The following is a list of policies that had revisions (text edits, new policies, removed policies, combined policies, or moved policies) after the release of draft Austin Strategic Mobility Plan policies on October 2, 2018:

Prioritizing Our Safety

Safety Culture
Policy 1

Prioritize the protection of human life over above all else in the planning, design, and operation of Austin's transportation network
Recognize the safe limits of the human body and use that as the guiding tool when making safety decisions

~~POLICY 2~~
~~Promote a culture that prioritizes safety~~
~~Promote safe behaviors through coordinated education and enforcement strategies to eliminate fatalities and serious injuries~~

Policy ~~3~~ 2
Institutionalize a culture that prioritizes transportation safety within the City of Austin
Implement plan recommendations and align policies, structures, and incentives to prioritize transportation safety across all City departments and among City employees

Policy 3 (Originally in the "~~System Design~~ Designing for Safety" subchapter)
~~Balance~~ Optimize 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~~ to minimize the risk of injury and death

Policy 4 (Originally in the "~~System Design~~ Designing for Safety" subchapter)
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

~~System Design~~ Designing for 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~~ for safe speeds ~~and driver behaviors~~

Policy 2
Minimize the potential for conflicts between transportation <u>network</u> users
Prevent crashes through transportation ~~system~~ <u>network</u> operations and street design that clearly communicates priorities and provide structure for safe, predictable behavior for all users

Policy 3 ****NEW****
<u>**Integrate safe design principles into the built environment**</u>
<u>*Ensure that all new development or redevelopment contributes to a safe transportation network through site design and access management*</u>

Policy 4 (Originally in the "Contributing Factors" subchapter)
Improve the ability of 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
Minimize the safety risks of highways (Originally in the "~~Contributing Factors~~ <u>Safe Behaviors</u>" subchapter)
Work closely with partner agencies to ensure that the safety of vulnerable roadways users is a primary consideration in the design and operation of new highway construction and retrofits of existing highways

~~Contributing Factors~~ <u>Safe Behaviors</u>

~~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~~

Policy 1**NEW**
Strategically implement education and enforcement initiatives around the top contributing factors of serious injury and fatal crashes
Pair educational and enforcement strategies with street design improvements to reinforce safe travel behaviors

Policy 2**NEW**
Align penalties for traffic violations with the severity of the offense based on traffic safety impacts
Achieve positive behavior change around the top contributing factors of serious injury and fatal crashes through partnerships with law enforcement and criminal justice reform.

Managing Our Demand

Land Use

Policy 1
Promote transit-supportive densities along the Transit Priority Network
Require~~Focus on requiring~~ or incentivize~~ing~~ transit-supportive densities along Transit Priority Network corridors ~~through small area planning and zoning review processes~~

Policy 2
Encourage employ~~ment~~ers to locate near public transportation
Locate employment-intensive commercial zones along Transit Priority Network corridors ~~existing or future public transportation through small area planning and zoning review processes~~

Policy 5
Make streets great places ~~Facilitate social interaction through land use and transportation~~
Facilitate social interaction by encouraging mixed-use developments that are served by multiple transportation modes, with active ground-floor uses and welcoming public spaces.

Parking

Policy 3
Coordinate on-street parking with ~~and~~ curb management strategies for flexibility and adaptability with future parking and mobility technology
Consider the needs of evolving transportation options when assessing the best use of parking spaces to accommodate all uses and modes

Shared Mobility

Policy 1 (Originally in "Smart Mobility" subchapter)
Emphasize and incentivize options for shared mobility solutions
Support partnerships to focus robust shared mobility services and systems to provide first-mile/last-mile mobility solutions and increase shared trips on the transportation network

Policy 2 (Originally in "Smart Mobility" subchapter)
Promote seamless transfers between transportation modes and systems
Encourage ~~Create~~ easy and convenient transfers between transportation modes to promote multimodal solutions

Policy 3 (Originally in "Smart Mobility" chapter)
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

Transportation Demand Management (TDM) Programming

Policy 1
Implement community-wide strategies to ~~reduce~~ increase use of all transportation options and manage congestion ~~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 City of Austin employees
Provide comprehensive transportation benefits to all City employees to encourage sustainable travel behaviors

Supplying Our Transportation Infrastructure

Roadway System

POLICY 5
Manage right of way space for all users
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

Public Transportation System

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~~

Bicycle System

POLICY 3
Remove significant infrastructure gaps in the bicycle system
Ensure connectivity in the bicycle system and resolve geographic <u>and infrastructure </u>barriers to cycling

~~Smart Mobility~~ <u>Emerging Mobility</u>

Policy 1 (Originally in "Smart Mobility" chapter)
~~Evaluate~~ Pursue emerging mobility solutions <u>to meet community needs</u>
Test emerging mobility techniques and technologies to better understand their impacts and opportunities and gather stakeholder input to maximize community benefits

Policy 2**NEW**
Integrate emerging mobility solutions into existing transportation infrastructure systems
Incorporate emerging ~~new~~ mobility technologies into the transportation network based on speed, size, and other safety characteristics

Policy 3 (Originally in "Smart Mobility" chapter)
<u>Invest</u> ~~Provide~~ <u>in</u> infrastructure <u>and programs</u> that enables the adoption of <u>emerging </u>~~new~~ mobility technologies
Invest in and program for infrastructure that supports the adoption of emerging mobility technologies through innovative business models

Aviation

POLICY 3
Inform visitors about Austin's mobility options
Assist travelers in being less car-dependent when visiting Austin <u>by providing them</u> with convenient information to help them make mobility decisions

Operating Our Transportation Network

Transportation Operations

Policy 2
Build and maintain transportation infrastructure to meet the needs of all users
~~Innovatively~~ Supply all modes with the necessary, <u>innovative</u> technology infrastructure to keep pace with the existing and future transportation network

Policy 4
Strive for ~~connected~~ continuity of operations across <u>departments, agencies, and</u> jurisdictions
Partner across <u>administrative and</u> jurisdictional boundaries to ensure a seamless experience for travelers in the region

Policy 5
Allocate signal timing to coincide with modal priorities
Prioritize green time ~~for the priority mode~~ based on the priority networks and surrounding context

Closures and Detours

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, <u>and Bicycle</u> Priority Networks to minimize disruptions to transportation network operations

Goods Movement

Policy 2
Recognize, plan for, and mitigate impacts of goods movement ~~impacts~~
Assess and consider equity, environmental, and mobility impacts of goods movement and proactively develop strategies to mitigate them

Protecting Our Health and Environment

Air & Climate

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 <u>precursors</u> and greenhouse gas emissions.

Water <u>and Stormwater</u>

Policy 1
Use streets strategically as key components of the city's drainage<u>, drinking water, reclaimed water, and wastewater</u> ~~and water distribution~~ systems
Design and develop transportation infrastructure and rights of way to ~~provide~~ <u>allow</u> for the distribution of clean, safe, reliable drinking water, effectively manage and convey stormwater runoff, and prevent or mitigate flood risk and erosion problems

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 <u>c</u>~~C~~ity

Policy 3
~~Ensure coordination of code and criteria manuals that~~ Optimize mobility and water management goals
Coordinate the development of regulations <u>and criteria</u> that impact mobility, <u>drinking water, wastewater, reclaimed water, and stormwater</u> ~~water~~ to optimize the benefits to multiple goals and objectives

Supporting Our Community

Equity

Policy 3 (Originally in "Smart Mobility" chapter)
Partner with the public and private sectors to expand and improve mobility solutions for historically underserved communities
Support the creation and integration of mobility solutions that address equity and access to opportunity and that maximize user choice and freedom of movement

Accessibility

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 ~~C~~city

Affordability

Policy 1
Proactively assess displacement impacts of transportation <u>infrastructure</u> 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 <u>potential adverse</u> impacts to housing and commercial affordability ~~caused~~ <u>triggered</u> by transportation projects

Public Interaction

Policy 4
Evaluate interactions with the community
Review and examine public-facing activities to make sure objectives are ~~were~~ achieved

Implementing Our Plan

Data

Policy 1
Protect privacy and use data responsibly
Ensure sensitive data ~~is~~ <u>are</u> protected, anonymized, and accessed ethically

Policy 2
Operate in a manner where data are open <u>and accessible</u> by default
Promote openness and transparency by sharing data <u>in user-friendly and accessible formats for community use and accountability</u> ~~with the public and the private sectors~~

~~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 5~~
~~**Make information readily available in a useful form**~~
~~*Organize data in user-friendly and accessible formats for community use and accountability*~~

~~POLICY 6~~
~~**Position ourselves to adopt new practices and technologies**~~
~~Prepare staff and systems to adapt to innovative transportation technologies and changing travel behaviors~~

Collaboration

Policy 3
Improve the transportation network <u>through</u> ~~Utilize~~ private development
Seek opportunities to coordinate with and harness private capital investments to rehabilitate, expand, and connect transportation infrastructure

Policy 5
Balance mobility needs with utility needs
Optimize mobility and utility needs when planning ~~for~~ street cross sections, ~~and~~ allocat<u>ing</u>~~on~~ of space in the right- of-way, and ~~when~~ operating the transportation network

Policy 7**NEW**
Support interregional transportation options
Work with public and private partners to improve and expand long-distance travel options to and from Austin

Financial Strategies

Policy 2
Operate in a fiscally responsible manner
Be responsible stewards of public resources in the <u>planning</u>, design, construction, operation, and maintenance of the transportation network

Policy 3
Consider the life-cycle costs of ownership when planning <u>and budgeting</u> transportation infrastructure <u>projects</u>
Use economic, engineering, community, and environmental considerations to strategically and systematically assess the design, operation, and maintenance of transportation infrastructure