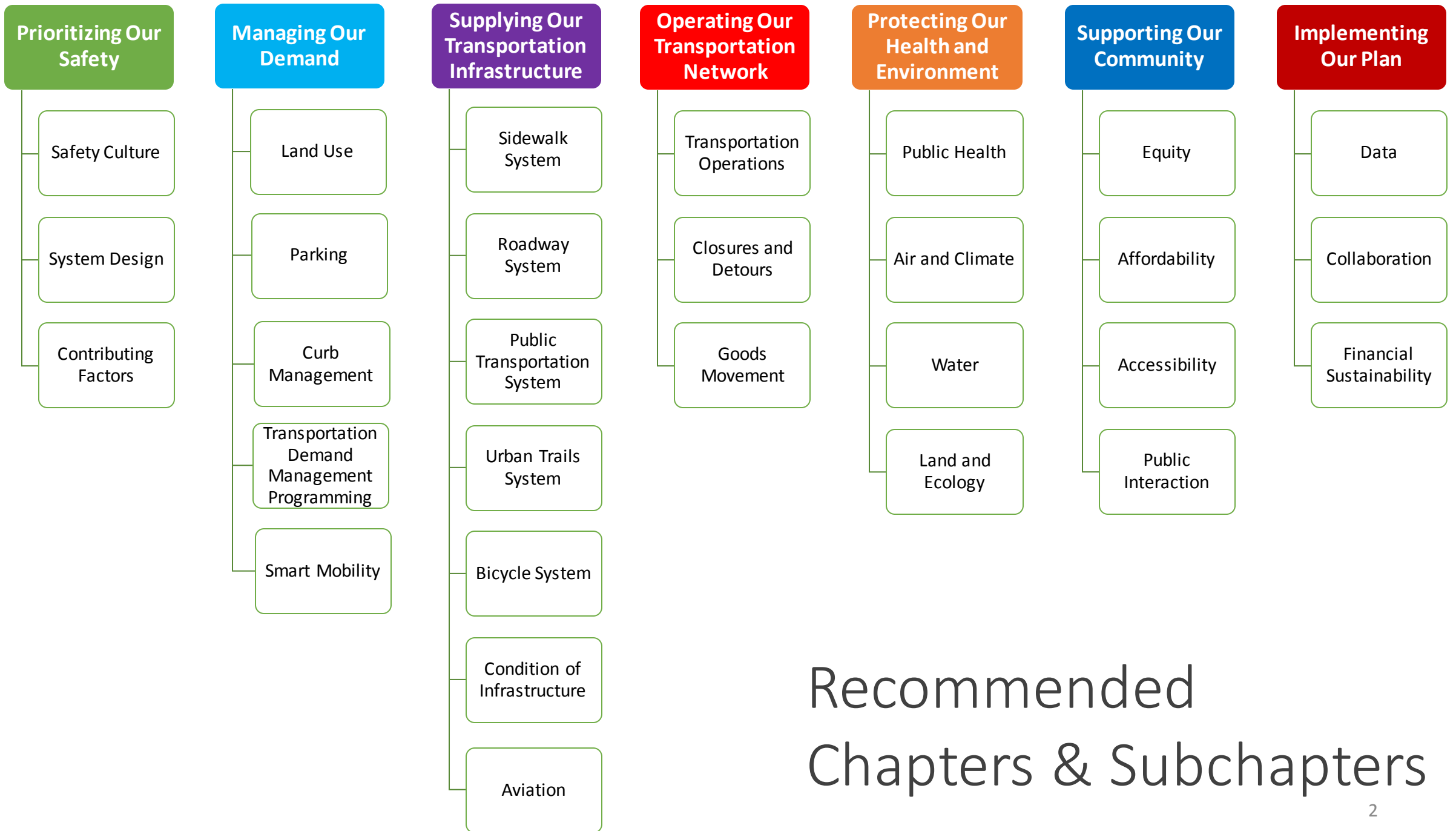


# Austin Strategic Mobility Plan

**Plan Structure + Policies**

**DRAFT**





# Recommended Chapters & Subchapters

## **Prioritizing Our Safety**

The Prioritizing Our Safety chapter will be the two-year update to the Vision Zero Action Plan, and it considers the ways we achieve a safe transportation network. How we both interact with and design our transportation network are important to improving safety.

**Safety Culture**

**System Design**

**Contributing  
Factors**

**Prioritizing  
Our Safety**

**POLICY 1 Prioritize human life above all else in the design and operation of the transportation network**

*Recognize the safe limits of the human body and uses that as the guiding tool when making safety decisions*

**Safety Culture**

**POLICY 2 Promote a culture that prioritizes safety**

*Promote safe behaviors through coordinated education and enforcement strategies to eliminate fatalities and serious injuries*

POLICY 1

**POLICY 3 Institutionalize a culture of transportation safety within the City**

*Implement plan recommendations and align policies, structures, and incentives to prioritize transportation safety across all City departments and among City employees*

POLICY 2

POLICY 3

**Prioritizing  
Our Safety**

**POLICY 1 Manage for safe speeds**

*Reduce the likelihood that crashes will result in a fatality or serious injury by designing streets that encourage and reinforce safe speeds and driver behaviors*

*Associated maps coming soon*

**POLICY 2 Minimize the potential for conflicts between transportation users**

*Prevent crashes through transportation system operations and street design that clearly communicates priorities and provides structure for safe, predictable behavior for all users*

**System Design**

**POLICY 3 Recognize the expanding needs of different users and modes on the transportation network**

*Consider how the transportation network is designed, constructed, and operated based on the speed and vulnerability of different users*

POLICY 2

**POLICY 4 Balance public safety priorities**

*Manage public safety needs supported by the transportation network including street safety, emergency response, flood risk, disaster resiliency, and public health for the best outcome*

POLICY 4

**Prioritizing  
Our Safety**

**POLICY 1 Eliminate distracted driving**

*Eliminate distracted driving by educating the public on the dangers of driving while distracted, enforcing existing distracted driving laws, and advancing technology-based solutions*

**POLICY 2 Eliminate impaired driving**

*Eliminate drunk, drugged and drowsy driving through coordinated education and enforcement campaigns, policy reform related to alcohol consumption, and the provision of safe transportation options*

**Contributing  
Factors**

**POLICY 3 Minimize the safety risks of highways**

*Work closely with partner agencies to ensure that the safety of vulnerable roadway users is a primary consideration in the design and operation of new highway construction and retrofits of existing highways*

POLICY 1

POLICY 2

**POLICY 4 Improve the ability for all transportation users to see and be seen**

*Pursue lighting improvements, unobstructed sightlines, and clear pathways to increase safety for all users of the transportation network*

POLICY 3

POLICY 4

## Managing Our Demand

Land Use

Parking

Curb  
Management

Transportation Demand  
Management  
Programming

Smart Mobility

The Managing Our Demand chapter focuses on strategies that maximize the effectiveness of the transportation network. Land use planning helps us use the different transportation systems most effectively. Parking supply can influence the number of vehicle trips taken on our transportation network. We manage our curb space by determining how and when it should be used best. We also manage our demand through programming that specifically targets reducing drive-alone trips. We manage our demand through smart mobility options, making it possible for emerging technologies to reduce driving alone.

## Managing Our Demand

### **POLICY 1 Promote transit-supportive densities along the Transit Priority Network**

*Focus on requiring or incentivizing transit-supportive densities along Transit Priority Network corridors through small area planning and zoning review processes*

*Associated maps coming soon*

### **POLICY 2 Encourage employment to locate near public transportation**

*Locate employment-intensive commercial zones along existing or future public transportation service through small area planning and zoning review processes*

## Land Use

### **POLICY 3 Create places that encourage travel choice and are connected**

*Design complete communities where land use encourages convenient transportation options and all modes are integrated into the transportation network*

POLICY 1

POLICY 2

### **POLICY 4 Minimize the impact of development on the roadway system by prioritizing multimodal solutions**

POLICY 3

*Safely connect people to the transit, sidewalk, bicycle, and urban trail systems to offset the vehicular demand generated by development*

POLICY 4

### **POLICY 5 Facilitate social interaction through land use and transportation**

POLICY 5

*Encourage mixed-use development with active ground floor uses and public outdoor spaces that are welcoming and served by multiple modes*



## Managing Our Demand

### **POLICY 1 Efficiently use existing parking supply**

*Implement flexible parking management strategies to leverage existing parking supply, both on-street and off-street, to help manage demand and decrease impacts on the transportation network*

### **POLICY 2 Right-size future parking supply to encourage sustainable trip options**

*Assess, design, and implement location-specific parking that takes into consideration surrounding network capacity and supports increased multimodal and environmentally-friendly travel choices*

## Parking

### **POLICY 3 Coordinate on-street parking and curb management strategies for flexibility and adaptability with future parking and mobility technology**

POLICY 1

*Consider the needs of evolving transportation options when assessing the best use of parking spaces to accommodate all uses and modes*

POLICY 2

POLICY 3

## Managing Our Demand

### **POLICY 1 Use context to determine mobility and non-mobility curb uses**

*Identify the most appropriate uses for curbs by considering mobility, safety, street type, surrounding land use, and location*

### **POLICY 2 Manage curb space dynamically**

*Flexibly allocate curb space to adapt to different uses and users*

## Curb Management

### **POLICY 3 Streamline objects at the curb to improve safety and mobility**

*Coordinate the placement, number, and use of objects at the curb with natural features to realize multiple community benefits*

POLICY 1

POLICY 2

POLICY 3

## Managing Our Demand

### Transportation Demand Management Programming

#### **POLICY 1 Implement community-wide strategies to reduce drive-alone trips**

*Encourage sustainable modes of transportation and discourage driving alone and single-purpose trips to maximize the use of our transportation network*

#### **POLICY 2 Lead by example in offering, promoting, and implementing mobility options for employees**

*Provide comprehensive transportation benefits to all City employees to encourage sustainable travel behaviors*

POLICY 1

POLICY 2

## Managing Our Demand

**POLICY 1 Partner with the public and private sectors to implement new mobility solutions for historically underserved communities**

*Support the creation and integration of new mobility solutions that address equity and access to opportunity and that maximize user choice and freedom of movement*

## Smart Mobility

**POLICY 2 Provide infrastructure that enables the adoption of new mobility technology**

*Invest in and program for infrastructure that supports the adoption of new mobility technologies through innovative business models*

**POLICY 3 Pursue emerging mobility solutions**

*Test emerging mobility techniques and technologies to better understand their impacts and opportunities and gather stakeholder input to maximize community benefits*

**POLICY 4 Emphasize and incentivize shared mobility solutions**

*Develop and focus robust shared mobility services and systems to provide first/last mile mobility solutions and increase shared trips on the transportation network*

**POLICY 5 Promote seamless transfers between transportation modes and systems**

*Create easy and convenient transfers between transportation modes to promote multimodal solutions*

**POLICY 6 Support the creation of Mobility Hubs**

*Support and develop Mobility Hubs of different scales to serve as connection points between public and private transportation services and multimodal transportation options*

POLICY 1

POLICY 2

POLICY 3

POLICY 4

POLICY 5

POLICY 6

## **Supplying Our Transportation Infrastructure**

**Sidewalk System**

**Roadway System**

**Public Transportation  
System**

**Urban Trails  
System**

**Bicycle System**

**Condition of  
Infrastructure**

**Aviation**

The Supplying Our Transportation Infrastructure chapter discusses strategies to improve the different systems that make up our transportation network. A complete sidewalk system is integral to connecting people, resources and opportunities across our community. Building strategic connections and vehicle-related improvements is necessary to support people on our roadways. Prioritizing speed, reliability, and comfort can encourage public transportation ridership. Creating an all ages and abilities bicycle network and other improvements support bicycle use. Urban trails are highlighted as an integral part of the transportation network. For our entire transportation network, we must responsibly extend the useful life of infrastructure, increase its resiliency and leverage mobility improvements through capital renewal. We also must recognize the growing role our airport has in our transportation network.

**Supplying Our  
Transportation  
Infrastructure**

**POLICY 1 Complete the sidewalk system**

*Provide a high quality, continuous sidewalk system throughout all of Austin to meet existing and expanding demand*

*Associated maps coming soon*

**POLICY 2 Make the sidewalk system accessible and comfortable for all**

*Implement sidewalk system projects and complementary transportation investments that increase accessibility to, and comfort using, the sidewalk system*

**POLICY 3 Maintain the usability of the sidewalk system**

*Proactively maintain and provide incentives to ensure our existing sidewalk system is functional and clear of obstructions*

**POLICY 4 Ensure new development connects to the sidewalk system**

*Promote and incentivize the expansion of the sidewalk system through new development and site redevelopment*

**Sidewalk System**

POLICY 1

POLICY 2

POLICY 3

POLICY 4

## Supplying Our Transportation Infrastructure

### **POLICY 1 Strategically provide new roadway connections and add capacity for vehicles**

*Identify and develop projects that increase vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity*

*Associated maps coming soon*

### **POLICY 2 Improve travel time reliability**

*Implement projects that improve travel time reliability on the Vehicle Priority Network*

## Roadway System

### **POLICY 3 Increase the person-carrying capacity of the highway system**

*Collaborate with TxDOT, CTRMA, 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*

POLICY 1

### **POLICY 4 Improve the safety and mobility of the highway system**

POLICY 2

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

POLICY 3

### **POLICY 5 Manage right-of-way space flexibly for all users**

POLICY 4

*Optimize the use of space in constrained right-of-way for all travel modes while planning for the ultimate roadway capacity needs of all users*

POLICY 5

## Supplying Our Transportation Infrastructure

### Public Transportation System

POLICY 1

#### **POLICY 1 Give public transportation priority**

*Improve the speed and reliability of public transportation service on the Transit Priority Network*

*Associated maps coming soon*

POLICY 2

#### **POLICY 2 Enhance commuter public transportation service**

*Support commuter public transportation service from outlying neighborhoods and surrounding communities into and out of Austin activity centers utilizing managed lanes to be an attractive alternative to driving*

POLICY 3

#### **POLICY 3 Support local public transportation service**

*Support local public transportation service within Austin to be an affordable, efficient, convenient, and attractive alternative to driving, especially to those who need it most*

POLICY 4

#### **POLICY 4 Invest in a high-capacity transit system**

*Support the creation of a high-capacity transit system in Austin*

POLICY 5

#### **POLICY 5 Improve the public transportation experience**

*Develop infrastructure that promotes an attractive public transportation experience to maintain and encourage ridership throughout the city*

POLICY 6

#### **POLICY 6 Improve access to public transportation**

*Supply infrastructure to provide safe, expanded, and seamless multimodal access to public transportation*



**Supplying Our  
Transportation  
Infrastructure**

**POLICY 1 Make streets safe for bicycling**

*Provide safe, comfortable bicycle facilities on roadways through all phases of all projects for people of all ages and abilities*

**POLICY 2 Complete the All Ages and Abilities Bicycle Network**

*Provide a feasible, short-term, fully connected, comfortable system of on- and off-street bicycle facilities*

**POLICY 3 Remove significant infrastructure gaps in the bicycle system**

*Ensure connectivity in the bicycle system and resolve geographic barriers to cycling*

*Associated maps coming soon*

**Bicycle System**

POLICY 1

**POLICY 4 Provide a comfortable bicycle system with end-of-trip facilities**

*Invest in, partner to create, and require facilities that meet end-of-trip needs*

POLICY 2

POLICY 3

**POLICY 5 Work with partner agencies and other jurisdictions to develop a regional bicycle system**

*Enhance regional bicycle connectivity through the provision of inter-jurisdictional bicycle facilities*

POLICY 4

POLICY 5

**POLICY 6 Maintain the usability of the bicycle system**

*Proactively maintain the existing bicycle system, ensuring it is safe, functional, and comfortable*

POLICY 6

## Supplying Our Transportation Infrastructure

**POLICY 1 Recognize the urban trail system as an integral part of the transportation network**  
*Acknowledge urban trails as assets that should be constructed, operated, and maintained in a manner equivalent to other parts of the transportation network*

*Associated maps coming soon*

## Urban Trail System

**POLICY 2 Provide high-quality urban trails that can serve all users**  
*Implement a system of urban trails designed for people of all ages and abilities*

**POLICY 3 Pursue opportunities to connect to and expand the urban trail system**  
*Expand the urban trail system to connect more people to nature and provide recreation and mobility opportunities*

POLICY 1

POLICY 2

POLICY 3

## Supplying Our Transportation Infrastructure

### **POLICY 1 Responsibly maximize the useful life of transportation infrastructure**

*Design, maintain, and improve the condition of transportation infrastructure to reach its useful life and increase its resiliency in a fiscally responsible, context-sensitive manner*

### **POLICY 2 Pursue opportunities to increase mobility options during capital projects**

*Use street rehabilitation and reconstruction projects as opportunities to achieve future street conditions as indicated in the Street Network Table*

## Condition of Infrastructure

### **POLICY 3 Improve multimodal mobility through maintenance activities**

*Pursue opportunities to improve the multimodal network as part of planning transportation infrastructure maintenance*

POLICY 1

POLICY 2

### **POLICY 4 Maintain the usability of all mobility infrastructure**

*Proactively maintain all mobility systems recognizing that each system has unique needs*

POLICY 3

POLICY 4

**POLICY 1 Expand mobility options to and from the airport**

*Increase the options for both travelers and employees to get to and from Austin-Bergstrom International Airport*

**POLICY 2 Increase multimodal connectivity and options on the airport campus**

*Provide more ways for employees and visitors to get around the airport campus to reduce reliance on fossil fuels and encourage active transportation*

**POLICY 3 Inform visitors about Austin’s mobility options**

*Assist travelers in being less car-dependent when visiting Austin with convenient information to help them make mobility decisions*

POLICY 1

POLICY 2

**POLICY 4 Prepare for and design aviation facilities to adapt to emerging mobility solutions**

*Plan for, design, construct, and manage the airport campus to respond to changes in transportation preferences and technologies*

POLICY 3

POLICY 4

**POLICY 5 Coordinate wayfinding to, from, and at the airport**

*Provide a seamless user experience when navigating to, from, and within the airport*

POLICY 5

## **Operating Our Transportation Network**

**Transportation  
Operations**

**Closures and  
Detours**

**Goods  
Movement**

The Operating Our Transportation Network chapter emphasizes system efficiencies. Efficiencies can be achieved through improved transportation operations, such as maintaining signal infrastructure. Better managing closures and detours on our transportation network also affects our network's efficiency. Managing our transportation network efficiently to support a variety of uses will improve local freight operations and goods delivery.

**Operating Our  
Transportation  
Network**

**POLICY 1 Operate the transportation network safely, reliably, and efficiently**

*Promote safe, reliable, and efficient mobility for all modes of transportation across the entire network*

**POLICY 2 Build and maintain technology infrastructure to meet the needs of all users**

*Innovatively supply all modes with the necessary technology infrastructure to keep pace with the existing and future transportation network*

**Transportation  
Operations**

**POLICY 3 Increase real-time responsiveness to changing transportation conditions**

*Mitigate safety and congestion concerns that arise from events and incidents that cause unusual traffic patterns*

POLICY 1

**POLICY 4 Strive for continuity of operations across jurisdictions**

POLICY 2

*Partner across jurisdictional boundaries to ensure a seamless experience for travelers in the region*

POLICY 3

**POLICY 5 Allocate signal timing to coincide with modal priorities**

POLICY 4

*Prioritize green time for the priority mode based on the priority networks and surrounding context*

POLICY 5

**POLICY 6 Manage the movement of oversize and overweight vehicles**

POLICY 6

*Increase the reliability and sustainability of the transportation network by managing the movement of larger vehicles*

## Operating Our Transportation Network

### Closures and Detours

#### **POLICY 1 Accommodate all users safely when there are closures and detours**

*Prioritize safety for all travelers and site workers over efficiency when there are changes to normal transportation operations*

#### **POLICY 2 Ensure detours are accessible and convenient**

*Create detours that take into account modal and user abilities, preferences, and capacities*

#### **POLICY 3 Lessen the impact of temporary right-of-way closures on mobility**

*Limit and coordinate closures, including for special events, on the Vehicle and Transit Priority Networks to minimize disruptions to transportation network operations*

*Associated maps coming soon*

POLICY 1

#### **POLICY 4 Streamline and enforce closure and detour requirements**

POLICY 2

*Improve processes to enable enforcement of traffic control requirements across all projects*

POLICY 3

#### **POLICY 5 Include all modes and users in special event planning**

POLICY 4

*Plan for special event attendees to access events through all modes of transportation and encourage shared mobility options*

POLICY 5

#### **POLICY 6 Provide helpful information about closures and detours to partners and the public**

POLICY 6

*Provide closure and detour information for all functional abilities to the public and coordinate closures with mobility service providers*

**Operating Our  
Transportation  
Network**

**Goods  
Movement**

**POLICY 1 Support reliable freight operations and efficient goods movement through, into, and out of Austin**

*Provide for the safe, efficient, and reliable movement of goods through all phases of delivery throughout Austin and along the Texas Multimodal Freight Network*

**POLICY 2 Recognize, plan for, and mitigate goods movement impacts**

*Assess and consider equity, environmental, and mobility impacts of goods movement and proactively develop strategies to mitigate them*

**POLICY 3 Improve safety and predictability of hazardous materials movement through Austin**

*Reduce risk to populations and environmentally sensitive areas with a designated route for non-radioactive hazardous materials movement*

*Associated maps coming soon*

POLICY 1

POLICY 2

**POLICY 4 Support local and last-mile goods delivery innovations**

*Improve efficiency of deliveries and increase access to goods for all by supporting new techniques and technologies*

POLICY 3

POLICY 4

**POLICY 5 Participate in state and regional freight planning efforts**

*Work with industry trade groups, jurisdictions, and other entities to plan for growing demand and changes in freight operations*

POLICY 5



## **Protecting Our Health and Environment**

**Public Health**

**Air and Climate**

**Water**

**Land and  
Ecology**

The Protecting Our Health and Environment chapter speaks to our transportation network's impact on our health and environment.

Transportation has a large role in encouraging healthy lifestyles and providing safe access to food, healthcare, and other social resources. Our important air, climate, and water systems are heavily impacted by our transportation network.

**Protecting Our  
Health and  
Environment**

**POLICY 1 Recognize that transportation fatalities and serious injuries are a public health crisis**  
*Holistically address fatalities and serious injuries on the transportation network as a public health issue*

**POLICY 2 Recognize and plan for transportation infrastructure's impact on public health**  
*Utilize health impact assessments using a health equity lens when planning for major improvements to the transportation network to understand and mitigate effects*

**Public Health**

**POLICY 3 Provide infrastructure and programming to encourage active lifestyles and healthy living**

*Recognize active transportation's contribution to preventing and managing chronic diseases and supporting physical and mental wellbeing for people of all ages and abilities*

POLICY 1

POLICY 2

**POLICY 4 Connect people to food, opportunities for physical activity, and health care using multiple transportation modes**

POLICY 3

*Develop safe, multimodal transportation options across the community, paying particular attention to efforts that increase affordable food access, opportunities for physical activity, and health care access*

POLICY 4

**Protecting Our  
Health and  
Environment**

**POLICY 1 Reduce emissions generated by the transportation sector**

*Pursue strategies and collaborate with regional partners to reduce ozone and greenhouse gas emissions, including promoting sustainable transportation modes and improving traffic flow*

**POLICY 2 Lead by example in reducing ozone and greenhouse gas emissions in the City's fleet**

*Focus on acquiring and using the cleanest vehicles appropriate for the job, consolidating trips, and implementing other strategies that reduce ozone and greenhouse gas emissions*

**Air and Climate**

**POLICY 3 Choose energy efficient materials and methods in the design, construction, and operation of our transportation network**

*Use materials and methods that conserve energy, limit waste, and support the Net Zero Community Climate Goals*

POLICY 1

POLICY 2

POLICY 3

**Protecting Our  
Health and  
Environment**

**POLICY 1 Use streets strategically as key components of the city's drainage and water distribution systems**

*Design and develop transportation infrastructure and rights-of-way to provide clean, safe, reliable water, effectively manage and convey stormwater runoff, and prevent or mitigate flood risk and erosion problems*

**Water**

**POLICY 2 Integrate stormwater control measures into the transportation network**

*Use stormwater infrastructure strategically throughout the transportation network to protect water quality and stream health, and to improve the urban environment by integrating nature into the city*

POLICY 1

**POLICY 3 Ensure coordination of code and criteria manuals that optimize mobility and water management goals**

POLICY 2

*Coordinate the development of regulations that impact mobility and water to ensure consistency across documents and to optimize the benefits to multiple goals and objectives*

POLICY 3

**Protecting Our  
Health and  
Environment**

**POLICY 1 Avoid, minimize, and mitigate adverse impacts of the transportation network on natural and cultural resources**

*Lessen negative impacts to natural and cultural resources of site selection, design, construction, operation, and maintenance of our transportation infrastructure*

**Land and  
Ecology**

**POLICY 2 Pursue designs that enhance our ecosystem**

*Embrace opportunities with partner agencies to provide multiple ecosystem services that enhance the beauty and resiliency of our environment*

POLICY 1

**POLICY 3 Support the Imagine Austin Growth Concept in a way that is sustainable, equitable, and consistent**

POLICY 2

*Retrofit and expand the transportation network within the context and constraints of our environment to further our social, environmental, equity, and economic goals*

POLICY 3

**POLICY 4 Recognize and plan for trees as vital to supporting the transportation network**

POLICY 4

*Provide and maintain trees in public rights-of-way to encourage active transportation modes, supply shade, protect pedestrians, and provide other ecosystem benefits*

## **Supporting Our Community**

**Equity**

**Affordability**

**Accessibility**

**Public  
Interaction**

The Supporting Our Community chapter addresses how transportation supports people across our city. We must recognize the inequities of past land use and transportation planning and also take steps to mitigate unintended consequences in the future. Transportation improvements can affect displacement, both for people and for businesses. Accessibility for people with mobility impairments must be emphasized throughout the transportation network. To properly learn from and support our community we must proactively listen to and work with our community.

**Supporting  
Our  
Community**

**POLICY 1 Acknowledge and learn from the negative effects of past transportation and land use decisions**

*Recognize that historically communities of color, low-income communities, and people with disabilities have been most negatively impacted by transportation and land use policy and infrastructure due to barriers leading to a lack of representation and institutional power*

**Equity**

**POLICY 2 Amplify the voices of historically underserved and underrepresented populations**

*Ensure that all voices are represented, especially those of historically underserved and underrepresented communities, throughout the planning, development, provision, and operation of the transportation network*

POLICY 1

**POLICY 3 Take steps to mitigate unintended consequences when they occur**

POLICY 2

*Attempt to anticipate unintended consequences that may disproportionately affect historically underserved and underrepresented populations and proactively mitigate these effects*

POLICY 3

**POLICY 4 Prioritize serving the most vulnerable populations in Austin by supporting broader efforts to provide social services**

POLICY 4

*Acknowledge transportation's role in being part of the solution to addressing root causes of homelessness and poverty by increasing access to community support services*

**Supporting  
Our  
Community**

**POLICY 1 Proactively assess displacement impacts of transportation projects**

*Assess and consider impacts to housing and commercial affordability when planning and designing transportation infrastructure projects*

**POLICY 2 Work with communities to mitigate displacement impacts of transportation projects**

*Work collaboratively with communities to mitigate impacts to housing and commercial affordability caused by transportation projects*

**Affordability**

**POLICY 3 Reduce transportation costs as a component of household affordability**

*Reduce personal costs associated with car ownership by offering more choices in how we travel*

POLICY 1

POLICY 2

POLICY 3



**Supporting  
Our  
Community**

**POLICY 1 Ensure that people of all functional abilities have equitable access to the transportation network and mobility services**

*Provide a transportation network and travel options that allows everyone to move safely and easily across the city*

**Accessibility**

**POLICY 2 Advance public transportation and other mobility services for people with mobility impairments**

*Encourage travel options that allow people with mobility impairments to make mobility choices based on personal needs and preferences*

POLICY 1

**POLICY 3 Ensure sidewalks are safe and accessible for people with mobility impairments**

*Recognize that children, seniors, and people with mobility impairments face disproportional difficulties when sidewalk infrastructure is not properly provided, operated, and maintained*

POLICY 2

POLICY 3

**POLICY 4 Make all detours safe, accessible, and known to people of all functional abilities**

*Ensure that all detours are safe and convenient for people with mobility impairments and that changes to the transportation network are communicated in advance*

POLICY 4

POLICY 5

**POLICY 5 Enforce accessible parking regulations**

*Enforce violations of rules and regulations for vehicles illegally parked in or occupying accessible parking spaces*

**Supporting  
Our  
Community**

**Public  
Interaction**

**POLICY 1 Provide high quality customer service, responsiveness, and transparency**  
*Reduce response time in investigating and addressing citizen requests, and make customer service information readily available, accessible, reliable, and usable*

**POLICY 2 Engage community members in transportation decisions**  
*Include interested and affected community members when making decisions in the planning, design, construction, and operation of transportation projects and programs*

**POLICY 3 Make public engagement convenient, accessible, and meaningful**  
*Consider the many different ways, methods, and places to interact with the community, and work to make all community engagement simple, easy, and comprehensible to the community*

**POLICY 4 Evaluate interactions with the community**  
*Review and examine public-facing activities to make sure objectives were achieved*

**POLICY 5 Proactively maintain community relationships**  
*Recognize and guarantee that the cultivation and maintenance of community relationships is undertaken by the City of Austin*

**POLICY 6 Create shared experiences for the public to engage with mobility options**  
*Employ nontraditional public engagement techniques that emphasize hands-on interactions and personal experience to educate community members and facilitate adoption of travel options*

POLICY 1

POLICY 2

POLICY 3

POLICY 4

POLICY 5

POLICY 6

## **Implementing Our Plan**

The Implementing Our Plan chapter discusses how we can transform these policies into action. Data must be collected and shared responsibly, and it must be used to support our decision-making. Partnerships and coordination are also required to achieve our mobility goals. We must be fiscally responsible, sustainable, and equitable in implementing our plan.

**Data**

**Collaboration**

**Financial  
Sustainability**

## Implementing Our Plan

### **POLICY 1 Protect privacy and use data responsibly**

*Ensure sensitive data is protected, anonymized, and accessed ethically*

### **POLICY 2 Operate in a manner where data is open by default**

*Promote openness and transparency by sharing data with the public and the private sectors*

## Data

### **POLICY 3 Use data to make informed decisions**

*Proactively collect and consider quality data to prioritize, implement, and evaluate transportation programs and infrastructure projects*

POLICY 1

### **POLICY 4 Manage data in a sustainable, scalable, repeatable way**

*Build stable, interoperable datasets and applications that allow for informed decisions and repeatable analysis*

POLICY 2

POLICY 3

### **POLICY 5 Make information readily available in a useful form**

*Organize data in user-friendly and accessible formats for community use and accountability*

POLICY 4

POLICY 5

### **POLICY 6 Position ourselves to adopt new practices and technologies**

*Prepare staff and systems to adapt to innovative transportation technologies and changing travel behaviors*

POLICY 6

## Implementing Our Plan

### Collaboration

**POLICY 1 Collaborate with internal departments, regional partners, and outside agencies**  
*Identify and pursue opportunities to strengthen local and regional policies, programs, and projects through partnerships*

**POLICY 2 Synchronize transportation infrastructure projects with other public capital investments**

*Coordinate with other infrastructure projects in the same locations early in the planning process to increase cost-effectiveness and minimize disruptions in the community*

**POLICY 3 Utilize private development to improve the transportation network**

*Seek opportunities to coordinate with and harness private capital investments to rehabilitate, expand, and connect transportation infrastructure*

**POLICY 4 Co-locate public services and facilities**

*Reduce mobility barriers to accessing opportunities and services by locating comprehensive social services in one place*

**POLICY 5 Balance mobility needs with utility needs**

*Optimize mobility and utility needs when planning for street cross sections and allocation of space in the right-of-way and when operating the transportation network*

**POLICY 6 Work with the community to incorporate public art and beautification into transportation infrastructure**

*Reflect our community values and make places more inviting by incorporating public art into the transportation network*

**Implementing  
Our Plan**

**POLICY 1 Ensure long-term, viable funding models to plan, finance, and maintain infrastructure**

*Identify and implement sustainable funding strategies to supply, operate, and maintain transportation assets that meet the community's mobility needs*

**Financial  
Sustainability**

**POLICY 2 Operate in a fiscally responsible manner**

*Be responsible stewards of public resources in the design, construction, operation, and maintenance of the transportation network*

POLICY 1

**POLICY 3 Consider the lifecycle costs of ownership when planning transportation infrastructure**

POLICY 2

*Use economic, engineering, community, and environmental considerations to strategically and systematically assess the design, operation, and maintenance of transportation infrastructure*

POLICY 3

**POLICY 4 Allocate resources equitably across modes to achieve the goals of the ASMP**

POLICY 4

*Prioritize funding for mobility assets and programs equitably to close the gap in public resources between modes and to support community goals*