Agenda

- Schedule
- Approach
- Community Engagement
- ASMP Draft
  - Motivation Behind the Plan
  - Content
  - Definitions
  - System Maps and Priority Networks
  - Network Ingredients
  - Street Network Table
- Top Strategies & SD23 Mobility Outcome
- Next Steps
Schedule

Project Initiation & Phase I Public Outreach

Scenario Planning/Analysis & Phase II Public Outreach

Preferred Strategy & Phase III Public Outreach

Plan Review & Adoption

<table>
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<tr>
<th>2016</th>
<th>2017</th>
<th>2018</th>
<th>2019</th>
</tr>
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<tr>
<td>Oct</td>
<td>Nov</td>
<td>Dec</td>
<td>Jan</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Establish Advisory Committee &amp; Public Engagement Plan</td>
<td>Phase I Outreach</td>
<td>Phase II Outreach</td>
<td>Mobility Strategy review</td>
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</table>

2016-2017 Timeline:
- Oct-Nov-Dec: Establish Advisory Committee & Public Engagement Plan
- Jan-Feb-Mar: Phase I Outreach

2018 Timeline:
- Apr-May-Jun-Jul-Aug-Sep-Oct-Nov-Dec: Scenario Planning/Analysis & Phase II Public Outreach
- Jan-Feb-Mar: Preferred Strategy & Phase III Public Outreach

2019 Timeline:
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
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

Youth (24 and younger)
Seniors (65 and older)
People of Color
People with Mobility Impairments
Community Engagement

**Mobility Talks**
Used to determine 8 goals of ASMP

- Prioritizing goals and gathering broad thoughts from community

**Phase I: Brainstorming**

**Phase II: Scenario Feedback**
- Consideration of 3 transportation scenarios

**Phase III: Input on Policies and Projects**
- 128 policies
- Citywide priority networks/projects (maps)

**Phase IV: Adoption Process**
- Public Hearings (Boards and Commissions, Council)
- City Council Adoption
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

**Scenario A**
- Most focused on: roads
- Some focus on: sidewalks, transit, bicycle projects & technology

**Scenario B**
- Balanced focus on: roads, sidewalks, transit, bicycle projects & technology

**Scenario C**
- Most focused on: sidewalks, transit, bicycle projects & technology
- Some focus on: roads
Phase II Results

Overall Population

- A: 27%
- B: 31%
- C: 42%

Focus Populations

- A: 30%
- B: 32%
- C: 38%
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.
<table>
<thead>
<tr>
<th>Type</th>
<th>Engagement *with Project Connect</th>
<th>Phase 1: Goals</th>
<th>Phase 2: Scenarios</th>
<th>Phase 3: Policies + Projects</th>
<th>Phase 4: Adoption</th>
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<tbody>
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<td><strong>Targeted Engagement</strong></td>
<td>Paper survey (in person, delivery, and mail-in)</td>
<td>●</td>
<td>●</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Organizational outreach</td>
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<td>●</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Employer-based events</td>
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<td>●</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Employer-based electronic outreach</td>
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<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td></td>
<td>Paid, targeted social media</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td></td>
<td>Focus groups</td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td></td>
<td>Community events and presentations*</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td></td>
<td>Quality of Life Commissions</td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td></td>
<td>Office Hours (in libraries)</td>
<td></td>
<td></td>
<td></td>
<td>●</td>
</tr>
<tr>
<td><strong>Traditional public engagement</strong></td>
<td>Multimodal Community Advisory Committee*</td>
<td>●</td>
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<td>“Traffic Jam!” Events*</td>
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<td></td>
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<tr>
<td></td>
<td>Online survey</td>
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<td>●</td>
<td>●</td>
<td></td>
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<tr>
<td></td>
<td>Organizational newsletters</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td></td>
<td>Public Hearings</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Unpaid, general social media</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td></td>
<td>Materials/ads in libraries and recreation centers</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td></td>
</tr>
<tr>
<td></td>
<td>E-Blast (ASMP Newsletter to all contacts)</td>
<td>●</td>
<td>●</td>
<td>●</td>
<td>●</td>
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</tbody>
</table>
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

<table>
<thead>
<tr>
<th>50+ events attended</th>
<th>2,600+ comments received on the maps</th>
</tr>
</thead>
<tbody>
<tr>
<td>184 survey responses on the policies</td>
<td>Hosted focus groups and 23 office hours throughout Austin</td>
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</table>
ASMP Final Draft Plan
Motivation for the Plan

74% drive alone today vs. 50% in 2039
Mode Share Targets

TODAY

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

2040

- Drive Alone: 50%
- Transit: 16%
- Telework: 15%
- Carpool / Taxicab / Other: 11%
- Bicycle: 4%
- Walk: 4%
Prioritizing Our Safety

- Safety Culture
- Designing for Safety
- Safe Behaviors

Managing Our Demand

- Land Use
- Parking
- Curb Management
- Transportation Demand Management Programming
- Shared Mobility

Supplying Our Transportation Infrastructure

- Sidewalk System
- Roadway System
- Public Transportation System
- Bicycle System
- Urban Trail System
- Condition of Infrastructure
- Emerging Mobility Solutions
- Aviation

Operating Our Transportation Network

- Transportation Operations
- Closures and Detours
- Goods Movement

Protecting Our Health and Environment

- Public Health
- Air and Climate
- Goods Movement
- Water and Stormwater
- Land and Ecology

Supporting Our Community

- Equity
- Affordability
- Accessibility
- Public Interaction

Implementing Our Plan

- Data
- Collaboration
- Financial Strategies
- Action Table

Chapters & Subchapters
Definitions

**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 (one-off items rather than ongoing decision-making guidance)
Definitions

**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.
How do we get to 50/50?

126 Policies + 100s of multimodal projects to achieve ASMP goals

Council’s SD23 will help identify 3 to 5 year priorities and action items
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
System Maps and Priority Networks

- Sidewalk
- Bicycle
- Urban Trail
- Roadway
- Public Transportation
- High Injury Network

New Material
Transportation Network Ingredients

Scenario A Roadway Ingredients
• 300+ miles of roadway projects

Scenario C Multimodal Ingredients
• New transit routes in both partially and fully-dedicated space for the full system
• 400+ miles of bicycle facilities
• 2,000+ miles of sidewalks
• 250+ miles of urban trails
• Significant increases in TDM programing and Transportation Technology investments

Final Draft ASMP Ingredients
• Roadways
  • 300+ miles of roadway projects
  • Travel time reliability improvements on the Vehicle Priority Network
• Sidewalks
  • 2,000+ miles of absent sidewalks
  • 2,600+ miles of existing sidewalks to maintain and keep clear of obstructions
• Public Transportation
  • Dedicated transit pathways on the Project Connect Orange and Blue Lines
  • Transit priority treatments on BRT Light corridors and on the Transit Priority Network
• Bicycles
  • All ages and abilities facilities on the Bicycle Priority Network and throughout the bicycle system
• Urban Trails
  • Completion of all Tier I trails, advance Tier II trails
  • Make connections to the existing system
  • Promote and integrate shared and emerging mobility solutions
• Improve efficiency on the transportation network through:
  • Improved transportation operations
  • Coordinated street closures and detours
• Manage demand off the transportation network through:
  • TDM programming encouraging fewer drive-alone trips
  • Development mitigation prioritizing multimodal solutions
  • Land use policies supporting the Imagine Austin Growth Concept
### Street Network Table Examples (roadway)

<table>
<thead>
<tr>
<th>Name</th>
<th>Segment Limits</th>
<th>Type</th>
<th>Street Level</th>
<th>Priority Network</th>
<th>Improvement</th>
<th>Cross Section</th>
<th>Number of Lanes</th>
<th>Cross Section</th>
<th>Number of Lanes</th>
<th>Roadway Description</th>
<th>Existing Bicycle Facility</th>
<th>Future Bicycle Facility</th>
<th>Bicycle Description</th>
<th>Pedestrian Description</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CAMERON RD</td>
<td>US 290 HWY SVRD TO GLENWOOD DR</td>
<td>Corridor Mobility</td>
<td>3</td>
<td>Vehicle and Transit Priority</td>
<td>Expand Roadway</td>
<td>2U</td>
<td>2</td>
<td>4D</td>
<td>4</td>
<td>4 travel lanes with a raised median</td>
<td>Bike Lane</td>
<td>Protected Bike Lane</td>
<td>all ages and abilities bicycle facilities</td>
<td>The improvements include constructing additional travel lanes, raised medians, and all ages and abilities bicycle facilities.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Mean ROW</th>
<th>Median ROW</th>
<th>Minimum ROW</th>
<th>Maximum ROW</th>
<th>Required ROW</th>
<th>ROW Remarks</th>
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<tbody>
<tr>
<td>92</td>
<td>82</td>
<td>81</td>
<td>131</td>
<td>94</td>
<td>Further study required for prioritizing design elements or ROW acquisition.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Name</th>
<th>Segment Limits</th>
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<th>Pedestrian Description</th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLAWSON RD</td>
<td>LIGHTSEY RD TO VALLEYRIDGE DR</td>
<td>Local Mobility</td>
<td>2</td>
<td>Substandard Street</td>
<td>2U-N</td>
<td>2U</td>
<td>2</td>
<td>2U</td>
<td>2</td>
<td>2 travel lanes</td>
<td>Wide Curb Lane</td>
<td>Bike Lane</td>
<td>all ages and abilities bicycle facilities</td>
<td>complete missing sidewalks</td>
<td>The improvements include reconstructing rural and substandard streets to urban standards with curb and gutter, all ages and abilities bicycle facilities, and sidewalks.</td>
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</table>

<table>
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<th>Mean ROW</th>
<th>Median ROW</th>
<th>Minimum ROW</th>
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<th>Required ROW</th>
<th>ROW Remarks</th>
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<tr>
<td>49</td>
<td>48</td>
<td>43</td>
<td>58</td>
<td>64</td>
<td>Further study required for prioritizing design elements or ROW acquisition.</td>
</tr>
</tbody>
</table>
How the elements work together – Roadway Example

**Policy:** Strategically provide new roadway connections and add capacity for vehicles.

**Example Programs:** Development review, regional partnership funding

**Example Project:** RM 620 at RM 2222

*Adding a through-travel lane eastbound, as well as turn lanes and raised medians from Bonaventure Drive to Sitio Del Rio Boulevard and westbound from Ribelin Ranch Drive to Sitio Del Rio Boulevard, and adding an outside northbound merge lane along RM 620 from Steiner Ranch Blvd to the new bypass road, along with center turn lanes and medians.*

**Indicator:** Increase the number of roadway capacity improvements implemented

**Action Item Example(s):**
- Develop projects that increase vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity.
- Collaborate with TxDOT, CTRMA, Capital Metro, and other agencies on highway improvement projects.
How the elements work together – Transit Example

**Policy:** Enhance commuter public transportation service

**Program:** Transit Enhancement Program (Capital Metro and ATD)

**Project:** W. 5th Street Transit/Bike Priority Lane

*Improvements include a shared transit and bicycle priority lane between West Lynn and Baylor streets, with priority bus and bicycle signals at Baylor Street.*

**Indicator:** Decrease transit travel time

**Example Action Item(s):**

- Implement near-term transit priority improvements in conjunction with regional public and private providers.
- Work with Capital Metro, CARTS, and TxDOT to expand and improve commuter public transportation service.
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)

• City Council
  • March 7 – Set Public Hearing for March 28
  • March 28 – City Council Public Hearing, Ordinance Readings
Thank you

AUSTINTEXAS.GOV/ASMP