional interlocal funding mechanisms to ensure proportionate and efficient funding of inter-city bicycle network	Action 102: Funding for regional bicycle program
Develop city-wide bicycle route signage to allow for dynamic routing along safe bike corridors	Action 98: Bicycle wayfinding plan
Implement street sweeping rotation for high usage bike routes	Action 99: Bicycle facility maintenance Action 114: Proactive maintenance schedules
Develop connected signal system that can detect cyclists and hold signals longer for people on bikes when they are present	Action 99: Bicycle facility maintenance Action 133: Priority Network signals
Implement congestion pricing to enter downtown area, utilizing funds for active transportation and transit	Action 51: Congestion Pricing

# Path to Completion

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- Boards & Commissions:
  - Zoning and Platting Commission (March 19)
  - Downtown Commission (March 20)
  - Planning Commission (March 26)
  - & Others
- City Council
  - 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](http://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 this is a menu with 'Resident', 'Business', 'Development', 'Government', and 'Environment'. The main content area has a 'Transportation' banner with a parking sign image. The 'GETTING THERE TOGETHER ASMP' logo is prominent. The 'AUSTIN STRATEGIC MOBILITY PLAN' section explains it's Austin's new city-wide transportation plan. The 'See the Final Draft of the ASMP!' section features an image of a clipboard and a map. A sidebar on the left provides a navigation menu. The 'TOP CONTENT' section lists key ASMP topics. A 'Subscribe to receive updates' button is located in the bottom right of the main content area.

# Thank you

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