

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 rReach 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 Nation's 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