

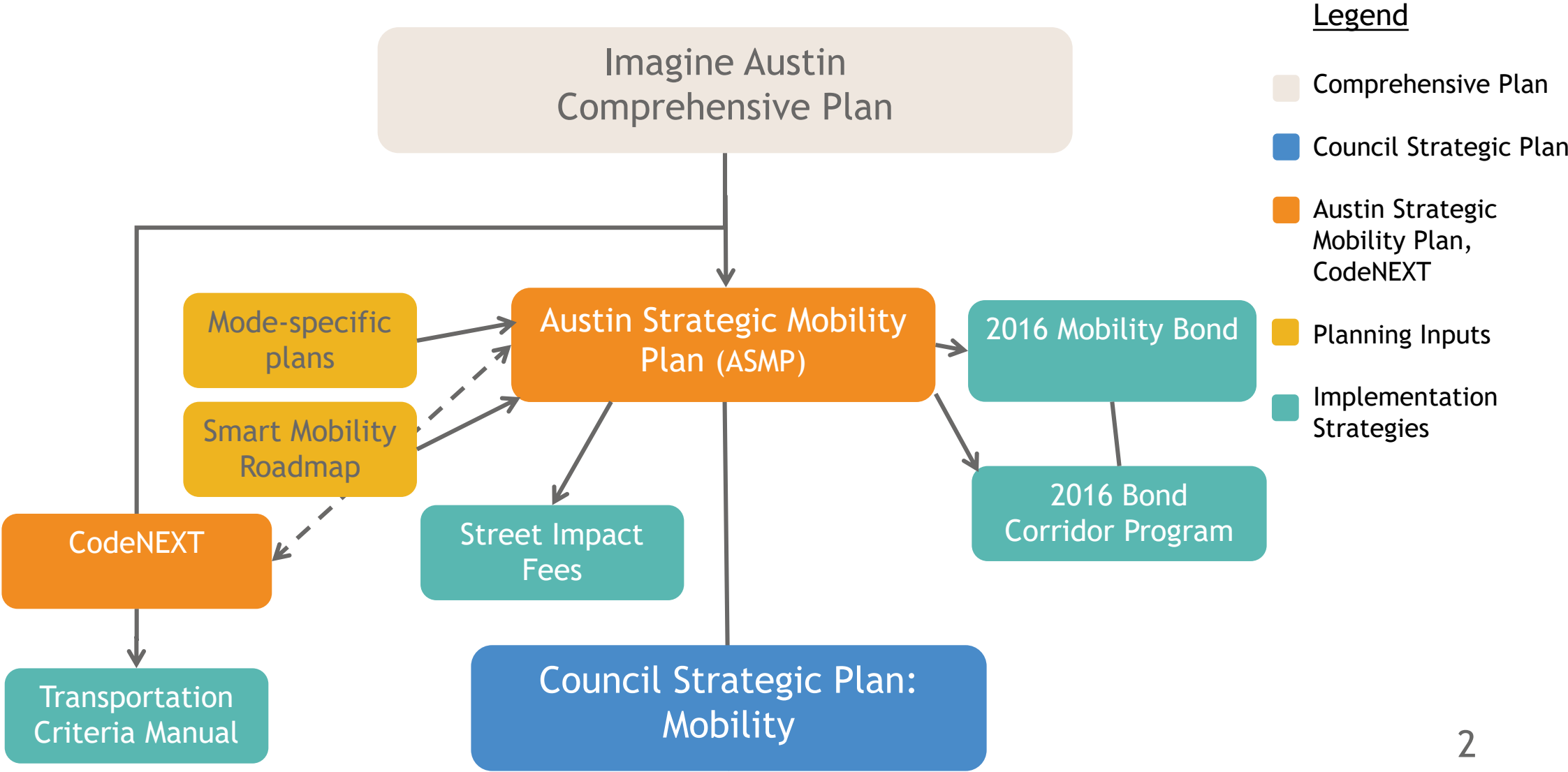
Update on Mobility Initiatives

1

Corridor Mobility Program Prioritization & Austin Strategic Mobility Plan (ASMP)

CITY COUNCIL WORK SESSION
OCTOBER 10, 2017

MOBILITY INITIATIVES ALIGNMENT



2016 Bond Corridor Construction Program Mobility Priorities & Community Considerations

- Reduction in Congestion
- Improved Level-of-Service for All Modes
- Improved Connectivity
- Improved Effectiveness of Transit Operations
- Preservation of Existing Affordable Housing
- Preservation of Existing Local Businesses
- Opportunities for Development of New Affordable Housing
- Opportunities to Facilitate Mixed-Income Housing
- Emphasizes Livable, Walkable, Safe and Transit-Supportive Corridors
- Promotes Healthy, Equitable and Complete Communities

Austin Strategic Mobility Plan Goals

- Commuter Delay
- Travel Choice
- Affordability
- Economic Prosperity
- Placemaking
- Health & Safety
- Innovation
- Sustainability

Council Strategic Plan Strategic Indicator Categories

- System Efficiency & Congestion
- Accessibility To & Equity of Multi-modal Travel Choices
- Transportation Cost
- Safety
- Condition of Transportation-Related Infrastructure

MOBILITY INITIATIVES ALIGNMENT

CORRIDOR MOBILITY PROGRAM: PRIORITIZATION

CORRIDOR PROGRAM OFFICE
OCTOBER 10, 2017

austin
MOTION
2016 MOBILITY BOND



\$720 million for transportation and mobility improvements

- \$101 million for Regional Mobility Projects
- \$137 million for Local Mobility Projects
- **\$482 million for Corridor Improvement Projects**

CORRIDOR MOBILITY PROGRAM

IMPLEMENTATION OF CORRIDOR MOBILITY PLANS

- North Lamar Boulevard
- Burnet Road
- Airport Boulevard
- E. MLK Jr. Blvd./FM 969
- South Lamar Boulevard
- East Riverside Drive
- Guadalupe Street
- Slaughter Ln and/or William Cannon Drive

PRELIMINARY ENGINEERING AND DESIGN

- William Cannon Drive
- Slaughter Lane
- North Lamar/Guadalupe
- East Rundberg Lane
- West Rundberg Lane
- Colony Loop Drive
- E. MLK Jr. Blvd/FM 969
- South Congress Ave.
- Manchaca Road
- South Pleasant Valley Road



(D) In reviewing and approving the Corridor Construction Program, the City Council shall be guided by the same priorities and consideration 'as apply to the City Manager as set out in Sub Sections (A), (B), and (C) above;

(E) The City Manager shall revisit and update existing corridor plans as needed to ensure that final design and implementation conforms to the region's most recently adopted transportation plans and recently adopted policies and standards for transportation infrastructure design, including, but not limited to:

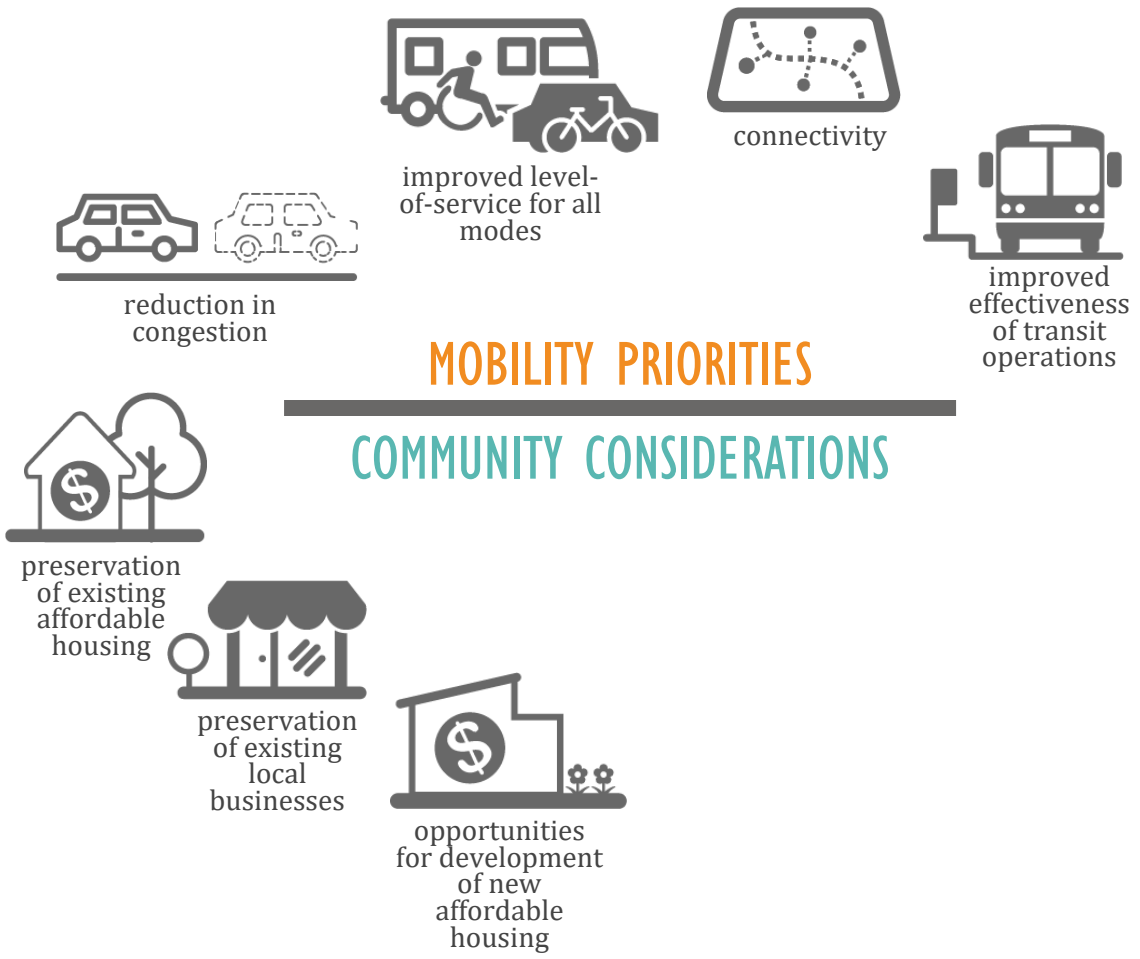
- Capital Metro Connections 2025;
- Capital Metro Service Guidelines and Standards;
- Project Connect Regional High Capacity Transit Plan;
- City of Austin Strategic Housing Plan;
- City of Austin Transit Priority Policy;
- City of Austin Strategic Mobility Plan;
- City of Austin Complete Streets Policy;
- City of Austin Sidewalk Master Plan;
- City of Austin Urban Trails Master Plan;
- City of Austin Bicycle Master Plan;
- Vision Zero Plan;
- applicable National Association of City Transportation Officials standards; and
- Imagine Austin Comprehensive Plan...



PRIORITIZATION MODEL

ABOUT THE PRIORITIZATION MODEL

- Strict adherence to Contract With Voters
- More needs than available funding from 2016 Mobility Bond
- Task at hand: Comparative analysis to prioritize investments for implementation.
- Indicators/metrics developed for task at hand
 - Readily available data = “identifiable”
- Context: Building mobility infrastructure



Resolution No. 20160818-074

expended and the processes that must be followed in determining and prioritizing those expenditures:

(A) Upon voter approval of the November 2016 Mobility Bond Program, the City Manager shall begin coordination, design, and engineering activities as soon as possible for all projects listed under subsection (ii), parts (a) and (b) above associated with the \$482,000,000 allocated for Corridor Improvement Projects in order to develop recommendations for a construction program for City Council consideration. When City staff has gathered sufficient data to develop potential construction elements for the Corridor Improvement Projects, and before any construction funding is appropriated or construction initiated for these projects, the City Manager is directed to bring forth recommendations supported by identifiable metrics for implementation of a "Corridor Construction Program" in ways that prioritize: a) reduction in congestion; b) improved level of service and reduced delay at intersections for all modes of travel; c) connectivity, and improved effectiveness of transit operations within these corridors and throughout the system; and subject to the foregoing, also makes allowances for: i) preservation of existing affordable housing and local businesses on the corridors, and opportunities for development of new affordable housing along the corridors, including, but not limited to, the use of community land trusts, tax increment finance zones along corridors, homestead preservation zone tools, revisions to the S.M.A.R.T. Housing



Resolution No. 20160818-074

Program, and targeted investments on the corridors utilizing affordable housing bonds and the Housing Trust Fund; ii) geographic dispersion of funding; and iii)

opportunities to facilitate increased supply of mixed-income housing;

(B) Subject to subsection (A) above, the "Corridor Construction Program" developed by the City Manager for City Council consideration shall recommend implementation timelines in accordance with need, as established by the Imagine Austin Comprehensive Plan, the Critical Arterials List, Top Crash Location Intersection Priorities List, and other policy plans as identified in this resolution;

(C) Subject to subsection (A) above, in implementing the "Corridor Construction Program," the City Manager shall further emphasize making corridors livable, walkable, safe, and transit-supportive, and aligned with the principles and metrics in the Imagine Austin Comprehensive Plan, with goals of reducing vehicle miles traveled, increasing transit ridership and non-vehicular trips, and promoting healthy, equitable, and complete communities as growth occurs on these corridors;

(D) In reviewing and approving the Corridor Construction Program, the City Council shall be guided by the same priorities and consideration 'as apply to the City Manager as set out in Sub Sections (A), (B), and (C) above;

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Resolution No. 20160818-074

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(E) The City Manager shall revisit and update existing corridor plans as needed to ensure that final design and implementation conforms to the region's

most recently adopted transportation plans and recently adopted policies and standards for transportation infrastructure design, including, but not limited to:

- Capital Metro Connections 2025;
 - Capital Metro Service Guidelines and Standards;
 - Project Connect Regional High Capacity Transit Plan;
 - City of Austin Strategic Housing Plan;
 - City of Austin Transit Priority Policy;
 - City of Austin Strategic Mobility Plan;
 - City of Austin Complete Streets Policy;
 - City of Austin Sidewalk Master Plan;
 - City of Austin Urban Trails Master Plan;
 - City of Austin Bicycle Master Plan;
 - Vision Zero Plan;
 - applicable National Association of City Transportation Officials standards;
- and
- Imagine Austin Comprehensive Plan;

(F) The City Manager is directed to coordinate with other local taxing entities and identify and pursue potential opportunities for grants and other collaborative funding from federal, state, local, as well as private sources. If additional funding is required to complete specified improvements, the City

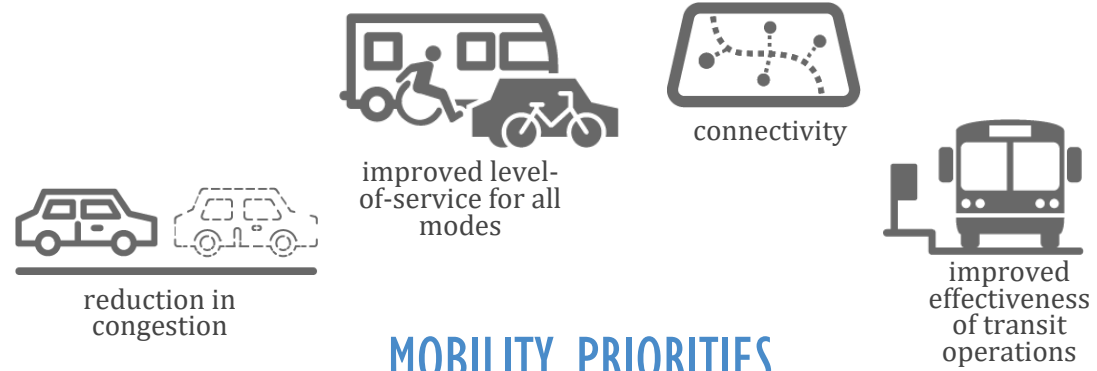
COMPARATIVE ANALYSIS

INDICATOR

METRIC

What we're measuring	How we measure it
Indicative of Mobility Priorities and Community Considerations	Existing data sources that are quantifiable, measurable and available

- Some indicators measure the **anticipated improvements** for comparison
- Some indicators measure **existing conditions** that will be better served by program



MOBILITY PRIORITIES

COMMUNITY CONSIDERATIONS



MOBILITY PRIORITIES



REDUCE CONGESTION

What we're measuring	How we measure it
People throughput for all modes	Percentage increase in people moved per hour across all modes
	Number of people per hour

MOBILITY PRIORITIES



IMPROVED LEVEL-OF-SERVICE AND REDUCED DELAY AT INTERSECTIONS FOR ALL MODES OF TRAVEL

What we're measuring	How we measure it
Reduced vehicular delay	Delay time
Pedestrian level-of-service	Multimodal level-of-service tool
Bike level-of-service	Multimodal level-of-service tool
Transit level-of-service	Multimodal level-of-service tool
Safety	% of crashes reduced with improvement
	Number of Top Crash List intersections improved

MOBILITY PRIORITIES



MULTI-MODAL LEVEL-OF-SERVICE TOOL

Combines results of the corridor traffic simulation models with spatial characteristics of the corridor

- Street width
- Sidewalk width
- Bicycle facility width
- Shoulder width
- Percent trucks
- Average vehicle speed
- Number of lanes
- Parking
- Distance between protected crossings
- Curb
- Barrier between street and bicycle facility
- Number of local buses
- Number of express buses
- Average transit speed
- Average wait time
- Average passenger trip length

MOBILITY PRIORITIES



CONNECTIVITY

What we're measuring	How we measure it
Enhanced quality and increased number of vehicle connections	Number of improved or new intersections
Protected pedestrian crossings	Number of protected pedestrian crossings along corridor per mile
Connections to bike routes	Number of bike routes connected to corridor
Connections to external transit	Number of transit routes connected to corridor
Proximity to special attractors	Number of total attractors w/in ½ mile of corridor

MOBILITY PRIORITIES



IMPROVED EFFECTIVENESS OF TRANSIT OPERATIONS

What we're measuring	How we measure it
Population living within ½ mile of corridor	Population
<i>Transit level-of-service</i>	<i>Multimodal level-of-service tool</i>



COMMUNITY CONSIDERATIONS



PRESERVATION OF EXISTING AFFORDABLE HOUSING

What we're measuring	How we measure it
Number of market rate affordable housing units	Number of non-subsidized housing units < \$999 monthly rent
Number of subsidized affordable housing units	Number of subsidized housing units
Vulnerable housing	Number of non-subsidized housing units within high development pressure area

COMMUNITY CONSIDERATIONS



PRESERVATION OF EXISTING LOCAL BUSINESSES

What we're measuring	How we measure it
Parcel impact	Percentage of impacted parcels against those that are unaffected
Proximity to local businesses	Number of businesses w/in ½ mile of corridor

COMMUNITY CONSIDERATIONS



OPPORTUNITIES FOR DEVELOPMENT OF NEW AFFORDABLE HOUSING

What we're measuring	How we measure it
Projected number of new residential units	Number of new units w/in ¼ mile of corridor
Development potential	Development potential score

COMMUNITY CONSIDERATIONS



OPPORTUNITIES TO FACILITATE INCREASED SUPPLY OF MIXED-INCOME HOUSING

What we're measuring	How we measure it
Projected number of new residential units	Number of new units w/in ¼ mile of Corridor
Development potential	Development potential score

COMMUNITY CONSIDERATIONS



EMPHASIZE LIVABLE, WALKABLE, SAFE AND TRANSIT-SUPPORTIVE CORRIDORS

What we're measuring	How we measure it
Imagine Austin Centers	Number of centers on the corridor
Imagine Austin Corridor	Yes/no
Improvement to water quality	Drainage area with new water quality treatment
Number of trees added	Number of trees along corridor

COMMUNITY CONSIDERATIONS



PROMOTE HEALTHY, EQUITABLE AND COMPLETE COMMUNITIES

What we're measuring	How we measure it
Proximity to health and human service centers	Number of service centers w/in ½ mile of corridor
Change in emissions	Change in tons of reduced emissions
Potential for health benefits	Incidence of health conditions > City average
<i>Imagine Austin Centers</i>	<i>Number within ½ mile of corridor</i>
<i>Imagine Austin Corridor</i>	<i>Yes/no</i>
<i>Improvement to water quality</i>	<i>Drainage area with new water quality treatment</i>
<i>Number of trees added</i>	<i>Number of trees along corridor</i>

Mobility Priorities	Indicator	Metric	Mon-Ops	Mon-A-B	Mon-B-C	Mon-C-D	Mon-D-E
Congestion Reduction	People Throughput	% Increase throughput	4.9	2.0	2.2	2.2	1.8
		# people/hour	2.6	1.0	1.1	1.1	0.9
Improved Level of Service for All Modes	Reduced Vehicular Delay	Delay time	5.0	2.0	2.4	2.7	1.7
	Transit LOS	From MMLOS Tool	0.0	1.7	0.0	0.0	0.0
	Bike LOS	From MMLOS Tool	1.3	3.8	2.5	2.1	2.5
	Ped LOS	From MMLOS Tool	5.0	0.0	0.0	0.0	3.3
	Safety	% crashes reduced	1.9	0.6	0.5	0.6	0.3
		# top crash intersections improved	1.3	0.0	0.0	1.3	0.0
Improved Connectivity	Enhanced vehicle connections	# new or improved intersections	5.0	5.0	5.0	5.0	5.0
	Connections to External Transit	# connections	0.4	1.6	1.0	0.7	2.0
	Special Attractors	# attractors / SM	1.7	5.0	0.7	1.3	0.0
	Protected Crossings	number per mile	2.6	0.0	4.7	3.5	0.0
	# Bike connections	# connections	0.0	0.0	0.5	0.5	0.5
Effectiveness of Transit Operations	Population within 1/2 mile	population	0.7	0.6	1.6	1.5	1.7
	Employment within 1/2 mile	employment	0.4	3.1	2.3	1.7	5.0

42.93 35.09 34.30 32.79 37.42

Recommended Investment	ROM Cost	Relative Cost/Mile	Mobility Calculation	Reduce Congestion		Improved Level of Service for All Modes					
				People Throughput		Reduced Vehicular Delay	Transit LOS	Bike LOS	Ped LOS	Safety	
				% Increase throughput	# people/hour	Delay time	MMLOS Tool	MMLOS Tool	MMLOS Tool	% crashes reduced	# Top Intersections Improved
				CR.1	CR.2	LS.1	LS.2	LS.3	LS.4	LS.5	LS.6
Mon-Ops	\$34,860,000	4.41	42.93	4.9	2.6	5.0	0.0	1.3	5.0	1.9	1.3
Mon-A-B	\$36,003,000	0.00	35.09	2.0	1.0	2.0	1.7	3.8	0.0	0.6	0.0
Mon-B-C	\$38,380,000	1.56	34.30	2.2	1.1	2.4	0.0	2.5	0.0	0.5	0.0
Mon-C-D	\$46,990,000	1.87	32.79	2.2	1.1	2.7	0.0	2.1	0.0	0.6	1.3
Mon-D-E	\$12,356,000	3.17	37.42	1.8	0.9	1.7	0.0	2.5	3.3	0.3	0.0
Tue-Ops	\$22,195,000	4.80	48.25	5.0	5.0	2.0	3.3	0.0	0.0	0.8	3.8
Tue-F-G	\$27,664,000	3.17	56.28	3.3	3.2	1.7	0.0	5.0	5.0	0.2	3.8
Tue-G-H	\$17,337,000	1.85	38.41	3.3	3.2	1.7	0.0	3.8	0.0	0.2	0.0
Tue-H-I	\$23,792,000	3.16	33.75	3.3	3.2	1.7	0.0	5.0	0.0	0.2	0.0
Tue-I-J	\$26,791,000	2.62	34.46	3.3	3.2	1.7	0.0	5.0	3.3	0.2	0.0
Wed-Ops	\$44,955,000	4.69	37.65	2.0	1.0	2.1	5.0	2.5	5.0	3.0	1.3
Wed-K-L	\$61,211,000	2.56	27.64	1.8	0.8	1.5	0.0	2.5	0.0	0.8	1.3

Community Considerations Index

1.83

1.83

1.83

1.83

2.17

Community Considerations	Mon-Ops	Mon-A-B	Mon-B-C	Mon-C-D	Mon-D-E
Preservation of affordable housing	◇◇	◇◇	◇◇	◇◇	◇◇
Preservation of local businesses	◇	◇	◇	◇	◇◇◇
Opportunities for development of new affordable housing	◇◇	◇◇	◇◇	◇◇	◇◇
Opportunities to facilitate increased supply of mixed-income housing	◇◇	◇◇	◇◇	◇◇	◇◇
Emphasizes livable, walkable, safe & transit-supportive corridors	◇◇	◇◇	◇◇	◇◇	◇◇
Promotes healthy, equitable and complete communities	◇◇	◇◇	◇◇	◇◇	◇◇

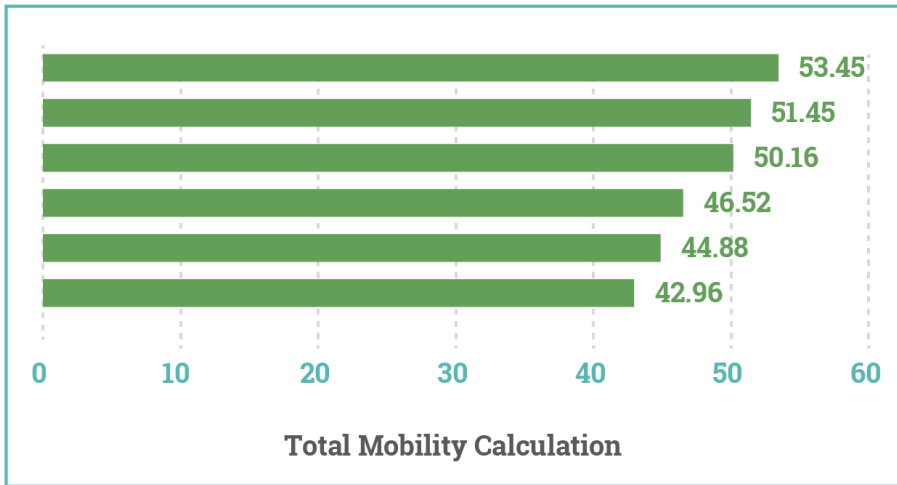
Recommended Investment	R.O.M. Cost	Relative Cost/Mile	Considerations Indicator	Preservation of affordable housing	Preservation of local businesses	Opportunities for development of new affordable housing	Opportunities to facilitate increased supply of mixed-income housing	Emphasizes livable, walkable, safe & transit-supportive corridors	Promotes healthy, equitable and complete communities
				Preserve affordable housing	Preserve local businesses	Opportunity for new affordable housing	New mixed-income housing	Community	Community
Mon-Ops	\$34,860,000	4.41	1.83	◇◇	◇	◇◇	◇◇	◇◇	◇◇
Mon-A-B	\$36,003,000	0.00	1.83	◇◇	◇	◇◇	◇◇	◇◇	◇◇
Mon-B-C	\$38,380,000	1.56	1.83	◇◇	◇	◇◇	◇◇	◇◇	◇◇
Mon-C-D	\$46,990,000	1.87	1.83	◇◇	◇	◇◇	◇◇	◇◇	◇◇
Mon-D-E	\$12,356,000	3.17	2.17	◇◇	◇◇◇	◇◇	◇◇	◇◇	◇◇
Tue-Ops	\$22,195,000	4.80	2.50	◇◇◇	◇◇	◇◇◇	◇◇◇	◇◇	◇◇
Tue-F-G	\$27,664,000	3.17	2.33	◇◇	◇◇	◇◇◇	◇◇◇	◇◇	◇◇
Tue-G-H	\$17,337,000	1.85	2.33	◇◇	◇◇	◇◇◇	◇◇◇	◇◇	◇◇
Tue-H-I	\$23,792,000	3.16	2.17	◇◇	◇	◇◇◇	◇◇◇	◇◇	◇◇
Tue-I-J	\$26,791,000	2.62	2.33	◇◇	◇◇	◇◇◇	◇◇◇	◇◇	◇◇
Wed-Ops	\$44,955,000	4.69	2.00	◇◇	◇◇	◇◇	◇◇	◇◇	◇◇
Wed-K-L	\$61,211,000	2.56	1.83	◇◇	◇	◇◇	◇◇	◇◇	◇◇
Wed-L-M	\$43,541,000	3.32	2.00	◇◇	◇◇	◇◇	◇◇	◇◇	◇◇
Wed-M-N	\$24,906,000	3.39	2.17	◇◇	◇◇◇	◇◇	◇◇	◇◇	◇◇
Wed-N-O	\$18,557,000	3.45	2.00	◇◇	◇◇	◇◇	◇◇	◇◇	◇◇
Thu-Ops	\$35,999,000	4.74	1.83	◇◇	◇◇	◇	◇	◇◇◇	◇◇

***need policies in place for any of this to actually happen

**need policies in place for any of this to actually happen

CUMULATIVE RANKING OF MOBILITY PRIORITIES & COMMUNITY CONSIDERATIONS

MOBILITY CALCULATION



COMMUNITY CONSIDERATIONS INDEX



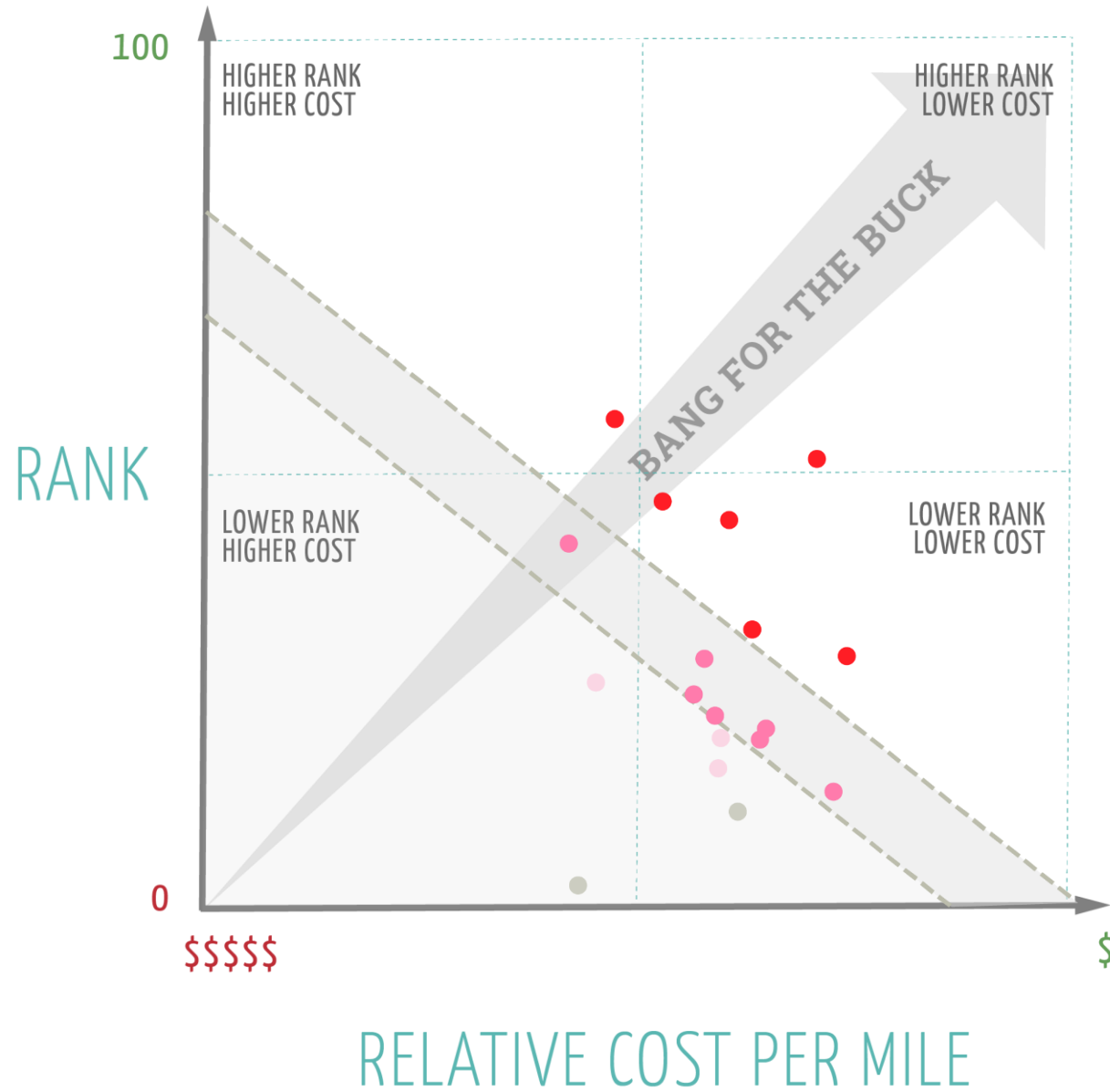
COST



PRIORITIZATION



RECOMMENDATIONS



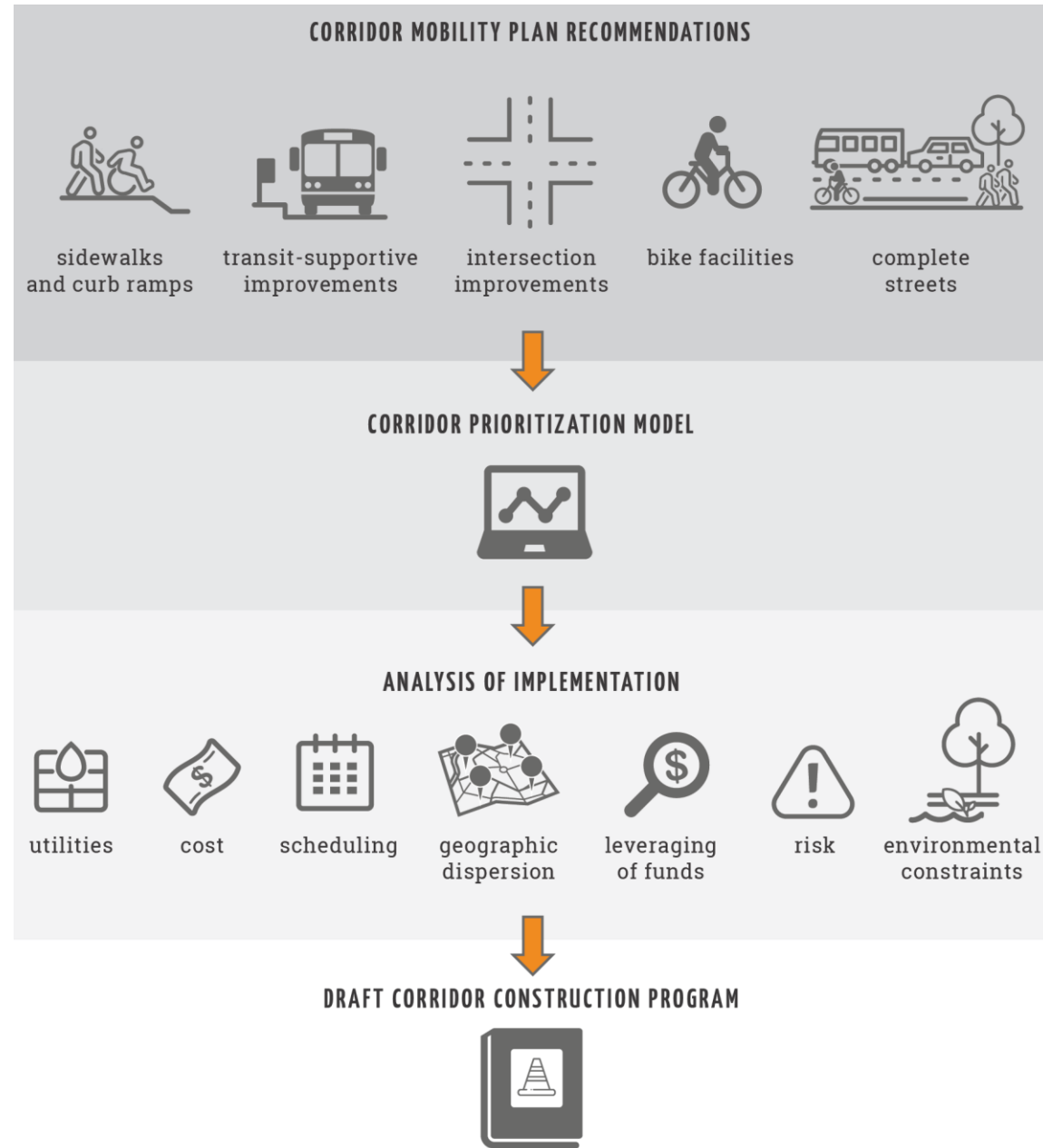
ADDITIONAL CONSIDERATIONS



LEVERAGING OTHER PROJECTS
& FUNDING



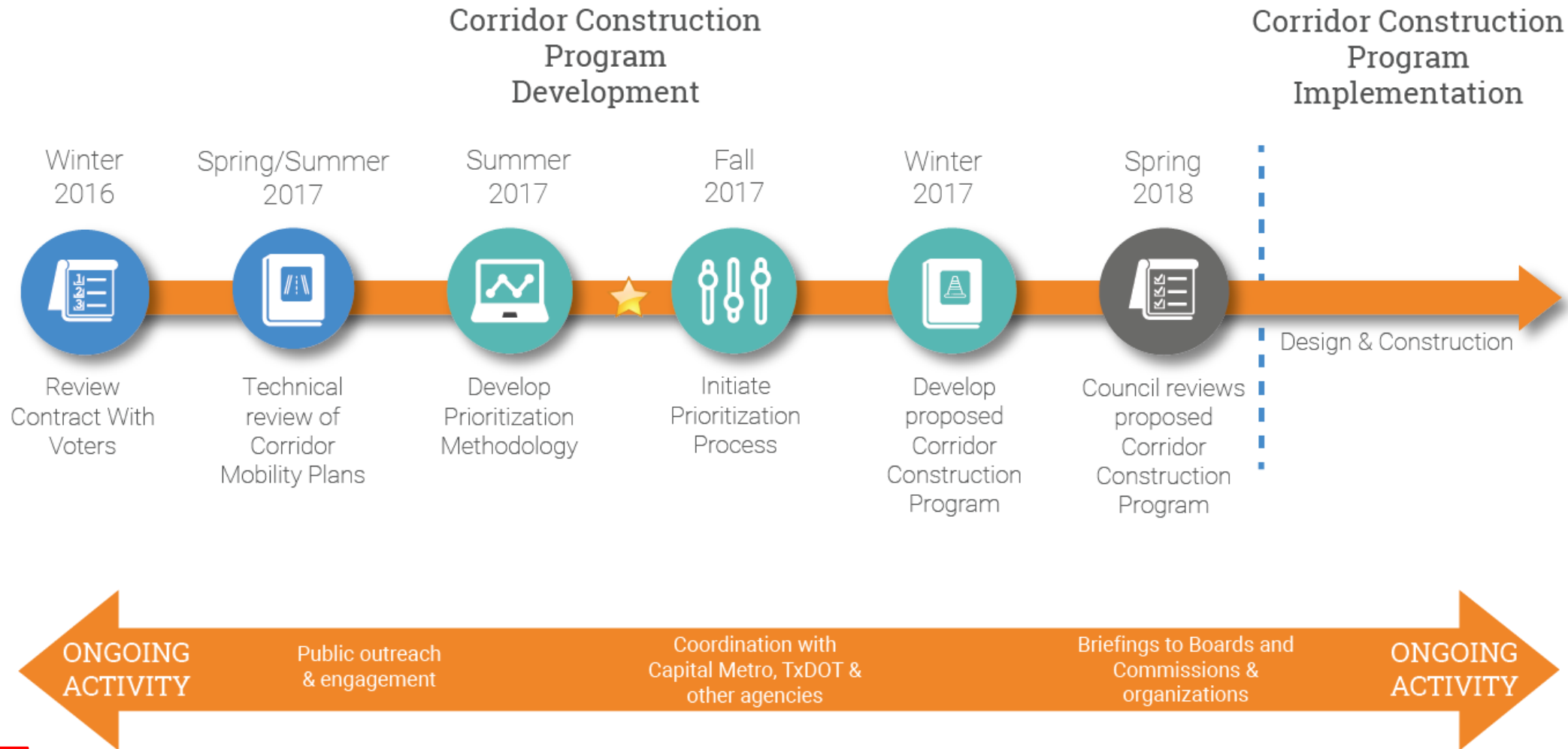
GEOGRAPHIC DISPERSION
OF FUNDING



Refined approach to identify risks and cost

- Identify specific risk item on corridors and assign \$\$
- Informed by coordination with partner departments
- Risk mitigation strategies identified
- As risks are mitigated, \$\$ released back to Corridor Construction Program funding

NEXT STEPS



DRFT

In addition to proposed Corridor Construction Program, staff will provide:

- Implementation timeline
- Leveraging strategy
- MBE/WBE Outreach Strategy
- Procurement Plan
- Communications and Community Engagement Plan

QUESTIONS?



Austin Strategic Mobility Plan



Austin City Council – October 10, 2017

Austin Transportation Department



Purpose of the ASMP



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



Where are we now



Defining the Vision

Imagine Austin - ASMP Vision

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** through the greater Austin area. These routes are part of our comprehensive regional transportation network.



Goals



Scenario Planning Process



What is Scenario Planning?



Scenario Planning |

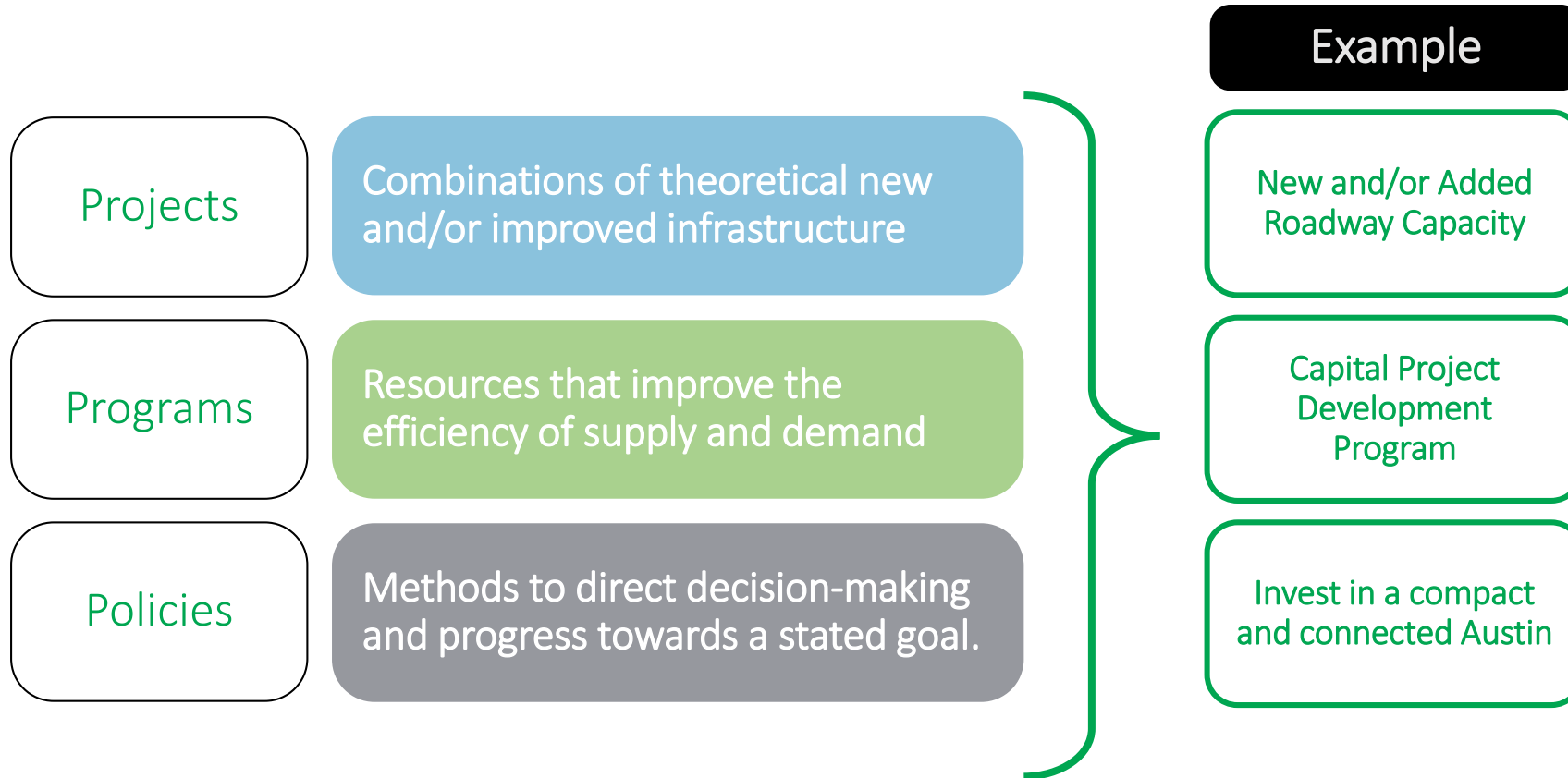
Def: A method to explore how well different **mobility strategies** make progress towards achievement of **goals and objectives**.



Projects + Programs + Policies

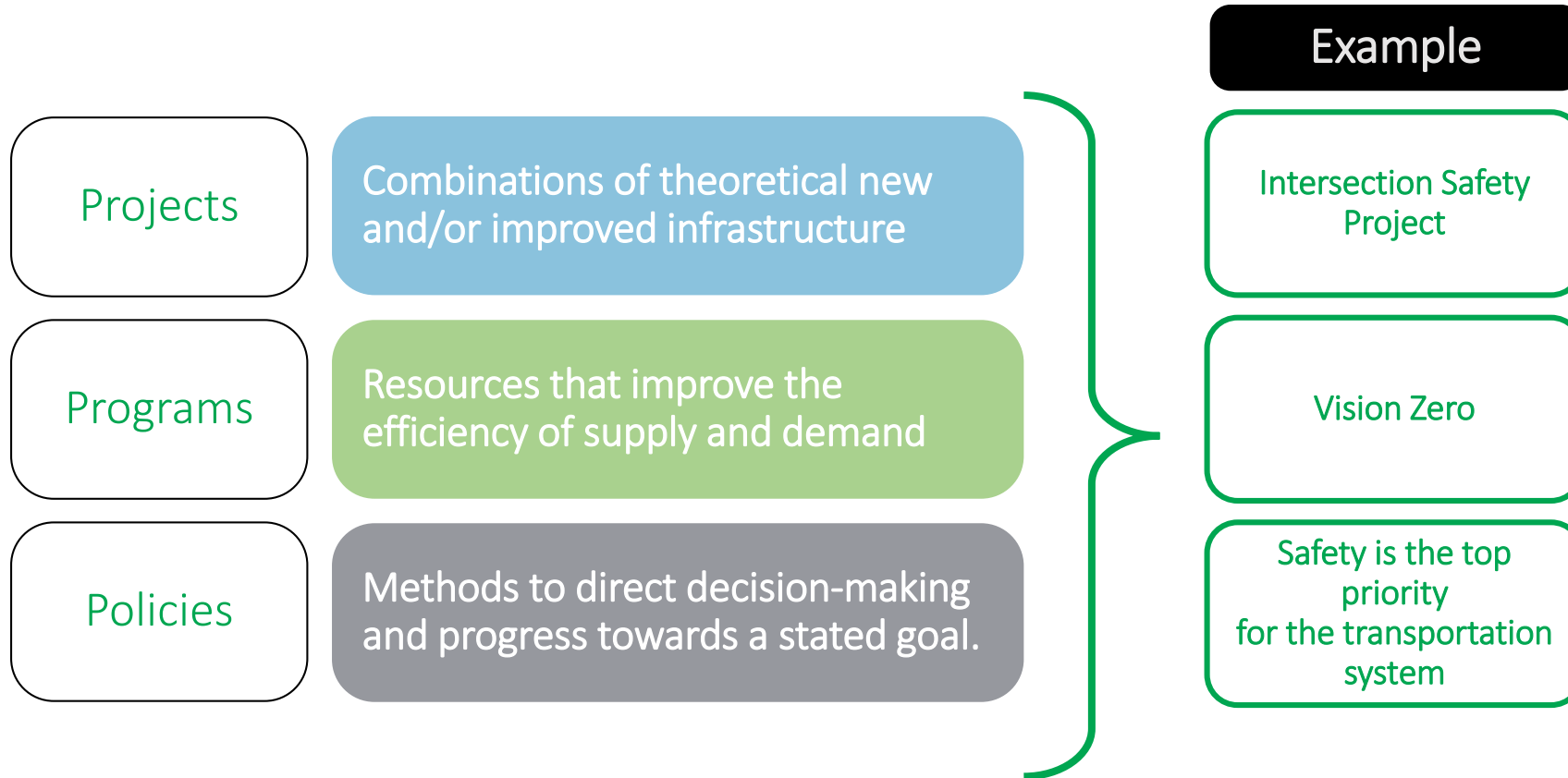
Mobility Strategies

Supply: Roadway



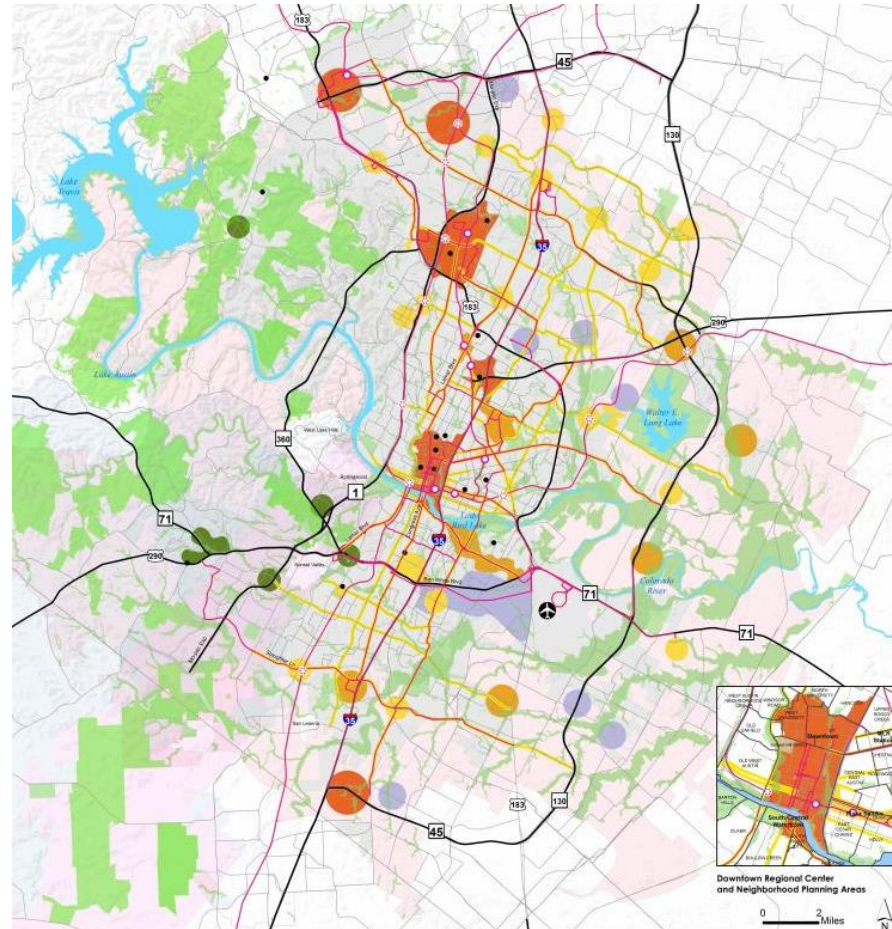
Mobility Strategies

Safety

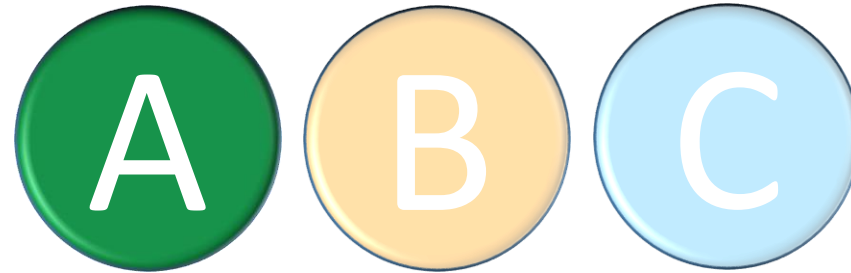


Building our Scenarios

Learn from
Imagine Austin
Scenarios,
developing the
Mobility Vision



Scenarios



Scenario A

Assumptions: Scenario A continues the current trend of transportation programming, investments and policy in Austin. This scenario assumes implementation of projects for roadways, public transit, bicycle, and pedestrian systems throughout the city. The scenario maintains the current trend of investments for all modes, existing levels of transportation demand management programming, and anticipates a small impact from automated and connected vehicles.

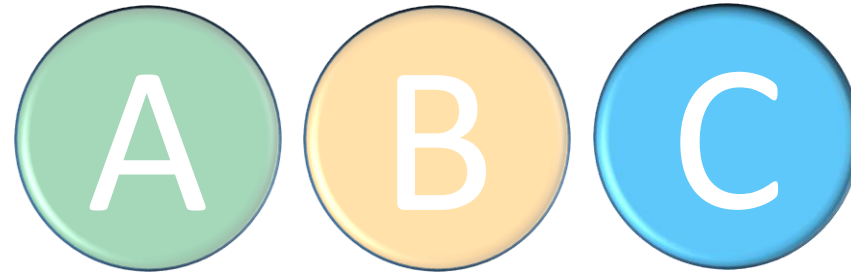
Scenarios



Scenario B

Assumptions: Scenario B modifies transportation programming, investment, and policy in Austin. This scenario increases the distribution of support for roadway, public transit, bicycle, and pedestrians along Imagine Austin Activity Corridors and within Activity Centers. The scenario assumes higher levels of transportation demand management programming and a modest impact from automated and connected vehicles.

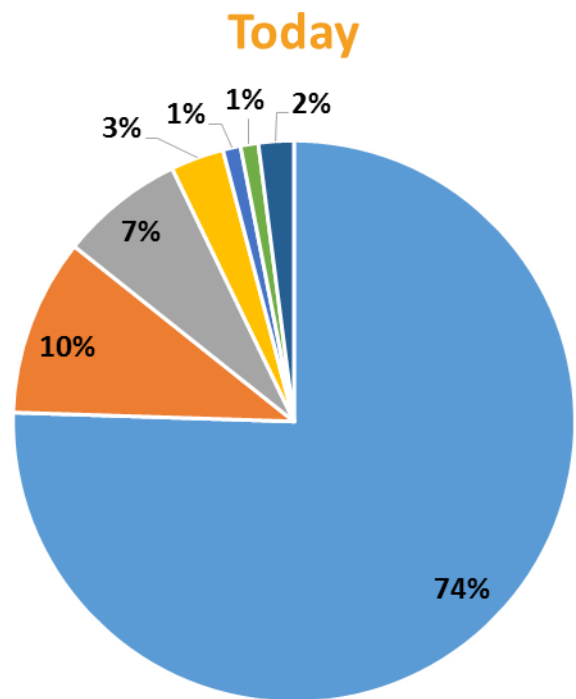
Scenarios



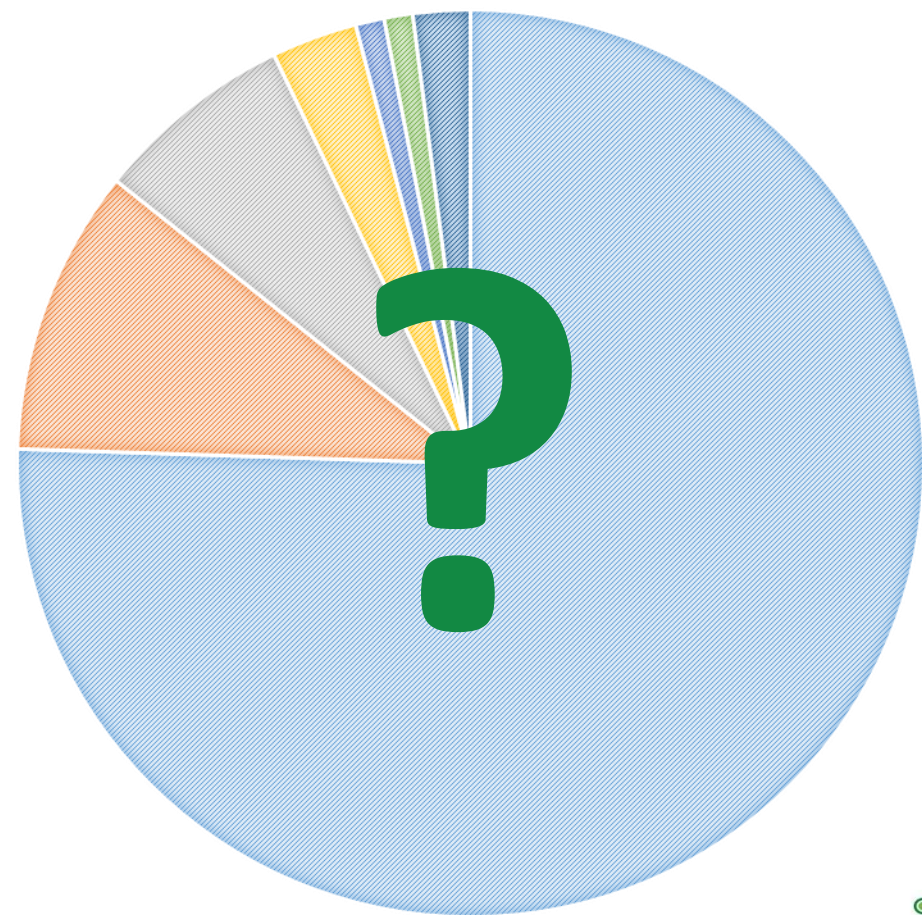
Scenario C

Assumptions: Scenario C significantly modifies transportation programming, investment, and policy in Austin. This scenario includes the highest degree of distribution amongst roadway, public transit, bicycle, and pedestrians along Imagine Austin Activity Corridors and within Activity Centers. The scenario assumes the highest level of transportation demand management programming and the highest impact of automated and connected vehicles on public transit, ridesharing and freight.

Motivation behind the Scenarios

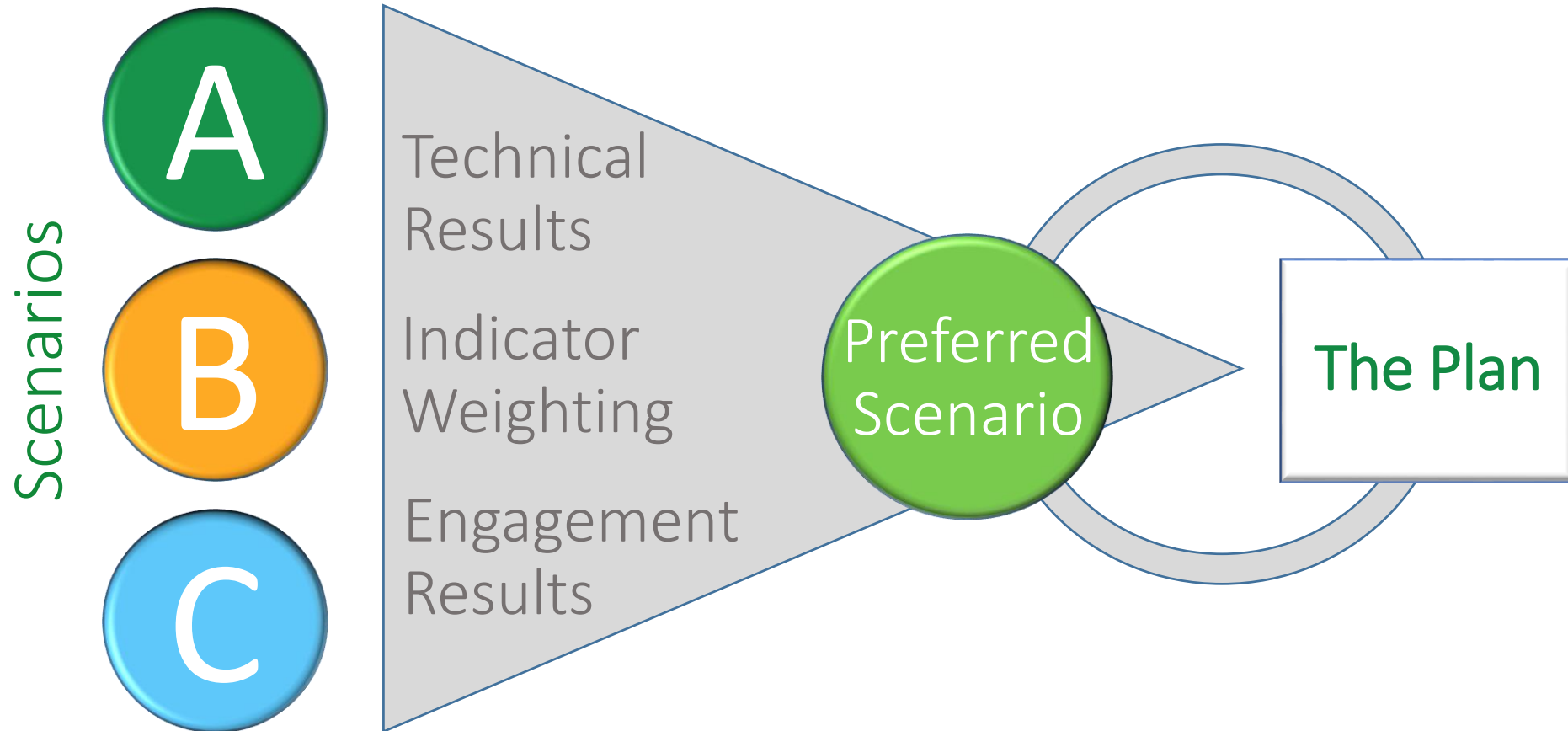


FUTURE



- Drive Alone
- Carpool
- Work at Home
- Transit
- Taxicab, motorcycle or other means
- Bike
- Walk

Evaluating our Scenarios



Indicators

Scenario Evaluation Indicators

Commuter Delay

Reduce the amount of time people spend traveling between home and work



Travel Choice

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



Scenario Evaluation Indicators

Affordability

Lower the cost of traveling in Austin by providing affordable travel options.

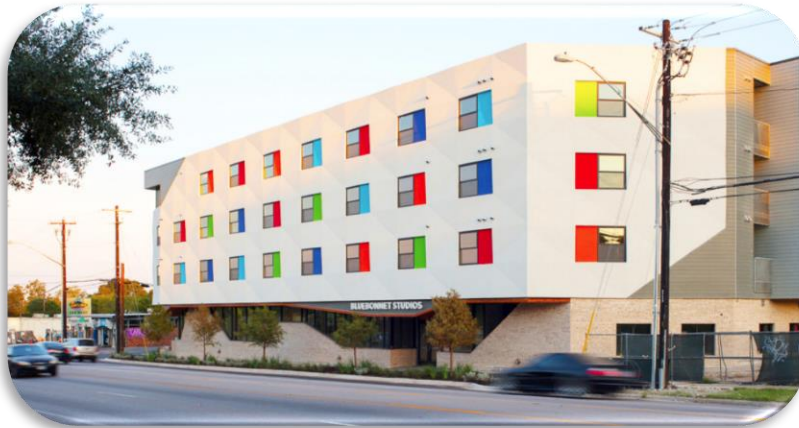


Image via [Inhabitat.com](https://www.inhabitat.com)

Economic Prosperity

Promote economic growth for individuals and the City through strategic investments in transportation networks that meet the needs of the 21st century



Image via [Matthew Rutledge, Flickr](https://www.flickr.com/photos/matthewrutledge/)

Scenario Evaluation Indicators

Placemaking

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



Image via [The Westin Austin at the Domain](#)

Health & Safety

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



Scenario Evaluation Indicators

Innovation

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



Sustainability

Promote integrated designs and quality additions to the built environment while reducing impacts and promoting efficient use of public resources



Public Engagement



Multimodal Community Advisory Committee

- Meetings:
 - 2016
 - October 17
 - December 14
 - 2017
 - January 17
 - April 26
 - June 29
 - August 8



Tiered Approach

- Mobility Talks
- Austin Public Health Coordination
- Historically Underserved/Underrepresented Communities
 - Minorities, seniors, youth & mobility impaired communities
 - Austin Public Health
 - Spirit of East Austin
 - Employer-Based Engagement
 - Senior centers
 - Universities & schools
 - Habitat for Humanity
 - National Federation of the Blind
 - & more
- & generally available to everyone
 - City Council Town Halls, DAA, neighborhood associations, Chamber, Look Up Austin, etc.

Prioritizing our Goals – Phase One

Priority Pyramid



Thought Wall

“Housing and Transportation Choice”

“Freedom of mobility options”

“Robust and equitable sidewalk network!”

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“Reduce emissions and commute efficiency”

“Skinny Streets”

Top Priority from all Participants (*in-person & online*)

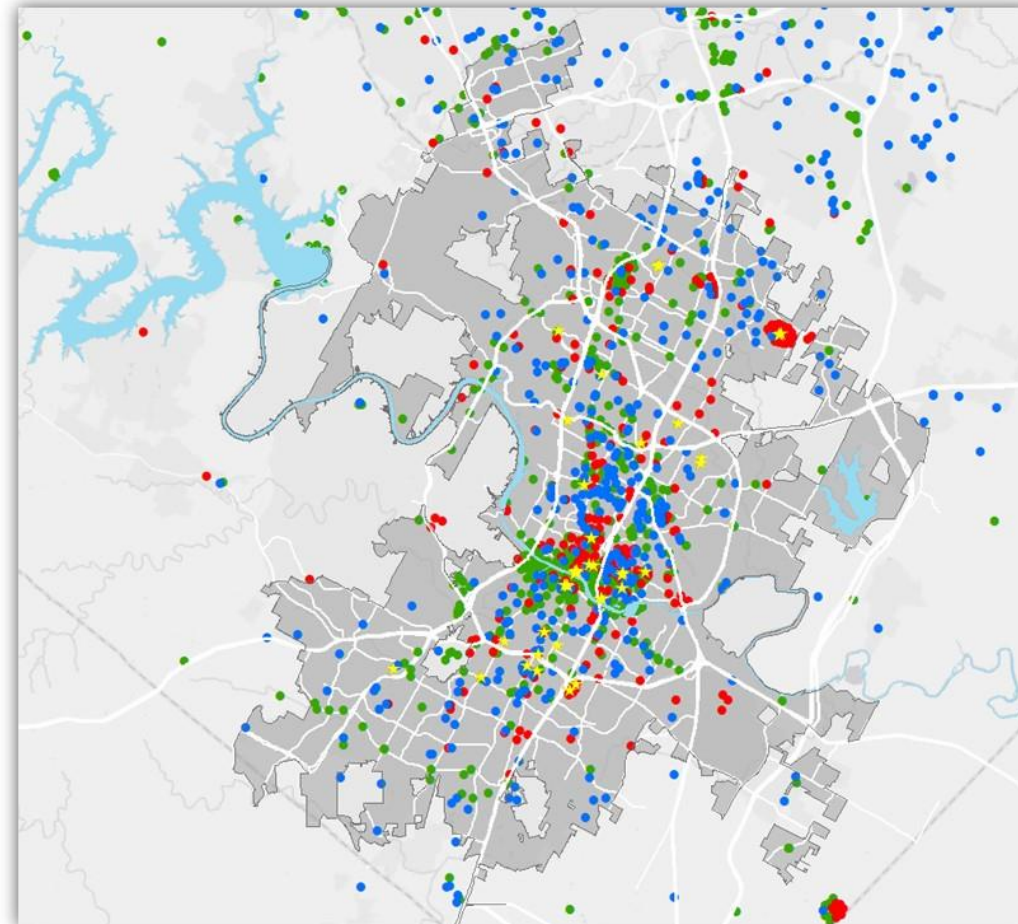
- 1) Commuter Delay
- 2) Affordability
- 3) Health & Safety
- 4) Travel Choice
- 5) Sustainability
- 6) Placemaking
- 7) Economic Prosperity
- 8) Innovation

Top Priority from Underserved Communities Outreach (*in-person & online*)

- 1) Affordability
- 2) Commuter Delay
- 3) Travel Choice
- 4) Health & Safety
- 5) Sustainability
- 6) Placemaking
- 7) Economic Prosperity
- 8) Innovation

Prioritizing our Goals – *Phase One*

Live. Work. Play. Mapping



Phase 2 Public Engagement

- Evaluating the Scenarios
 - Historically Underserved Community Focused Engagement
 - Online -Survey
 - Traffic Jam



NEXT STEPS

Next Steps

- Build Scenarios
- Evaluate Scenarios
- Share results (Report Card)
 - Plan for Phase II Public Engagement
 - January: MCAC reviews scenarios
 - January 2018 – March: Public reviews scenarios
- Create preferred mobility strategy
 - MCAC reviews preferred strategy
 - Draft ASMP Report
 - July 2018 – TBD: Formal Adoption Process

Council Strategic Plan (CSP)

- Short-term recommendations from **ASMP** → **strategies for the Mobility Outcome**
 - ASMP performance metrics will be CSP metrics
 - Amend Mobility Outcome after ASMP adoption
- Mobility Outcome Challenge Statements organized by **ASMP Chapters**
 - Present to Council at CSP Workshop

ASMP Outline

Volume 1: The Plan

Chapters:

- Purpose & Motivation for the Plan
- Safety
- Demand
- Infrastructure Supply
- Technology
- Sustainability
- Collaboration
- Funding and Implementation

Appendix:

- Multimodal Table
- Mobility Data by Council District

Volume 2: The Process

Chapters:

- Public Engagement
- Visioning and Goal Setting
- Scenario Planning Process
- Technical Analysis

Appendix:

- Scope of Work
- Public Engagement Plan
- All Materials used in development of ASMP

Questions?



Austin City Council – October 10, 2017
Austin Transportation Department

