Austin Strategic Mobility Plan

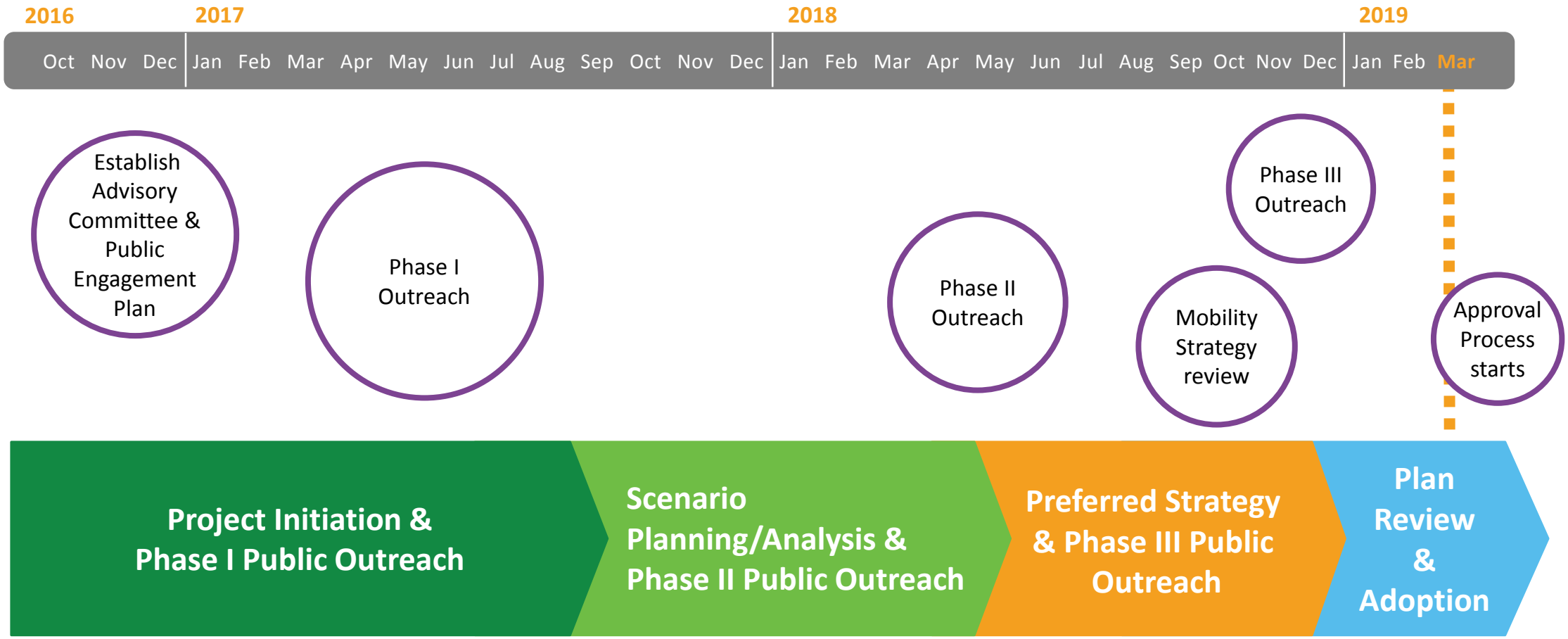
DOWNTOWN COMMISSION

MARCH 20, 2019

Agenda

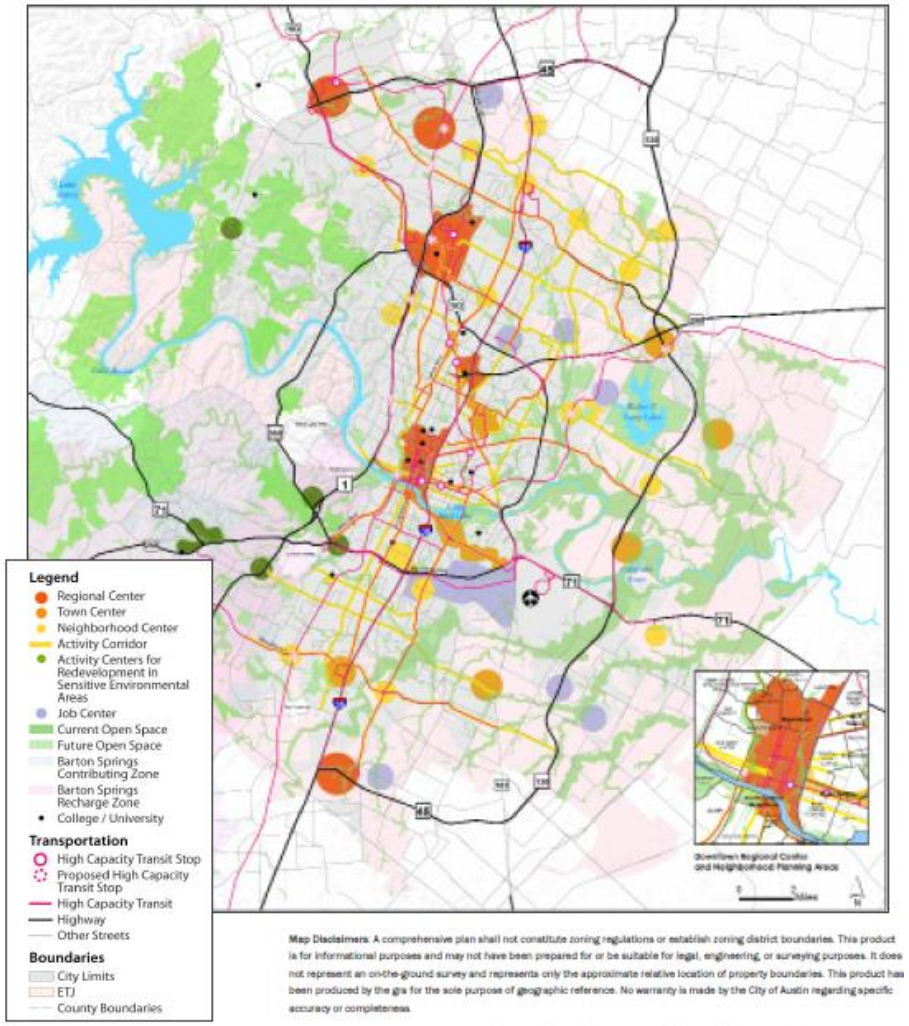
- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Draft
  - Content Outline
  - Elements of the Plan
  - Top Strategies
- Examples:
  - Chapter 2: Managing Our Demand
  - Chapter 3: Supplying Our Transportation Infrastructure
- Next Steps
- Austin Core Transportation Plan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

Schedule


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

The Vision

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



Imagine Austin Figure 4.5 – Growth Concept Map

Planning Approach

Technical:

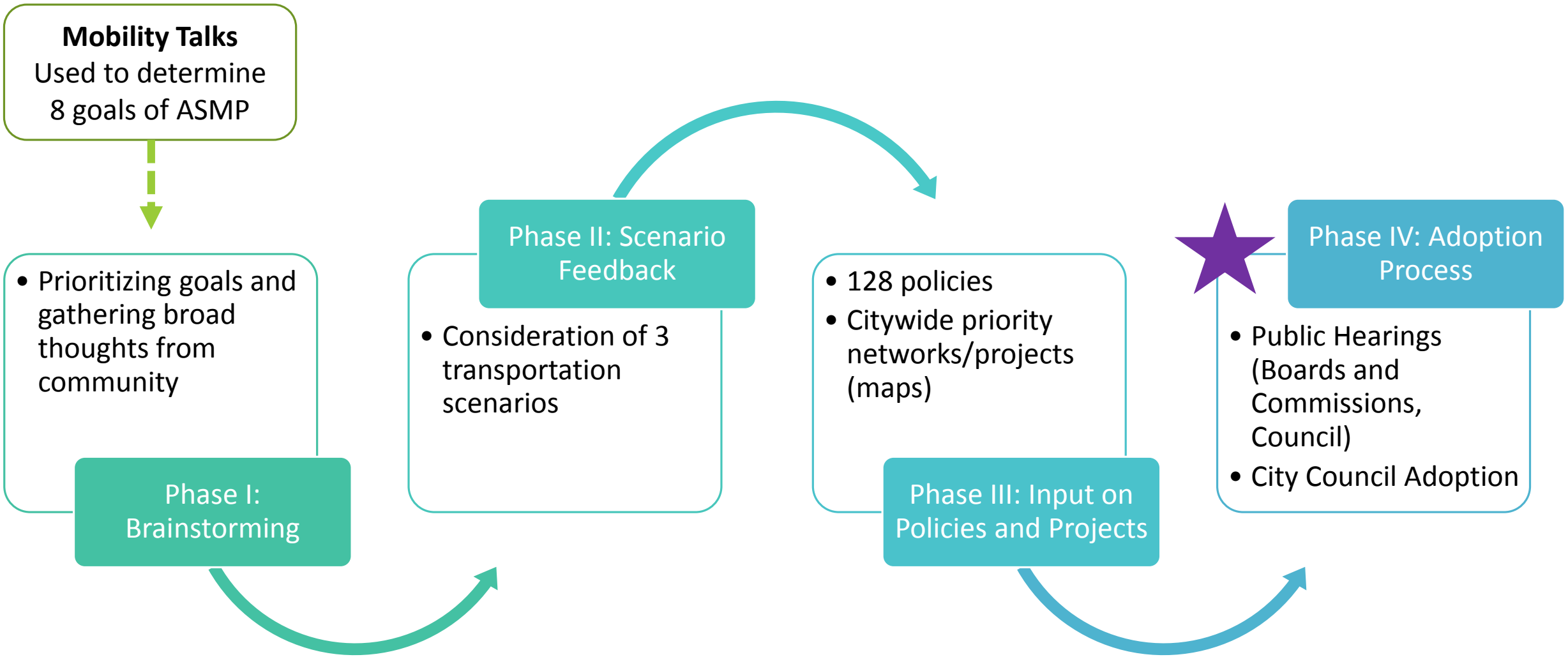
Scenario Planning

Public Engagement:

Targeted to Historically Underserved/Underrepresented Populations

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

Community Engagement



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

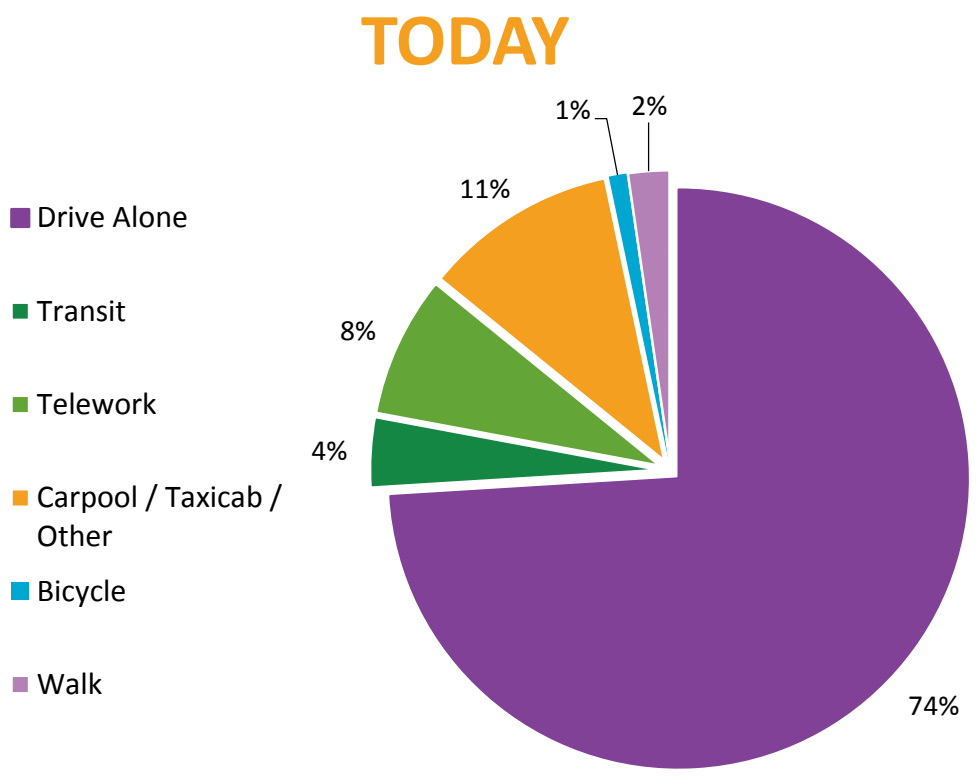
50+ events attended	**2,600+ comments received on the maps**
184 survey responses on the policies	**Hosted focus groups and 23 office hours throughout Austin**

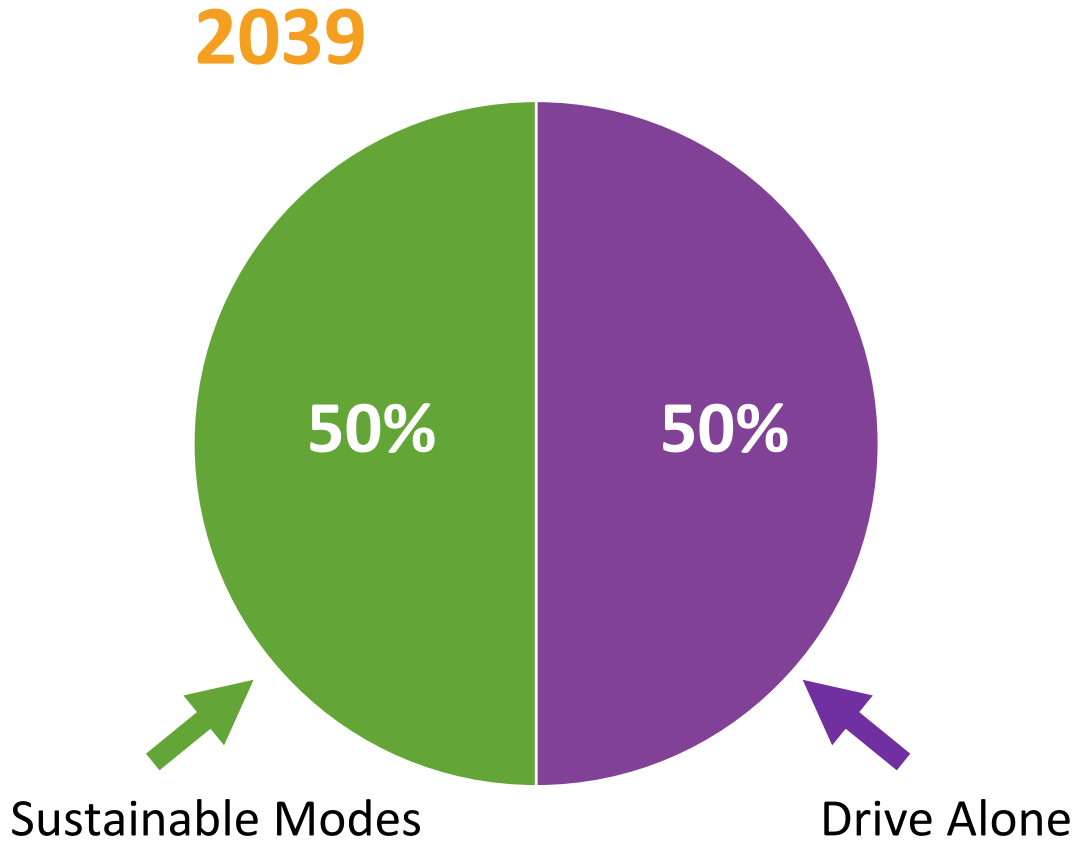
Type	Engagement *with Project Connect	Phase 1: Goals	Phase 2: Scenarios	Phase 3: Policies + Projects	Phase 4: Adoption
Targeted Engagement with a focus on historically underrepresented/ underserved communities	Paper survey (in person, delivery, and mail-in)	●	●	●	
	Organizational outreach	●	●	●	●
	Employer-based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

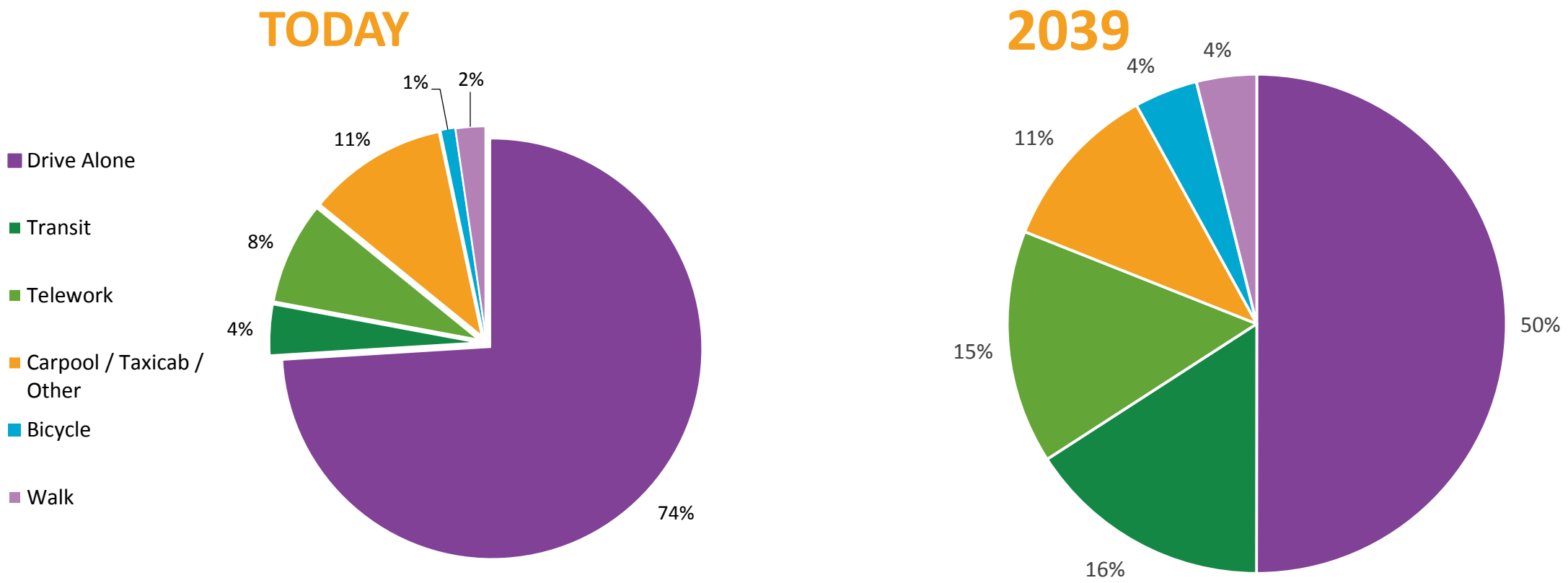
Motivation for the Plan

74% drive alone today vs. 50% in 2039

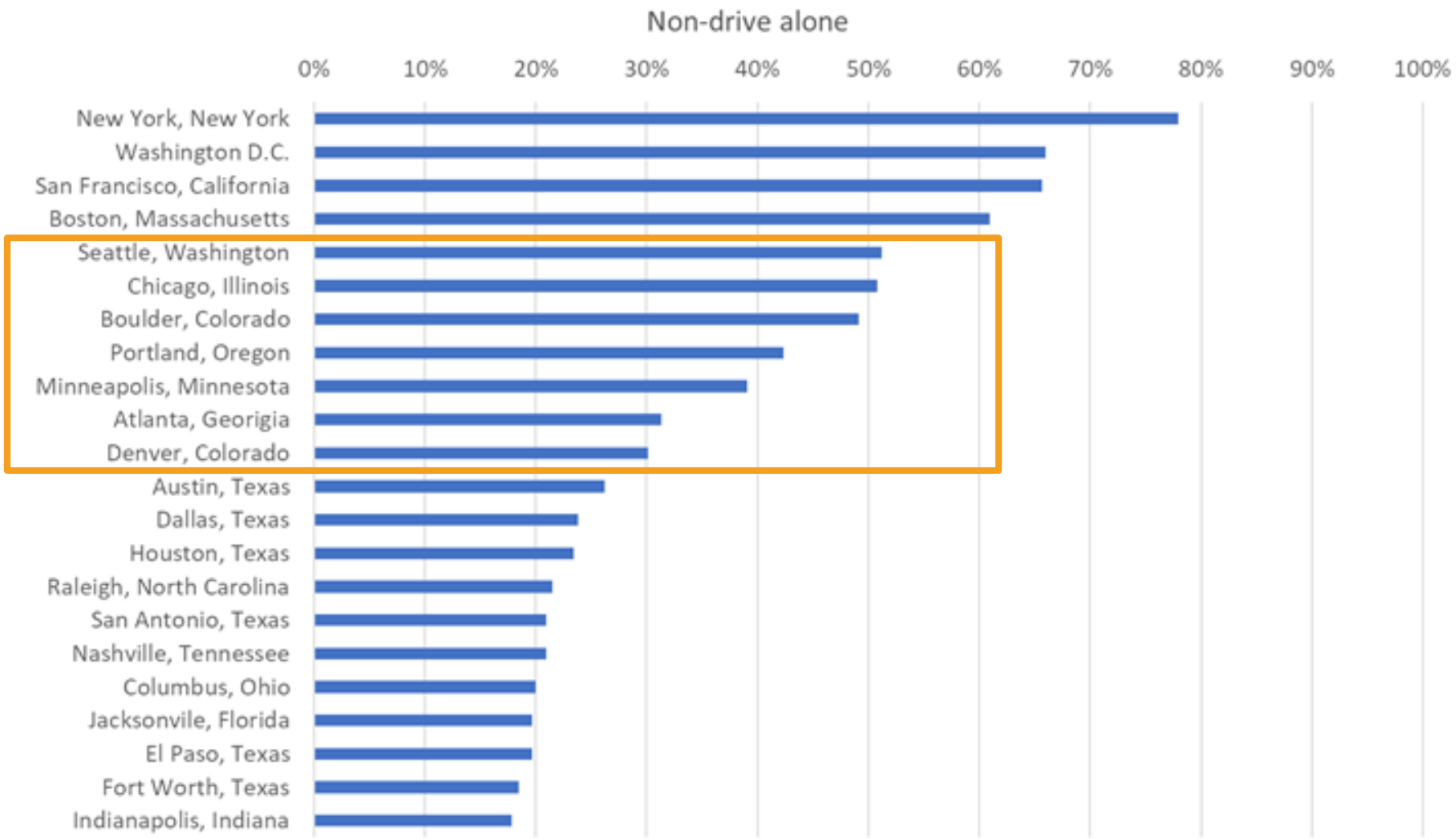




Mode Share Targets



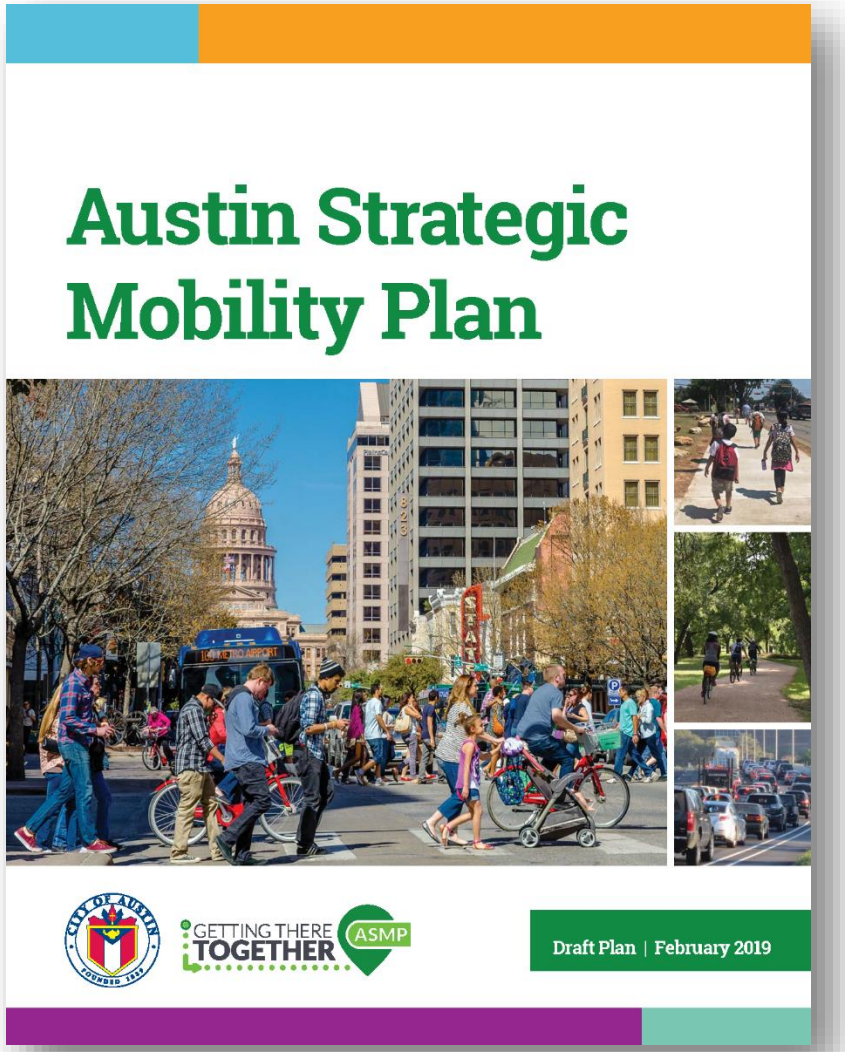
What would it look and feel like?

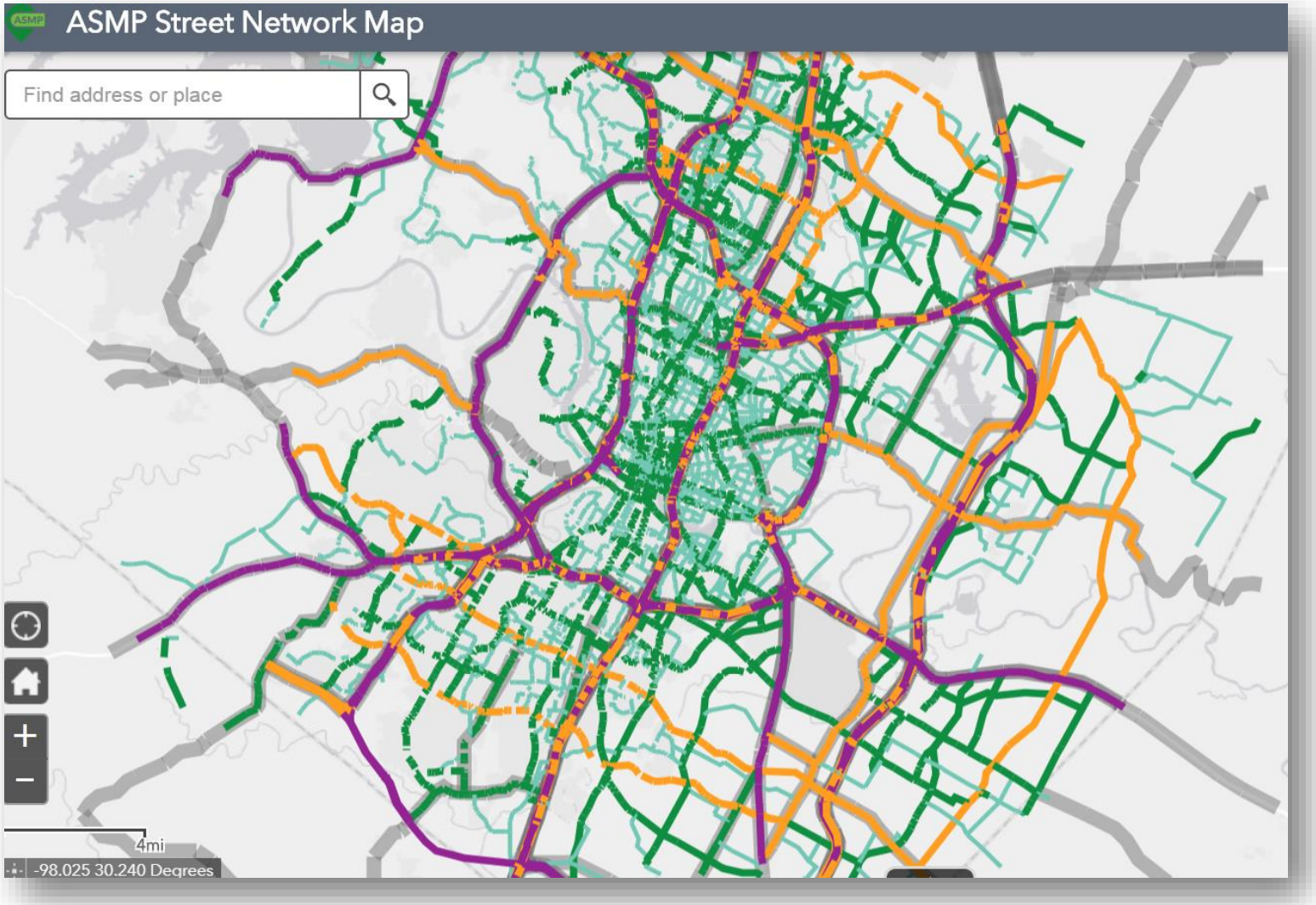


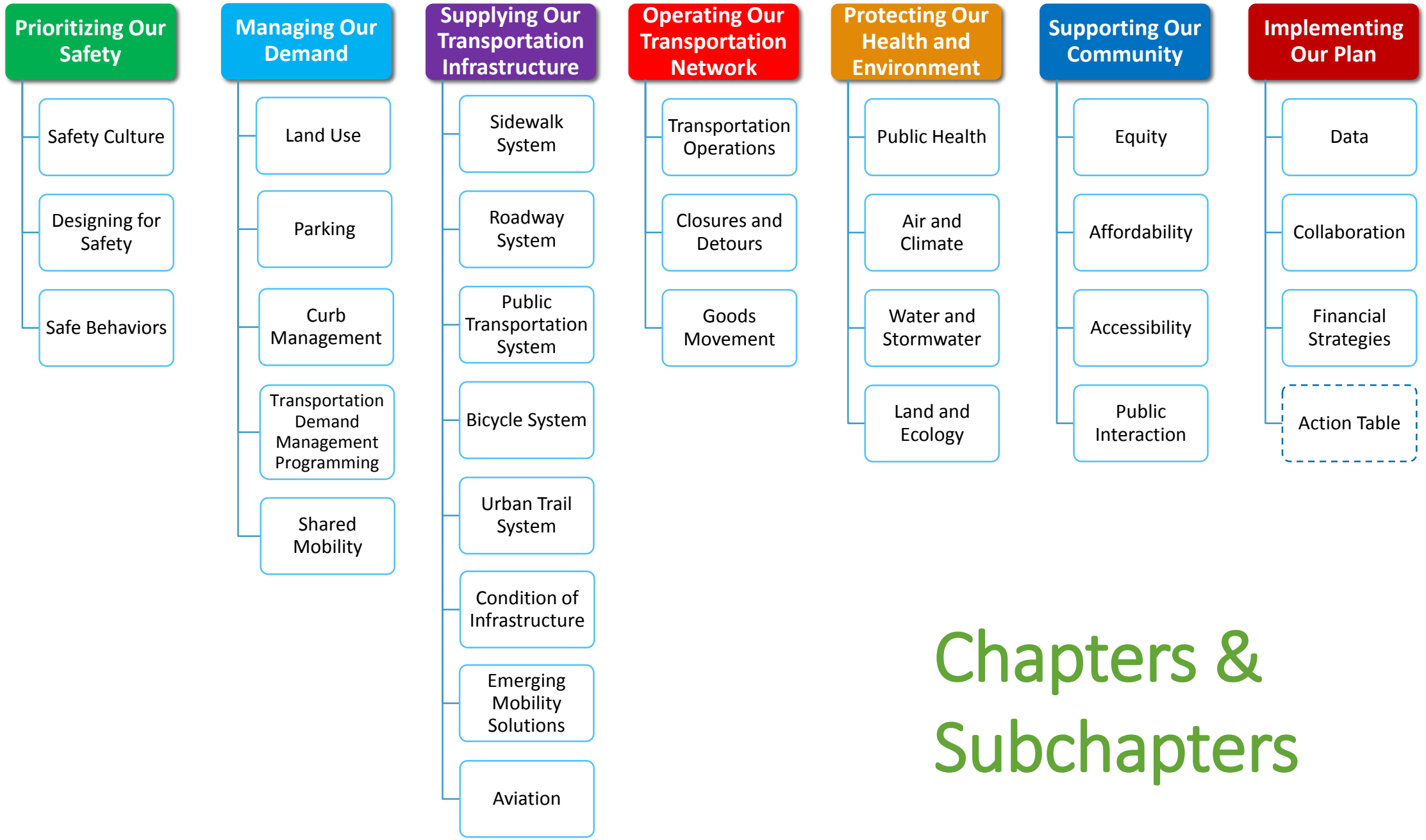
Data via U.S. Census; based on commutes for square mile area of entire city

ASMP Final Draft Plan

Policy Document, Street Network Table + Map







Chapters & Subchapters

How do we get to 50/50?

126 Policies

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

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
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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 - *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

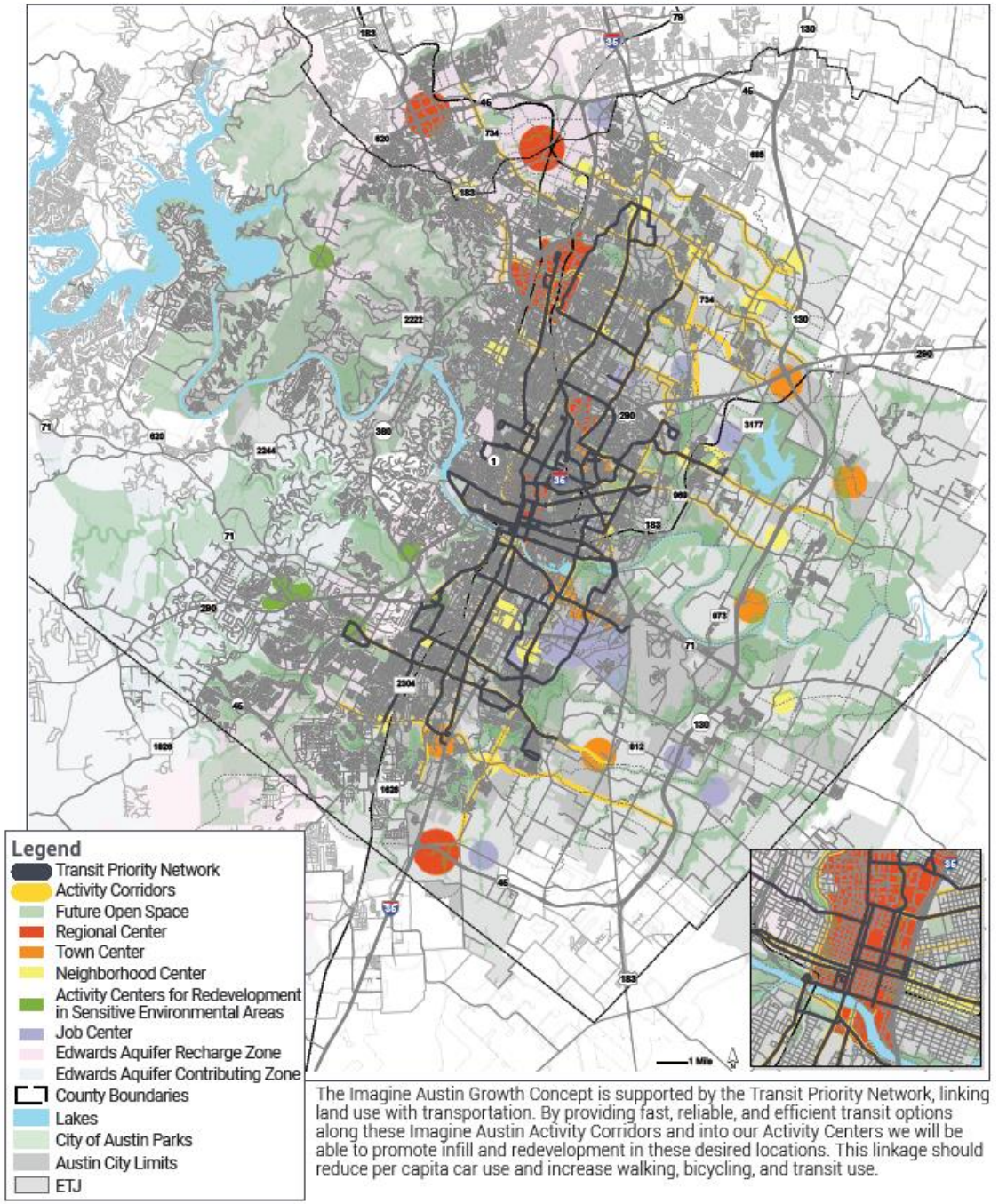
Decrease the amount of parking spaces per capita

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



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 – *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

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
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Policy 5 Improve the public transportation experience
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Bicycle System
Policy 1 Make streets safe for bicycling
Policy 2 Complete the Bicycle Priority Network
Policy 3 Remove significant infrastructure gaps in the bicycle system
Policy 4 Provide a comfortable bicycle system with end-of-trip facilities
Policy 5 Work with partner agencies and other jurisdictions to develop a regional bicycle system
Policy 6 Maintain the usability of the bicycle system

Urban Trail System
Policy 1 Recognize the urban trail system as an integral part of the transportation network
Policy 2 Provide high-quality urban trails that can serve all users
Policy 3 Pursue opportunities to connect to and expand the urban trail system

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

Emerging Mobility Solutions
Policy 1 Evaluate emerging mobility solutions to meet community needs
Policy 2 Integrate emerging mobility solutions into existing transportation infrastructure systems
Policy 3 Invest in infrastructure that enables the adoption of emerging mobility technologies

Aviation
Policy 1 Expand mobility options to and from the airport
Policy 2 Increase multimodal connectivity and options on the airport campus
Policy 3 Inform visitors about Austin's mobility options
Policy 4 Prepare for and design aviation facilities to adapt to emerging mobility solutions
Policy 5 Coordinate wayfinding to, from, and at the airport

Indicators and Targets *- 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)

Increase transit ridership

Achieve at least a 1% year over year increase

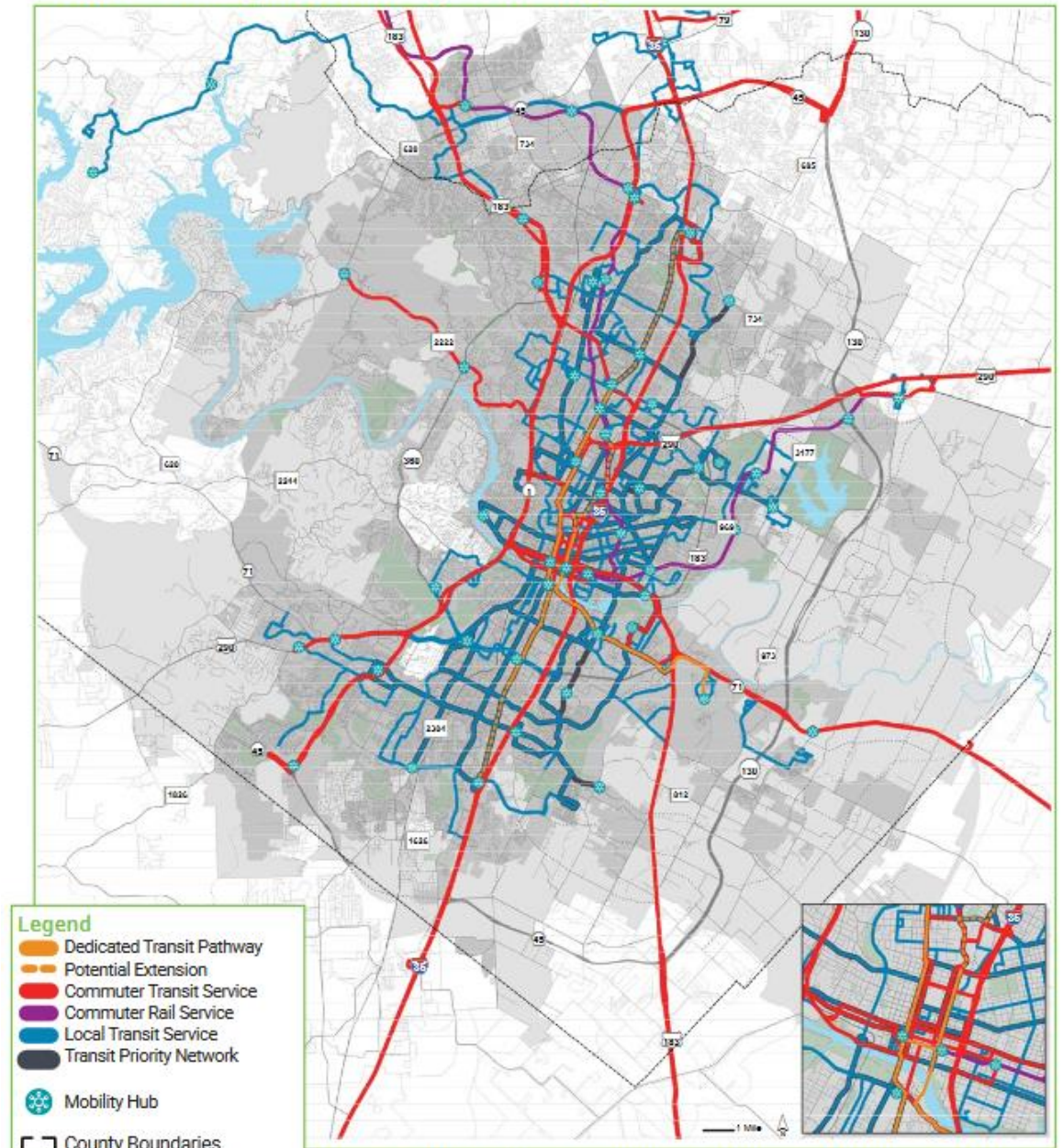
Improve on-time performance for transit service that operates at a frequency of 10 or more minutes

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



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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

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



Austin Core Transportation Plan

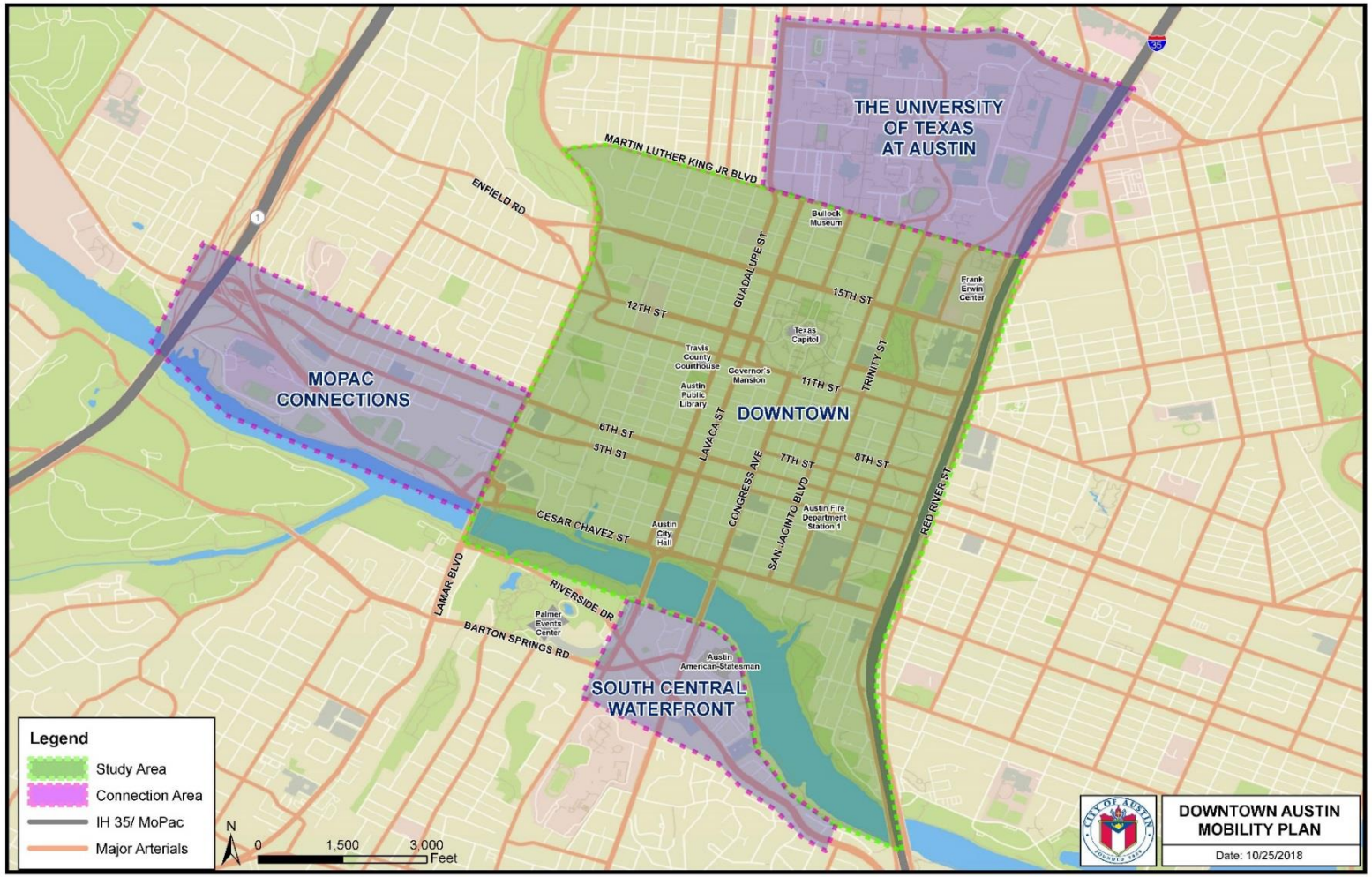
AUSTIN TRANSPORTATION DEPARTMENT

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

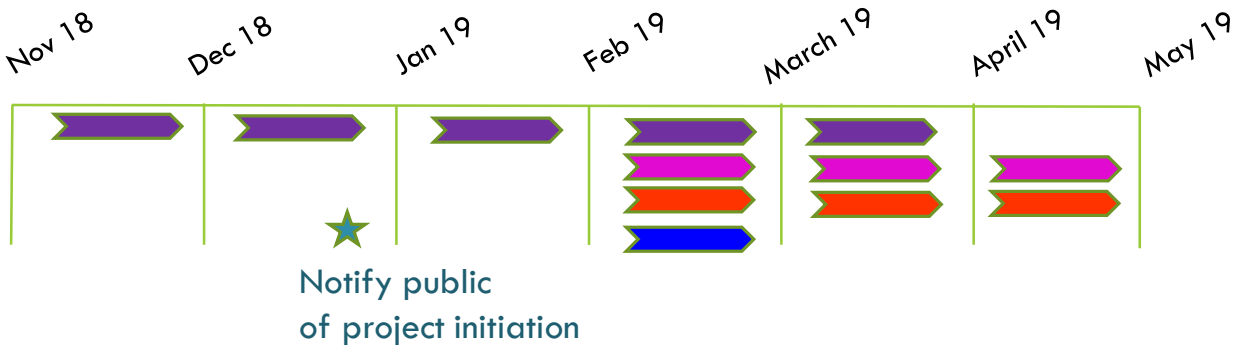
Study Area


THE UNIVERSITY OF TEXAS AT AUSTIN
MOPAC CONNECTIONS
DOWNTOWN
SOUTH CENTRAL WATERFRONT
MARTIN LUTHER KING JR BLVD
ENFIELD RD
GUADALUPE ST
12TH ST
15TH ST
11TH ST
TRINITY ST
6TH ST
5TH ST
LAVACA ST
CONGRESS AVE
7TH ST
8TH ST
SAN JACINTO BLVD
RED RIVER ST
CESAR CHAVEZ ST
LAMAR BLVD
RIVERSIDE DR
BARTON SPRINGS RD
Bullock Museum
Frank Erwin Center
Texas Capitol
Travis County Courthouse
Governor's Mansion
Austin Public Library
Austin City Hall
Austin Fire Department Station 1
Palmer Events Center
Austin American-Statesman
Legend
Study Area
Connection Area
IH 35/ MoPac
Major Arterials
N
0
1,500
3,000
Feet
DOWNTOWN AUSTIN MOBILITY PLAN
Date: 10/25/2018

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

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