



AUSTIN STRATEGIC MOBILITY PLAN

Commission on Seniors
12.14.16

Austin Transportation Department



Why do we need a new Strategic Mobility Plan?



NEWS SPORTS LIFE **MONEY** TECH TRAVEL OPINION 72° CROSSWORDS YOUR TA

LIVE STREAM Large crowd marching through Baltimore streets | [Live Video](#)

Ten cities with the worst traffic

4. Austin

- > Congestion score: 20.7
- > Population density: 406.7 people per sq. mile (70th highest)
- > Average commute time: 25.8 minutes (45th highest)
- > Pct. driving to work: 85.8% (47th lowest)

No metro area with more than a million residents had a greater percentage increase in population from July 1, 2011, and July 1, 2012, than Austin's 3% growth, according to the [Austin Statesman](#). This is hardly news for the area, which has expanded rapidly for more than a decade and, like much of the state, has been unable to expand transportation infrastructure to handle this growth. In 2012, Austin was one of four metro areas with an INRIX index score higher than 20, well above the 6.6 score for the U.S. overall. It was also one of just six large metro areas in which the INRIX index score worsened compared to the year before.



MENU **TIME** Subscribe

To see how U.S. cities stack up, check out

1. Los Angeles
2. Honolulu
3. San Francisco
4. Austin
5. New York
6. Bridgeport, Conn.
7. San Jose
8. Seattle
9. Washington, D.C.
10. Boston

**AUSTIN
BUSINESS JOURNAL**

Austin traffic ranks among worst in America, report shows

Jun 5, 2014, 7:52am CDT



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Michael Theis
Digital Editor-
Austin Business Journal



Why do we need a new Strategic Mobility Plan?

IMAGINE AUSTIN TRANSPORTATION VISION STATEMENT:

AUSTIN IS MOBILE AND INTERCONNECTED

Austin is **accessible**. Our transportation network provides a wide variety of **options** that are efficient, reliable, and cost-effective to serve the diverse needs and capabilities of our citizens. Public and private sectors work together to **improve air quality** and **reduce congestion** in a collaborative and creative manner.

- Interconnected development patterns support **public transit** and a variety of **transportation choices**, while reducing sprawl, congestion, travel times, and negative impacts on existing neighborhoods.
- Our **integrated transportation system** is well-maintained, minimizes negative impacts on natural resources, and remains affordable for all users.
- Austin promotes **safe** bicycle and pedestrian access with well-designed routes that provide **connectivity** through the greater Austin area. These routes are part of our comprehensive regional transportation network.

Austin Strategic Mobility Plan

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The **Austin Strategic Mobility Plan (ASMP)** will update the Austin Metropolitan Area Transportation Plan (AMATP), which was adopted in 1995 and has not been updated to reflect the vision of *Imagine Austin*.

The **ASMP**:

- Covers a **10+** year timeframe
- Will update and define our City transportation needs, allowing us to take advantage of **funding opportunities** as they arise
- Will pull multiple mobility programs and plans into an integrated approach to planning for **all transportation modes**
- Will provide a comprehensive vision and the strategies, programs, projects, and metrics needed to create a safe and efficient **21st century transportation network**.

Relationship to Local Planning

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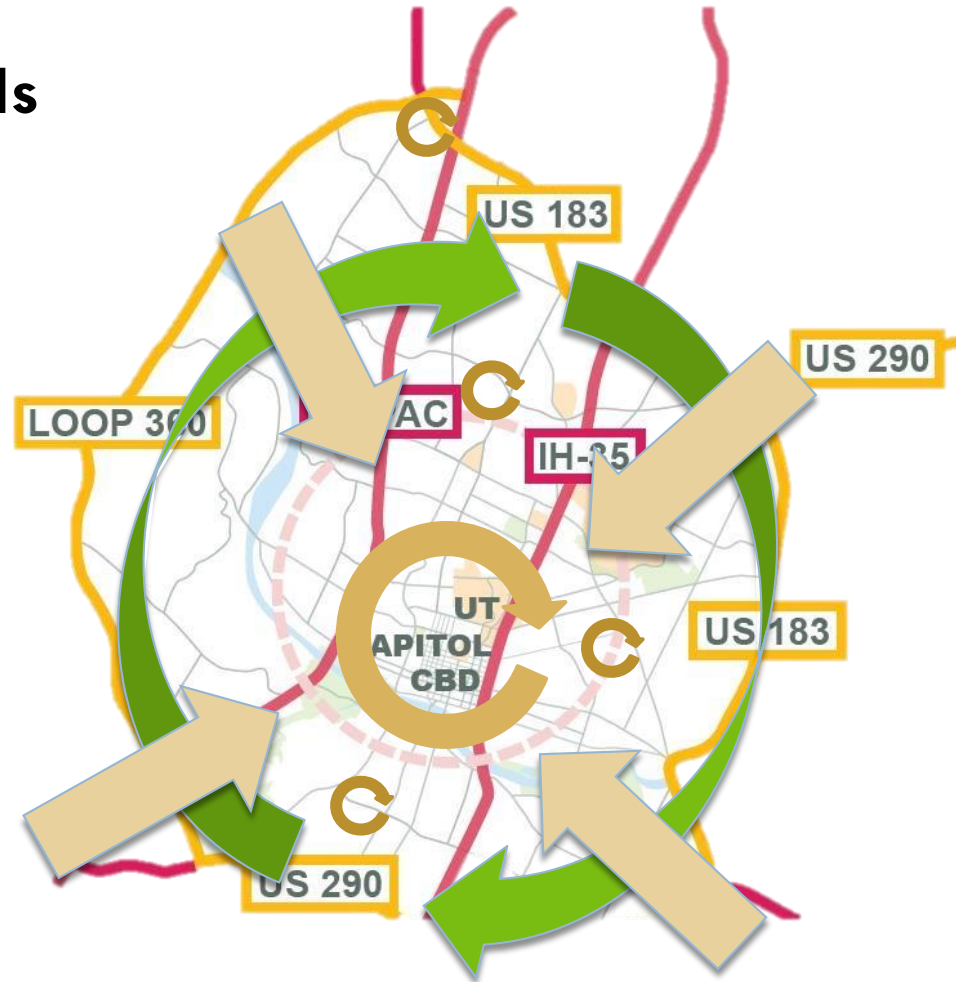


Austin Strategic Mobility Plan

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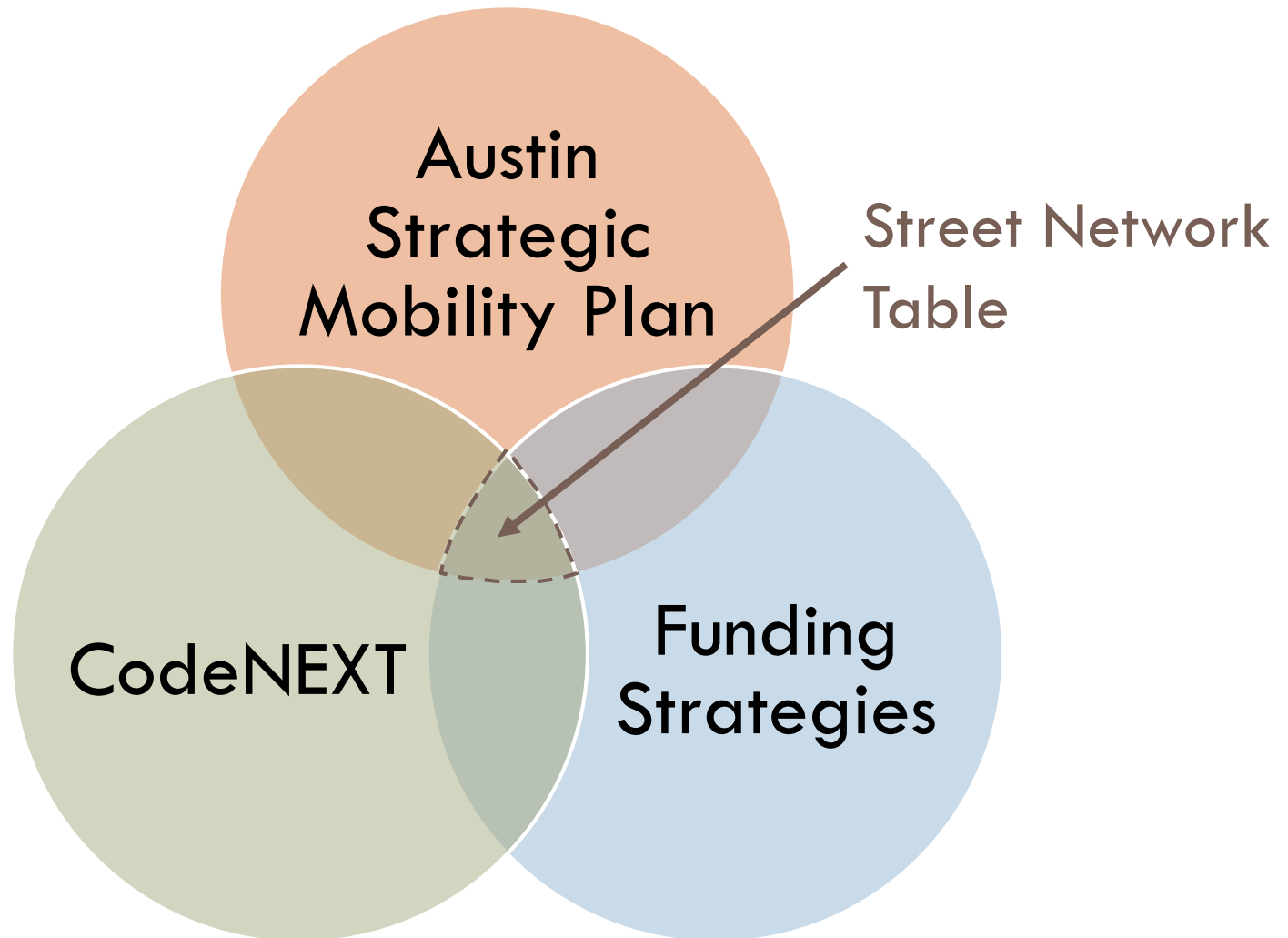
Three overarching travel needs the ASMP will address:

- Through and around
- In and out of the core
- Within activity centers and neighborhoods



Relationship to CodeNEXT

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Street Network Table

CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN

Adopted June 7, 2021

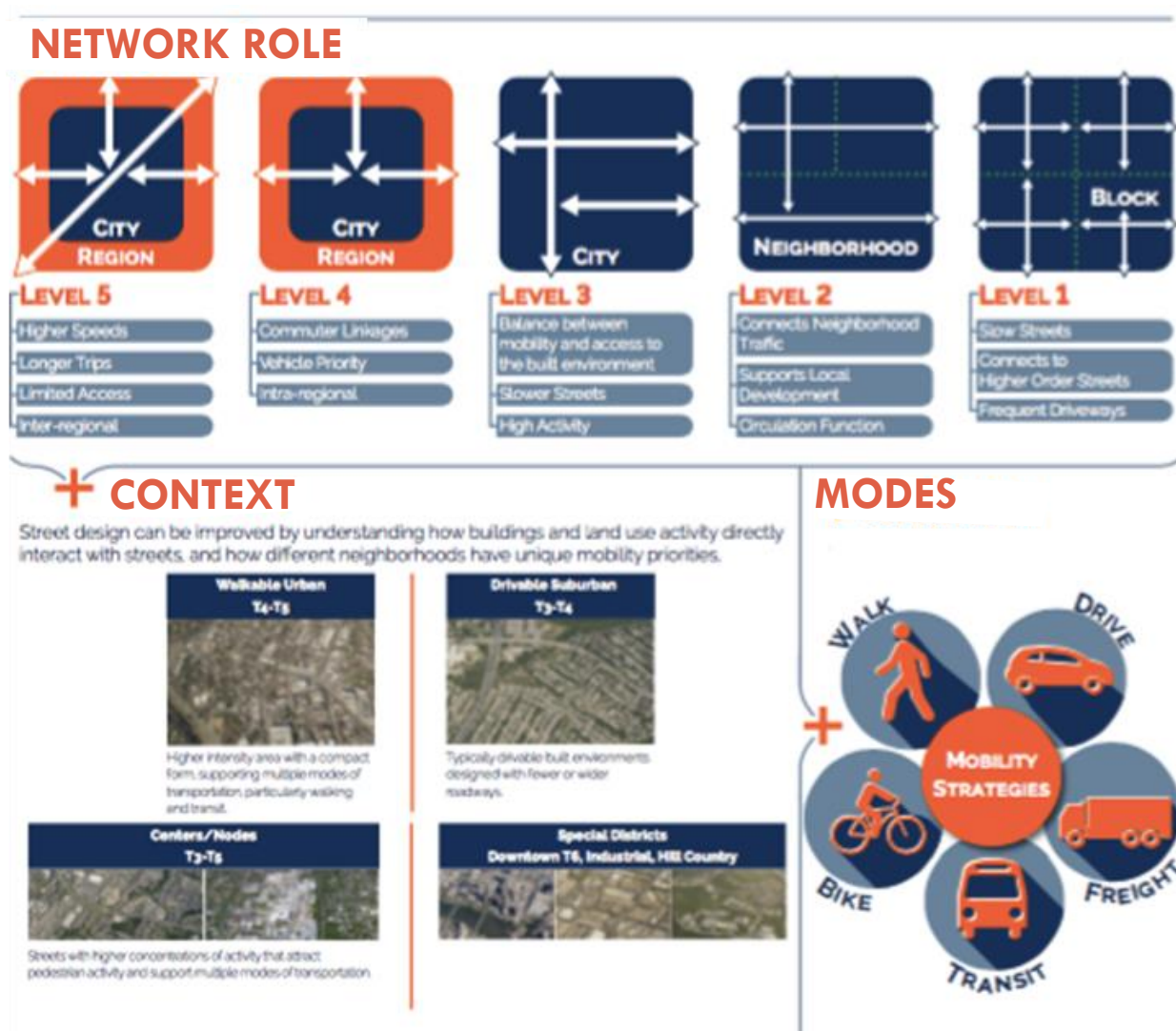
Last Amended August 5, 2024

Unshaded		Desired Development Zone		Drinking Water Protection Zone		Existing 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		Existing 1997	2025 AMATP	Required ROW	*GIS Estimate	ROW MIN	ROW MAX								
ROADWAY	SEGMENT	3	4	5	6	7	8	9	10	11	12	13	14	15	
IH 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							
IH 35 National Highway System											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 TNRC Edwards Rules 30 TAC 213				
			FWY 6/HOV	400	300			LOW		wo/15				X	
	Farmer 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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Components of the Strategic Mobility Plan

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Austin's Mobility
Story

Transportation
Scenario
Modeling

Implementation
Strategy

Community
Priorities and
Vision

Street Network
Table

Outcomes

Programs

Projects

Policies

Metrics

Public Engagement

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Integrated Planning Approach



Project Connect

What is Project Connect?

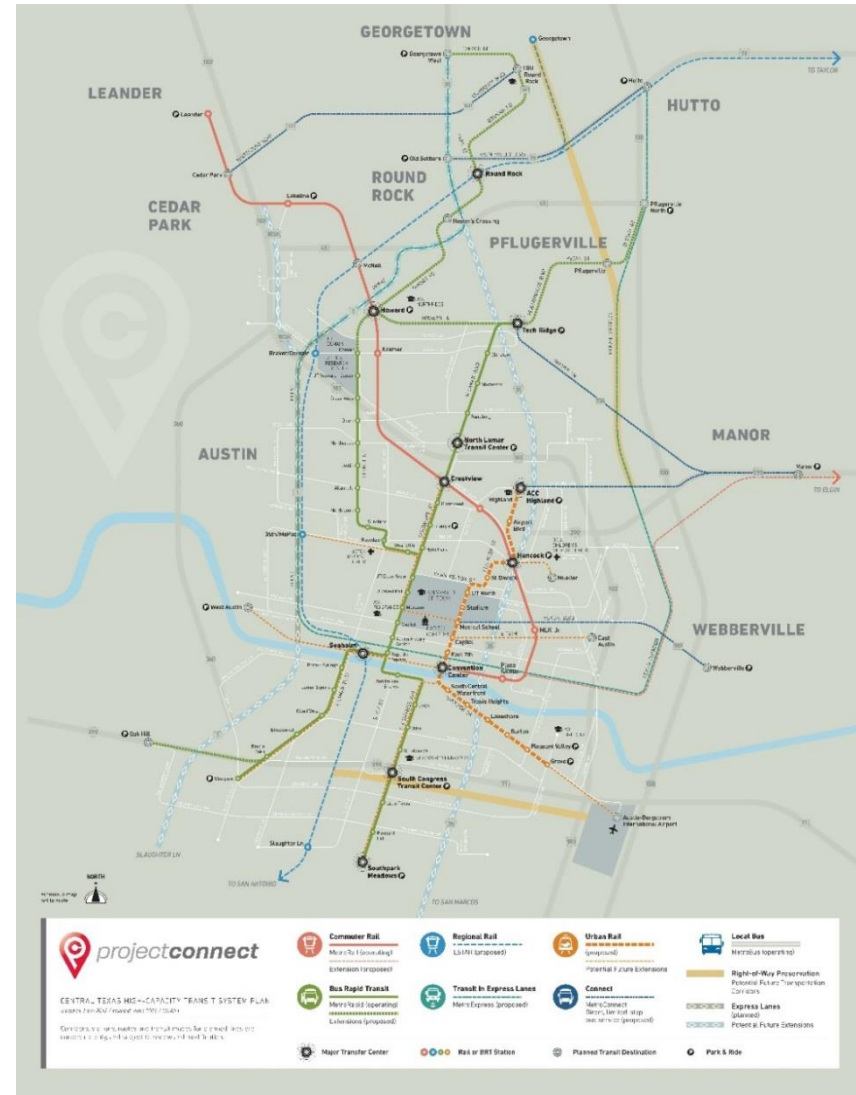
- Central TX regionally adopted High-Capacity Transit Plan (2012)

What are We Doing?

- Refine Project Connect Plan

Why?

- Select new transit solutions for access into, out of, & within central Austin



Coordination

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Sep '16 — Dec '16 | Jan '17 — Mar '17 — Aug '17 | Sep '17 — Jan '18

PROJECT CONNECT

BIG IDEAS, BOLD STARTS

Purpose & Need
Goals & Objectives
Draft Project &
Corridor Inventory
Draft Evaluation
Criteria

Evaluation of
Corridors/ Projects
Preliminary Results

Community Outreach/
Vetting of
Recommendations

Confirm
Recommended
Corridors/ Projects

REAL SOLUTIONS FOR REAL PROBLEMS

Define Corridor/ Project Alternatives
(Alignments, Modes, Technologies,
Stations, etc.)

Define Evaluation
Criteria

PATH TO IMPLEMENTATION

TOUCHPOINTS

Establish
Multimodal
Community
Advisory
Committee

PC - ASMP
Kick-off Workshop
2/4/17

PC-ASMP
Preferred Scenario
Workshop

AUSTIN STRATEGIC MOBILITY PLAN

Project Initiation
"Getting the Word Out"

Establish Core Values
Draft "Austin's
Mobility Story" Report

Scenario Building
and Evaluation
- Mobility Indexing
- Modeling
- Spatial Analysis

Preferred Strategy
- Identify Preferred
Strategy
- Develop Plan
Elements
- Project Prioritization
Methodology

Project
Prioritization
Implementation
Plan

Plan Review and
Adoption

Questions

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