Austin Strategic Mobility Plan

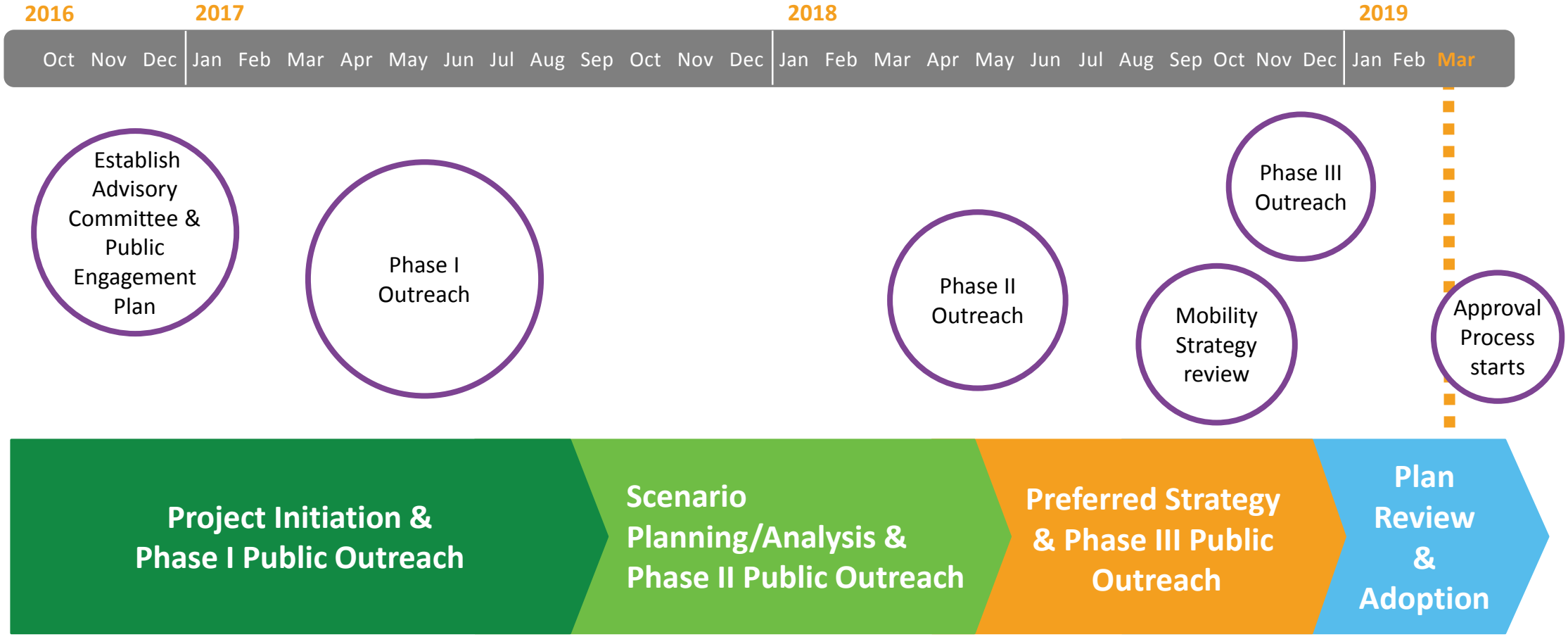
ZONING AND PLATTING COMMISSION

MARCH 5, 2019

Agenda

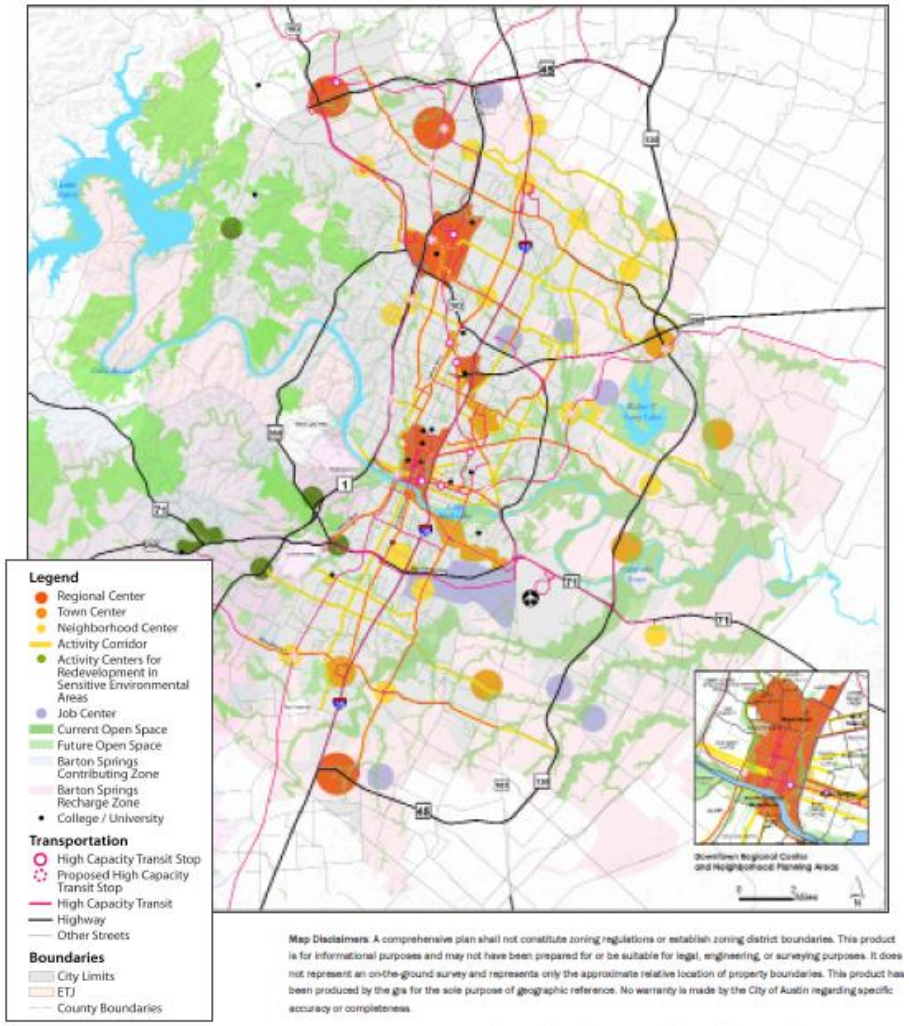
- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Draft
  - Content Outline
  - Elements of the Plan
  - Top Strategies
- Chapter 2: Managing Our Demand
- Next Steps

Schedule


2016
2017
2018
2019
Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar
Establish Advisory Committee & Public Engagement Plan
Phase I Outreach
Phase II Outreach
Mobility Strategy review
Phase III Outreach
Approval Process starts
Project Initiation & Phase I Public Outreach
Scenario Planning/Analysis & Phase II Public Outreach
Preferred Strategy & Phase III Public Outreach
Plan Review & Adoption

The Vision

- Imagine Austin
  - Transportation Element of Imagine Austin
  - Imagine Austin recommends the creation of the ASMP
- Austin Strategic Mobility Plan
  - Goals, Policies, Objectives, and Action Items



Imagine Austin Figure 4.5 – Growth Concept Map

Planning Approach

Technical:

Scenario Planning

Def: A method to explore how well different **mobility strategies** make progress toward achievement of **goals and objectives**.

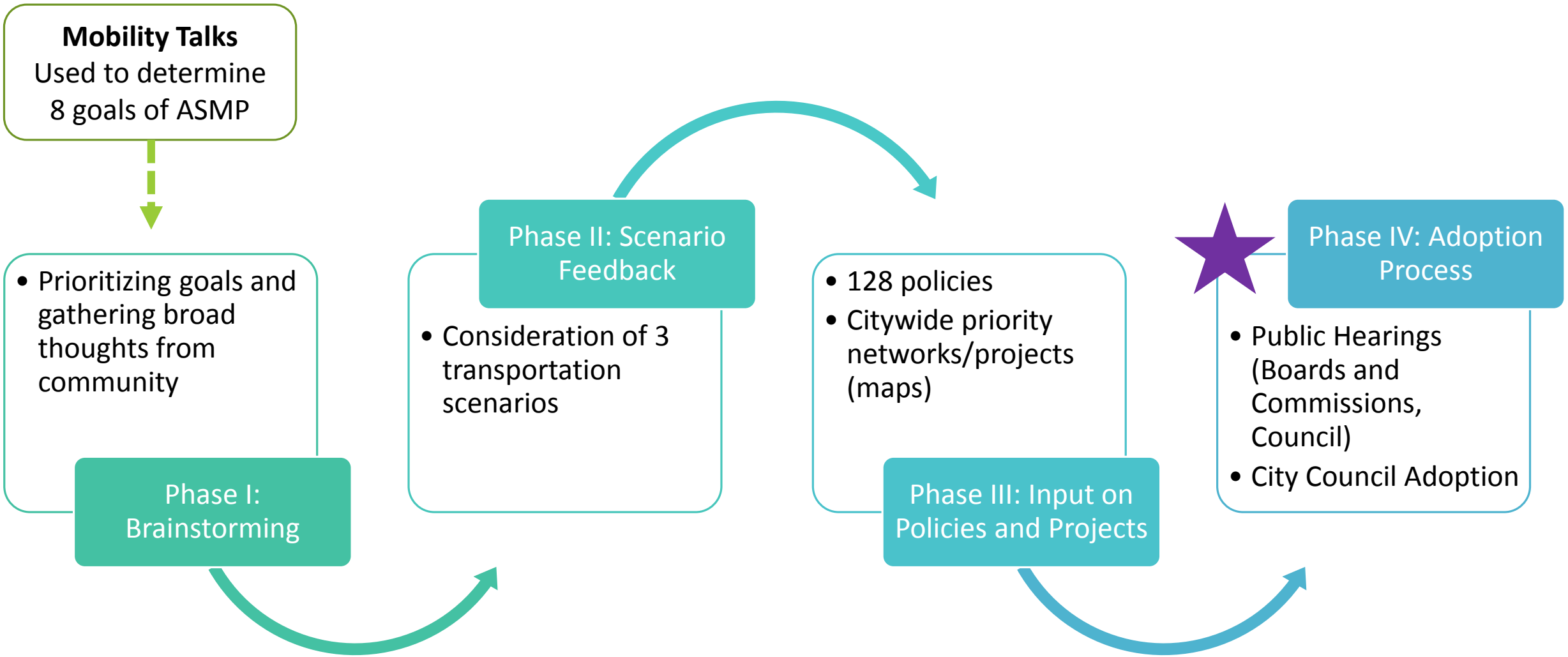
Public Engagement:

Targeted to Historically Underserved/Underrepresented Populations

- Youth (24 and younger)
- Seniors (65 and older)
- People of Color
- People with Mobility Impairments

Community Engagement

Mobility Talks
Used to determine 8 goals of ASMP



Phase I Results

Phase II - Scenarios

Scenario A

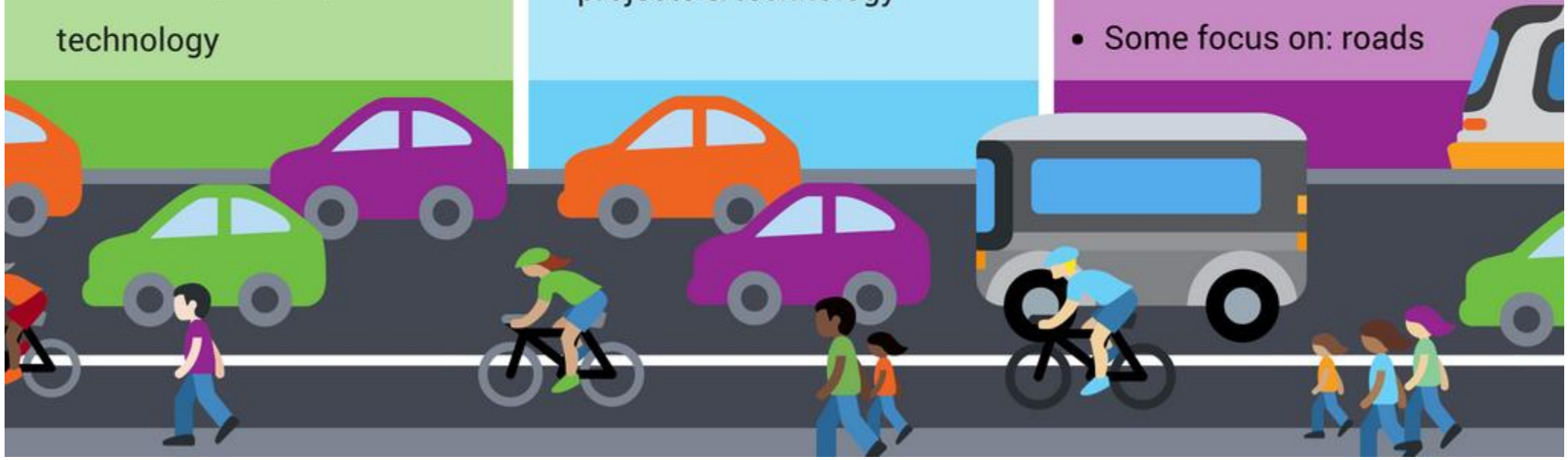
- Most focused on: roads
- Some focus on: sidewalks, transit, bicycle projects & technology

Scenario B

- Balanced focus on: roads, sidewalks, transit, bicycle projects & technology

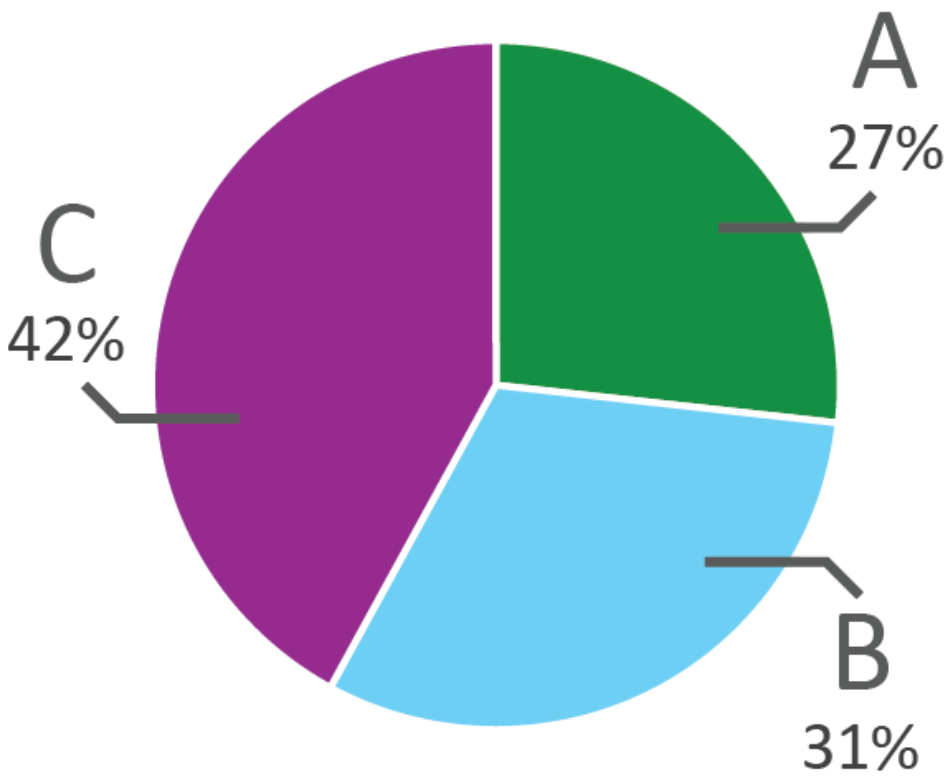
Scenario C

- Most focused on: sidewalks, transit, bicycle projects & technology
- Some focus on: roads

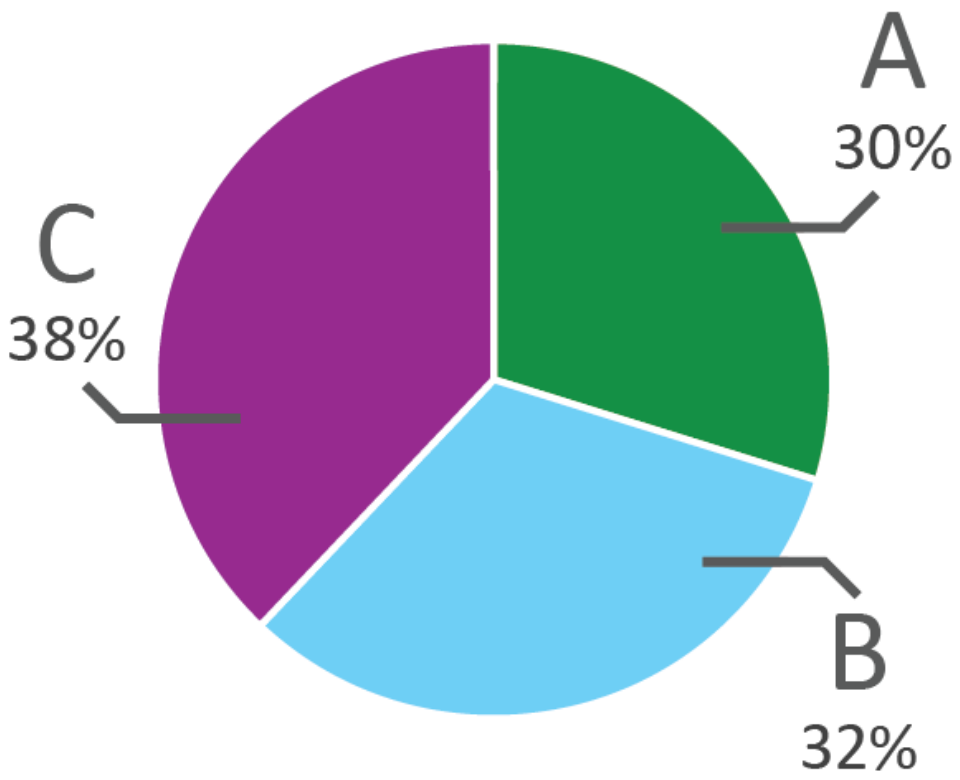


Phase II Results

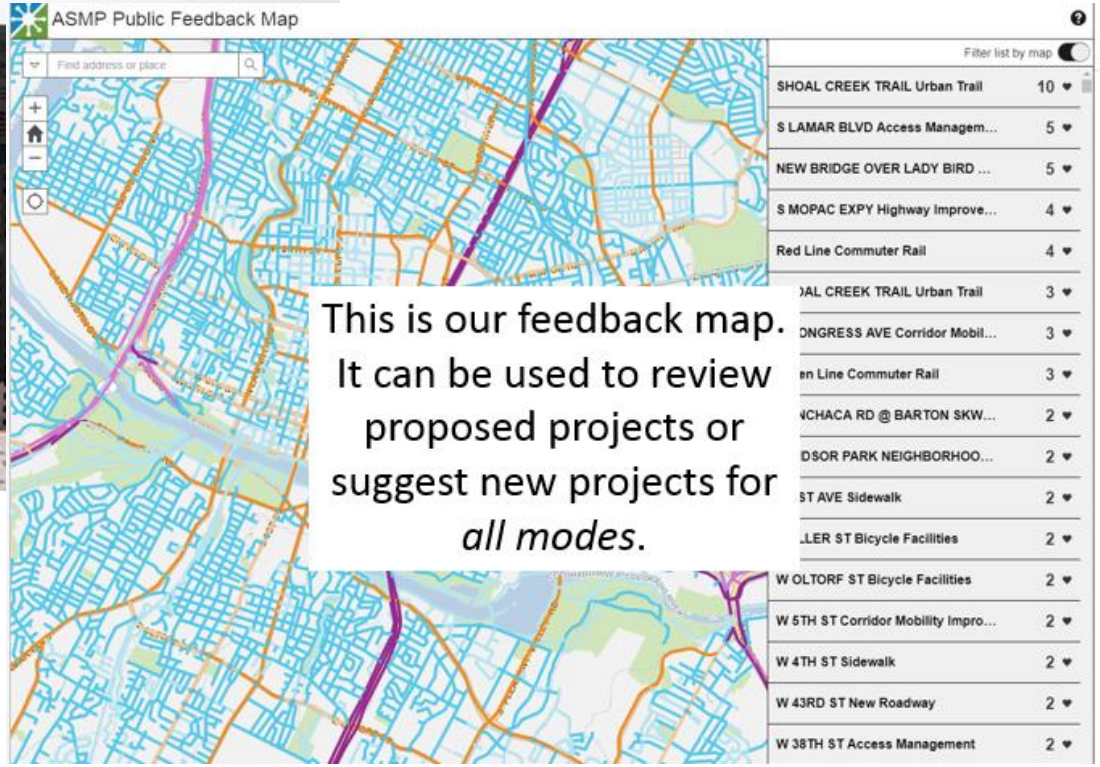
Overall Population



Focus Populations



Phase III: Policies and Projects



What we heard/key changes in Phase III

Phase III Engagement focused on the draft maps and policies

All comments & staff responses are available online

Plan was adapted based on feedback

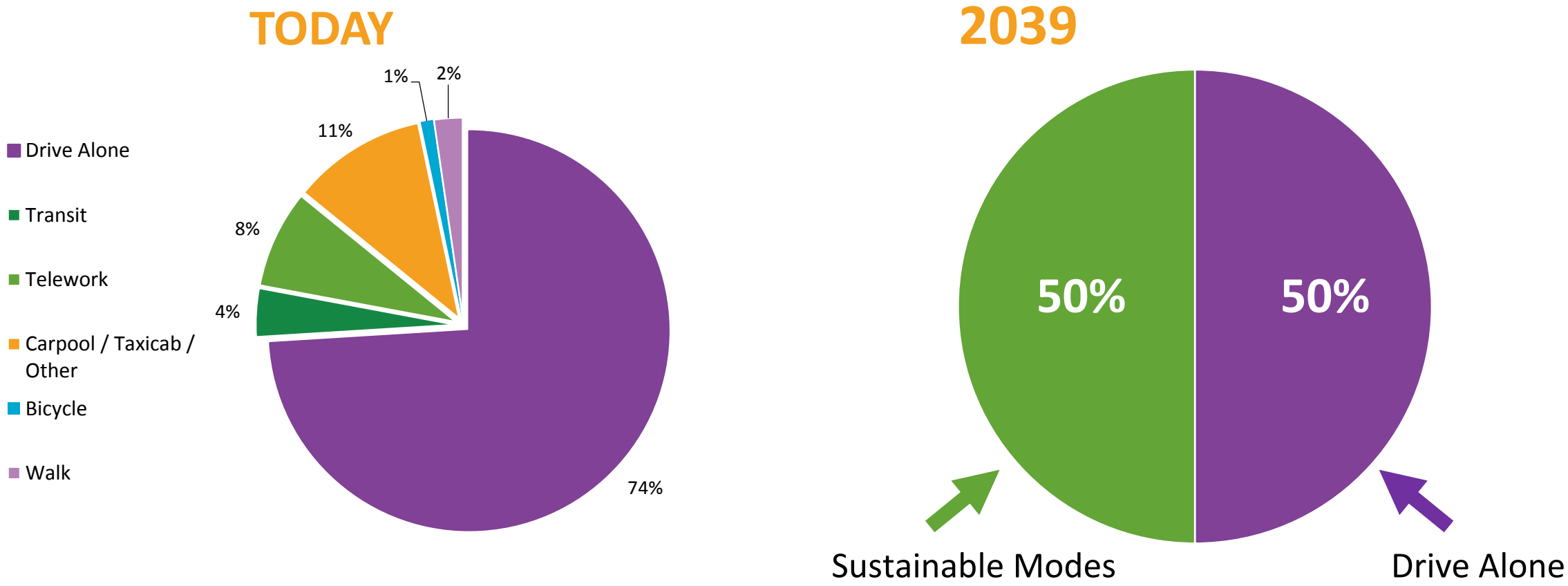
50+ events attended	**2,600+ comments received on the maps**
184 survey responses on the policies	**Hosted focus groups and 23 office hours throughout Austin**

Type	Engagement *with Project Connect	Phase 1: Goals	Phase 2: Scenarios	Phase 3: Policies + Projects	Phase 4: Adoption
Targeted Engagement with a focus on historically underrepresented/ underserved communities	Paper survey (in person, delivery, and mail-in)	●	●	●	
	Organizational outreach	●	●	●	●
	Employer-based events	●	●		
	Employer-based electronic outreach	●	●	●	●
	Paid, targeted social media	●	●	●	●
	Focus groups		●	●	
	Community events and presentations*	●	●	●	●
	Quality of Life Commissions		●	●	
	Office Hours (in libraries)			●	
Traditional public engagement	Multimodal Community Advisory Committee*	●	●	●	●
	“Traffic Jam!” Events*	●	●		
	Online survey	●	●	●	
	Organizational newsletters	●	●	●	●
	Public Hearings				●
	Unpaid, general social media	●	●	●	●
	Materials/ads in libraries and recreation centers	●	●		
	E-Blast (ASMP Newsletter to all contacts)	●	●	●	●

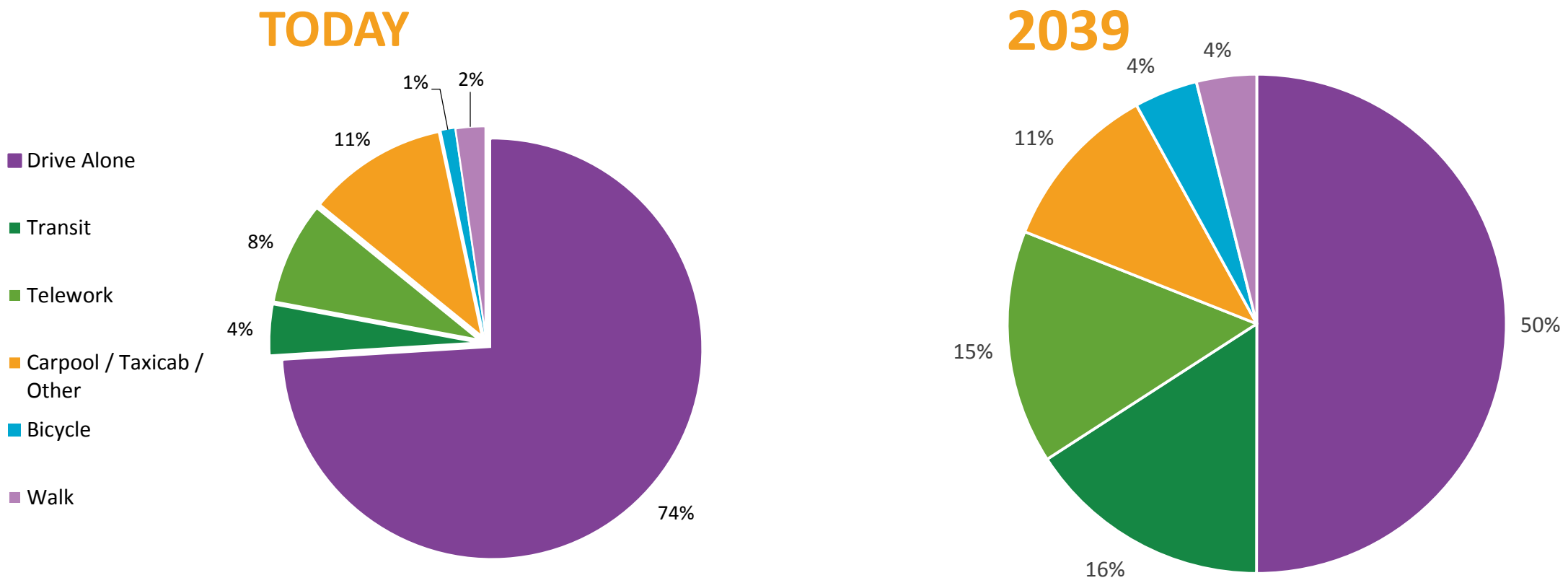
Motivation for the Plan

Motivation for the Plan

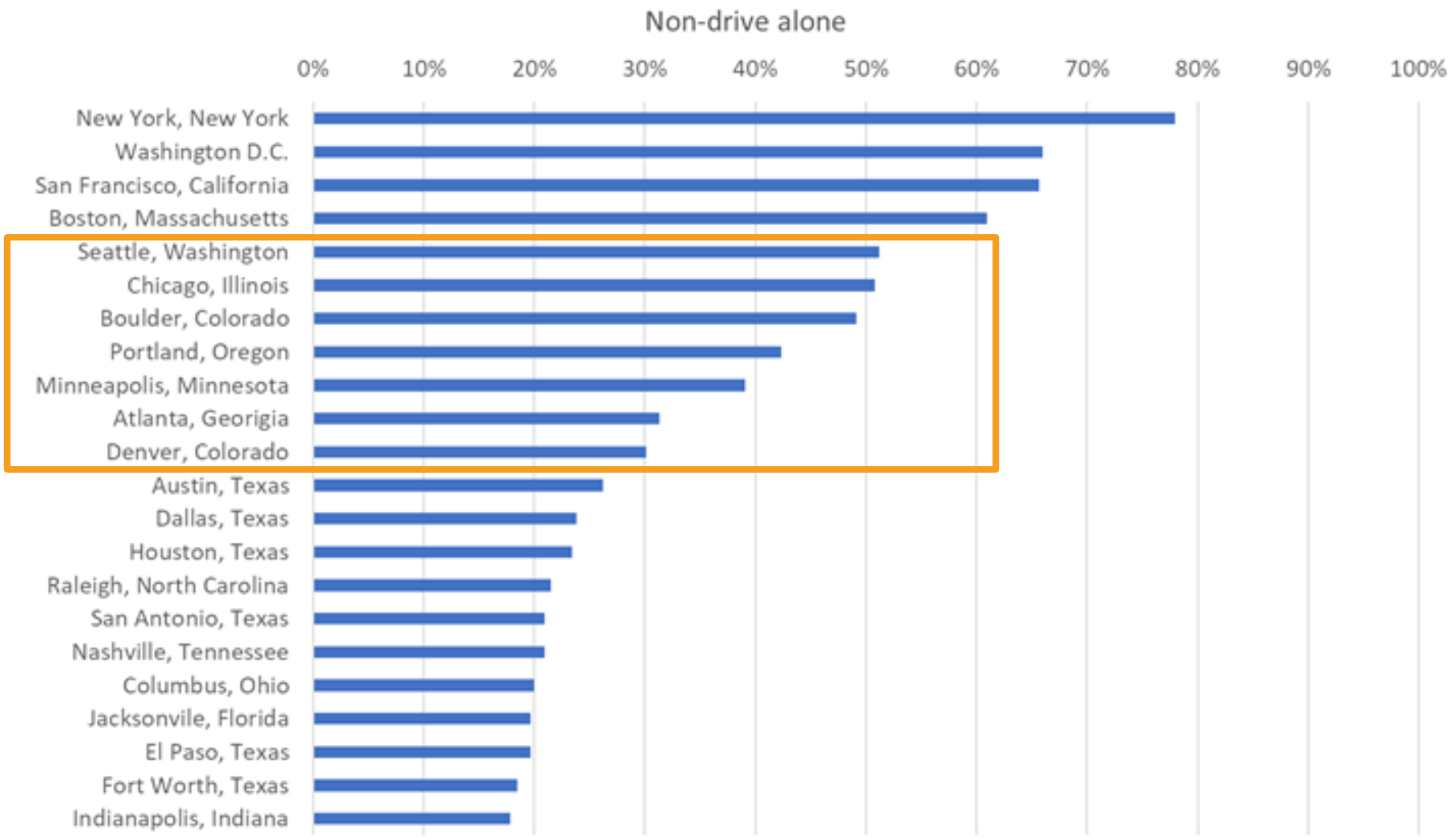
74% drive alone today vs. 50% in 2039



Mode Share Targets



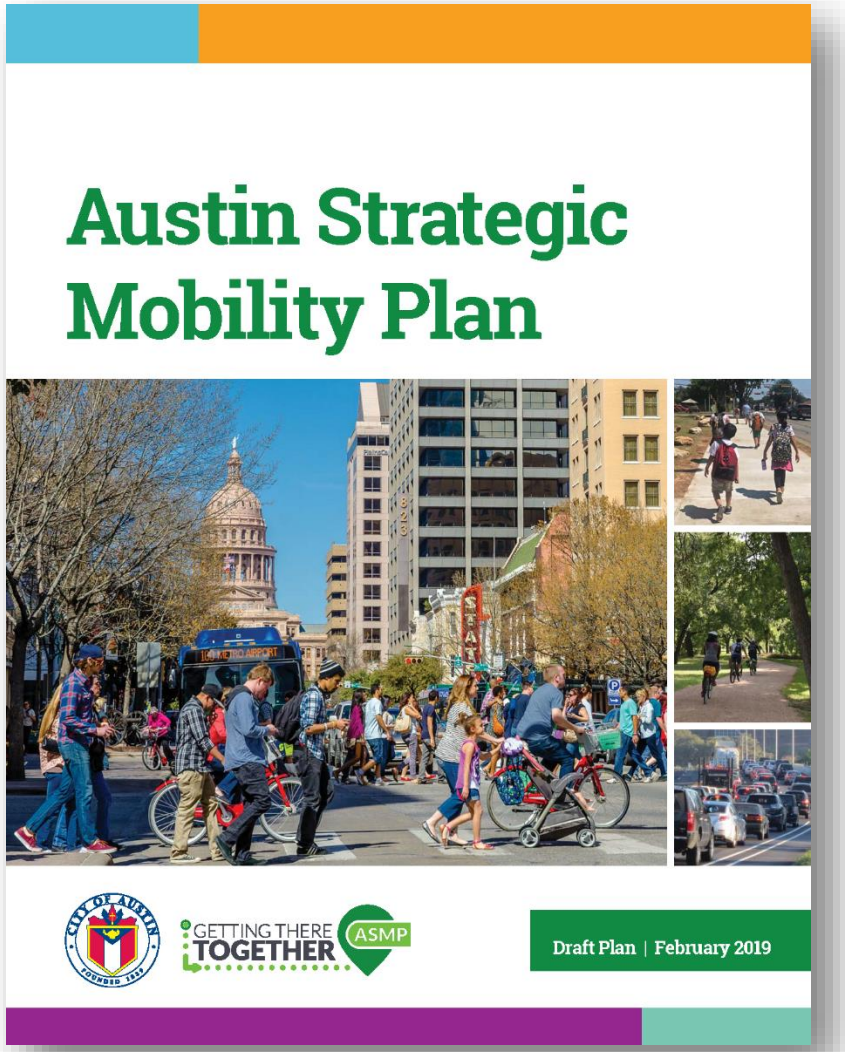
What would it look and feel like?

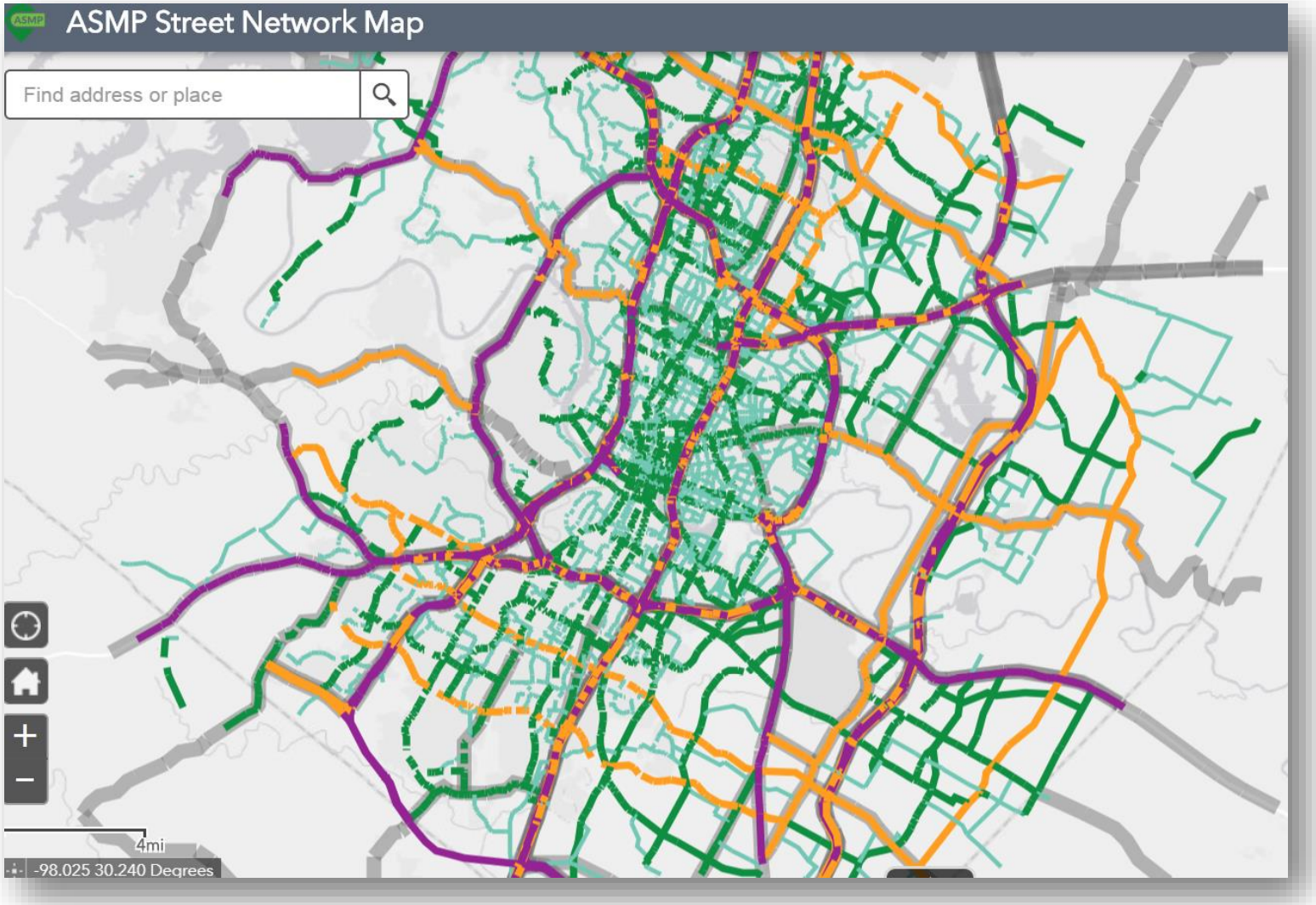


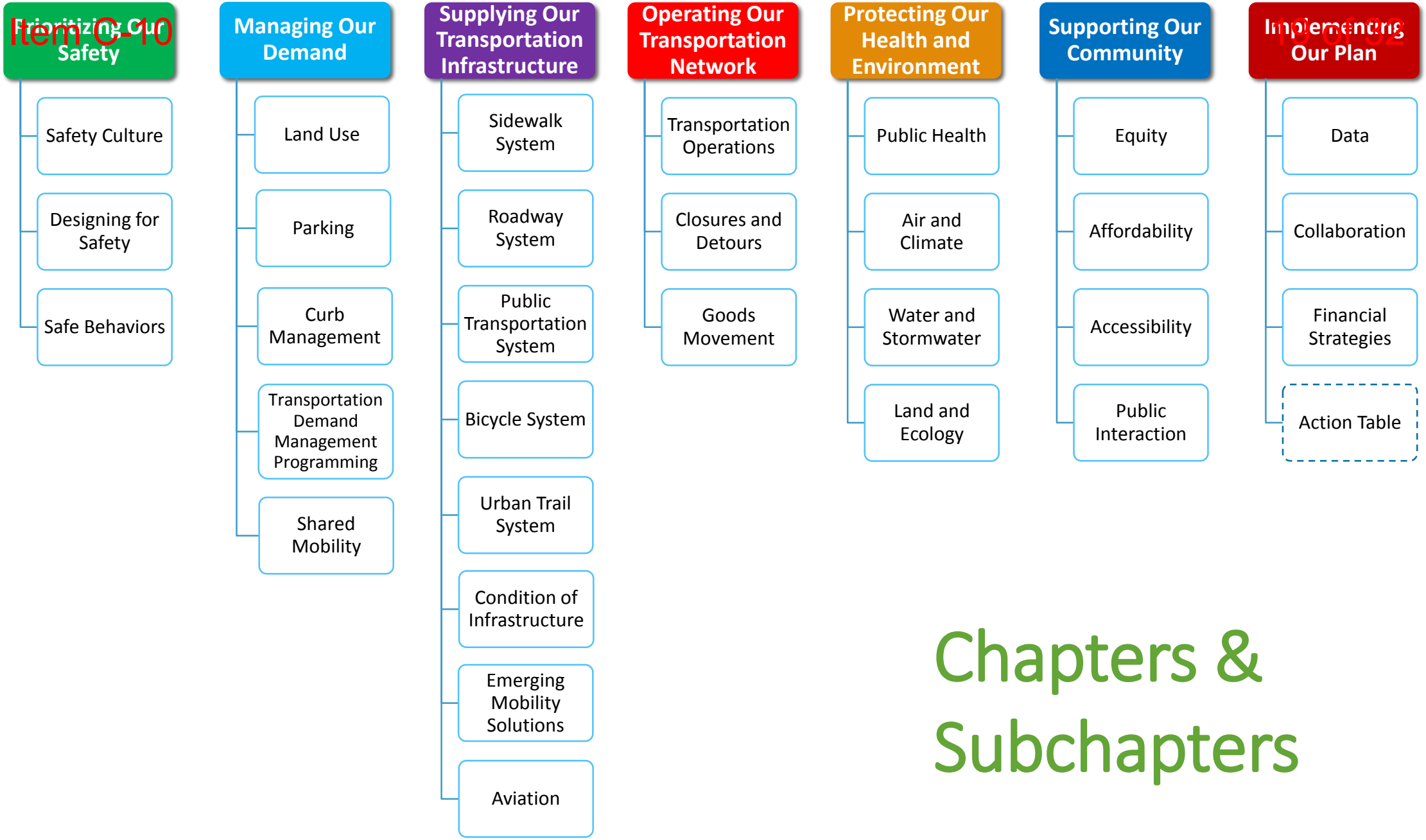
Data via U.S. Census; based on commutes for square mile area of entire city

ASMP Final Draft Plan

Policy Document, Street Network Table + Map







Chapters & Subchapters

How do we get to 50/50?

126 Policies

+

100s of multimodal projects to achieve ASMP goals

Elements of the Plan

Indicators + Targets: More specific measures of our goals which help us know how well we are achieving them. Some indicators have identified targets necessary to make ambitious yet reasonable progress toward a goal within a specified timeline.

Policies: A definite course or method of action to guide and determine present and future decisions

Actions: Steps necessary to support policies, programs, and projects

Elements of the Plan

Priority Networks: Designated for the roadway, public transportation, and bicycle systems to show where modes are prioritized to improve operations

Transportation Network Maps: Identify possible projects the City may pursue in the next 20 years based on a variety of factors, including the evolving needs of the transportation network, engineering analysis, public input, and available funding

Street Network Table: Inventory of our streets and their future conditions, which will be used to identify right of way dedication requirements

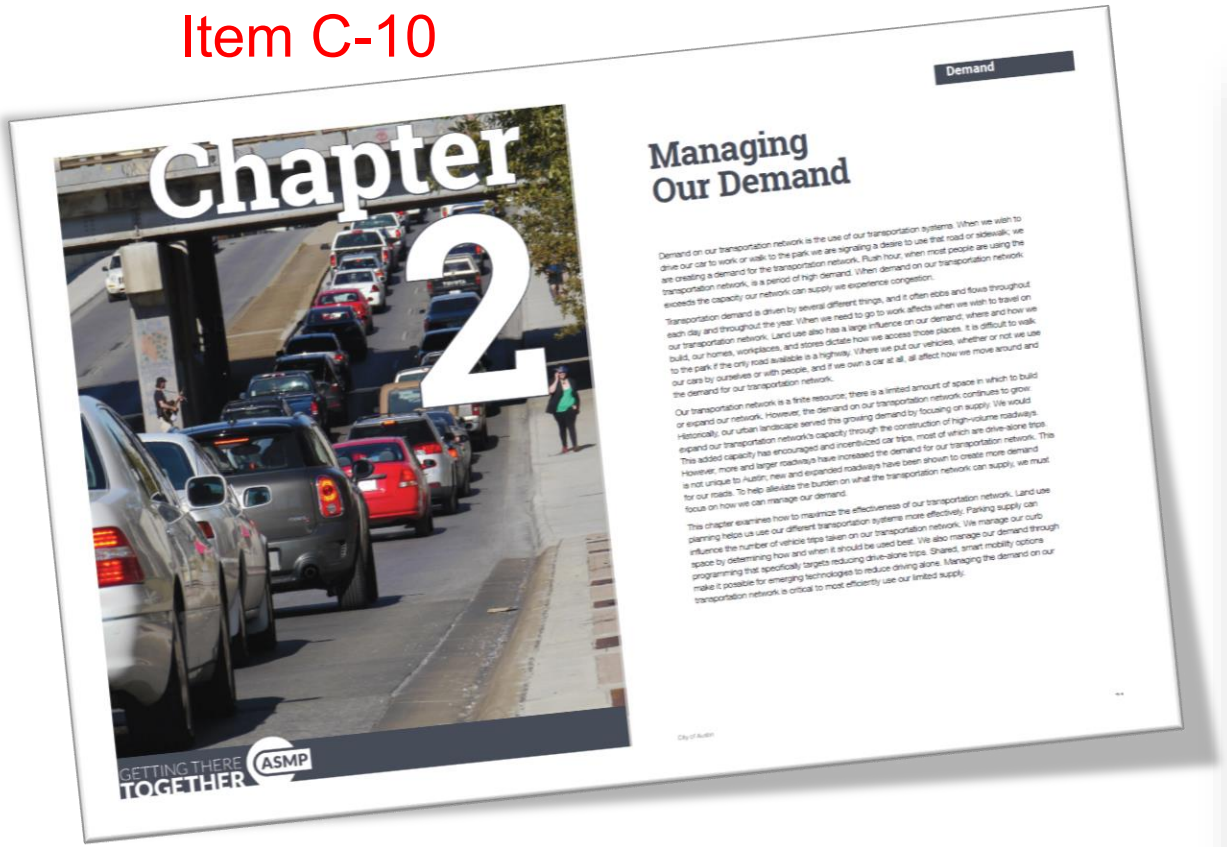
Top Strategies

- **Reduce traffic fatalities, serious injuries** by focusing on safety culture, behaviors
- **Move more people** by investing in public transportation
- **Manage congestion** by managing demand
- **Build active transportation access for all ages and abilities** on sidewalk, bicycle, and urban trail systems
- **Strategically add roadway capacity** to improve travel efficiency

Top Strategies

- **Connect people to services and opportunities** for better health
- **Address affordability** by linking housing and transportation investments
- **Right-size and manage parking supply** to manage demand
- **Develop shared mobility options** with data and emerging technology
- **Build and expand community relationships** with plan implementation

Chapter 2:
Managing Our Demand



Policy Summary

Land Use

Policy 1 Promote transit-supportive densities along the Transit Priority Network
Policy 2 Encourage employers to locate near public transportation
Policy 3 Create places that encourage travel choice and are connected
Policy 4 Minimize the impact of development on the roadway system by prioritizing multimodal solutions
Policy 5 Make streets great places

Parking

Policy 1 Efficiently use existing parking supply
Policy 2 Right-size future parking supply to encourage sustainable trip options
Policy 3 Coordinate on-street parking with curb management strategies for flexibility and adaptability with future parking and mobility technology

Curb Management

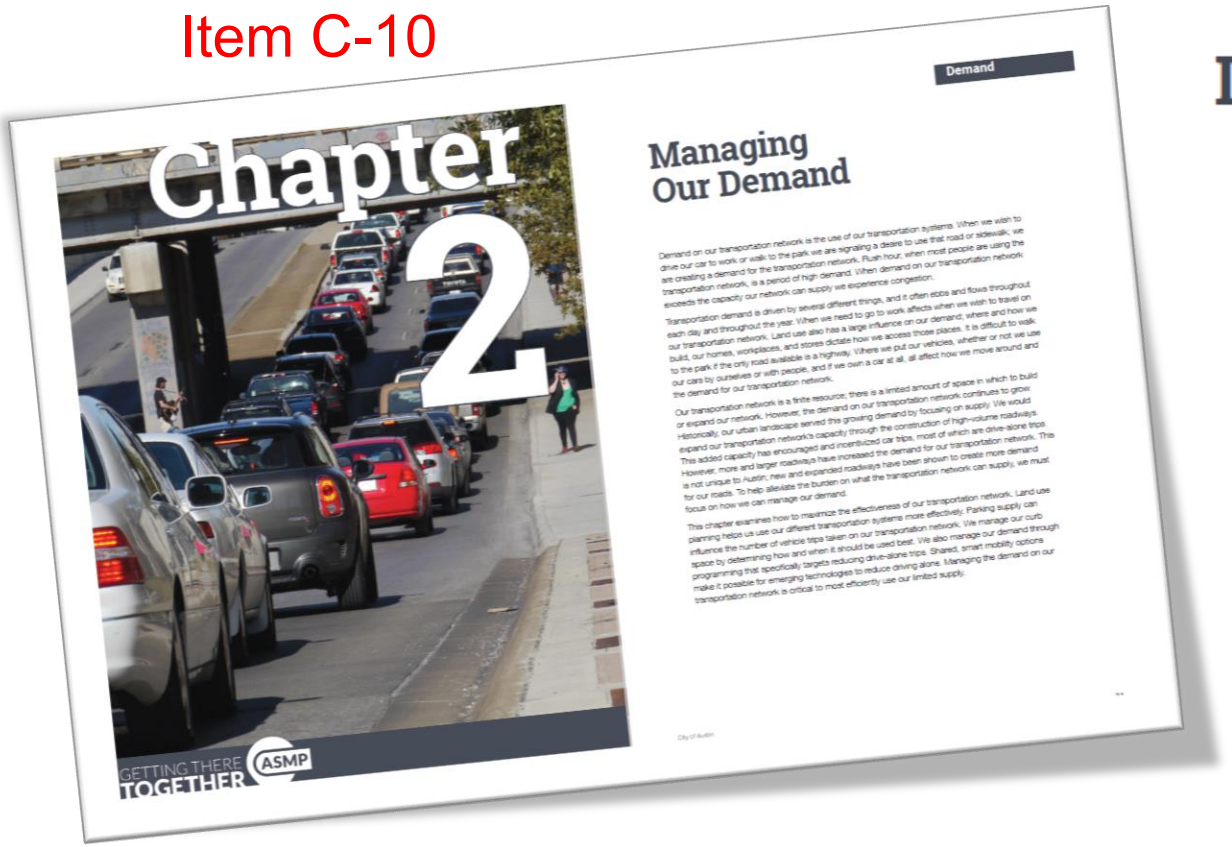
Policy 1 Use context to determine mobility and non-mobility curb uses
Policy 2 Manage curb space dynamically
Policy 3 Streamline objects at the curb to improve safety and mobility

Transportation Demand Management Programming

Policy 1 Implement community-wide strategies to increase use of all transportation options and manage congestion
Policy 2 Lead by example in offering, promoting, and implementing mobility options for City of Austin employees

Shared Mobility

Policy 1 Emphasize and incentivize shared mobility solutions
Policy 2 Promote seamless transfers between transportation modes and systems
Policy 3 Support the creation of Mobility Hubs



Indicators and Targets - *Examples*

Increase the number of people living and working within a 1/2 mile of the Transit Priority Network

Reduce the number of drive-alone trips generated and vehicle miles traveled by new developments (by shifting trips to other modes and not by decreasing intensity)

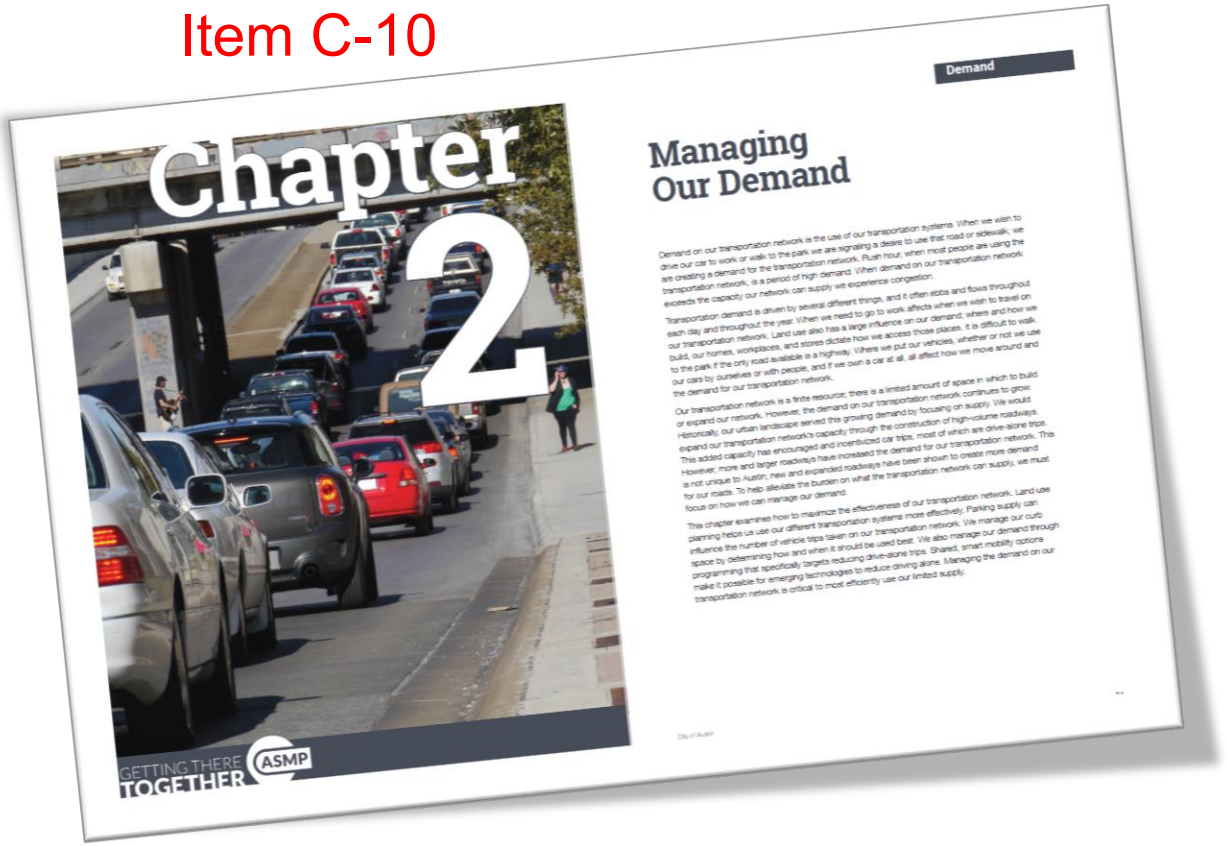
Achieve an average 50% drive-alone trip reduction at a minimum by developments undergoing transportation analyses

Decrease the amount of parking spaces per capita

Increase the percentage of developments that reduce parking

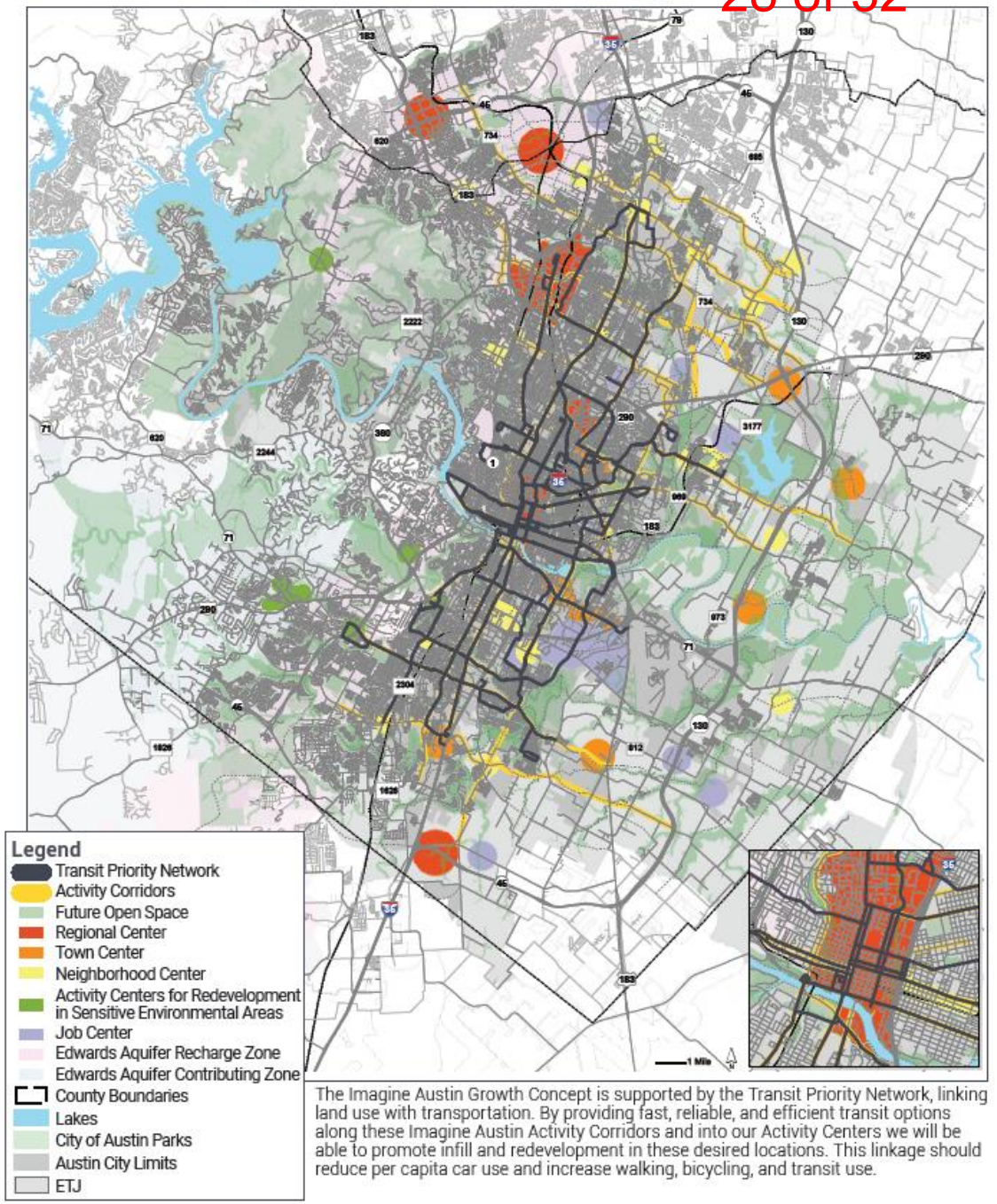
Reduce vehicle miles traveled (VMT) per capita

Increase the number of bicycle and shared active mobility parking spaces



The Imagine Austin Growth Concept is supported by the Transit Priority Network, linking land use with transportation. By providing fast, reliable, and efficient transit options along these Imagine Austin Corridors and into our Activity Centers, we will be able to promote infill and redevelopment in these desired locations. This linkage should reduce per capita car use and increase walking, bicycling, and transit use.

Growth Concept Map and Transit Priority Network



The Imagine Austin Growth Concept is supported by the Transit Priority Network, linking land use with transportation. By providing fast, reliable, and efficient transit options along these Imagine Austin Activity Corridors and into our Activity Centers we will be able to promote infill and redevelopment in these desired locations. This linkage should reduce per capita car use and increase walking, bicycling, and transit use.

How the elements work together – *Land Use Example*

Policy: Promote transit-supportive densities along the Transit Priority Network

Example Programs/Projects: Small area planning, corridor planning, density bonus programs, Chapter 380 incentive program

Indicator: Increase the number of people living and working within a ½ mile of the Transit Priority Network

Action Item Example(s):

- **21** - 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** - 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.

Path to Completion

- Boards & Commissions:
  - Zoning and Platting Commission (March 5 & **March 19**)
  - Environmental Commission (March 6)
  - Planning Commission (March 12 & March 26)
  - Urban Transportation Commission (March 18)
  - & Others
- City Council
  - March 7 – Set Public Hearing for March 28
  - March 28 – City Council Public Hearing, Ordinance Readings

For more information, visit our website:

- Draft ASMP Policy Document
  - Policies
  - Indicators + Targets
  - Actions
  - System Maps
- Street Network Table + Map
- Future meeting details
- Previous engagement results

austintexas.gov/ASMP

Thank you

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