M E M O R A N D U M

TO: Mayor and Council Members

FROM: Robert Goode, P.E., Assistant City Manager

CC: Spencer Cronk, City Manager
Robert Spillar, P.E., Director, Austin Transportation Department
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DATE: March 22, 2016

SUBJECT: **Austin Strategic Mobility Plan – Status Update**

The purpose of this memorandum is to update Mayor and Council on the progress of the Austin Strategic Mobility Plan (ASMP). This is a multiyear project, moving into its final year with completion anticipated in spring 2019. The last status update memorandum focused on the purpose of the plan, its goals, results from the first phase of public engagement activities, as well as an overview of the technical scenario planning process and highlighted critical coordination with other ongoing transportation planning and project development processes.

This status update provides more in-depth information on the technical scenario planning process, phase two of public engagement, upcoming touchpoints with Mayor and Council, and the updated project schedule. Also provided is information on the relationship of the ASMP to the Austin Strategic Direction 2023 - Mobility Outcome, Capital Metropolitan Transportation Authority's (Capital Metro) short and long-term transit planning efforts, the developing Street Impact Fee Program, CodeNEXT, the Smart Mobility Roadmap, and the 2016 Mobility Bond Program.

Background

The Austin Strategic Mobility Plan is an update of the City of Austin's current transportation plan, the Austin Metropolitan Area Transportation Plan (AMATP). The AMATP, adopted by City Council ordinance in 1995, has not been updated to reflect the community's vision for mobility set forth in the City's comprehensive plan, Imagine Austin. Nor has it been updated to reflect Capital Metro's transit plans or the region's 2040 long-range transportation plan developed by the Capital Area Metropolitan Planning Organization (CAMPO). The Austin Strategic Mobility Plan will serve to amend the transportation element of the City's comprehensive plan, and will be the City's first locally focused, comprehensive transportation plan. The ASMP will:

- Expand the Imagine Austin vision into actionable, mobility-related goals and objectives;
- Consolidate multiple concurrent mobility programs and plans into one place while applying an integrated approach to planning for all modes of our transportation network;
- Identify mobility strategies in the form of policies, programs and projects;

- Approach transportation access and mobility as essential to quality of life for Austin residents;
- Consider technological advances shaping 21st century transportation networks;
- Update the Roadway Table, which guides private sector transportation-related improvements obtained through the development review process and transportation improvements made by City of Austin capital investments;
- Inform how we interact with CAMPO with regard to regional policy and calls for grant applications; and
- Cover a 10+ year timeframe, with the 1-5 year recommendations serving to inform the Mobility Outcome of the Austin Strategic Direction 2023 Plan.

In the first phase of the planning process, eight goals for the ASMP were identified and prioritized via community input. The results of phase one were as follows:

1. Commuter Delay
2. Affordability
3. Health and Safety
4. Travel Choice
5. Sustainability
6. Place making
7. Economic Prosperity
8. Innovation

Additional information on the first phase of engagement for the ASMP can be found in this summary report published in the fall of 2017.

Scenario Planning and Analysis

The team developed three scenarios to further the transportation element of the comprehensive plan and test how well specific mobility strategies (policies, programs and projects) support the community's vision for mobility and the preferred Imagine Austin growth concept, while also achieving the goals of the ASMP and managing traffic into the future. For example, the scenarios consider options to realize Imagine Austin Policy LUT P3: "promote development in compact centers, communities, or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, housing and transportation costs." Each scenario is a combination of theoretical projects (new and/or improved infrastructure), policies, and programs that were evaluated at the system level. A brief description of each of the scenarios is listed below…a guide to these scenarios is also attached.

> **Scenario A** emphasizes roadway projects and continues the trend of investment in public transit, bicycle, and pedestrian projects across the city. This scenario results in a subtle mode shift, meaning we can expect slightly lower levels of single occupancy vehicle trips and slightly higher rates of combined bicycle, walking and public transit trips as compared to today. Even with a slight mode shift, growth in the total number of single occupant vehicle trips is expected to grow due to population growth.
>
> **Scenario B** emphasizes a more balanced investment in roadway, public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers. The scenario assumes more transportation demand management programming and a modest impact from autonomous and connected vehicles. This scenario results in further mode shift away from single occupancy vehicle trips and higher rates of combined bicycle, walking and public transit trips as compared to today.

Scenario C emphasizes investing in public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers and fewer roadway projects. The scenario assumes the most transportation demand management programming and the highest impact of autonomous and connected vehicles. This scenario results in the largest mode shift towards bicycle, walking and public transit trips as compared to today and the fewest single occupancy vehicle trips as compared to Scenarios A and B.

The team used multiple tools (CAMPO Travel Demand Model and spatial analysis, industry standards, etc.) to evaluate the scenarios against a list of indicators developed with the community and reviewed by City Council at its work session on October 10, 2017. In understanding the scenarios, it is important to note two things. First, **the scenarios are not the plan**; they are hypothetical starting points by which to test the community's preferences. The recommended preferred mobility strategy will be developed based on an analysis of these scenarios. Secondly, it is important not only to consider how well each supports the vision of imagine Austin and the goals of the ASMP, but also the details of the "ingredients" that populate each scenario. A description of the ingredients of each scenario and its performance against the goals of the plan are included in the attachment: **Austin Strategic Mobility Plan Scenario Guide**.

Public Engagement Phase Two

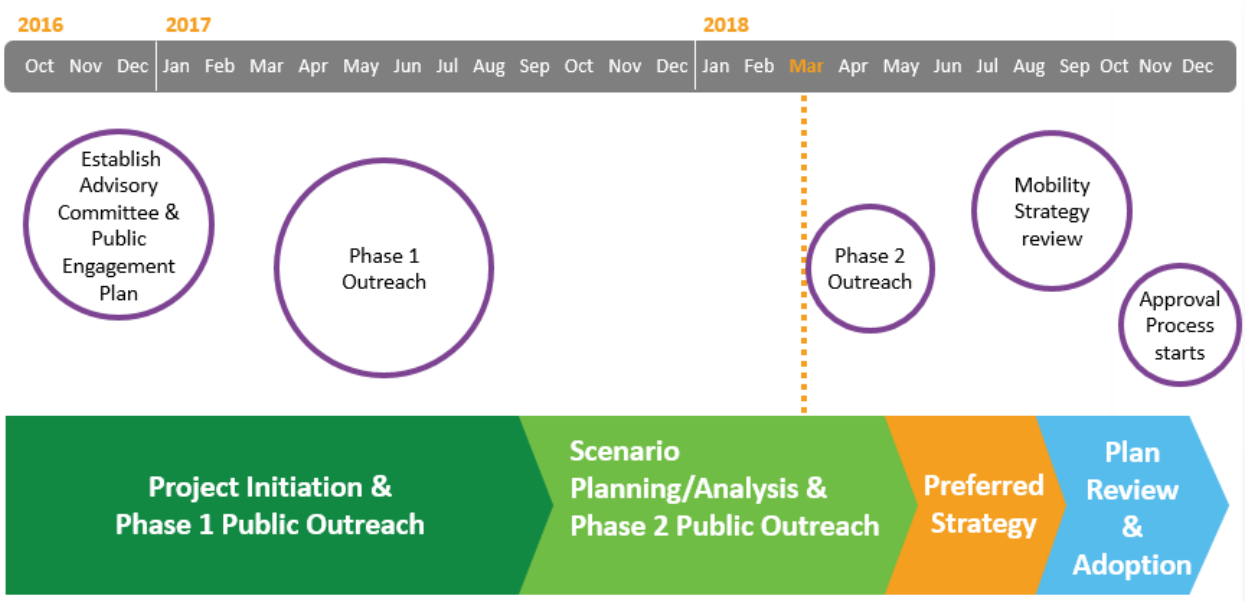
Continuing from Phase One of public engagement, staff will continue to use public engagement techniques to engage historically underrepresented communities (minorities, seniors, youth, and people with disabilities), while also using traditional engagement tools including a Multimodal Community Advisory Committee. This Committee is a shared advisory group with Capital Metro's Project Connect high-capacity transit planning initiative and is composed of community members representing a range of interest areas. The group meets quarterly to provide input and feedback on the planning processes and deliverables while helping guide public engagement efforts. The Advisory Committee will continue to convene during Phase Two of the project to weigh in at major milestones, refine concepts, and confirm direction toward completion of the draft plans. The goal of public engagement continues to try new and different tools to assure we hear new voices in the process.

Phase Two public engagement will kick-off with a major event at the Central Library on Wednesday, March 28, 2018 from 4 PM to 8 PM. The focus of Phase Two public engagement will center around obtaining feedback from the community on three potential future transportation scenarios using a survey tool; the survey will launch on March 28. After the kick-off event, through April and May 2018 the ASMP team will focus efforts on revisiting groups engaged during Phase One, to show them how their input was used to create the three transportation scenarios and to ask for their input on those scenarios.

Additionally, the team will focus its engagement to historically underrepresented communities through three main methods: focus groups, targeted events at community centers and other organizations, and employer-based outreach. The premise of employer-based outreach is to reach more historically underrepresented residents by reaching them at work and asking employers to allow employees to take the survey or otherwise engage in giving feedback for the project while at work. We tested this methodology in Phase One and will continue to improve with Phase Two. The survey will be available in Spanish and a paper survey will also be available. ASMP staff is working with the City's Corporate Public Information Office to assure recommendations from the Community Engagement Task Force are used.

Project Schedule

Below is the draft schedule for the ASMP planning process.



Next Steps and City Council Touch-points

The next steps for the project include Public Engagement Phase Two from the end of March 2018 through May 2018. In June through August 2018, we will accept public input as we create the preferred mobility strategy and write the plan document. July to September will be reserved for internal City of Austin review of the plan. September and October will include a second round of public comment. After the second round of public comment, a staff recommended plan will be presented to the Planning Commission, as well as other relevant boards and commissions whereby the public hearings at these meetings will serve as a third round of public comment.

In coordination with the Office of Performance Management, the ASMP team will work with City Council to receive feedback on the recommended subset of metrics and strategies for the Mobility Outcome of the Austin Strategic Direction 2023. This will likely be in the form of Council work sessions and one-on-one meetings with Council members in September and October.

A staff recommended draft plan, with recommendations from relevant boards and commissions is expected for your consideration in spring 2019.

Next Steps	**Timeframe**
Phase Two Engagement	March 28 – May 31, 2018
Preferred Mobility Strategy Development and 1st Round of Public Comment	June – August 2018
City of Austin staff review of Mobility Strategy	July – September 2018
Second Round of Public Comment	September – October 2018
Council Touchpoints on Mobility Outcome of Austin Strategic Direction 2023	September – October 2018
Boards & Commissions (Third Round of Public Comment)	November – December 2018
City Council consideration and adoption	Spring 2019

Ongoing Coordination with other Transportation-related Initiatives

There are a number of transportation related initiatives currently underway creating an opportunity for coordinated work. Below is the list of key initiatives and their relationship to the ASMP.

Austin Strategic Direction 2023 – The ASMP team will develop recommended metrics and strategies for both the ASMP and the Austin Strategic Direction 2023 Mobility Outcome after public engagement phase two and touch points with Mayor and Council are completed over the next several months. The approach includes developing a comprehensive set of metrics and strategies for the ASMP, then pulling out a subset of these in support of the five specific Mobility Outcome indicators. Because the Mobility Outcome short-term mobility strategy will also serve as the short-term recommendations in the ASMP, both plans will be presented to City Council for adoption at the same time, in early 2019.

Capital Metro's short and long-range plans – Capital Metro just completed Connections 2025, their five-year service plan. The recommendations within that plan are represented in the ASMP scenarios. Additionally, Project Connect, Capital Metro's long-range high-capacity transit planning process is highly coordinated with the ASMP; the teams have purposely synced up schedules and public engagement processes to ensure that the ASMP considers draft transit recommendations and that there is a feedback loop between the two processes. After public engagement phase two, staff from both agencies will evaluate the draft plans and make any necessary changes so that transit is integrated into the overall transportation network in a way that helps manage congestion through complementary, not conflicting multimodal recommendations.

Street Impact Fee Study – Concurrent with the ASMP, the City of Austin is also conducting a Street Impact Fee study to develop a program that, once implemented, will serve an important tool in the implementation of the roadway capacity projects recommended in the ASMP. As part of the required steps set forth in the Local Government Code Chapter 395, which governs the development of municipal impact fees, a draft roadway capacity plan was developed and the numerous projects identified are included in each of the ASMP scenarios, however the extent to which they are included varies with each scenario. Once the ASMP is adopted, the team will switch gears and re-start the process to adopt a Street Impact Fee Program, which is anticipated to be complete in 2019.

CodeNEXT and the Transportation Criteria Manual – Because a good land use plan is also a good transportation plan, the ASMP team has made an effort to provide comments through the CodeNEXT process. Austin Transportation staff is part of an internal multidepartment "Housing, Transit, and Jobs" team that reviewed CodeNEXT and provided comments aimed to maximizing transit, jobs and housing along Imagine Austin corridors and within activity centers. Additionally, the ASMP team, along with other staff in the Austin Transportation and Development Services departments wrote the CodeNEXT transportation chapter. The staff recommendation of the CodeNEXT transportation chapter takes a different approach to transportation impact analysis, with a focus on demand management, improves street layout or connectivity regulations, and also strengthens the City's ability to obtain smaller scale transportation improvements through the development process. Concurrently with the ASMP and CodeNEXT, the Austin Transportation Department is also writing an amendment to the Transportation Criteria Manual, a necessary step to modernize transportation standards. The ASMP, through its comprehensive planning process, will identify future roadway needs and the associated right-of-way. The

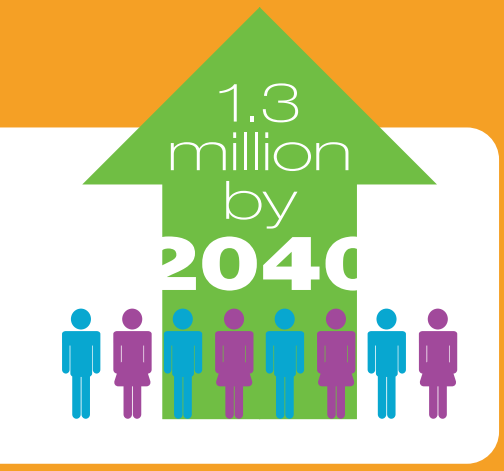
cross sections in the Transportation Criteria Manual will be amended to reflect the new street network table that will be a significant piece of the ASMP.

2016 Mobility Bond Program – The Regional Mobility projects, projects identified within Corridor Plans, as well as a portion of the Local Mobility projects funded through the 2016 Mobility Bond are included in the ASMP scenarios. Specific to the Corridor Construction Program, any projects not selected for funding will be considered as the ASMP team builds the preferred mobility strategy and the draft plan. This process will prepare the City for any future funding opportunities.

Smart Mobility Roadmap – With direction from the City Council and City Manager, the Austin Transportation Department developed a Smart Mobility Roadmap to guide the integration of emerging mobility technologies into the City's transportation network. The roadmap identifies pilots and programs that harness the synergy of all three platforms – shared, electric, and autonomous – and promotes data integration to provide congestion reduction; proactive traveler information; and incentivize new services and alternative travel options to single-occupancy vehicles. The roadmap was preceded by the City's application for the USDOT Smart City Challenge grant, and was developed with support from Capital Metro and other public and private sector contributors. The ASMP team is incorporating recommendations from the roadmap into the development of the ASMP document, specifically the Technology chapter of the plan. The draft roadmap recommendations include several pilots including autonomous vehicles, and curb space management along with public engagement.

ATTACHMENT: Austin Strategic Mobility Plan Scenario Guide

Austin Strategic Mobility Plan Scenario Guide



Austin's population is expected to almost DOUBLE over the next 30 years.

Given this growth, even maintaining current levels of traffic congestion will require significant shifts in how we get around, utilizing all modes of transportation such as driving, walking, bicycling, and taking public transit.

How will we get around in the future?

GETTING THERE TOGETHER ASMP

CITY OF AUSTIN FOUNDED 1839

Reaching Beyond Today

Preparing for growth now allows us to consciously make decisions to shape our community into a better place for us and our children. By working together, we can improve our current transportation network and create a prosperous future that preserves our quality of life by enhancing our travel choices.

Envision

In response to the needs of our growing community, the City of Austin is in the process of creating the Austin Strategic Mobility Plan (ASMP) which will set forth our strategy for promoting and prioritizing the necessary transportation services and infrastructure to continue to improve Austin's vibrancy and quality of life.

Engage

Through the ASMP process, the community has helped to identify challenges and opportunities. The community's involvement with workshops, surveys, and meetings has led to an increased understanding of community values and priorities. These priorities are:

- Travel Choice
- Sustainability
- Commuter Delay
- Health and Safety
- Economic Prosperity
- Placemaking
- Affordability
- Innovation

Possible Scenarios

The ASMP team has designed three possible mobility scenarios for our city. Each possibility tells a different story of a mobility future by testing a variety of mobility strategies. Each of these scenarios has been evaluated to determine performance against community priorities.

1. **Review each of the possible scenarios in this booklet.**
2. **Consider how each scenario performs when compared to our community's priorities.**
3. **Take the MetroQuest survey and tell us what you think at: asmp.metroquest.com**

Learn more about the Austin Strategic Mobility Plan at: **austintexas.gov/asmp**

Tell us your thoughts:

asmp@austintexas.gov

Facebook.com/ATXTransportation

Twitter.com/AustinMobility

Scenario A

Scenario A emphasizes roadway projects and continues the trend of investment in public transit, bicycle, and pedestrian projects across the city.

This scenario results in a subtle mode shift, meaning we can expect slightly lower levels of single occupancy vehicle trips and slightly higher rates of combined bicycle, walking and public transit trips.

Even with a slight mode shift, growth in the total number of single occupant vehicle trips is expected to grow due to population growth.

Ingredients	Amounts
Roadway	• **Roadway projects funded by CAMPO, TXDOT, and other agencies in the region.** • **Over 300 miles of roadway projects throughout the City of Austin** (identified in the Street Impact Fee study)
Transit	• **New bus service with higher frequencies and routes running in mixed traffic, identified in the Connections 2025 Service Plan**
Bicycle	• **Over 200 miles of premium bicycle facilities in the All Ages and Abilities Bicycle Network**
Sidewalks	• **Over 700 miles of sidewalks near bus stops and schools** (High and Very High priority absent and existing sidewalks, identified in the Sidewalk Plan)
Urban Trails	• **Over 100 miles of Tier 1 trails in the Urban Trails Plan**
Transportation Demand Management	• **Consistent with current levels of TDM programming, to promote telecommuting and flexible schedules**
Technology	• **Expands Intelligent Transportation Systems citywide based on the current trend** • **Represents current levels of investment in mobility research and development**

Summaries

Scenario B

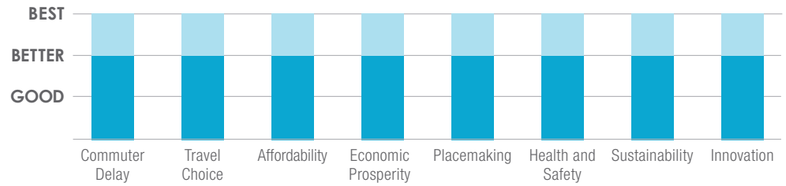
Scenario B emphasizes a more balanced investment in roadway, public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers.

The scenario assumes more transportation demand management programming and a modest impact from autonomous and connected vehicles.

This scenario results in further mode shift away from single occupancy vehicle trips and higher rates of combined bicycle, walking and public transit trips.

Ingredients	Amounts
Roadway	• Roadway projects funded by CAMPO, TXDOT, and other agencies in the region. • Over 80 miles of roadway projects along Imagine Austin Activity Corridors and within Activity Centers (identified in the Street Impact Fee study)
Transit	• Enhanced bus service with higher frequencies and premium routes running in partially dedicated space, identified in the Connections 2025 Service Plan • 1 High Capacity Transit corridor with dedicated space, identified in Project Connect
Bicycle	• Over 300 miles of premium bicycle facilities in the All Ages and Abilities Bicycle Network
Sidewalks	• Over 1,000 miles of sidewalks (All High and Very High priority absent and existing sidewalks, identified in the Sidewalk Plan)
Urban Trails	• Nearly 150 miles of Tier 1 trails in the Urban Trails Plan
Transportation Demand Management	• Moderate increases in TDM investments, beyond Scenario A programming
Technology	• Expands upon the Intelligent Transportation Systems network in Scenario A with additional technologies and enhanced monitoring • Assumes a moderate increase from Scenario A in the application of innovative mobility strategies

Summaries



Scenario C

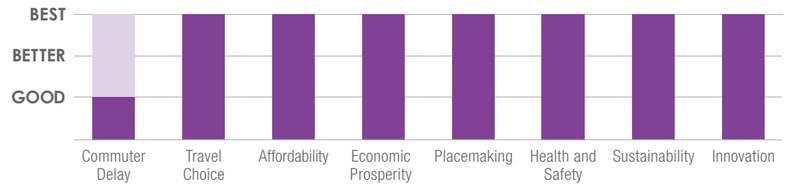
Scenario C emphasizes investing in public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers and fewer roadway projects

The scenario assumes the most transportation demand management programming and the highest impact of autonomous and connected vehicles.

This scenario results in the largest mode shift towards bicycle, walking and public transit trips and the fewest single occupancy vehicle trips.

Ingredients	Amounts
Roadway	• Roadway projects funded by CAMPO, TXDOT, and other agencies in the region. • Over 50 miles of roadway projects along Imagine Austin Activity Corridors and within Activity Centers (identified in the Street Impact Fee study)
Transit	• Enhanced bus service with higher frequencies and premium routes running in partially dedicated space, identified in the Connections 2025 Service Plan • A High Capacity Transit System with dedicated space, identified in Project Connect
Bicycle	• Over 400 miles of premium bicycle facilities in the All Ages and Abilities Bicycle Network and along Imagine Austin Activity Corridors
Sidewalks	• Over 2,000 miles of sidewalks (All Medium, High, and Very High priority absent and existing sidewalks, identified in the Sidewalk Plan)
Urban Trails	• Over 250 miles of Tier 1 and Tier 2 trails in the Urban Trails Plan
Transportation Demand Management	• Significant increases in TDM investments to build upon the efforts represented in Scenarios A and B
Technology	• Premium enhancements to build upon the Intelligent Transportation Systems network in Scenarios A and B • High-investment, high-impact mobility strategies beyond those represented by Scenarios A and B

Summaries



Comparative Performance of Indicators

Mobility Consideration	Goal	A	B	C
Commuter Delay	Reduce the amount of time workers spend traveling between home and work	**Best** Scenario A has the highest amount of roadway capacity improvements resulting in the lowest delay per vehicle trip. Scenario A has the lowest amount of investment in dedicated transit facilities resulting in the highest amount of vehicle trips generated, vehicle miles traveled and vehicle hours traveled.	**Better** Scenario B has fewer roadway capacity improvements resulting in a higher delay per vehicle trip than Scenario A. There is an increase in investment in dedicated transit facilities, accounting for fewer vehicle trips generated, vehicle miles traveled and vehicle hours traveled.	**Good** Scenario C has the lowest amount of roadway capacity improvements resulting in the highest delay per vehicle trip. Scenario C has the highest amount of investment in dedicated transit facilities resulting in the lowest amount of vehicle trips generated, vehicle miles traveled and vehicle hours traveled.
Travel Choice	Promote a balanced transportation network and the ability to make informed choices based on personal needs and preferences	**Good** Scenario A provides the least amount of access to travel choices and has the lowest number of schools, medical facilities, and grocery stores within ¼ mile of premium bicycle facilities and high-capacity transit. 1% of the population is within ¼ mile of high-capacity transit stops and 61% is within ¼ mile of the premium bicycle network.	**Better** Scenario B provides more people with access to travel choices and has a higher number of schools, medical facilities, and grocery stores within ¼ mile of premium bicycle facilities and high-capacity transit. 7% of the population is within ¼ mile of high-capacity transit stops and 73% is within ¼ mile of the premium bicycle network.	**Best** Scenario C provides the highest level of access to trave choices and has the highest number of schools, medical facilities, and grocery stores within ¼ mile to premium bicycle facilities and high-capacity transit. 13% of the population is within ¼ mile of high-capacity transit stops and 81% is within ¼ mile of the premium bicycle network.
Affordability	Lower the cost of traveling in Austin by providing affordable travel options	**Good** Scenario A has the lowest number of existing affordable units within ¼ mile of premium bicycle facilities and high-capacity transit. 53% of existing affordable units are within ¼ mile of premium bicycle facilities and 1% of affordable units are within ¼ mile of high-capacity transit stops.	**Better** Scenario B has a higher number of existing affordable units within ¼ mile to premium bicycle facilities and high-capacity transit than Scenario A. 63% of existing affordable units are within ¼ mile of premium bicycle facilities and 8% of affordable units are within ¼ mile of high-capacity transit stops.	**Best** Scenario C has the highest number of existing affordable units within ¼ mile of premium bicycle facilities and high-capacity transit. 79% of existing affordable units are within ¼ mile of premium bicycle facilities and 18% of affordable units are within ¼ mile of high-capacity transit stops.
Economic Prosperity	Promote economic growth for individuals and the City through strategic investments in transportation networks that meet the needs of the 21st century	**Good** Scenario A has the lowest investment in areas where individuals have the least access to opportunities to succeed compared to other neighborhoods.	**Better** Scenario B has more investment than Scenario A in areas where individuals have the least access to opportunities to succeed compared to other neighborhoods.	**Best** Scenario C has the most investment in areas where individuals have the least access to opportunities to succeed compared to other neighborhoods.
Placemaking	Build a transportation network that encourages social interaction through quality urban design and connects users to the many places that make Austin unique	**Good** Scenario A has the lowest percentage of projects along Imagine Austin Activity Corridors and the fewest number of parks and community centers within ¼ mile of premium bicycle facilities. In Scenario A, 17% of Activity Corridors have premium bicycle facilities.	**Better** Scenario B has a higher percentage of projects along Imagine Austin Activity Corridors and more parks and community centers within ¼ mile to premium bicycle facilities than Scenario A. In Scenario B, 30% of Activity Corridors have premium bicycle facilities.	**Best** Scenario C has the highest percentage of projects along Imagine Austin Activity Corridors and the highest number of parks and community centers within ¼ mile of premium bicycle facilities. In Scenario C, 93% of Activity Corridors have premium bicycle facilities.
Health and Safety	Protect Austinites by lowering the risk of travel-related injury and promoting public health	**Good** Scenario A has the fewest miles of walking/biking trails and premium bicycle facilities along high crash and high risk corridors. Scenario A has the highest number of roadway projects along high crash and high risk corridors and intersections with high crash rates. Scenario A maintains current efforts to reduce emissions.	**Better** Scenario B has more miles of walking/biking trails and premium bicycle facilities along high crash and high risk corridors than Scenario A. Scenario B has fewer roadway projects along high crash and high risk corridors and intersections with high crash rates than Scenario A. Scenario B experiences an improvement in air quality compared with Scenario A based on fewer vehicle miles traveled.	**Best** Scenario C has the most miles of walking/biking trails and premium bicycle facilities along high crash and high risk corridors. Scenario C has the fewest roadway projects along high crash and high risk corridors and intersections with high crash rates. Scenario C experiences an improvement in air quality beyond that seen in Scenario B based on further reductions in vehicle miles traveled.
Sustainability	Promote integrated designs and quality additions to the built environment while reducing impacts and promoting efficient use of public resources	**Good** Scenario A continues the trend in making progress toward sustainable design and reducing impacts to the environment but builds more miles of roadways than Scenario B and C, which contributes to higher fuel consumption levels due to higher vehicles miles traveled.	**Better** Scenario B makes more progress towards sustainable design and reducing impacts to the environment by building fewer roadways than Scenario A and focusing more on sustainable modes of transportation such as walking, bicycling, and using public transit.	**Best** Scenario C builds the fewest miles of roadways and incorporates sustainable design into every project, focusing the most on sustainable modes of transportation such as walking, bicycling, and using public transit.
Innovation	Draw inspiration from forward-looking cities around the world, change the way we think about what's possible, and set an example for the rest of the country	**Good** Scenario A maintains the current effectiveness of Transportation Demand Management through voluntary programs and application of Transportation System Management through Intelligent Transportation Systems (ITS) and operational improvements.	**Better** Scenario B increases the effectiveness of Transportation Demand Management through incentive programs and sees increased improvements in Transportation System Management through new technology.	**Best** Scenario C experiences the highest effectiveness of Transportation Demand Management through required programs and enhanced levels of Transportation System Management for high-capacity modes of transportation.

Glossary

All Ages and Abilities Bicycle Network: Framework for bicycle facility development where an 8-year-old or an 80-year-old should be able to navigate by bicycle comfortably and safely, including things like protected bike lanes or off-street urban trails.

Autonomous and Connected Vehicles: New motor vehicle technology that increasingly transfers responsibility from human drivers to computerized cars. There are varying levels of vehicle autonomy, ranging from features such as cruise control to the potential full automation of vehicles that do not require any human input. Connected vehicles are able to transfer important mobility data between vehicles and other infrastructure that allows the transportation network to optimize movement, deal with service interruptions, or perform important safety tasks.

CAMPO: The Capital Area Metropolitan Planning Organization is a governmental agency that provides cooperative and comprehensive transportation planning for the Central Texas region. CAMPO approves the use of federal and state transportation funds within Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties.

Connections 2025: Capital Metro's adopted short-range transit service plan, which identifies new frequent, commuter and local bus routes. The plan focuses on creating more frequent and reliable service for riders.

High-Capacity Transit: Public transportation that moves more people at more frequent intervals, usually because of dedicated space for public transit within the roadway. High-capacity transit is not limited to a specific mode of public transit (i.e. bus, rail, etc.).

Imagine Austin: The City's 30-year comprehensive plan, adopted in 2012, lays out a community vision for how the city can grow in a compact and connected way.

Imagine Austin Corridors and Centers: The areas of growth identified within the comprehensive plan to define how we will accommodate new residents, jobs, mixed use areas, open space and transportation infrastructure over the next 30 years. These areas would be developed to be compact, walkable, and provide resources and services for local residents.

Intelligent Transportation Systems (ITS): Integrates advanced communication technologies into transportation infrastructure and in vehicles to increase safety, coordination, and efficiency of the transportation network for all users, including things like emergency vehicle notification systems or red light detection cameras.

Mode Share: The different methods people use to move around, such as a car, public transit, walking, etc. The mode share considers the percent of people who use each different mode of transportation for commuting.

Mode Shift: The change in transportation habits from using one specific mode of transportation to another.

Priority Sidewalks: These absent and existing deficient sidewalks were identified in the City of Austin's 2016 Sidewalk Plan as areas that should be the focus of limited resources for sidewalk improvement and expansion. Existing sidewalk conditions are rated by the Public Works Department.

Street Impact Fee Study: An ongoing process led by the Austin Transportation Department to evaluate introducing a Street Impact Fee for new growth. The fee would be a charge assessed on new development to pay for the construction or expansion of roadway facilities necessitated by the new development.

Tier 1 and Tier 2 Urban Trails: Tier 1 urban trails have been identified by the City of Austin's Urban Trails Plan as serving a high number of potential users. These trails are often located near a dense population, connect multiple destinations and attractions, and are often partially constructed. Tier 2 Urban Trails are other urban trails identified during the Urban Trail planning process, but are more conceptual than Tier 1 trails.

Transportation Demand Management Programming: Different initiatives that aim to increase the efficiency of the transportation network by encouraging travelers to shift away from driving alone in their vehicles and also shift away from driving during peak congested periods. Overall these strategies work to affect how people travel and can range from encouraging employers to use flexible work schedules, increased and subsidized carpooling for commuters, or improving traffic information for travelers.

Transportation System Management: Techniques used to improve transportation capacity, accessibility, reliability, and safety without physically increasing the overall size of infrastructure, including things like optimizing traffic signals, improving traffic incident management, or lengthening merge lanes.

TxDOT: The Texas Department of Transportation is a governmental agency responsible for overseeing the state's highway, public transportation, and aviation systems. TxDOT allocates federal transportation funds to Metropolitan Planning Organizations like CAMPO and manages the State Transportation Improvement Plan.

For more information, contact us:
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Facebook.com/ATXTransportation
Twitter.com/AustinMobility