## Austin Strategic Mobility Plan Ingredients

### Scenario A
- Emphasizes roadway projects and continues the trend of investment in public transit, bicycle, and pedestrian projects across the city.

### Scenario B
- Emphasizes a more balanced investment in roadway, public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers.

### Scenario C
- Emphasizes investing in public transit, bicycle, and pedestrian projects along Imagine Austin Activity Corridors and within Activity Centers and fewer roadway projects.

### Table

<table>
<thead>
<tr>
<th>Option</th>
<th>Miles of roadway projects funded by regional partners</th>
<th>Transit service and dedicated space</th>
<th>Miles of bicycle facilities (part of the All Ages and Abilities Network)</th>
<th>Miles of sidewalks (as identified in the Sidewalk Plan)</th>
<th>Miles of urban trails (as identified in the Urban Trails Plan)</th>
<th>TDM programming investment (promoting strategies such as telecommuting and flexible schedules)</th>
<th>Investment in Transportation Technology (e.g. signal timing or connected vehicles)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>300+</td>
<td>New service with routes running in partially-dedicated space; 1 corridor with dedicated space</td>
<td>200</td>
<td>700+</td>
<td>100+</td>
<td>Current levels of programming</td>
<td>Current trends</td>
</tr>
<tr>
<td>B</td>
<td>80+</td>
<td>New routes in partially-dedicated space; 1 corridor with dedicated space</td>
<td>300</td>
<td>1,000+</td>
<td>~150</td>
<td>Moderate increase in programming</td>
<td>Moderate increase in investment</td>
</tr>
<tr>
<td>C</td>
<td>50+</td>
<td>New routes in both partially- and fully-dedicated space for the full system</td>
<td>400+</td>
<td>2,000+</td>
<td>250+</td>
<td>Significant increase in programming</td>
<td>Significant increase in investment</td>
</tr>
</tbody>
</table>

**Legend**
- Roadway
- Transit
- Bicycle
- Sidewalks
- Urban Trails
- Transportation Demand Management (TDM)
- Technology