Austin Strategic Mobility Plan

MCAC June 29th, 2017
6:00PM - 8:30PM
Austin Transportation Department
Agenda

Project Connect Status Update
ASMP Status Update
Chip Game
Next Steps
Project Connect
Public Engagement

- July 26th Traffic Jam at Huston-Tillotson University
- Game night with Glass House Policy & Austin Monitor

Next MCAC Meeting: August 8th

Mark your calendars!
Traffic Jam Event a la mode!
July 26, 2017
ASMP Status Update
ASMP Public Engagement

- Phase 1 of historically underserved community outreach completed
- Summarizing results

MetroQuest Online Survey
Fall 2017
Imagine Austin
ASMP Vision Statement

AUSTIN IS MOBILE AND INTERCONNECTED

Austin is accessible. Our transportation network provides a wide variety of options that are efficient, reliable, and cost-effective to serve the diverse needs and capabilities of our citizens. Public and private sectors work together to improve our air quality and reduce congestion in a collaborative and creative manner.

- Interconnected development patterns support public transit and a variety of transportation choices, while reducing sprawl, congestion, travel times, and negative impacts on existing neighborhoods.
- Our integrated transportation system is well-maintained, minimizes negative impacts on natural resources, and remains affordable for all users.
- Austin promotes safe bicycle and pedestrian access with well-designed routes that provide connectivity throughout the greater Austin region. These routes are part of our comprehensive regional transportation network.

(MCAC recommended the addition of safety)
Priority Results

Affordability

Commuter Delay

Health & Safety

Travel Choice

Sustainability

Innovation

Placemaking

Economic Prosperity
Priority Results

1. Affordability
2. Commuter delay
3. Health and safety
4. Travel choice
5. Sustainability
6. Innovation
7. Placemaking
8. Economic prosperity

Overall Engagement

- Affordability: 21%
- Commuter delay: 6%
- Health and safety: 14%
- Travel choice: 7%
- Sustainability: 19%
- Innovation: 12%
- Placemaking: 15%
- Economic prosperity: 6%
Progress to Date

- Traffic Jam
- Performed outreach to historically underserved populations
- Online survey
- Developed a right-of-way diagnostic tool
- Held scenario planning summit to define scenarios
- Identified indicators (community vibrancy and transportation) for scenario evaluation
- Began coordination with the bond corridor management team
- Developed initial outline for the ASMP report and have begun authorship of the background materials
ASMP and the MCAC
Initiating the Technical Phase of our Work

Build scenarios
Evaluate scenarios using indicators
Launch MetroQuest online survey
Identify a preferred mobility strategy
Develop prioritization methodology
Process at a glance

- Express Ideas
  - Chip Game
- Create Choices
- Evaluate Outcomes
- Develop Preferred Strategy
  - ASMP
Chip Game

Much more than a game...
A Few Reminders

- Austin will continue to grow
- Imagine Austin is the Vision; the ASMP is the strategy.
- We have a fixed budget, not an infinite purse.
- Two things cannot occupy the same place at the same time.
- Consider all viewpoints, understand what your colleagues are after – collaborative exercise
Chip Game: Purpose

We need your help to inform the creation of scenarios

- Have the MCAC provide a variety of approaches for how best to respond to the allocation of strategies.

- Have the MCAC help inform the identification of some performance targets for the Preferred Strategy by expressing a mode share expectation.

- Recognize the constraints of both dollars and space and the need to engage in trade-off decisions when developing the ASMP strategy.
Chip Game: Process

Chip Elements
1 chip = 1 mile

- Rail Transit
- Premium Transit
- New Road Connection
- Premium Bike
- Multimodal Street Conversion
- Roadway Widening

Future Network
# Chip Game: Allocation

<table>
<thead>
<tr>
<th>Strategy Menu Ingredient</th>
<th>Unit Value</th>
<th>Number of Chips in Starter Packet</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Road Connection</td>
<td>15</td>
<td>12</td>
</tr>
<tr>
<td>Roadway Widening</td>
<td>5</td>
<td>18</td>
</tr>
<tr>
<td>Rail Transit</td>
<td>25</td>
<td>15</td>
</tr>
<tr>
<td>Premium Transit</td>
<td>10</td>
<td>22</td>
</tr>
<tr>
<td>Premium Bike</td>
<td>5</td>
<td>30</td>
</tr>
<tr>
<td>Multimodal Street</td>
<td>5</td>
<td>21</td>
</tr>
</tbody>
</table>

**Notes:**
- *This budget is illustrative; it is not representative of the total ASMP budget for transportation improvements.*
- *This exercise assumes that every investment includes the installation of sidewalks.*
- *Each chip = 1 mile*
## Transportation Strategy Menu

<table>
<thead>
<tr>
<th>Description</th>
<th>Unit Value</th>
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</thead>
<tbody>
<tr>
<td>New Road Connection: New location roadway</td>
<td>15</td>
</tr>
<tr>
<td>Roadway Widening: Widening primarily auto-centric, heavy commuter corridors for operational efficiency</td>
<td>5</td>
</tr>
<tr>
<td>Rail Transit: Any new or expanded passenger rail service, regardless of service characteristics or technology</td>
<td>25</td>
</tr>
<tr>
<td>Premium Transit: BRT, dedicated lanes and enhanced service characteristics</td>
<td>10</td>
</tr>
<tr>
<td>Premium Bike: Generally, protected and separated bike facilities and potentially shared use paths</td>
<td>5</td>
</tr>
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<td>Multimodal Street Conversion: Conversion of an existing street to a street where bike and transit are able to coexist and where auto traffic isn't exclusively prioritized</td>
<td>5</td>
</tr>
</tbody>
</table>
New Road Connection

- New location roadway
- Must adhere to Street Design Requirements

1 mile
Road Widening

- Widening primarily auto-centric, heavy commuter corridors for operational efficiency
- Assume 2-lane to 4-lane OR 4-lane to 6-lane widening
- Must adhere to Austin Street Design Requirements

Source: CompleteStreets.org
Rail Transit

Any new or expanded passenger rail service, regardless of service characteristics or technology.
Premium Transit

BRT, dedicated lanes, and enhanced service characteristics

1 mile
Premium Bike

Generally, protected and separated bike facilities and potentially shared use paths
Multimodal Street Conversions

Conversion of an existing street to a street where bike and transit are able to coexist and where auto traffic isn’t exclusively prioritized.

Multimodal Street Conversion

1 mile
Innovative Transportation
ITS & TDM

Intelligent Transportation System (ITS)
A technology, application, or platform, that improves the quality of transportation, or achieves other outcomes based on applications that monitor, manage, or enhance transportation systems.

Transportation Demand Management (TDM)
The application of strategies and policies to reduce travel demand, or to redistribute this demand in space or time.

How will you consider using these?

- Traffic management centers
- Closed circuit television (CCTV) cameras for active traffic management
- Smart work zones

- Telecommuting policies
- Subsidized transit costs for employees
- Managed lanes
- Bicycle storage areas and showers at workplaces
- Using traveler information apps to promote non-SOV travel
Innovative Transportation

Connected Vehicles
Vehicles equipped with advanced technology for communication with other vehicles and roadside infrastructure

Autonomous Vehicles
Automated vehicles that can perform driving functions without a driver at any time, using sensors to understand their surroundings and make informed decisions to take action

Ridesharing
A service that arranges one-time shared rides on very short notice.

How will you consider using these?
General Instructions

1. Dump out the chips
2. Arrange chips on map
3. Trade: add or remove chips
4. Apply chips to map
5. Present map to group
Your Resources...
Reporting Back
What we’d like to hear...

What was the overarching theme (or name) of your map?
How have you incorporated ITS & TDM investments?
How did you consider the influence of AV/EV/CV?
What is your expected mode share? (Current SOV: 74%)
Next Steps
Austin Strategic Mobility Plan

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