



# Austin Strategic Mobility Plan



MCAC January 17<sup>th</sup>, 2017  
Austin Transportation Department



# Agenda

Project background

Priority Pyramid activity

What do we know?

Keypad polling activity

Next steps



# How did we get here?



# The ASMP is building on where we've been...

- Imagine Austin Comprehensive Plan
- Past mode planning
  - Bicycle Master Plan
  - Sidewalk Master Plan
  - Urban Trails Master Plan
  - Vision Zero Action Plan
  - CapMetro transit plans
- Bond Programs
- Mobility Talks

# Final Products

At the end of the ASMP process we will have:

- A Plan adopted by City Council, amending Imagine Austin
- A coordinated transportation strategy for all modes that supports the growth concept of Imagine Austin



# Final Product

## Modern Street Network Table

CITY OF AUSTIN 2025 AUSTIN METROPOLITAN AREA TRANSPORTATION PLAN  
 Adopted June 7, 2021  
 Last Amended August 3, 2024

Unshaded	Desired Development Zone Drinking Water Protection Zone	Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility	Remarks	Portions in BSEA Recharge Zone	Portions in BSEA Contributing Zone	Portions in NEA Recharge Zone
					*GIS Estimate	ROW MIN	ROW MAX							
PROPOSED 2025 AMATP ROADWAY PLAN TABLE														
ROADWAY	SEGMENT													
1	2													
IH 35	CR 111 - FM 3406	FWY 4	FWY 6					LOW						
Regional Highway System	FM 3406 - RM 620	FWY 6	FWY 6					LOW						
	RM 620 - SH 45 (N)	FWY 6	FWY 6					LOW						
											TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some additional ROW, keep expansion to a minimum & coordinate with agencies in IH 35 M&S Recommendation with US Fish & Wildlife Service guidelines & standards (Attachment 1) to ensure non-degradation and water quality protection. Recommendation in compliance with THROD Edwards Rules 30 TAC 213.			
		FWY 6	FWY 6HOV	400	300			LOW		WOTB				X
	... Ln - Rundberg Ln	FWY 6	FWY 6HOV	400	<350	200	350	LOW		WOTB				
											TPAS concurs with TxDOT that existing main lanes will not be taken for HOV and it is unlikely transportation needs can be met without some			

**Update Needed**

Existing 1997	2025 AMATP	Required ROW	Existing ROW			Area Environ Sensitivity	CAMPO Bike Route Sys	Austin Bike Plan Rec Facility
			*GIS Estimate	ROW MIN	ROW MAX			

# Project Connect & ASMP Coordination

Sep '16 → Dec '16 | Jan '17 → Mar '17 → Aug '17 | Sep '17 → Jan '18

## PROJECT CONNECT

### BIG IDEAS, BOLD STARTS

Purpose & Need  
Goals & Objectives  
Draft Project & Corridor Inventory  
Draft Evaluation Criteria

Evaluation of Corridors/ Projects  
Preliminary Results

Community Outreach/  
Vetting of Recommendations

Confirm Recommended Corridors/ Projects

### REAL SOLUTIONS FOR REAL PROBLEMS

Define Corridor/ Project Alternatives (Alignments, Modes, Technologies, Stations, etc.)

Define Evaluation Criteria

PATH TO IMPLEMENTATION

TOUCHPOINTS

Establish Multimodal Community Advisory Committee

PC - ASMP Kick-off Workshop

PC-ASMP Preferred Scenario Workshop

## AUSTIN STRATEGIC MOBILITY PLAN

Project Initiation  
"Getting the Word Out"

Establish Core Values  
Draft "Austin's Mobility Story" Report

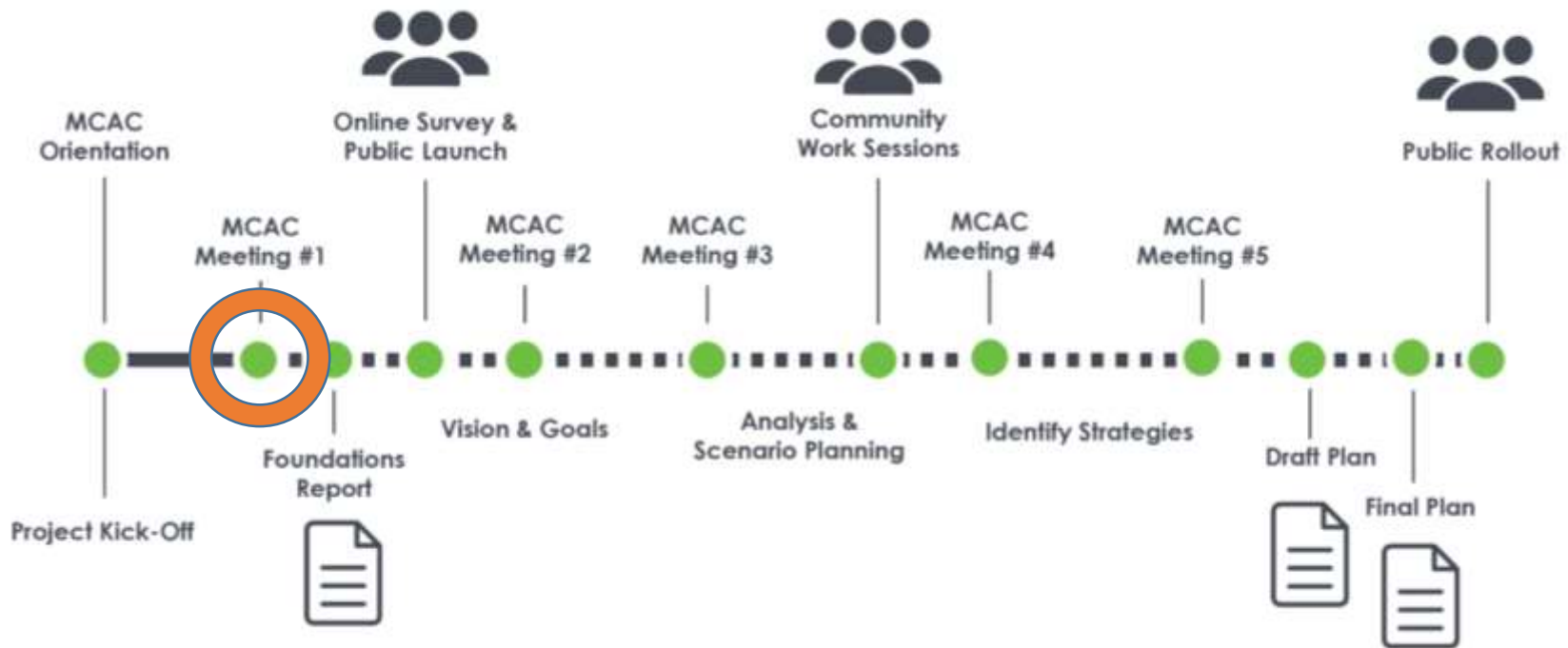
Scenario Building and Evaluation  
- Mobility Indexing  
- Modeling  
- Spatial Analysis

Preferred Strategy  
- Identify Preferred Strategy  
- Develop Plan Elements  
- Project Prioritization Methodology

Project Prioritization Implementation Plan

Plan Review and Adoption

# The process





# Mobility Considerations



# Mobility Considerations



**Affordability**



**Innovation**



**Health & Safety**



**Commuter  
Delay**



**Economic  
Prosperity**



**Travel Choice**



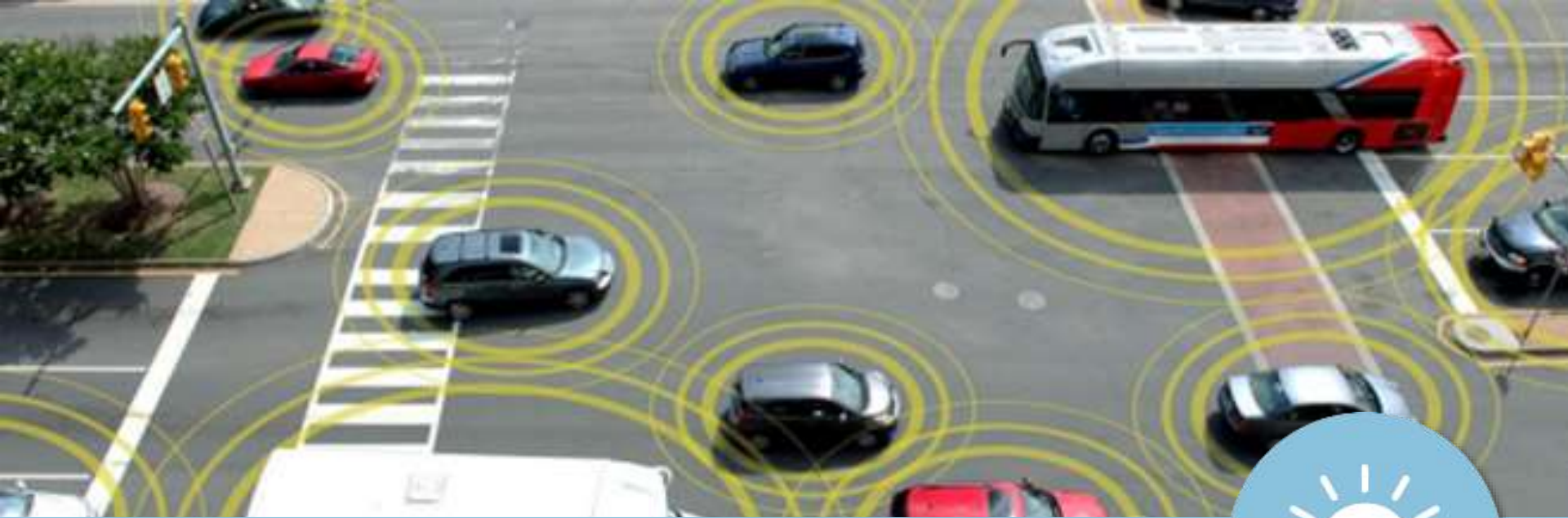
**Placemaking**



# Affordability

Lower the cost of living,  
working, and traveling in Austin.





# Innovation

Draw inspiration from forward-looking cities all over the world, change the way we think about what's possible, and set an example for the rest of the country.



# Health & Safety

Protect Austinites by lowering the risk of travel-related injury and promoting public health.



# Commuter Delay

Reduce the amount of time workers spend traveling between home and work.





# Economic Prosperity

Promote future growth through strategic investments in transportation network that meets the needs of the 21st century.





# Travel Choice

Promote a balanced transportation network and the ability to make informed choices based upon personal needs and preferences.





# Placemaking

Build a transportation network that encourages social interaction through quality urban design, and connects users to the many places that make Austin unique.

# Priority Pyramid



# What do we know?



# Austin is Changing

- **Shifting Demographics**

- Very young population (over 50% under 35) and attracting a growing population of 55+

- **Changing Economy**

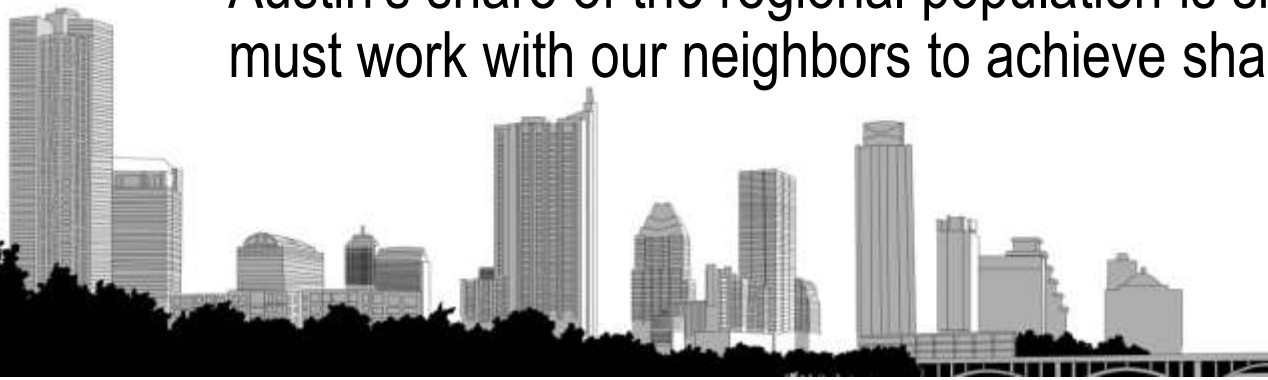
- The region's economy is booming, but rising costs make affordability a challenge

- **Rising Expectations**

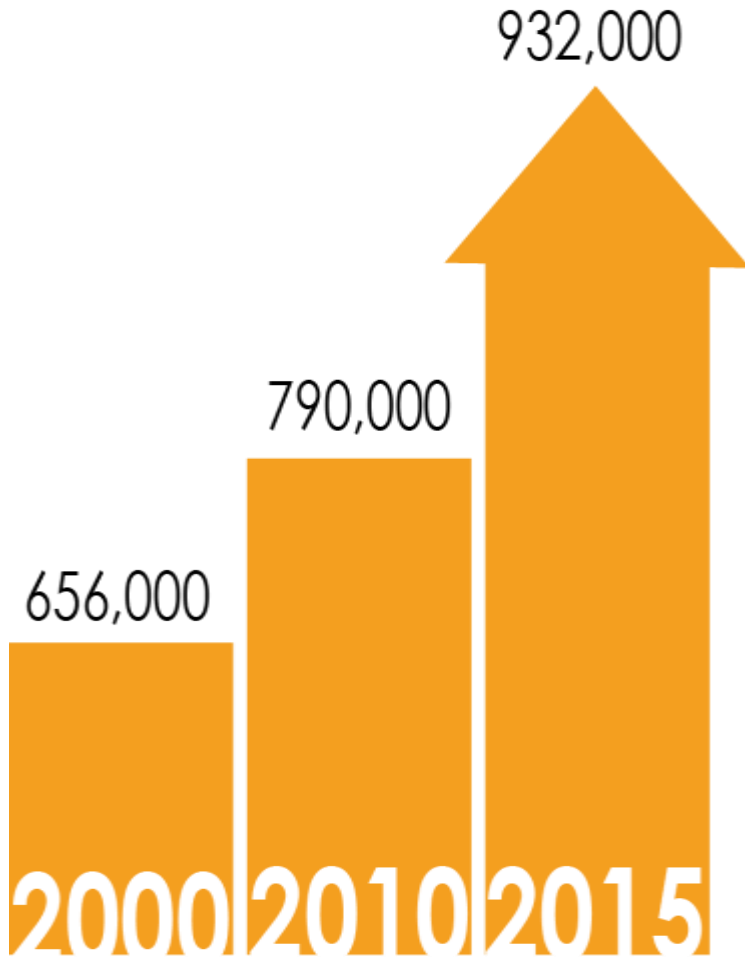
- Ranked #5 of "The Top 25 Future-Ready U.S. Cities"

- **Need for Regional Cooperation**

- Austin's share of the regional population is shrinking. We must work with our neighbors to achieve shared goals.



# Austin is Growing



## City of Austin Population

U.S. Census Bureau

- Between 1990 and 2010, the region doubled in size.
- About 157 people move to the Austin area every day.
- The fastest growing age group 2000-2015 has been 55 and older.
- By 2040 Austin population is projected to be 1.3 million, with the region's projected population exceeding 4.1 million.

# Travel Demand is Increasing



- *Vehicle travel* in the region could **double** by 2040, while *road capacity* will only increase by **15%**.
- In 2015, there were **700,000** cars and trucks in Travis County. There are expected to be **1.5 million** by 2050.
- The Austin-Bergstrom International Airport Master Plan projects **passenger activity to double from 2007-2026**.

# Congestion is Unavoidable

On the worst traffic day of the month, a

**30-minute trip**



can turn in to

**1 hour 14 minutes**

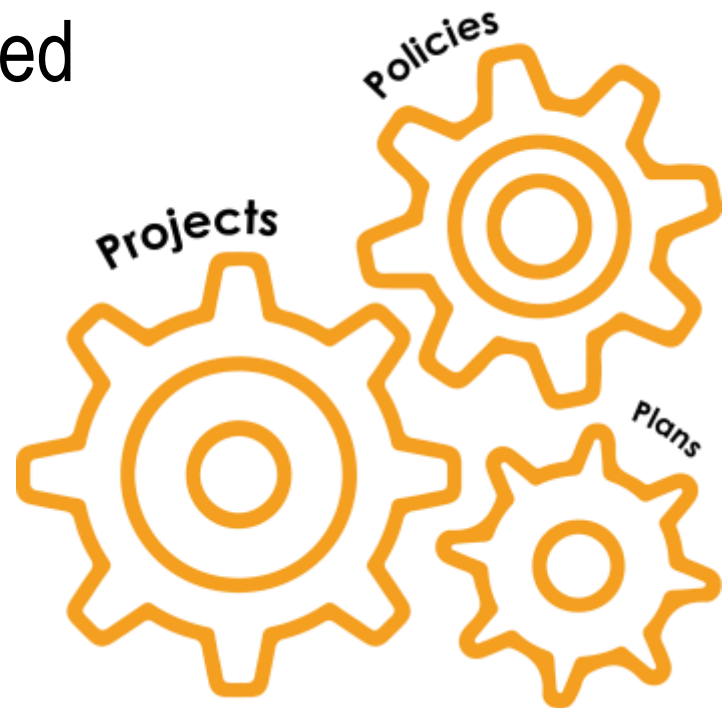


Congestion costs each Austin commuter approximately **\$1,159** annually in excess fuel, vehicle wear and tear, and time lost.

# What does this mean?

- Opportunities to widen roads are limited
- Funding is always a constraint
- Our right-of-way is limited

Our transportation network *requires a diversified approach* to have any significant impact in our community.







# Mining existing public engagement

*60,000+ Data Points!*

# Keypad Polling



- ✓ I ask questions...you answer.
- ✓ Some answers require more than one answer.
- ✓ Results will be displayed on screen.

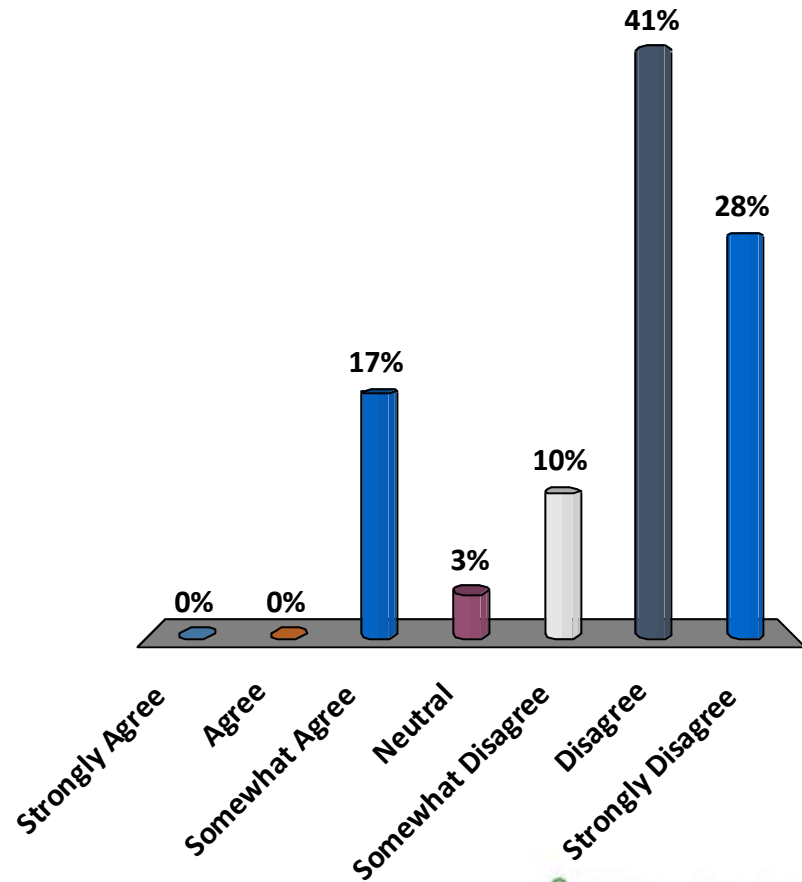


# How it works



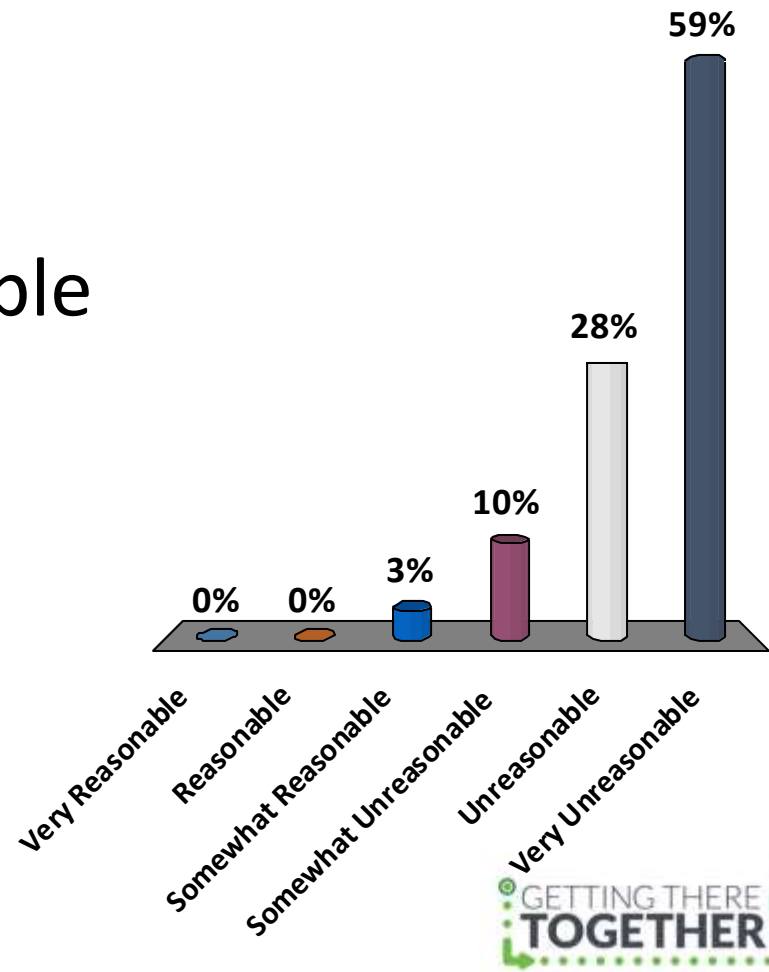
# The region is well-prepared for the next wave of growth.

- A. Strongly Agree
- B. Agree
- C. Somewhat Agree
- D. Neutral
- E. Somewhat Disagree
- F. Disagree
- G. Strongly Disagree



# How reasonable is it for us to assume that our travel needs can be accomplished through auto-dependent means?

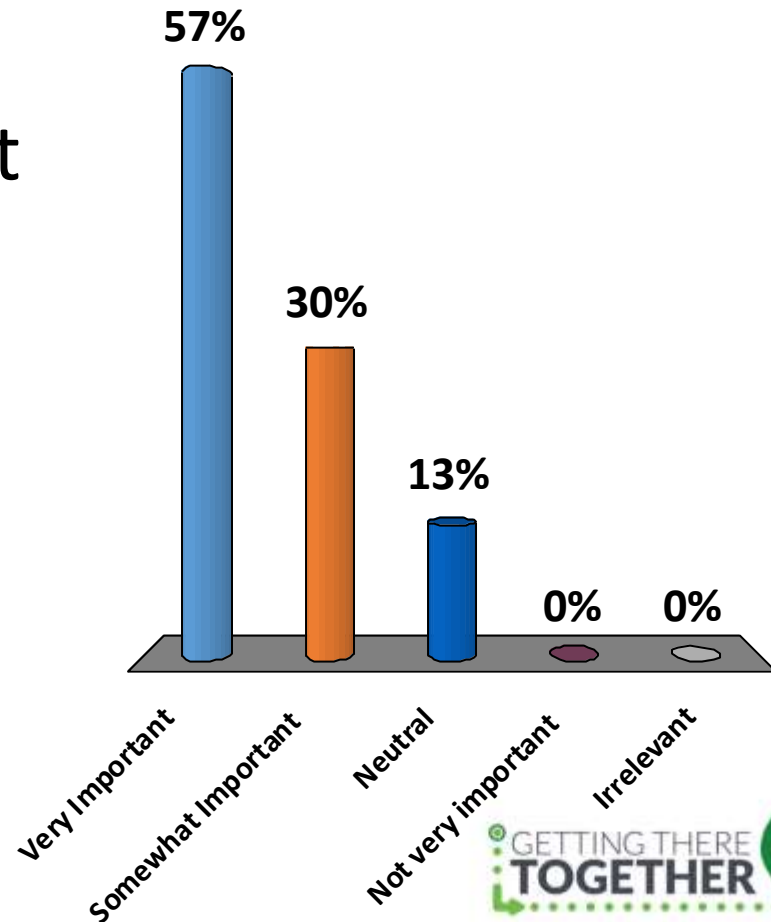
- A. Very Reasonable
- B. Reasonable
- C. Somewhat Reasonable
- D. Somewhat Unreasonable
- E. Unreasonable
- F. Very Unreasonable



# How important is considering affordability when establishing our transportation priorities?



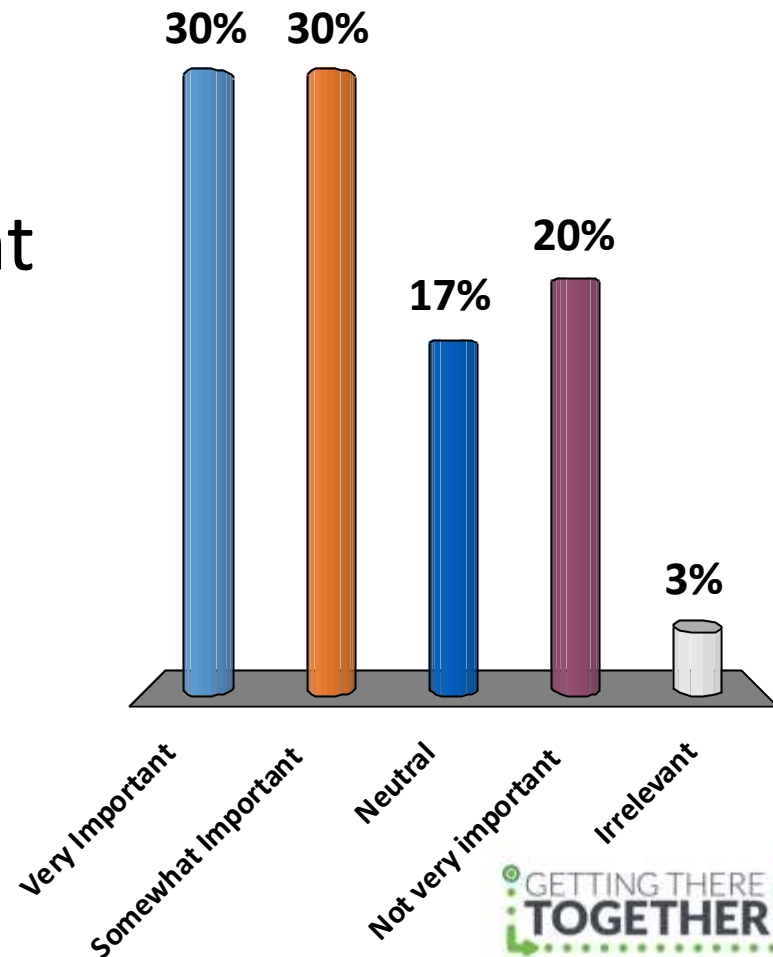
- A. Very Important
- B. Somewhat Important
- C. Neutral
- D. Not very important
- E. Irrelevant



# How important is considering innovation when establishing our transportation priorities?



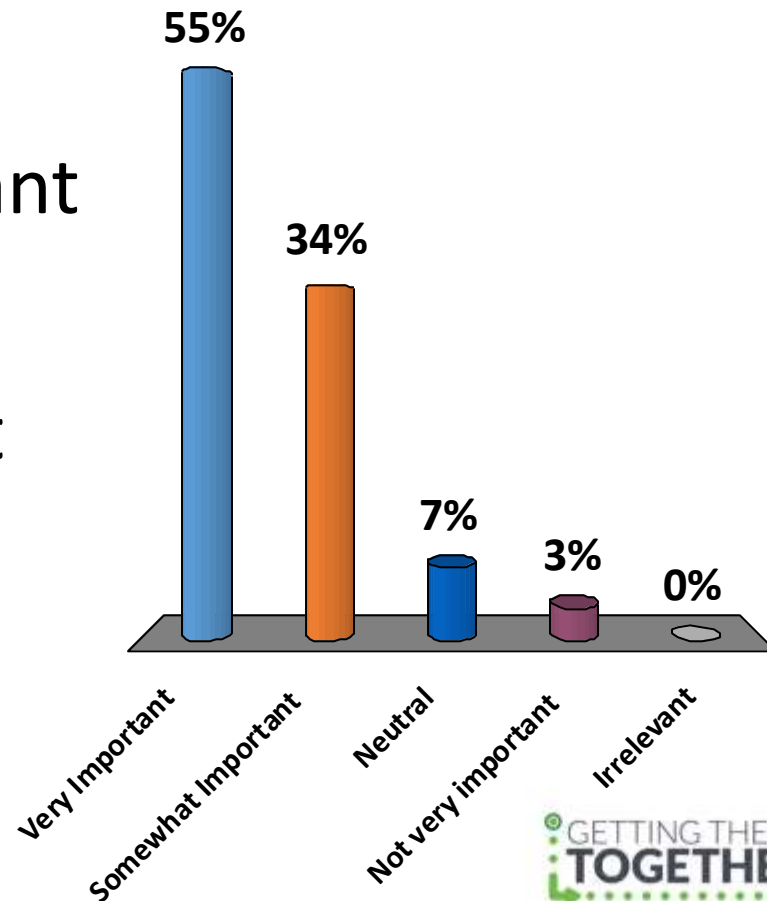
- A. Very Important
- B. Somewhat Important
- C. Neutral
- D. Not very important
- E. Irrelevant



# How important is considering health & safety when establishing our transportation priorities?



- A. Very Important
- B. Somewhat Important
- C. Neutral
- D. Not very important
- E. Irrelevant

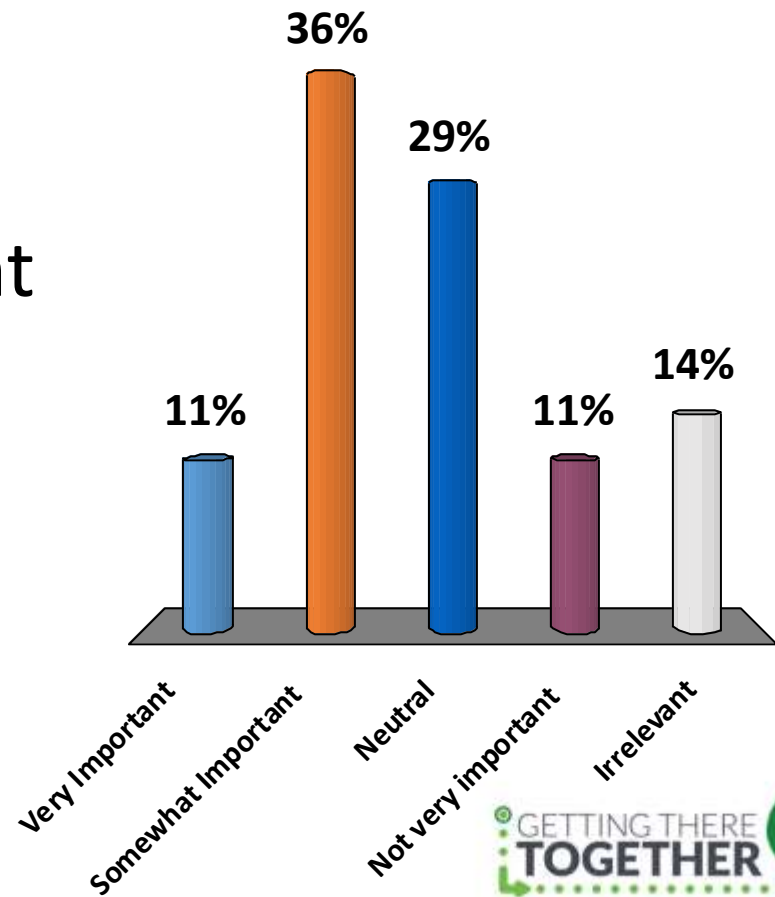




# How important is considering commuter delay when establishing our transportation priorities?



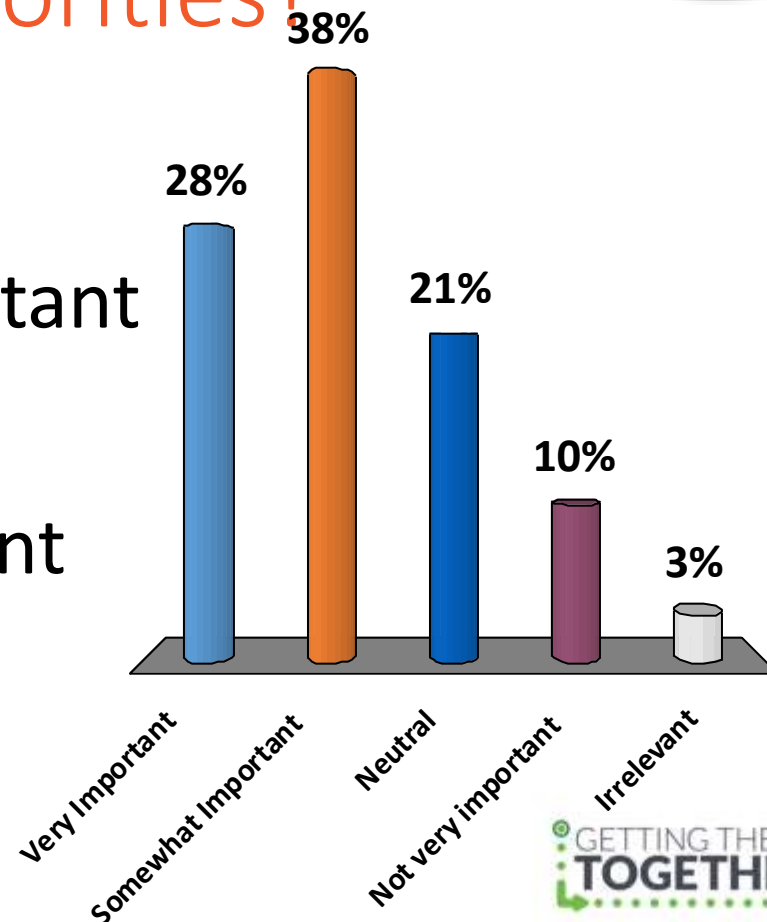
- A. Very Important
- B. Somewhat Important
- C. Neutral
- D. Not very important
- E. Irrelevant



# How important is considering economic prosperity when establishing our transportation priorities?



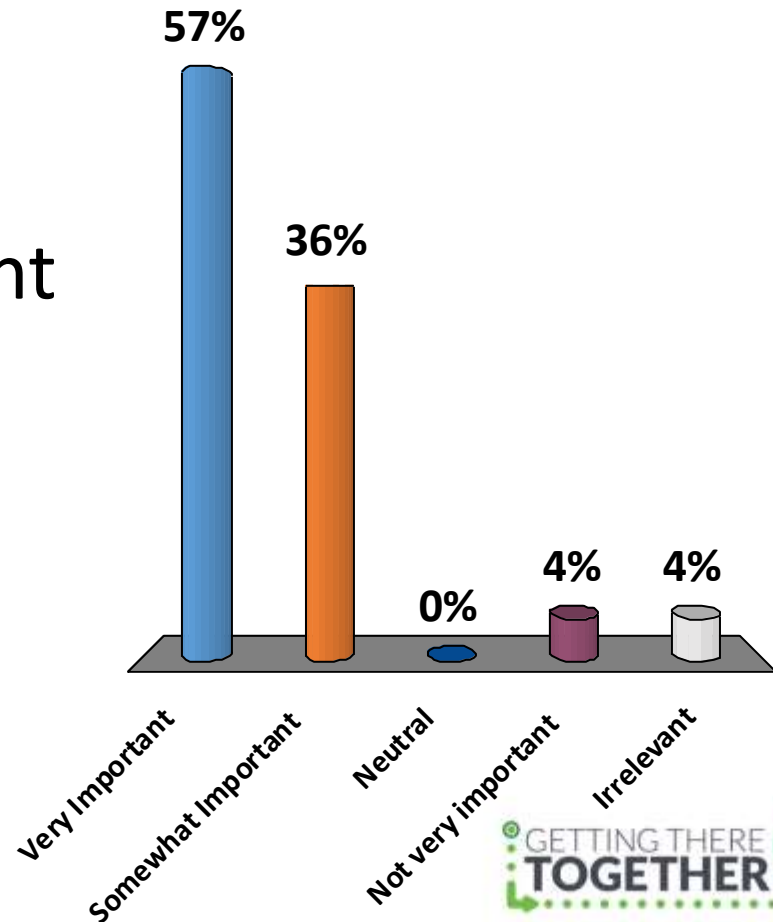
- A. Very Important
- B. Somewhat Important
- C. Neutral
- D. Not very important
- E. Irrelevant



# How important is considering travel choice when establishing our transportation priorities?



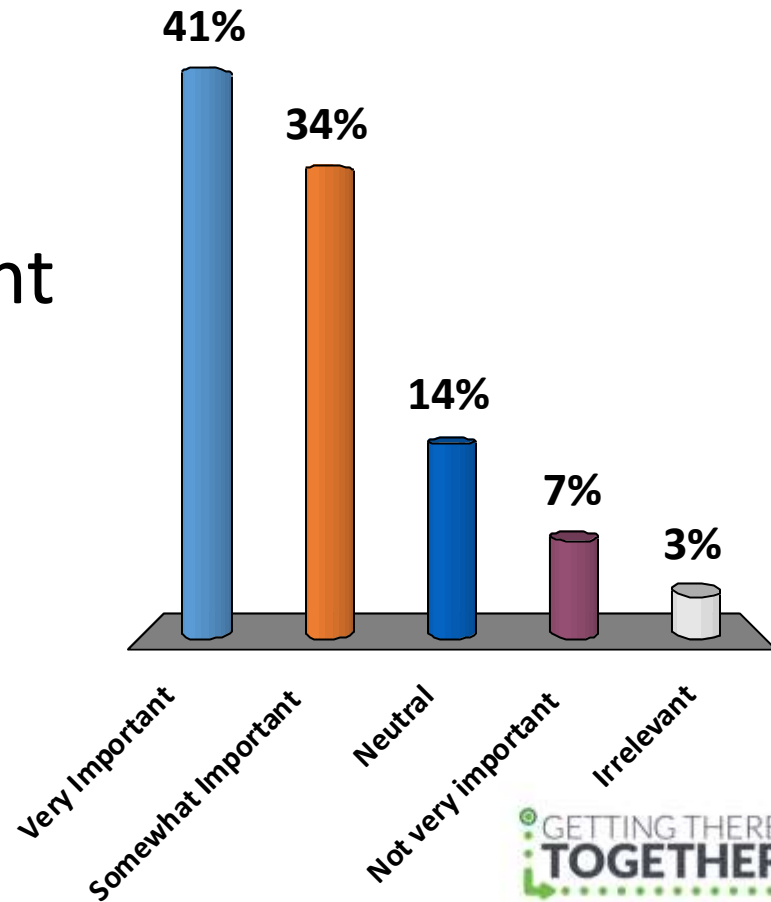
- A. Very Important
- B. Somewhat Important
- C. Neutral
- D. Not very important
- E. Irrelevant



# How important is considering placemaking when establishing our transportation priorities?

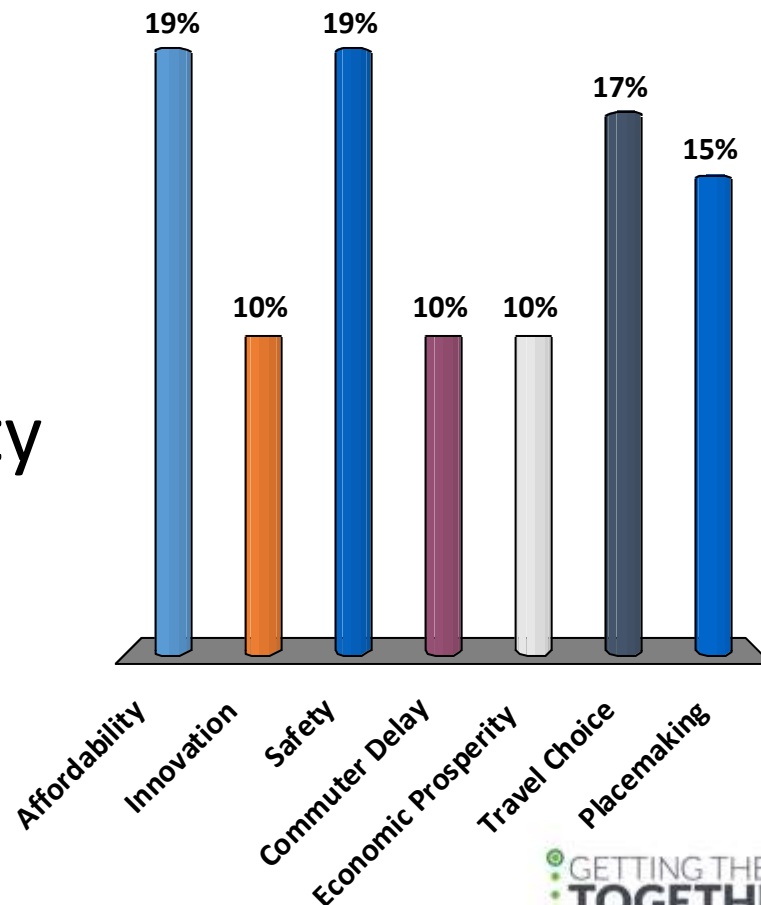


- A. Very Important
- B. Somewhat Important
- C. Neutral
- D. Not very important
- E. Irrelevant



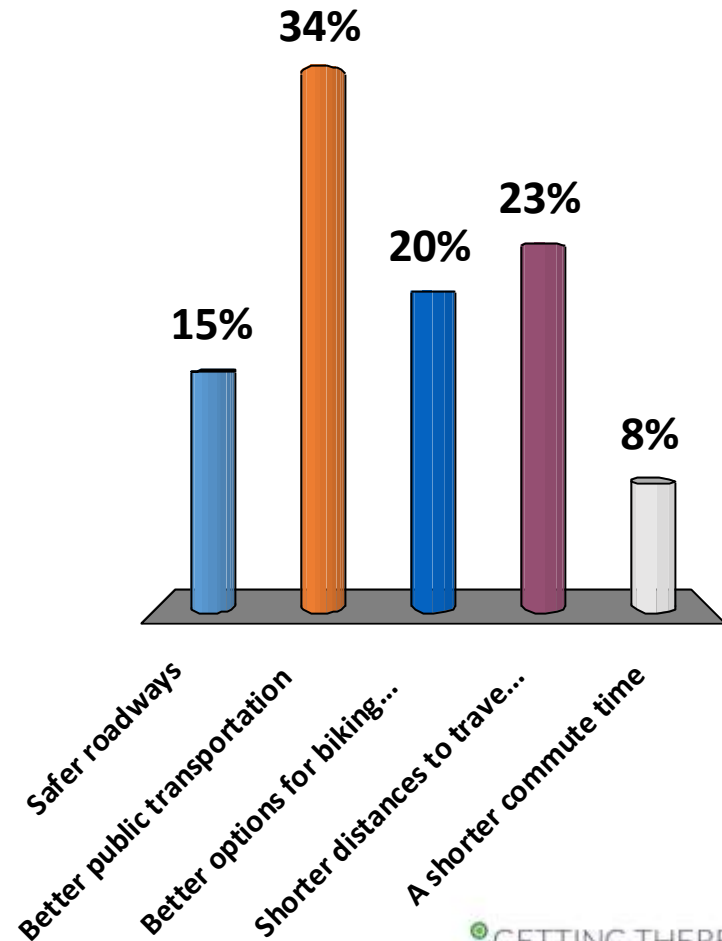
# Rank in order of importance:

- A. Affordability
- B. Innovation
- C. Safety
- D. Commuter Delay
- E. Economic Prosperity
- F. Travel Choice
- G. Placemaking



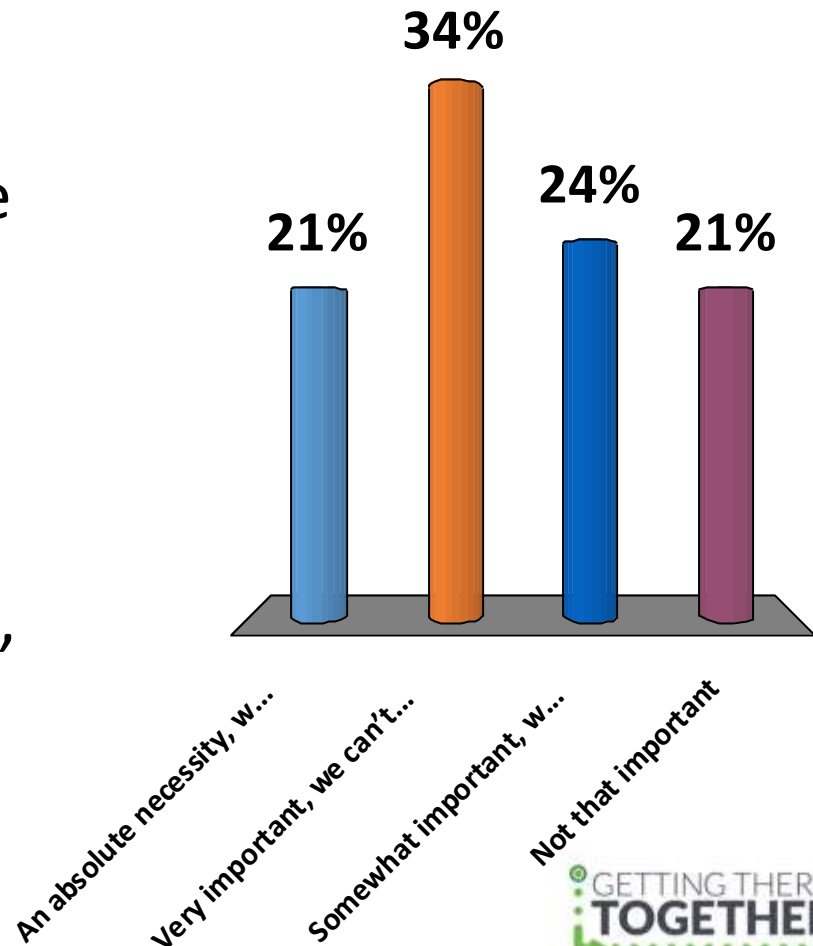
# I wish we had: (select 3 in rank order)

- A. Safer roadways
- B. Better public transportation
- C. Better options for biking and walking
- D. Shorter distances to travel for jobs, goods, and services
- E. A shorter commute time



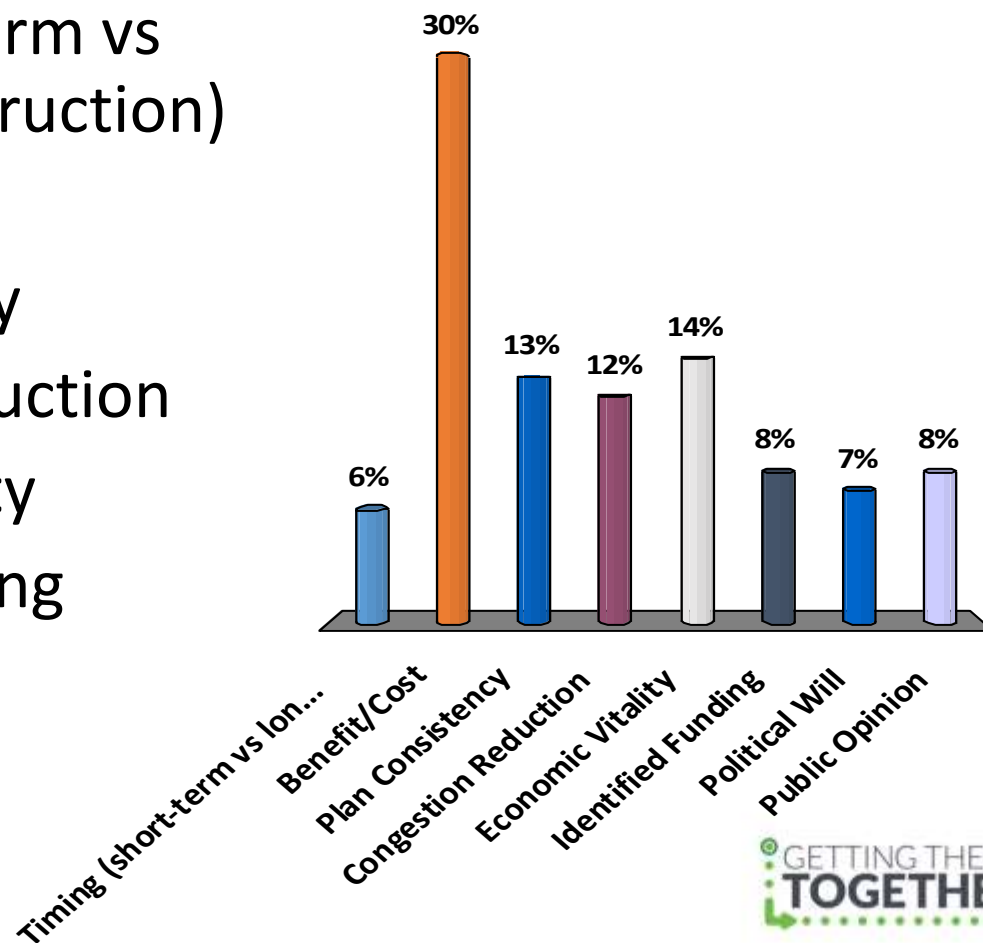
# How important do you think autonomous and connected vehicles will be when considering our mobility future?

- A. An absolute necessity, we can't be successful without it
- B. Very important, we can't improve conditions without it
- C. Somewhat important, we've done well with without it
- D. Not that important



With the understanding that all are important, select (in ranked order) the top three transportation criteria:

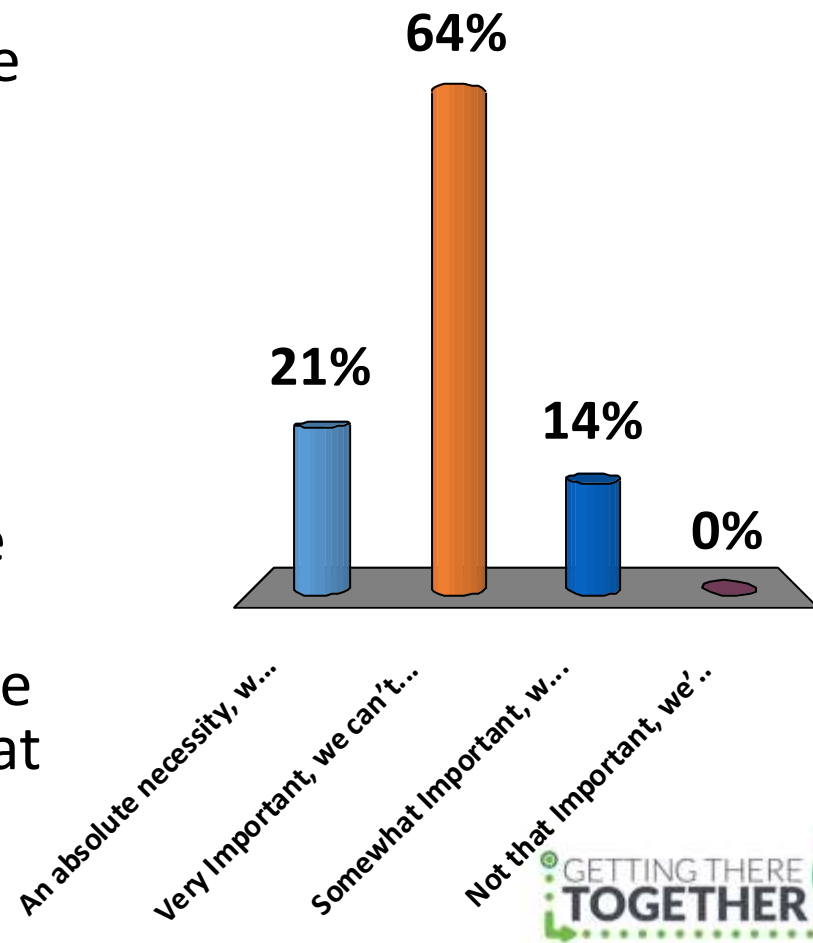
- A. Timing (short-term vs long-term construction)
- B. Benefit/Cost
- C. Plan Consistency
- D. Congestion Reduction
- E. Economic Vitality
- F. Identified Funding
- G. Political Will
- H. Public Opinion





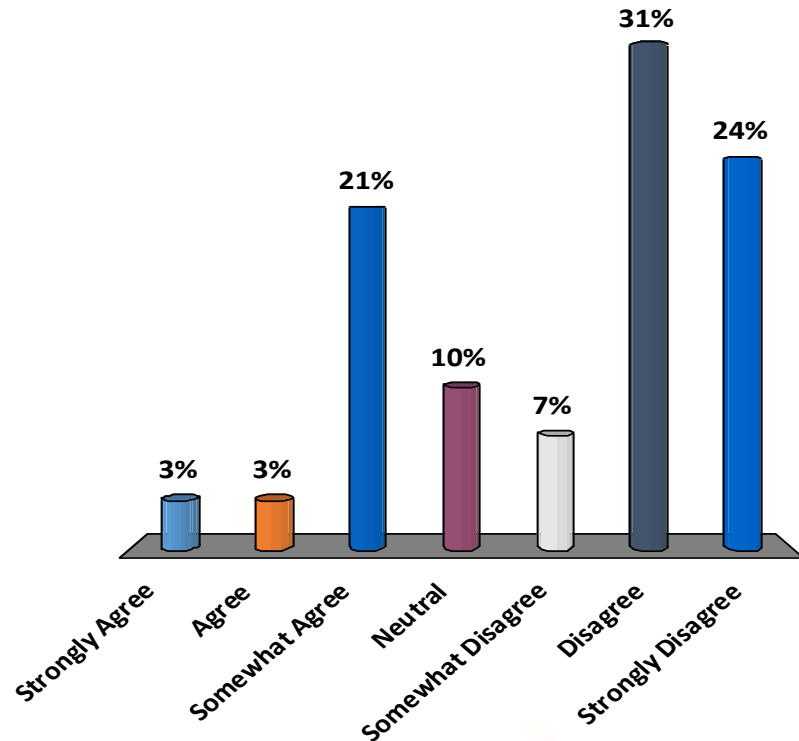
# How important is travel choice to economic growth and industry recruitment?

- A. An absolute necessity, we can't be successful without it
- B. Very Important, we can't improve conditions without it
- C. Somewhat Important, we've done well with the existing system
- D. Not that Important, we've always gotten by with that we have



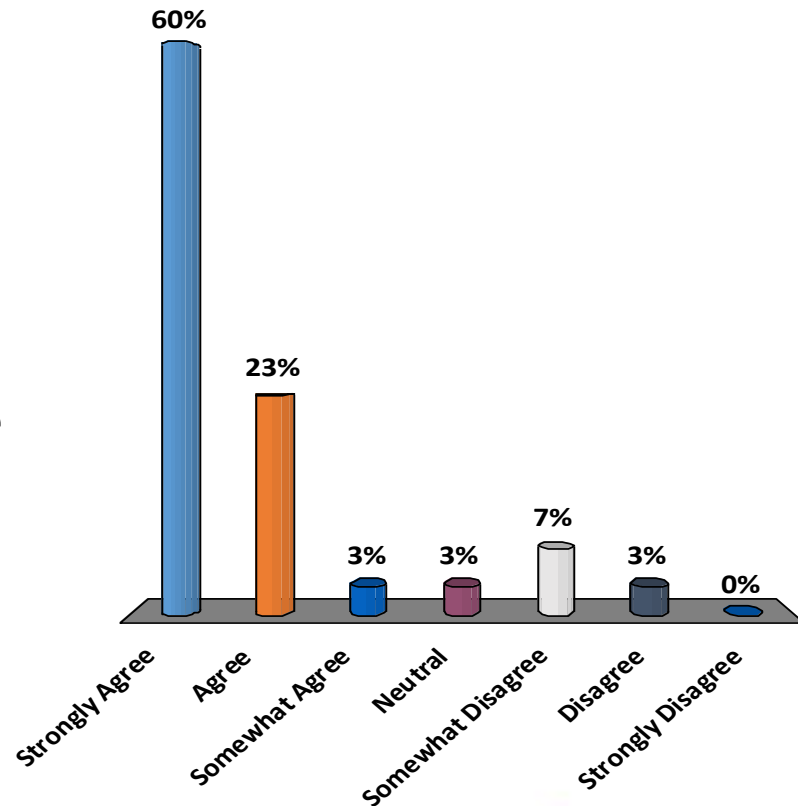
# We should prioritize travel through the Austin region.

- A. Strongly Agree
- B. Agree
- C. Somewhat Agree
- D. Neutral
- E. Somewhat Disagree
- F. Disagree
- G. Strongly Disagree



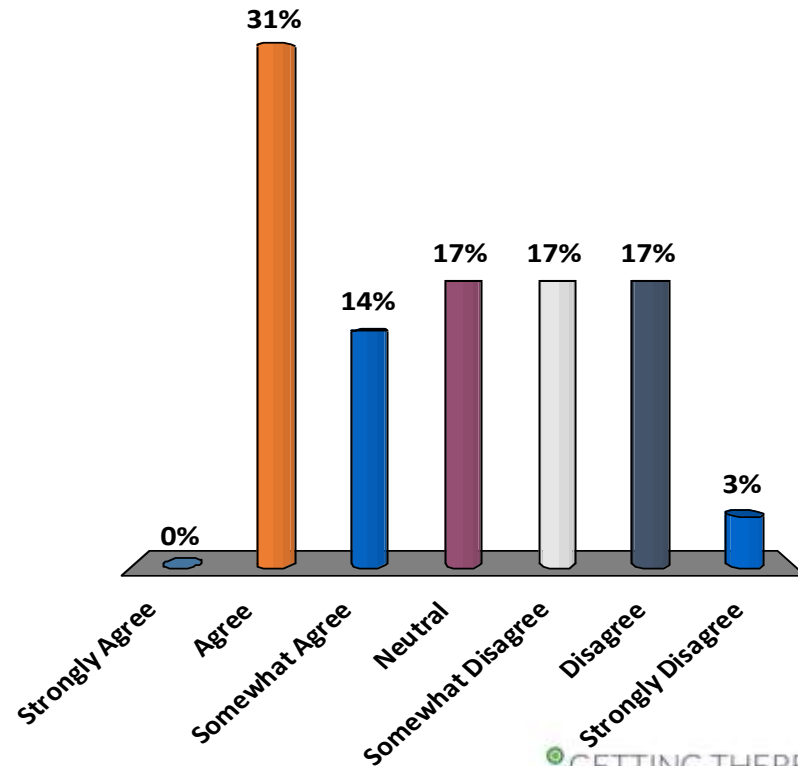
# We should prioritize travel within Austin.

- A. Strongly Agree
- B. Agree
- C. Somewhat Agree
- D. Neutral
- E. Somewhat Disagree
- F. Disagree
- G. Strongly Disagree



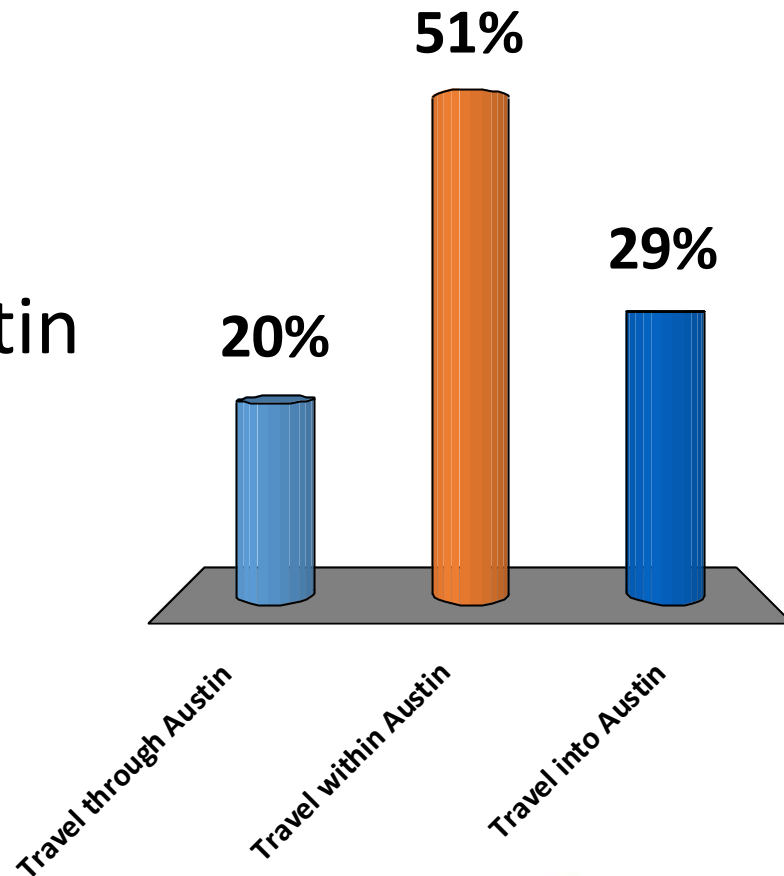
# We should prioritize travel into Austin.

- A. Strongly Agree
- B. Agree
- C. Somewhat Agree
- D. Neutral
- E. Somewhat Disagree
- F. Disagree
- G. Strongly Disagree



# Rank in order of importance:

- A. Travel through Austin
- B. Travel within Austin
- C. Travel into Austin



# Next Steps



# The process

