



Mobility Outcome

Final Draft Strategies and Metrics for Council Adoption

March 28, 2019



MOBILITY OUTCOME (adopted)

NOTE: Council adopted content on this page on March 8, 2018.

STRATEGIC OUTCOME:

Getting us where we want to go, when we want to get there, safely and cost-effectively.

CHALLENGES WE FACE:

1. How might we lower the risk of travel-related injury and protect and promote public health?
2. How might we supply a multimodal transportation network (for driving, walking, biking and taking transit) that can meet the demands of a growing region while providing equitable access to transportation choices, opportunities, and services?
3. How might we prepare for and lead in leveraging rapidly evolving technology in transportation?
4. How might we ensure a financially and environmentally sustainable transportation network?
5. How might we effectively collaborate with agencies, organizations and the Austin community around mobility decision-making?

COUNCIL INDICATOR CATEGORIES:

- A. System efficiency and congestion
- B. Transportation cost
- C. Accessibility to and equity of multi-modal transportation choices
- D. Safety
- E. Condition of transportation-related infrastructure

LEAD STAFF:

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Mobility Strategies

1	Promote a communitywide culture of safe driving through education and enforcement focused on behaviors most contributing to injuries and fatalities, (speeding, impaired driving, distracted driving, and failure to yield) as defined by our community's Vision Zero initiative.
2	Ensure our transportation network optimizes community safety, including street safety, emergency response, flood risk, disaster resiliency, and public health.
3	Encourage use of sustainable modes of transportation and discourage driving alone and single-purpose trips citywide to maximize the use of our transportation network. Lead by example as an employer in incentivizing, offering, promoting, and implementing mobility options for all City employees.
4	Provide equitable access to multimodal transportation choices to link people to opportunities, such as education, health care, healthy food, open space, and jobs, especially in historically underserved and underrepresented communities.
5	Coordinate with Capital Metro, Central Texas Regional Mobility Authority, Texas Department of Transportation, Capital Area Metropolitan Planning Organization, school districts, and other agencies to maximize the person-carrying capacity of the transportation network.
6	Collaborate with regional partners to reduce harmful emissions generated by the transportation sector, including reducing emissions generated by the City's fleet through the earliest possible conversion to zero emission electric vehicles, shared vehicles, and effective mitigation technologies.
7	Improve Austin's street network grid and fill gaps in our sidewalk, bicycle, and urban trail systems based on highest need and greatest impact.
8	Expand the airport to address passenger growth and continue connecting Central Texas to the world, in alignment with the Austin-Bergstrom International Airport 2040 Plan. Increase options for travelers and employees to get to and from the airport, including by frequent and high-capacity transit.
9	Align transportation investments with the City's established goals for all transportation modes and with community priorities expressed in the <i>Austin Strategic Mobility Plan</i> and <i>Austin Strategic Housing Blueprint</i> .
10	Work early and collaboratively with our community to assess impacts, maximize opportunities, and address potential repercussions to housing and commercial affordability caused by transportation projects.
11	Identify and implement equitable and sustainable funding models to supply, operate, maintain, and renew transportation assets and programs that meet the community's mobility needs.
12	Maintain usability and maximize the useful life and resiliency of our multimodal transportation infrastructure through good design and adhering to a proactive maintenance schedule.
13	Evaluate emerging mobility solutions with stakeholders to better understand their community impacts and benefits and invest in infrastructure that enables the adoption of emerging mobility technologies.



Mobility Metrics

A: System efficiency and congestion	
A1	Percent split of modes based on commute to work (mode share)
A2	Travel time reliability (vehicle and transit)
A3	Percent split of modes based on commute to work, including off-peak drive-alone trips, by City of Austin employees
A4	Number and percentage of development applications with a transportation analysis with 30 percent or more drive-alone trip reduction (by shifting trips to other modes and not by decreasing intensity)
A5	Percent reduction in estimated vehicular and transit travel time in corridors evaluated
A6	Number and percentage of City-owned zero emission and shared vehicles
A7	Number of airplane passenger seats (<i>The industry standard for “seats” is outbound seats available for purchase.</i>)
A8	Number of ABIA non-stop destinations
B: Transportation cost	
B1	Percentage of household cost attributed to transportation
B2	Percent satisfaction with cost of transportation to get around Austin
B3	Percent of households reducing the number of cars in their household
B4	Cost per mile of City-owned fleet
B5	Percent of affordable housing available at 60% MFI and 80% MFI within ½ mile of transit and bicycle priority networks
C: Accessibility to and equity of multi-modal transportation choices	
C1	Percent of population (housing units) and employment (commercial square footage) within a half-mile of a high-frequency transit stop, within a half-mile of the All Ages and Abilities Bicycle Network
C2	Percent satisfaction with transportation options (aside from personal vehicle) to get around Austin (e.g. ride share, bus/train, bike, walk)



C3	Number of projects and emerging mobility pilot projects initiated and completed in Innovation Zones
C4	Percentage of existing sidewalks that are functional (e.g. accessible and useable)
C5	Percent of transportation planning processes that are representative of community demographics
C6	Percent of missing sidewalks and all ages and abilities bicycle facilities completed
D: Safety	
D1	Number of people and number per capita who are killed or sustain serious injuries in traffic crashes
D2	Number and percentage of crashes resulting in fatalities or serious injuries caused by the top contributing behaviors (speeding, distracted driving, impaired driving, failure to yield)
D3	Percentage of fatalities and serious injuries reduced as a result of street design/infrastructure projects on the High-Injury Network
D4	Number and percentage of City-owned vehicles using telematics for safety and risk reports (e.g. “driver scorecard”) and number of crashes involving City vehicles
E: Condition of transportation-related infrastructure	
E1	Percent satisfaction with the condition of major City streets (e.g. Anderson Ln, Congress Ave., Lamar Blvd., Slaughter Ln., Martin Luther King Jr. Blvd., Riverside Dr.)
E2	Percent satisfaction with the overall maintenance of City sidewalks
E3	Percent of the street inventory maintained by preventive maintenance
E4	Percent and linear miles of protected bikeways swept annually
E5	Number and percentage of high-frequency transit routes with good or better street condition
E6	Number and percent of customer service requests for vegetation maintenance in the public right-of-way completed within 2 weeks
E7	Number and percentage of major bridges in fair or better condition
E8	Percent and number of lane miles of the street network in satisfactory or better condition



Glossary:

All Ages and Abilities Bicycle Network elements include protected bicycle lanes (a physical barrier between motor vehicle traffic and separation from pedestrian traffic), urban trails (hard-surface trails designed for walking, bicycling and other forms of transportation for both transportation and recreational use), and quiet streets (local neighborhood streets with traffic calming and wayfinding improvements).

Development applications include the zoning and rezoning applications, permits, and associated review that are required for new construction on vacant land and redevelopment of land with existing structures.

High-Injury Network is made up of streets with a history of injuries and fatal crashes across all transportation modes.

Innovation Zones are areas where new mobility options would be provided to connect people to destinations and to public transportation. These are areas where traditional public transportation services are not provided because the land use and road network make it very difficult to provide cost-effective service.

Major bridges are 20 feet or longer and are inspected by the Texas Department of Transportation.

Mode share measures the percentage of workers 16 and older who commute either by bicycle, private vehicle (car, truck, van, taxi, motorcycle), public transportation (bus, rail), or by foot.

Telematics is a method of monitoring a vehicle using GPS and onboard diagnostics to record movements on a computerized map.

Transit and bicycle priority networks are defined in the Austin Strategic Mobility Plan.

Vision Zero is our community's goal to reduce fatalities and serious injuries from traffic crashes to zero by 2025.