

MOTION SHEET |

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

East-West Connectivity

1. Page 75 – Supply

“Strategically planned transportation systems that supply our network with the appropriate infrastructure, in both size and location, are what enable us to travel around our community safely, reliably, and efficiently. A complete sidewalk system is integral to connecting people, resources and opportunities across our community. ~~Building strategic connections and vehicle-related improvements are necessary to support people on our roadways.~~ *Building vehicle-related improvements and expanding strategic connections both north-south and east-west are necessary to support people on our roadways.* Prioritizing speed, reliability, and comfort can encourage public transportation ridership. Safe and comfortable all ages and abilities bicycle facilities and related improvements support bicycle use. Austin’s urban trails provide transportation options that are physically separated from our streets. New transportation systems, whether they are shared micromobility options like scooters, automated driving vehicles, or something else, will expand how we provide and operate our transportation infrastructure in the future.”

2. Page 86 – Roadway System

“We rely on roads to get to work, school, the store, and many other places in our daily lives. The roadway system is made up of many types of roads, from the road in front of your home to the highway you use to get to work, and it is the only system dedicated to the movement of vehicles. It is necessary to have a roadway system that can transport people and goods safely and reliably. Austin’s roadway system has not kept up historically with the amount of growth our region has experienced. More importantly, the roadway system was never built to manage today’s population size which continues to grow. This insufficient investment in our roadway system and the number of people that use it are largely responsible for the congestion and unreliable travel times we experience today. Currently, our roadway system is concentrated north-south along IH-35 and Mopac, leaving those needing to travel east-west without adequate connections. While we acknowledge that congestion cannot be solved solely by building more roadways, we can take advantage of opportunities to add roadway capacity, expand connectivity across Austin, and improve travel time reliability where we can. Leveraging funding for strategic investments at capacity bottlenecks in the roadway system will help manage congestion on a strained system.”

3. Page 88 – Policy 1

“Identify and develop projects that increase vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity across a range of travel directions and distances”

4. Page 94 – Public Transportation System

“Austin’s north-south development pattern, largely centered on the automobile, has created a public transportation system that has had difficulty offering an option that is as time-competitive, cheap, or enjoyable as a personal vehicle. The historical focus on the north-south pattern also has resulted in insufficient transit routes to support the increasing demand for east-west connections. When transit trips take as long or longer than trips in a car, gas prices are low and free or subsidized parking is available, and the public transportation experience is not rider friendly, transit ridership goes down. Ridership is further diminished when core public transportation riders, seeking more affordable housing, move outside of the city where public transportation options are more limited.”

5. Page 100 – Policy 4

“In 2016, Capital Metro began updating their high-capacity transit planning effort, called Project Connect. The planning effort followed the Federal Transit Administration’s process to identify corridors that meet all of the criteria to support a high-capacity transit investment. These corridors are included in the Project Connect Long Term Vision Plan and include high-capacity transit operating in its own dedicated pathway. These corridors include some of Austin’s highest transit ridership corridors, North Lamar, Guadalupe, South Congress, and Riverside. The City of Austin will continue to work with Capital Metro and other regional partners as Project Connect advances the Vision Plan further in 2019 and into 2020. For corridors that are not slated for dedicated transit pathways in the near-term, we must continue to advance the levels of transit service, such as by increasing frequency to less than 15 minutes and by providing high-capacity vehicles, in order to have a complete high-capacity transit system that connects passengers both north-south and east-west in the long-term.”

TDM Enforcement

6. Page 287 – Action Item 234 (Adding on to B-64)

“Coordinate with City departments and external stakeholders to update the Transportation Criteria Manual to:

- modernize transportation impact analysis requirements to align with ASMP mode share goals
- supplement intersection level of service (LOS) (and/or consider removing it) with the inclusion of VMT per person-trip and target mode share as measures of a development's impact
- change the language of these analyses to include person trips in addition to vehicle trips
- develop tools or models to provide local data specific to person-trip generation by mode and parking generation and utilization -incentivize low VMT per person-trip and high non-SOV mode share developments
- focus on Transportation Demand Management (TDM) strategies as a first step to transportation mitigation
- develop tools or models specific to the City of Austin that predicts the impacts of TDM strategies on person-trip generation and parking demands
- develop tools to monitor and enforce the implementation of TDM strategies where applied”

Land Use

7. Page 270 – Action Item 21 (Adding on to B-24)

“Update the Land Development Code to:

- revise zoning and/or bonuses to allow for and incentivize transit-supportive densities and require an appropriate mixture of land uses along the Transit Priority Network and within a 1/2 mile of planned high-capacity transit, in a manner that blends-in with, and is sensitive to, existing forms of housing
- incentivize shared driveways for all types of development