

MOTION SHEET #4

I move to amend the Austin Strategic Mobility Plan as follows:

1) Amend Page xxi and xxii as follows:

“Where multiple priority networks overlap, additional study will be conducted to understand each role they play along the corridor and prioritize elements where there is not an opportunity to design treatments that benefit multiple users. Where right-of-way is constrained, prioritization should be given to transit and bicycle improvements over roadway improvements for private automobiles. The project development process will provide the opportunity to further refine how multiple priority networks are treated when they are competing for the same constrained right of way. As projects and improvements occur through the life of the plan, such as changes to high-frequency transit service or implementation of an all ages and abilities bicycle facility, the priority networks will be updated to provide the latest guidance for future project development processes.”

2) Amend Page 34 as follows:

“In comparison to low-density development, compact development can slow the loss of natural open space and agricultural lands and reduce greenhouse gas emissions associated with longer trips. Sprawling development also drives up the public costs for city services, streets, drainage infrastructure, and other infrastructure that must be continually extended to serve low-density development. More compact growth contains costs by capitalizing on the land, ~~and~~ infrastructure and public services already in place.”

3) Amend Page 36 (already reflecting changes from City Staff in B-53) as follows:

“The Project Connect high-capacity transit routes planned in Austin run through different types of built environments, including downtown, commercial centers, already-dense mixed-use neighborhoods, and areas dominated by detached, single-family homes. Transit-supportive densities are measured for routes as a whole. Planning should be flexible to take into account the existing character of neighborhoods and community input to appropriately allocate density within transit corridors, and we must plan to achieve the transit-supportive density appropriate for the planned mode of transit. The full range of planning tools should be used to establish these densities, including zoning reviews, small area plans, density bonuses, ~~and~~ affordable housing investments, transit-oriented development zones, and revisions of the land development code, potentially including zone entitlements and bonuses tied to the distance from transit. The portions of the Transit Priority Network not planned for high-capacity transit should have transit-supportive densities considered in land use planning, but are a lower priority.”

4) Amend Page 44 as follows:

“Shared parking should be encouraged both downtown and throughout the city, especially in commercial and mixed-use districts, by reducing regulatory barriers to shared parking and integrating existing on-street parking into more holistic district parking systems. Existing programs that restrict on-street parking for specific commercial and residential uses should be reevaluated and modernized to support our multimodal transportation network and reopen the right-of-way to the public. By directly managing demand on parking, encouraging more travel choices beyond driving, and decreasing impacts on the transportation network, these parking management concepts have potential impacts that extend beyond the limits of downtown.”

5) Amend Page 46 as follows:

“On-street parking should be coordinated with other uses of the curb to ensure the most appropriate use for certain times of the day. We can maximize the use of our existing parking supply by reducing demand using curb management strategies that prioritize mobility. The flexibility of on-street parking spaces can also allow for creative placemaking activities, such as sidewalk cafes and temporary park installations. On-street parking can also be used for ride hailing pickup and drop-off, bicycle parking, commercial deliveries, and trash collection. The flexible use of on-street parking areas must be incorporated in a context-sensitive manner to ensure all users of the right of way have the opportunity to utilize this important public space.”

6) Amend Page 77 as follows:

“Public Transportation System

Policy 1 Give public transportation priority

Policy 2 Enhance commuter public transportation service

Policy 3 Support local public transportation service

Policy 4 Invest in a high-capacity transit system

Policy 5 Improve the public transportation experience

Policy 6 Improve access to public transportation

Policy 7 Work with regional partners to improve and extend the public transportation network throughout the region”

7) Amend Page 79 as follows:

“Increase the number of new very high- and high-priority sidewalks completed within 1/4 mile of all identified schools, ~~bus~~ public transit stops and stations, and parks, including both sides of arterial and collector streets and one side of residential streets

Complete 100% of missing very high- and high-priority sidewalks within 1/4 mile of all identified schools, ~~bus~~ public transit stops and stations, and parks by 2026”

8) Amend Page 90 as follows:

“Collaborate with TxDOT, CTRMA, CAMPO, Capital Metro, and other agencies in the region to increase the ability of the highway system to carry more people by managing new and existing capacity”

“Increasing the highway system’s capacity for people will require collaboration among transportation partners in the region, such as the TxDOT, Central Texas Regional Mobility Authority (CTRMA), Capital Area Metropolitan Planning Organization (CAMPO), Capital Metropolitan Transportation Authority (Capital Metro), and other agencies...”

9) Amend Page 91 as follows:

“Collaborate with TxDOT, CTRMA, CAMPO, and other agencies in the region to improve the safety and mobility of the existing highway system”

“The City of Austin must collaborate with TxDOT, CTRMA, CAMPO, and other agencies in the region to improve the safety and mobility of the existing highway system. Many of Austin’s U.S. and State Highways still operate with traffic signals instead of overpasses and underpasses causing delay at every intersection. We must work with our regional partners to upgrade the existing highway system by constructing additional travel lanes, implementing managed lanes, and constructing grade-separated intersections.”