



AUSTIN STRATEGIC MOBILITY PLAN

Mobility Committee
March 2, 2016

Austin Transportation Department



Austin Strategic Mobility Plan

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- The Austin Strategic Mobility Plan will:
 - ▣ Update and replace the 1995 Austin Metropolitan Area Transportation Plan (Ord. No. 950309-G) which is attached to Imagine Austin
 - ▣ Expand the Imagine Austin vision into actionable mobility-related goals and objectives and be proposed as an amendment to the transportation element of Imagine Austin
 - ▣ Pull multiple concurrent mobility programs and plans into one comprehensive vision and apply an integrated approach to planning for all modes of our transportation system

Austin Strategic Mobility Plan

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- The Austin Strategic Mobility Plan will:
 - ▣ Approach transportation access and mobility as essential to quality of life for Austin residents
 - ▣ Add performance measures that will track the City's progress and ensure accountability
 - ▣ Consider technological advances shaping the 21st century transportation system
 - ▣ Identify ways to improve efficiencies in our existing system, manage demand, and strategically add capacity in all modes
 - ▣ Provide base data for the creation of a City of Austin Street Impact Fee program

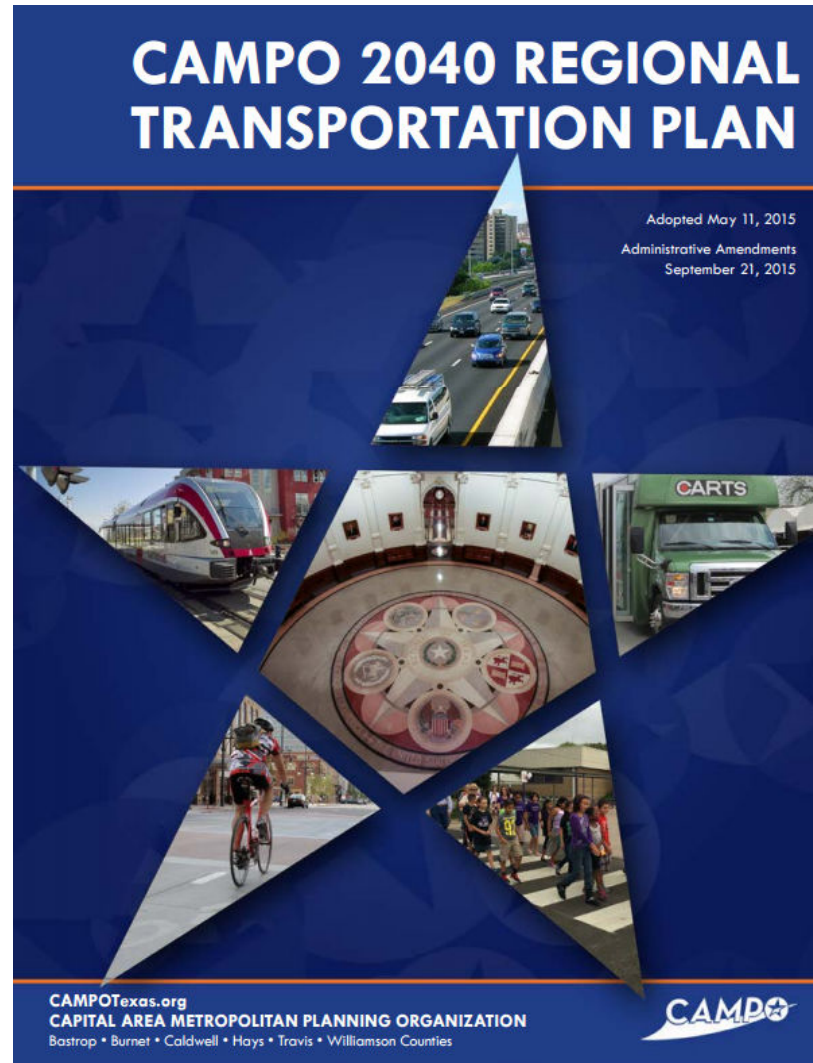
Austin Strategic Mobility Plan

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- The Austin Strategic Mobility Plan will:
 - ▣ Cover a 10+ year timeframe
 - ▣ Identify strategies in the form of programs and projects to shape our future transportation network
 - ▣ Include network and program planning that will be done through a safety lens and will consider all modes
 - ▣ Include maps and tables of the existing and future street network
 - ▣ Be updated every 5 years

Relationship to Regional Planning

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Relationship to Local Planning

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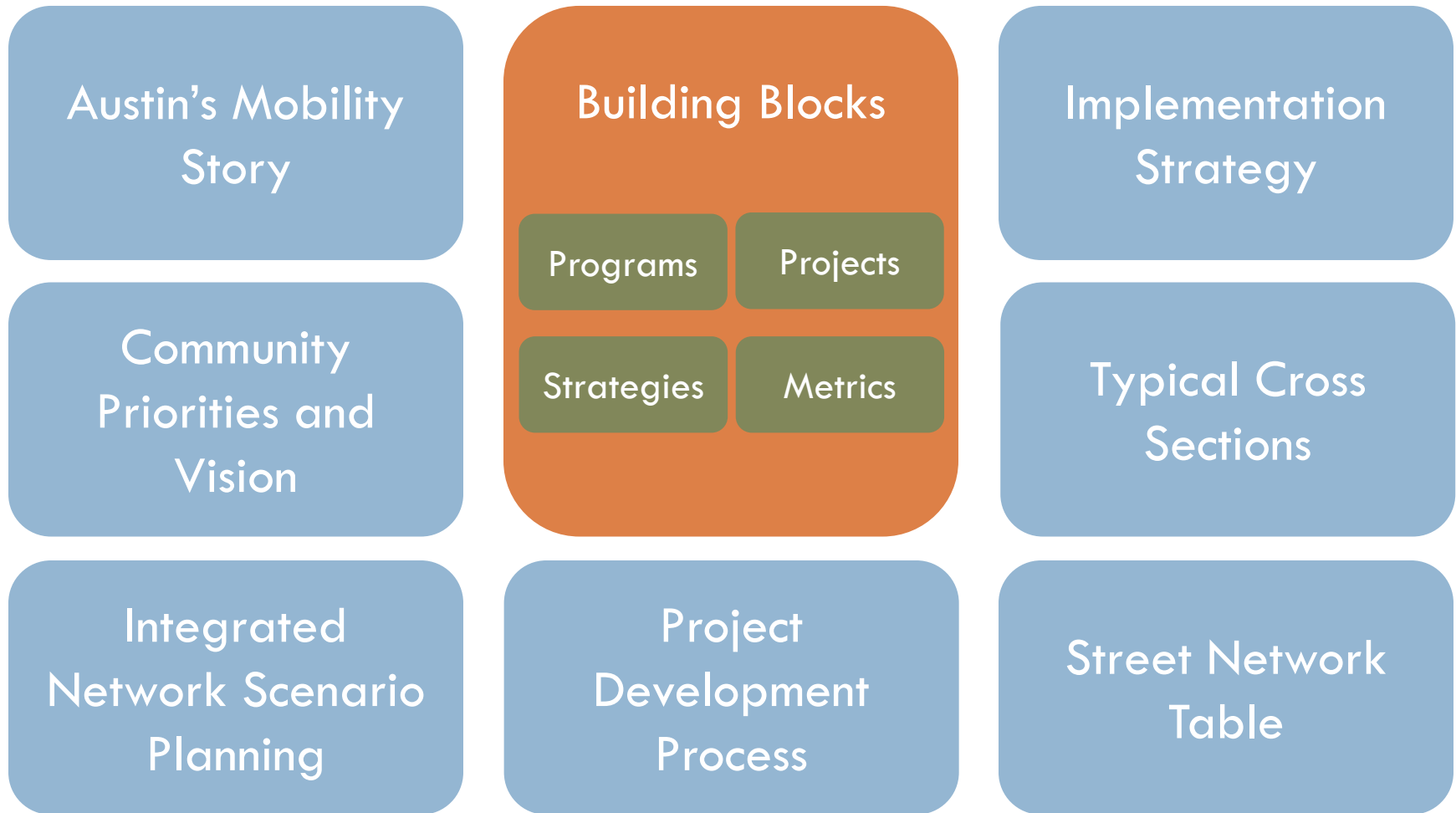
The Timing is Right...

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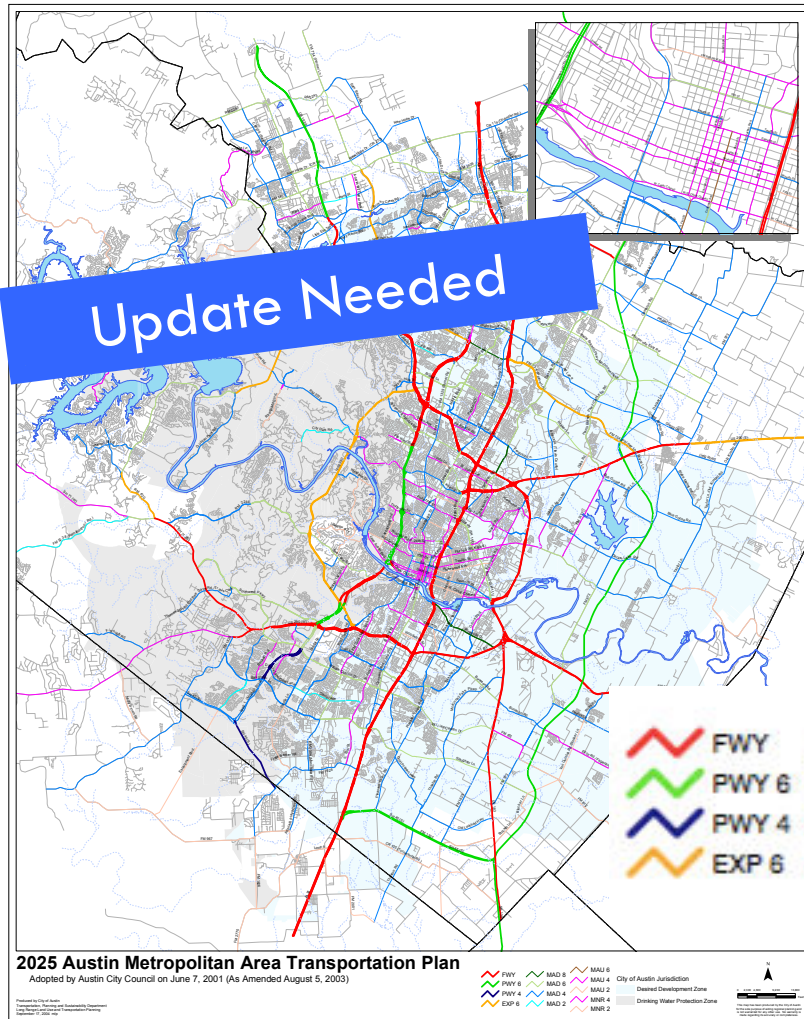
- Updated comprehensive plan
- Sharing of Knowledge
 - Move Seattle
 - LA Mobility Plan 2035
 - Go Boston!
 - Move DC!
 - San Antonio Multimodal Transportation Plan
- Enhanced focus on Transportation Demand Management
- Need to plan for emerging innovations
- Regional partners' current planning efforts
- Data capabilities

Components of the Strategic Mobility Plan

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Current Transportation Plan



A - Austin
M - Metropolitan
A - Area
T - Transportation
P - Plan

Street Network Table

CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN

Adopted June 7, 2021
Last Amended August 5, 2024

Unshaded		Desired Development Zone Drinking Water Protection Zone		Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility	Remarks	Portions in BSEA Recharge Zone	Portions in BSEA Contributing Zone	Portions in NEA Recharge Zone								
PROPOSED 2025 AMATP ROADWAY PLAN TABLE																								
ROADWAY	SEGMENT	*GIS Estimate	ROW MIN				ROW MAX																	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15										
H 35 National Highway System	CR 111 - FM 3406	FWY 4	FWY 6					LOW																
	FM 3406 - RM 620	FWY 6	FWY 6/HOV					LOW																
	RM 620 - SH 45 (N)	FWY 6	FWY 6/HOV					LOW																
H 35 National Highway System			FWY 6/HOV	400	300			LOW		wo/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS Recommend compliance with US Fish & Wildlife Service guidelines & standards (Attachment 1) to ensure non-degradation and water quality protection. Recommend compliance with TNRCC Edwards Rules 30 TAC 213													
	Parmer Ln. - Rundberg Ln.	FWY 6	FWY 6/HOV	400	<350	200	350	LOW		wo/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS													
	Rundberg Ln. - US 183 (N)	FWY 6	FWY 6/HOV	400	<300	200	300	LOW		wo/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS													
	US 183 (N) - US 290 (E)	FWY 8	FWY 8/HOV	400	300			LOW		wo/15	TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 MIS													
Existing 1997		2025 AMATP		Required ROW		Existing ROW			Area Environ Sensitivity		CAMPO Bike Route Sys		Austin Bike Plan Rec Facility											
						*GIS Estimate	ROW MIN	ROW MAX																

Update Needed

Street Network Table

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NETWORK ROLE



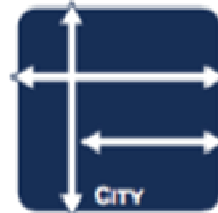
LEVEL 5

- Higher Speeds
- Longer Trips
- Limited Access
- Inter-regional



LEVEL 4

- Commuter Linkages
- Vehicle Priority
- Intra-regional



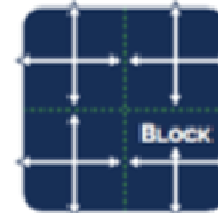
LEVEL 3

- Balance between mobility and access to the built environment
- Slower Streets
- High Activity



LEVEL 2

- Connects Neighborhood Traffic
- Supports Local Development
- Circulation Function

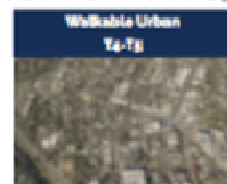


LEVEL 1

- Slow Streets
- Connects to Higher Order Streets
- Frequent Driveways

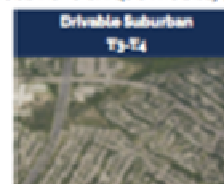
+ CONTEXT

Street design can be improved by understanding how buildings and land use activity directly interact with streets, and how different neighborhoods have unique mobility priorities.



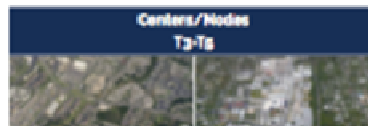
Walkable Urban
T4-T5

Higher intensity area with a compact form, supporting multiple modes of transportation, particularly walking and transit.



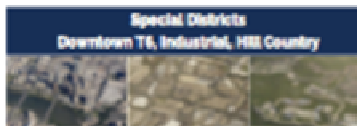
Drivable Suburban
T3-T4

Typically drivable built environments designed with fewer or wider roadways.



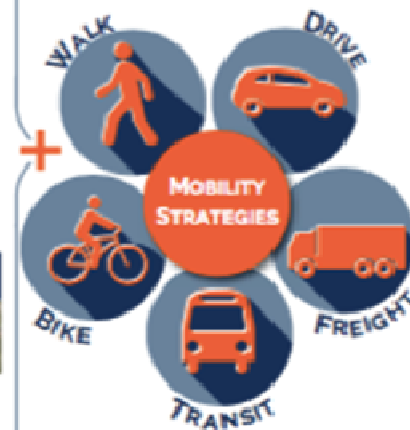
Centers/Nodes
T3-T5

Streets with higher concentrations of activity that attract pedestrian activity and support multiple modes of transportation.



Special Districts
Downtown T6, Industrial, Hill Country

MODES



Public Engagement

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Your
Ideas?



Strategic Mobility Plan Process and Timeline

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2016

“Getting
the Word
Out”

Hire
Consult-
ant

Vision &
Goals

2017

Analysis
&
Scenario
Planning

Draft
Network
&
Recomme-
ndations

2018

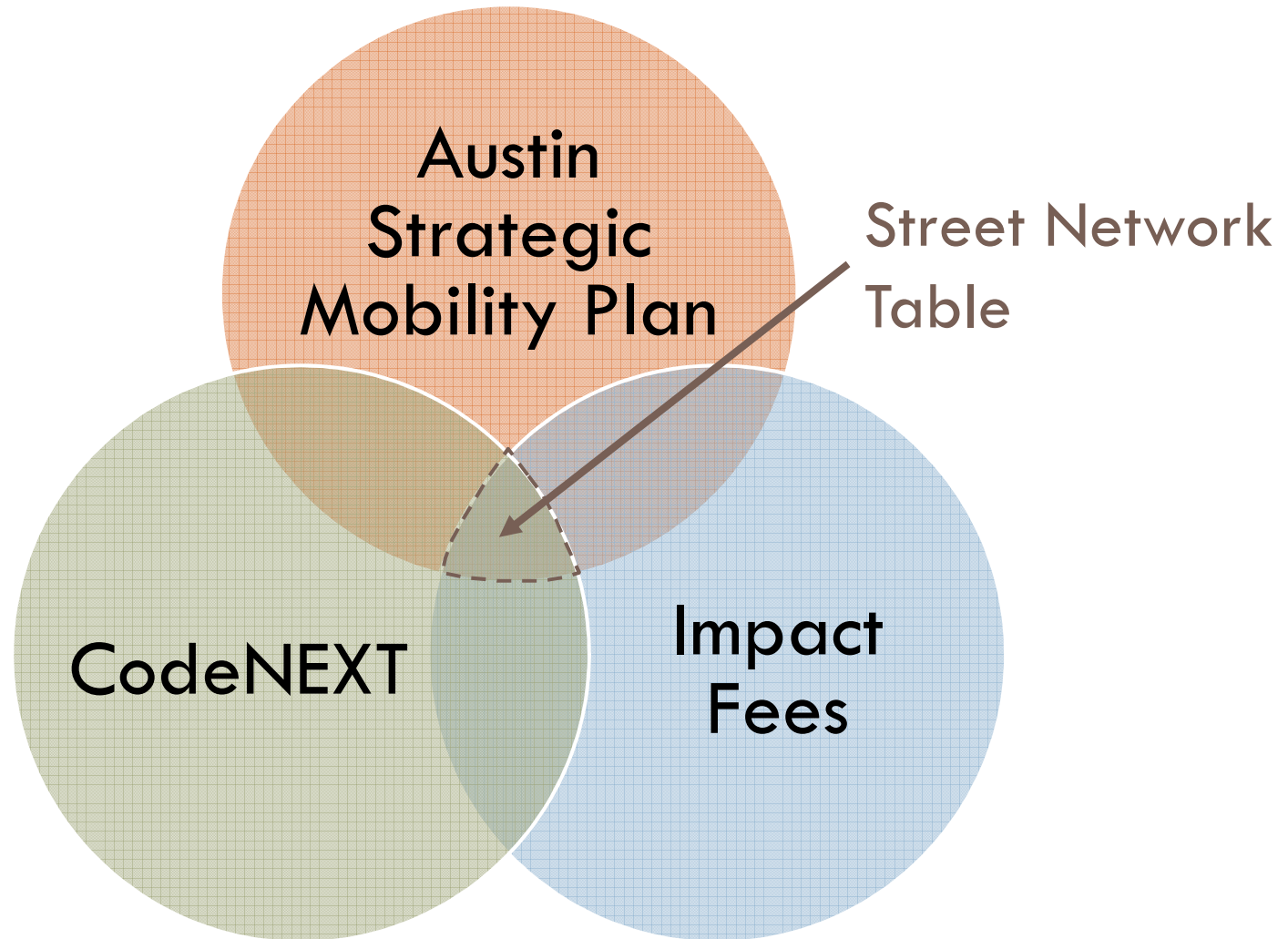
Projects
&
Funding

Plan
Adoption

Public Engagement

Transportation Improvements

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Street Impact Fees

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□ Impact Fee Definition

“Charge or assessment imposed...against new development in order to generate revenue for funding or recouping the costs of capital improvements or facility expansions necessitated by and attributable to the new development.”

Source: Local Government Code, Chapter 395

Street Impact Fees

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- Governed by Chapter 395 of the Texas Local Government Code (1987)
 - ▣ Water, Wastewater, Roadway, and Drainage impact fees allowed in Texas
 - ▣ Capacity-related costs (i.e. no public art, streetscape elements, expensive illuminations, etc.)
 - ▣ Recover infrastructure costs for future development
 - ▣ Subject to 'Rough Proportionality'

Street Impact Fees

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- Impact Fee Calculation considers:
 - ▣ 10 year growth horizon
 - ▣ Proportional share of capacity needed for growth
 - ▣ Adopted Capital Improvements Plan
 - ▣ Future Land Use Plan
- Impact fee calculations updated every 5 years

Street Impact Fees

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□ Checks & Balances

▣ Licensed Professionals Prepare

- Capital Improvements Plan
- Land Use Assumptions
- Maximum Assessable Impact Fee Calculations

▣ Public Hearing Required

- Capital Improvements Plan
- Land Use Assumptions

▣ Impact Fee Advisory Committee required

Budget and Deliverables

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\$2M Approved in ATD's FY 2015-16 Budget

Austin Strategic Mobility
Plan

Policy Document

Street Network Table

Transportation Criteria
Manual update

Public Information &
Engagement

Street Impact Fees

Demand Projections

Capital Improvements Plan

Financial Analyses

Public Information &
Engagement

Next Steps

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Austin Strategic Mobility Plan	Street Impact Fees
March: “Getting the Word Out” and Scope development	March: RFQ Solicitation
March/April: Boards and Commissions Project Status Briefings	
March/April: Consultant Procurement	June: Boards and Commissions, Mobility Committee consultant selection briefings
June 23: Request for City Council action	

Questions

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