

Strategic Mobility Program

Austin Transportation
Department



Need for a Strategic Approach to Transportation is Clear:

- Traffic congestion challenges our economic vitality and quality of life
- Lack of mobility consistently rated amongst our highest concerns
- Non-coordinated, single mode approach to transportation issues doesn't work
- Strategic mobility approach complements evolving COA Comprehensive and CAMPO 2035 Plan
- Austin must articulate a long-term vision and plan to assure our needs are met



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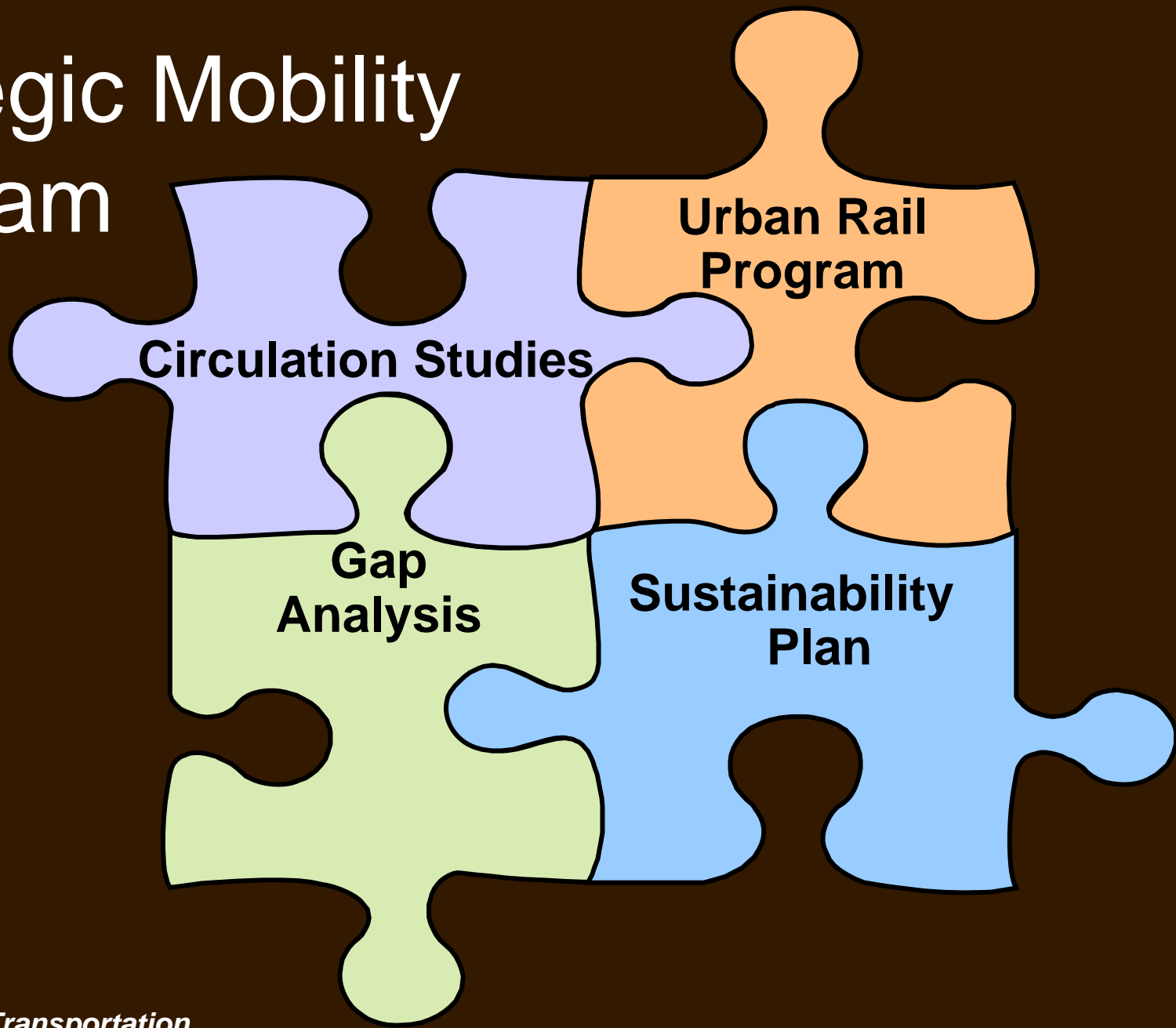
Strategic Mobility Transportation Planning Approach

- **Innovative** — New processes, technology to help solve old congestion problems
- **Integrated** — Coordinated Regional approach to mobility planning and implementation
- **Sustainable** — Corridor and Land Use planning now that impact long term mobility and economic health



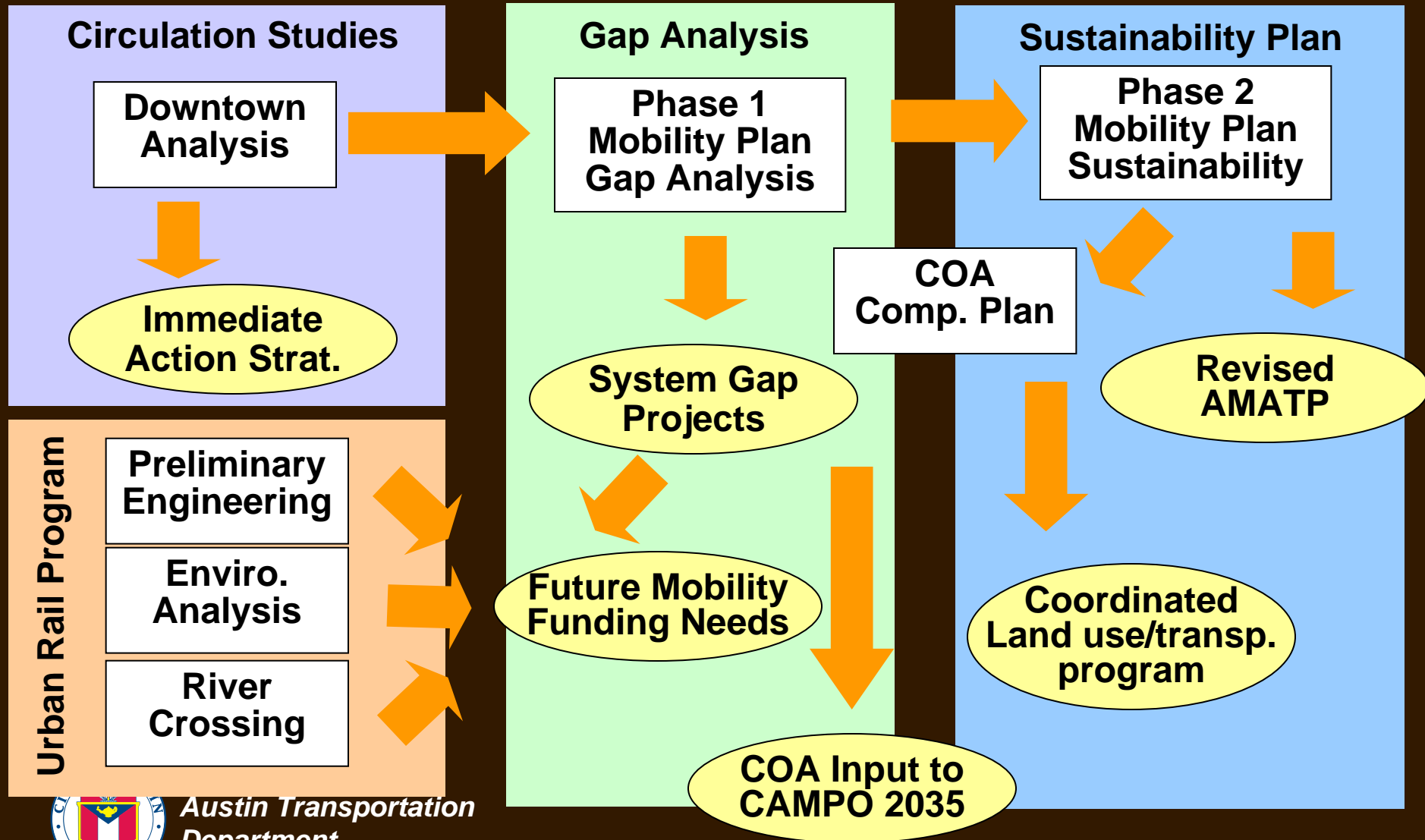
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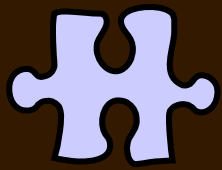
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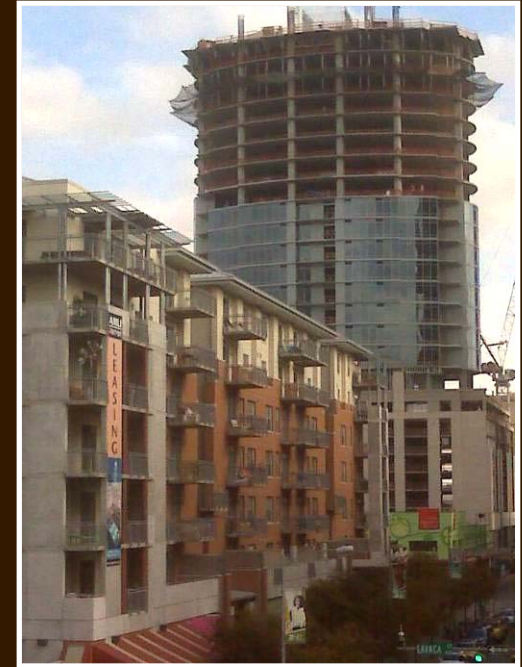
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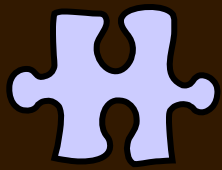


Downtown Circulation Plan

- Grant funded - Greater Austin Chamber of Commerce (12/08)
- Examines traffic conditions within central Austin
- Restarts Austin's annual mobility count program (last implemented in 1992)
- Examines low-cost, high benefit opportunities to improve mobility



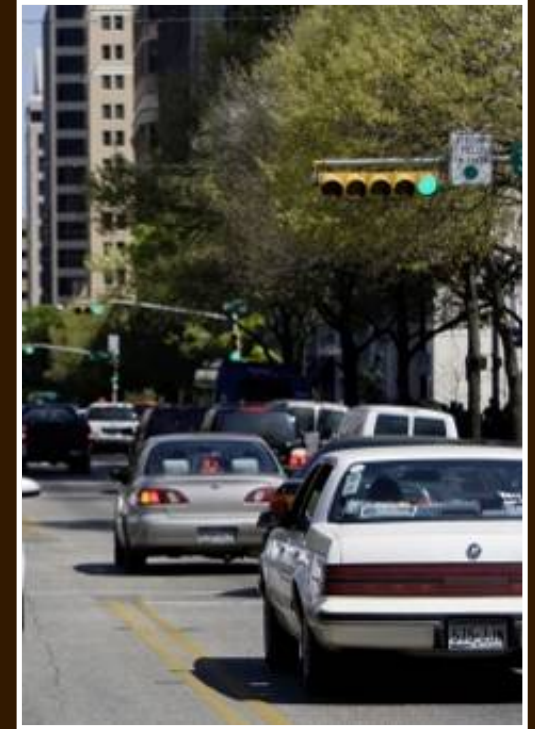
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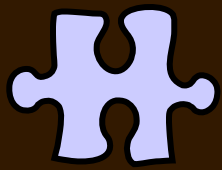


Downtown Circulation Plan

- **Early Findings**

- Vehicle routes in/out of central Austin are full ('09 volumes are same as '92)
- Peak periods are spreading with longer periods of congestion in '09 then in '92
- Ability to react to traffic events such as truck unloading, car trouble, special events, etc. constrained

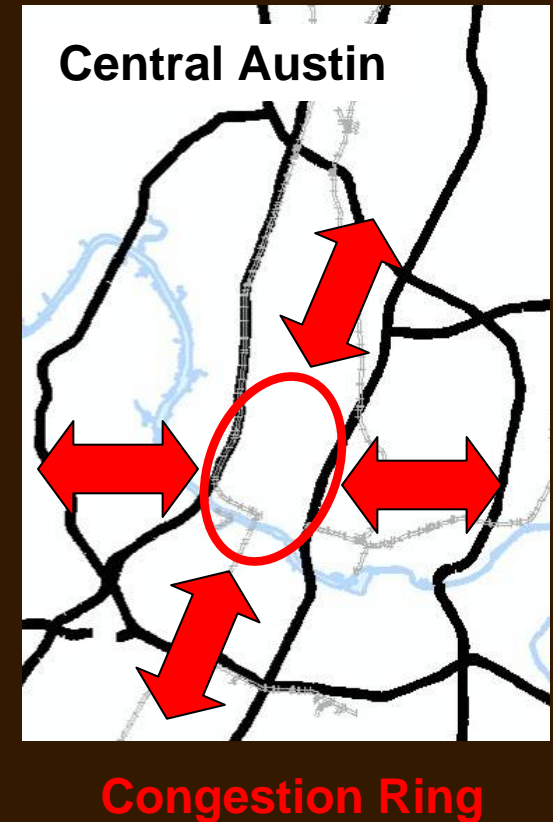


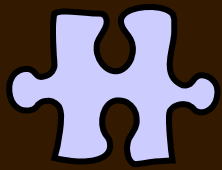


Downtown Circulation Plan

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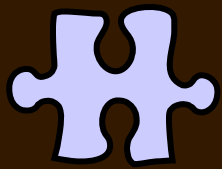
Downtown Circulation Plan

- **Early Actions**

- Accelerate Austin Program
- Retiming signal systems, linking downtown networks with university network
- Intensifying peak period monitoring of primary travel corridors
- Coordinating with Austin Fire Department to determine preemption needs and appropriate technologies



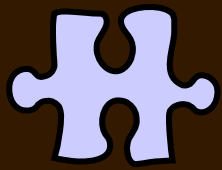
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Downtown Circulation Plan

- **Early Actions**
 - Focusing on improving driver information
 - Use of temporary VMS for events (current operations budgets)
 - Pursuing permanent VMS system (Stimulus funding)
 - Pursuing real-time driver information systems (Stimulus and Federal Reauthorization financing)





Downtown Circulation Plan

- **Downtown Circulation Study Early Actions**
 - **Pursuing bus only lanes on shoulders (SB 434)**



Motor-Bus use and emergency breakdowns only when main-lane speeds are less than 35 mph.

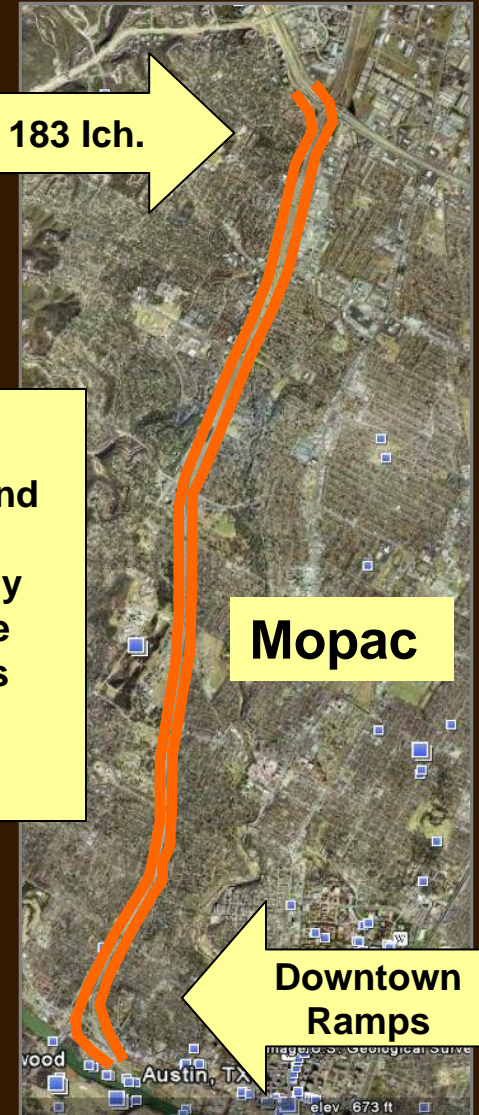
US 183 Ich.

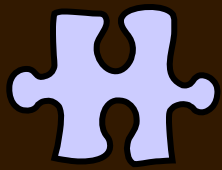
Mopac

Downtown Ramps



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Downtown Circulation Plan

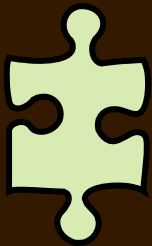
- **Early Actions**
 - Pursuing interchange completion
 - Supporting TXDOT at I-35 and US 71
 - Requesting pass-through financing MoPAC at Ben White Blvd.



MoPAC at Ben White Blvd.



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Gap Analysis

- Identify missing links in system that impair mobility in all modes – engineering analysis
- Query citizens on greatest mobility needs
- Develop short-term build-able solutions implemented by 2014

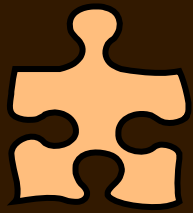


City of Austin Public Outreach

Web surveys
Public meetings
Town hall meetings
Council briefings



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Urban Rail Program

- **Preliminary Engineering** and cost study sufficient for Council and voter action
- **Environmental Studies** of rail corridors to federal, state and city standards
- **Alternatives Analysis** – need and feasibility for additional multi-modal crossing of Lady Bird Lake



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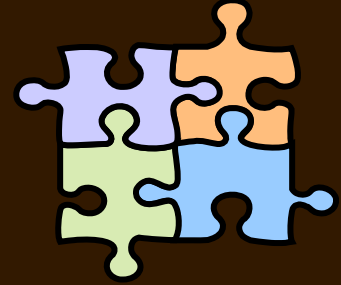
Sustainability Planning

- **Corridor Planning**

- Multi-modal Corridor Studies
- Integrated with Comprehensive Plan, Downtown Plan and regional land use policies
- Proactively direct resources for future growth



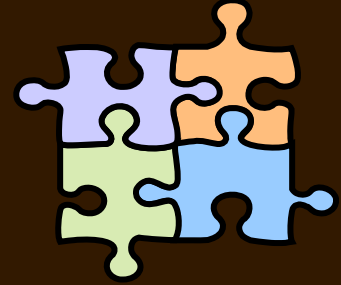
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Expected Outcomes

- Proactively address # 1 community concern: lack of mobility
- Understand and address downtown congestion, with multi-modal options
- City leading regional mobility direction – regional focus while advocating for Austin
- Inform voters and policy makers on transportation issues
- Long term coordinated planning to manage growth corridors





Next Steps

- Obligate Funding for Project Initiation
 - Refunded 1998 Mobility Bond from TxDOT
 - Four distinct efforts:
 - Strategic Mobility Plan
 - Urban Rail Preliminary Engineering
 - Urban Rail Environmental Process
 - Urban Rail River Crossing Study
- Refine Potential Rail Funding Strategies
- Pursue Pass-through & Other Financing Strategies
- Facilitate Public Discussion on Mobility

