

ASMP – Comments from James Shieh

LAYOUT OF DOCUMENT

Add subsection to top of the page. Having only Chapter and Policy number is difficult to track where one is because each subsection of a chapter has policies that start with number 1. I.e. There are multiple times that the pages show Supply at the top right and says Policy 1 and Policy 2. Readers will have no idea which subsection it is referencing to without having to flip back and forth and reading it digitally makes it tough to do so.

STREET NETWORK PLAN – New proposed streets

Transportation plan should not propose new streets which are controversial to Imagine Austin, or have unprecedented challenges to come to reality. Making them part of the future plan with slim feasibility will cloud real, meaningful solutions. (ie. Red Bud extension thru Lions Course to Enfield Road). Additionally, additional roadways should be last resort after the other policies have been exhausted.

Chapter 1/Safety Culture/ Policy ??? or other section about emerging technology?

New EMS and Fire standards: As cities around the world also struggle with density and congestion, many have adopted new standards for emergency vehicle typology. Smaller, and more customized vehicles for the particular job than can maneuver around better thru narrower streetscapes. This strategy can help alleviate some agency conflicts.

Chapter 2 / Land Use / Policy 2

Encouraging companies to locate near transit is not enough. As we have seen, companies will locate where they want and cost of land is a critical factor. Existing transit supported areas will be more expensive which may deter some companies to locate somewhere else. We should **incentivize** rather than just **encourage** them to do so. If companies do choose to locate somewhere else and opportunities come to create a new node, hub, or complete community supported by transit, then we should be ready to modify the TPN and IA maps and/or administer small area planning to help ensure the path of good development.

Chapter 3/Public Transportation System/ Policy 2 also Chapter 2 /Shared Mobility/Policy 3

Outlying communities mobility hubs should be planned. Just saying to “Support” the services does not help to envision where they can be. We plan Job Centers, Neighborhood Centers, etc. We should have this shown on a map. It can help create new community nodes as well since it would be well supported by transit.

Chapter 3/ Emerging Mobility Solution

Incentivize new innovations into existing and new developments, not just the transportation infrastructure. Current codes have parking reductions for very specific innovations. For instance, we already have parking reduction for car sharing parking onsite. We should have a clear path for innovation adaptation on how it can help developments be part of the solution by including them and the City incentivizing them. Older developments should have an incentive to innovate as well.

Chapter 3/Roadway System/Policy 3

Increasing the number of people moved vs number of vehicles. This section mentions paid toll roads to decrease travel time. For private individuals, there is a question of equitability as it is a promotion those

that can afford to pay to save time, and single person vehicular commutes. There needs to be investment in infrastructure that promote private modes of increasing amount of people moved such as carpooling and vanpooling. Other cities has carpool lanes. That needs to be a strategy. It is vague as to what this section is referring too when it says “high-occupancy vehicle lanes” as it can mean bus lanes (public transportation) vs carpooling lanes (private transportation)

Chapter 7/ Financial Strategies/ Policy 2 and new Policy?

Fiscal responsibility should not only be about being “at the lowest possible total cost to the public.” If we invest in companies that promote principles in our ASMP and Imagine Austin, we begin to see how dollars spent bring exponential benefit to the communities beyond just what that dollar bought. For instance, contractors, businesses, etc which do incentivize their employees to carpool or use public transportation, companies that use fleets of low carbon emission vehicles,etc. actually bring more benefit to the public. City investment, purchasing, contracting, etc. should weigh these benefits in it decisions more so than just the bottom dollar sign.

Chapter 7/ Data/ Policy 2

This section discusses data sharing from the City to the public. However, as we see from wayfinding apps and ridesharing companies, bus services, etc, data is constantly being collected. We should have data collection parameters that can be adopted by private and public entities and shared consistently and easily. This will have to come from policy making to have public and private entities work together. Not all data sets need to be shared to preserve proprietary and private information.

What Happens Next?

ASMP is an aspiration document yet has many merits from real world polices from other city’s best practices. There are low hanging fruit, smart, common sense polices which can be considered today. What did we learn along the way that can be easily implements today? Make a list of ones which are ready for initiation and public input.

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