

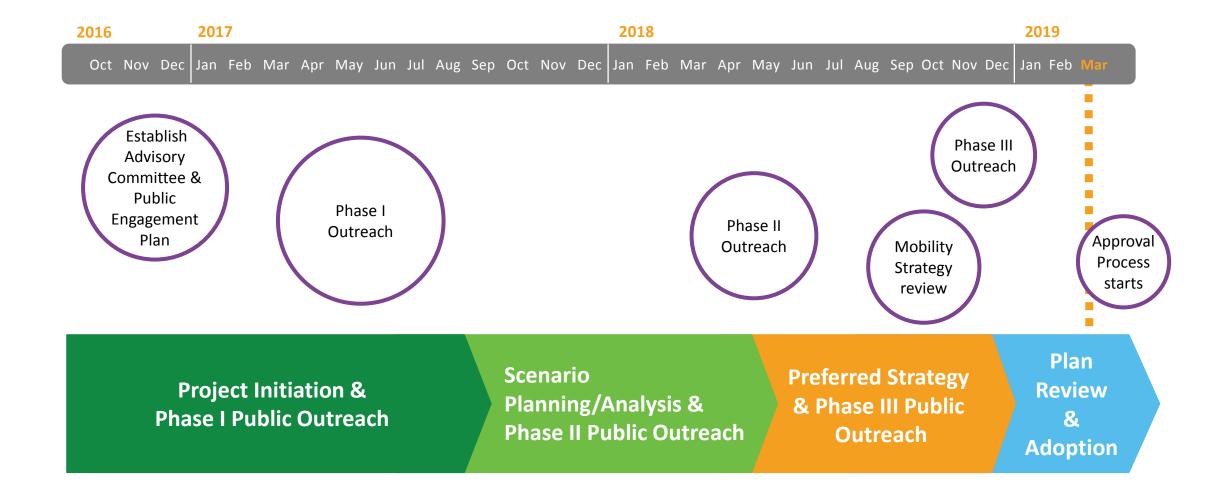
Austin Strategic Mobility Plan

DOWNTOWN COMMISSION MARCH 20, 2019

Agenda

- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Draft
 - Content Outline
 - Elements of the Plan
 - Top Strategies
- Examples:
 - Chapter 2: Managing Our Demand
 - Chapter 3: Supplying Our Transportation Infrastructure
- Next Steps
- Austin Core Transportation Plan Update

Schedule

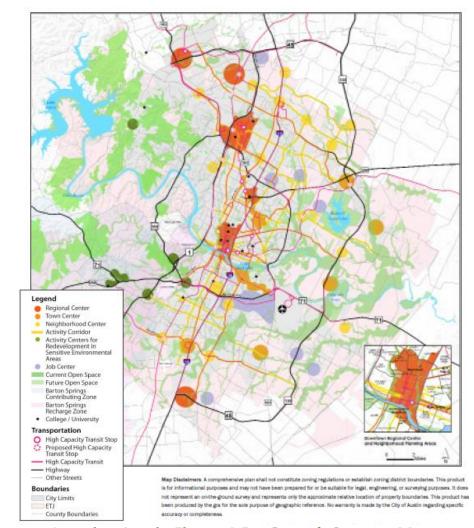


The Vision

- 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

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

184 survey responses on the policies

2,600+ comments received on the maps

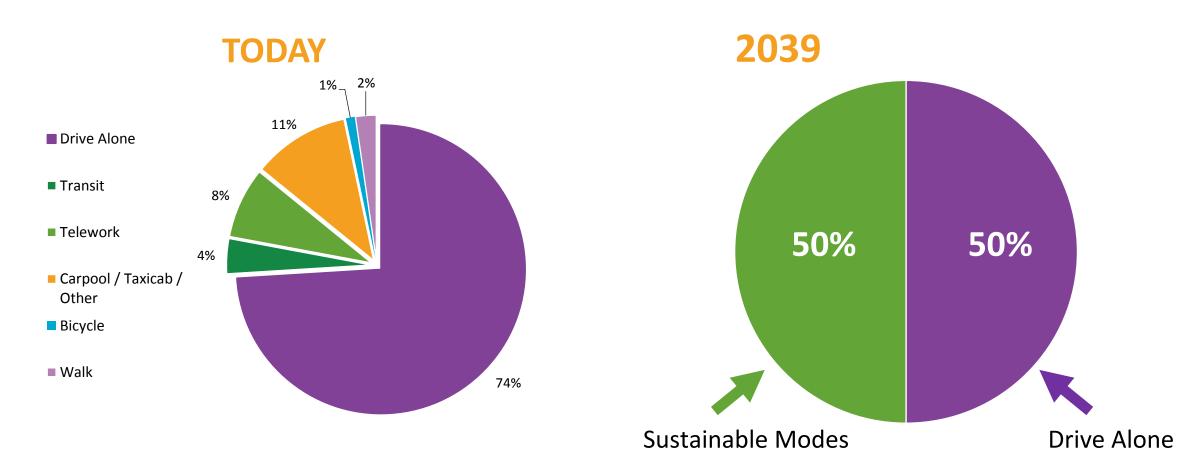
Hosted focus groups and 23 office hours throughout Austin

Туре	Engagement *with Project Connect	Phase 1: Goals	Phase 2: Scenarios	Phase 3: Policies + Projects	Phase 4: Adoption
Targeted Engagement with a focus on historically underrepresented/ underserved communities	Paper survey (in person, delivery, and mail-in)	•	•	•	
	Organizational outreach	•	•	•	•
	Employer-based events	•	•		
	Employer-based electronic outreach	•	•	•	•
	Paid, targeted social media	•	•	•	•
	Focus groups		•	•	
	Community events and presentations*	•	•	•	•
	Quality of Life Commissions		•	•	
	Office Hours (in libraries)			•	
Traditional public engagement	Multimodal Community Advisory Committee*	•	•	•	•
	"Traffic Jam!" Events*	•	•		
	Online survey	•	•	•	
	Organizational newsletters	•	•	•	•
	Public Hearings				•
	Unpaid, general social media	•	•	•	•
	Materials/ads in libraries and recreation centers	•	•		
	E-Blast (ASMP Newsletter to all contacts)	•	•	•	•

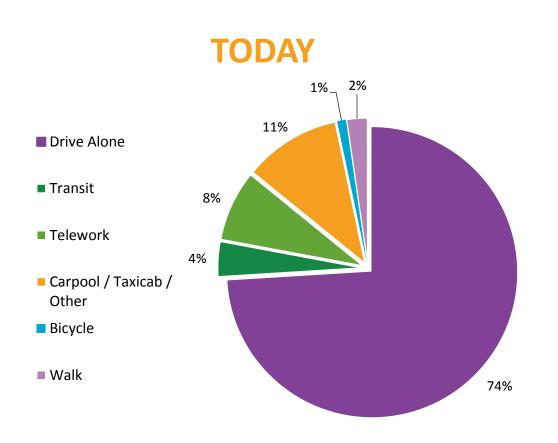
Motivation for the Plan

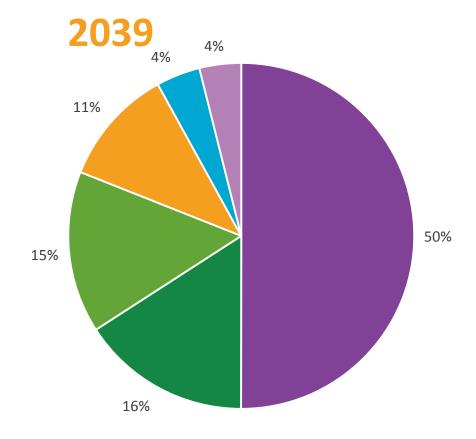
Motivation for the Plan

74% drive alone today vs. 50% in 2039

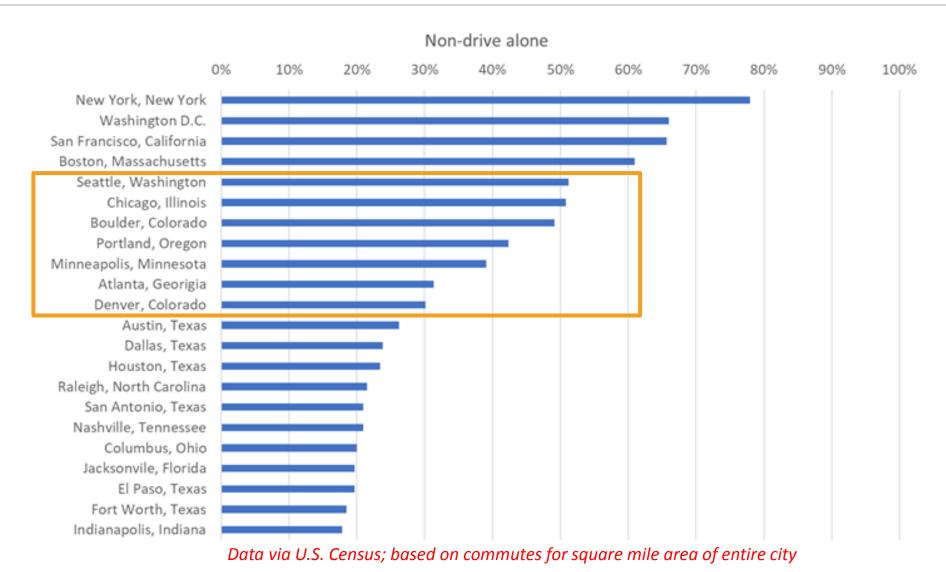


Mode Share Targets





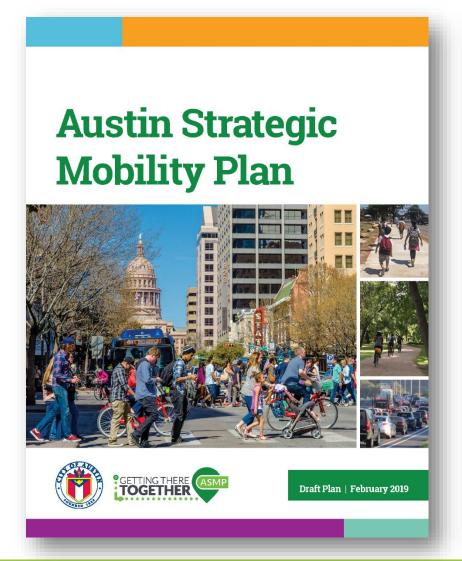
What would it look and feel like?

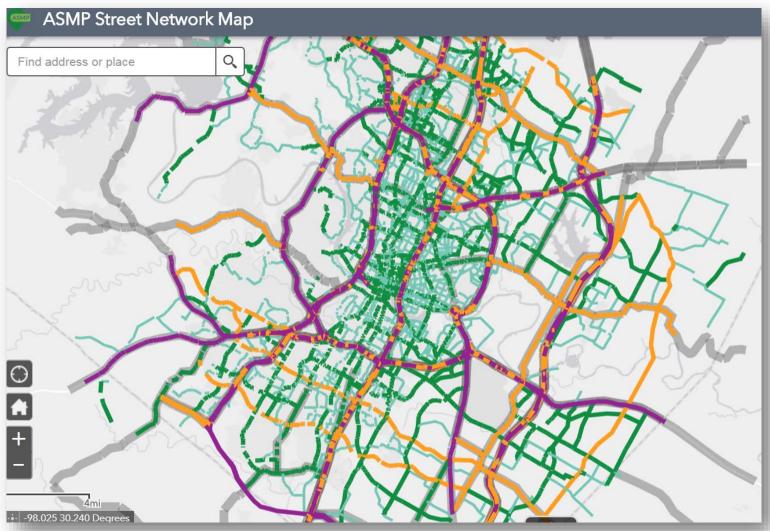


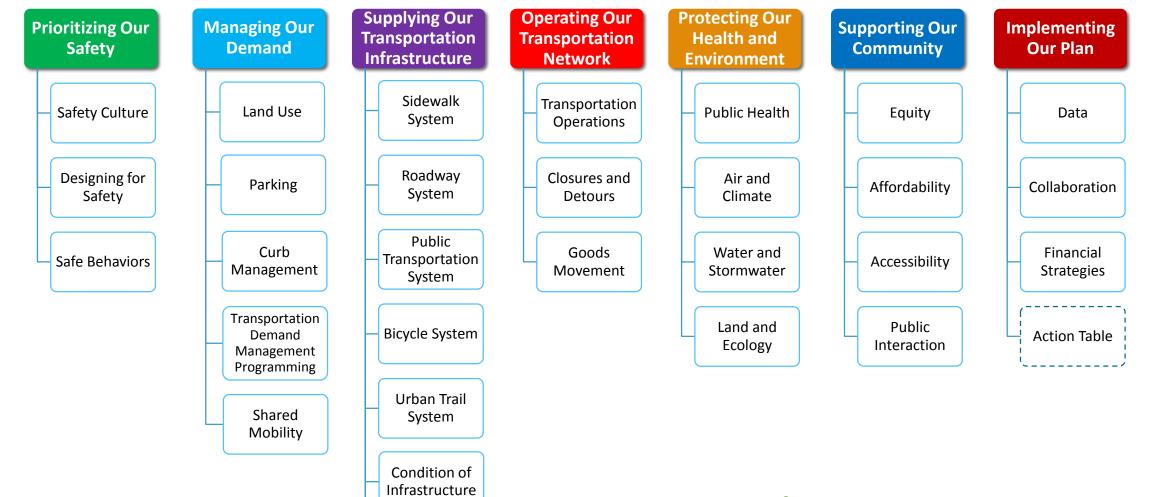
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ASMP Final Draft Plan

Policy Document, Street Network Table + Map







Emerging Mobility Solutions

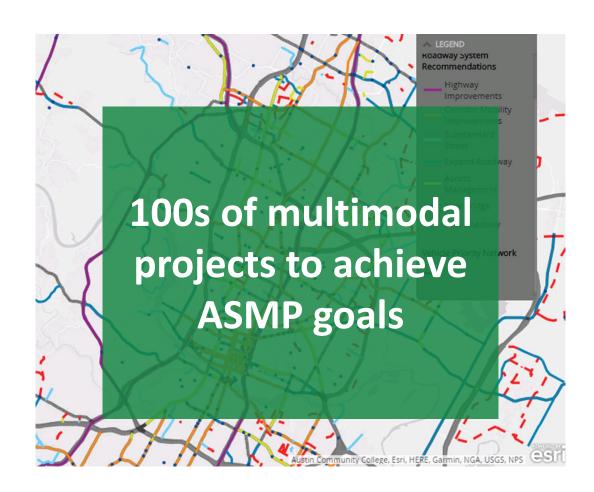
Aviation

Chapters & Subchapters

How do we get to 50/50?







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

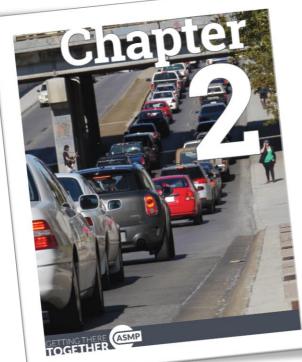
Top Strategies

- 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 2: Managing Our Demand



Managing Our Demand

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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

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

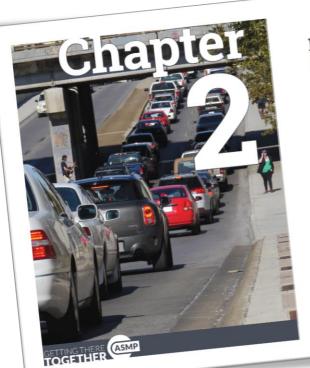
- Policy 1 Use context to determine mobility and non-mobility curb uses
- Policy 2 Manage curb space dynamically
- Policy 3 Streamline objects at the curb to improve safety and mobility

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



Managing Our Demand

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Indicators and Targets - Parking



Increase the availability of managed on-street parking

Target an average 85% parking utilization for managed on-street parking



Increase real-time information on space location and availability



Decrease the amount of parking spaces per capita



Increase the availability, distribution, and percentage of parking in Imagine Austin activity centers and along activity corridors that is accessible

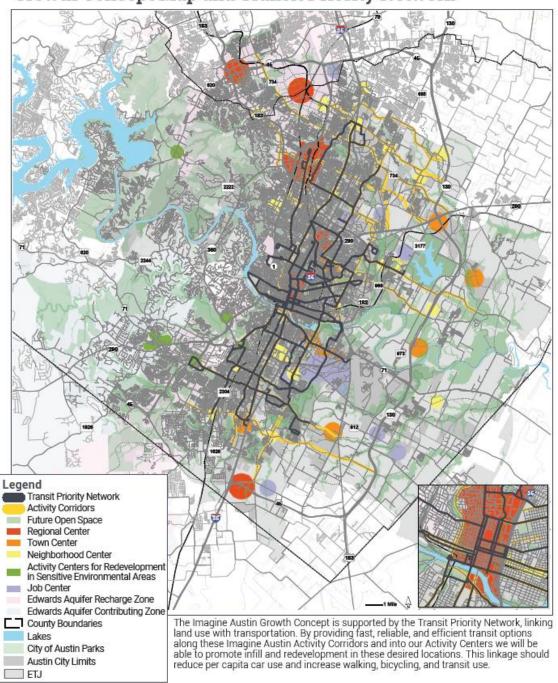


Increase the percentage of developments that reduce parking



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



How the elements work together – Parking Example

Policy: Efficiently use existing parking supply

Example Programs/Projects: Parking Benefit Districts, Affordable Parking Program

Indicator: Increase the availability of managed on-street parking

Target an average 85% parking utilization for managed on-street parking

Action Item Example(s):

- 27 Update the City's parking management and pricing standards and procedures to reflect the true cost of driving and parking as well as support mode share goals.
- 30 Explore opportunities to implement managed shared parking with private garage owners.
- 61 Establish a shared micromobility and bicycle parking program or fund a public-private partnership to provide appropriate parking spaces in the right of way, at public facilities, transit stops, and on private property.

Chapter 3: Supplying Our Transportation Infrastructure



Supplying Our Transportation Network

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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

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

 $\textbf{Policy 3} \ \textbf{Remove significant infrastructure gaps in the bicycle system}$

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

 $\textbf{Policy 2} \ \text{Integrate emerging mobility solutions into existing transportation infrastructure systems}$

Policy 3 Invest in infrastructure that enables the adoption of emerging mobility technologies

Aviation

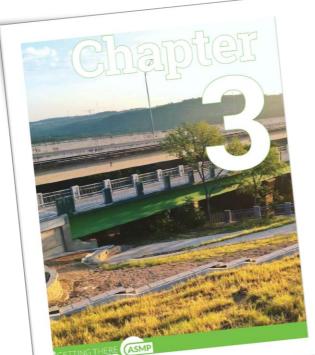
Policy 1 Expand mobility options to and from the airport

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



Supplying Our Transportation Network

Futbrish barraportation relations in made up of the infrastructure for many included transportareplaces. These hydroms, our advantage, couldings, public transportation services, busyone facilities, and utual trains, among orders, are acquired to our community for ensure vie coin use our hydrogen before facilities to move around our community when and how we exist.

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Indicators and Targets - Public Transportation System



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 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



Increase transit ridership

Achieve at least a 1% year over year increase



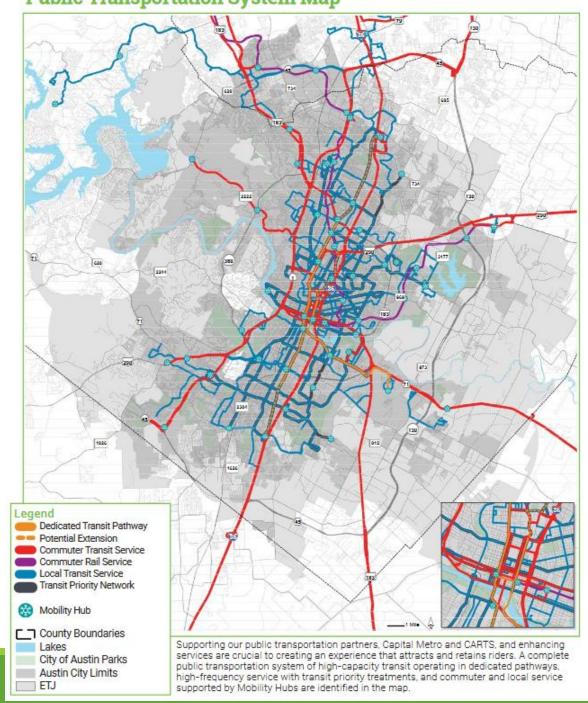
Decrease transit travel time

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)



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



How the elements work together – *Public Transportation Example*

Policy: Invest in a high-capacity transit system

Example Program: Transit Enhancement Program

Example Project: Project Connect high-capacity transit

Indicator: Increase transit ridership

Example Action Items:

- 86 Partner with Capital Metro to plan for and implement the Project Connect Long Term Vision Plan.
- 92 Work with Capital Metro to provide optimal siting for transit stops including consolidating stops, achieving optimal stop spacing, far side stop placement, and availability of safe pedestrian crossings
- 94 Work with Capital Metro to provide safe pedestrian crossings at all transit stops through stop location selection and the modification or provision of pedestrian crossing safety treatments.

Path to Completion

- Boards & Commissions:
 - Downtown Commission (March 20)
 - Planning Commission (March 26)
 - Joint Sustainability Committee (March 27)
- City Council
 - March 28 City Council Public Hearing, Ordinance Readings

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

austintexas.gov/ASMP

☆ On Street Parking ★ Local Area Traffic Management

Right of Way (ROW) Permits

Right of Way Management Approval Network (ROWMAN)

Click here to sign up & receive ASMP updates

TOP CONTENT

* Parking Enterprise



Advanced Search

Environment



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 ASMP!

What is the ASMP and why do we need it?

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



Austin Core Transportation Plan

AUSTIN TRANSPORTATION DEPARTMENT

Goals & Objectives

Guide transportation multimodal improvements in the Austin downtown area

- Understand current downtown transportation patterns
- Drive private development transportation mitigation
- Guide Capital Improvement programs
- Inform & refine downtown mobility strategies

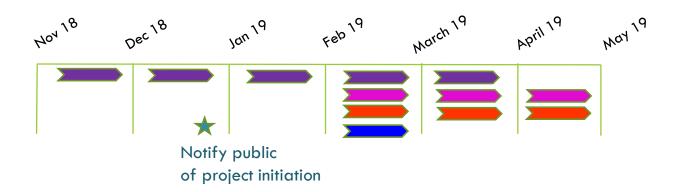
Study Area



Phase I: October 2018- April 2019

Guide transportation improvements in the Austin downtown area

- Creation of a Downtown Project Database
- Downtown Trip Generation Pilot Study
- Multimodal Cordon Line Study
- Transportation Demand Management Strategy Development



Phase II: Scoping Early 2019

- Traffic modeling for project and network development/prioritization
- Recommended cross sections on priority corridors
- Potential additional downtown trip generation study
- Potential Travel Demand Management Plan
- Robust stakeholder engagement and public outreach
- Plan documentation and adaptation

Thank you

AUSTINTEXAS.GOV/ASMP