

Commissioners,

Thank you for your feedback on the Austin Strategic Mobility Plan. This email contains the follow up items we discussed. Additionally, our website, www.austintexas.gov/asmp, contains all of the links I am including in this email.

The homepage of the ASMP website has options to download each chapter of the ASMP separately or download the entire plan as one PDF. It is important to note that the Action Table is part of *Chapter 7 Implementing the Plan*. The homepage also contains links to the [Street Network Table](#) and [Street Network Map](#). These links will allow you to both view the table itself, along with an explanation of how to read it and visualize it in map form.

To review materials about the process to develop the ASMP, see the [ASMP Timeline](#) page which contains information and links to our public engagement summary reports. I've also include these links below:

[Phase I Public Engagement Summary Report](#)
[Phase II Public Engagement Summary Report](#)
[Phase III Public Engagement Summary Report](#)

In addition to the slides I presented at your March 5 meeting, I have also attached our presentations to the Joint Comprehensive Plan Committee from the October 11, 2018 and March 1, 2019 meetings for additional background.

Since the ASMP is a large document, I would recommend you review some or all of the attached presentations to orient to the plan layout, and review explanations of the different elements of the plan (e.g. policy, indicator, etc.), as well as examples of how all the elements work together. A basic outline is:

- The plan is made up of 7 Chapters covering 30 subchapters plus the Action Table.
- Each subchapter has *indicators*, which are 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.
- Each policy contains a short description, as well as a longer explanation of what the policy means.
- The Action Table contains ~275 actions across all of the subchapters, which are the steps we want to take to support the policies programs, and projects laid out in the ASMP.

We welcome review of all parts of the ASMP. We believe all elements are important, but we are also cognizant that there are competing demands for your time, so here is my recommendation for the sections of the plan you should start with:

1. [Introduction](#). Our pdf file includes the Executive Summary.
2. Policy Summaries for each of our 7 chapters. At the beginning of each chapter there is a summary page of policies. This would allow you to see the policies for all subchapters within that chapter. In each subchapter, there is also a page of indicators.
3. Review the [Action Table](#) (beginning on PDF pg. 29/50 or on pg. 268 of the full document). The Action Table provides a good idea of what steps we believe we must take to help us bring the ASMP to fruition.

We are also preparing the analysis of mode share by ZIP code, which we will share with the commission once it's available. We will also be adding links to interactive versions of the maps to the website in the next few days to assist with review.

We hope this information is helpful to you as you continue reviewing the document. We appreciate your insights and assessments. Please feel free to reach out to me if you have any additional questions before we return to ZAP on March 19.

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Austin Strategic Mobility Plan
For more information: austintexas.gov/asmp



Austin Strategic Mobility Plan Final Draft Briefing

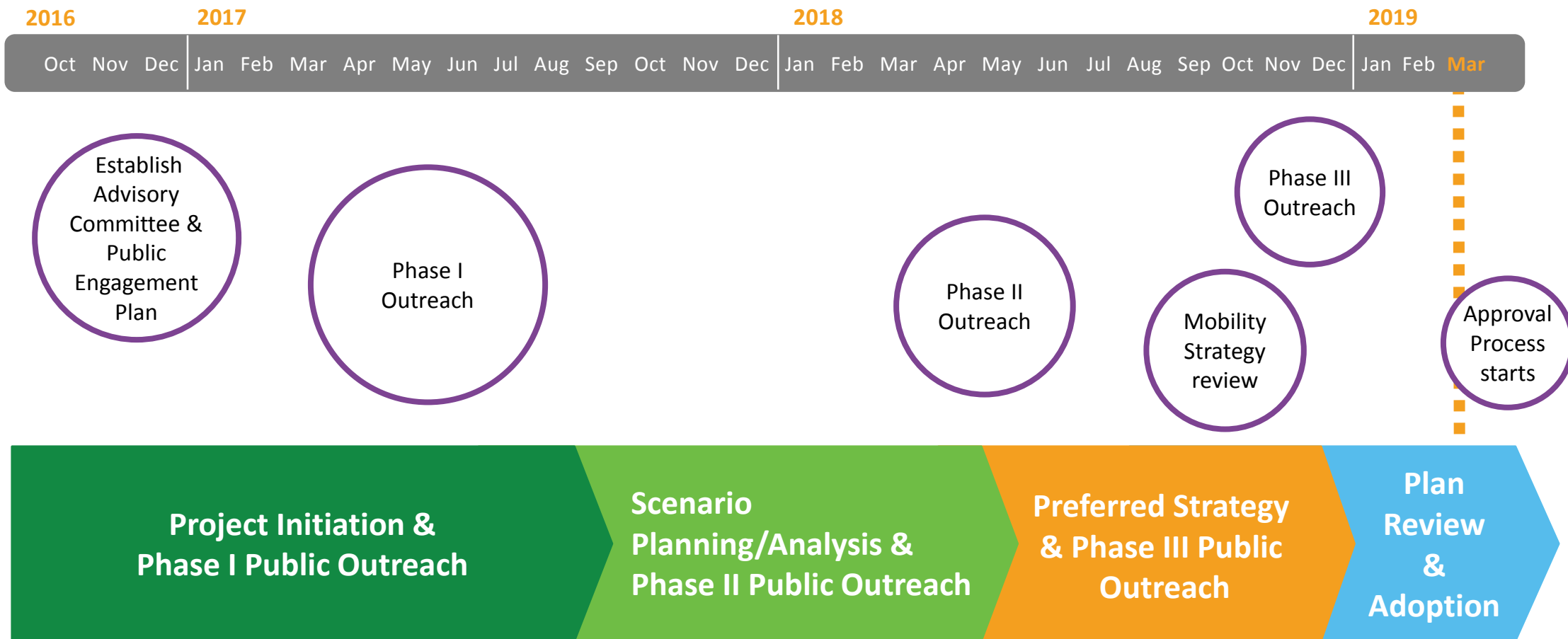
JOINT COMPREHENSIVE PLAN COMMITTEE

MARCH 1, 2019

Agenda

- Schedule
- Motivation Behind the Plan
- ASMP Draft
 - Content Outline
 - Elements of the Plan
 - Top Strategies
- Chapter 2: Managing Our Demand
- Phase III Feedback
- Next Steps

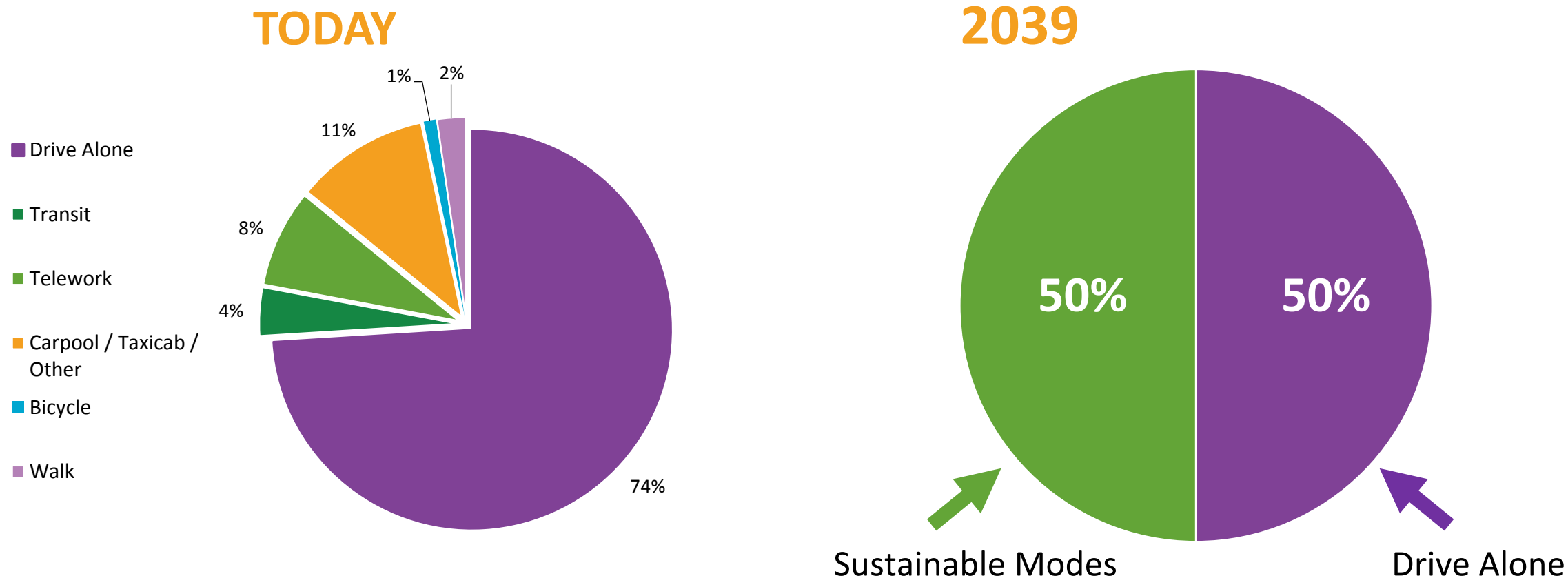
Schedule



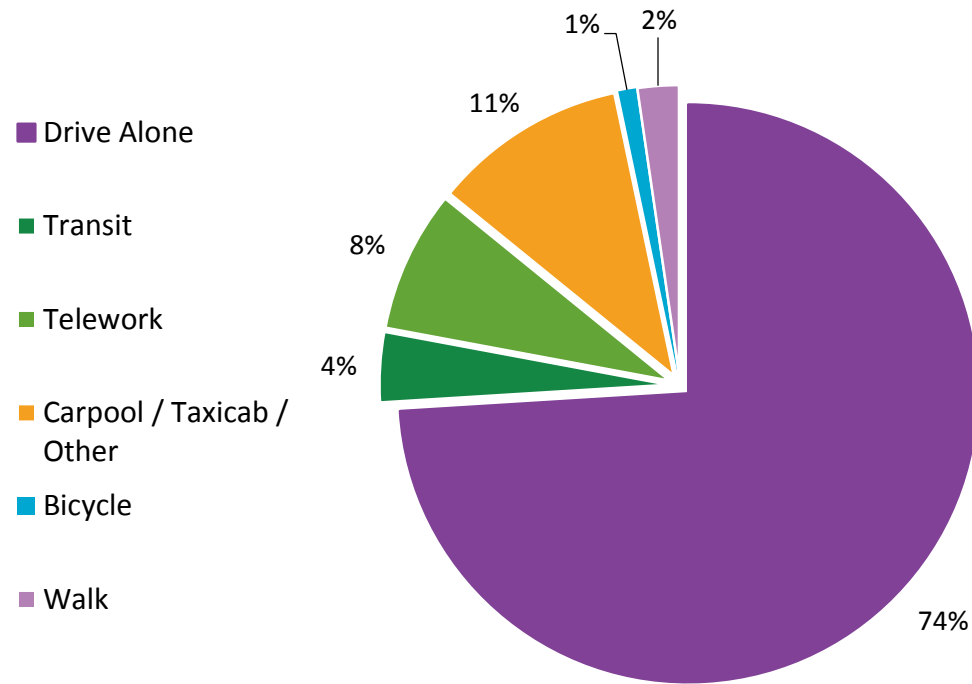
Motivation for the Plan

Motivation for the Plan

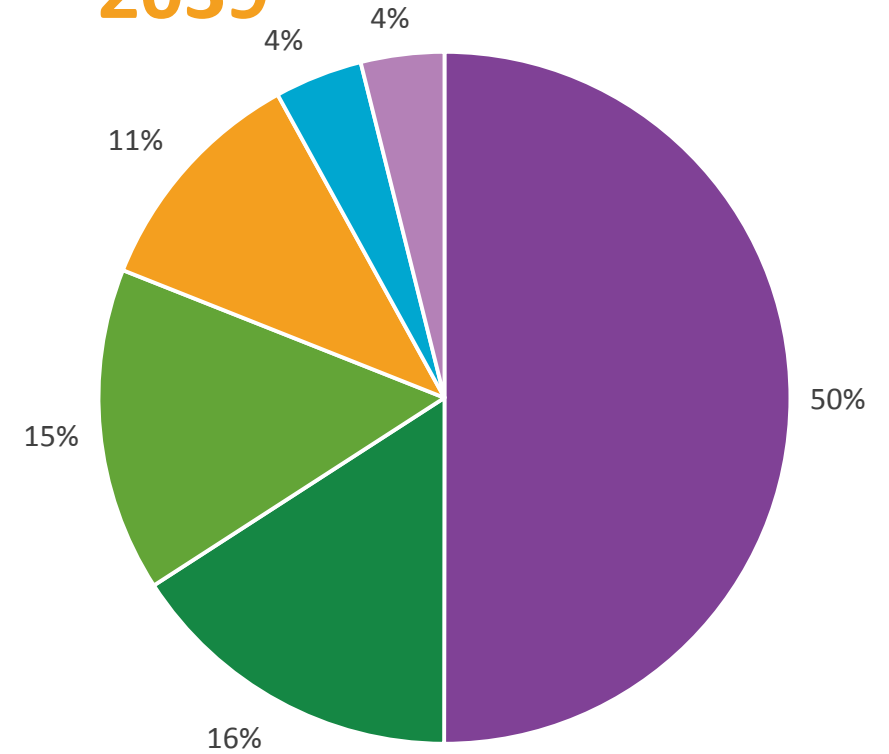
74% drive alone today vs. 50% in 2039



TODAY

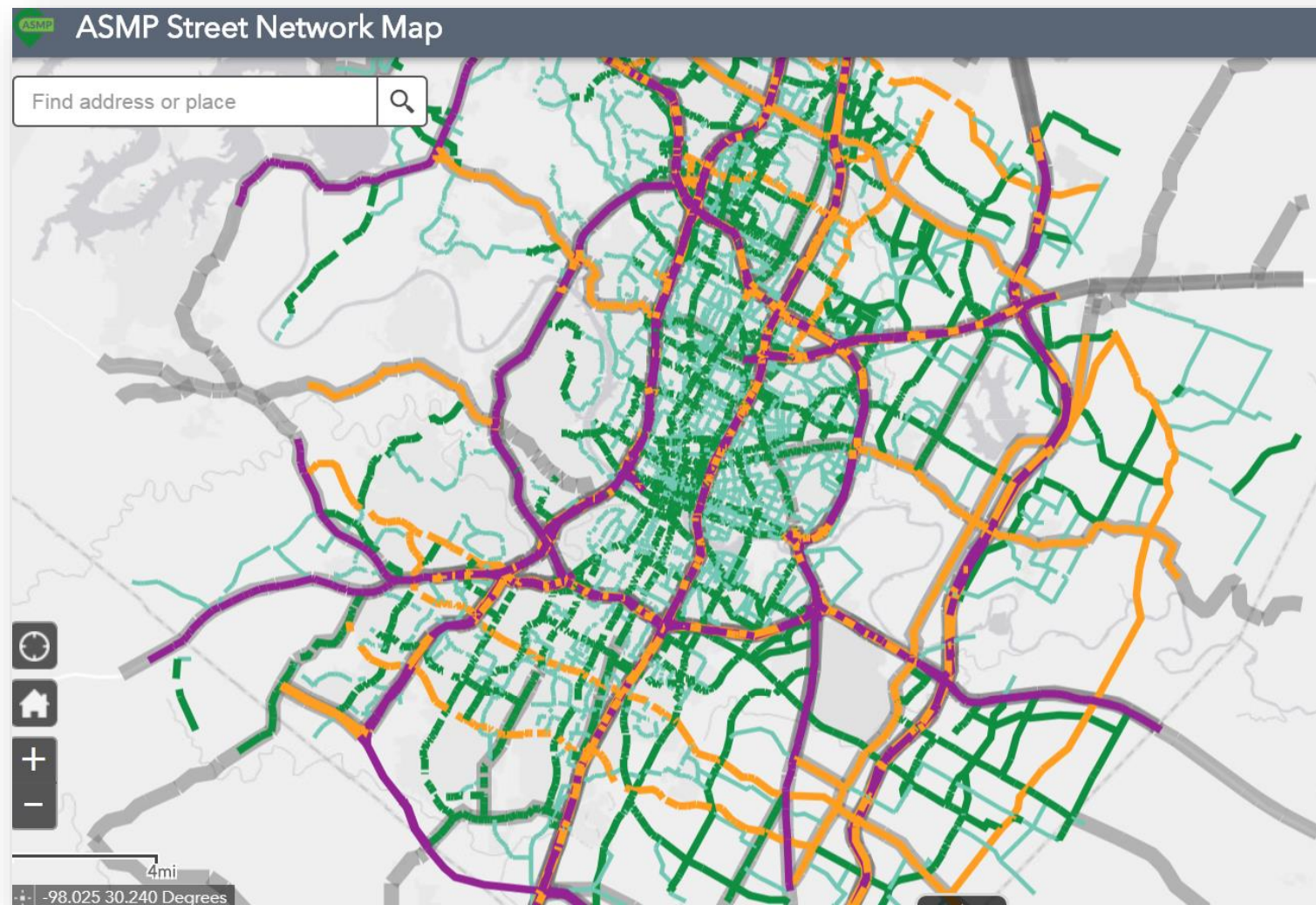
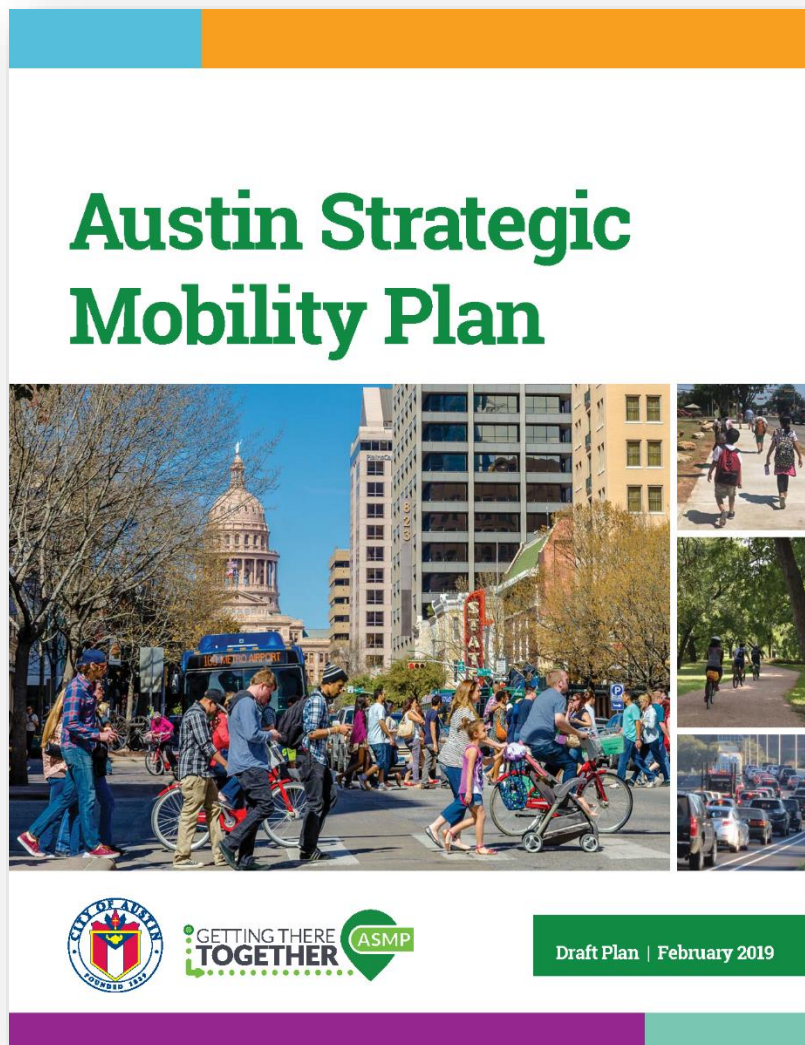


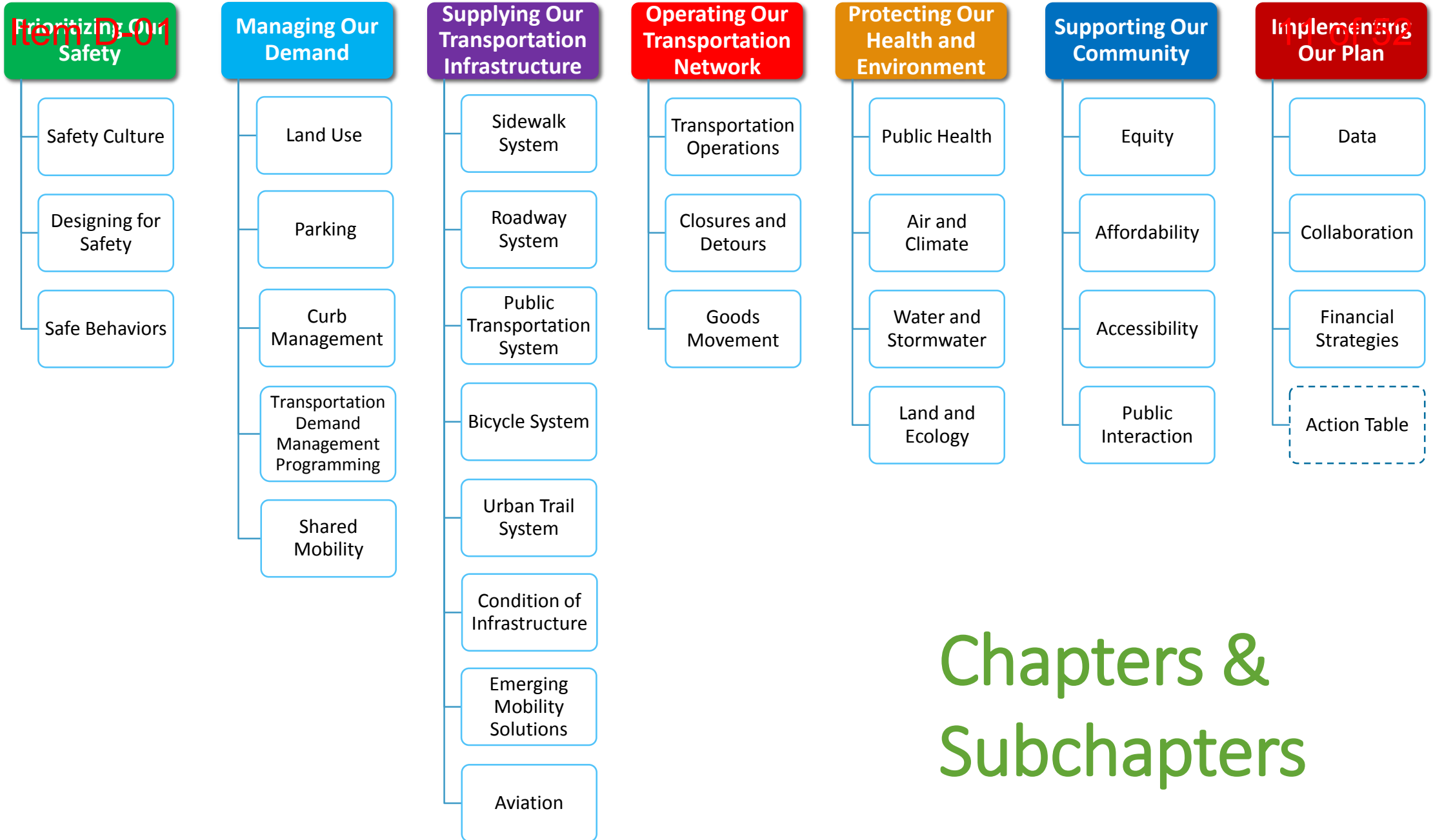
2039



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

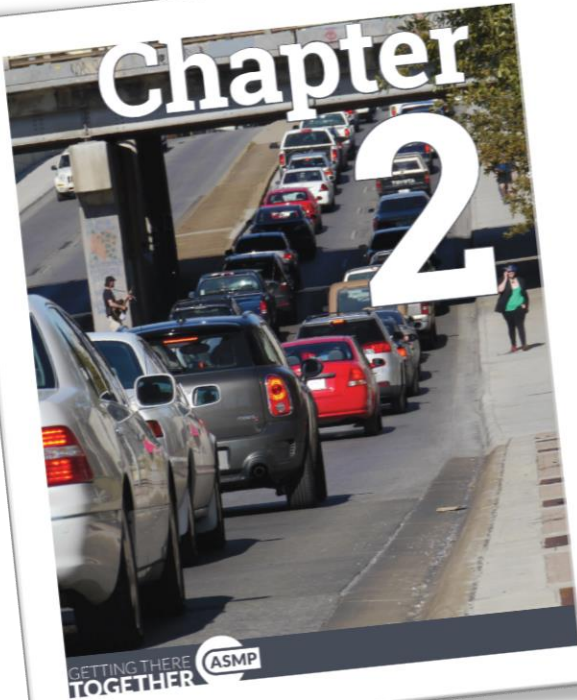
Street Network Table: Inventory of our streets and their future conditions, which will be used to identify right of way dedication requirements

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

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

Chapter 2: Managing Our Demand



Managing Our Demand

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

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

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

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

City of Austin

Policy Summary

Land Use

Policy 1 Promote transit-supportive densities along the Transit Priority Network

Policy 2 Encourage employers to locate near public transportation

Policy 3 Create places that encourage travel choice and are connected

Policy 4 Minimize the impact of development on the roadway system by prioritizing multimodal solutions

Policy 5 Make streets great places

Parking

Policy 1 Efficiently use existing parking supply

Policy 2 Right-size future parking supply to encourage sustainable trip options

Policy 3 Coordinate on-street parking with curb management strategies for flexibility and adaptability with future parking and mobility technology

Curb Management

Policy 1 Use context to determine mobility and non-mobility curb uses

Policy 2 Manage curb space dynamically

Policy 3 Streamline objects at the curb to improve safety and mobility

Transportation Demand Management Programming

Policy 1 Implement community-wide strategies to increase use of all transportation options and manage congestion

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

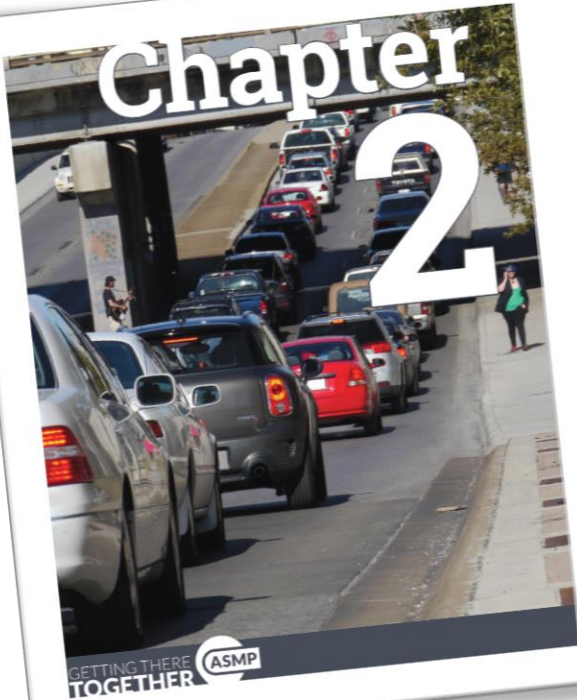
Shared Mobility

Policy 1 Emphasize and incentivize shared mobility solutions

Policy 2 Promote seamless transfers between transportation modes and systems

Policy 3 Support the creation of Mobility Hubs

Indicators and Targets - *Examples*



Managing Our Demand

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City of Austin



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



Increase the number of developments contributing to transit, walking, bicycle, and shared mobility improvements



Decrease the amount of parking spaces per capita



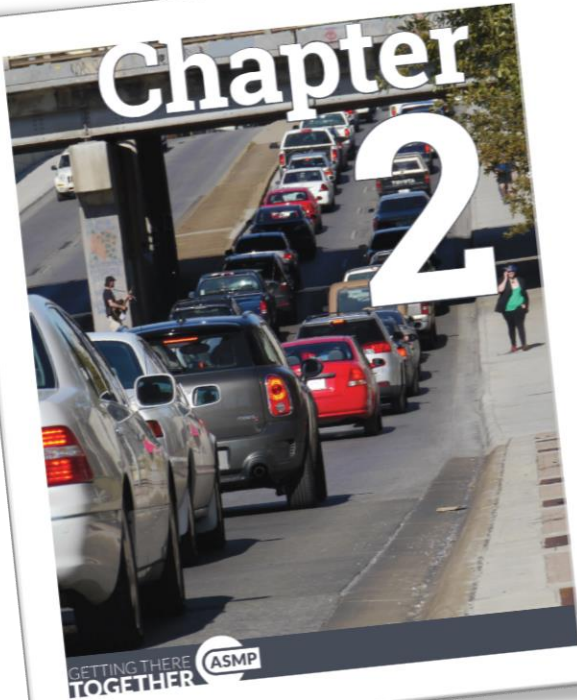
Increase the percentage of developments that reduce parking



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.

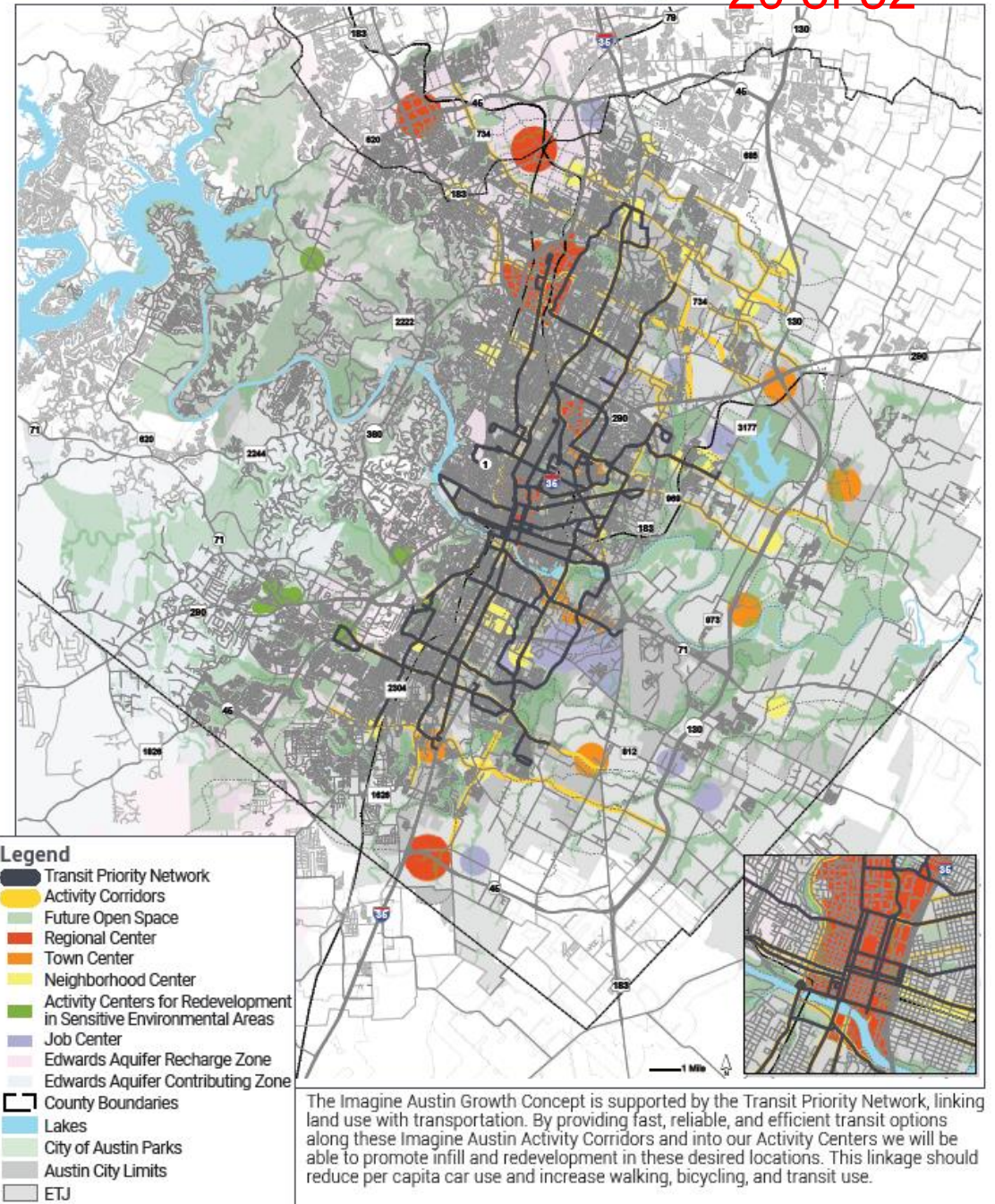
Transportation demand is driven by several different things, and it often ebbs and flows throughout each day and throughout the year. When we need to go to work affects when we wish to travel on our transportation network. Land use also has a large influence on our demand, where and how we build, our 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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City of Austin

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.



Planning Commission Working Group Feedback

Land Use:

- Transit Priority Network with Imagine Austin Growth Concept (pg. 37)
 - Updating Transportation Element of Growth Concept with the ASMP
- Final draft plan includes what transit-supportive densities are
 - Standards for both residential and commercial (pg. 36)
- Indicators for Land Use (pg. 35)
 - VMT; people living + working within ½ mile of Transit Priority Network and AAA bicycle facilities; number of developments funding multimodal improvements
- See action items in Land Use, Collaboration and Financial Strategies
 - 21, 234, 235

Planning Commission Working Group Feedback

Development Mitigation:

- Street Impact Fee (pg. 255, 262, 267)
- General mitigation discussion (pg. 40)
- Land Use Indicator: Increase the number of developments contributing to transit, walking, bicycle, and shared mobility improvements (pg. 35)
- See action items in Collaboration and Financial Strategies
 - 247, 264, 268

Planning Commission Working Group Feedback

Parking and Curb Management:

- Discussion on dynamic/flexible pricing and utilization indicators (pg. 44)
 - Target: Average of 85% parking utilization for managed on-street parking
- Shared parking encouragement and retrofitting parking garages (pg. 45)
- See actions in Parking and Curb Management
 - 26, 27, 28, 29, 30, 31, 32

Transportation Demand Management Programming:

- New mover outreach, carpool/HOV lanes are incorporated
- See actions in many different sections
 - 42, 58, 60, 75, 87, 165, 206

Other:

- Grid connectivity both in Land Use and Roadway System sections
- Goods Movement section discusses deliveries and use of right of way

How the elements work together – *Land Use Example*

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

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

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

Action Item Example(s):

- **21** - Update the land development code to:
 - require a more compact and connected street network
 - allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network
 - allow for missing middle housing types, including mixed-use infill development types.
- **22** - Conduct corridor-based land use planning in parallel with corridor mobility planning and implementation to calibrate zoning and land development code requirements with needs, constraints, and opportunities to create cohesive multimodal corridors, quality built environment, and transit-supportive and context-sensitive density.

Path to Completion

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

For more information,
visit our website:

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

austintexas.gov/ASMP

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ASMP Timeline
Multimodal Community Advisory Committee

Transportation

GETTING THERE TOGETHER ASMP

AUSTIN STRATEGIC MOBILITY PLAN

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

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

See the Final Draft of the ASMP!

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

Final Draft ASMP Policy Document

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

TOP CONTENT

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

Click here to sign up & receive ASMP updates

 **Subscribe to receive updates**

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

Get involved with the ASMP!

What is the ASMP and why do we need it?

Thank you

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



Austin Strategic Mobility Plan Status Update

COMPREHENSIVE PLAN JOINT COMMITTEE

OCTOBER 11, 2018

- ❖ ASMP Overview
- ❖ Developing the Policies
- ❖ Phase III Engagement
- ❖ Next Steps
- ❖ Questions



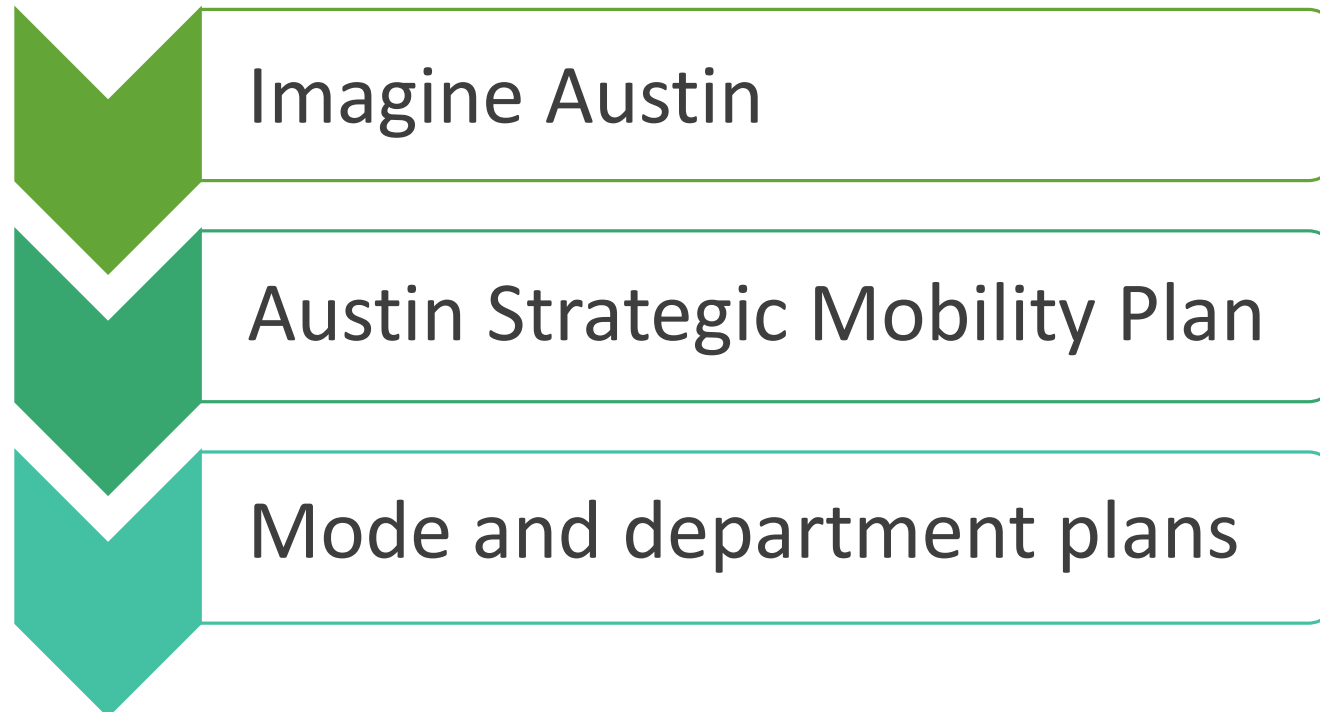
Austin's population is expected to almost **DOUBLE** over the next 30 years.

Given this growth, even maintaining current levels of traffic congestion will require significant shifts in how we get around, utilizing all modes of transportation such as driving, walking, bicycling, and taking public transit.

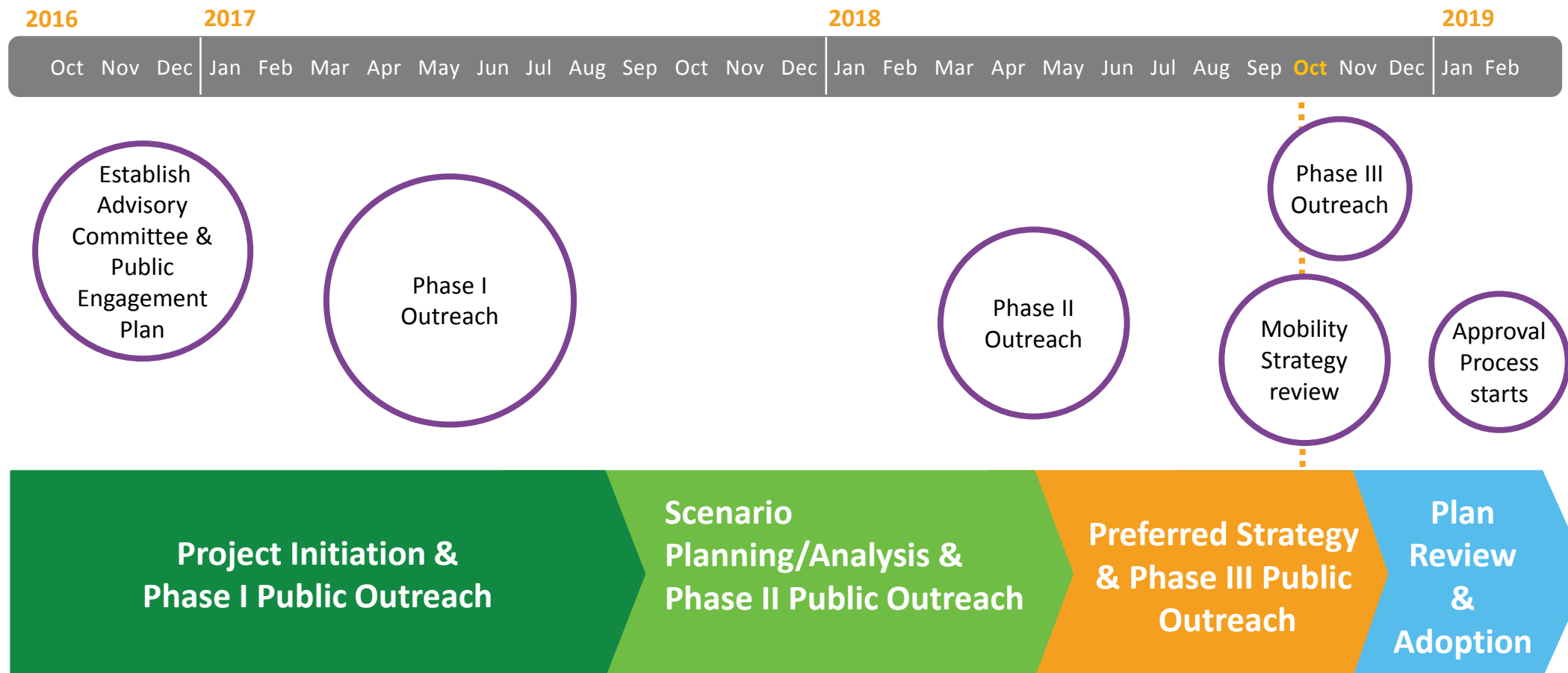
How will we get around in the future?

What is the Austin Strategic Mobility Plan?

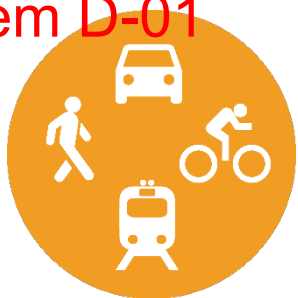
- The City's new, locally-focused transportation plan amending Imagine Austin
- A “North Star” for the variety of transportation plans, projects, and programs in the City



Schedule



PLAN GOALS



Travel Choice



Affordability



Sustainability



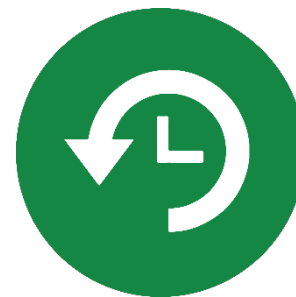
Economic Prosperity



Health & Safety



Innovation



Commuter Delay



Placemaking

Planning Approach

Technical:

Scenario Planning



Public Engagement:

Targeted to Focus Populations

Youth
(24 and younger)

Seniors
(65 and older)

People of
Color

People with
Mobility
Impairments

Austin Strategic Mobility Plan Ingredients

Scenario

35 of 52



Scenario A emphasizes roadway projects and continues the trend of investment in public transit, bicycle, and pedestrian projects across the city.

Scenario B emphasizes a more balanced investment in roadway, public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers.

Scenario C emphasizes investing in public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers and fewer roadway projects.

| | | | A | B | C |
|--|--|--|--|--|---|
| Roadway | | Miles of roadway projects funded by regional partners | 300+ | 80+ | 50+ |
| Transit | | Transit service and dedicated space | New service with routes running in mixed traffic | New routes in partially-dedicated space; 1 corridor with dedicated space | New routes in both partially- and fully-dedicated space for the full system |
| Bicycle | | Miles of bicycle facilities (part of the All Ages and Abilities Network) | 200 | 300 | 400+ |
| Sidewalks | | Miles of sidewalks (as identified in the Sidewalk Plan) | 700+ | 1,000+ | 2,000+ |
| Urban Trails | | Miles of urban trails (as identified in the Urban Trails Plan) | 100+ | ~150 | 250+ |
| Transportation Demand Management (TDM) | | TDM programming investment (promoting strategies such as telecommuting and flexible schedules) | Current levels of programming | Moderate increase in programming | Significant increase in programming |
| Technology | | Investment in Transportation Technology (e.g. signal timing or connected vehicles) | Current trends | Moderate increase in investment | Significant increase in investment |

What did we hear?

“More
Transit”

“More
Multimodal”

“More
Street
Capacity”

*Phase I and Phase II
engagement reports can
be found at
austintexas.gov/asmp*

“More
Balanced”

“More
Bicycling”

“More
Sidewalks”

Top Strategies Chosen (by total # of votes)

Overall

1. Provide **more public transit service** and enhance connections to/from public transit
(*Travel Choice - 1,996*)
2. Promote transportation modes that **reduce reliance on fossil fuels** (such as bicycling, walking, transit and electric vehicles) (*Sustainability - 1,782*)
3. **Improve signal timing** and other transportation technologies (*Commuter Delay - 1,765*)
4. **Prioritize travel choices**, such as taking public transit, walking, or bicycling, making them more convenient and efficient (*Commuter Delay - 1,683*)
5. **Reduce serious injuries and fatalities** by designing streets for appropriate vehicular speed
(*Health & Safety - 1,637*)

Focus Populations

1. Provide **more public transit service** and enhance connections to/from public transit (*Travel Choice - 674*)
2. **Offer more choices** in how we travel to **reduce personal costs** associated with car ownership
(*Affordability - 581*)
3. (TIE) **Improve signal timing** and other transportation technologies (*Commuter Delay - 575*)
3. (TIE) **Reduce serious injuries and fatalities** by designing streets for appropriate vehicular speed
(*Health & Safety – 575*)
5. Promote transportation modes that **reduce reliance on fossil fuels** (such as bicycling, walking, transit and electric vehicles) (*Sustainability - 569*)

Total strategies to choose from: **27**

ASMP Policy Development

Policy Development

- ✓ Identify chapters of the ASMP to address all 8 Goals
 - ✓ Review existing plans
 - ✓ Inventory all plan objectives and recommendations
 - ✓ Organize and make determinations of what items to keep, revise for ASMP
 - ✓ Identify gaps in existing policy and needed future policy
 - ✓ Meet with internal / external departments and agencies to review policies
- ☐ Gather feedback from community members and groups
 - ☐ Make adjustments based on feedback

Plans Reviewed

- ✓ AARO - Moving Forward
- ✓ Age Friendly Action Plan
- ✓ Austin Metropolitan Area Transportation Plan
- ✓ Austin Chamber Mobility Report: 2016
- ✓ Austin Community Climate Plan
- ✓ Austin –Travis County Community Health Assessment, Community Health Improvement Plan
- ✓ Bicycle Plan
- ✓ CAMPO 2040 Plan
- ✓ Capital Metro Connections 2025 Service Plan
- ✓ Capital Metro Service Guidelines
- ✓ Climate Resilience Action Plan
- ✓ COA Traffic Congestion Action Plan
- ✓ Complete Streets Policy
- ✓ Downtown Austin Alliance Parking Strategy
- ✓ Food Access Plan
- ✓ Imagine Austin
- ✓ Long-Range CIP Strategic Plan
- ✓ Pedestrian Safety Action Plan
- ✓ Project Connect 2014 System Plan
- ✓ Project Connect 2016 Purpose and Need
- ✓ Regional ITS Architecture Report
- ✓ Regional ITS Deployment Plan
- ✓ Sidewalk Plan/ADA Transition Plan
- ✓ Smart Mobility Roadmap
- ✓ Strategic Housing Blueprint
- ✓ Task Force on Community Engagement Report
- ✓ Task Force on Institutional Racism Report
- ✓ Texas Freight Mobility Plan
- ✓ Urban Forest Plan
- ✓ Urban Trails Plan
- ✓ Vision Zero Action Plan
- ✓ Watershed Plan

And
More!

Item D-01 Prioritizing Our Safety

Safety Culture

System Design

Contributing Factors

Managing Our Demand

Land Use

Parking

Curb Management

Transportation Demand Management Programming

Smart Mobility

Supplying Our Transportation Infrastructure

Sidewalk System

Roadway System

Public Transportation System

Urban Trails System

Bicycle System

Condition of Infrastructure

Aviation

Operating Our Transportation Network

Transportation Operations

Closures and Detours

Goods Movement

Protecting Our Health and Environment

Public Health

Air and Climate

Water

Land and Ecology

Supporting Our Community

Equity

Affordability

Accessibility

Public Interaction

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Data

Collaboration

Financial Sustainability

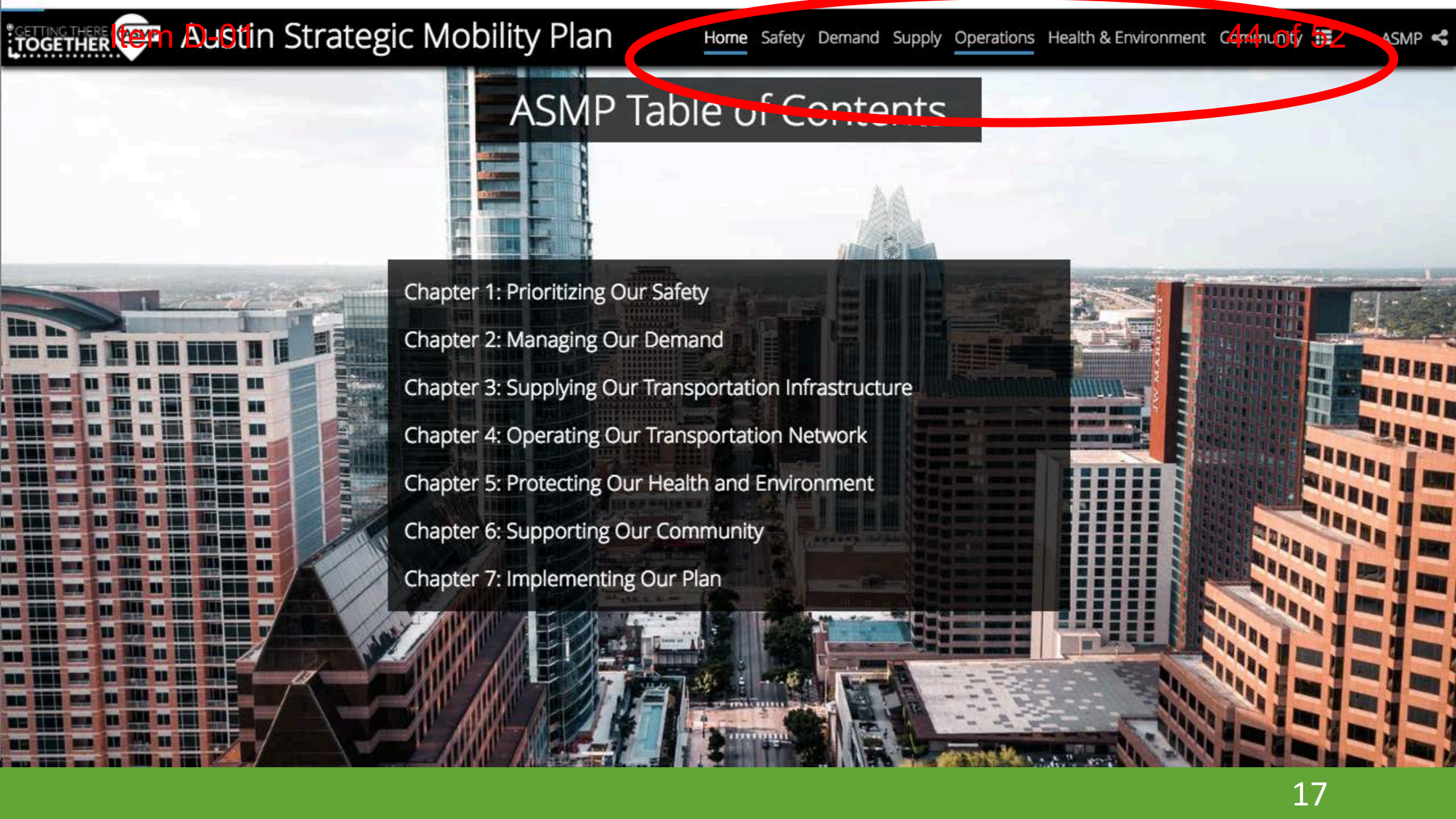
Recommended Chapters & Subchapters

Austin Strategic Mobility Plan

Developing the Draft Policies

ASMP Table of Contents

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



ASMP Table of Contents

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ASMP Table of Contents

Implementation
Survey

- Chapter 1: Prioritizing Our Safety
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Tell Us What You Think!

Please take the short survey below to provide feedback on the draft policies. If you are using a mobile device, [please take our mobile survey instead](#).



How did you hear about the ASMP? ▾

How did you hear about the ASMP draft policies?

Please select one option.

☐ City of Austin e-newsletter

☐ ASMP Website

☐ Newspaper article

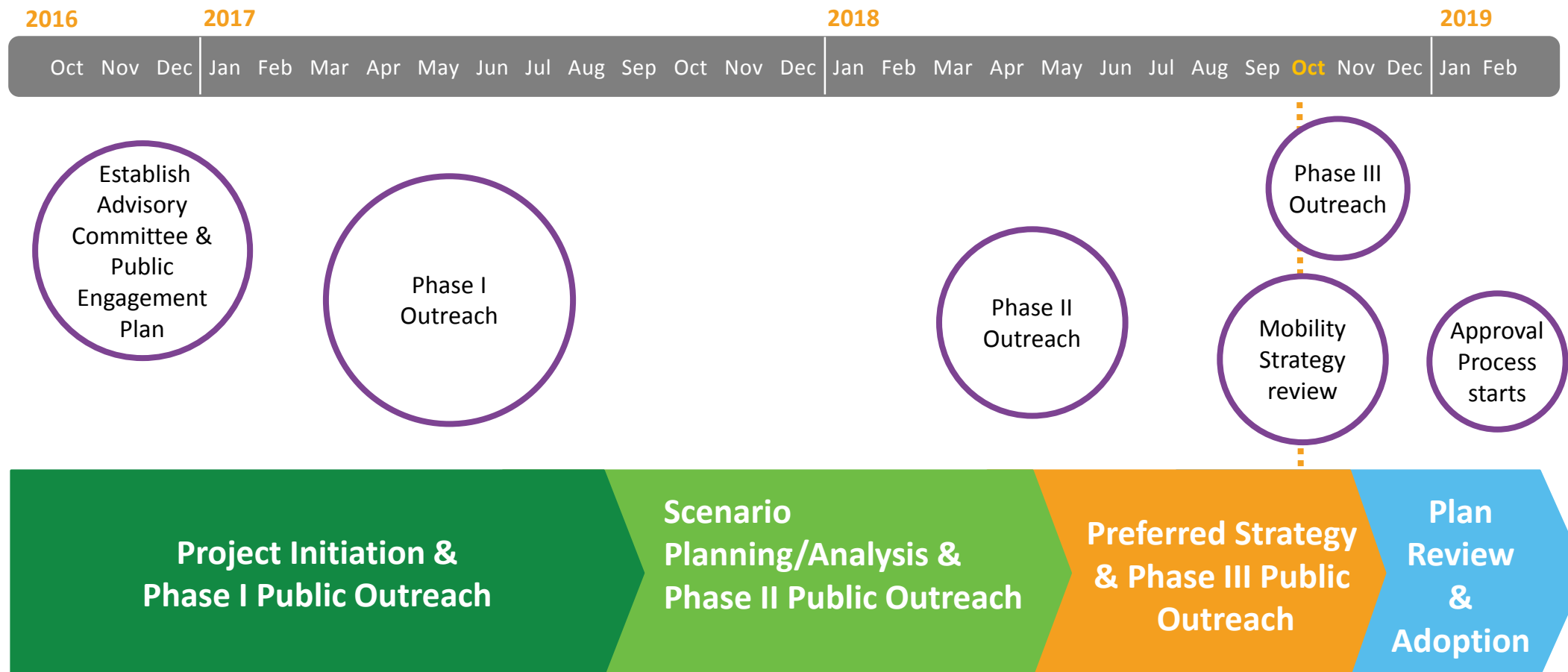
Next Steps

Draft Transportation Network

In addition to policies, a series of maps will be released soon:

- Safety Analysis
- Roadway projects and the Vehicle Priority Network
- Transit projects and the Transit Priority Network
- Bicycle projects and the Bicycle Priority Network
- Urban Trails
- Sidewalks
- Non-Radioactive Hazardous Materials Routing

Schedule



Phase III Outreach

- Draft policies available in English and Spanish
- Review draft policies with groups that gave Phase II input
- Request a presentation
- Quality of Life Commissions
- Geographic representation
- Focus on convenient and accessible feedback opportunities

We need your help!

- Additional people to consult with
- Additional organizations to meet with
- Draft policy and map dissemination
- January meeting – request for recommendation to Planning Commission



Questions?
