

FINAL



Late Backup

33
Planning
Commission

PLANNING COMMISSION RECOMMENDATION 20190326-C-16

Date: March 26, 2019

Subject: Austin Strategic Mobility Plan

Motioned By: Anderson

Seconded By: Schneider

Recommendation

To grant Staff's recommendation, as amended.

Description of Recommendation to Council

Please see attachment.

Vote: 11-0

For: Vice-Chair Kazi, and Commissioners Anderson, Flores, Howard, DeHoyosHart, Kenny, McGraw, Schissler, Schneider, Seeger and Thompson.

Against:

Abstain:

Absent: Chair Shieh and Commissioner Shaw

Attest:

Andrew Rivera
Commission Liaison

PLANNING COMMISSION ADOPTED AMENDMENTS TO THE AUSTIN STRATEGIC MOBILITY PLAN

1.2 Designing for Safety

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner McGraw to add an action item to 4. Strengthen ASMP direction to minimize curb cuts as sites are developed/redeveloped (with relevant Urban Transportation Commission (UTC) recommendation). Amendment adopted on a vote of 10-0. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Thompson to develop an action item to create the framework and metrics for periodic review of corridors on the High Capacity Transit Network and initiation of lane dedication. Amendment adopted on a vote of 8-0. Commissioner McGraw abstained. Commissioner Flores off the dais. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Anderson, seconded by Commissioner Howard to 1. Implement NACTO "critical" recommendations for safe design speeds (with relevant PAC and UTC recommendations). 2. Require Transportation Safety Impact Assessments for infrastructure and development projects (with relevant Pedestrian Advisory Council (PAC) and UTC recommendations). Design for 35 MPH. Design Speeds – Target design speeds should not exceed 35 mph. Speed Management – Prioritize Action Item #9 (Speed Management Guidelines) and implement it as soon as possible. Amendment adopted on a vote of 10-0. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Thompson, seconded by Commissioner Seeger to change to two-lane road with bike/pedestrian way through the Muny golf course. Amendment adopted on a vote of 9-1. Commissioner McGraw voted nay. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

2.1 Land Use

After debate and discussion, amendment by Commissioner McGraw, seconded by Commissioner Kenny to evaluate current new additions to the City, their access to businesses without always driving and the potential for complete communities. Revise codes to ensure that goals are being met and Austin is not simply fostering more single

use sprawl and unwalkable neighborhoods to be built on the fringes of the City. Amendment adopted on a vote of 9-0. Commissioner Schissler abstained. Commissioners Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Thompson to 1. Strengthen policy to facilitate transit-supportive density along the Transportation Priority Network and high-capacity transit routes. 2. Provide specificity to action item for Land Development Code updates for transit-supportive density. 3. Provide specificity to action item for corridor-based land use planning. 4. Create action item for updates to downtown and UNO (University Neighborhood Overlay) plans. 5. Create action item to implement comprehensive transit oriented development (TOD) strategy. 6. Create indicator and target on progress in planning transit-supportive density / transit-oriented development around high-capacity transit lines. 7. Revise explanation of transit-supportive densities to reflect federal grant benchmarks and evidence-based practices. Amendment adopted on a vote of 8-0. Commissioner McGraw and Seeger abstained. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

2.2 Parking

After debate and discussion, amendment by Commissioner Thompson, seconded by Commissioner De Hoyos Hart to Update Parking Policy 2: Remove Parking Requirements: Remove parking minimums from the Land Development Code (except for accessibility requirements) to end subsidies for non-sustainable trip options, improve affordability and reduce impervious cover. Amendment adopted on a vote of 9-2. Commissioners McGraw and Seeger voted nay. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment, as amended, by Commissioner Anderson, seconded by Commissioner Thompson to add with respect to Action Items 27, 28, and 32, empower staff to set and adjust parking rates as necessary to achieve average occupancy rates no greater than 85 percent per blockface, reflecting a main implementation item in the Downtown Austin Parking Strategy document. Potentially as part of a parking benefit district program as appropriate. Amendment adopted on a vote of 10-0. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

2.4 Transportation Demand Management Programming

After debate and discussion, amendment by Commissioner Schneider, seconded by Commissioner McGraw to add Government employer Transportation Demand

Management (TDM) Strategies: Seek partnerships with various federal and state government agencies and universities that are major employers within the City limits to develop pilot and demonstration projects that encourage telework, transit, and other modes and disincentivizes employees to drive alone. Amendment adopted on a vote of 10-0. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

3.1 Sidewalk System

After debate and discussion, amendment by Commissioner Schissler, seconded by Commissioner Seeger to state that it is City policy that the High Capacity Transit Network (Evolving) lines be transitioned to full dedicated-pathway status with high service-level Bus Rapid Transit by the completion of the ASMP term (2039). This policy should guide actions to identify opportunities both immediate (e.g. re-striping lanes downtown to be dedicated transit pathways) and longer-term (e.g. future bond issues or federal funding applications). Land use planning should also anticipate the future complete High Capacity Transit Network and plan transit-supportive development appropriate to a Bus Rapid Transit along the network corridors. Make conforming changes through the ASMP. Amendment adopted on a vote of 10-0. Commissioner McGraw abstained. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment, as amended, by Commissioner Flores, seconded by Commissioner Anderson to add Sidewalk Construction – Ensure Council Strategic Direction 2023 achieves Action Item #65 (Sidewalk Construction); Sidewalk Plan – Expand Sidewalk Plan / ADA Transition Plan to fund all missing sidewalks in the City and Sidewalk Obstructions – Achieve Action Item #69 (Vegetative Obstruction and Removal Program) within 3 years and develop policies to ensure motor vehicles do not obstruct the pedestrian right-of-way. Educate property owners regarding regulations and their responsibilities to maintain portions of the ROW. Amendment adopted on a vote of 10-0. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Howard, seconded by Commissioner Kenny to strengthen policy to facilitate transit-supportive density along the Transportation Priority Network and high-capacity transit routes. Amendment adopted on a vote of 8-2. Commissioner McGraw and Seeger voted nay. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Thompson, seconded by Commissioner Kenny to Change Metric: Years to Complete and Capital Scenario. Clarify the use of fee-in-lieu in neighborhoods to effectively require sidewalks and redirect new funds quickly to appropriate locations. Clarify citizen participation. Amendment adopted on a vote of 9-0. Commissioner De Hoyos Hart off the dais. Commissioner Seeger off the dais. Chair Shieh and Commissioner Shaw absent.

3.2 Roadway System

After debate and discussion, amendment by Commissioner Thompson, seconded by Commissioner Anderson to strategically provide new roadway connections and add capacity for vehicles. Identify and develop projects that, while helping meet our mode share goals, increase vehicle capacity on our roadway system at strategic locations to manage congestions, facilitate emergency response, and prioritize connectivity of our streets for the common good over grid rupture for the benefit of the few. Amendment adopted on a vote of 10-0. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Anderson, seconded by Commissioner Kenny to include Update Action Item 28 to state: "Identify and implement geographical Parking and Transportation Management Districts as the preferred method of managing parking demand in excess of on-street parking supply in coordination with local business and neighborhood districts." Establish indicators and targets for the amount of parking per-capita within ½ mile of the High Capacity Transit Network and Transit Priority Network. Develop targets in cooperation with Capital Metro to advantage parking metrics in Federal Transit Administration grant applications. Create an action item to work with Planning and Zoning Department to develop parking requirements as part of the Land Development Code re-write to achieve targets. Amendment adopted on a vote of 9-0. Commissioner McGraw abstained. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Vice-Chair Kazi to Amend Policy 3 ("Increase the person-carrying capacity of the highway system") to state that it is the policy of the City of Austin that all highway improvements that correspond with the Commuter Transit Service should have access for buses that is separate from traffic (e.g. as part of an HOV lane, tolled lane, etc.), that highway entrances and exits be configured to allow the smooth and efficient entrance and exit of Commuter Transit Service near stations, and that this is a top priority when dealing with regional and state transportation agencies. Remove SH 45 Southwest from the map, currently unbuilt portion. Action item to oppose State or regional authority efforts to expand or connect SH45. Amendment adopted on a vote of 10-0. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Anderson, seconded by Commissioner Kenny to adopt the following:

Coordinate with City departments and external stakeholders to update the Transportation Criteria Manual, including,

1. Transportation Impact Analyses should focus less on peak 15-minute period traffic congestion and more on aligning with larger plans and goals, such as the ASMP, Vision

Zero, active transportation plans and goals, and Capital Metro operating and capital plans;

2. Specifically, remove intersection level of service (LOS) as a metric and include VMT per person-trip and target mode share as replacements to better align analyses with the City's goals;

3. Change the language of these analyses to reflect person-trips and not vehicle trips;

4. Create and/or adopt a person- trip generation model specific to the City of Austin that includes the specific context of the development and location and has as its major output person trip generation by mode;

5. In the event that any parking requirements are maintained, create a parking generation model specific to the City of Austin that includes the specific context of the development and location;

6. Incentivize low VMT per person-trip and high non-SOV mode share developments;

7. Re-examine the Rough Proportionality and cost-sharing requirements to more directly reflect the impact of the development and not the cost of historical infrastructure;

8. Focus on Transportation Demand Management (TDM) strategies rather than supply-side

9. Improvements (LOS analysis);

10. Develop TDM standards for development that focus on the inclusion of TDM elements rather than trip reduction results;

11. Develop a TDM model specific to the City of Austin that predicts the impacts of TDM strategies.

Amendment adopted on a vote of 8-2. Commissioner McGraw and Seeger voted nay. Commissioners Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Anderson to revise the text of Action Plan Item 73 to "Develop projects that increase person capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity, but not at the expense of achieving mode share goals. Lane additions and roadway widening along the Transit Priority Network and Bicycle Priority Network must first dedicate space to building that segment of the networks." Where right-of-way is constrained, prioritize bicycle and transit improvements over roadway improvements for private automobiles. Amendment adopted on a vote of 10-0. Commissioners Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Flores to amend Policy 4 ("Invest in a high-capacity transit system") to state that it is the City of Austin's policy to pursue any and all funding opportunities to make effective investments in high-capacity transit systems. Amendment adopted on a

vote of 8-1. Commissioner McGraw voted nay. Commissioner Seeger abstained. Commissioners Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.

3.3 Public Transportation System

After debate and discussion, amendment by Commissioner Kenny, seconded by Commissioner Seeger to amend Policy 4 ("Invest in a high-capacity transit system") and the Public Transportation System Map (pg. A16) to designate the "Dedicated Transit Pathway" network as the "High Capacity Transit Network (immediate)" and incorporate the "BRT-lite" network into the High Capacity Transit Network as the "High Capacity Transit Network (evolving)". While the immediate part of the network is the highest priority for investments and planning, the evolving part of the network is also a high priority.

State that it is City policy that the High Capacity Transit Network (Evolving) lines be transitioned to full dedicated-pathway status with high service-level Bus Rapid Transit by the completion of the ASMP term (2039). This policy should guide actions to identify opportunities both immediate (e.g. re-striping lanes downtown to be dedicated transit pathways) and longer-term (e.g. future bond issues or federal funding applications). Land use planning should also anticipate the future complete High Capacity Transit Network and plan transit-supportive development appropriate to a Bus Rapid Transit along the network corridors. Make conforming changes through the ASMP. Amendment adopted on a vote of 11-0. Chair Shieh and Commissioner Shaw absent.

5.2 Air and Climate

6.1 Equity

After debate and discussion, amendment by Commissioner De Hoyos Hart, seconded by Commissioner Howard to include the Austin Community Climate Plan as a source for the ASMP and include Civil Rights Act SEC. 601. *No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.* Amendment adopted on a vote of 11-0. Chair Shieh and Commissioner Shaw absent.

7.2 Implementing Our Plan / Collaboration

After debate and discussion, amendment by Commissioner McGraw, seconded by Commissioner Thompson to coordinate with trash providers and pickup locations (re: subdivision and resubdivision) so that changes do not make trash pickup more detrimental to transportation modes. Amendment adopted on a vote of 10-0. Commissioner De Hoyos Hart off the dais. Chair Shieh and Commissioner Shaw absent.