



Austin Strategic Mobility Plan

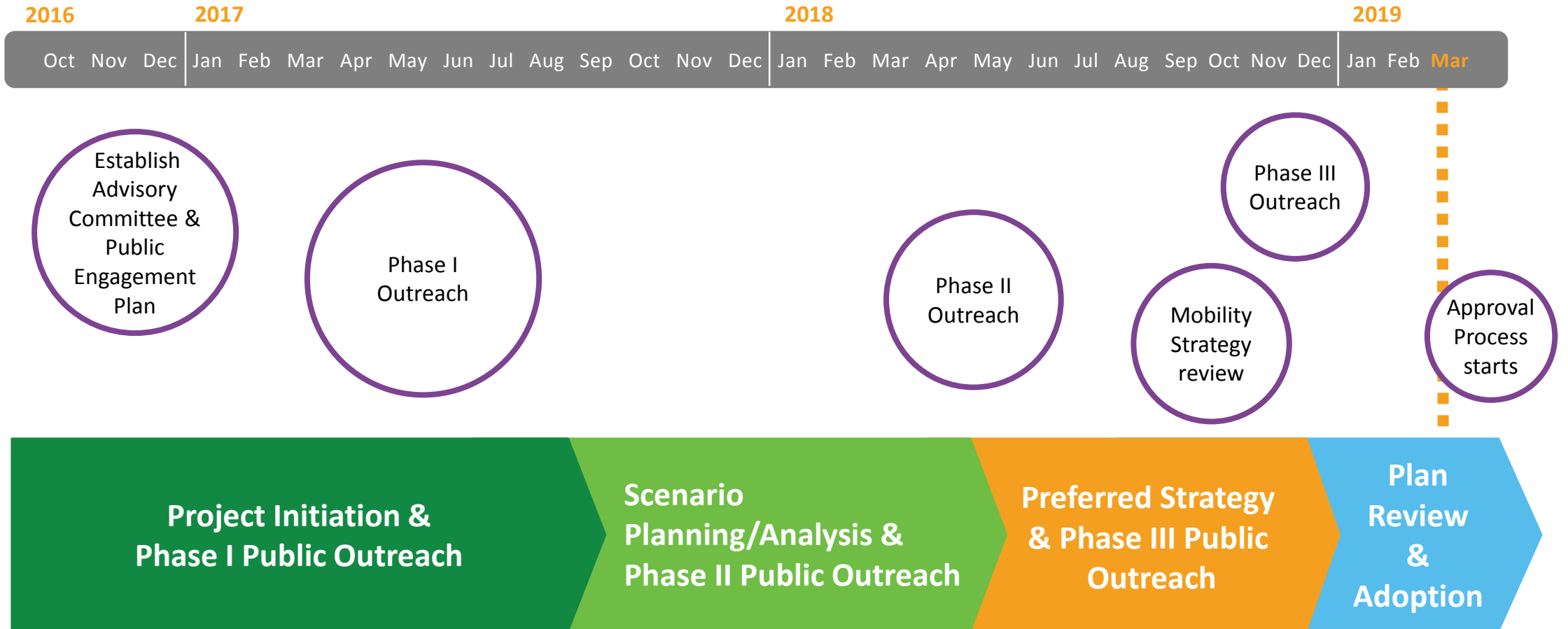
BICYCLE ADVISORY COUNCIL

MARCH 19, 2019

Agenda

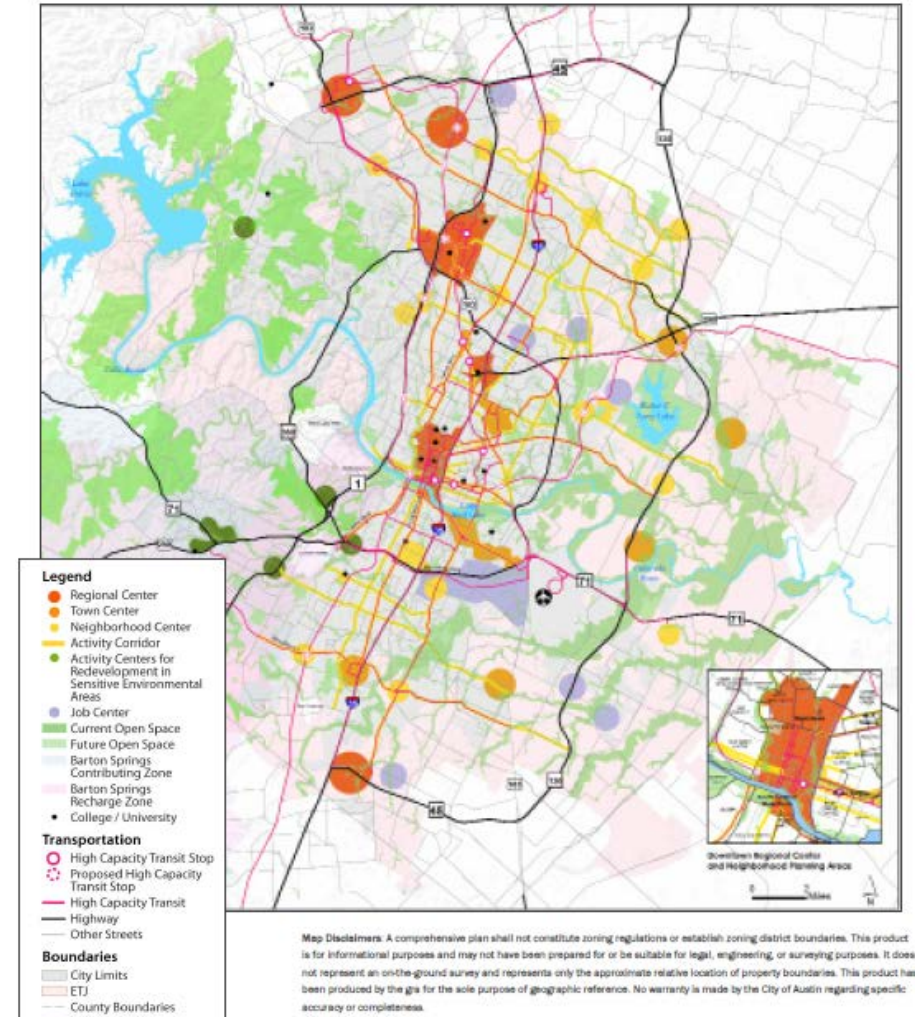
- Schedule
- Approach
- Community Engagement
- Motivation Behind the Plan
- ASMP Draft
 - Content Outline
 - Elements of the Plan
 - Top Strategies
- Chapter 3: Supplying Our Transportation Infrastructure
- December BAC Feedback
- Next Steps

Schedule



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



Public Engagement:

Targeted to Historically Underserved/Underrepresented Populations

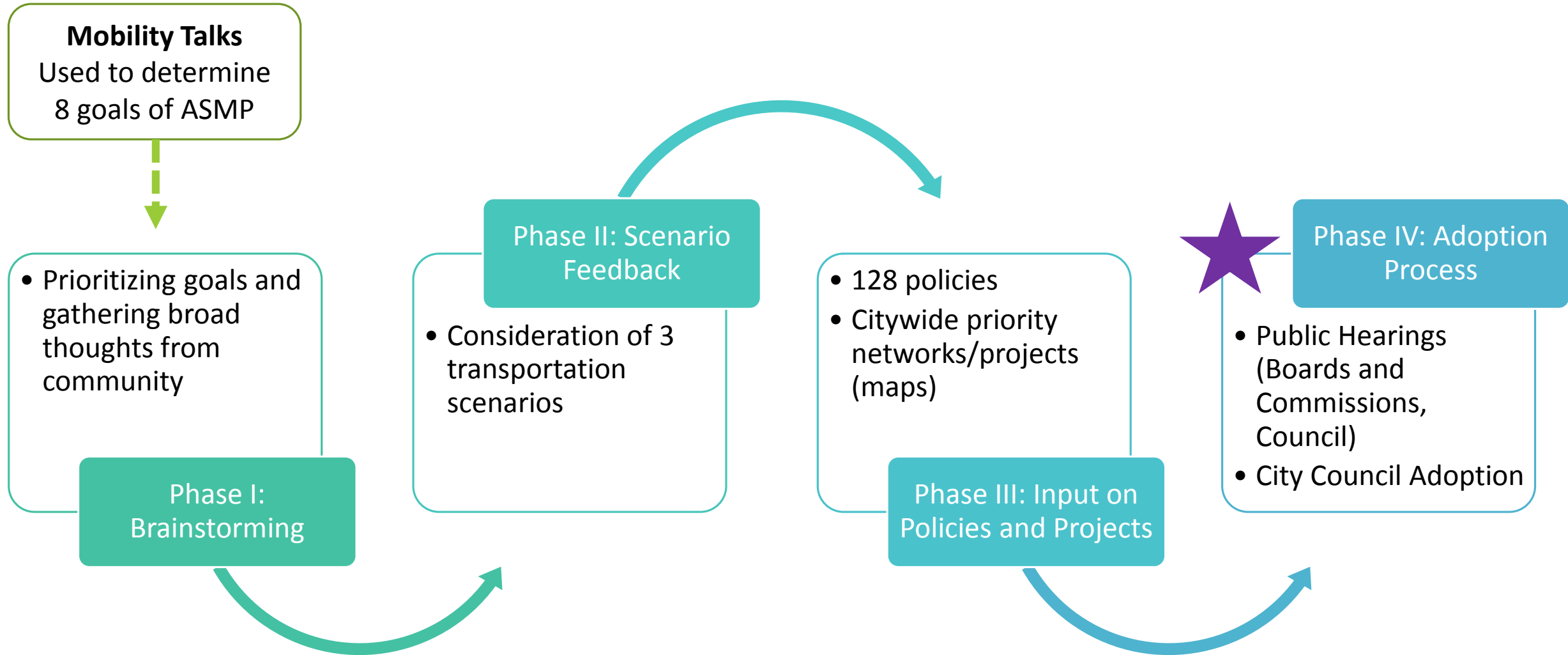
Youth
(24 and younger)

Seniors
(65 and older)

People of
Color

People with
Mobility
Impairments

Community Engagement



Phase I Results

Overall Results



Commuter Delay



Affordability



Health & Safety



Travel Choice



Sustainability



Placemaking



Economic Prosperity



Innovation

Focus Populations



Affordability



Commuter Delay



Travel Choice



Health & Safety



Sustainability



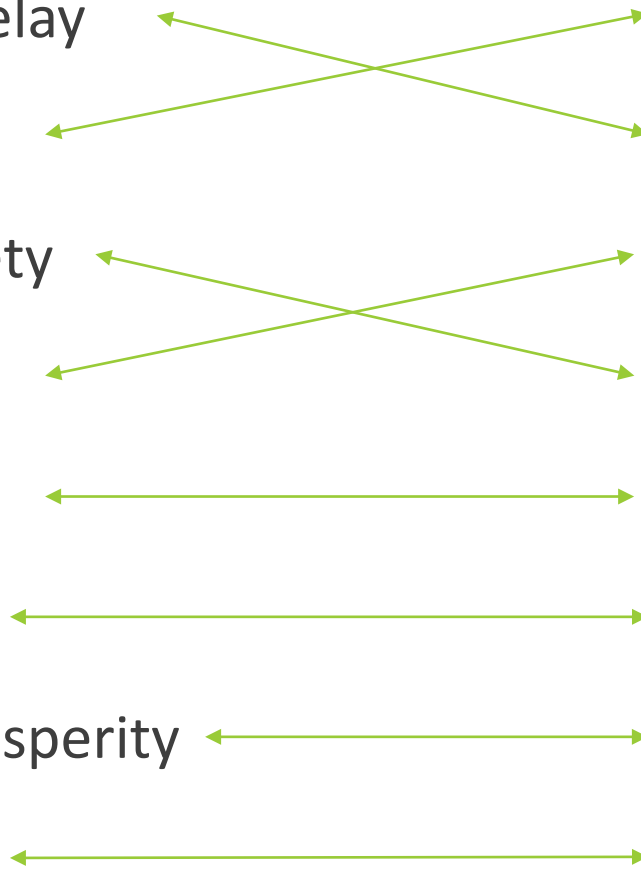
Placemaking



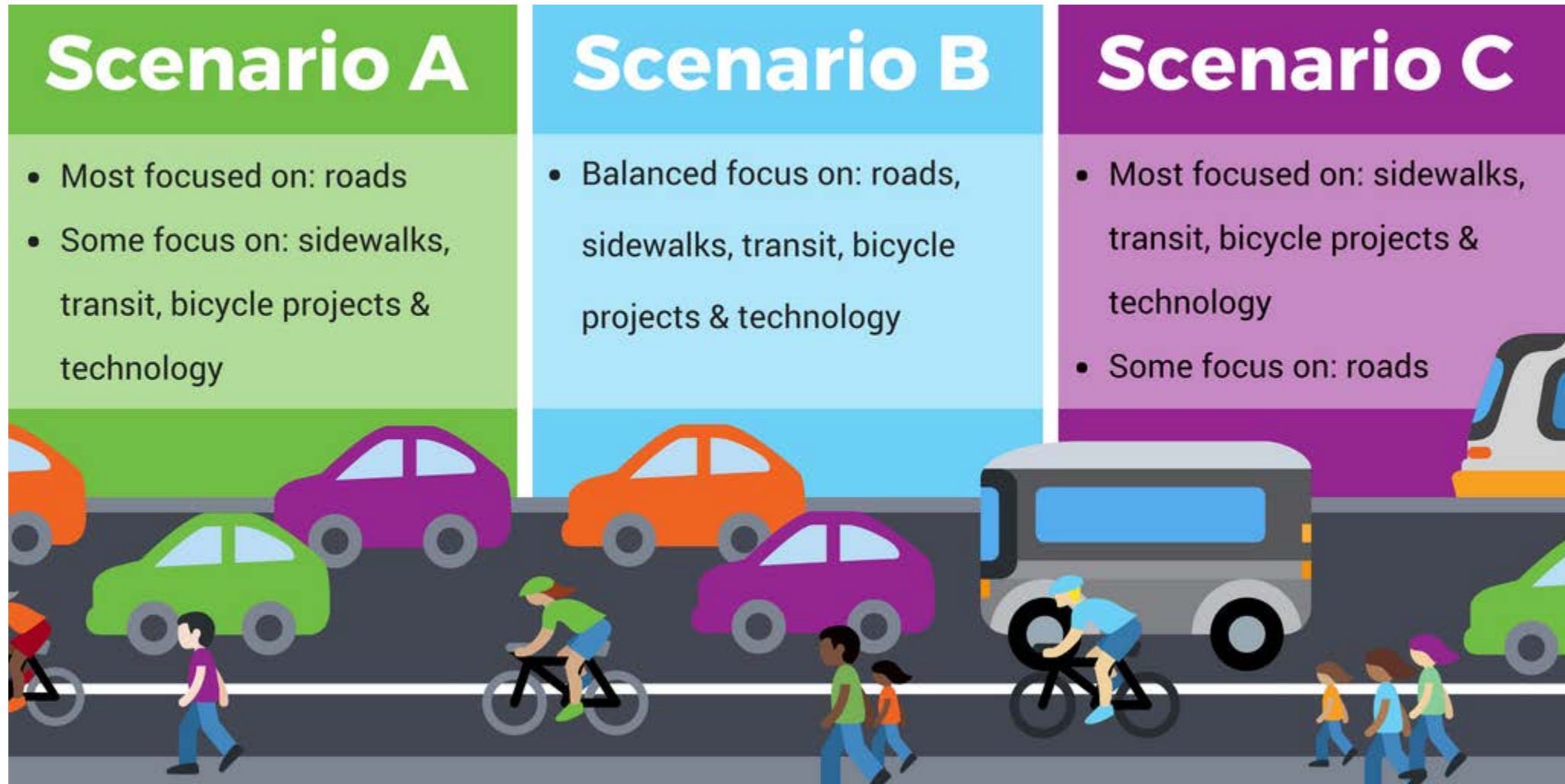
Economic Prosperity



Innovation

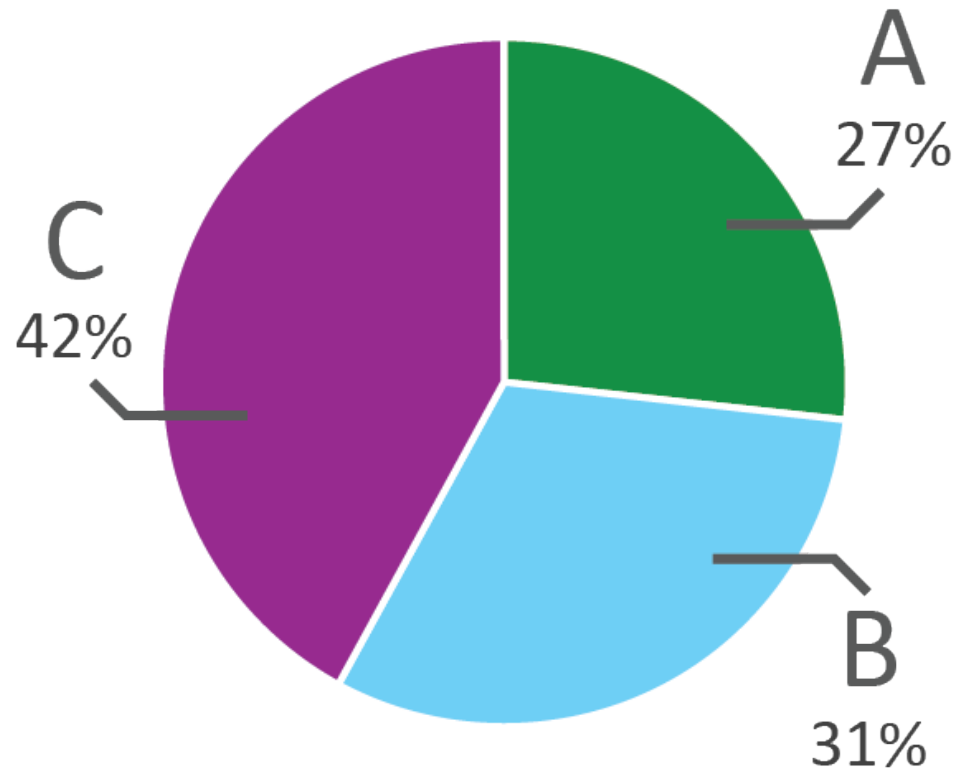


Phase II - Scenarios

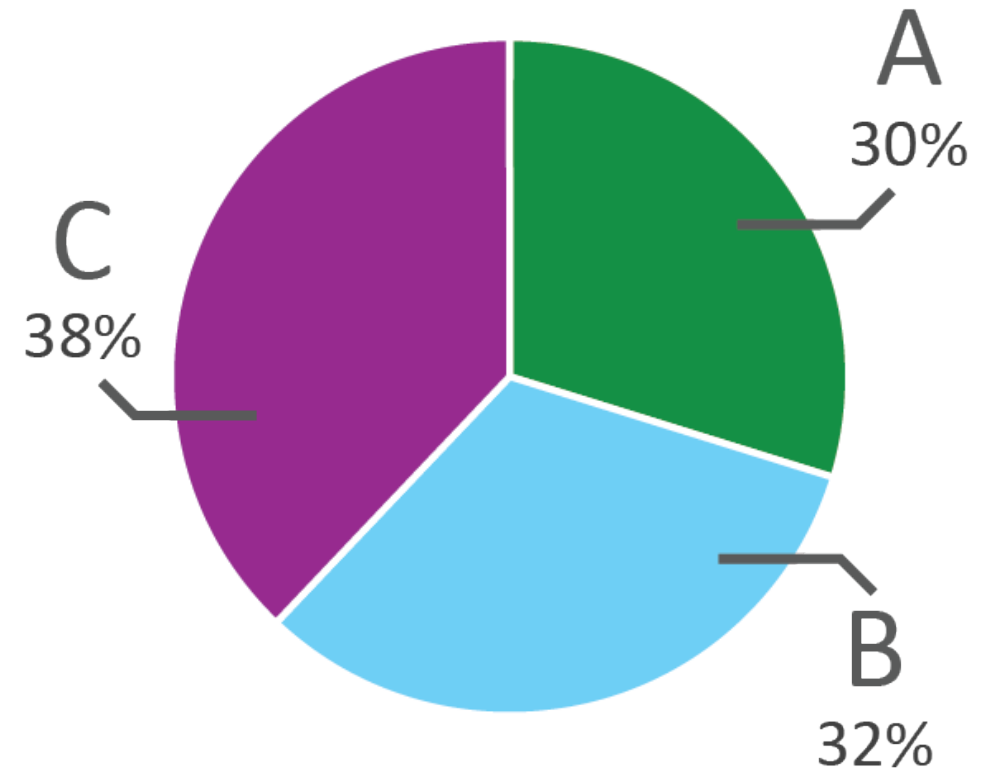


Phase II Results

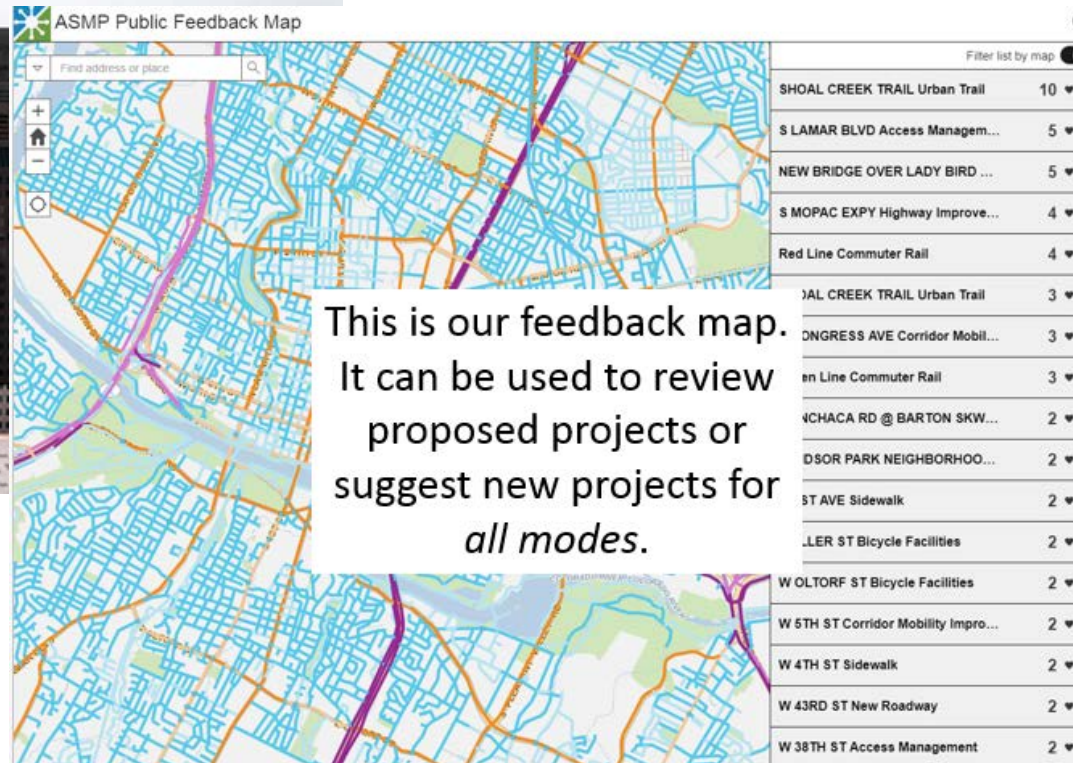
Overall Population



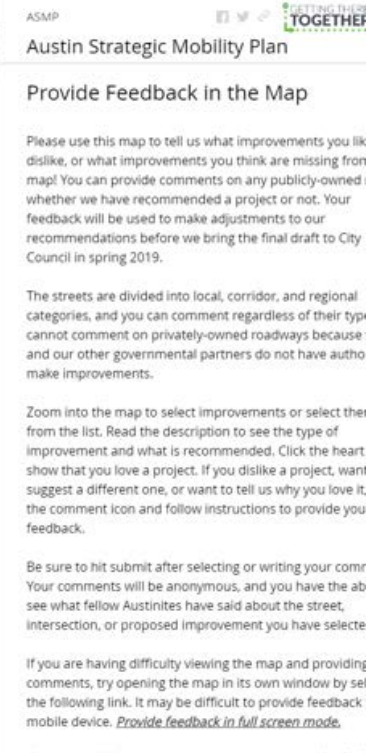
Focus Populations



Phase III: Policies and Projects



This is our feedback map.
It can be used to review
proposed projects or
suggest new projects for
all modes.



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**

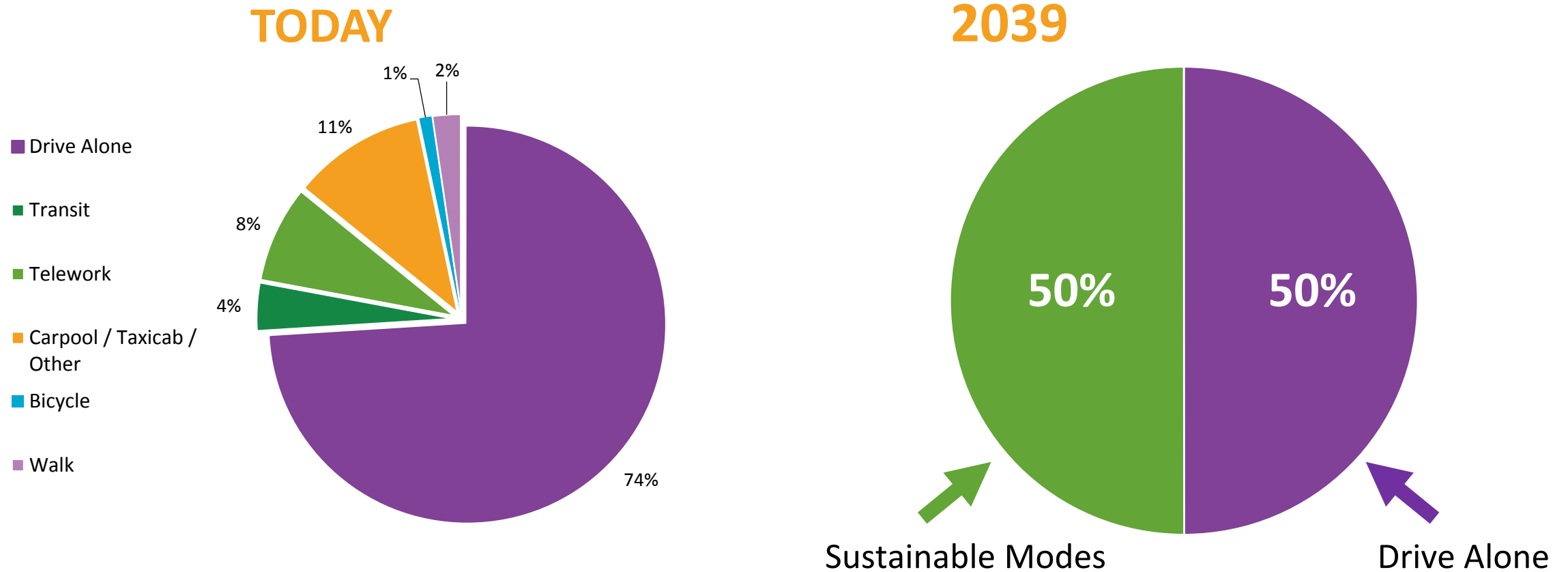
**Hosted focus
groups and 23
office hours
throughout
Austin**

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

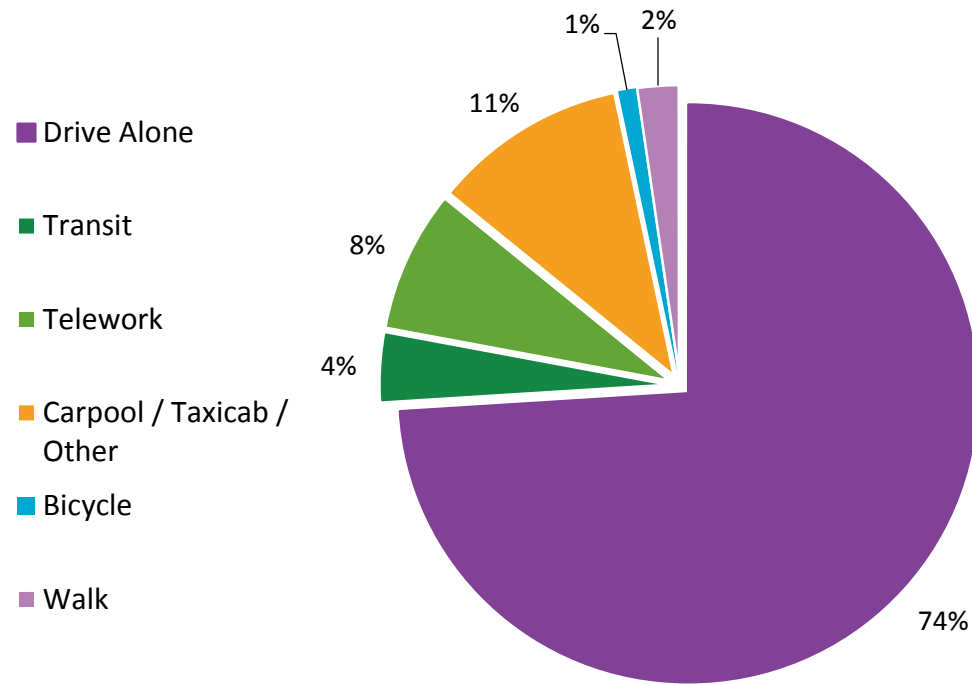
Motivation for the Plan

74% drive alone today vs. 50% in 2039

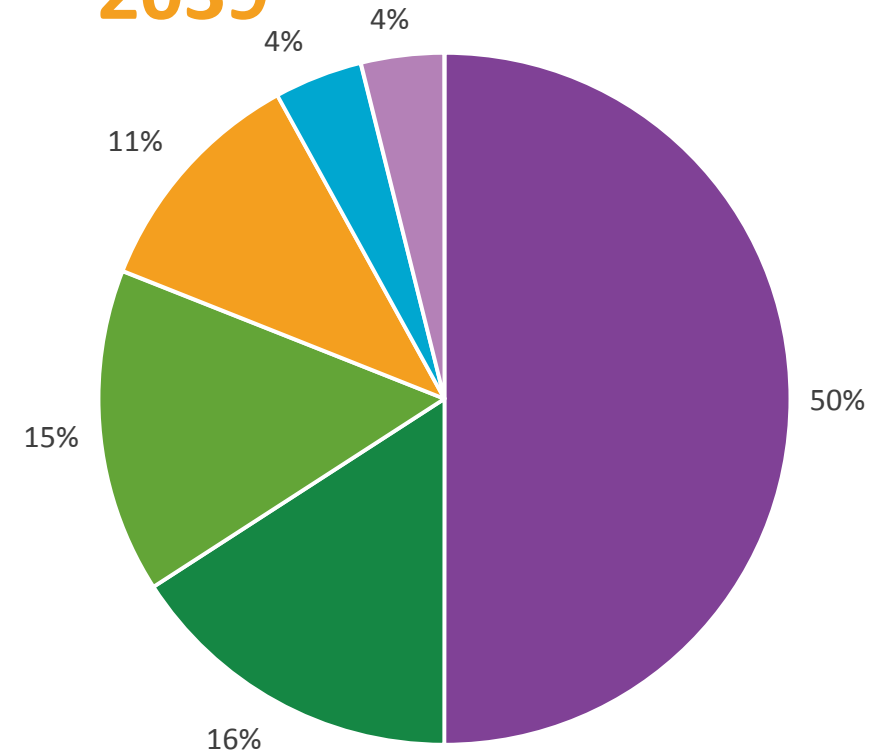


Mode Share Targets

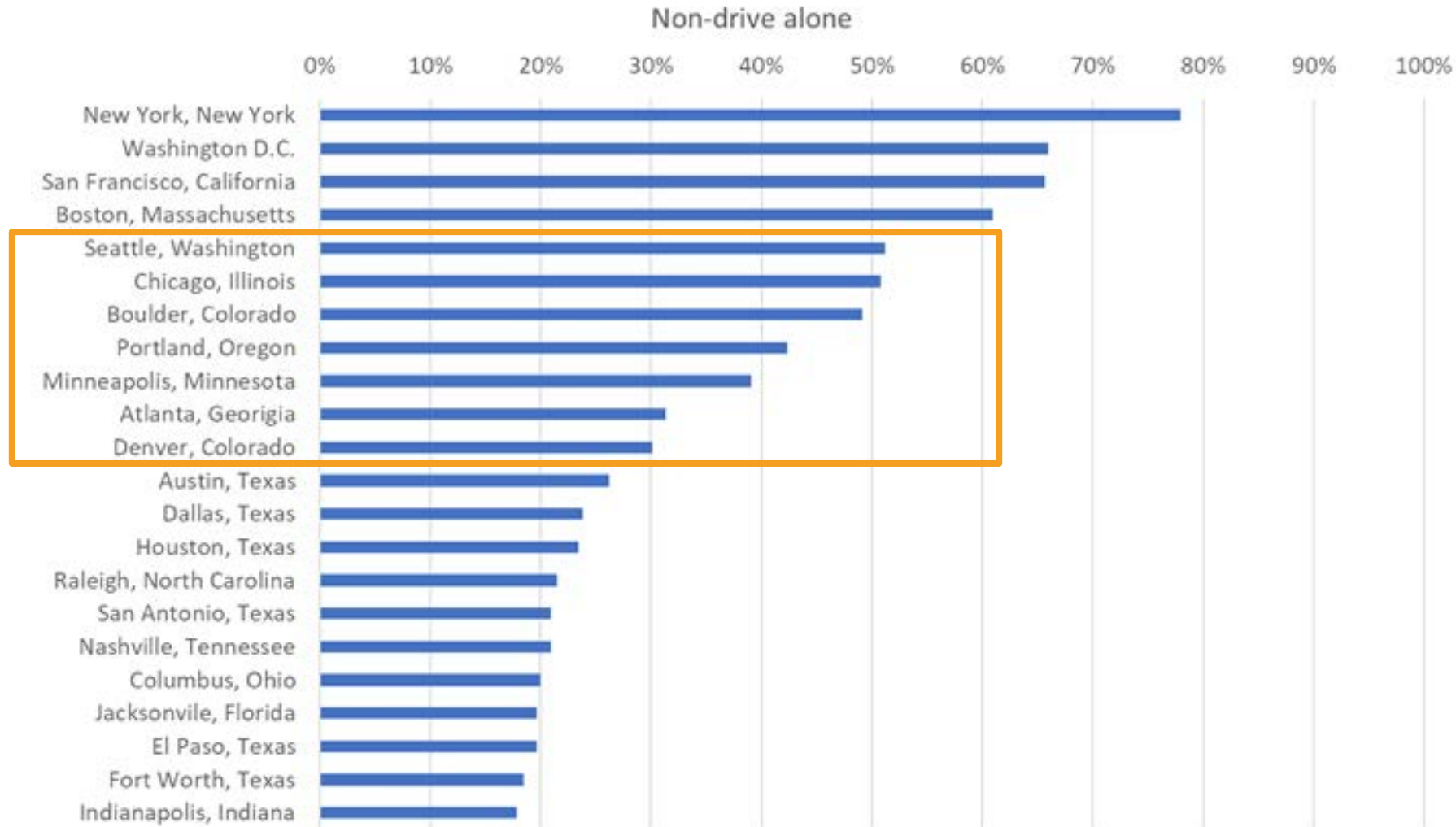
TODAY



2039



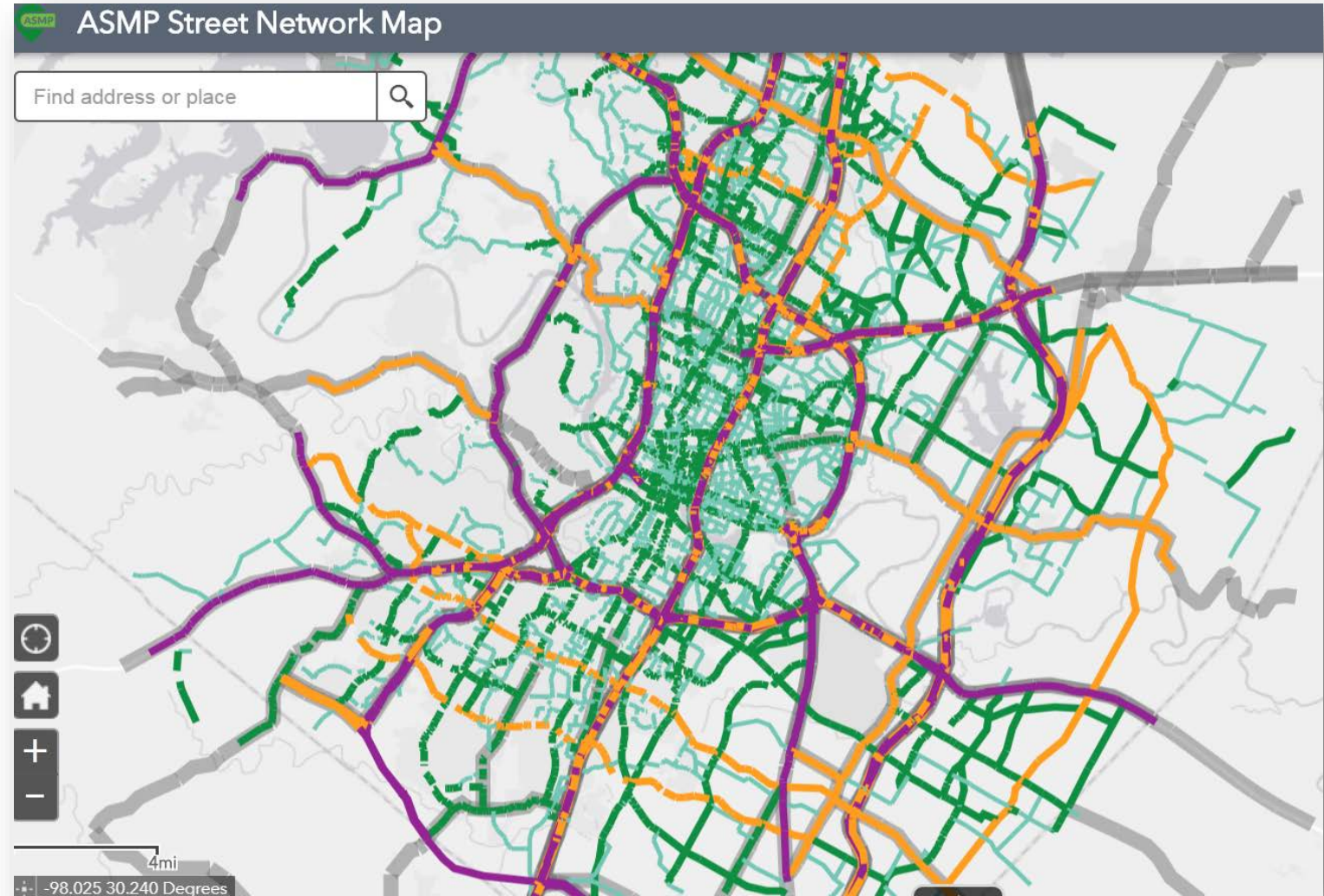
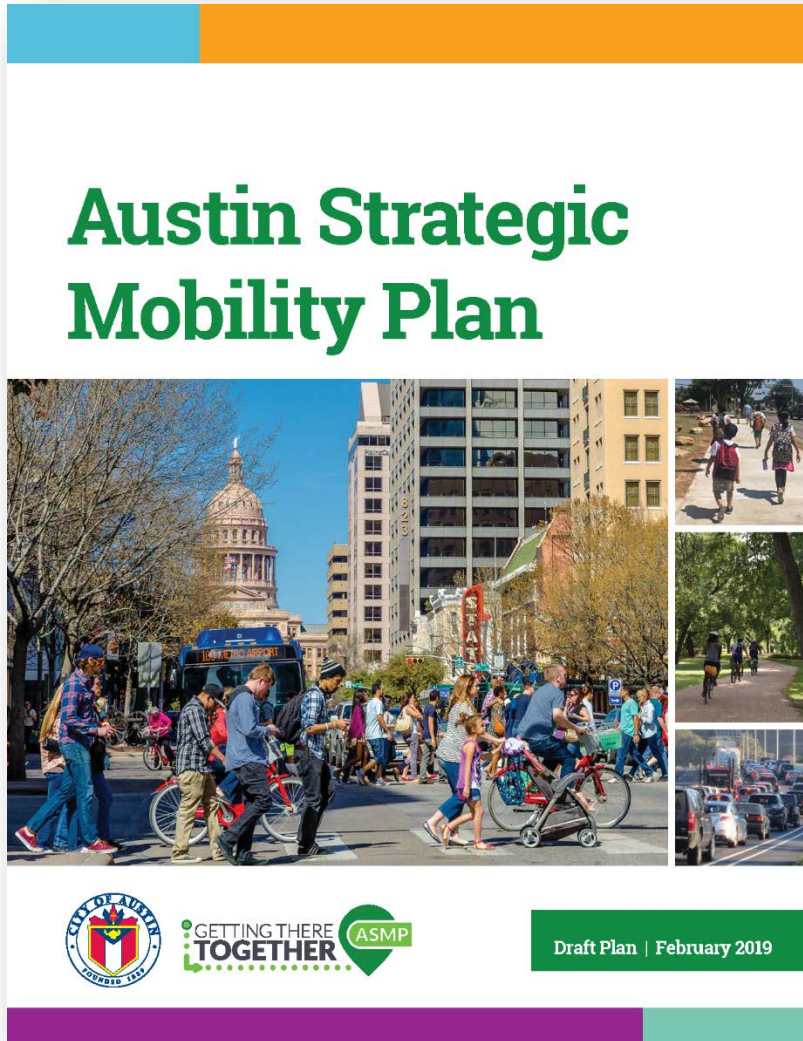
What would it look and feel like?

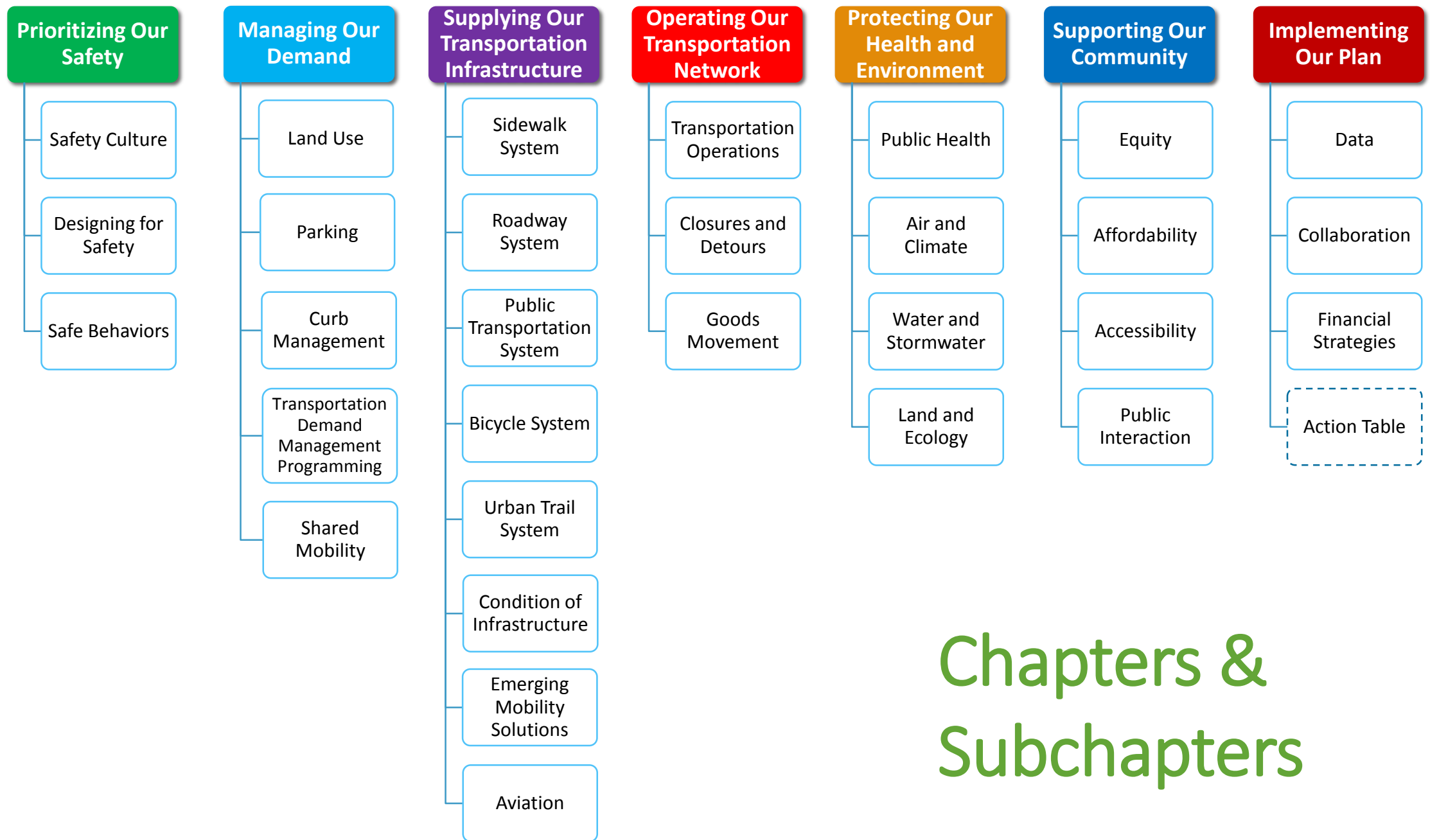


Data via U.S. Census; based on commutes for square mile area of entire city

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

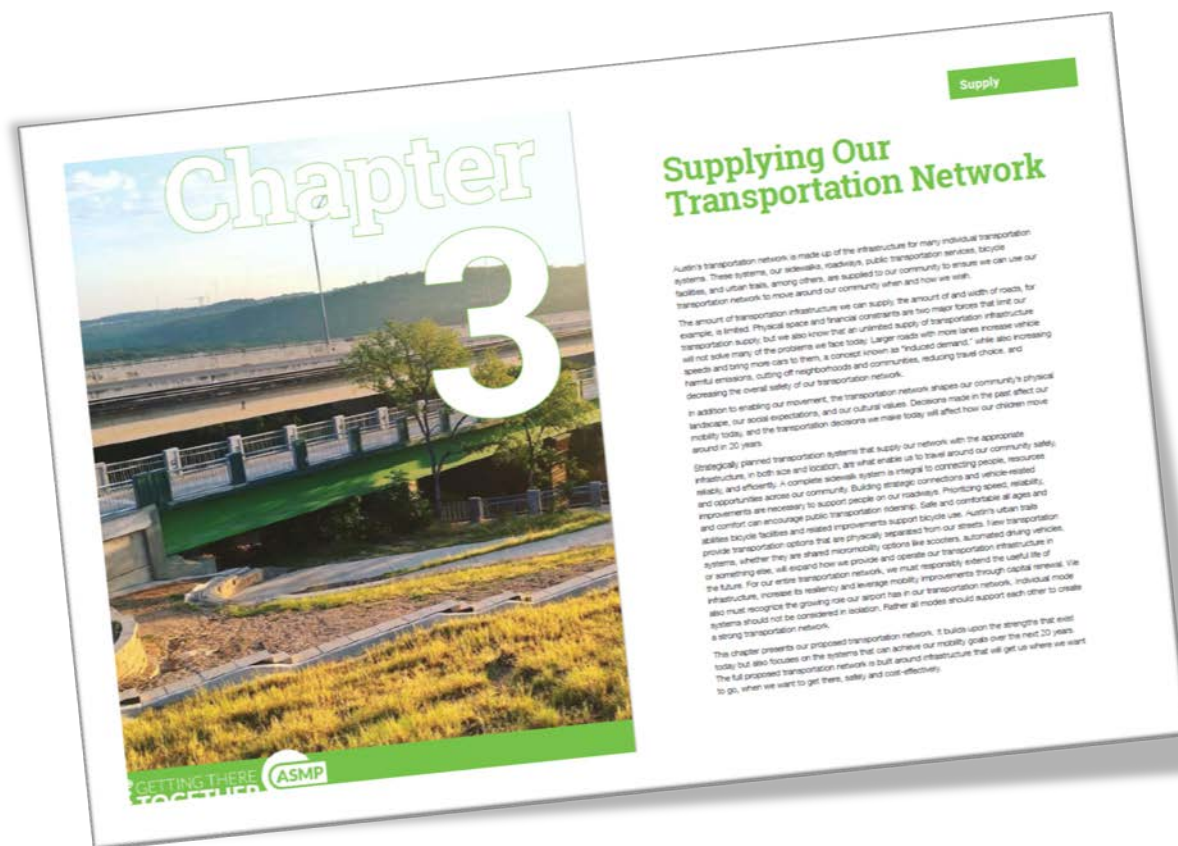
- **Reduce traffic fatalities, serious injuries** by focusing on safety culture, behaviors
- **Move more people** by investing in public transportation
- **Manage congestion** by managing demand
- **Build active transportation access for all ages and abilities** on sidewalk, bicycle, and urban trail 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 3:

Supplying Our Transportation Infrastructure



Bicycle System

- Policy 1** Make streets safe for bicycling
- Policy 2** Complete the Bicycle Priority Network
- Policy 3** Remove significant infrastructure gaps in the bicycle system
- Policy 4** Provide a comfortable bicycle system with end-of-trip facilities
- Policy 5** Work with partner agencies and other jurisdictions to develop a regional bicycle system
- Policy 6** Maintain the usability of the bicycle system

Policy Summary

Sidewalk System

- Policy 1** Complete the sidewalk system
- Policy 2** Make the sidewalk system accessible and comfortable for all
- Policy 3** Maintain the usability of the sidewalk system
- Policy 4** Ensure new development connects to the sidewalk system

Roadway System

- Policy 1** Strategically provide new roadway connections and add capacity for vehicles
- Policy 2** Improve travel time reliability
- Policy 3** Increase the person-carrying capacity of the highway system
- Policy 4** Work with regional partners to upgrade the highway system
- Policy 5** Manage right of way space for all users

Public Transportation System

- Policy 1** Give public transportation priority
- Policy 2** Enhance commuter public transportation service
- Policy 3** Support local public transportation service
- Policy 4** Invest in a high-capacity transit system
- Policy 5** Improve the public transportation experience
- Policy 6** Improve access to public transportation

Bicycle System

- Policy 1** Make streets safe for bicycling
- Policy 2** Complete the Bicycle Priority Network
- Policy 3** Remove significant infrastructure gaps in the bicycle system
- Policy 4** Provide a comfortable bicycle system with end-of-trip facilities
- Policy 5** Work with partner agencies and other jurisdictions to develop a regional bicycle system
- Policy 6** Maintain the usability of the bicycle system

Urban Trail System

- Policy 1** Recognize the urban trail system as an integral part of the transportation network
- Policy 2** Provide high-quality urban trails that can serve all users
- Policy 3** Pursue opportunities to connect to and expand the urban trail system

Condition of Infrastructure

- Policy 1** Responsibly maximize the useful life of transportation infrastructure
- Policy 2** Pursue opportunities to increase mobility options during capital projects
- Policy 3** Improve multimodal mobility through maintenance activities
- Policy 4** Maintain the usability of all mobility infrastructure

Emerging Mobility Solutions

- Policy 1** Evaluate emerging mobility solutions to meet community needs
- Policy 2** Integrate emerging mobility solutions into existing transportation infrastructure systems
- Policy 3** Invest in infrastructure that enables the adoption of emerging mobility technologies

Aviation

- Policy 1** Expand mobility options to and from the airport
- Policy 2** Increase multimodal connectivity and options on the airport campus
- Policy 3** Inform visitors about Austin's mobility options
- Policy 4** Prepare for and design aviation facilities to adapt to emerging mobility solutions
- Policy 5** Coordinate wayfinding to, from, and at the airport



Indicators and Targets - Bicycle System



Increase the number of major roadways that have all ages and abilities bicycle facilities



Increase the linear miles of all ages and abilities facilities



Increase the number of children commuting to school by bicycle



Increase the share of Austin residents who bicycle to work

*Achieve 4% of residents who bicycle to work by 2039
(1.3% of residents commuted to work by bicycle between 2013 and 2017)*

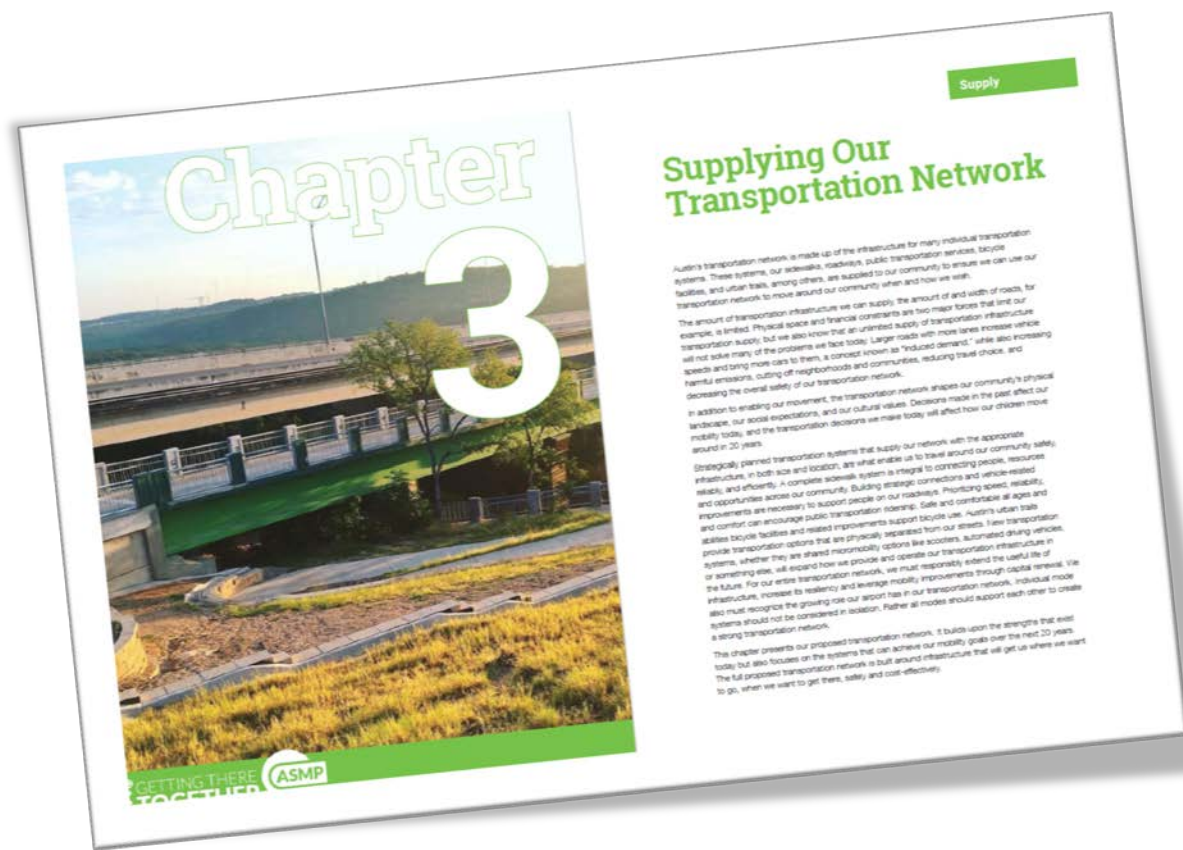


Increase the share of Austin residents who live in the central city and bicycle to work

Achieve 10% of central city workforce commuting by bicycle by 2020; 15% by 2025

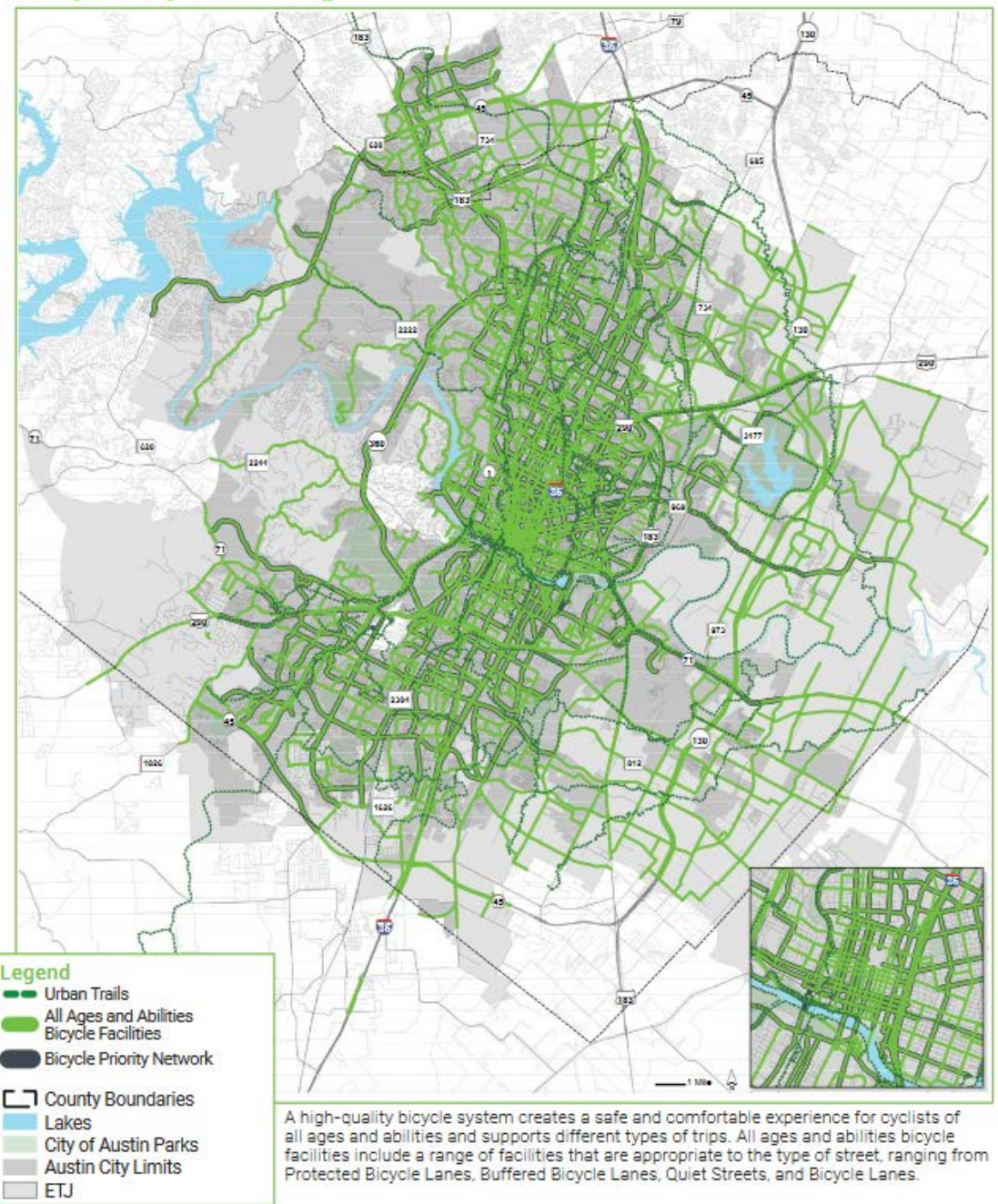


Decrease travel time to work by bicycle



A high-quality bicycle system creates a safe and comfortable experience for cyclists of all ages and abilities and supports different types of trips. All ages and abilities bicycle facilities include a range of facilities that are appropriate to the type of street, ranging from Protected Bicycle Lanes, Buffered Bicycle Lanes, Quiet Streets, and Bicycle Lanes.

Bicycle System Map



How the elements work together – Bicycle Example

Policy: Make streets safe for bicycling

Example Program: Corridor Preliminary Engineering Reports

Example Project: 2016 Corridor Construction Program

Bicycle facilities along 2016 corridors

Indicator: Increase the number of major roadways that have all ages and abilities bicycle facilities

Example Action Items:

- **95** - Implement context-sensitive bicycle facilities on the Bicycle Priority Network through processes defined in the 2014 Bicycle Plan.
- **97** - Assess streets on the Bicycle Priority Network for access management and other bicyclist safety measures.

December BAC Feedback

- Much of the December 2018 BAC feedback is reflected in current draft. A non-exhaustive list

BAC Objective	Location in ASMP
Develop a ticket deferral course for drivers that focuses on safe driving around people on bikes, people walking, and public transit	Safe Behaviors Policy 2 Action 17: Education in-lieu of fine
Build separated bicycle lanes wherever possible	Action 95: Construct bicycle facilities
Identify new intersections for scatter crossing implementation to fully separate people on bikes and people walking from automobiles and trucks in intersections	Action 132: Pedestrian Crossing Improvements
Reduce street width requirement for emergency vehicle access to enhance safety for other street uses, by procuring smaller fire trucks and smaller municipal vehicles	Action 6: Mobility and public safety strategies Action 15: Fire code street width requirements
Ensure that all detours maintain continuity of All Ages and Abilities Network	Closures and Detours policy 3 and policy 3 discussion Action 138: Disruption minimization on Priority Networks

December BAC Feedback

- Much of the December 2018 BAC feedback is reflected in current draft. A non-exhaustive list, continued:

BAC Objective	Location in ASMP
Develop regional interlocal funding mechanisms to ensure proportionate and efficient funding of inter-city bicycle network	Action 102: Funding for regional bicycle program
Develop city-wide bicycle route signage to allow for dynamic routing along safe bike corridors	Action 98: Bicycle wayfinding plan
Implement street sweeping rotation for high usage bike routes	Action 99: Bicycle facility maintenance Action 114: Proactive maintenance schedules
Develop connected signal system that can detect cyclists and hold signals longer for people on bikes when they are present	Action 99: Bicycle facility maintenance Action 133: Priority Network signals
Implement congestion pricing to enter downtown area, utilizing funds for active transportation and transit	Action 51: Congestion Pricing

Path to Completion

- Boards & Commissions:
 - Zoning and Platting Commission (March 19)
 - Downtown Commission (March 20)
 - Planning Commission (March 26)
 - & Others
- City Council
 - 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

The screenshot shows the official website of the City of Austin, austintexas.gov. The header includes navigation links for various city services and a search bar. The main content area is titled "Transportation" and features a large banner with the text "GETTING THERE TOGETHER ASMP". Below the banner, there is a section titled "AUSTIN STRATEGIC MOBILITY PLAN" with a brief description of the plan. To the right, a "TOP CONTENT" section lists key topics like "Right of Way (ROW) Permits" and "Parking Enterprise". At the bottom, there is a section for the "Final Draft ASMP Policy Document" and a call to action to "See the Final Draft of the ASMP!". The left sidebar contains a "Department Home" menu with links to the ASMP page, ASMP Español, About the ASMP, Get Involved with the ASMP, ASMP Timeline, and the 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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Subscribe to receive updates

Thank you

[AUSTINTEXAS.GOV/ASMP](https://austintexas.gov/asmp)