

Gins ASMP Amendments

March 18, 2019

1. Supplying Our Transportation Infrastructure

Establish per-capita VMT as an indicator and develop periodic targets to hit to achieve the 50/50 mode split by the conclusion of the ASMP term.

Apply indicator/target throughout the ASMP as appropriate.

2. Supplying Our Transportation Infrastructure / Roadway System

Amend Policy 4 (“Increase the person-carrying capacity of the highway system”) to state that it is the policy of the City of Austin that all highway improvements that correspond with the Commuter Transit Service should have access for buses that is separate from traffic (e.g. as part of an HOV lane, tolled lane, etc.), that highway entrances and exits be configured to allow the smooth and efficient entrance and exit of Commuter Transit Service near stations, and that this is a top priority when dealing with regional and state transportation agencies.

3. Supplying Our Transportation Infrastructure / Public Transportation System

Amend Policy 1 (“Give public transportation priority”) to give the city traffic engineer authority to initiate a process to dedicate lanes to transit whenever the lane dedication would substantially improve the efficiency of moving people through a corridor. The traffic engineer shall give notice to City Council on the proposed dedication and give Council 90 days to overrule the dedication, and may otherwise move forward with the dedication. (This process is similar to the bike lane dedication process.)

Develop an action item to create the framework and metrics for periodic review of corridors on the High Capacity Transit Network and initiation of lane dedication.

4. Supplying Our Transportation Infrastructure / Public Transportation System

Amend Policy 4 (“Invest in a high-capacity transit system”) to state that it is the City of Austin’s policy to pursue any and all funding opportunities to make effective investments in high-capacity transit systems.

Add an action item for ATD to work with Capital Metro to determine the investment required to achieve mode split goals by the conclusion of the ASMP term.

5. Supplying Our Transportation Network / Public Transportation System:

Amend Policy 4 (“Invest in a high-capacity transit system”) and the Public Transportation System Map (pg. A16) to designate the “Dedicated Transit Pathway” network as the “High Capacity Transit Network (immediate)” and incorporate the “BRT-lite” network into the High Capacity Transit Network as the “High Capacity Transit Network (evolving)”. While the immediate part of the network is the highest priority for investments and planning, the evolving part of the network is also a high priority.

State that it is city policy that the High Capacity Transit Network (Evolving) lines be transitioned to full dedicated-pathway status with high service-level Bus Rapid Transit by the completion of the ASMP term (2039). This policy should guide actions to identify opportunities both immediate (e.g. re-stripping lanes downtown to be dedicated transit pathways) and longer-term (e.g. future bond issues or federal funding applications). Land use planning should also anticipate the future complete High Capacity Transit Network and plan transit-supportive development appropriate to a Bus Rapid Transit along the network corridors.

Make conforming changes throughout the ASMP.

6. Managing Our Demand / Land Use:

Amend Policy 1 (“Promote transit-supportive densities along the Transit Priority Network”) to direct that all land use processes and decisions adopt minimum targets of transit-supportive densities along the High-Capacity Transit Network appropriate for the transit mode planned. Average densities for the lines should achieve a “High” rating for the immediate portion of the High-Capacity Transit Network and a “Medium-High” rating for the evolving portion of the network, and be based on the recommended density levels in the Puget Sound Transit-Supportive Densities and Land Uses study.

An action item should be created to create and adopt a comprehensive transit-oriented development strategy for new planning along the entire High Capacity Transit Network, and an indicator showing the progress towards completing those plans. The plan should include developing pedestrian-friendly infrastructure to support walkable neighborhoods near transit.

Make conforming changes throughout the ASMP.

7. Managing Our Demand / Parking

Establish indicators and targets for the amount of parking per-capita within ½ mile of the High Capacity Transit Network and Transit Priority Network. Develop targets in cooperation with Capital Metro to advantage parking metrics in Federal Transit Administration grant applications. Create an action item to work with Planning and Zoning Department to develop parking requirements as part of the Land Development Code re-write to achieve targets.