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

2016
Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec
Establish Advisory Committee & Public Engagement Plan

2017

Phase I Outreach

2018
Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

Phase II Outreach

2019
Jan Feb Mar

Phase III Outreach

Mobility Strategy review

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
Motivation for the Plan
Motivation for the Plan

74% drive alone today vs. 50% in 2039

Today

Drive Alone 74%
Transit 8%
Telework 4%
Carpool / Taxicab / Other 11%
Bicycle 1%
Walk 2%

2039

50% Sustainable Modes
50% Drive Alone
Mode Share Targets

**TODAY**
- Drive Alone: 74%
- Transit: 11%
- Telework: 8%
- Carpool / Taxicab / Other: 4%
- Bicycle: 4%
- Walk: 2%

**2039**
- Drive Alone: 50%
- Transit: 16%
- Telework: 15%
- Carpool / Taxicab / Other: 11%
- Bicycle: 4%
- Walk: 4%
ASMP Final Draft Plan
# Austin Strategic Mobility Plan

![Image of the Austin Strategic Mobility Plan](image1)

### Table: Street Network Details

<table>
<thead>
<tr>
<th>Street Network Type</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major Arterial</td>
<td>High capacity, rapid transit access</td>
</tr>
<tr>
<td>Collector</td>
<td>Moderate capacity, local access</td>
</tr>
<tr>
<td>Local</td>
<td>Low capacity, pedestrian access</td>
</tr>
</tbody>
</table>

![ASMP Street Network Map](image2)

**ASMP Street Network Map**

Find address or place

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**Draft Plan | February 2019**
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
Chapter 2: Managing Our Demand

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.
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
Thank you