Austin Strategic Mobility Plan

MCAC April 26, 2017

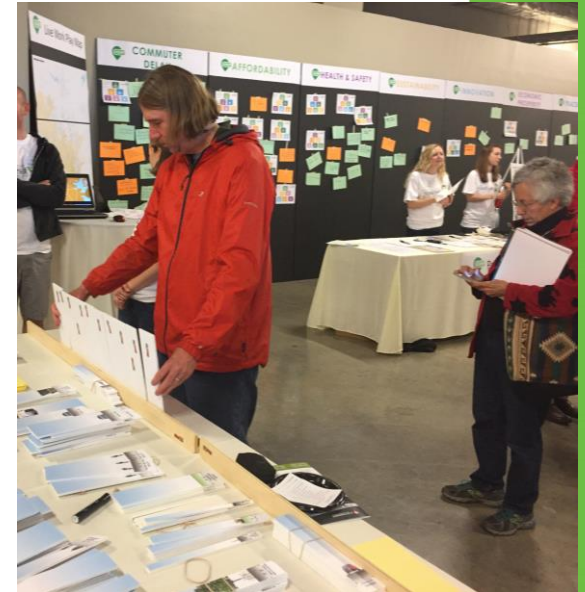Austin Transportation Department

Agenda

Public Engagement

Engagement | March 4ᵗʰ Traffic Jam

Traffic Jam – ASMP Summary

Approximately **230 people** attended the event

29 The number of **home zip codes represented** by the participants at the event

11 partner agencies and initiatives attended to provide information about their services and projects

30 participants indicated **their top thought was related to travel choice** at the Thought Wall

Affordability, Travel Choice and Health & Safety were ranked the "top priority" 19 times each out of 89 total Priority Pyramids

Economic Prosperity was the **least reported priority** at the Thought Wall and Priority Pyramid

60 cross-sections were developed at the Street Builder station.

Multi-story buildings, transit amenity, bus-only lanes and wide sidewalks were the **most used street feature**

GETTING THERE TOGETHER ASMP
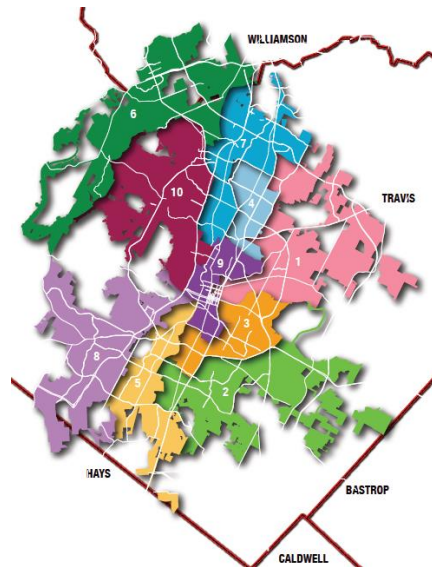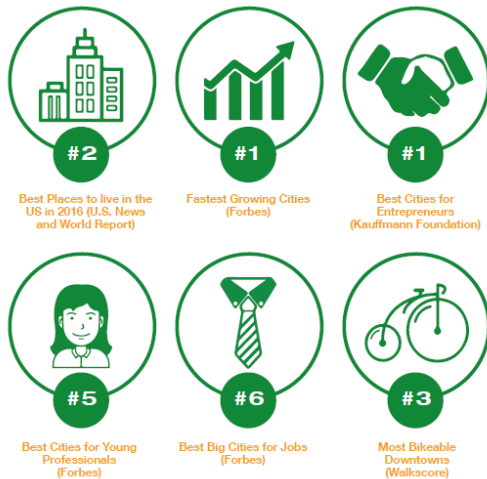
More input needed

- Traffic Jam was one of several opportunities to engage with the community

- Emphasis on engaging youth, seniors, ADA community, historically underserved/underrepresented communities

- Upcoming efforts:
  - Employer-based outreach
  - Youth engagement through local ISDs, Austin Youth Council, Colleges & Universities, etc.
  - Focus groups through hired consultant
  - Community organization engagement
  - City Council Member town hall meetings
  - & more!

GETTING THERE TOGETHER ASMP

Crafting Austin's Mobility Story

Foundation Report

- Network performance
- Council District characteristics
- External forces & trends
- Graphically communicates Info
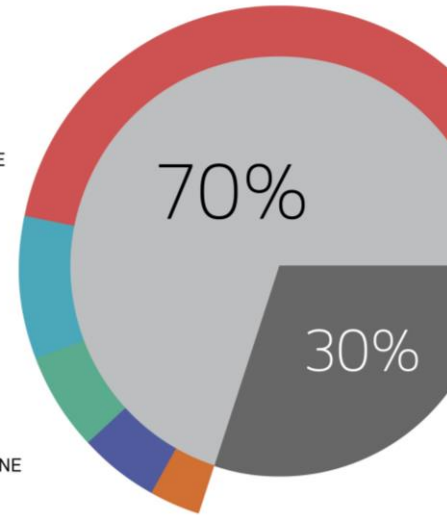- Serves as the first chapter of the ASMP

GETTING THERE TOGETHER — ASMP

Austin Strategic **MOBILITY PLAN**

#2 Best Places to live in the US in 2016 (U.S. News and World Report)

#1 Fastest Growing Cities (Forbes)

#1 Best Cities for Entrepreneurs (Kauffmann Foundation)

#5 Best Cities for Young Professionals (Forbes)

#6 Best Big Cities for Jobs (Forbes)

#3 Most Bikeable Downtowns (Walkscore)

WILLIAMSON

TRAVIS

HAYS

BASTROP

CALDWELL

51,924 traffic collisions since 2010

289 fatal collisions since 2010

2,794 miles of City streets

Vision   Goals   Objectives

Defining the Vision

Imagine Austin - ASMP **Vision**

Austin is <u>accessible</u>. Our transportation network provides a wide variety of <u>options</u> that are <u>efficient, reliable</u>, and <u>cost-effective</u> 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.

Crafting our Goals/Objectives

Affordability

Travel Choice

Health & Safety

Commuter Delay

Sustainability

Placemaking

Innovation

Economic Prosperity

Review public engagement results

Consider adopted mode specific plans

Build on Imagine Austin Indicators and policies

Peer city considerations

Metrics-can we measure it?
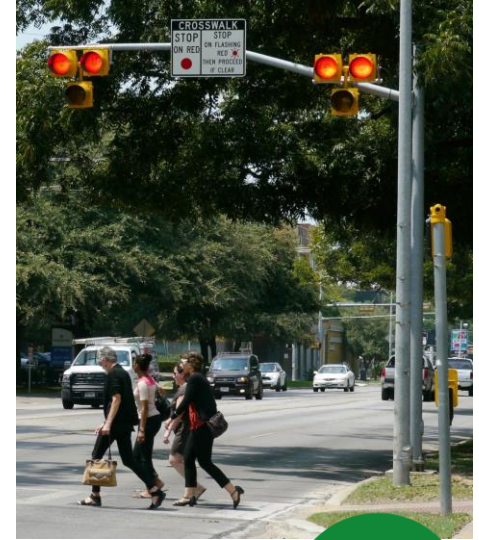
Draft Goals/Objectives
July MCAC Meeting

GETTING THERE TOGETHER ASMP

Scenario Planning

Scenario Planning | *noun*

Def: A method to explore how well different mobility strategies make progress towards achievement of goals and objectives.

What is a scenario?

Projects ▪ Programs ▪ Investments

What's the Process Look Like?

Academic Answer:

- Review the Vision- expression of Community Values
- Determine what measurements of success are most important to us –Indicators
- Explore Peer Cities (how has it been done elsewhere)
- Understand the constants – Land Use and Funding
- Build and model scenarios
- Learn, refine, and identify a preferred scenario

ASMP
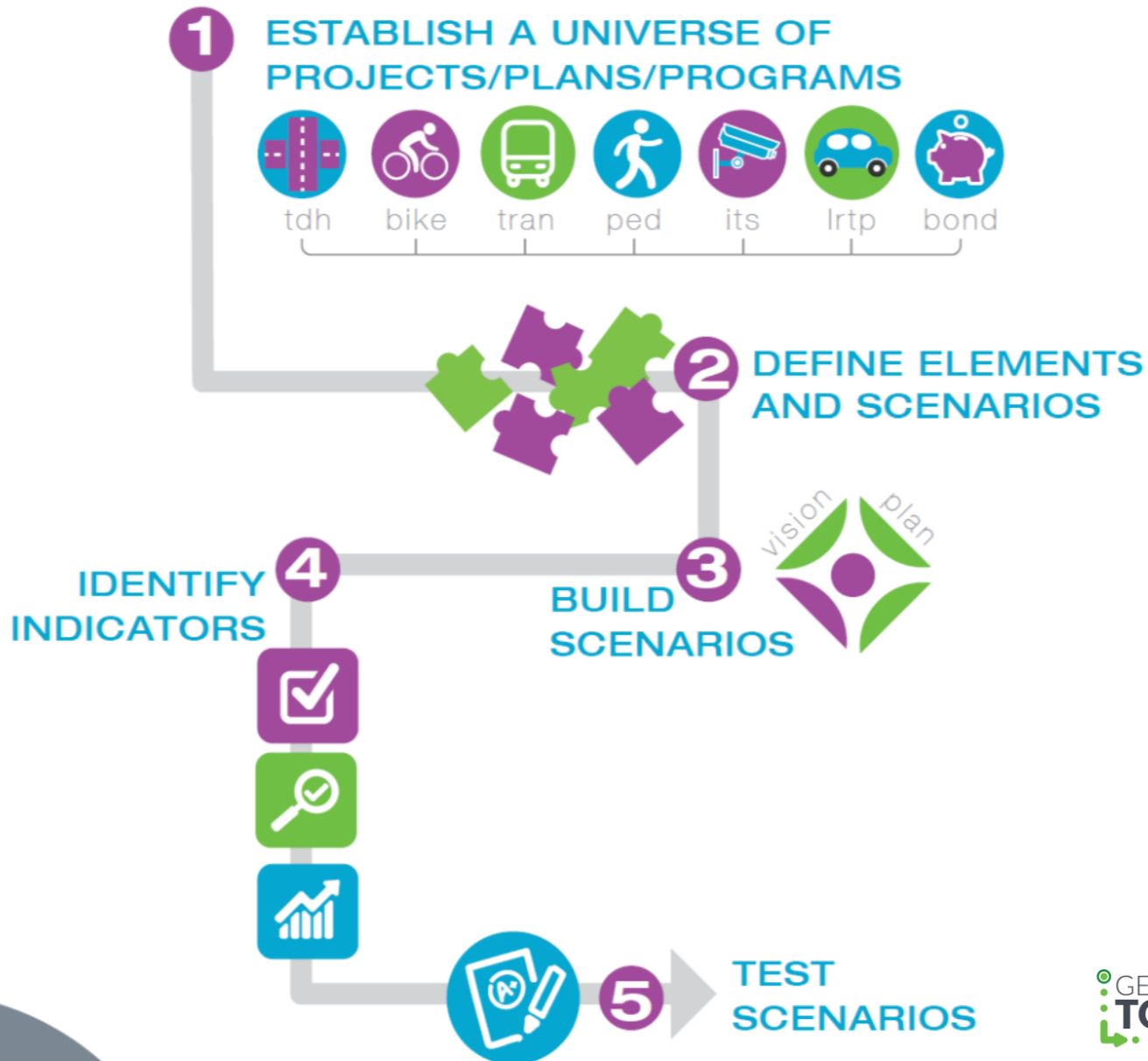
Testing Scenarios– *How?*

Indicator Selection ▪ Identify Priority Indicators ▪ Model Scenarios ▪ Report Results

Indicators should include a variety of traditional transportation and community vibrancy measures

Affordability

Innovation

Safety

Placemaking

Commuter Delay

Sustainability

Economic Prosperity

Travel Choice

Scenario Performance

Economy	Congestion	Percentage of the transportation system under congested conditions based on vehicle miles traveled (VMT)	*Daily*	3%	Less than 5%	Less than 5%	🎯	**Meets target** Travel under congested conditions are within targets.
			Peak periods	8%	Less than 10%	Less than 10%		
	Transportation options	Miles of bikeways (at least 10 per year)		564 (miles)	600 (miles)	800 (miles)	🎯	**Meets target** 19 miles of bikeways were constructed in 2013.
People	Safety	Number of crashes per million vehicle miles traveled (VMT), on collector or above roadways, for all travelers		2.31 (crashes / million VMT)	2.25 (crashes / million VMT)	2.0 (crashes / million VMT	⚪	**Not on track to meet target** The crash rate has declined since the baseline year. However, it is not on track to meet the targeted reduction.
	Bridges	Percentage of structurally deficient and/or functionally obsolete bridges		18%	17%	14%	◎	**On track to meet target** There has been a slight reduction in the percentage.
	Pavement conditions	Percentage of lane miles of streets (collectors and above) with unacceptable pavement conditions, based on ODOT ratings		2.4%	No more than 5%	No more than 5%	🎯	**Meets target** Pavement conditions ratings remain unchanged from the benchmark.
Neighborhoods	Complete streets	Percentage of communities adopting complete streets policies or policies that contain those elements		0%	25%	100%	◎	**On track to meet target** Dublin, New Albany, and Franklin Co. have adopted policies to encourage multiple transportation modes.
	Environmental justice	Percentage of disadvantaged population average trip travel time compared to the regional average trip time		94%	Never higher than 100%	Never higher than 100%	🎯	**Meets target** The average travel time ratio remains under the future year targets.
	Density	Density (people and jobs per acre) within ¾ mile of roadways (arterials and above)		4.5 (people + jobs / acre)	4.8 (people + jobs / acre)	6.0 (people + jobs / acre)	◎	**On track to meet target** There was a slight increase in the density.

ASMP

Report Card:
- Transportation indicators
- Community vibrancy indicators
- Comparative analysis

Considerations Prior to Selection

Technical Results

Indicator Weighting

Engagement Results

Scenarios

A

B

C

Technical
Results

Indicator
Weighting

Engagement
Results

Preferred
Scenario

Mobility
Strategy*
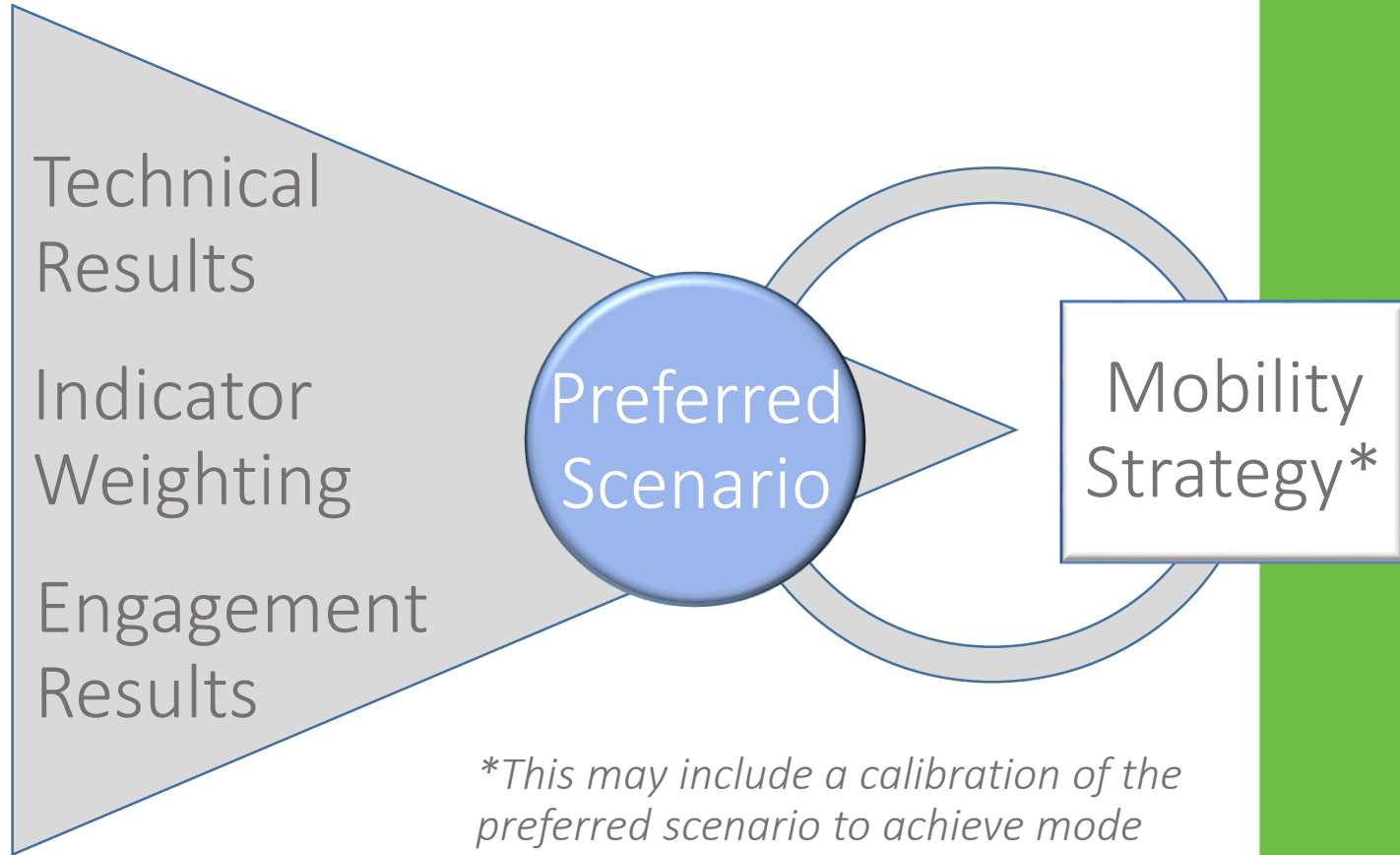
*This may include a calibration of the
preferred scenario to achieve mode
split/performance targets

GETTING THERE
TOGETHER ASMP

Indicators

Transportation

- Vehicle miles traveled (total & per capita)
- Congestion
- Right of Way Impacts (Tax Base)
- Safety
- Mode Split
- Transit Ridership
- Average transit headways
- Bicycle miles traveled
- Sidewalk (linear miles and percent of street frontages with sidewalks)
- Bicycle Lanes (linear miles)
- Special district performance (downtown/employment center/activity centers)

Community Outcomes

- Housing
- Economic vibrancy
- Households within 1/4 and 1/2 mile of distance of transit and high capacity transit (percent)
- Employees within 1/4 and 1/2 mile of transit and high capacity transit
- Social equity
- Special district performance (downtown/employment center/activity centers)
- Air quality & greenhouse gas
- Healthy communities
- Energy Consumption
- Mode split
- Households within 1/4 and 1/2 mile of dedicated bike facilities

Indicators Activity

How we'll use the info:

- Contribute to indicator identification
- Help with the organization/communication of results
- Influence the performance weighting

Indicators

Transportation Indicators
Please select your top 4, and circle 1 item you would rank as most important

- ☐ Vehicle miles traveled (total & per capita)
- ☐ Congestion
- ☐ Right of Way Impacts (Tax Base)
- ☐ Safety
- ☐ Mode Split
- ☐ Transit Ridership
- ☐ Average transit headways
- ☐ Bicycle miles traveled
- ☐ Sidewalk (linear miles and percent of street frontages with sidewalks)
- ☐ Bicycle Lanes (linear miles)
- ☐ Special district performance (downtown/employment center/activity centers)

Community Outcomes Indicators
Please select your top 4, and circle 1 item you would rank as most important

- ☐ Housing
- ☐ Economic vibrancy
- ☐ Households within 1/4 and 1/2 mile of distance of transit and high capacity transit (percent)
- ☐ Employees within 1/4 and 1/2 mile of transit and high capacity transit
- ☐ Social equity
- ☐ Special district performance (downtown/employment center/activity centers)
- ☐ Air quality & greenhouse gas
- ☐ Healthy communities
- ☐ Energy Consumption
- ☐ Mode split
- ☐ Households within 1/4 and 1/2 mile of dedicated bike facilities

Other Indicators

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