



Austin Strategic Mobility Plan Final Draft Briefing

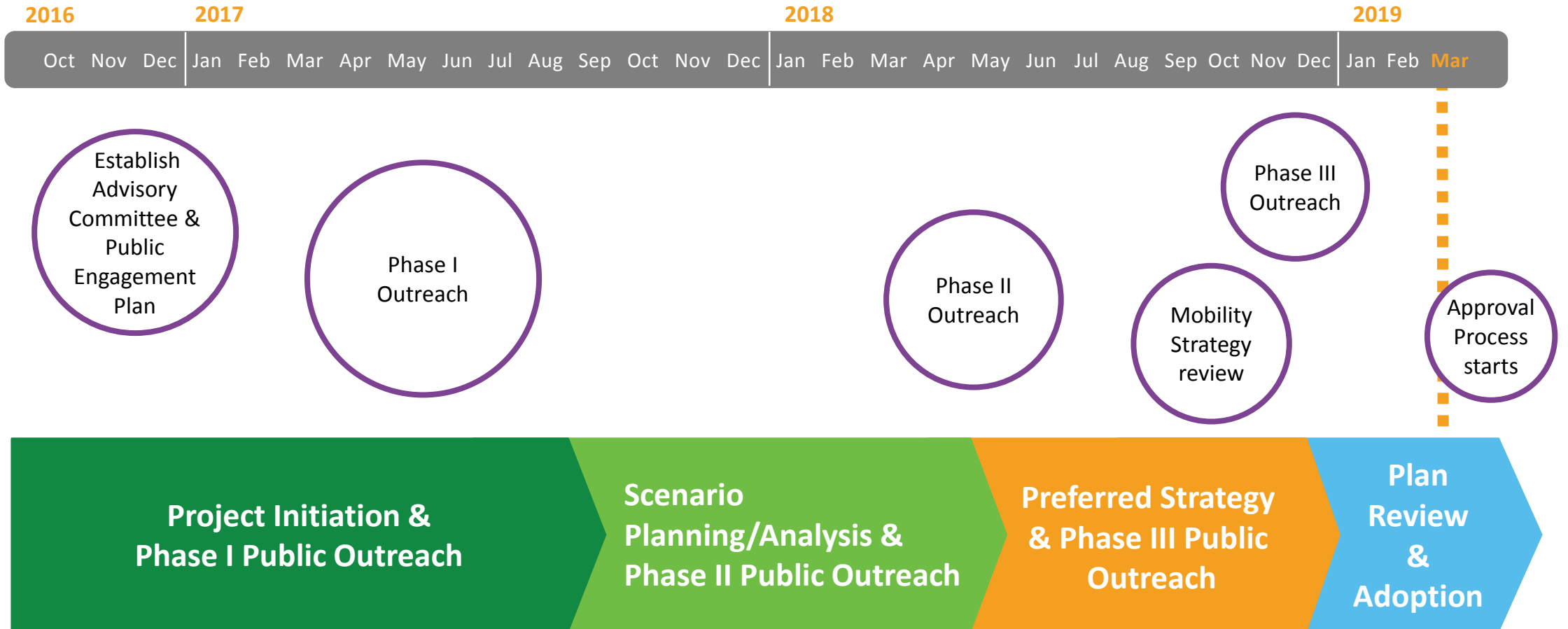
JOINT COMPREHENSIVE PLAN COMMITTEE

MARCH 1, 2019

Agenda

- Schedule
- Motivation Behind the Plan
- ASMP Draft
 - Content Outline
 - Elements of the Plan
 - Top Strategies
- Chapter 2: Managing Our Demand
- Phase III Feedback
- Next Steps

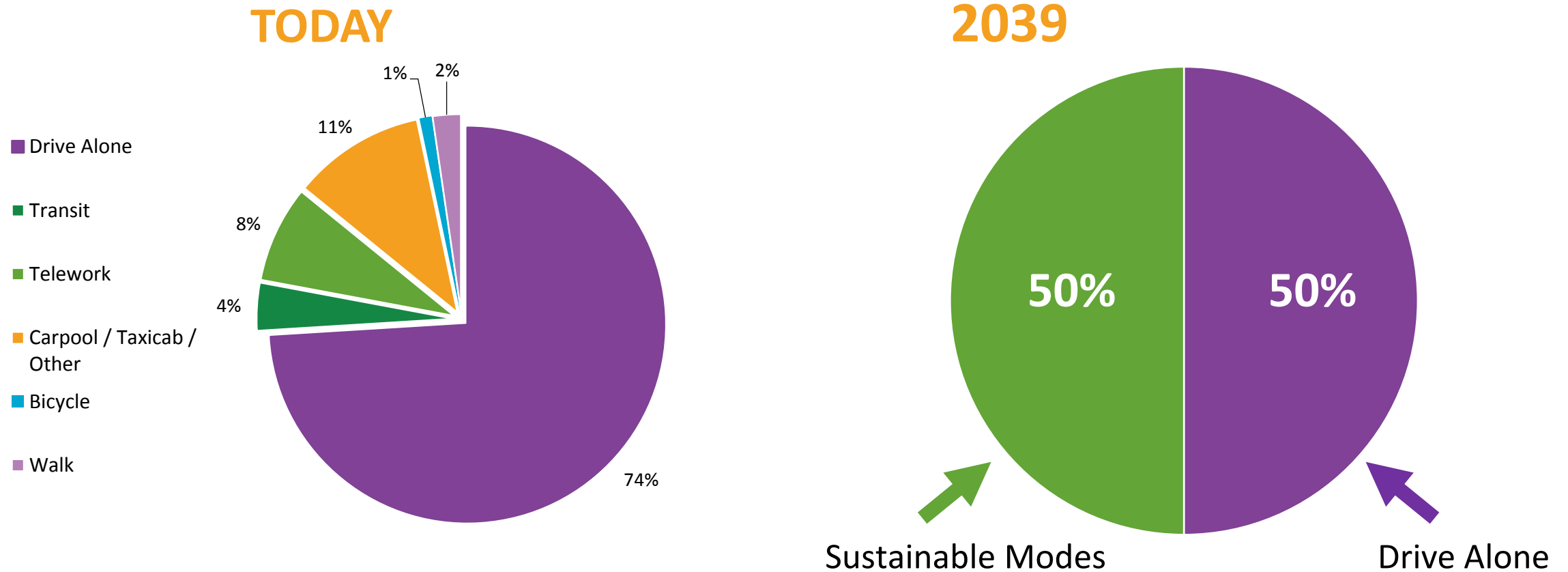
Schedule



Motivation for the Plan

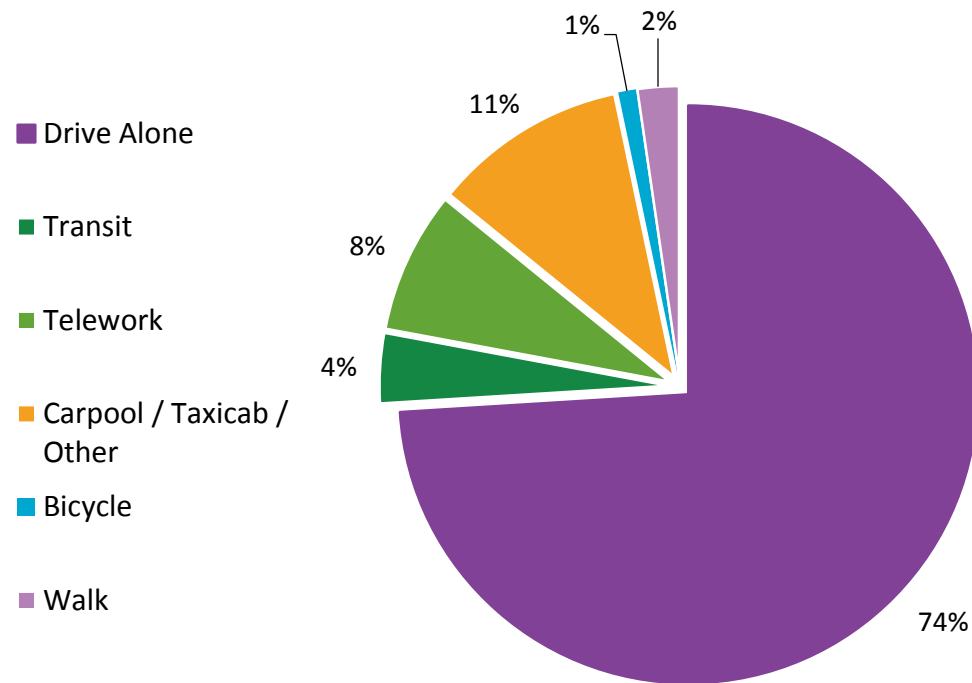
Motivation for the Plan

74% drive alone today vs. 50% in 2039

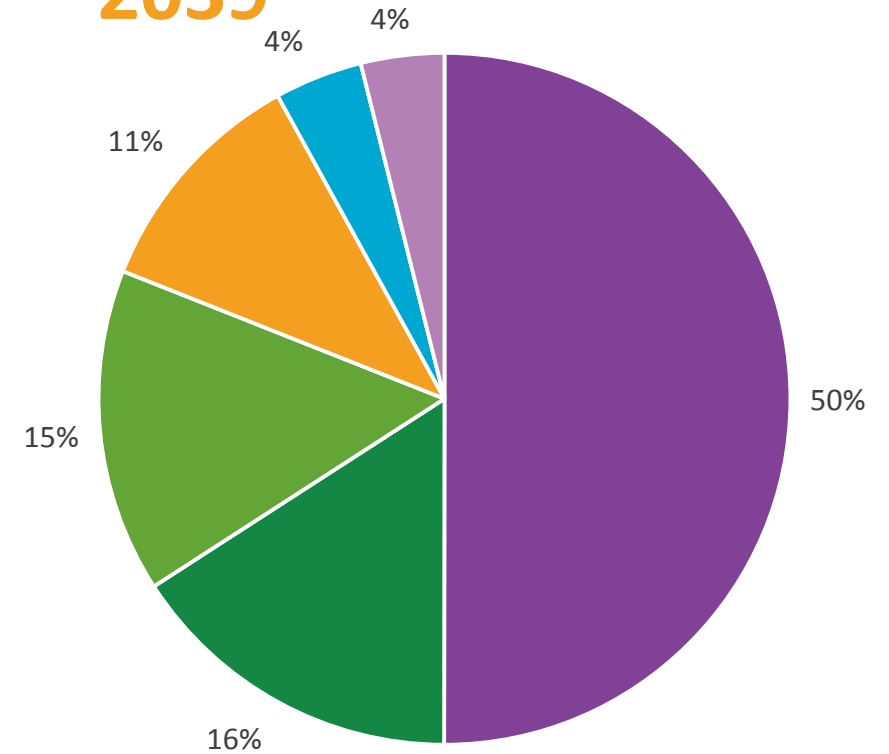


Mode Share Targets

TODAY

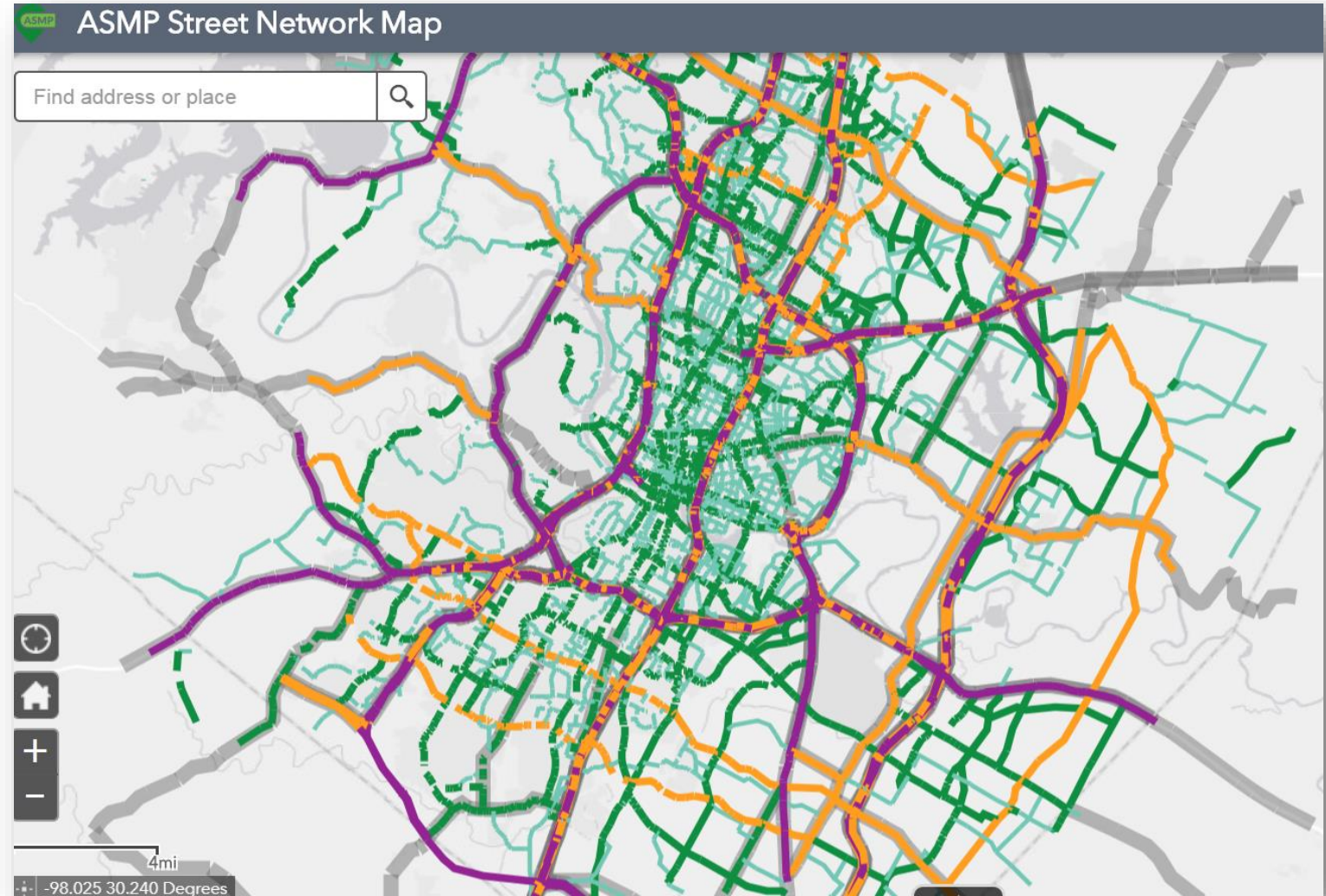
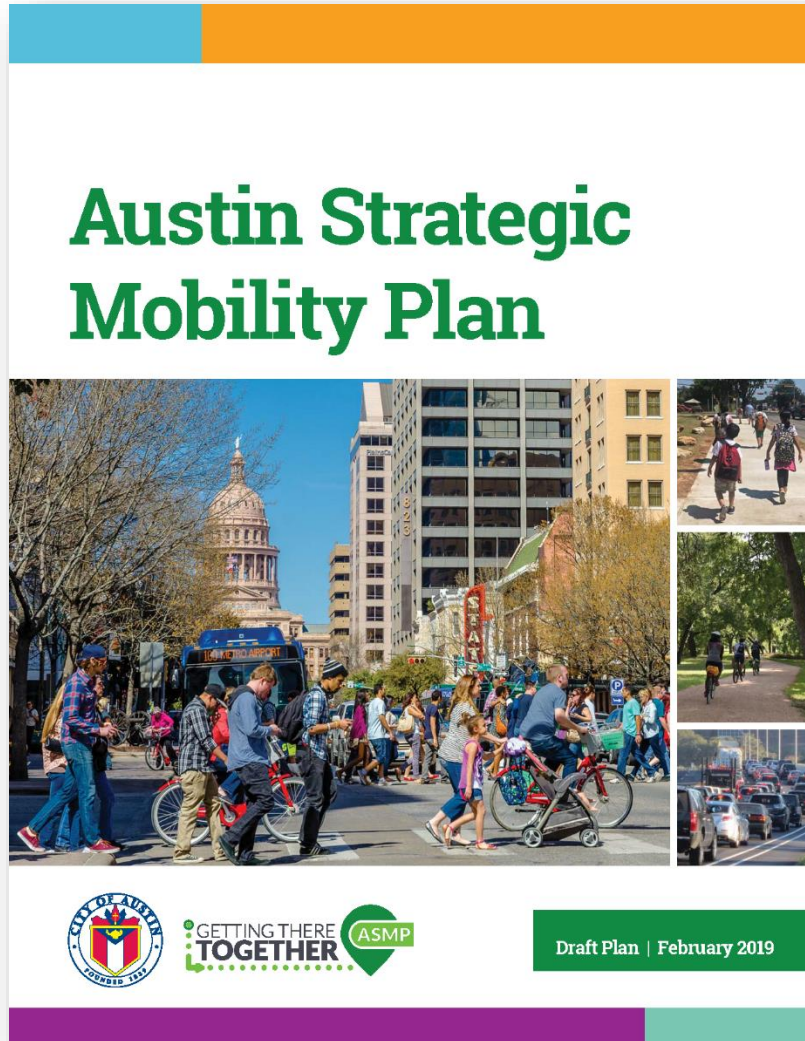


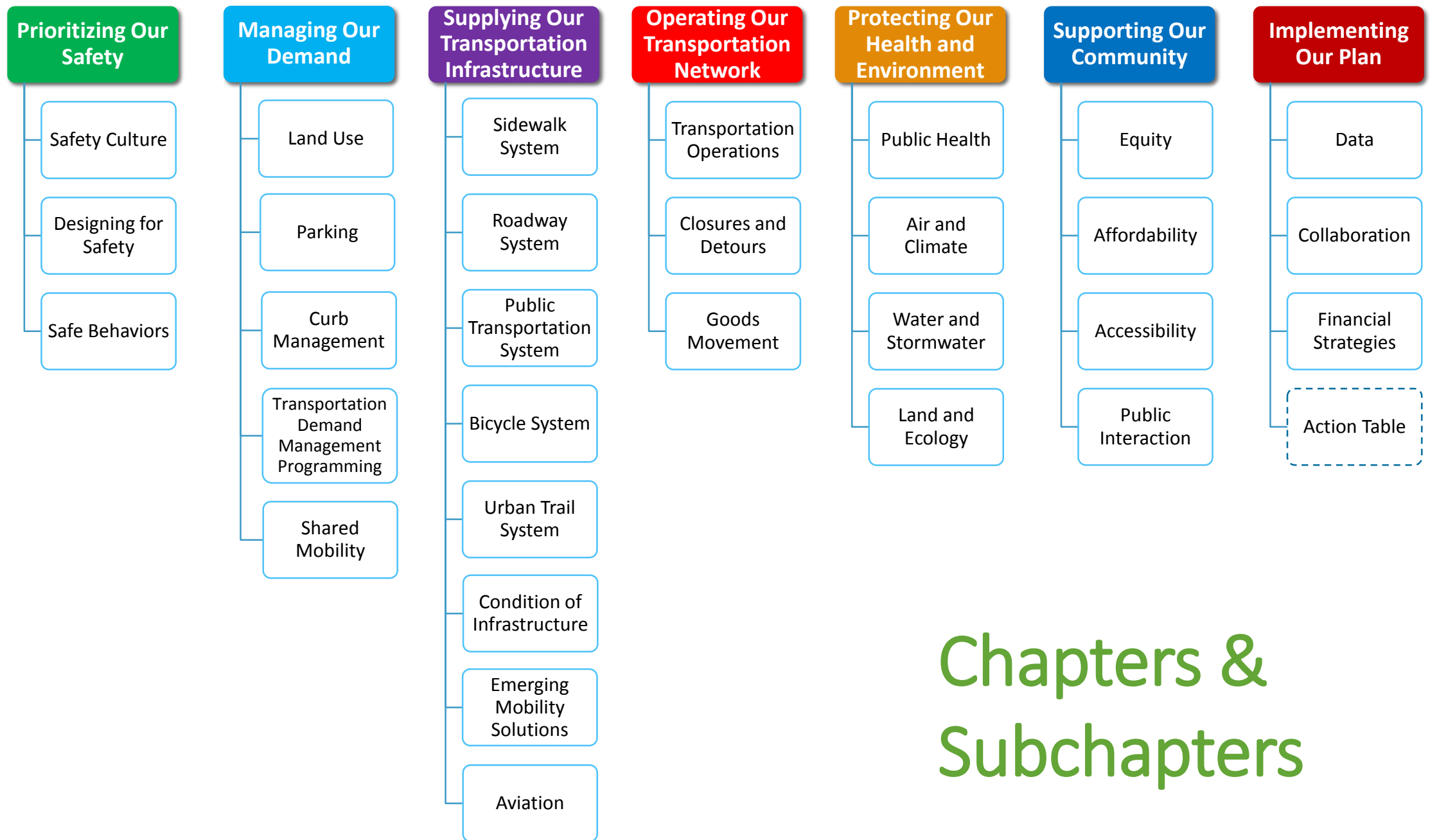
2039



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

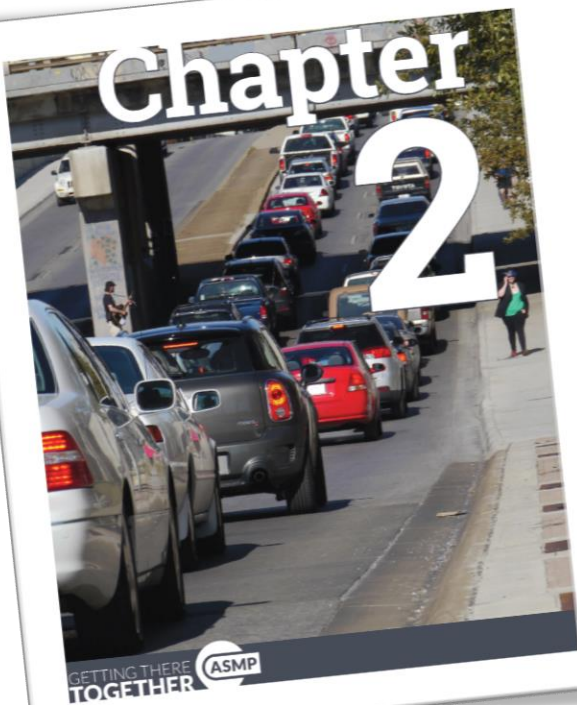
- **Reduce traffic fatalities, serious injuries** by focusing on safety culture, behaviors
- **Move more people** by investing in public transportation
- **Manage congestion** by managing demand
- **Build active transportation access for all ages and abilities** on sidewalk, bicycle, and urban trail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



Managing Our Demand

Demand on our transportation network is the use of our transportation systems. When we wish to drive our car to work or walk to the park we are signaling a desire to use that road or sidewalk; we are creating a demand for the transportation network. Rush hour, when most people are using the transportation network, is a period of high demand. When demand on our transportation network exceeds the capacity our network can supply we experience congestion.

Transportation demand is driven by several different things, and it often shifts and flows throughout each day and throughout the year. When we need to go to work affects when we wish to travel on our transportation network. Land use also has a large influence on our demand, where and how we build, our homes, workplaces, and stores dictate how we access those places. It is difficult to walk to the park if the only road available is a highway. Where we put our vehicles, whether or not we use our cars by ourselves or with people, and if we own a car at all, all affect how we move around and the demand for our transportation network.

Our transportation network is a finite resource; there is a limited amount of space in which to build or expand our network. However, the demand on our transportation network continues to grow. Historically, our urban landscape served the growing demand by focusing on supply. We would expand our transportation network's capacity through the construction of high-volume roadways. This added capacity has encouraged and incentivized car trips, most of which are drive-alone trips. However, more and larger roadways have increased the demand for our transportation network. This is not unlike to Austin; new and expanded roadways have been shown to create more demand for our roads. To help alleviate the burden on what the transportation network can supply, we must focus on how we can manage our demand.

This chapter examines how to maximize the effectiveness of our transportation network. Land use planning helps us use our different transportation systems more effectively. Parking supply can influence the number of vehicle trips taken on our transportation network. We manage our curb space by determining how and when it should be used best. We also manage our demand through programming that specifically targets reducing drive-alone trips. Shared, smart mobility options make it possible for emerging technologies to reduce driving alone. Managing the demand on our transportation network is critical to most efficiently use our limited supply.

City of Austin

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

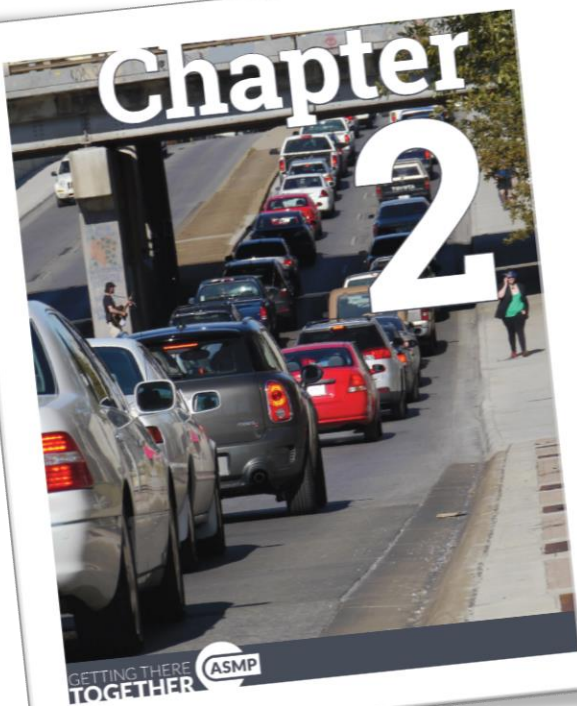
Policy 2 Lead by example in offering, promoting, and implementing mobility options for City of Austin employees

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



Managing Our Demand

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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



Increase the number of developments contributing to transit, walking, bicycle, and shared mobility improvements



Decrease the amount of parking spaces per capita



Increase the percentage of developments that reduce parking



Reduce vehicle miles traveled (VMT) per capita

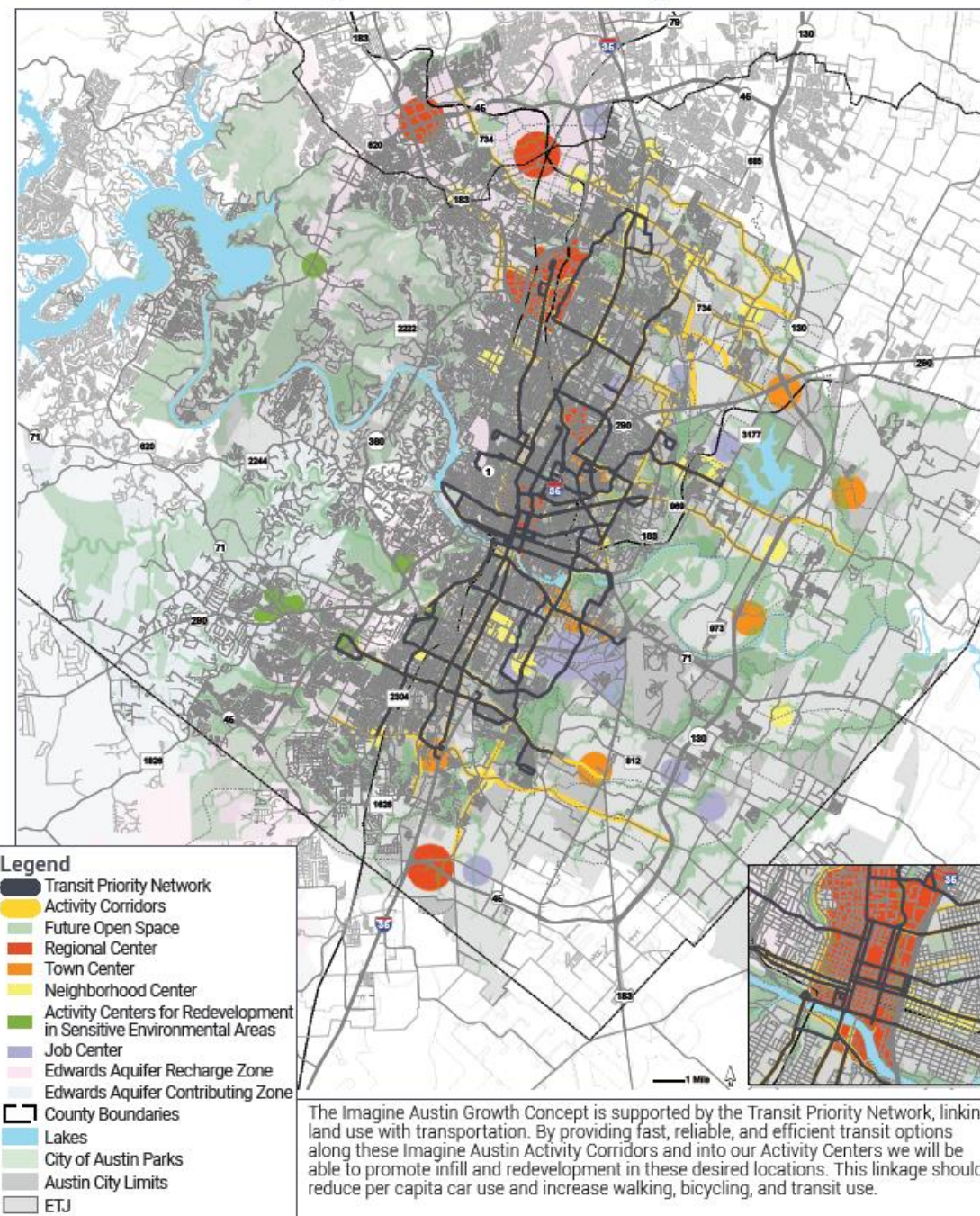


Increase the number of bicycle and shared active mobility parking spaces



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



Planning Commission Working Group Feedback

Land Use:

- Transit Priority Network with Imagine Austin Growth Concept (pg. 37)
 - Updating Transportation Element of Growth Concept with the ASMP
- Final draft plan includes what transit-supportive densities are
 - Standards for both residential and commercial (pg. 36)
- Indicators for Land Use (pg. 35)
 - VMT; people living + working within ½ mile of Transit Priority Network and AAA bicycle facilities; number of developments funding multimodal improvements
- See action items in Land Use, Collaboration and Financial Strategies
 - 21, 234, 235

Planning Commission Working Group Feedback

Development Mitigation:

- Street Impact Fee (pg. 255, 262, 267)
- General mitigation discussion (pg. 40)
- Land Use Indicator: Increase the number of developments contributing to transit, walking, bicycle, and shared mobility improvements (pg. 35)
- See action items in Collaboration and Financial Strategies
 - 247, 264, 268

Planning Commission Working Group Feedback

Parking and Curb Management:

- Discussion on dynamic/flexible pricing and utilization indicators (pg. 44)
 - Target: Average of 85% parking utilization for managed on-street parking
- Shared parking encouragement and retrofitting parking garages (pg. 45)
- See actions in Parking and Curb Management
 - 26, 27, 28, 29, 30, 31, 32

Transportation Demand Management Programming:

- New mover outreach, carpool/HOV lanes are incorporated
- See actions in many different sections
 - 42, 58, 60, 75, 87, 165, 206

Other:

- Grid connectivity both in Land Use and Roadway System sections
- Goods Movement section discusses deliveries and use of right of way

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

austintexas.gov
the official website of the City of Austin

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Multimodal Community Advisory Committee

Transportation

GETTING THERE TOGETHER ASMP

AUSTIN STRATEGIC MOBILITY PLAN

The Austin Strategic Mobility Plan (ASMP) is Austin's new city-wide transportation plan. We are developing this plan to make it easier to get around Austin for years to come. Learn more about the ASMP.

El Plan Estratégico de Movilidad de Austin (ASMP, por sus siglas en inglés) es el nuevo plan de transporte para toda la ciudad de Austin. Lea más en nuestro sitio web español ASMP.

See the Final Draft of the ASMP!

The final draft of the ASMP is now available for review. The final draft ASMP policy document describes the ASMP's goals and action items. It also includes final draft maps of how the plan will impact our transportation network.

Final Draft ASMP Policy Document

The final draft policy document will guide how we make decisions that impact Austin's

TOP CONTENT

- ★ Right of Way (ROW) Permits
- ★ Right of Way Management Approval Network (ROWMAN)
- ★ Parking Enterprise
- ★ On Street Parking
- ★ Local Area Traffic Management

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