

1 of 32



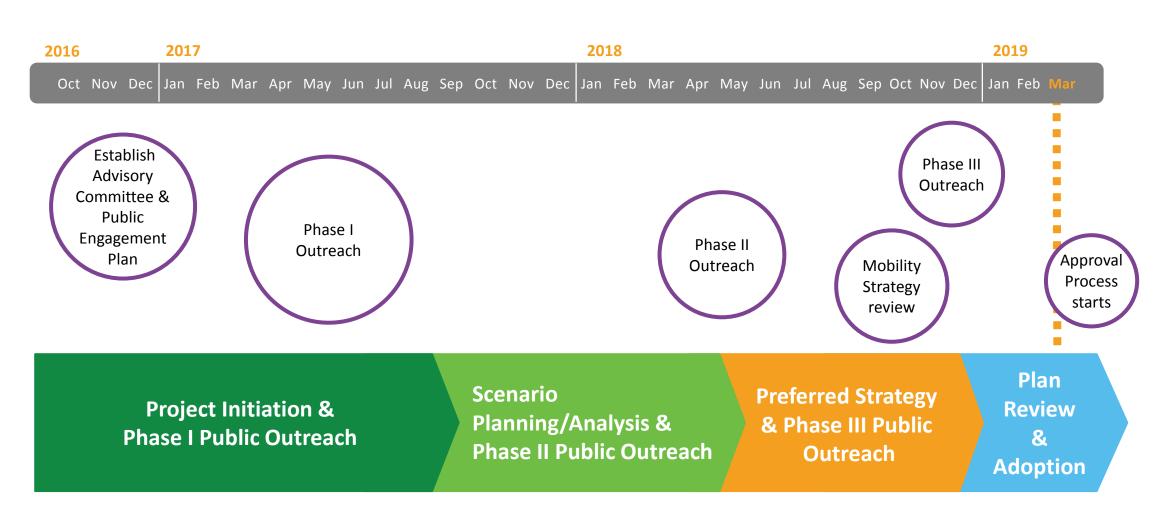
ZONING AND PLATTING COMMISSION

MARCH 5, 2019



- 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

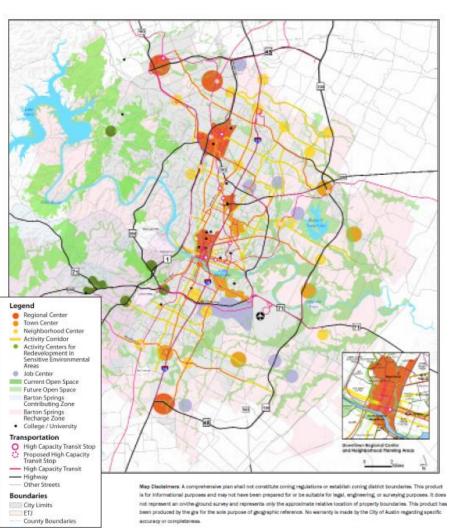


Item P-81 Vision

• 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

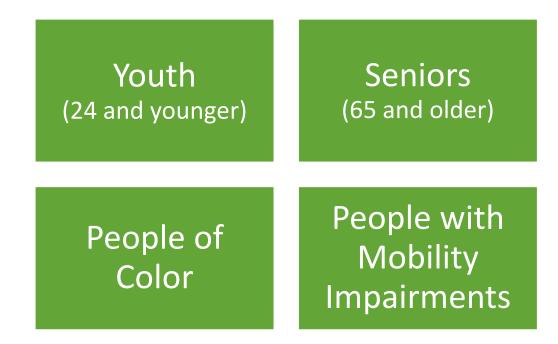
Planning Approach

Technical: *Scenario Planning*

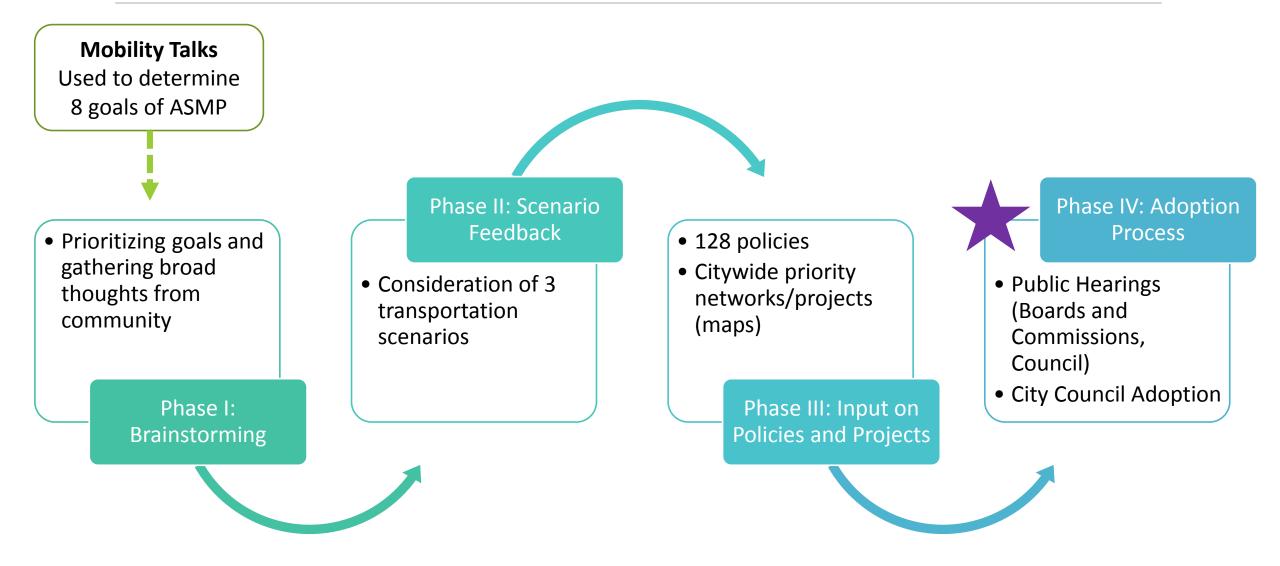
Def: A method to explore how well different **mobility strategies** make progress toward achievement of **goals and objectives**.

Public Engagement:

Targeted to Historically Underserved/Underrepresented Populations



Community Engagement



Phase I Results

Overall Results



Focus Populations

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<u>/!</u>\

Affordability **Commuter Delay Travel Choice** Health & Safety **Sustainability** Placemaking **Economic Prosperity** Innovation

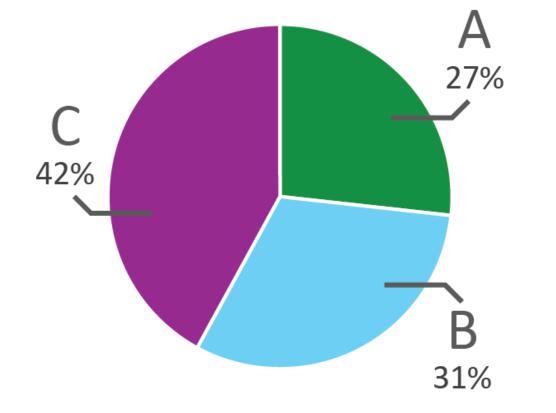
Item P-01 Phase II - Scenarios

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

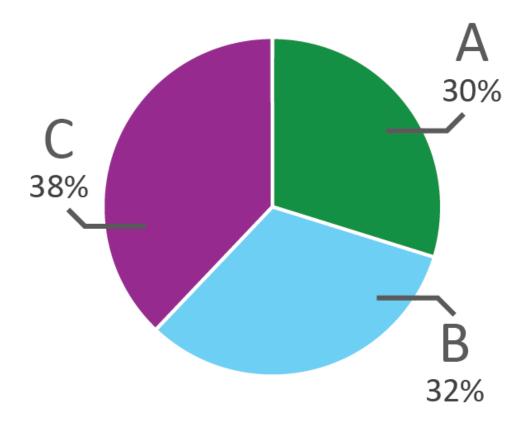
Itephase II Results

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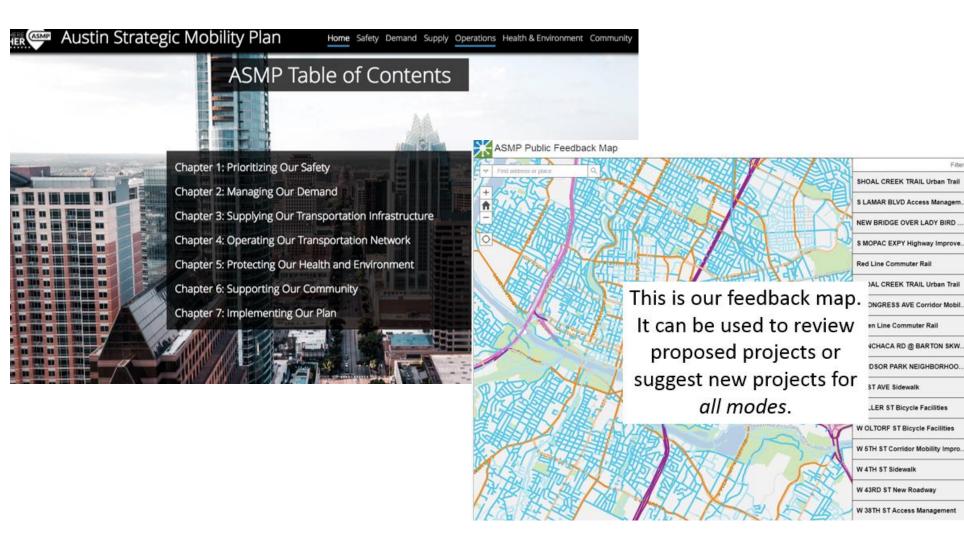
Overall Population



Focus Populations



^{Ite}Phase III: Policies and Projects



ASMP DI COETHEF Austin Strategic Mobility Plan

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Provide Feedback in the Map

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Filter list by map

Please use this map to tell us what improvements you lik dislike, or what improvements you think are missing from map! You can provide comments on any publicly-owned whether we have recommended a project or not. Your feedback will be used to make adjustments to our recommendations before we bring the final draft to City Council in spring 2019.

The streets are divided into local, corridor, and regional categories, and you can comment regardless of their type cannot comment on privately-owned roadways because and our other governmental partners do not have autho make improvements.

Zoom into the map to select improvements or select the from the list. Read the description to see the type of improvement and what is recommended. Click the heart show that you love a project. If you dislike a project, want suggest a different one, or want to tell us why you love it, the comment icon and follow instructions to provide you feedback.

Be sure to hit submit after selecting or writing your comr Your comments will be anonymous, and you have the ab see what fellow Austinites have said about the street, intersection, or proposed improvement you have selecte

If you are having difficulty viewing the map and providing comments, try opening the map in its own window by sel the following link. It may be difficult to provide feedback mobile device. Provide feedback in full screen mode.

Item D-01 What we heard/key changes in Phase III 11 of 32

Phase III Engagement focused on the draft maps and policies

All comments & staff responses are available online

Plan was adapted based on feedback

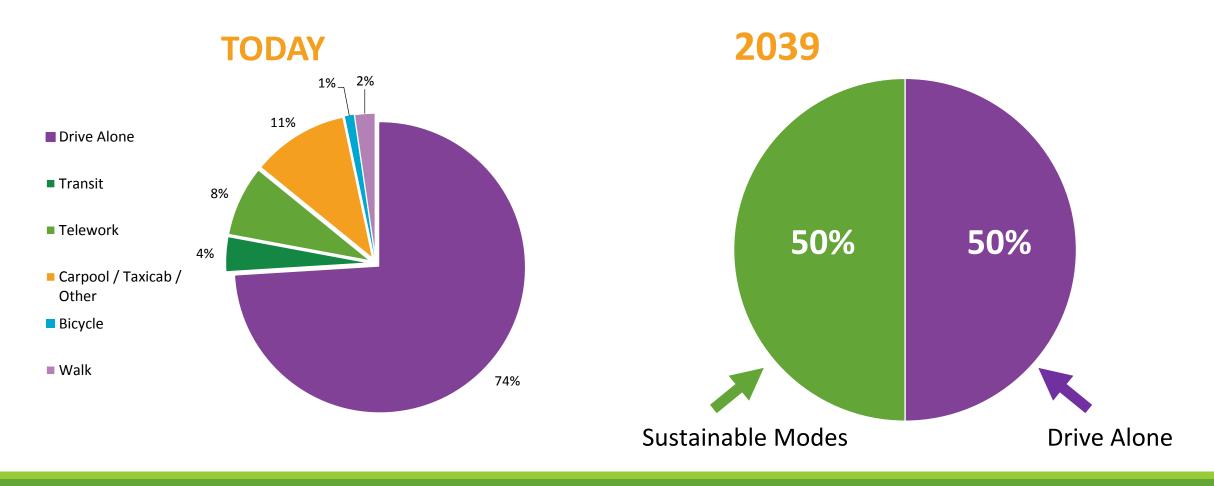
50+ events attended	2,600+ comments received on the maps
184 survey responses on the policies	Hosted focus groups and 23 office hours throughout Austin

Item D-01	Engagement *with Project Connect	Phase 1: Goals	Phase 2: Scenarios	Phase 3. Policies + Projects	32 ase 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)	•	•	•	•

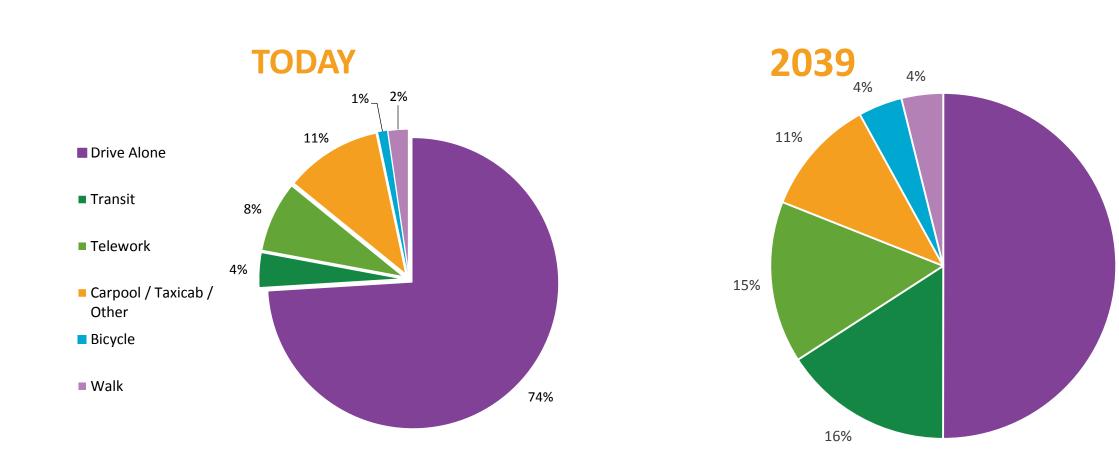
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Motivation for the Plan

74% drive alone today vs. 50% in 2039



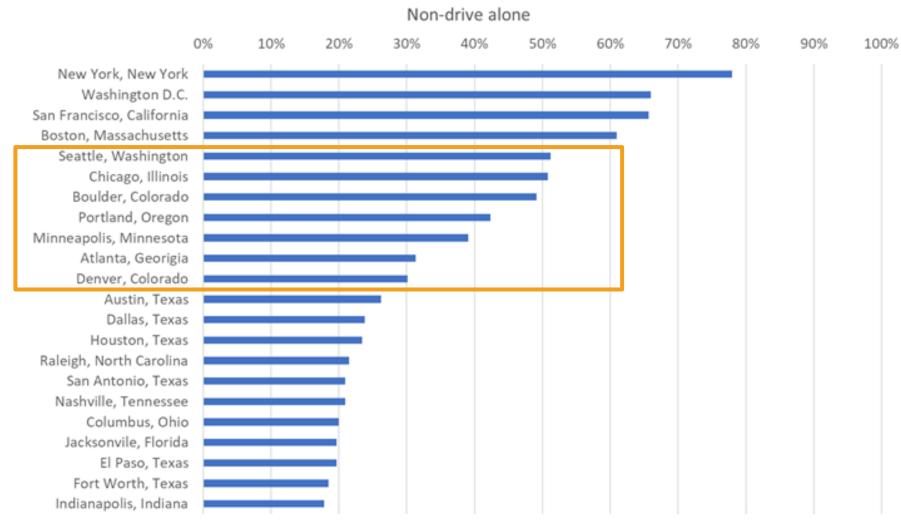
Item 8 Share Targets



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50%

Item hat would it look and feel like?



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

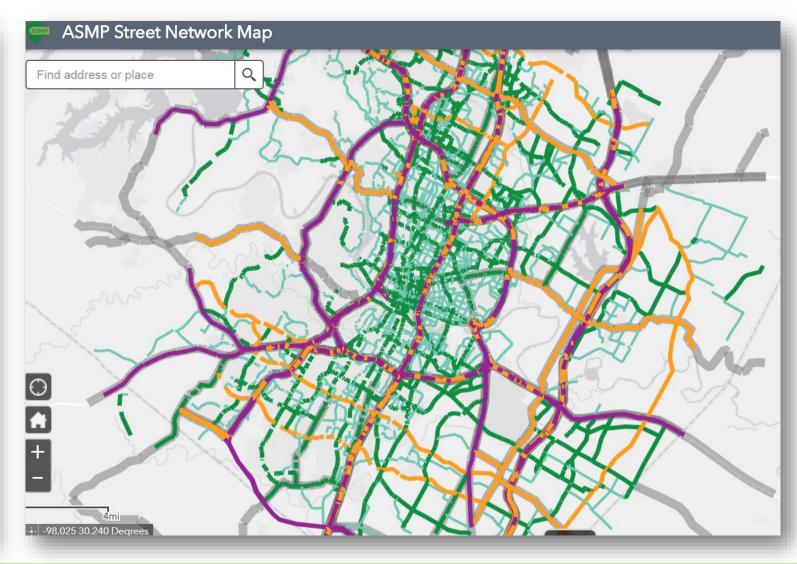
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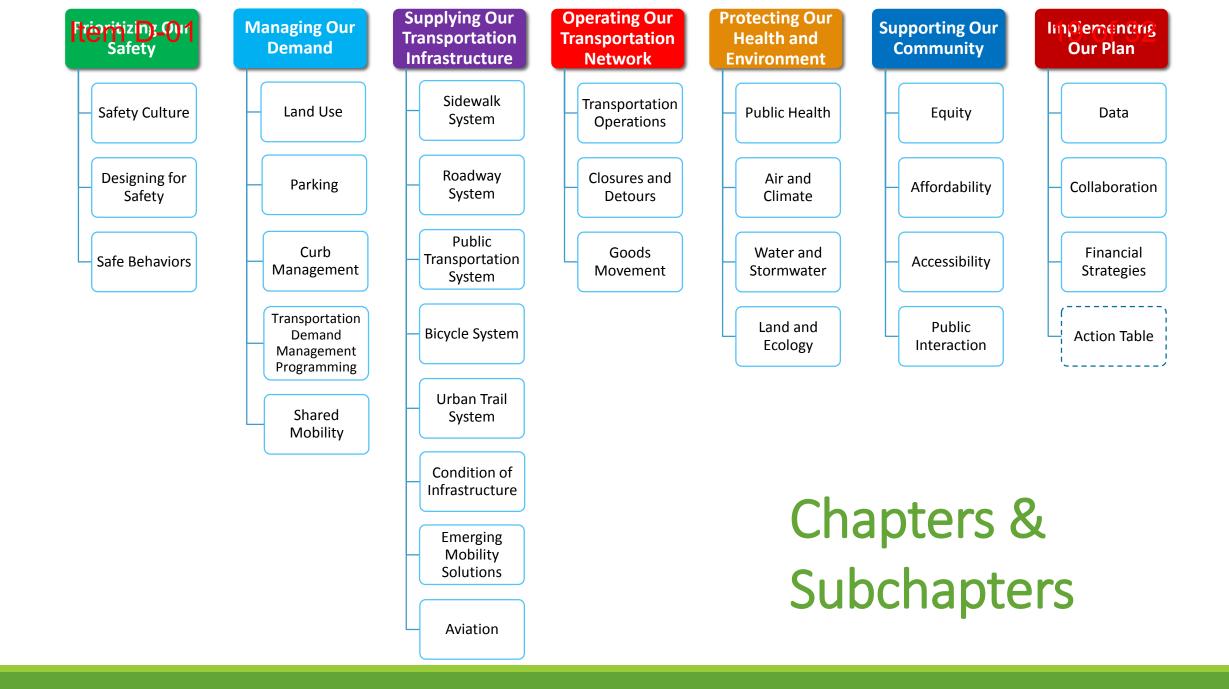
ASMP Final Draft Plan

Item D-01 Policy Document, Street Network Table + Map

Austin Strategic Mobility Plan







How do we get to 50/50?

126 Policies





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 <u>targets</u> necessary to make ambitious yet reasonable progress toward a goal within a <u>specified timeline</u>.

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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

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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

Item Op¹ 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

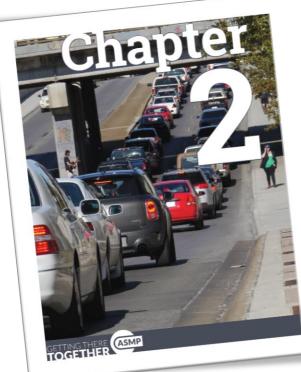
Item 0 p1 Strategies

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

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Chapter 2: Managing Our Demand



Managing Our Demand

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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 usesPolicy 2 Manage curb space dynamicallyPolicy 3 Streamline objects at the curb to improve safety and mobility

Transportation Demand Management Programming

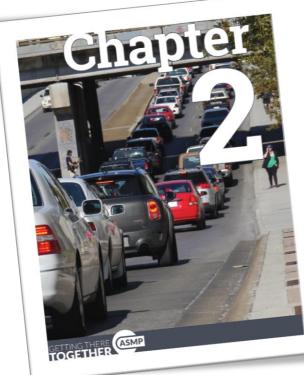
Policy 1 Implement community-wide strategies to increase use of all transportation options and manage congestion

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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City of Audit

27 of 32 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

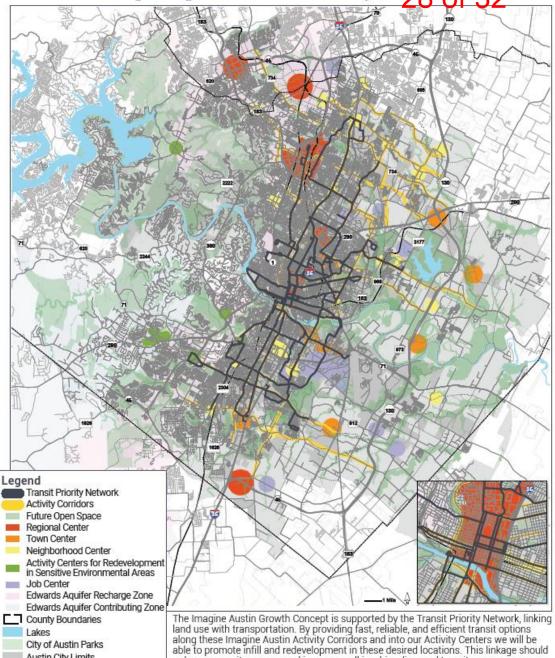




driving alone. Managing the demand most efficiently use our limited supply

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



Austin City Limits

ETJ

reduce per capita car use and increase walking, bicycling, and transit use.

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



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Thank you

AUSTINTEXAS.GOV/ASMP