

REVISED

ASMP Comments and Amendments

Kenny - ASMP Comments and Amendments (Pg. 1)
McGraw - ASMP Comments and Amendments (Pg. 16)
Seeger - ASMP Comments and Amendments (Pg. 19)
Shaw - ASMP Comments and Amendments (Pg. 21)
Shieh - ASMP Comments and Amendments (Pg. 24)
Thompson - ASMP Comments and Amendments (Pg. 27)

Recommendations

Bicycle Advisory Council (Pg. 33)
Community Development Commission (Pg. 37)
Environmental Commission (Pg. 38)
Commission on Seniors (Pg. 40)
Pedestrian Advisory Council (Pg. 42)
Urban Transportation Commission (Pg. 44)

Link to ASMP Backup

http://www.austintexas.gov/cityclerk/boards_commissions/meetings/40_1.htm

Subchapter: Managing Our Demand / Land Use

Submitted by Commissioner Kenny

Amendment Index:

1. Strengthen policy to facilitate transit-supportive density along the Transportation Priority Network and high-capacity transit routes
 2. Provide specificity to action item for Land Development Code updates for transit-supportive density
 3. Provide specificity to action item for corridor-based land use planning
 4. Create action item for updates to downtown and UNO plans
 5. Create action item to implement comprehensive transit oriented development (TOD) strategy
 6. Create indicator and target on progress in planning transit-supportive density / transit-oriented development around high-capacity transit lines
 7. Revise explanation of transit-supportive densities to reflect federal grant benchmarks and evidence-based practices
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Amendment 1

Purpose: Strengthen policies to facilitate transit-supportive density along the Transportation Priority Network and high-capacity transit routes

Origination: Commissioner adaptation of UTC items (see Background)

Amendment 1 section: Policy 1, “Promote transit-supportive densities along the Transit Priority Network”, Managing Our Demand / Land Use (pg. 36)

Amendment 1 changes (full text of policy):

Plan ~~Promote~~ transit-supportive densities along the Transit Priority Network

Use all planning tools to establish ~~Require or incentivize~~ transit-supportive densities along Transit Priority Network corridors appropriate to the transit mode planned

Appropriate land use density is the foundation for efficient public transportation; dense urban areas with multiple uses including employment centers, multifamily homes, and commercial uses make high-quality transit services, viable. Transit-oriented development is not just density; a rich mix of land uses and a great public realm with a pedestrian-friendly streetscape and amenities is what causes ~~When~~ more people to live close to transit, which allows transit to ~~can~~ run more often and connect people to more destinations. Establishing transit-supportive development (including densities) along planned investments in high-capacity transit is essential to their success, and to securing federal transit funding, and should be a top planning and

investment priority. This can and should dovetail with established city goals to add housing near transit lines, especially housing affordable to Austinites with lower incomes.

The high-capacity transit routes planned in Austin run through different types of built environments, including downtown, commercial centers, already-dense mixed-use neighborhoods, and areas dominated by detached, single-family homes. Transit-supportive densities are measured for routes as a whole, and planning should be flexible to take into account the existing character of neighborhoods and community input to appropriately allocate density within transit corridors, but plans must be projected to achieve the transit-supportive density appropriate for the planned mode of transit.

~~Transit-supportive density can be achieved by requiring an appropriate level of density through land planning efforts and zoning regulations, as well as through development incentives associated with small area planning policies. Encouraging denser development near the Transit Priority Network will foster development patterns which will create compact centers designed to encourage walking and bicycling, and will enable transit-supportive development.~~

The full range of planning tools should be used to establish this density, including zoning reviews, small area plans, density bonuses, affordable housing investments, transit-oriented development zones, and revisions of the land development code, potentially including zone entitlements and bonuses tied to the distance from transit. The city will develop a comprehensive transit-oriented development strategy for the High-Capacity Transit Network to guide private and public investment, develop policy recommendations, establish station-level action items to foster high quality transit-oriented development, and prioritize need to allocate limited resources. The portions of the Transit Priority Network not planned for high-capacity transit should have transit-supportive densities considered in land use planning, but are a lower priority.

~~Other s~~Strategies to encourage this type of development include providing incentives in certain cases or enacting more permissive regulations for developments that go above and beyond base zoning requirements. Direct public investment in and management of redevelopment at major mobility hubs will ensure high levels of community benefits accompany density along the Transit Priority Network. These community benefits should include affordable housing, affordable space for arts, music, “legacy,” and small business uses, civic spaces, and other amenities like “green” design and childcare. Bicycle facilities, sidewalks, and other investments that allow people of all abilities to access transit should also be prioritized along the network. Affordable housing investments near the network should be steered to comply with standards in federal transit funding opportunities as much as possible without sacrificing effectiveness.

Finally, people living downtown and near the University of Texas campus already have the lowest rate of drive-alone trips and vehicle miles travelled, and increasing density in these areas is one of the surest ways to lower that rate city-wide and facilitate increased transit ridership.

Amendment 2

Purpose: Provide specificity to action item for Land Development Code updates for transit-supportive density

Origination: Commissioner adaptation of UTC items (see Background)

Amendment 2 section: Action Item 21, “Land Development Code Update”, Managing Our Demand / Land Use (pg. 270)

Amendment 2 changes (full text of action item):

Land Development Code Update

Update the land development code to:

- Require a more compact and connected street network
 - Revise zones, an immediate zoning map, and/or bonuses to A allow for and incentivize transit-supportive densities, and require a mixture of land uses along the Transit Priority Network and within ½ mile of planned high-capacity transit, in a manner that blends-in with, and is sensitive to, existing forms of housing
 - Allow for missing middle housing types, including mixed-use infill development types
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Amendment 3

Purpose: Provide specificity to action item for corridor-based land use planning

Origination: Commissioner implementation of Policy 1 changes and UTC recommendation (see background below)

Amendment 3 section: Action Item 22, “Corridor-based land use planning”, Managing Our Demand / Land Use (pg. 270)

Amendment 3 changes (full text of action item):

Corridor-based land use planning

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 scale that is projected to achieve Federal Transit Administration transit supportive density ratings of “Medium-High” (for the Project Connect BRT-Light network) or “High” (for the Project Connect High Capacity Rapid Transit and Commuter Line networks) within ½ mile of planned high-capacity transit investments

Amendment 4

Purpose: Create action item for updates to downtown and UNO plans

Origination: Commissioner implementation of Policy 1 changes and UTC recommendation (see background below)

Amendment 4 section: New action item, “Update downtown and University Neighborhood Overlay plans”, Managing Our Demand / Land Use (pg. 270)

Amendment 4 changes (full text of action item):

Update downtown and University Neighborhood Overlay plans

Refresh the downtown and University Neighborhood Overlay zoning and land use regulations to allow for greater density to meet mode-share goals.

Amendment 5

Purpose: Create action item to implement comprehensive transit oriented development (TOD) strategy

Origination: Commissioner implementation of Policy 1 changes and UTC recommendation (see background below)

Amendment 5 section: New action item, “Comprehensive transit oriented development strategy”, Managing Our Demand / Land Use (pg. 270)

Amendment 5 changes (full text of action item):

Comprehensive transit oriented development strategy

Action item: Collaborate with Capital Metro to develop a comprehensive transit oriented development (TOD) strategy, including an implementation action plan and a system to track and monitor success to refine and improve the strategy in the future.

Amendment 6

Purpose: Create indicator and target on progress in planning transit-supportive density / transit-oriented development around high-capacity transit lines

Origination: Commissioner implementation of Policy 1 changes and UTC recommendation (see background below)

Amendment 6 section: Indicators and Targets, Managing Our Demand

Amendment 6 instruction: Create a new indicator and target showing which portion of the planned high-capacity transit lines have fully completed plans that project appropriate transit-supportive density

Amendment 7

Purpose: Revise explanation of transit-supportive densities to reflect federal grant benchmarks and evidence-based practices

Origination: Commissioner implementation of UTC recommendation (see background below)

Amendment 7 section: “Transit-Supportive Densities” box under Policy 1, “Promote transit-supportive densities along the Transit Priority Network” (pg. 36)

Amendment 7 text:

Transit-Supportive Densities

Population density refers to the amount of people that live, work, or play within a specified geographic area. It is generally measured by people or units per acre. When enough people live, work, or play in an area, it means that public transportation serving the area can be economically, environmentally, and socially efficient.

Different contexts, including whether a place is urban or suburban, whether it is residentially- or commercially-focused, and other differences, may require different densities to be transit-supportive. Transit-supportive densities are also different for different levels of transit service; generally the higher the level of investment, the higher the density. Within the urban and suburban contexts of Austin, Capital Metro has defined what transit-supportive density levels are. There are three principle sources for appropriate transit-supportive densities: Federal Transit Administration (FTA) grant benchmarks and the Puget Sound Regional Council 2015 meta-analysis, “Transit-Supportive Densities and Land Use,” address density around high-capacity transit and Capital Metro has standards for general bus service. Both the FTA and the Puget Sound study measure density as an average across an entire transit line - individual segments may have higher or lower densities - which helps give flexibility in planning.

FTA benchmarks are important because their grants are a substantial portion of funding for transit projects. The FTA set them to “ensure that neighborhoods surrounding proposed transit stations have the fundamentals in place to ensure that as service is improved over time there is a mix of housing options for existing and future residents.” All projects submitted must achieve the “Medium” density grade to be eligible, and a “Medium-High” or “High” level makes grant proposals more competitive. The FTA measures density in half-miles from transit stations, so transit lines with stops spaced less than a mile apart and final station locations that are not set can be measured along the corridor ½ mile from a transit line, while greater-spaced transit lines or those with set final station locations can be measured in a ½ mile radius around stations. The FTA also takes Central Business District Parking levels into account.

	<u>Station Area Development</u>		<u>Parking Supply</u>	
<u>Rating</u>	<u>Employment Served by System</u>	<u>Avg. Population Density (per acre)</u>	<u>CBD Typical Cost-Per-Day</u>	<u>CBD Spaces Per Employee</u>
<u>High</u>	<u>>220,000</u>	<u>>23.4</u>	<u>>\$16</u>	<u><0.2</u>
<u>Medium-High</u>	<u>140,000-219,999</u>	<u>15-23.4</u>	<u>\$12-\$16</u>	<u>0.2-0.3</u>
<u>Medium</u>	<u>70,000-139,999</u>	<u>9-15</u>	<u>\$8-\$12</u>	<u>0.3-0.4</u>

The Puget Sound study provides appropriate density ranges for different modes of transit to ensure adequate ridership and costs-per-passenger, and to achieve decreases in BMT and drive-alone trips. These are not thresholds to meet but goals that, as we achieve them, the health of our transit system improves.

	<u>Light Rail</u>	<u>Bus Rapid Transit / All-day Frequent Bus</u>
<u>Residential Density</u>	<u>16-67+ residents per acre</u>	<u>7-8+ housing units per gross acre</u>
<u>Employment</u>	<u>100,000 - 150,000+ jobs in CBD</u>	<u>(not addressed)</u>
<u>Activity Units</u>	<u>56-116+ residents and jobs per gross acre</u>	<u>17+/- residents and jobs per acre</u>

Capital Metro measures density ¼ mile from transit corridors that support basic transit service. By achieving these transit-supportive densities along the Transit Priority Network and other existing bus lines, Capital Metro can avoid service changes that eliminate or move routes due to a lack of density and riders.

Capital Metro Residential transit-supportive density: 16 people per acre

Capital Metro Commercial transit-supportive density: 8 people per acre

Background:

This policy revision and the associated action items amendments are an adaptation of the following UTC recommendations:

- With respect to Action Item 21, update the Land Development Code related to housing and transit-supportive density to:
 - Increase density not just on identified transit-friendly corridors but within ¼ mile of those corridors to further shift mode choice away from single-occupancy vehicles; transition zones from corridor should reflect ImagineAustin and extend one to four blocks on either side of the corridor;
 - Increase residential zoning to more ably address the housing affordability crisis and provide more options (including "missing middle" housing);
- Insert new action item after Action Item 22 to state: "Plan for downtown growth. Plan and zone for the downtown and the university to grow in both residential and employment density as fast as the region's growth or faster." Downtown is a special part of the transportation network as the one part of the city that can reach and be reached by public transportation to and from anywhere in the city that is on public transportation. The existence of the downtown housing and job cluster makes it much easier for job movers and two-earner households to find transit supportive residential and job locations.
- 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.

Subchapter: Prioritizing Our Safety / Designing for Safety

Submitted by Commissioner Kenny

Amendment Index:

1. Implement NACTO “critical” recommendations for safe design speeds (with relevant PAC and UTC recommendations)
 2. Require Transportation Safety Impact Assessments for infrastructure and development projects (with relevant PAC and UTC recommendations)
 3. Develop a process for consideration and designation of right-of-way to car-free zones (with relevant UTC, PAC, and BAC recommendations)
 4. Strengthen ASMP direction to minimize curb cuts as sites are developed/redeveloped (with relevant UTC recommendation)
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Amendment 1

Purpose: Implement NACTO “critical” recommendations for safe design speeds (with relevant PAC and UTC recommendations)

Origination:

- Pedestrian Advisory Council, ASMP recommendation #1: “Design Speeds - Target design speeds should not exceed 35 mph”
- Pedestrian Advisory Council, ASMP recommendation #2: “Speed Management - Prioritize Action Item #9 (Speed Management Guidelines) and implement it as soon as possible.”
- Urban Transportation Commission, ASMP recommendation: “Change the language in Policy 1 from “Manage for safe speeds” to “Design and manage for safe speeds” as a City of Austin value statement.
- Urban Transportation Commission, ASMP recommendation: “Update Action Item 9 to state: ‘Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve targeted operating speeds systemwide, with no design speed to exceed 35 MPH. This action item will be prioritized and implemented as soon as possible.’”

Amendment 1.A section: Policy 1, “Manage for Safe Speeds”, Prioritizing our Safety / Designing for Safety (pg. 18)

Amendment 1.A changes (full text of policy):

Design and manage for safe speeds

Reduce the likelihood that crashes will result in a fatality or serious injury by designing streets for safe speeds

Given the correlation between vehicle speed and crash severity, speed management is a critical focus area of Vision Zero. The goal of speed management is to minimize crashes and crash severity, using the human body's tolerance for impact force as the guiding tool.

Our approach to speed management begins with selecting safe target speeds for all streets based on their context. Target speed refers to the speed at which we want cars to drive on the street. Surrounding land uses, traffic volumes, and pedestrian activity all affect the appropriate target speed for a street. The target speeds inform the design speed, which refers to the specific geometric features or elements of a roadway necessary to achieve the target speed. We will use design criteria that are at or below the target speed of a given street. The posted speed limits are set to help communicate and reinforce safe target speeds. After setting the target speed and implementing design speeds, we analyze operating speed, which refers to the observed speed of people using the street.

The 85th percentile of observed target speeds should fall between 10–30 mph on most urban streets. The maximum target speed for urban arterial streets is 35 mph. Some urban arterials may fall outside of built-up areas where people are likely or permitted to walk or bicycle. In these highway-like conditions, a higher target speed may be appropriate, but the use of higher speeds should generally be reserved for limited access freeways and highways and is inappropriate on urban streets, including urban arterials.

Historically, many streets were designed where the operating speed influenced the design speeds and the posted speed limit. This resulted in fast drivers raising the speed limit of roads and leading to less safe design elements such as larger turning radii and wider streets. Using target speeds instead of operating speeds to influence the design speed of our streets allows our community to prioritize safety and design our streets for safety as we work to support this goal.

Background:

- This change implements the National Association of City Transportation Officials' Urban Street Design Guide "critical" recommendations for design speed. See full text at <https://nacto.org/publication/urban-street-design-guide/design-controls/design-speed/>

CRITICAL

Design streets using target speed, the speed you intend for drivers to go, rather than operating speed. The 85th percentile of observed target speeds should fall between 10–30 mph on most urban streets.

The maximum target speed for urban arterial streets is 35 mph.⁴ Some urban arterials may fall outside of built-up areas where people are likely or permitted to walk or bicycle. In these highway-like conditions, a higher target speed may be appropriate.

The maximum target speed for urban collector or local streets is 30 mph.

Use design criteria that are at or below the target speed of a given street. The use of higher speeds should be reserved for limited access freeways and highways and is inappropriate on urban streets, including urban arterials.

Bring the design speed in line with the target speed by implementing measures to reduce and stabilize operating speeds as appropriate. Narrower [lane widths](#), roadside landscaping, [speed humps](#), and [curb extensions](#) reduce traffic speeds and improve the quality of the bicycle and pedestrian realm.⁵

[+ More Info](#)

Amendment 1.B section: Action Item #9, “Speed management guidelines,” Prioritizing our Safety / Designing for Safety (pg. 269)

Amendment 1.B text (full text of item):

Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve targeted operating speeds systemwide. This action item will be prioritized and implemented as soon as possible.

Amendment 2

Purpose: Require Transportation Safety Impact Assessments for infrastructure and development projects

Origination: Urban Transportation Commission, ASMP recommendation, “Require a transportation safety analysis for every infrastructure and development project that reflects existing infrastructure and collision problems, as well as induced demand and actual travel speeds, and truly prioritizes transportation safety with respect to design decisions and transportation funding (Consistent with Action Item 158 -Health Impact Assessments).”

Amendment 2 section: New action item in Prioritizing Our Safety / Designing For Safety (pg. 269).

Amendment 2 text (new action item):

Transportation Safety Impact Assessments: Develop criteria and a policy to require a transportation safety analysis for every infrastructure and development project that reflects existing infrastructure and collision problems, as well as induced demand and actual travel

speeds, and truly prioritizes transportation safety with respect to design decisions and transportation funding.

Background: This is consistent with a corresponding action item for health impact assessments: Action item 158 (Protecting Our Health and Environment / Public Health), pg. 281, “Health Impact Assessment criteria: Develop criteria for where, when, and how to conduct health impact assessments, and what criteria should be assessed.”

Amendment 3

Purpose: Develop a process for consideration and designation of right-of-way to car-free zones (with relevant UTC, PAC, and BAC recommendations)

Origination:

- Urban Transportation Commission, ASMP recommendation, “Car-Free Zones - Add an Action Item for determining a process to consider whether / how a right of way might be converted to a car-free space (e.g. Speedway on UT Campus)”
- Pedestrian Advisory Council, ASMP recommendation #7, “Car Free Zones – Add an Action Item for determining a process to consider whether / how a right of way might be converted to a car free space (e.g. Speedway on UT Campus)”
- Bicycle Advisory Council, ASMP recommendation, “BE IT FURTHER RESOLVED that the BAC recommends adding an action item for identifying possible streets as Car Free Zones such as pedestrian and bicycle malls or connectivity-focused pocket parks, particularly in areas where the road network is over capacity such as West Campus;”

Amendment 3 section: New action item in Prioritizing Our Safety / Designing For Safety (pg. 269).

Amendment 3 text (new action item):

Develop a process for considering and implementing existing right-of-way as car-free bike and/or pedestrian zones.

Background:

Amendment 4

Purpose: Strengthen ASMP direction to minimize curb cuts as sites are developed/redeveloped

Origination:

- Urban Transportation Commission, ASMP recommendation, “Incentivize shared driveways for all types of development to both reduce impervious cover and better manage access points along roadways.”

Amendment 4 section: Policy 3, “Integrate safe design principles into the built environment”, Prioritizing Our Safety / Designing for Safety (pg. 21).

Amendment 4 text (full policy text):

Integrate safe design principles into the built environment

Ensure that all new development or redevelopment contributes to a safe transportation network through site design and access management

Future land development activities should reflect the current understanding of safe design principles, which contribute to a safe transportation network and built environment. This means including standards that minimize the potential for conflicts between street users and prioritize the safety of vulnerable users in all City codes, ordinances, plans, studies, manuals and programs governing land development.

A built environment that facilitates safe mobility will vary greatly based on context. Infill development may help create compact places, lighting increases safety for all users, and strong access management policies help minimize conflicts at driveways or in parking lots. Developing strong access management policies that address safety at entry and exit points along a roadway is a critical area of focus in this regard. The Federal Highway Administration estimates that comprehensive corridor access management strategies can reduce injury and fatal crashes on urban/suburban streets by up to 30%. City land use policies should require and incentivize reducing the number and size of curb cuts - especially those that interact with the Bicycle Priority Network - including relocating or consolidating driveways. Techniques to do this could include reducing curb cuts to minimize conflicts between modes or consolidating driveways. This means several properties would be accessed through one driveway, and requires joint use easements to allow movement into and out of the site. Driveways with high car volumes should generally not cross the Bicycle Priority Network unless there are no alternatives, and then safety analysis and controls should be implemented.

Raised medians, another access management strategy, can limit potentially dangerous cross-roadway movements.

Potential amendments to ASMP Action Items in the “Managing our Demand,” “Supplying Our Infrastructure,” and “Implementing Our Plan” chapters.

Submitted by Commissioner Kenny

Action Table Location	Action Title	Suggested Action Text	Existing Action Text
MANAGING OUR DEMAND			
<i>Land Use</i>			
New Item	Housing Entitlement Model	Develop transparent, validated, demand-aware model that estimates the supply effects of new housing entitlements and the related impacts on mode choices.	NA
<i>Parking</i>			
New Item	Parking Modernization Omnibus	City Manager will present a draft parking reform ordinance that implements all of the parking “Policy” items that are not covered in the land development code.	NA
SUPPLYING OUR INFRASTRUCTURE			
<i>Sidewalk System</i>			
New Item	Sidewalk Capital Scenario	Develop a specific schedule and sequence of sidewalk bond referendums and other new funding policies required to meet the ASMP primary objective by 2039.	NA
<i>Roadway System</i>			
Item 81	Neighborhood-focused data collection	In collaboration with the "Trip Surveying" action, develop a data collection effort to support the implementation of traffic management strategies within and around existing neighborhoods to mitigate disruptions caused by changing travel patterns and surrounding roadway improvements.	Develop a data collection effort to support the implementation of traffic management strategies within and around existing neighborhoods to mitigate disruptions caused by changing travel patterns and surrounding roadway improvements.

<i>Public Transportation System</i>			
Item 83	Transit Enhancement Program	Develop a preferred sequence of for the allocation of right-of-way to transit. Provide clear triggers based on a mix of congestion metrics and deployed transit service hours. Develop Transit Enhancement Program guidelines and strategies for transit enhancement treatments and when to apply them.	Develop Transit Enhancement Program guidelines and strategies for transit enhancement treatments and when to apply them.
New Item	Transit Capital Scenario	Develop a specific schedule and sequence of sidewalk bond referendums and other new capital funding policies required to meet the ASMP primary objective by 2039.	NA
New Item	Transit Operating Spending Scenarios	Prepare a report outlining specific funding plans that include the estimated new contributions for transit operations from the City, County, and Central Texas Regional Mobility Authority necessary to meet the ASMP primary plan objective by 2039.	NA
<i>Bicycle System</i>			
New Item	Bicycle Capital Scenario	Develop a specific schedule and sequence of bicycle bond referendums and other new capital funding policies required to meet the ASMP primary objective by 2039.	NA
<i>Urban Trail System</i>			
New Item	Urban Trail Capital Scenario	Develop a specific schedule and sequence of urban trail bond referendums and other new capital funding policies required to meet the ASMP primary objective by 2039.	NA
IMPLEMENTING OUR PLAN			
<i>Data</i>			
New Item	Trip Surveying	Develop a local surveying capability to survey mode choices in a more granular fashion and at a higher tempo than Federal programs.	NA

<i>Financial Strategies</i>			
Item 265	Budget alignment	Prepare a "Mode Shift Budgeting" report that provides an exhaustive listing of legally-viable funding and policy changes that incentivize the land use and sustainable mode spending that supports the ASMP primary objective. Regularly evaluate the document for alignment with desired outcomes as defined by the Strategic Direction, this plan, and other related City-adopted plans.	Regularly evaluate budgets for alignment with desired outcomes as defined by the Strategic Direction, this plan, and other related City-adopted plans.
New Item	Comprehensive Capital Scenarios	Develop a comprehensive schedule and sequence of bond referendums and other new capital project funding policies required to meet the ASMP primary objective by 2039.	NA

Karen McGraw Comments to ASMP, March 20, 2019

Generally, this plan is very comprehensive and includes many worthwhile ideas.

Comment/Question: Where is the data? Has the city talked with current residents about their choices? How many families live and work in the central city and send their children to AISD schools? Do these citizens wish to have large apartment buildings next to their homes? Will they move into these buildings? continue to stay in their homes sharing parks and public facilities with thousands of new residents? or will they move to the suburbs making their trek to central Austin work even more complicated and costly? Will suburban residents come back to the central city to live in apartments?

Policy 0

Communicate with residents to ensure that transportation policies are in step with all residents needs. This plan talks a lot about low income and underserved populations but does not address families who currently live and work in central Austin or the elderly who enjoy living near health care and city amenities in the central city.

Missing: I cannot locate discussions of local shuttles and other ways to get to the transit system during hot weather and for folks who are not able to walk 1/2 mile or have no sidewalks along the pathways to transit.

Curbside management must consider access for accessibility and loading and unloading of passengers in most locations.

Carefully consider whether medians will improve traffic or make it more difficult for individual business operations. Include landowners and nearby residents in planning.

Remove the road indicated through the Muny golf course. Consider whether there is space for a bike/pedestrian way between the businesses / LCRA and golf course without detriment to the use of either.

21 Land Development Code update	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 Corridor-based land use planning	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.
21-22 a -	Calculate the amount of demolition that is envisioned in the central city and repercussions for displacement of residents, disposal of demolition materials, and disruption to remaining residents.

22b Provide mapping to indicate which areas will likely see demolition and land use changes so that residents and potential residents will understand proposed redevelopment changes.

22c Revise MU regulations to ensure that land uses are defined and restricted as needed to provide residential and commercial uses where needed. Consider restricting commercial to first level to ensure the construction of housing above in some areas.

67 Neighborhood shared streets pilot	Pilot a Neighborhood Shared Streets Program to evaluate alternative strategies for safe and cost effective pedestrian access.
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67a Clarify the use of fee-in-lieu in neighborhoods to effectively require sidewalks and redirect new funds quickly to appropriate locations. Clarify citizen participation.

71 Property owner maintenance responsibilities	Revise City Code to clarify the responsibility of property owners for maintenance of trees and vegetation above or adjacent to sidewalks.
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71a Educate property owners regarding regulations and their responsibilities to maintain portions of the ROW.

125a Stage construction work to maintain open access lanes to ABIA during construction. Current construction requires all traffic to merge into one lane causing tremendous congestion and delay in getting to ABIA

162 Access to food and markets	Explore the opportunities to develop a Safe Routes to Markets program and/or use the Food Environment Analysis to inform transportation planning.
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162 a Engage grocery stores to provide shuttles to their stores for nearby residents.

187 Historic investment patterns analysis	Evaluate historic resource investment and disinvestment, considering location and populations benefited/burdened, to better understand future needs through an equity lens.
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187a Evaluate what historic properties are endangered by ROW expansion and redevelopment into the core the neighborhoods.

216 Online plan and performance	Create an online platform containing the Austin Strategic Mobility Plan, including adopted policy, action items, objectives, and multimodal street network table. Include performance measurements towards objectives and interactive maps.
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216a Identify displacement of any population element and resulting impacts to transportation.

240 School and City partnerships	Increase efforts to collaborate with schools to educate and encourage walking, biking, taking public transit or school bus, and sharing rides to school for students and employees. Collaborate with local non-profits that provide transportation education programs.
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240a Evaluate impacts to AISD enrollment from redevelopment of single family property to multi-family or mixed use property.

240b Ensure that access to schools for drop off and pick up of students is functional. Maintain parking requirements for nearby uses to leave the curbside available for parents.

Other

Evaluate current new additions to the city, their access to businesses without always driving and the potential for complete communities. Revise codes to ensure that goals are being met and Austin is not simply fostering more single use use sprawl and unwalkable neighborhoods to be built on the fringes of the city.

Trash

Coordinate with trash providers and pickup locations (re: subdivision and resubdivision) so that changes do not make trash pickup more detrimental to transportation modes.

Patricia Seeger
Planning Commission
March 26, 2019

The Austin Strategic Mobility Plan is a comprehensive, inclusive and well-written document defining Austin Transportation Department's (ATD) vision and goals for the next twenty years. Tightly woven cooperation between ATD and CapMetro plus other government agencies produced an insightful approach directed toward solving our growing transportation predicament. My comments are mostly concentrated on areas in Northwest West South West Austin, North Austin and farEast Austin and begin with a double asterisk.

Chapter 1: Prioritizing Our Safety

Policy 1: Prioritize the protection of human life over all else in the planning, design and operation of Austin's transportation network.

****Austin's black population is substantially overrepresented in severe and fatal crashes.**

Question: Why? What can be done to reduce these fatalities among the black community? What is being done today, Vision Zero?

Policy 2: Designing for Safety, Institutionalize a culture that prioritizes transportation safety within the City of Austin. Implement plan recommendations and align policies, structures and incentives to prioritize transportation safety across all City departments and among City employees.

****Continue with the COA employee transportation safety culture training and education.**

Education is key and appropriate discipline imperative, especially when employees are highly visible and on the transportation network.

Comment: Extend this philosophy and program to major employers with large fleets of vehicles, i.e., Spectrum, AT&T, Amazon. Incentivize this commitment.

Policy 4: Recognize the expanding needs of different users and modes on the transportation network. Consider how the transportation network is designed, constructed and operated based on the speed and vulnerability of different users.

****Change 2-way streets in highly congested areas to 1-way. Each street would be dedicated to either motorized or non-motorized vehicles, scooters. This could be a short term solution while Project Connect is working on dedicated pathways for the MetroRapid and High Frequency routes. Example: Convert 5th and 6th streets to dedicated mode: motorized or non-motorized.**

Chapter 2: Managing Our Demand

Policy 1: Promote transit-supportive densities along the Transit Priority Network. Require or incentivize transit-supportive densities along Transit Priority Network corridors.

**** Text change -remove "require or". The Transit Priority Network works well in the central core of Austin. Building along these corridors makes sense and should be strongly promoted. However, the plan excludes the Austin residents and businesses in the far East, NorthWest, West and SouthWest sections of Austin. These areas seem to be eliminated from the Transit Priority Network for quite some time into the future.. With the proposed plan, commuters will continue to drive their vehicles to the central core including the downtown business area, if they can find parking. Not affording these areas the opportunity to choose the best mode of travel, the single occupant vehicle**

will continue to increase. These areas are in high demand with large greenfield residential developments popping up bringing with them more people/cars, more delivery trucks, etc.

When Robinson Ranch , approximately 7,000 acres, in north Austin starts residential development, many more on-road vehicles will be needed to support this north area. Think Apple. In far East Austin, several PUDs will bring high traffic counts, CARTS will help however without expansion ,CARTS not be able to carry ridership. The WildHorse and Whisper Valley PUDs are in full build mode. These two PUDs encompass over 3,500 acres.

Central and downtown areas will continue with traffic gridlock until alternative transportation modes are available to all areas. This lack of a Priority Network or multi-modal transportation will become an equity issue.

Policy 3: Parking

**** The policies are generally good. A missing factor is the continued greenfield development outside core Austin. Without an alternative to solo-driver cars, parking is required for these commuters and there is no good solution presented in this plan. Ride-share with strategically placed park and rides would relieve portions of the congested system.**

Policy 5:TDM Programming - Increase the person-carrying capacity of the highway system. collaborate with TxDOT, CTRMA, CapMetro and other agencies in region.

****Through expense sharing, the TxDOT Loop 360 plan will make significant improvements to congestion and safety. The unique area of west Austin bordered by Hwy183 (north), RM 620 (west), 2222 and 2244 (south) and Loop 360 (east) have no plans for near-term transportation options. These state highways rely on TxDOT funding. Strategically placed park and rides could provide a near-term answer. Such as RM 360 & RM 2222 and RM 2222 & Loop 360. Today, a driver cannot get from Loop 360/RM2222 to a connector, such as the 803 bus, due to lack of parking at the transit stop.**

Chapter 5 - Protecting our Health and Environment

****A healthy environment needs pure air and water, lakes and parks, and green open space with abundant trees to filter out impurities. Our transportation plan must consider strict air quality standards in the design and enforce policies that threaten our environment. How can we accomplish this goal: (1) encourage and incentivize electric vehicles by placing low cost charging stations throughout Austin and through rebates, (2) encourage trip consolidation, (3) implement holistic green infrastructure into the proposed designs, upgrades and include in the Transportation Criteria Manual. Carefully follow the Austin Community Climate Protection Plan relative to the carbon load of new and expanded streets.**

CHAPTER / Sub chapter / Section	Comment	Page #
General	Need to apply SMART Goal Methodology when establishing indicators and targets. https://www.yourcoach.be/en/coaching-tools/smart-goal-setting.php	
MANAGING OUR DEMAND		
Land Use		
Policy 1		50
	City Planning is not resourced adequately to generate small area plans and TODs at the pace needed to address affordability and transportation issues. Recommend that City Council provide additional funding for small area planning.	
	The density along corridors should scale down as one moves further from the corridor. Because the context of each section of the corridor and surrounding community is important, zoning changes should endeavor to match/blend in scale/form/character of the existing built environment. The increased density needs to be an average over the entire corridor. There will be areas with higher density per acre and those with less taking into consideration the context of existing development along the corridor. However, where substantial zoning changes are required to support transit, small area planning processes with community input should definitely be used.	
Growth Concept Map and Transit Priority Network	Current comprehensive plan restricts increased density to Imagine Austin (IA) corridors and centers. Does Council need to amend Imagine Austin to include roadways that are part of the Transportation Priority Network (TPN) but that are not identified as an Imagine Austin Corridors prior to zoning more density.	51
Policy 2		52
	Per Imagine Austin, policies need to focus new employment in centers outside of downtown to decrease commute pressure to downtown business district.	
	Please provide data on how many drive-alone trips originate from outside the Austin City Limits. I could not tell if the 74% drive-alone value consisted of drivers in the City Limits or also included drivers outside the city limits. This data is important for planning purposes.	

	How will these efforts reduce the TX DOT's continued expansion of state highways which continue to make it convenient for commuters to continue driving? We may reduce the number of individuals riding alone within the city limits, but single riders will continue to come in from suburbs. What % of the single-rider population can we really affect?	
Policy 5		55
	Streets are further enhanced by increasing the amount of open and park spaces especially at transit stations along the activity corridors. CodeNext Code Advisory Committee recommended that the City prioritize civic space at rapid transit stations, including along corridors. They suggested development greater than 2 acres adjacent to transit stations be required to add plazas or pocket parks connecting to the station and accessible to nearby residences without the use of a major roadway.	
PARKING		
Policy 1		58
	Removing of parking minimums and unbundling should be restricted to commercial, multi-family residential and mixed use development along the Transportation Priority Network and not applied within single family neighborhoods.	
	This policy should recognize that use of on-street parking in single residential neighborhoods to support commercial establishments should be avoided. As such, City should continue to support use of Residential Parking Permits as a way to maintain character of established single family neighborhoods.	
Policy 2		59
	Universal parking reductions and unbundling will be very contentious. Single family zoned neighborhoods should continue to be have safe walkable streets without additional on-street parking pressures. These neighborhoods provide for safe walking, riding and play areas for all ages and are often used by other residents that do not have streets safe to walk in. At a minimum, sidewalks need to be established prior to reducing on-street parking in single family neighborhoods	
	These parking policies should be enacted within 1/2 mile of Transportation Priority Network not universally throughout city.	
TRANSPORTATION DEMAND MANAGEMENT		
Indicators and Targets		67
5th Indicator	11% is only 0.2% higher than current amount. Goal should be higher.	
Shared Mobility		
Indicators and Targets		

Policy 1		
	Need improved regulations for these shared mobility devices to ensure that they do not conflict with goals for safety and use pedestrian and bike pathways.	82
SUPPLYING OR TRANSPORTATION INFRASTRUCTURE		
<i>Sidewalk System</i>		
Policy 1		
	Require all development even within single family neighborhoods to include sidewalks for all new including re-development. With goal to reduce parking requirements within single family neighborhoods, sidewalks will be essential to ensure safety of walkers and runners within the neighborhoods.	90
Policy 3		
	Attempt to restrict sidewalks to pedestrians. Shared mobility devices should not be allowed on sidewalks.	92
<i>Roadway System</i>		
Policy 1	Has the City fully evaluated the impact home delivery services on the Transportation Priority Network as more retail spaces close and increased dependency of delivery?	97
Policy 2	How does increased use of medians affect the ability for emergency vehicles to pass through congested roadways?	98
Policy 3	Shouldn't we increase HOV lanes on highways?	99
<i>Public Transportation System</i>		
Indicators and Targets		
7th Indicator	Is this in addition to the first indicator for those taking transit to work?	104

LAYOUT OF DOCUMENT

Add subsection to top of the pages.

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

Street network 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?

Explore mobility tools of EMS, Fire, and Police of other dense cities to see what Austin can invest in to help alleviate agency conflicts.

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 that can maneuver around better thru narrower streetscapes. This strategy can help alleviate some agency conflicts.

Chapter 2 / Land Use / Policy 2

Incentivize rather than just encourage companies to locate near transit. 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.

Use small area planning to ensure organic employment growth leads to complete community development.

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 like CARTS 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. This outer areas are critical in bringing equitable solutions of all of Austin... not just central core.

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.

Study microcar, LSEV, NEV – these “missing middle” vehicles – as a way to decrease the physical and carbon footprint as an alternative to cars.

Many cities and neighborhoods already allow and use LSEV and have them integrated into the public and private infrastructure. Scooters are dangerous, many seniors and disabled are not able to bike – a middle typology should be considered.

Chapter 3/Roadway System/Policy 3

Investment in infrastructure that promote private modes of increasing amount of people moved such as carpooling and vanpooling.

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?

To receive exponential benefit of our dollars spent, invest in using companies that promote principles in our ASMP and Imagine Austin

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

Create standardized data sets and promote, require, or incentivize governmental, public, and private entities to share the data.

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. What did we learn along the way that can be easily implements today? **There are low hanging fruit, smart, common sense polices which can be considered today. Make a list of ones which are ready for initiation and public input.**

James Shieh
Boards and Commissions

Thompson's ASMP Amendments

Chapter: Intro

Add Strategy

Location:

P. X

Change:

Modify our land use patterns to allow more people to avoid more car trips

We must modify our land use patterns to allow more people to avoid cars when they want to. Shorter trips, transit, walking, and biking must be viable options for most Austinites most of the time in order to get to work, shop, and play. This will shift our mode choices and reduce our climate impact.

Off-street parking requirements

Chapter: Demand

Update Parking Policy 2: Remove Parking Requirements

Location of current text:

Page 45

Change:

Right-size future parking supply. Remove parking minimums from the land development code (except for accessibility requirements) to encourage to end subsidies for non-sustainable trip options, improve affordability and reduce impervious cover.

Supporting Reasons:

Minimum parking requirements, the only inclusionary zoning legal in Texas, force developers to create provide unwanted and unneeded subsidy to drivers. When not forced to pay the full costs for their decision, people will too often choose Single Occupancy Vehicles over more sustainable options.

Chapter: Supply

Change Sidewalk Metric

Location of current text:

Page 79

Change:

~~Increase the percentage of street frontages with sidewalks~~

Decrease the number of years to needed complete sidewalk plan based on current spend levels

Supporting Reasons:

Current city code requires that all new streets include sidewalks. It also requires that all new development on older streets include a sidewalk or fee in lieu. This means that the percentage of street frontage will rise even if we are building sprawl development and not investing in the plan at all. A metric that improves when we do nothing to move the plan forward is deceptive and destructive.

Chapter:Health and Environment

Change Greenhouse Gas Target

Location of current text:

P. 185.

Change::

Reduce greenhouse gas emissions

Reduce global greenhouse gas emissions 45 percent below 2010 levels by 2030 and reach net-zero community-wide greenhouse gas emissions by 2050

Supporting Reasons:

These are the targets UN have identified.

"We have just 12 years to make massive and unprecedented changes to global energy infrastructure to limit global warming to moderate levels, the United Nations climate science body said in a monumental new report released" last fall.

"There is no documented historic precedent' for the action needed at this moment, the Intergovernmental Panel on Climate Change (IPCC) wrote in its 700-page report on the impacts of global warming of 2.7 degrees Fahrenheit, or 1.5 degrees Celsius." - Vox, Report: we have just 12 years to limit devastating global warming.

Chapter: Implementing Our Plan

Change Action Item 9:Design Speeds

Location of current text:

P. 269

Change:

Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve targeted operating speeds systemwide, with no design speed to exceed 35 MPH. This action item will be prioritized and implemented as soon as possible.

Change Action Item 234: Transportation Criteria Manual

Location of current text:

P. 287

Change:

Coordinate with City departments and external stakeholders to update the Transportation Criteria Manual. Including,

1. Transportation Impact Analyses should focus less on peak 15-minute period traffic congestion and more on aligning with larger plans and goals, such as the ASMP, Vision Zero, active transportation plans and goals, and Capital Metro operating and capital plans;
2. Specifically, remove intersection level of service (LOS) as a metric and include VMT per person-trip and target mode share as replacements to better align analyses with the City's goals;
3. Change the language of these analyses to reflect person-trips and not vehicle trips;
4. Create and/or adopt a person- trip generation model specific to the City of Austin that includes the specific context of the development and location and has as its major output person trip generation by mode;
5. In the event that any parking requirements are maintained, create a parking generation model specific to the City of Austin that includes the specific context of the development and location;
6. Incentivize low VMT per person-trip and high non-SOV mode share developments;
7. Re-examine the Rough Proportionality and cost-sharing requirements to more directly reflect the impact of the development and not the cost of historical infrastructure;
8. Focus on Transportation Demand Management (TDM) strategies rather than supply-side
9. improvements (LOS analysis);
10. Develop TDM standards for development that focus on the inclusion of TDM elements rather than trip reduction results;
11. Develop a TDM model specific to the City of Austin that predicts the impacts of TDM strategies.

Supporting Reasons:

Level of Service Analyses tend to support demand inducing infrastructure investments that increase VMT and Greenhouse Gas Emissions while VMT, TDM and person-trip analysis reduce them.

Add Action Item: Complete Accessibility

Change:

Accessibility in transportation shall include all modes at all hours of the day and night.

Add Action Item: Expedited Review

Change:

Expedite development review for projects strongly align with Austin Strategic Mobility Plan goals.

Add Action Item: Sidewalk Capital Scenario

Change:

Develop a specific schedule and sequence of sidewalk bond referendums and other new funding policies required to meet the ASMP primary objective by 2039.

Add Action Item: Bicycle Capital Scenario

Change:

Develop a specific schedule and sequence of bicycle bond referendums and other new capital funding policies required to meet the ASMP primary objective by 2039.

Remove from Street Network Table & Map

Change:

Remove the following:

1. SH45SW highway improvements
2. MoPac South Express Lanes
3. Expansion of Escarpment Blvd
4. Extension of South Bay Lane

Additions to Street Network Table & Map

Change:

Add connections for the following:

1. Ridgestone Drive and Chimney Corners
2. Chimney Corners and Charleston Place
3. Rutledge Lane and Gateshead Drive
4. Berkman and Cameron Rd (No ROW)
5. Riverside and Academy

Bicycle Advisory Council (BAC) Recommendation:**Final Draft of the Austin Strategic Mobility Plan (ASMP)**

WHEREAS, the purpose of the Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles;

WHEREAS, the Austin Strategic Mobility Plan (ASMP) represents a unique opportunity to bring Austin's transportation plan into line with modern practices, including greater focus and funding for active transportation and public transit;

WHEREAS, the ASMP serves to integrate numerous diffuse plans, including the Bicycle Master Plan, Urban Trail Master Plan and Project Connect amongst others;

WHEREAS, transportation is currently the largest source of CO₂ pollution in America, and encouraging the use of bicycles through policy and infrastructure represents a short-term path to reducing these emissions;

WHEREAS, the principles of Vision Zero are not the primary guiding principles of Austin's currently adopted mobility plan, the 1995 Austin Metropolitan Area Transportation Plan;

WHEREAS, access to transportation choices has been shown to improve quality of life and reduce cost of living;

WHEREAS, people of all ages and abilities should have access to safe and reliable transportation choices, including facilities for riding bicycles;

WHEREAS, shared lanes between people on bicycles and automobiles are not an all ages and abilities bicycle facility in Austin's high traffic downtown core and representing them as such sets a dangerous standard;

WHEREAS, "quiet streets" in the central core currently become congested detour corridors in high traffic situations;

NOW, THEREFORE BE IT RESOLVED that the BAC recommends adoption of the ASMP as it represents an immense step forward in the systemic focus on safety and the use of the bicycle for peoples of all ages and abilities;

BE IT FURTHER RESOLVED that the BAC fully endorses Chapter 3: Supplying Our Transportation Network: Section 4 Bicycle System, including all eight Bicycle System Action Items in Chapter 7: Implementation;

BE IT FURTHER RESOLVED that the BAC commends the inclusion of the following Action Items in Chapter 7: Implementation:

1. **Safety Culture** Items 2: Vision Zero Curriculum and 6: Mobility and Public Safety Strategy

2. **Designing for Safety** Items 9: Speed Management Guidelines, 11: Safety guidelines for traffic signalization, 13: Right turn on red restrictions, and 15: Fire code street width requirements
3. **Safe Behaviors** Items 18: Integrate active transportation into driving curriculum and 20: Legislative safety efforts
4. **Land Use** Items 21: Land Development Code update, 22: Corridor-based land use planning and 25: Open Streets Events
5. **Parking** Items 27: Parking management and pricing and 28: Parking and Transportation Management Districts
6. **Transportation Demand Management Programming:** Items 33: Citywide TDM plan, 41: Chapter 380 TDM strategies and 51: Congestion pricing.
7. **Shared Mobility** Items 61: Shared micromobility parking
8. **Public Transportation System** Item 90: Last-mile mobility and transit information together
9. **Urban Trail System** Item 104: Urban trail access points and new connections and 106: Ongoing urban trail maintenance budget
10. **Transportation Operations** Items 133: Priority Network signals (as it relates to the Bicycle Priority Network) and 134: Mobility violation enforcement
11. **Closures and Detours** Items 138: Disruption minimization on Priority Networks, 139: Multimodal temporary traffic controls, 143: Advanced notifications and 147: Special events transportation planning
12. **Public Health** Items 159: Walkability and bikeability evaluations and 161: Encouragement programs
13. **Land and Ecology** Items 184: Street trees and 185: Green streets
14. **Equity** Item 187: Historic investment patterns analysis
15. **Public Interaction** Items 218: Improved 3-1-1 response and 219: Public Engagement Program
16. **Data** Items 225: Setting ASMP benchmarks and targets and 230: Improve data sharing
17. **Collaboration** Items 234: Transportation Criteria Manual and 247: Private development incentives
18. **Financial Strategies** Item 268: Street Impact Fee

BE IT FURTHER RESOLVED that the BAC recommends adding a new action item to the executive summary section stating that a near term goal is advancing active transportation initiatives;

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for regular post-implementation review of a representative sample of the all ages and abilities bicycle network to ensure that safety and mobility goals are adequately being met by current design practices;

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for identifying possible streets as Car Free Zones such as pedestrian and bicycle malls or connectivity-focused pocket parks, particularly in areas where the road network is over capacity such as West Campus;

BE IT FURTHER RESOLVED that the BAC recommends adding an action item for the Aviation section to create all ages and abilities bicycle access to and between all airport terminals;

BE IT FURTHER RESOLVED that the BAC recommends adding a unified timeline section to the ASMP that allows for all metrics to have checkpoints with Austin Transportation and stakeholders at the same time (ASMP currently uses 2020, 2022, 2023, 2026 etc.);

BE IT FURTHER RESOLVED that the BAC recommends modifying Action Item 95 (Construct bicycle facilities) by adding the following sentence: "Recommit to constructing 50 percent of the short-term all ages and abilities network by 2020, and 100 percent by 2025.";

BE IT FURTHER RESOLVED that the BAC recommends clearer delineation within the High Injury Network to allow for mode specific viewing;

BE IT FURTHER RESOLVED that the BAC recommends the final draft of the ASMP be amended to include a more ambitious bicycle mode share of 10% citywide by 2039;

BE IT FURTHER RESOLVED that the BAC recommends that an action item be added to the Designing for Safety section to end the practice of bike lanes terminating at intersections to allow for shared right turn lanes;

BE IT FURTHER RESOLVED that the BAC recommends that an action item be added to ensure that private developments and redevelopments are required to construct all ages and abilities bike facilities on internal and private roads where automobile traffic is high;

BE IT FURTHER RESOLVED that the BAC recommends explicitly stating on page 120 that urban trails are an important tool to "connect the street grid" to provide additional pedestrian & bicycle connectivity and shorten walking & bicycling distances, inserting this language either in the policy subheading or the description text;

BE IT FURTHER RESOLVED that the BAC recommends listing pedicabs and Neighborhood Electric Vehicles within the "Emerging Mobility Solutions" section, e.g. in the introductory text on page 128;

BE IT FURTHER RESOLVED that the BAC recommends amending the street network table's desired condition section in the downtown area to replace all shared lanes with protected bicycle lanes. This should include but not be limited to: Colorado St, Brazos St, 9th St and 10th St;

BE IT FURTHER RESOLVED that the BAC recommends that all quiet streets in the downtown area be either thoroughly modified to prevent their permeability to automobile through traffic or have bicycle lanes added;

BE IT FURTHER RESOLVED that the BAC recommends adding W 29th St between Lamar and Rio Grande to the Bicycle Priority Network as a key link between the Shoal Creek Trail and the Rio Grande Cycle track;

BE IT FURTHER RESOLVED that the BAC recommends with respect to Action Item 26, update the Land Development Code related to parking to:

- Eliminate parking minimums in all land use categories throughout the City, particularly in areas that are supported by high-frequency transit and/or identified as Imagine Austin Activity Corridors, as a means to achieving mode split and climate change goals (Consistent with Action Item 164 - Reduce Impacts of Global Warming);
- Support any opportunity for sites to reduce parking requirements;
- Continue to ensure adequate ADA car parking;
- Preserve or increase the minimum required parking for bicycles.

BE IT FURTHER RESOLVED that the BAC recommends a connected street grid that is open, safe and accessible at all times, including night time hours without curfews for pedestrians and people on bikes;

BE IT FURTHER RESOLVED that the BAC commends Chapter 7: Implementation's Financial Section's Indicator & Target 1 for including all networks for full funding & implementation by 2039 or sooner except for the vehicle priority network.

Date of Approval: March 19, 2019

Vote: 8-0 with Alcorn absent

Attest:

A handwritten signature in black ink, appearing to read 'K. Flowers', with a stylized flourish extending to the right.

Kathryn Flowers, BAC Chair



**COMMUNITY DEVELOPMENT COMMISSION
RECOMMENDATION 20190312-3C**

Date: March 12, 2019

Subject: The Austin Strategic Mobility Plan

Motioned By: Commissioner Paup

Seconded By: Commissioner Zamora

Recommendation

The CDC recommended support of the ASMP with revisions to add 30% MFI and 50% MFI in reference to MFI levels, include the concept of mobility justice, and include the use of Neighborhood Electric Vehicles.

Date of Approval: March 12, 2019

Vote: A motion to approve the recommendation was approved on Commissioner Paup's motion, Commissioner Zamora's second, on a 15-0 vote.

Absent: None

Against: None

Attest: *CDC Chair, Joe Deshotel*



ENVIRONMENTAL COMMISSION MOTION 20190306 007a

Date: March 6, 2019

Subject: Austin Strategic Mobility Plan

Motion by: Hank Smith

Seconded by: Pam Thompson

RATIONALE:

WHEREAS, the performance of the Austin Transportation System has a significant impact on public health, air and climate, water, land and ecology and other environmental factors; and

WHEREAS, the proposed current transportation plan has received extensive public outreach; and

WHEREAS, the planning and analysis phase has been completed and a preferred strategy has been developed; and

WHEREAS, the plan has specific indicators and targets to:

- increase the access by active modes to and around parks and trails
- increase the number of sidewalks, bicycle facilities, and urban trails that are within ZIP codes with disproportionate prevalence of chronic diseases or conditions;
- reduce greenhouse gas emissions
- reduce average ozone level region-wide
- reduce the risk of flooding on all roads and road crossings in the 100-year floodplain, including provision of adequate warning at dangerous crossings
- reduce the danger of street flooding created by substandard storm drains
- increase tree canopy along the transportation network

THEREFORE, the Environmental Commission recommends support of the current draft of the Austin Strategic Mobility Plan with the following:

Environmental Commission Recommendations:

- encourage trip consolidation such as combining as many trips together as possible;
- encourage lighting at intersections to improve crosswalk visibility in compliance with dark skies where possible;
- provide additional education regarding potential air quality standards non-attainment;
- provide success measures for key indicators and targets;

- implement holistic green infrastructure into the proposed upgrades and the Transportation Criteria Manual;
- ensure that tree planting standards for right-of-way (ROW) align with City Arborist advice on appropriate spacing and anti-compaction techniques to ensure a healthy urban forest;
- ensure metrics and design standards maximize the optimized provision of ecosystem services;
- evaluate overall ROW requirements; as well as ROW requirements for current roadway classifications and ROW trees in areas of proposed improvements;
- provide necessary infrastructure such as public showers and showers in new offices to promote bicycle opportunities and other transportation alternatives;
- encompass all available technology and use the diversity of innovation that is available throughout the City;
- incorporate sustainability with all tree planting criteria in the transportation plan and manuals;
- incorporate no-idle zones in the overall plan;
- identify and track non-work related trips; and,
- promote the use of electric bicycles and educate the public on available rebates for electric bicycles.

VOTE 7-0

For: Creel, Thompson, Guerrero, Coyne, Neely, H. Smith and B. Smith

Against: None

Abstain: None

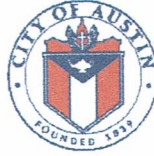
Recuse: None

Absent: Gordon, Maceo and C. Smith

Approved By:



Linda Guerrero, Environmental Commission Chair



COMMISSION ON SENIORS RECOMMENDATION

Recommendation Number 20190313-04a: Recommendations on the Austin Strategic Mobility Plan

WHEREAS, the Commission on Seniors serves as an advisory board to the council concerning the quality of life for senior citizens in the Austin area; and

WHEREAS, the City of Austin Transportation Department (ATD) has been engaged in developing a strategic plan for mobility in the Austin area entitled the Austin Strategic Mobility Plan (ASMP); and

WHEREAS, the ASMP will be the guiding document for the City's mobility development for years to come; and

WHEREAS, access to transportation consistently ranks as a top concern for seniors, particularly those who no longer drive themselves; and

WHEREAS, the City's Commission on Seniors has a specific interest in implementing the Age Friendly Action Plan and making sure that the needs and interests of the City's senior population are adequately served by the provisions of the ASMP and has received regular briefings from ATD staff; and

WHEREAS, several provisions of the draft ASMP specifically support the needs of Seniors and align with the Age Friendly Action plan, including goals related to Safety, Equity, Affordability, Accessibility, Public Health and Public Interaction.

NOW, THEREFORE, BE IT RESOLVED that the Commission on Seniors supports the ASMP and makes the following recommendations to strengthen provisions for meeting the mobility needs of seniors, including:

- Involve the community, agencies serving seniors, and the Commission on Seniors to ensure the needs of seniors are met in implementing the plan.
- The following areas should be prioritized to meet the needs of seniors: Pedestrian Safety, adequate Street Lighting, enhanced Sidewalk construction and maintenance throughout all the City, adequate ADA compliant parking spaces, longer and safer street crossing times on busy streets, and more options for innovative transit use for seniors all over the City.

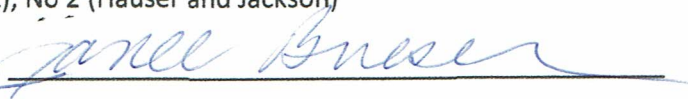
- Consider the creation of a "Pedestrian Safety Zone"—a lowering of speed limits (similar to school zones) wherever there is extensive pedestrian traffic such as hospitals, senior centers, or community centers.
- Amend Action Item #26 (parking) to specify that the item refers to non-accessible parking and clarify that even with reduced or zero parking there will be adequate ADA compliant spaces. In addition, the Commission suggests inclusion of temporary use parking spaces available for the safe pick up and drop off of riders who may not be able to use public transportation and rely on rides from a friend or family member, TNC, volunteer driver program, shuttle bus, etc.
- Expand Action Item # 35 (TDM website) to recognize that not all riders have access to or skills to use the internet.
- Enable 311 or another appropriate entity with central dispatch capabilities to provide callers with information and assist with scheduling of rides.
- Amend Action Item #64 to include reference to voluntary services for the non-driving population (eg. Drive a Senior).
- Amend Action Item # 213 to include offering customer service and sensitivity training to drivers at companies providing service to riders of all ages and abilities.
- Regarding Action Item # 226, include age in the demographic data collected.
- Include in the definition of micromobility Neighborhood Electric Vehicles (NEVs) and other new and emerging technologies that could serve seniors.

Date of Approval: March 13, 2019

Record of the vote: Main Motion: Unanimous Vote: Briesemeister, Varteressian, Angel, Bordie, Cagle, Garcia-Pittman, Grampp, Hauser, Jackson, Kareithi, Lugo, Nicola, Van Sickle. None absent

Vote on the following amendment: Include in the definition of micromobility Neighborhood Electric Vehicles (NEVs) and other new and emerging technologies that could serve seniors. For: 10 (Lugo absent); No 2 (Hauser and Jackson)

Attest:



Austin Strategic Mobility Plan

WHEREAS, the purpose of the Pedestrian Advisory Council (PAC) is to advise the City of Austin on pedestrian planning, policy, design, funding, education, and enforcement efforts regarding the creation, maintenance and operation of pedestrian facilities;

WHEREAS, adoption and implementation of the Austin Strategic Mobility Plan (ASMP) is very important to improving the quality of life for all the people of the City of Austin;

WHEREAS, no loss of life or serious injuries are acceptable in our transportation system;

WHEREAS, all of our transportation system should be accessible to all people of all abilities;

WHEREAS, climate change and rapidly decreasing transportation emissions are urgent;

WHEREAS, all children in all neighborhoods deserve the freedom of safe multimodal access.

NOW, THEREFORE, BE IT RESOLVED, the PAC supports the overarching top priority of safety in the ASMP and urges the Austin City Council to adopt the ASMP as soon as possible and ensure that it is used to guide policy, funding, and planning decisions;

BE IT FURTHER RESOLVED, the PAC supports the prioritization of walking as a leading mode of transportation

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council take steps to ensure that the ASMP will achieve a safe transportation system giving abundant affordable access for all people of all ages and abilities and all modes;

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council empower staff to develop even stronger partnerships with Travis County, the Capital Area Metropolitan Planning Organization, Capital Metro, the Central Texas Regional Mobility Authority, the Texas Department of Transportation, the US Department of Transportation, and any other entity able to assist in rapidly changing our built form and transportation system to achieve reductions in traffic deaths and serious injuries, reductions in vehicle miles traveled, and increased safe, easy, comfortable access by various modes to all sectors of the city;

BE IT FURTHER RESOLVED, the PAC recommends the Austin City Council amend the ASMP to include or expand upon the following:

1. Design Speeds – Target design speeds should not exceed 35 mph
2. Speed Management – Prioritize Action Item #9 (Speed Management Guidelines) and implement it as soon as possible
3. Sidewalk Construction – Ensure Council Strategic Direction 2023 achieves Action Item #65 (Sidewalk Construction)
4. Sidewalk Plan – Expand Sidewalk Plan / ADA Transition Plan to fund all missing sidewalks in the City
5. Latent Demand and Signalization – Consider where to change signal timing include areas that may not currently have high pedestrian levels but could have a latent demand if prioritization of signalization were to change.
6. Accessibility – The definition of accessible and safe transportation network include all modes at all hours of the day and night
7. Car Free Zones – Add an Action Item for determining a process to consider whether / how a right of way might be converted to a car free space (e.g. Speedway on UT Campus)

8. Missing Middle Mobility – The emerging mobility solutions summary text should include Neighborhood Electric Vehicles (NEVs) and Pedicabs because they are safer transportation choices in pedestrian zones due to their small size, low weight and speed
9. Ped Bike Transit Connections – Ensure that new road connections are not exclusively vehicular and can also include exclusively pedestrian and bike connections
10. Sprawl and Roadways – New roadways should only be built connecting areas with transit supportive densities, whether as-built or entitled
11. Sidewalk Obstructions – Achieve Action Item #69 (Vegetative Obstruction and Removal Program) within 3 years and develop policies to ensure motor vehicles do not obstruct the pedestrian right of way

Date of Approval: March 4, 2019

Vote: 6 – 0 with Henderson, Wochner, and Bauereis absent

Attest:

A handwritten signature in black ink, appearing to be 'JB' with a long, sweeping horizontal line extending to the right.

Jay Blazek Crossley, Pedestrian Advisory Council Chair



BOARD/COMMISSION RECOMMENDATION

Urban Transportation Commission

Recommendation Number 20190318-04C: Austin Strategic Mobility Plan

WHEREAS, the Imagine Austin Comprehensive Plan was adopted in 2012 as a vision for Austin's future, focusing on sustainability, social equity, economic opportunity; and,

WHEREAS, Imagine Austin identified preserving livability, expanding transportation choices, tackling the ethnic divide, protecting our natural resources, promoting prosperity for all, and collaborating regionally as key challenges and opportunities; and,

WHEREAS, codified racial inequity, housing affordability, and transportation and traffic concerns are among the foremost issues for the City's citizens; and,

WHEREAS, Imagine Austin had as one of its key actions to create a mobility plan; and,

WHEREAS, the City of Austin's Land Development Code is likely to be updated in the next 12 months, building on the CodeNEXT process, which identified that the existing code lacks the tools our city needs to effectively shape and manage growth, and has exacerbated our congestion, displacement, and segregation issues; and,

WHEREAS, the Austin Strategic Mobility Plan will guide future growth of the city's transportation network; and,

WHEREAS, the Austin Strategic Mobility Plan is a comprehensive multimodal transportation plan that integrates the recommendations from previous transportation plans dedicated to specific modes, such as our Sidewalk, Bicycle, and Urban Trails plans, into one comprehensive document to align them into complementary systems; and,

WHEREAS, the City of Austin and the Central Texas region will not build its way out of congestion and transportation issues with current growth patterns and transportation priorities; and,

WHEREAS, the Urban Transportation Commission, via Recommendation 20181113-04B, indicated its support for the Project Connect vision; and,

WHEREAS, the Urban Transportation Commission issues its complete support for the motion related to the Austin Strategic Mobility Plan passed on March 4, 2019 by the Pedestrian Advisory Council;

NOW, THEREFORE, BE IT RESOLVED that the Urban Transportation Commission recommends that the approved Austin Strategic Mobility Plan should include the following to reflect the values in Imagine Austin and best practices for addressing the City's most pressing transportation issues:

Prioritizing Our Safety

- Change the language in Policy 1 from “Manage for safe speeds” to “Design and manage for safe speeds” as a City of Austin value statement.
- Require a transportation safety analysis for every infrastructure and development project that reflects existing infrastructure and collision problems, as well as induced demand and actual travel speeds, and truly prioritizes transportation safety with respect to design decisions and transportation funding (Consistent with Action Item 158 – Health Impact Assessments).
- Update Action Item 9 to state: “Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve targeted operating speeds systemwide, with no design speed to exceed 35 MPH. This action item will be prioritized and implemented as soon as possible.”
- Car-Free Zones – Add an Action Item for determining a process to consider whether / how a right of way might be converted to a car-free space (e.g. Speedway on UT Campus)

Managing Our Demand

- With respect to Action Item 21, update the Land Development Code related to housing and transit-supportive density to:
 - Increase density not just on identified transit-friendly corridors but within ¼ mile of those corridors to further shift mode choice away from single-occupancy vehicles; transition zones from corridor should reflect Imagine Austin and extend one to four blocks on either side of the corridor;
 - Increase residential zoning to more ably address the housing affordability crisis and provide more options (including “missing middle” housing);
 - Incentivize shared driveways for all types of development to both reduce impervious cover and better manage access points along roadways.
- With respect to Action Item 21, update the Land Development Code related to parking to:
 - Eliminate parking minimums in all land use categories throughout the City, particularly in areas that are supported by high-frequency transit and/or identified as Imagine Austin Activity Corridors, as a means to achieving mode split and climate change goals (Consistent with Action Item 164 – Reduce Impacts of Global Warming);
 - Support any opportunity for sites to reduce parking requirements.
- Insert new action item after Action Item 22 to state: “Plan for downtown growth. Plan and zone for the downtown and the university to grow in both residential and employment density as fast as the region’s growth or faster.” Downtown is a special part of the transportation network as the one part of the city that can reach and be reached by public transportation to and from anywhere in the city that is on public transportation. The existence of the downtown housing and job cluster makes it much easier for job movers and two-earner households to find transit-supportive residential and job locations.
- Update Action Item 26 to include new bullets:
 - “Eliminate the exemption of above-grade parking facilities from FAR.” This exemption acts as a form of a parking subsidy.
 - “Replace existing parking opt-out incentives with other incentives.” Current land development code in certain zoning areas (e.g. VMU, UNO, etc.) allows developers to provide less parking by providing affordable housing and other community benefits; other incentives will need to be provided.

- With respect to Action Items 27, 28, and 32, empower staff to set and adjust parking rates as necessary to achieve average occupancy rates no greater than 85 percent per blockface, reflecting a main implementation item in the Downtown Austin Parking Strategy document.
- Update Action Item 28 to state: “Identify and implement geographical Parking and Transportation Management Districts as the preferred method of managing parking demand in excess of on-street parking supply in coordination with local business and neighborhood districts.”
- With respect to Action Item 32, develop a detailed curb management plan that allows staff to identify issues and address through a number of options, including flexible designations.
- Develop priorities for locating dockless vehicle parking (including bicycles) within the curb-to-curb spaces (including existing on-street parking spaces) to not reduce available sidewalk space as part of Action Items 32 and 61.
- 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.
- 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.

Supplying Our Infrastructure

- Update Action Item 65 to state: “Ensure Council Strategic Direction 2023 calls for the construction of all sidewalk segments and address ADA barriers and gaps in the sidewalk system according to the Sidewalk Plan/ADA Transition Plan.”
- Update Action Item 72 to state: “Develop a prioritization process for the design and construction of new roadway connections and capacity projects. New roadway capacity projects shall be built only to places entitled or built to transit-supportive densities. New connectivity projects shall include multimodal connectivity. New connections should have a projected decrease in system Vehicle-Miles Traveled (VMT).”
- Revise the text of Action Plan Item 73 to “Develop projects that increase person capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity, but not at the expense of achieving mode share goals. Lane additions and roadway widening along the Transit Priority Network and Bicycle Priority Network must first dedicate space to building that segment of the networks.”
- Where right-of-way is constrained, prioritize bicycle and transit improvements over roadway improvements for private automobiles.
- Update the bicycle supply goals to be as ambitious as the Austin Bicycle Master Plan.
- Commit to the proposed Bus Rapid Transit network proposed as part of the Project Connect plan

- Update text regarding Emerging Mobility Solutions (page 128) to state: “Emerging technologies include new modes of vehicular travel, like scooters, connected and automated vehicles, neighborhood electric vehicles, and pedicabs. They also include innovation in operating our transportation network, such as sensors and communication systems.” Reflect these changes in Action Items 115-124.
- 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.
- 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.
- 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.
- 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.
- 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-striping 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.

Operating Our Transportation Network

- Update Action Item 132 to state: “Develop guidance, evaluate, and implement pedestrian crossing improvements, including leading pedestrian intervals and pedestrian scrambles at signalized intersections with high pedestrian volumes and signalized crossings at areas with high potential for pedestrian crossings.”

Protecting Our Health and Environment

- Move away from “level of service” language in Action Item 159 – Walkability and Bikeability Evaluations. Focus on separate evaluations for roadway segments and for intersections treatments.
- Update Action Item 164 from “Reduce impacts of global warming” to “Require compliance with the Austin Climate Protection Plan.” Description should include "Require and enforce policy and planning as necessary to reach the outcomes and objectives of the Austin Climate Protection Plan."
- Remove SH45SW highway improvements, the MoPac South Express Lanes, the expansion of Escarpment Blvd, and the extension of South Bay Lane.

Supporting Our Community

- Before Action Item 207, insert a new accessibility action item that states: “Complete Accessibility: Accessibility in transportation shall include all modes at all hours of the day and night.”

Implementing Our Plan

- As part of Action Item 234, require that the updated Transportation Criteria Manual reflect the following goals:
 - Transportation Impact Analyses should focus less on peak 15-minute period traffic congestion and more on aligning with larger plans and goals, such as the ASMP, Vision Zero, active transportation plans and goals, and Capital Metro operating and capital plans;
 - Specifically, remove intersection level of service (LOS) as a metric and include VMT per person-trip and target mode share as replacements to better align analyses with the City’s goals;
 - Change the language of these analyses to reflect person trips and not vehicle trips;
 - Create and/or adopt a person trip generation model specific to the City of Austin that includes the specific context of the development and location and has as its major output person trip generation by mode;
 - In the event that any parking requirements are maintained, create a parking generation model specific to the City of Austin that includes the specific context of the development and location;
 - Incentivize low VMT per person-trip and high non-SOV mode share developments;
 - Re-examine the Rough Proportionality and cost-sharing requirements to more directly reflect the impact of the development and not the cost of historical infrastructure;
 - Focus on Transportation Demand Management (TDM) strategies rather than supply-side improvements (LOS analysis);
 - Develop TDM standards for development that focus on the inclusion of TDM elements rather than trip reduction results;
 - Develop a TDM model specific to the City of Austin that predicts the impacts of TDM strategies.
- Expedite development review for projects strongly align with Austin Strategic Mobility Plan goals.

Date of Approval:

Record of the vote:

Attest: