

MOBILITY

AUSTIN 2015

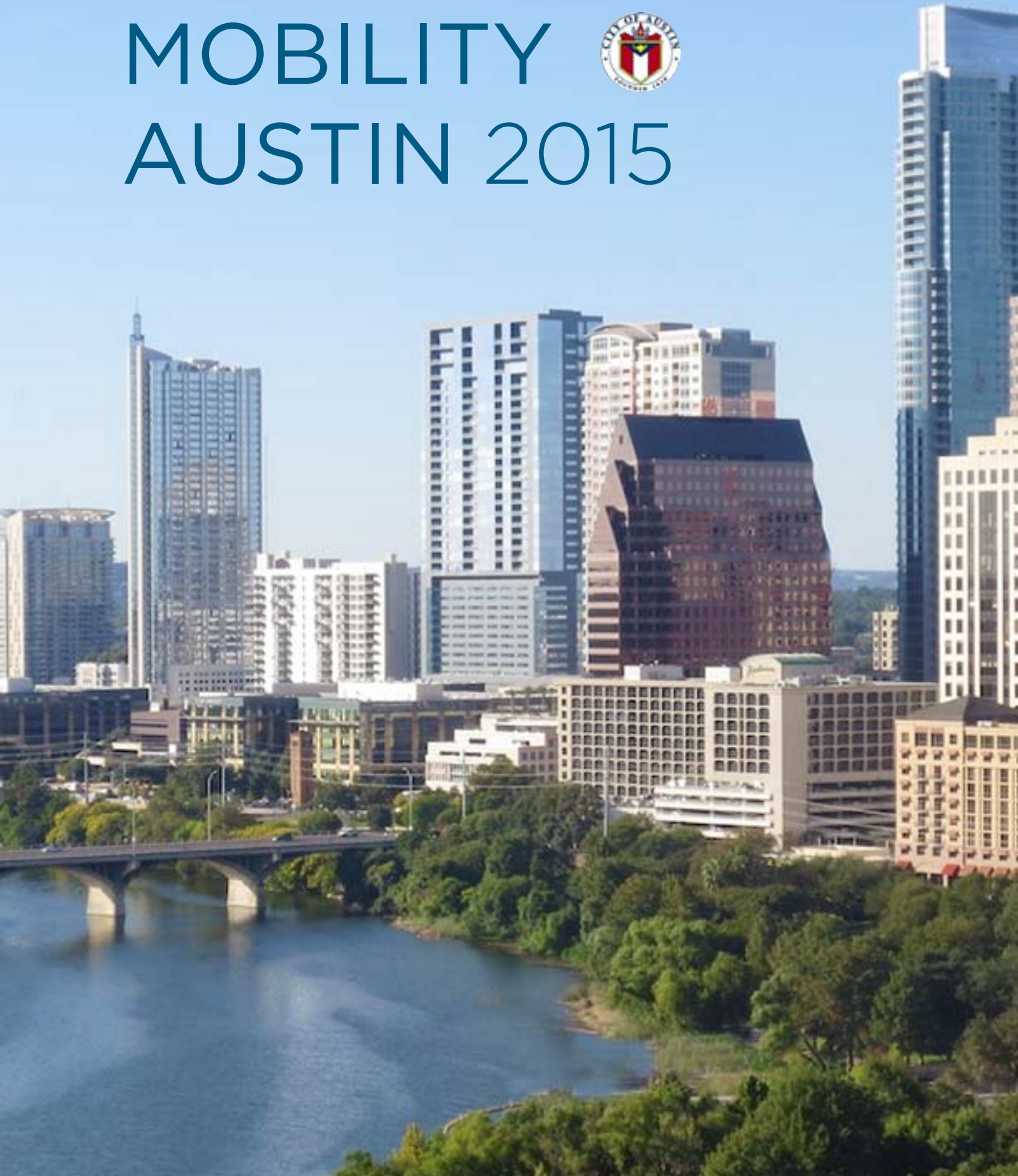


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AUSTIN TRANSPORTATION: THE BIG PICTURE

The Austin Transportation Department (ATD) was established in 2008 under the leadership of City Manager Marc Ott. Since then, ATD Director Rob Spillar, P.E. has led the department as it launched a full-fledged, multi-modal transportation program.

As the 11th largest city in the U.S., Austin is experiencing significant travel congestion issues that will only increase as the region continues its rapid expansion. Traffic grew more than 30 percent faster than the growth in road capacity in the Austin metro area over the past 25 years, according to a 2009 Texas Transportation Institute report.

Austin mobility initiatives reflect a long-term view across many complex issues. Austin Transportation works to improve access to and from Downtown, help people safely navigate their neighborhoods, provide accommodations for all ages across all modes of travel, undertake improvements to major state and regional roadways such as MoPac and I-35, and advance the regional transit vision of Project Connect, so we can move more people, and not just more cars.

The City of Austin is responsible for addressing transportation at three levels simultaneously, like a game of 3-D chess. At each level there are neighborhoods, regional highways and key arterials which all require different transportation strategies, but need to work together to be successful.

Examples of issues at each level include:

1. Neighborhood & District Level

- Help people travel safely to, from, and within their neighborhoods
- Improve individual streets, intersections and corridors
- Connect residents to centers for jobs, services, retail, and entertainment
- Respond to safety issues, many communicated by citizens via 311 calls, on specific streets and intersections
- Address parking improvement districts, neighborhood parking issues

2. Citywide Transportation System Level

- Improve access to and from Downtown, and parking and pedestrian wayfinding Downtown
- Provide accommodations for people of “all ages and abilities” to access all modes of travel
- Partner with Capital Metro, actively supporting MetroRail, MetroRapid and bus service
- Utilize state-of-the-art technology to help keep traffic flowing
- Advance parking innovations such as solar-powered meters, reverse angle parking, parking apps

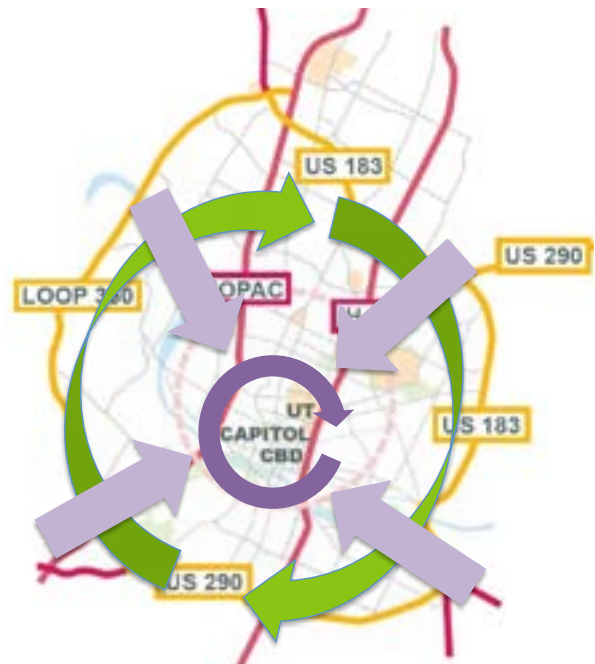
3. Regional & State Level

- Facilitate State roadway improvement – e.g. I-35 and MoPac
- Advance the regional transit-and-roadways vision of Project Connect
- Partner with regional agencies – CAMPO, CTRMA, surrounding cities and counties
- Obtain Austin’s share of regional and federal transportation funding
- Demonstrate leadership for innovative and multi-modal approaches

Simultaneously invest in projects that enhance **vehicle** moving capacity around the region's central core, allowing through-trips to bypass the core



Invest in projects and policies that increase **people** moving capacity into the central core, primarily, focused on commuter trips, ALL modes



To balance the needs across all of the region's transportation users, the City is implementing strategies to simultaneously invest in projects, such as completing the highway network that enhance vehicle moving capacity around the region's core, allows through trips to bypass the core, and by focusing on moving people into and out of the congested regional core on efficient roadways and transit.

ATD also actively supported the opening of new MetroRail and now MetroRapid transit service, and is addressing many gaps in our transportation network with updated technology to help keep traffic flowing. Parking innovations have included solar-powered meters, reverse angle parking, parking apps, and an emerging wayfinding system that helps people find available parking Downtown.

Despite the City's history of little investment in infrastructure over the last 30 years, recent voter approved bonds are providing some of the resources to address the broad spectrum of transportation needs from traffic signals to transit improvements to roadway completions. Below are the recent bond referendums.

- 2010 Strategic Mobility Bonds emphasized arterial efficiency with signal investment, bikes/pedestrian network expansion, and funded I-35 Corridor Development Program. (\$90 Million)
- 2012 Strategic Mobility Bonds added limited new roadway capacity, including investments on I-35 and to the Guadalupe/Lavaca BRT corridor and funded arterial corridor programs. Regional partnership funding with TxDOT, Capital Metro, Counties, Central Texas Regional Mobility Authority, etc. (\$143 Million)

KEY INITIATIVES

IH-35

The City of Austin began IH-35 (Mobility35) efforts in August 2011 with a focus on the roadway through Travis County. The city sought to develop a plan that focused on short- to mid-term strategies within the existing right-of-way to improve mobility and connectivity for all modes of transportation, including pedestrians, bicycles, autos, transit, trucks and emergency vehicles. Working in conjunction with TxDOT, the City's plans also included extensive engagement with the public.

The Texas Department of Transportation (TxDOT) and the Capital Area Metropolitan Planning Organization (CAMPO) later expanded the program to its current limits, SH 130 (north of Georgetown) to Posey Road (south of San Marcos).

As a result of these efforts, Mobility35 released the Travis County Corridor Implementation Plan in August 2013. This plan identified a number of potential mobility solutions for use throughout the corridor, and identifies specific projects that can be addressed in short- to mid-term timeframes. To date, the City has committed \$16M and TxDOT nearly \$100M for this effort, yet more funding will need to be secured. The various projects continue to be developed through environmental and engineering stages to make them ready for construction if funding becomes available.

Detailed information regarding the I-35 program can be found at www.Mobility35.org.

MOPAC

The City of Austin is a partner in the MoPac Improvement Project, which will give drivers the option to bypass an 11-mile stretch of MoPac by using the Express Lanes between Parmer Lane and Cesar Chavez Street. The lanes are separate lanes with variable tolls that will fluctuate depending on how many vehicles are using the lanes in order to always keep the Express Lanes moving. Public transit buses and vanpools will have priority in the lanes. The MoPac Improvement Project is another example of what can happen when travelers are given choices. ATD is committed to providing numerous reliable transportation options for travelers that encourage people to get out of the single occupancy car to reduce congestion and make the best travel choice for their trip.

Detailed information regarding the MoPac Improvement Project can be found at www.mopacexpress.com.

REGIONAL TRAFFIC MANAGEMENT

Travel times from Downtown Austin to Round Rock (20 miles north), where many commuters live, range from 40 to 90 minutes during peak periods. Although there is ongoing multi-agency, multi-strategy approach to manage operations during major events and emergencies, these efforts are not currently in place to effectively optimize operations on a day-to-day basis to improve mobility. Stakeholders know that this problem must be solved; congestion threatens the desirable quality of life and good economic climate.

A regional traffic management strategy can enable travelers to best utilize current infrastructure and travel options. Solutions include Travel Demand Management, regional cooperation to manage the entire network as one system, and utilizing new technologies to improve the demands on the transportation system. Austin is a connected city with a population that embraces technology and adopts new processes and information quickly. The local agencies and business community work well together to take advantage of Austin's plugged-in citizens to address its transportation needs. Austin is unique, and tackling its mobility issues will take unique approaches. A true, integrated regional partnership is needed in order to leverage technology and information to optimize roadway use and public notification.

TRAVEL DEMAND MANAGEMENT

Travel Demand Management is a nationwide trend that aims to better manage traffic flow and mobility using technology and resources that both the City of Austin and the people in the community have at their disposal. Being the capital of Texas, state agencies are showing an interest in addressing congestion from the travel demand side by allowing telecommuting, flexible work hours, and ride-sharing programs. The following are some ways that the Transportation Department is moving towards improved travel demand management.

- **Parking Garage Management and Parking Cash-Out-** In 2014 the Austin City Council passed Resolution No. 20140828-092 and Resolution No. 20121213-062, which requested the City Manager to review a parking management plan for all City-owned parking facilities, as well as consideration for parking cash-out program for City employees. In response to those resolutions, Austin Transportation Department staff members have developed a phased approach to a parking management program as well as a parking cash-out program beginning in 2015 (see Memo from City Manager Ott to Mayor and Council distributed December 8, 2014).

After thorough analysis and an independent parking study, ATD will implement a plan for a unified parking system for the Downtown City-owned garages. The goal of the garage consolidation is two-fold: to better manage and operate our City's parking assets, and to create an accountable process to administer a parking cash-out system for our Downtown employees where traffic congestion is the greatest and parking is at a premium.

Simultaneously, the City of Austin will establish a parking cash-out program. The first phase of the program will affect City of Austin employees working and parking in Downtown Austin. Parking spaces in City of Austin Downtown parking garages are in an area that has an identified, critical need for parking. The cash-out program is an incentive based program to encourage employees to take alternate travel options and forgo their parking space. ATD's goal is to enable employees to be able to make a daily decision on how to best travel to their primary work destination; the choice will be theirs, from choosing transit, riding a bike, organizing a carpool, or driving and parking a private automobile.

The goal of this program is a 20 percent reduction of current employee single occupant vehicle use.

- **20/20 Mobility Solutions Initiative** -In an effort to mitigate traffic congestion and maintain Austin's quality of life, ATD joined community partners to form the first annual 20/20 Mobility Solutions Week, to kick off the larger 20/20 Initiative. The object of the Initiative is to reduce employee drive-alone behavior by 20 percent by 2020 to reduce traffic congestion.

The City worked with partners including Capital Metro, Austin Chamber of Commerce, Austin+SocialGood, the Thrival Company and Movability Austin to provide employers the tools and training they need to build and grow mobility programs that will reduce Austin's traffic problems.

Travel Demand Management is a city-wide effort, requiring collaboration and continuing education.

PROJECT CONNECT

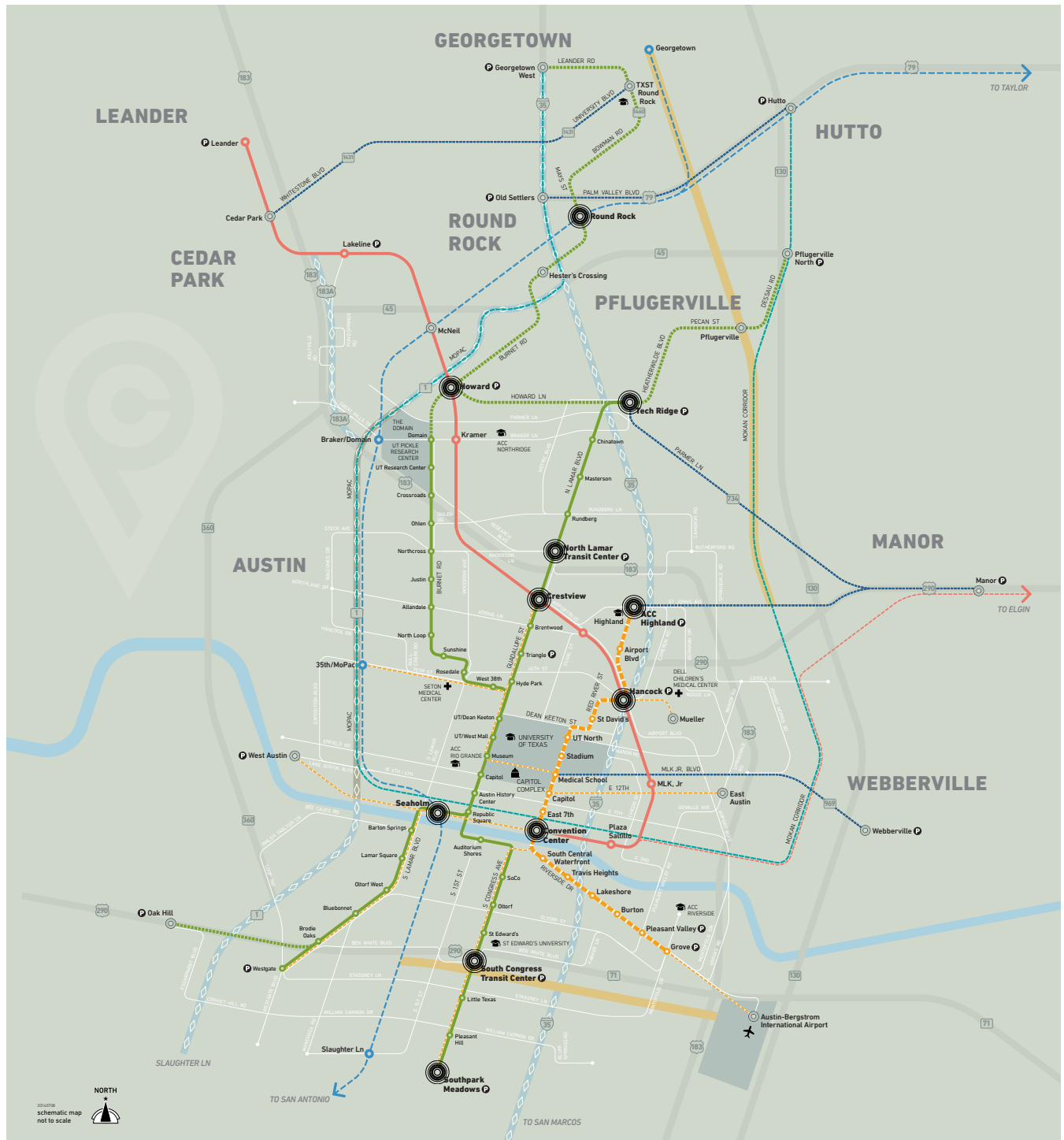
Project Connect is the region's multi-modal high capacity transit vision for a 35 year horizon. Project Connect utilizes multiple transit modes to more efficiently move people throughout the region. The vision includes some pieces that are already operational such as the Capital Metro Red Line, MetroRapid 801 and 803 and one project currently under construction - the Mopac Express project, which allows busses and registered vanpools to travel for free on the tolled express lanes. One element of Project Connect was the Urban Rail proposal that voters did not approve in the 2014 election; however, the Project Connect vision is larger than Urban Rail and will continue to help guide comprehensive, regionally focused transportation decision.

The Project Connect vision was adopted by the Austin City Council, Capital Metro Board of Directors, the Lone Star Rail District, and the entities created the Project Connect partnership which has lead corridor studies in the Central area of Austin and Northeast part of our region. Additional supporting entities include the Austin Chamber of Commerce, the Downtown Austin Alliance, the Real Estate Council of Austin, and more.


Since the creation of Project Connect many Central Texas cities and towns have signed on in support of the region's transit vision. Some projects are being developed by individual groups within the partnership, such as the Lone Star Regional Rail project, but all are coordinated between the partners to insure a fluent transit system that serves our communities in the best ways possible.

High-capacity transit is important to the transportation network in our region, but especially Austin, because it provides a reliable, affordable alternative to congestion for those who do not want to or cannot drive. The end goal of Project Connect is to serve the entire region using multiple modes that are developed to suit specific needs in the diverse areas of our community.

REGIONAL HIGH-CAPACITY TRANSIT PLAN









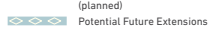






2014/08
schematic map
not to scale



CENTRAL TEXAS HIGH-CAPACITY TRANSIT SYSTEM PLAN
adopted June 2012 / revised June 2014 / DRAFT

Corridors, stations, routes and transit modes for planned lines are conceptual only, and subject to review and modification.

 <p>Commuter Rail MetroRail (operating) Extension (proposed)</p>	 <p>Regional Rail LSTAR (proposed)</p>	 <p>Urban Rail (proposed) Potential Future Extensions</p>	 <p>Local Bus MetroBus (operating)</p>
 <p>Bus Rapid Transit MetroRapid (operating) Extensions (proposed)</p>	 <p>Transit in Express Lanes MetroExpress (proposed)</p>	 <p>Connect MetroConnect Direct, limited-stop bus service (proposed)</p>	 <p>Right-of-Way Preservation Potential Future Transportation Corridors</p>  <p>Express Lanes (planned) Potential Future Extensions</p>
 <p>Major Transfer Center</p>	 <p>Rail or BRT Station</p>	 <p>Planned Transit Destination</p>	 <p>Park & Ride</p>

COMPLETE STREETS

Austin Transportation Department proactively advances a Complete Streets approach to transportation planning, street improvements and design. It provides citywide leadership for implementation of Austin's Complete Streets Policy, adopted in 2014. A "complete street" is a roadway designed and operated to provide a safe, efficient, and appealing travel experience for all users and modes of travel. As public spaces, complete streets are inviting and accessible places to walk, bike, drive, or ride transit for people of all ages and abilities.

Complete Streets are streets for everyone. Whether travelling by car, bicycle, transit, or as a pedestrian, people need safe, comfortable and convenient travel routes. Where traffic is heavy, a complete street needs to include sidewalks and bicycle routes. In quiet neighborhoods, a street may simply need leafy shade trees and lower traffic speeds.

Looking toward a future of more compact development patterns, as called for in Imagine Austin, ATD has been planning ahead so that Austinites will be able to walk, drive, bike, and take transit between their homes, jobs and other destinations, in the years ahead.

Key concepts include:

- Each Complete Street improvement helps Austin become a more multi-modal, connected city over time.
- Connectivity – fully connected networks of streets and bikeways/sidewalks – provides people with more choices of travel routes. This serves to reduce traffic on major roads.
- Connecting the designated Imagine Austin activity centers (see Growth Concept Map in Imagine Austin Comprehensive Plan, p. 103) via a complete network of roads, transit, sidewalks, trails, and bicycle infrastructure.
- Street and intersection designs need to support multi-modal travel.

PUBLIC SAFETY

Preventing deaths and injuries on Austin's roadways is ATD's top goal.

To enhance the safety of the traveling public City of Austin applies the six E's: Engineering, Enforcement, Education, Encouragement, Evaluation and Emergency Response. The City is currently implementing over 40 transportation safety initiatives within these categories, some of which are:

- Pedestrian hybrid beacons installations to facilitate pedestrians crossing higher volume, higher speed roadways.
- Local Area Traffic Management program that identifies, prioritizes and implements roadway features to reduce adverse levels of speeding in neighborhoods.
- Sidewalk and curb ramp construction to provide accessible paths along roadways.

- Bicycle facilities which will accommodate cyclists of all ages.
- Multiple enforcement programs are implemented during the year with the objective of reducing impaired, distracted and aggressive driving.
- Transportation safety programs (e.g., Safe Routes to School, Car Seat Checks, Defensive Cycling Course) educate a range of travelers in safe traveling practices.

Austin Transportation Department also works closely with the Austin Police Department, especially when a fatality occurs. The traffic engineer team inspects crash sites for potential improvements that could prevent any additional crashes from occurring. Many traffic crashes involve drinking. ATD has hosted a strong educational campaign “Get Home Safe” to educate the Austin community.

The City of Austin was an early adopter of regulations to help distracted driving in 2009 with the adoption of cell phone use regulations while driving. New regulations, that went into effect January 1, 2015, stipulate that motorists and bicyclists may not use portable electronic devices while driving or biking unless using it in a hands free mode, such as Bluetooth or speakerphone, etc.

PUBLIC ENGAGEMENT AND COMMUNICATIONS

Residents are not only ATD’s stakeholders, but also important customers, critics, champions and partners. Austin Transportation impacts Austin travelers every day, so when there is a new project or initiative, it is vital to reach out to residents to get their input and feedback. Some of the most recent public engagement efforts included:

- **Corridor Improvement Programs** – Public input is a key component to the City’s Corridor Improvement Programs because they focus on how to make specific corridors operate better for their users. ATD’s corridor users, residents and business owners on the corridor all come together to first diagnose the corridor’s challenges, and then ATD proposes solutions that will balance the needs of all users. In 2015 the South Lamar Boulevard and Guadalupe Street Corridor Improvement Programs will be ongoing to identify and recommend short- to long-term transportation improvements to enhance mobility, safety, and quality of life along the corridors.
- **Distracted Driving Study Group** – ATD staff worked closely with the Austin Police Department to manage a Distracted Driving Study Group to make a recommendation for a hands-free ordinance in Austin. The Group was comprised of City staff and community stakeholders in order to create a comprehensive ordinance that met the community’s expectations and safety needs.
- **Get Home Safe** – The Austin Transportation Department encourages Austinites and visitors to know how they are going to get home before they leave the house for a night on the town, so they can get home safe. From leaving their cars Downtown to transportation options, there are numerous options that ATD has posted to the Get Home Safe website at www.austintexas.gov/gethomesafe.
- **Mobility Week** – Austin’s first Mobility Week launched in 2014 and ATD was

at the forefront coordinating media outreach to introduce the concept to Austin. It was a one week effort that encouraged travelers to use alternative transportation for a week-long citywide effort.

- **Pressler Street Extension Project** - The Pressler Street Extension Project is ongoing and is located in a part of town that serves various users with different needs; it is also situated in close proximity to Austin High School. It is an ATD priority to keep all of the various stakeholders informed on the project process, as well as to meet with stakeholders to answer their questions and concerns. Specifically in conjunction with the Pressler Project, ATD has been working with Austin High School to identify improvements around the AISD property that could help traffic flow.
- **Transportation Network Companies (TNCs)** - ATD staff coordinated the public stakeholder process to developed recommendations for TNCs (companies like Uber and Lyft). ATD developed the application process for TNCs and is currently working with the companies to operate legally in Austin.

ATD DIVISION RESPONSIBILITIES

AUSTIN CENTER FOR EVENTS

Austin is a vibrant community that hosted more than 150 permitted street events in 2014. ATD's Office of Special Events (OSE) is housed at the Austin Center for Events (ACE), an interdepartmental team consisting of representatives from more than eight City departments.

ATD focuses on how events affect City of Austin rights of way (streets, sidewalks and alleys). Road closures and mass gatherings create congestion and mobility challenges. Ingress and egress for participants as well as access for businesses and residents is part of the overall strategic planning and review for every event.

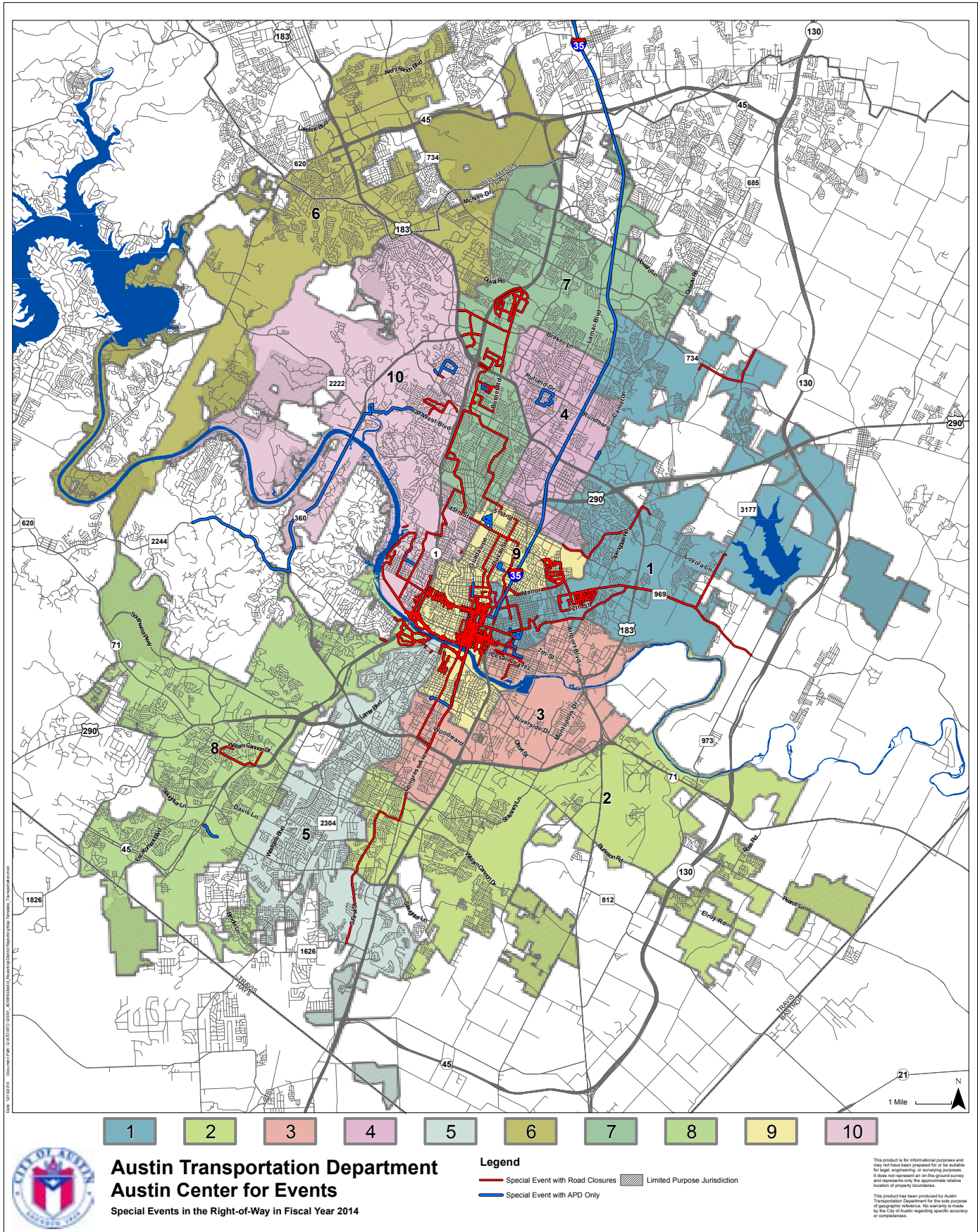
ACE also addresses neighborhood traffic and parking concerns created by large special events. Solutions discussed include residential permit parking zones, event permit parking zones, and other alternatives. ACE deploys signs prohibiting special event parking in neighborhoods and coordinates police presence for enforcement.

Examples of 2014 related items that went to Austin City Council include:

- A draft Austin Special Events Ordinance
- Memo on a moratorium on all new street events in the Downtown area.

The primary area of influence affected by Downtown area new street events moratorium is bounded by Martin Luther King Jr. Blvd to Oltorf St and MoPac to Chicon St., known as the Downtown Austin Project Coordination Zone (DAPCZ). In the last year, there were more than 100 street events in this area. The moratorium is due to numerous factors, including the amount of ongoing CIP projects, large construction projects and influx of utility work, all of which impact mobility. The Austin Center for Events receives numerous requests weekly, however, to add even more events/street closures to the downtown area would not be in keeping with our primary mission to maintain safe mobility within the City's core.

AUSTIN CENTER FOR EVENTS



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For more information, please visit the Austin Center for Events website, www.austintexas.gov/citystage.

ACTIVE TRANSPORTATION DIVISION

The Active Transportation Division supports sustainable, multimodal transportation solutions and access to “active” modes - walking, bicycling and taking transit (which includes a walk to and from the stop).

ATD includes all modes in its strategic transportation planning, design, engineering, and public education efforts. To facilitate integration of bicycle transportation, in 2014, the City’s Active Transportation Program moved from the Public Works Department to the Austin Transportation Department. A Pedestrian Program and a Complete Streets program (which focuses on infrastructure and street design guidance) are in development.

BICYCLE MASTER PLAN

Spurred by the 2009 Bicycle Master Plan, Austin’s bicycle network grew from 126 miles to 210 miles, a 70 percent expansion in five years.

In late 2014, Austin City Council adopted an updated 2014 Austin Bicycle Master Plan. It:

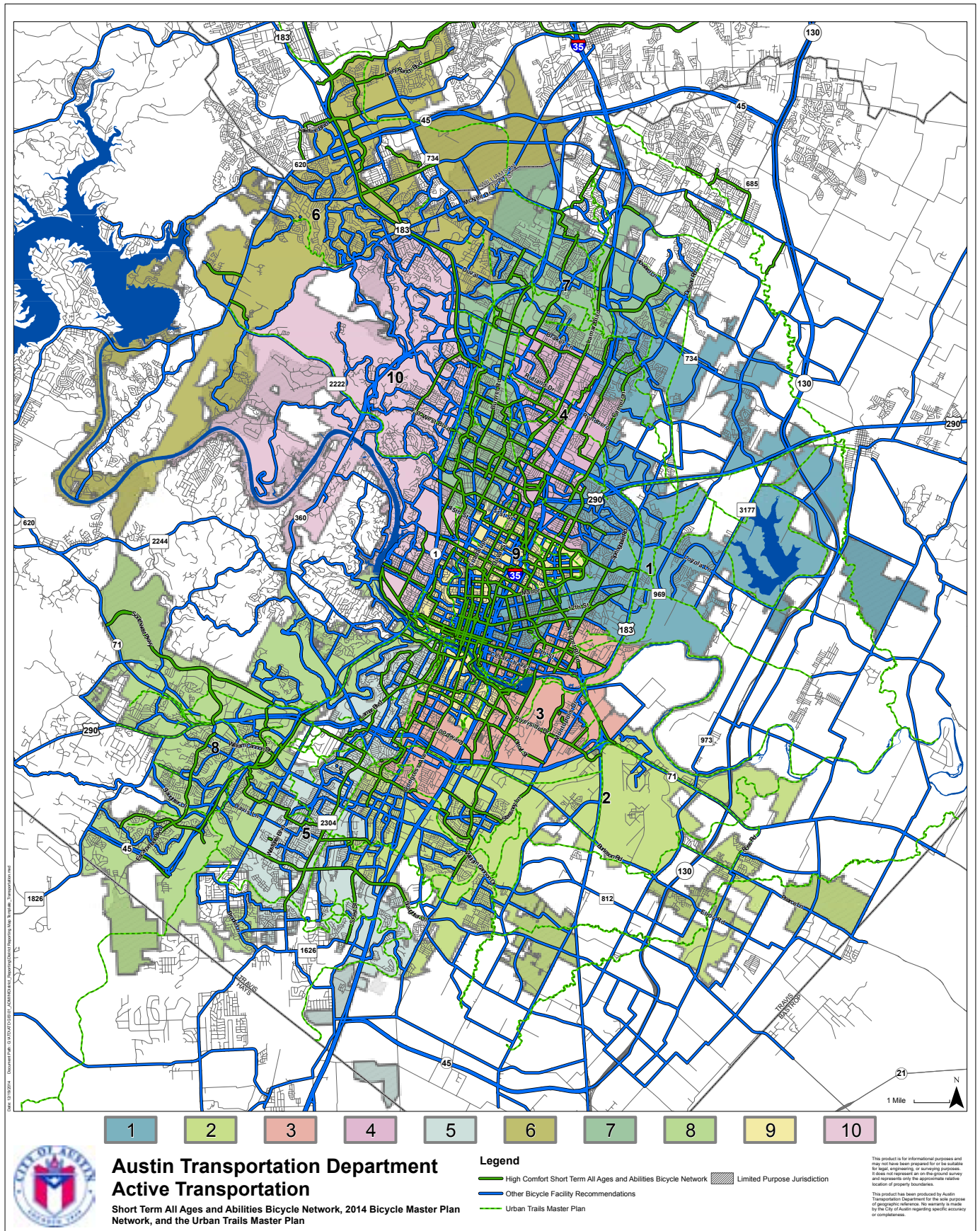
- Provides policy framework to guide future decision making for bicycle modes
- Provides guidance to better integrate bicycle systems with other modes
- Promotes connectivity, mobility, safety and accessibility.

The plan, developed with extensive community input and informed by Imagine Austin, defines a path to realize a set of community objectives:

- Providing bicycle facilities suitable for people of “all ages and abilities” (protected bicycle lanes).
- Converting short trips, or trips less than 3 miles, from automobile to bicycle commutes.
- Building a complete bicycle network.

The community will continue to be actively engaged throughout plan implementation.

BICYCLE MASTER PLAN



District specific maps start on page 38

ARTERIAL MANAGEMENT DIVISION

Traffic is continually ranked as a top concern among Austin residents, and the arterial management division is the closest link in the Transportation Department directly with Austin residents. Covering everything from traffic signal timing, to monitoring traffic in the Advanced Traffic Management Center- this division is truly on the front lines.
City Roadways

ADVANCED TRANSPORTATION MANAGEMENT SYSTEM

As a tool for managing traffic, technology has come a long way. ATD has deployed and is actively developing a state-of-the-art Advanced Transportation Management System (ATMS). This system should be complemented by a complete system of sensors and other system components will allow ATD to measure and improve the reliability of travel times and provide information to travelers in our community. It provides many new capabilities including Transit Signal Priority for MetroRapid buses, emergency vehicle preemption, and the ability for signal timing to more quickly adapt to changing traffic patterns.

SIGNAL TIMING

Signal timing is monitored and modified in an effort to operate the City's streets in a manner to enhance mobility and safety for all travelers. Every year ATD signal technicians strive to re-time about one third of all signals (~ 1,000 signals), and is shifting personnel to focus on this key operations function. In addition to re-timing the signals, technicians provide preventative maintenance, signal repairs, signal upgrades and new signal installation. Signal work also includes maintaining the school-zone indicator signals.

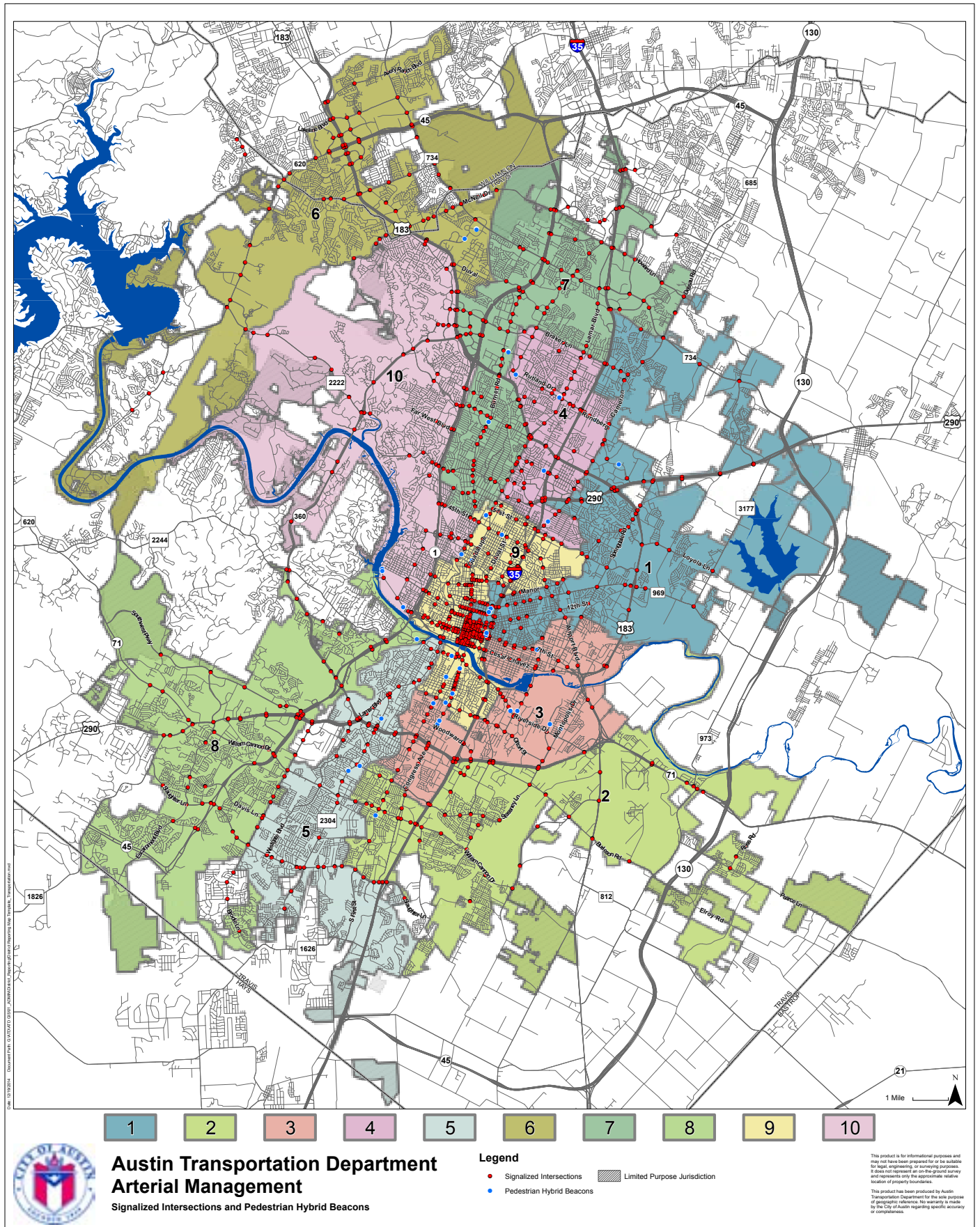
DYNAMIC MESSAGE SIGNS

Dynamic Message Signs are electronic message boards that can increase the reliability of travel throughout Austin. They notify travelers about conditions ahead that they will encounter, either immediately (e.g. special events or extreme weather) or within the next few days (e.g., upcoming construction lane closure, Capitol 10K and similar events). Travelers may select an alternate route, based on the information provided - which can both improve their trip and relieve congestion on major roadways. When funding becomes available it would be ideal to deploy DMSs citywide, in particular to saturate the major critical arterials in order to get travelers more timely, immediate information.

REGIONAL TRAFFIC MANAGEMENT

As previously mentioned in the "Key Initiatives" section, a regional traffic management system would benefit the City roadways because it integrates their management into a larger, holistic approach that crosses over jurisdictional lines. When regional partners, such as TxDOT and Cap Metro, are working together, with the City, to best utilize the entire network of roadways, they are able to shift motorists to underutilized routes or encourage them to travel outside of the peak demand hours, in order to help manage capacity on all roadways.

SIGNALS AND PHBS



District specific maps start on page 38

The City of Austin does not manage or control many of the major regional roadways within our city – including the roadways with the most severe traffic problems. Nonetheless, ATD and the City are lending efforts to engage our regional transportation partners (TxDOT, Capital Metro, CTRMA) to operate the region’s transportation system as one integrated system – rather than managing assets independently of one another (e.g., freeways, arterial streets, transit). Interagency coordination and funding are needed to activate this integrated vision.

PEDESTRIAN HYBRID BEACONS

To support Austin’s walkability, ATD began installing pedestrian hybrid beacons (PHBs) in 2009. We now lead the nation in the number of PHB installed. These pedestrian-activated warning devices are located at midblock locations to help people safely cross roads with heavy traffic. Midblock locations account for more than 70 percent of pedestrian fatalities. The pedestrian hybrid beacon is a solution in such locations, when pedestrian volume isn’t high enough to warrant the installation of a full traffic signal. The devices are proving successful, as measured by a backlog of nearly 80 PHB requests from the community. The allocated funding for PHBs is nearly exhausted, with only five funded for installation in the current fiscal year.

TRANSIT SIGNAL PRIORITY

ATD is working collaboratively with Capital Metro to enhance transit in the region. One such collaboration is occurring on the MetroRapid bus lines in Austin. Specifically, ATD is enabling the buses to “talk” to the signals and extend the green signal a few seconds to allow the bus to make it through the light to keep them on schedule.

TRAFFIC MANAGEMENT CAMERAS

ATD’s ultimate goal is to have 100% viewing coverage of the critical arterial streets through its traffic cameras. This level of coverage ensures traffic flow along the arterial streets can be adequately monitored in order to verify incidents, make real-time traffic control decisions and assess the outcomes of those decisions. Currently there is roughly 25% viewing coverage. There is currently no new funding available to expand the camera network, which would help to operate better traffic management.

CRITICAL ARTERIALS

Currently, the City of Austin is investing in technology and deploying travel sensor equipment to enhance mobility along its critical arterials. Near-term projects include:

- Expanding ATD’s performance monitoring system (travel times, volumes)
- ATD’s real-time traveler information web page (camera snapshots, current messages on DMSs, traffic incidents)
- Advanced Bike Detection (increase safety, detection reliability).
- Posting travel times on the City’s DMSs.

GROUND TRANSPORTATION OPERATIONS

This Division oversees services such as shuttles, limousines, rental cars, taxis, charters, pedicabs, Transportation Networking Companies (TNCs), and more, balancing public safety and community coverage needs. Ground Transportation Services in Austin provide people who do not have access to or do not want to own a personal vehicle, opportunities to move efficiently and safely around Austin, in addition to transit. These services reduce dependence on driving, and are a tool to prevent drunk driving.

TRANSPORTATION NETWORK COMPANIES

In 2014, the Austin City Council passed an interim ordinance to legalize as legal ground transportation service providers in Austin.

TAXIS

ATD staff are reviewing the renewal of the franchise agreements with the three permitted taxi franchise companies in Austin. Renewals are slated for mid 2015. The City's role is to balance the number of permits available for service with the demand to support a growing city.

LONG-RANGE PLANNING DIVISION

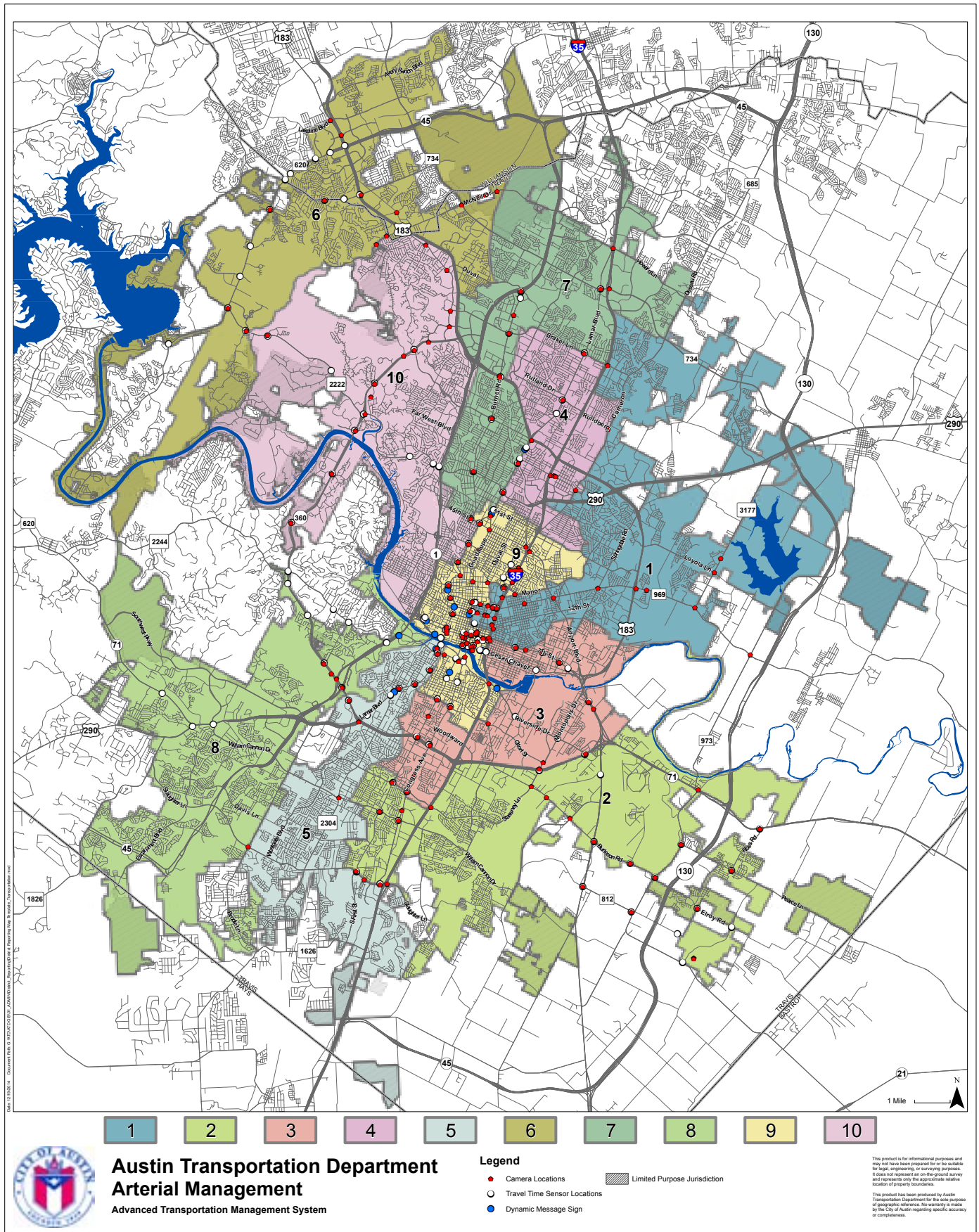
ATD's Long-Range Planning Division is charged with helping our region improve and manage regional transportation, major arterial roadways, and related issues of air quality and greenhouse gas emissions.

Staff oversees planning to identify future rights-of-way needs on arterials (major corridors) to meet the needs of future transportation infrastructure projects. There is an important link between land use and transportation because it is used as one basis for review and approval of proposed development (and application of the Land Development Code) within Austin's major transportation corridors. Planning processes are constantly being updated to align with Imagine Austin policies, priorities and action items. Planning is being coordinated with the CodeNEXT process and the update of the Transportation Criteria Manual.

TRANSPORTATION FUNDING VIA CAMPO

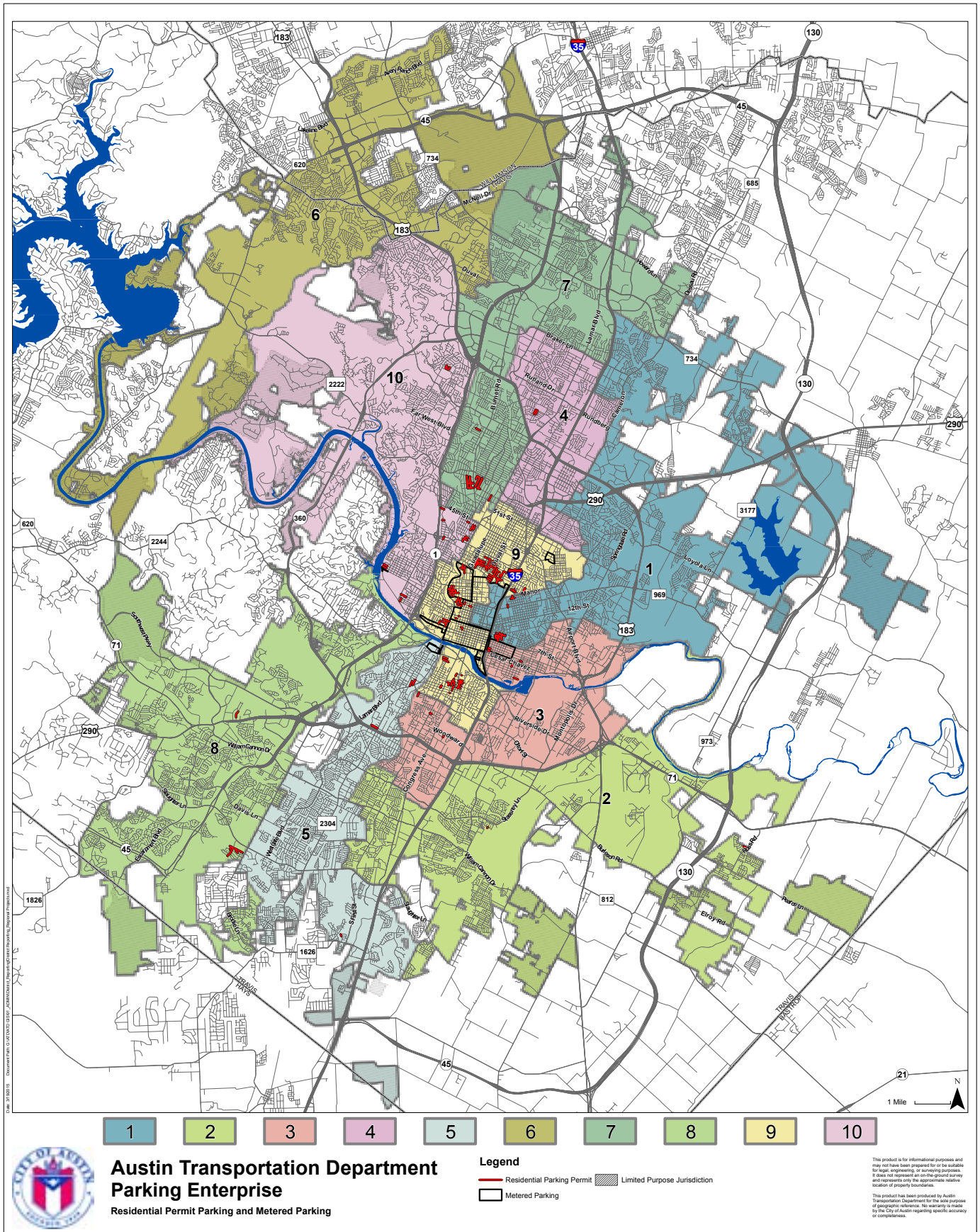
Obtaining significant funding for transportation projects to help achieve long-range "compact and connected" policy goals is a top department priority. For a transportation project to qualify for federal funding of any kind, it must be included in the region's CAMPO plan. This plan is updated every two years; it will next be updated in May 2015, defining a future set of regional transportation projects and programs designed to address project regional mobility needs by 2040. The plan includes a street element, a transit element, and bicycle and pedestrian districts. CAMPO is governed by a Board that sets all policies, with technical advice offered by a Technical Advisory Committee. Currently the CAMPO Board includes 4 City Council Members. The Technical Advisory Committee of multiple jurisdiction staff from each of the 6 counties includes representation from the City of Austin Transportation Department.

CAMERA SENSORS AND DYNAMIC MESSAGE SIGNS



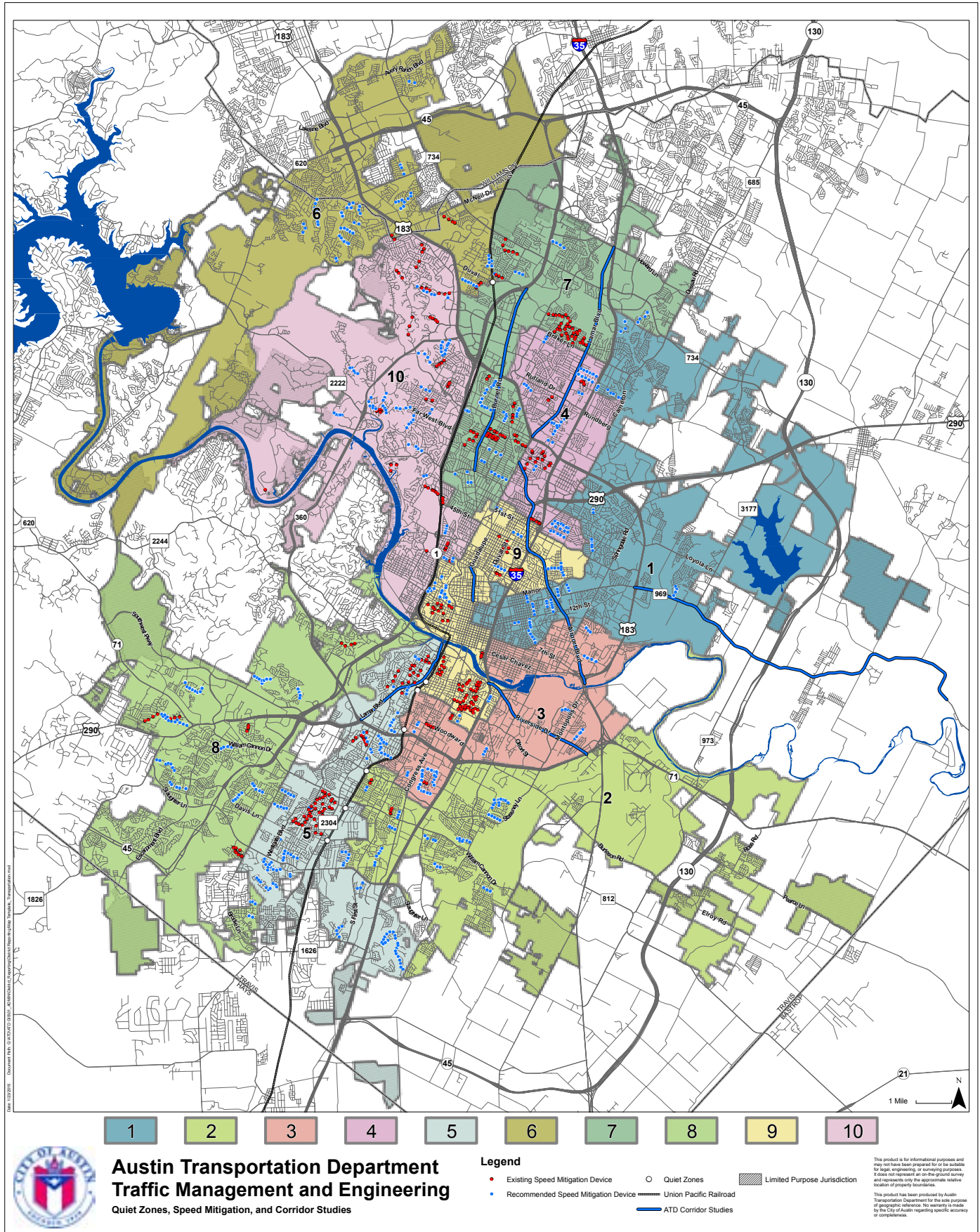
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RESIDENTIAL PERMIT PARKING AND METERED AREAS



District specific maps start on page 38

QUIET ZONES, TRAFFIC CALMING, AND CORRIDOR STUDIES



District specific maps start on page 38

AIR QUALITY

The City of Austin's Air Quality Program strives to reduce the impact of all City operations on air quality. The primary air quality concern in Central Texas is ground-level ozone. The Air Quality Program is an outreach, policy and information resource for Austin residents. The City of Austin has committed to a plan that includes over 30 emission reduction efforts that will run through 2018. Since 2002, Austin has been an active member of the Clean Air Coalition, which consists of elected officials appointed by city and county governments in the area.

PARKING ENTERPRISE DIVISION

Parking is an integral component of Austin's entire transportation system to help manage flow on City streets and to ensure equal access to parking for residents, visitors and businesses, while also increasing safety for pedestrians and bicyclists. This includes parking meters, parking enforcement, commercial vehicle loading zones, residential parking permits, musician loading zones and permits, car share parking, valet permit parking, and more.

PARKING METERS

Since 2010, the division has led a citywide upgrade replacing thousands of traditional meters with space-saving solar-powered units that accept credit cards. In 2013, the department unveiled Easy Park, a program allowing drivers to conveniently pay for on-street parking with an in-car device. Net revenues generated from Downtown parking meters and fund the travel network, including Downtown Great Streets (30% of daytime revenue) and Wayfinding System improvements (evening revenue).

PARKING BENEFIT DISTRICTS (PBD)

One pilot PBD is in place in the West Campus Neighborhood. A PBD is designed to improve the availability and benefits of paid on-street parking. It defines an area of meters (selected by residents and/or merchants with City of Austin approval). About half of the meter revenue generated in the West Campus PBD area is re-invested in street and sidewalk improvements in the area.

RESIDENTIAL PERMIT PARKING (RPP)

RPP increases the amount of on-street parking available to residents and their guests while balancing the needs of others who desire to park along the street. Vehicles parked in designed RPP parking areas must display a valid parking permit. Currently, there are 35 different RPP zones, covering 244 blocks.

PARKING AND TRANSPORTATION MANAGEMENT DISTRICT (PTMD)

Two PTMDs are currently in place on East 5th Street and Mueller. A PTMD is an area defined by a separate ordinance, consisting of a geographic area that may include a mix of retail, entertainment, commercial, medical, educational, civic and residential uses, in which Council finds that traffic flow on the public streets requires a higher level of management than commonly provided, and where Council finds parking meters will aide in traffic flow goals.

RIGHT OF WAY DIVISION

The Right of Way Management Division provides traffic planning and coordination for all activities in the right of way in order to ensure public safety and mobility. The City's right of way is typically the street surface, sidewalks and grassy areas between pavement and property lines. ATD issues permits and coordinates and responds to issues such as building construction, utility coordination, street excavations, temporary uses, parking, driveways and vending. Initiating utility planning for Google Fiber is also an ongoing responsibility for the division and will continue in 2015.

Additionally, accommodations for sidewalk cafes and vending carts, "festival street" designs, and a pilot program to convert two Downtown parking spaces in "parklets" exemplify ways in which goals for a vibrant public realm increasingly are incorporated in the City's approach to Right of Way management. As Austin grows in a more compact and connected manner, the public space will only become more important to Austinites' quality of life. Varied and lively streetscapes can make a commute as interesting as the destination itself and encourage safer walking, bicycling and use of transit.

SIGNS AND MARKINGS DIVISION

The Signs and Markings Division is responsible for installing and maintaining the street signs and roadway markings on City of Austin maintained roadways. This includes manufacturing signs, replacing and repairing existing street signs, repainting lane markings, and, when necessary, installing new street signs and markings. The majority of sign replacement is required in the Central Business District (CBD - Downtown area), while roadway markings around town deteriorate naturally with use in high traffic areas and roadways that have large commercial vehicles and equipment travel on them.

Each project requires significant staff time, as crews have to drive to each location to install a sign or marking. Additionally, weather is often a factor when laying street markings because the paint will not hold its integrity if it is too hot or cold outside, or if it is raining. Annually, ATD's Signs and Markings Division stripe hundreds of lane miles and produces thousands of street signs

TRAFFIC MANAGEMENT AND ENGINEERING DIVISION

The Traffic Management and Engineering Division is responsible for working with internal and external departments on roadway design and planning within the City of Austin, including the execution of Corridor Improvement Programs, Local Area Traffic Management, as well as responding to and evaluating thousands of resident concerns that are submitted through the Citizen Service Request (CSR) system, 3-1-1.

CORRIDOR IMPROVEMENT PROGRAMS

"Corridor Studies" develop updated plans for major roadways that need modern improvements and re-designs to serve our growing community. Plans are developed with extensive public involvement. They define a set of goals, approach, and scope of work for projects to receive subsequent funding, such as bond monies. The programs are developed so that when funding does become available, there are "shovel ready" projects that are in the queue.

Recently completed corridor studies include:

- Airport Boulevard (Lamar to US 183),
- Martin Luther King Jr. Boulevard/FM 969,
- East Riverside Drive (I-35 to SH 71),
- North Lamar/Burnet (Lamar from US 183 to I-35 and Burnet from Koenig to Mopac).

In late 2014, ATD kicked off two more programs:

- Lamar Boulevard (Lady Bird Lake to Ben White)
- Guadalupe Street (The Drag, Martin Luther King Jr. to 29th Street)

LOCAL AREA TRAFFIC MANAGEMENT

Local Area Traffic Management (LATM) is a request-based program to improve the quality and safety of neighborhood streets. This is achieved by installing traffic calming devices along the requested street segments. These devices may include, but are not limited to, speed humps, speed tables, speed cushions, roundabouts, median islands, chicanes and bulb outs.

Currently LATM is used to specifically address speed mitigation issues. Funding is extremely limited for future LATM projects.

3-1-1 CUSTOMER SERVICE REQUESTS

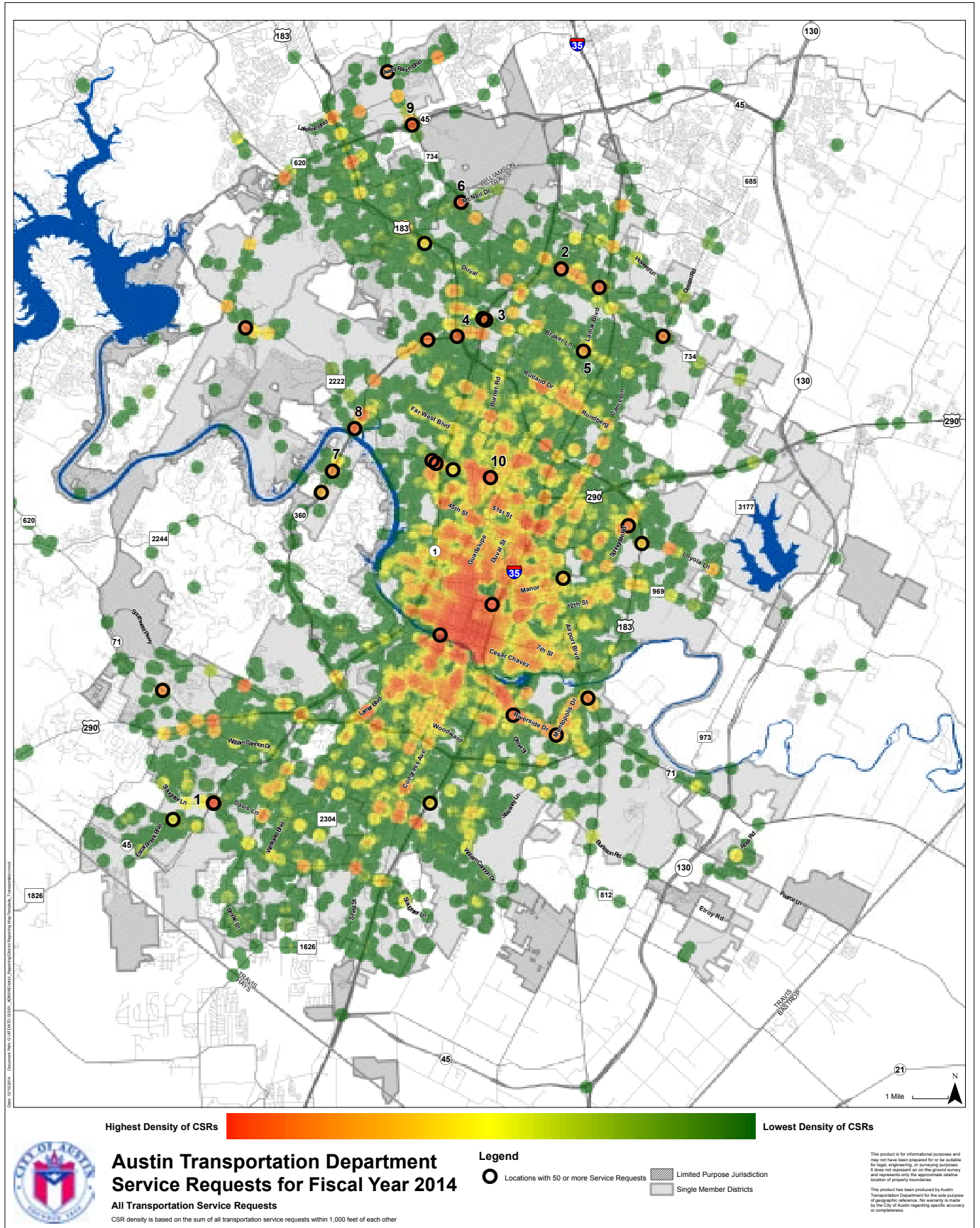
Community members contact 3-1-1 to report issues with on street parking, speeding, traffic control, roadway additions, signs and markings and many other topics under ATD's scope. The Traffic Management and Engineering team uses their training to evaluate requests and implement changes to enhance mobility, multimodal access and roadway safety, when needed.

Other major projects Traffic Management and Engineering is currently working on or has recently completed include:

- Railroad Quiet Zone Implementation (completed November 2014)
- Pressler Street Extension Project (in progress)
- Mobility 35 Coordination with TxDOT (in progress)
- Citywide Local Area Traffic Management (in progress)
- South Lamar Boulevard and Guadalupe Street Improvement Programs (in progress)

Some initiatives the Traffic Management and Engineering Division is also responsible for include School Zone Coordination, Bus Only Lanes, innovative design projects, Local Area Traffic Management, Corridor and Mobility Studies, and coordination with TxDOT and other agencies on issues regarding state highways within the city limits.

CITIZEN REQUESTS ABOUT TRANSPORTATION



District specific maps start on page 38

DISTRICT BY DISTRICT 3-1-1 CALLS

Whether it is a call to analyze a traffic signal, a request for a pedestrian hybrid beacon, or a concern about a particular roadway ATD wants to hear from our residents. ATD actively encourages residents to call 3-1-1 to connect with our department on a variety of issues. When a 3-1-1 call is logged by the call taker, it is entered as a Customer Service Request (CSR) and sent immediately to ATD, which is the fastest way for our department to take requests/comments. When ATD receives the CSR, an engineer evaluates the CSR and contacts the resident to listen to their concern, discuss potential solutions and answer their questions.

REGIONAL TRANSPORTATION PLAYERS

Currently the City of Austin Transportation Director and assistant city manager (ACM), participate in a monthly transportation roundtable with Texas Department of Transportation (TxDOT), Central Texas Regional Mobility Authority (CTRMA), Capital Metro Transportation Authority (CMTA), and Travis and Williamson Counties to coordinate regional projects and planning.

CAMPO exists for policy makers to coordinate transportation projects on a regional level.

The City of Austin Mobility Committee is organized to give council members serving on various mobility boards an opportunity to coordinate city policy and stay informed on issues related to regional mobility

CAMPO (CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION)

The Capital Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization (MPO) for six counties in the Central Texas region, covering Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson counties. The two main products of CAMPO are the Long-Range Transportation Plan (20+ years) and the short-range program, the Transportation Improvement Program (TIP).

Policy decisions include how to spend state and federal money in the region related to mobility, congestion, managed or non-managed growth and multi-modal options. The CAMPO Transportation Policy Board is made up of elected and local officials. The City of Austin has four (4) appointees to the 20 member board. The City of Austin is the most populous city in the CAMPO region.

The Chair and the Vice Chair must come from different counties. Elections are to be held at the first meeting of each even year.



CAMPO Region

TRAVIS COUNTY

Travis County oversees the construction and maintenance of county roadways within its jurisdiction. These roadways typically fall outside full-purpose, municipal jurisdictions within Travis County, such as the City of Austin. In the City of Austin’s extraterritorial jurisdiction falling with Travis County, the City of Austin operates jointly within a “Single Office Review” system to provide consistent review standards for new development and associated roadway infrastructure. Additionally, Travis County and the City of Austin also partner to fund and implement key roadway projects that are cross-boundary between full and limited purpose annexation.

WILLIAMSON COUNTY

Williamson County oversees the construction and maintenance of county roadways within its jurisdiction. Unlike the partnership with Travis County described above, Williamson County oversees the roadways falling within the City of Austin’s extraterritorial jurisdiction in Williamson County according to its own standards. Some restrictions also apply to the City’s review of new development and associated roadway infrastructure within its full-purpose jurisdiction located within Williamson County.

HAYS COUNTY

Hays County oversees the construction and maintenance of county roadways within its jurisdiction. Although very little of the City of Austin’s extraterritorial and full-purpose jurisdictions exist within Hays County, the City of Austin either owns or has rights to approximately 15,000 acres of land that are protected in perpetuity from future development due to water quality and other environmental concerns in this area. Given that transportation connectivity and mobility is a major challenge between southwest Travis and northern Hays counties, future development and transportation improvements will need to be carefully balanced with important environmental concerns.

CMTA (CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY)

The Capital Metropolitan Transportation Authority (CMTA or Capital Metro) is the primary public transit provider in the Central Texas region, covering Austin, Travis and a portion of Williamson County. Capital Metro operates a variety of services (e.g. bus, paratransit, and commuter rail) with a one percent (1%) sales tax within its service area, federal funding, and passenger fares, among other sources.

The City of Austin, along with Capital Metro and Lone Star Rail formed Project Connect, a multi- agency effort to coordinate high capacity transit in the Central Texas region.

The Capital Metro Board consists of:

- Three members appointed by the Capital Metropolitan Planning Organization (CAMPO), including an elected official.
- One member representing the smaller cities within Capital Metro's service area.
- One member each appointed by the Travis County commissioners and Williamson County commissioners.
- Two members appointed by the Austin City Council, one of whom is an elected official.

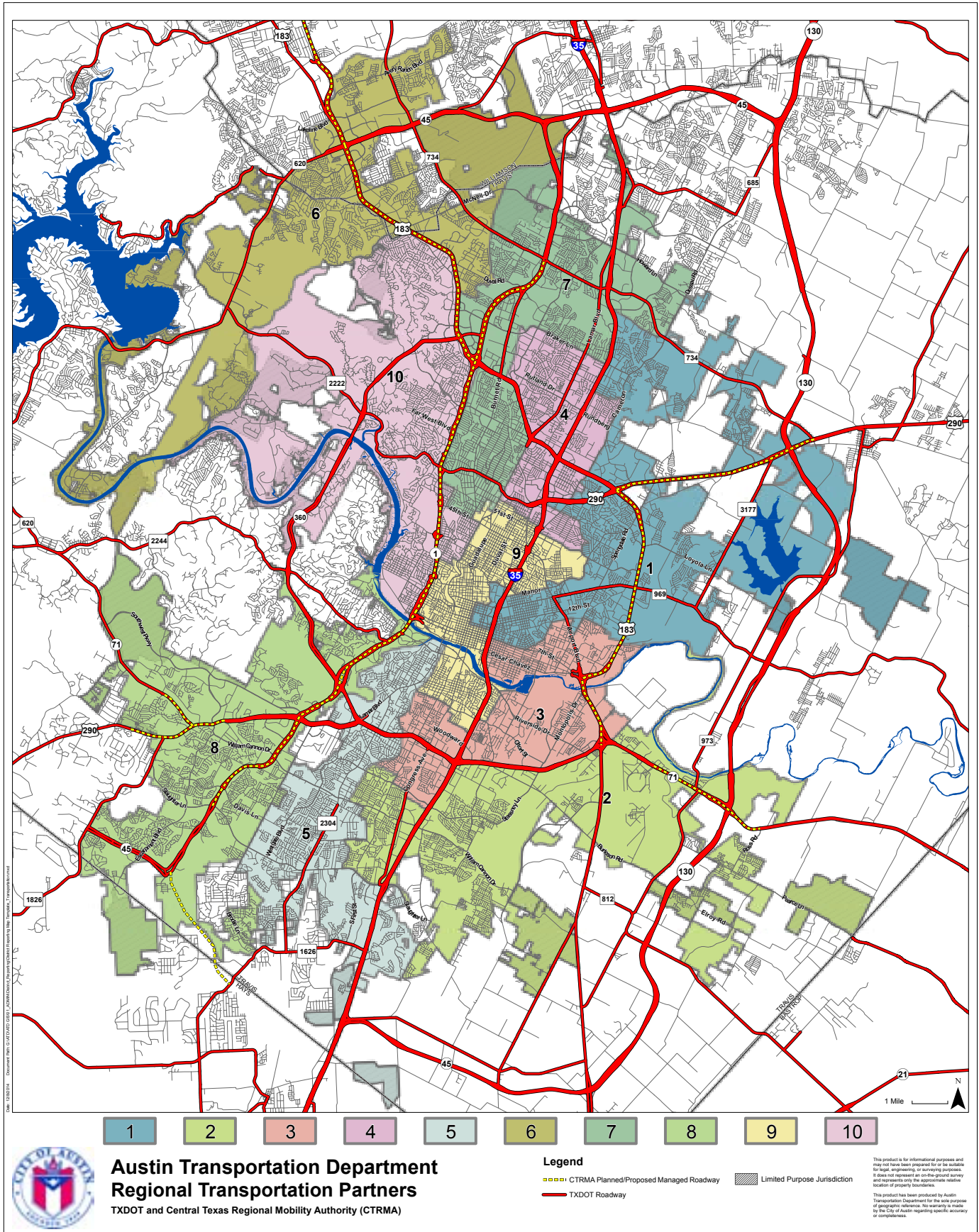
In 2013, City of Austin residents contributed 93% of the Capital Metro sales tax base.

LONE STAR RAIL DISTRICT

An independent agency, Lone Star Rail District was created by the Texas Legislature to create Austin- San Antonio passenger rail service as an alternative to the congested I-35 corridor between the two regions.



TXDOT- AND CTRMA-CONTROLLED ROADWAYS IN AUSTIN



The City of Austin, along with Lone Star Rail and Capital Metro formed Project Connect, a multi-agency effort to coordinate high capacity transit in the Central Texas region. The Lone Star Rail system within the Austin area is an integral part of the Project Connect vision map for high capacity transit, with its plans to convert the UP Rail line in the Mopac Corridor to passenger service.

The Lone Star Rail District Board of Directors is made up of elected officials and private sector leaders who represent cities and counties, other regional transportation agencies, and the general public. The City of Austin has one (1) representative on the 20 member board, with additional representatives from the Austin area from CAMPO, Capital Metro, Travis County, and several public citizen members.

CARTS (CAPITAL AREA RURAL TRANSPORTATION SYSTEM)

The Capital Area Rural Transportation System (CARTS) is a public transit entity responsible for public transit services for the non-urbanized areas of Bastrop, Blanco, Burnet, Caldwell, Fayette, Hays, Lee, Travis and Williamson counties, as well as the San Marcos urbanized area. CARTS primarily services rural areas of Central Texas, and as such, is the primary recipient for federal grants funding rural transportation. CARTS is governed by a ten member Board of Directors, with each member appointed by one of the nine County Commissioners Courts in the CARTS District, and a representative from San Marcos.

CTRMA (CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY)

The Central Texas Regional Mobility Authority (CTRMA) was created in 2002 as an independent government agency to provide transportation solutions in Williamson and Travis counties. Currently, CTRMA primarily implements surface transportation improvements by issuing revenue bonds to fund projects and utilizing user fees (i.e. tolls) and/or state funds to construct, operate roads and repay bonds.

CTRMA is currently operating the US 183-A and Manor (US 290) Expressways (toll roads) and is adding Express Lanes or “managed lanes” to Mopac North, with environmental studies for planned expressways along Mopac South, US 183 North, the Oak Hill Parkway, 45 Southwest, US 183 South “Bergstrom Expressway,” and State Highway 71 near ABIA.

The Mobility Authority is overseen by a seven-member Board of Directors. The Governor appoints the Chairman, and the Travis and Williamson counties Commissioners Courts each appoint three (3) members to serve on the Board.

TxDOT (TEXAS DEPARTMENT OF TRANSPORTATION)

The Texas Department of Transportation (TxDOT) is the State of Texas agency responsible for overseeing multiple modes of transportation in Texas, including state roadways, aviation, rail, and public transportation. However, TxDOT is known foremost for administering federal highway construction and maintenance for the state’s extensive highway system.

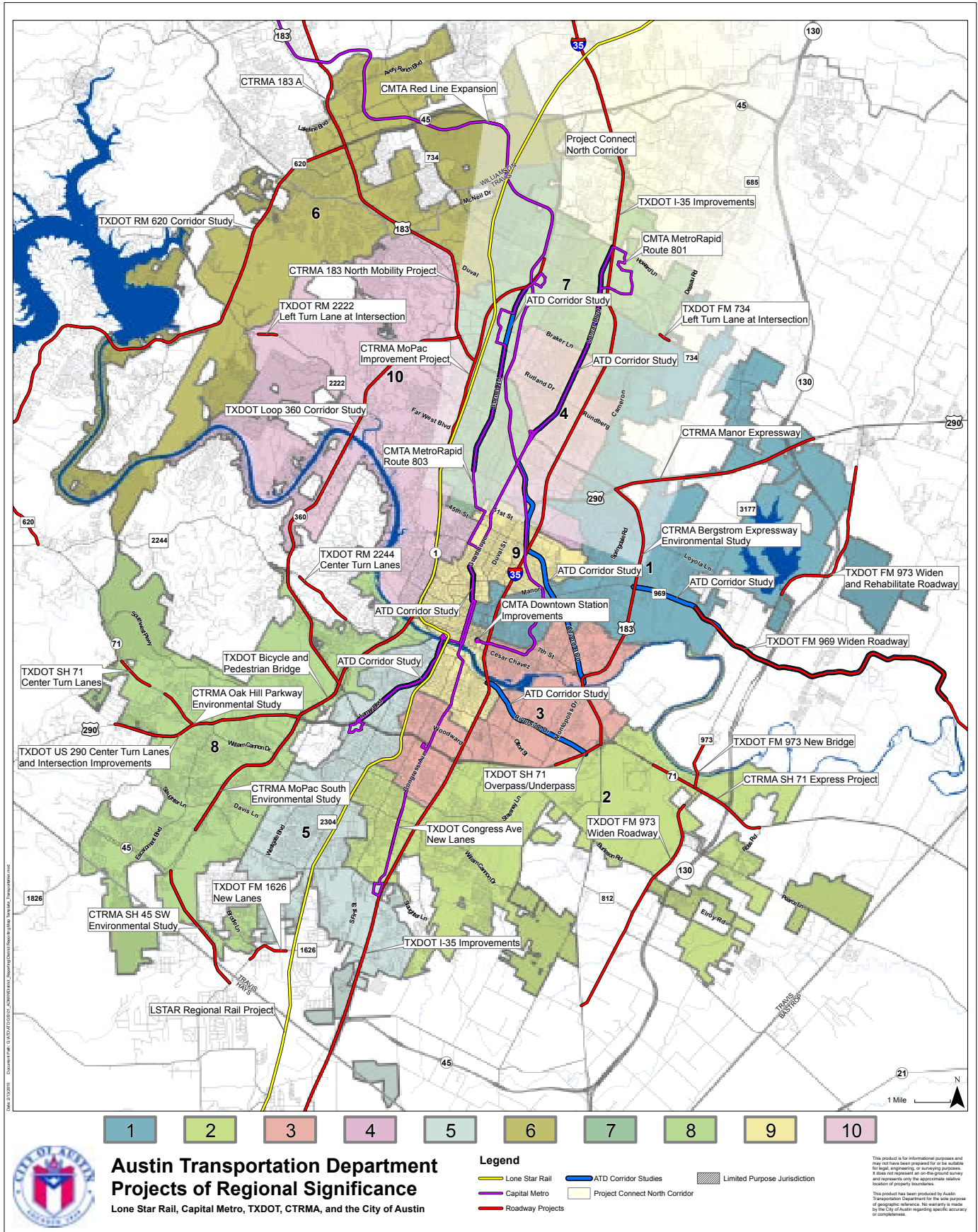
TxDOT currently operates and maintains key roadways within Austin, including IH-35, MoPAC main lanes, US 183, US 290, Loop 360, US 72, and several arterials in the City, including parts of North Lamar, South Congress, Airport Boulevard and Burnet Road (see TxDOT roadway map on page 30).

REGIONALLY SIGNIFICANT PROJECTS ALL ACROSS AUSTIN

There are numerous projects of regional significance that are in the study phase, in progress or are currently operational. The following list and corresponding map depict some of these projects.

PROJECT NAME	LIMITS	STATUS
ATD Airport Blvd Corridor Study	N Lamar Blvd to US 183	Study complete; working to identify funding.
ATD Burnet Rd Corridor Study	N MoPac to North Loop/Koenig Ln	Study complete; working to identify funding.
ATD FM 969 Corridor Study	US 183 to Webberville	Study complete; working to identify funding.
ATD Guadalupe St Corridor Study	W 29th St to Martin Luther King Jr Blvd	Study in progress
ATD North Lamar Corridor Study	IH 35 to US 183	Study complete; working to identify funding.
ATD Riverside Corridor Study	IH 35 to SH 71	Study complete; working to identify funding.
ATD South Lamar Corridor Study	Riverside to Ben White Blvd	Study in progress
CMTA Downtown Station Improvements	Downtown Station at 4th St and Trinity St	Larger permanent station is in planning stages
CMTA MetroRapid Route 801	Tech Ridge to Southpark Meadows	Operational
CMTA MetroRapid Route 803	Domain to Westgate Shopping Center	Operational
CMTA Red Line Expansion	Leander to Downtown Austin	Adding double tracking and purchasing 4 more passenger rail cars to expand service to every 15 minutes during peak hours with construction to begin in 2015 and complete in 2016
CTRMA 183 A	US 183 N to RM 620	Operational
CTRMA 183 North Mobility Project	RM 620 to MoPac	Environmental study and community outreach program launched summer 2013
CTRMA Bergstrom Expressway Environmental Study	US 290/Manor Expressway to SH 71	Environmental study is currently underway; launched in August 2012 and is expected to take 3 years
CTRMA Manor Expressway	US 183 to Parmer Ln	Operational
CTRMA MoPac Improvement Project	Parmer Ln to Cesar Chavez	Project began October 2013 and is expected to open as early as fall 2015
CTRMA MoPac South Environmental Study	Cesar Chavez to Slaughter Ln	Environmental study and community outreach program launched April 2013, and is expected to take 2 to 3 years
CTRMA Oak Hill Parkway Environmental Study	Sh 71/US 290 to MoPac	Environmental study was re-launched in October 2012 and is expected to take 3 to 5 years
CTRMA SH 45 SW Environmental Study	MoPac to FM 1626	The Final Environment Impact Statement was publicly released January 23, 2015
CTRMA SH 71 Express Project	Presidential Blvd to east of SH 130	Construction activities will start in early 2015, and will last through late 2016
LSTAR Regional Rail Project	San Antonio to Georgetown	Environment Impact Statement was initiated in the fall of 2014 and is expected to take 3 years
Project Connect North Corridor		Began alternatives analysis in June 2012 and identified a Locally Preferred Alternative
TXDOT Bicycle and Pedestrian Bridge	North of Loop 360 to north of US 290	Work began February 2014 and is 31% complete
TXDOT Congress Ave New Lanes	Eberhart Ln to Foremost Dr	Work began October 2014 and is 16% complete
TXDOT FM 1626 New Lanes	.2 Mi south of Brodie to east of FM 2304	Project will go to bid April 2016 and design is 60% complete
TXDOT FM 734 Left Turn Lane at Intersection	.166 Mi NW of Dessau Rd to .28 Mi SE of Dessau Rd	Operational
TXDOT FM 969 Widen Roadway	From FM 3177 to Bastrop County Line	Project is in three phases with first phase from Decker Creek Dr to Bastrop County Line given the notice to proceed in January 2015 with the other two phases ready to bid in late 2016 and early 2017
TXDOT FM 973 New Bridge	1.2 Mi north of the Colorado River to SH 71	Work began May 2014 and is 44% complete
TXDOT FM 973 Widen and Rehabilitate Roadway	.159 Mi south of Blake Manor Rd to Decker Creek	Notice to proceed construction was given in November 2014
TXDOT FM 973 Widen Roadway	3880 feet south of SH 71 to US 183	Project is in two phases and work began in mid 2014 with nearly 50% complete for both
TXDOT I-35 Improvements	Georgetown to San Marcos	There are multiple projects in different phases along I-35, including studies, schematics and environmental processes, final designs, and some construction projects.
TXDOT Loop 360 Corridor Study	US 183 to MoPac S	The study will be conducted in four phases, engaging stakeholders to identify problems, evaluate preliminary solutions, refine the preliminary solutions, then present study results and identify next steps.
TXDOT RM 2222 Left Turn Lane at Intersection	.151 Mi west of McNeil Dr to .26 Mi east of McNeil Dr	Project will go to bid March 2015 and started design in March 2013
TXDOT RM 2244 Center Turn Lanes	.1 Mi east of Redbud Trail to 1000 ft west of Buckey Trail	Project will go to bid August 2015 and design is 60% complete
TXDOT RM 620 Corridor Study	SH 71 W to US 183 N	The 12 to 18 month study will identify problems and investigate the feasibility of various short-, mid- and long-term solutions
TXDOT SH 71 Center Turn Lanes	West of Thomas Springs Rd to west of Covered Bridge Rd	Work began June 2014 and is 25% complete
TXDOT SH 71 Overpass/Underpass	East of Montopolis Dr to US 183	Operational
TXDOT US 290 Center Turn Lanes and Intersection Improvements	Circle Dr to William Cannon	Project is in two phases with the first phase of dual left turn lanes and center turn lanes beginning construction in May 2013 and was complete in September 2014. Work on the two continuous flow intersection projects is anticipated to be complete in summer 2015. A center turn lane from Circle Dr to El Rey Blvd will go to bid in May 2017

REGIONALLY SIGNIFICANT PROJECTS



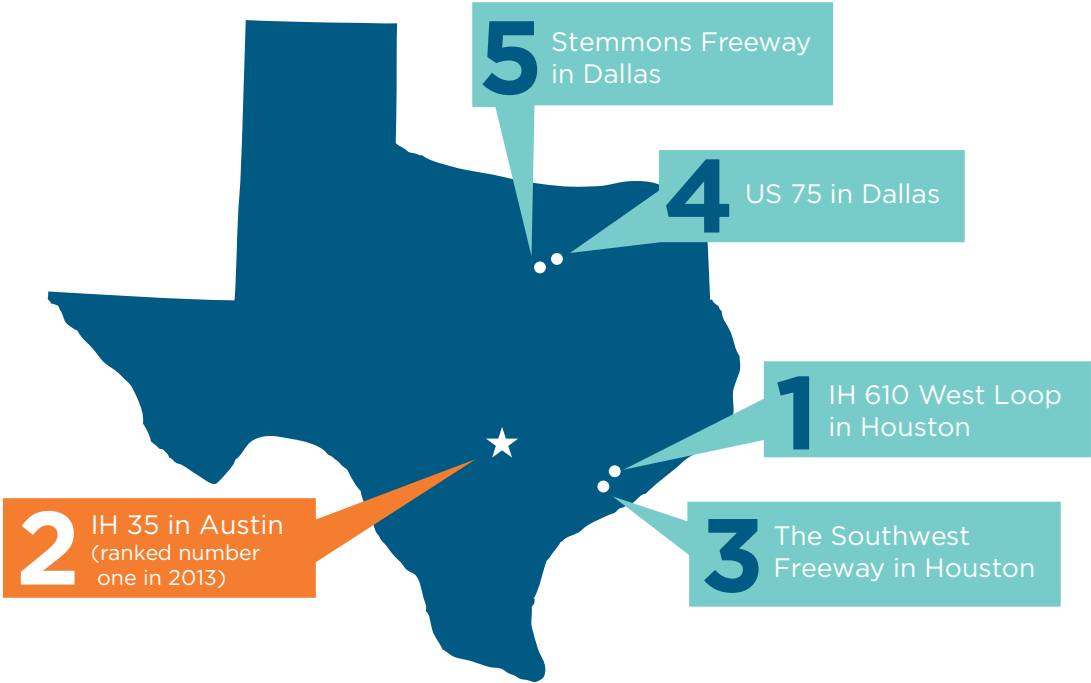
STATE AND NATIONAL TRENDS IN TRANSPORTATION

CONGESTION EVERYWHERE

The state’s worsening traffic gridlock is driven largely by a rapid growth in population without a corresponding growth in roadway space. The number of registered vehicles in Texas has nearly tripled — up 172 percent in the past 40 years, while highway space has grown by only 19 percent during the same time.

Limited transit use adds to the challenge; according to a Texas A&M Transportation Institute (TTI) Transportation Policy Research Center statewide poll conducted in April 2014 76% of Texans said they experience traffic congestion when traveling in their region.

Topping the 2014 state’s annual ranking of its most gridlocked roadways are:



Source: Texas A&M Transportation Institute

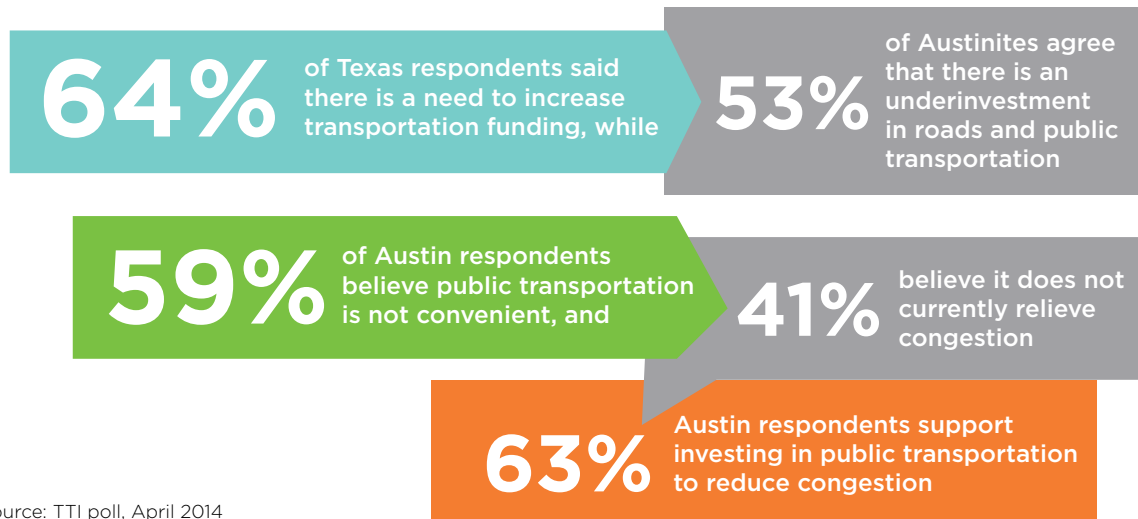
Nationwide, a majority of people say traffic congestion has gotten worse in the last five years in their area. (AP Poll July 2014)

Key Findings from the 2013 INRIX National Traffic Scorecard Annual Report documents that as a nation “we’re back on the road to gridlock.” INRIX finds cities at or above the national averages in employment growth (about 2.2%) and GDP (1.7%) like Austin (2.8%, 3.4%), experienced some of the biggest increases in traffic congestion. Simultaneously, Austin experienced a 6.6% increase in population last year - one of the largest in the nation.

“At the individual level, traffic congestion cost drivers \$1,740 last year on average... If unchecked, this number is expected to grow more than 60% to \$2,902 annually by 2030.” (INRIX, Oct. 2014) Yet, TTI research indicates by 2035, the annual cost of congestion for Texas households, on average, will increase from the current \$1,500 to almost \$5,400. (TTI -Oct 2014)

MORE FUNDING NEEDED

Texans support spending more on solutions, but they don't agree on just how to do that. (TTI poll, April 2014)



Source: TTI poll, April 2014

Nationwide, most of the public wants more solutions but are reluctant to raise revenue to do so. (AP Poll July 2014)

NATIONAL PERSPECTIVE:

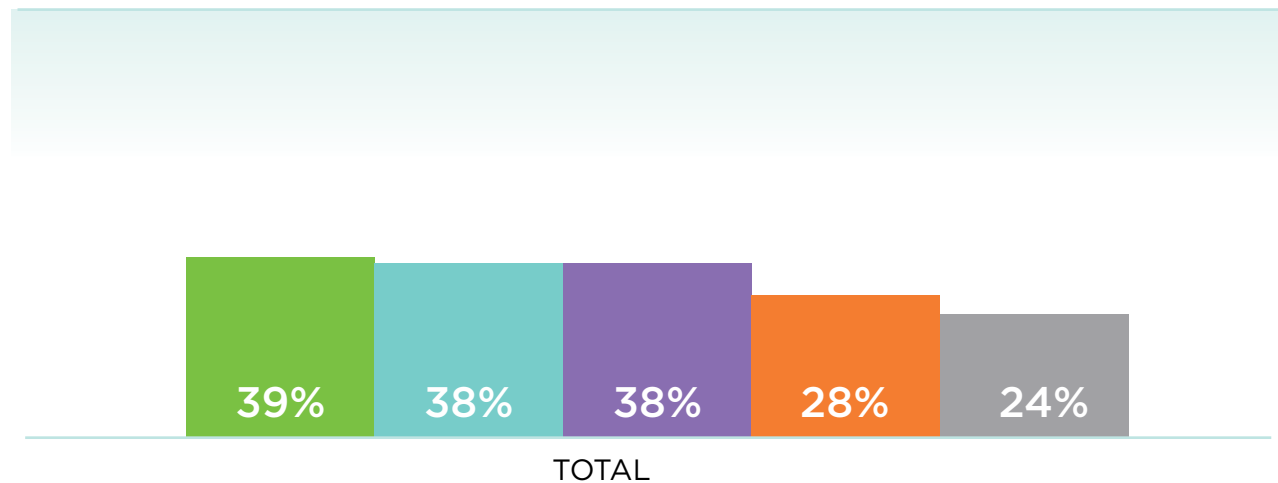
TRANSPORTATION FIXES DIFFER

Asked what ideas would have a major impact on improving traffic, respondents nationally showed fairly even support for telework, more roads and transit, followed by adding sidewalks and bike lanes. (Atlantic Media/Siemens Poll, Aug. 2014)

Question:

Which of these ideas would have a major impact on improving traffic where you live?

- Encouraging more employers to allow their employees to work from home
- Building more roads or vehicle lanes
- Upgrading public transportation like buses, rail or subway
- Adding and repairing sidewalks
- Building more bike lanes



NOTE: Combined major and minor percentages can differ from the sum of individual percentages. "Don't know/refused" answers not shown. SOURCE: Atlantic Media/Siemens State of the City Poll of 1,656 US adults, July 23 to Aug. 4. Margin of error +/- 3.4 percentage points.

TEXAS PERSPECTIVE:

However, Texans who primarily use autos believe that an increased investment in strategies such as traffic signal timing and incident clearance may be more effective in resolving transportation issues.

Austinites' top transportation solutions (survey results):



Source: TTI poll (<http://tti.tamu.edu/policy/texas-transportation-poll/>)

EMERGING TRANSPORTATION TRENDS

- Millennials and Generation X are leading the charge towards alternate modes, including public transportation and walking. (Brookings Institute - Oct. 2014)
- Future roads not built with concrete, but with software. Build smarter transportation networks using in crowd-sourcing, connectivity and Big Data to manage the flow of people and commerce. (INRIX, Oct. 2014)
- More Americans are moving to cities, reversing the previous trend of Americans moving to suburbs. (The Wire, March 2014)
- Travel Demand Management is an effort to better manage traffic congestion in high volume areas. This means changing travel behavior during peak periods by encouraging travelers to think about different ways to travel and different times to travel, so that everyone isn't trying to get to the same place at the same time on the same roads.

The Austin Transportation Department is pursuing these ideas and more to enhance the quality of life for Austin residents.