Chapter 7

GETTING THERE TOGETHER ASMP

Implementing Our Plan

The policies and indicators in the ASMP have been created to help our community get where we want to go when we want to get there, safely and cost-effectively. To do this, the ASMP sets an ambitious objective where in 2039, 50% of our community drives alone to work and 50% of our community uses other modes. This is a big task. Currently, 74% of our community drives alone to work, while 26% uses other modes.

The ASMP's policies set the guidelines we need to follow to ensure that our transportation network is safe, offers us transportation options, reduces our costs, improves our health and environment, supports our community's prosperity, and helps foster innovation and livable spaces. However, a good plan is only as strong as its implementation. To strengthen our policies, we must back them with actions

The actions we take will be strategic. Data, both quantitative and qualitative, must be the foundation of the decisions we make. Sound financial judgment and innovative financial strategies must be considered to ensure that the many projects, programs, and initiatives that make up our transportation network are undertaken cost-effectively. We must also approach solutions with partners. Our transportation network relies on many different partners. Our community members, other towns and counties, regional and state agencies, schools, and public transportation providers are just a few of the many different partners with whom we must work. By using data to inform our decisions, using sound financial judgment, and working with our partners, we will turn the ASMP from words on a page into decisive and positive action in our community.


BECK

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Data

Transportation decisions are guided by our goals, knowledge, and policy, but are informed by the data we collect. Qualitative and quantitative data are vital components to making the best decisions to support a safe, reliable, and efficient transportation network for our entire community.

> *"Let's rely on good empirical evidence in making transportation decisions."*
> —Community Member

Quantitative data reveal important measurable aspects of our transportation network, such as how many cars travel on a road over the course of a day, the location of fatal or serious injury crashes, or where people are taking dockless transportation services. On the other hand, qualitative data can reveal personal behaviors and preferences, such as why people choose to take the bus instead of walking, what type of infrastructure people want in their neighborhood, or how to best communicate closures or detours to the community. In order to understand the challenges we face, plan how to solve them, and monitor progress, we must collect both kinds of data on a consistent and thorough basis.

Collecting data is only the first step towards an effective data-informed transportation network. As our technology and ability to capture and interpret data increases and improves, the data we collect grows quickly. Increased volumes of collected data require responsible management, use, and protection of data. Responsible management includes making data public in an accessible, anonymous form so that our community, and those outside of it, have the ability to access and analyze it. Sharing data leads to the innovations necessary to improve our transportation network.

A data-informed transportation network must be the outcome of our collection, storage, and use of data. This includes identifying the data we must collect, acquiring that data, using it to plan and operate our network, and then evaluating the changes we make. From project designation to evaluation, quantitative and qualitative data must inform our decisions. Data are critical to plan, operate, maintain, and evaluate a safe, reliable, and efficient transportation network.

Indicators and Targets

Increase the percentage of City mobility datasets that are open and accessible to the public

Increase the number of City mobility spatial datasets that are mapped

Increase the amount of real-time mobility information available to the public

Increase the number of data sources to inform planning and implementation

Increase the use of open-source software to manage, analyze, and share data

Increase the percentage of City mobility datasets that are regularly maintained

Policy 1

Protect privacy and use data responsibly

Ensure sensitive data are protected, anonymized, and accessed ethically

The evolution of technology has occurred swiftly across the world. About 10 years after the introduction of the smartphone, more than 86% of Austin community members now own smartphones. With this pervasive use of smartphones comes an increasingly invasive risk to privacy. Smartphones allow technologies such as Bluetooth and Wi-Fi to passively track your location using sensors. While this technology is instrumental in understanding travel patterns and travel time when aggregated and processed, it is possible that the unprocessed data could be used to identify individual people if not handled responsibly. On the user end, smartphone users actively accept permissions from a number of applications that access and store personal information every day. Privacy protection is both the responsibility of those passively tracking our information and our own. While this information is critical to the planning and implementation process, we must protect the privacy and security of its users. We must use the data responsibly and ethically to ensure it will always be available for planning and implementation. In order to do so, the City must adopt standards for organizing different types of data and create interlocal data-sharing agreements that all uphold privacy as a priority.

Dockless Mobility Data

The introduction of dockless mobility devices has created a wealth of new transportation data. These modes have been adopted quickly, resulting in over two million trips worth of data that can be used to improve our transportation network. The City has been working with companies to ensure that data is handled securely, while also being used to improve safety and mobility on our transportation network.

To be transparent and help gain additional perspectives, City staff has made anonymized trip data available to the public. In addition to emphasizing the importance of keeping data open for all, this allows more people to consider and analyze this data, allowing new analysis and insight into our transportation network.

This high volume of new data has required the City to confront a host of questions about how to responsibly use this data. Since this data is generated by personal devices, it contains personally identifiable information. Therefore, the city is anonymizing this data before releasing it, and following civic, industry, and academic best practices and standards to ensure that transportation data is both secure and usable.

Policy 2

Operate in a manner where data are open and accessible by default

Promote openness and transparency by sharing data in user-friendly and accessible formats for community use and accountability

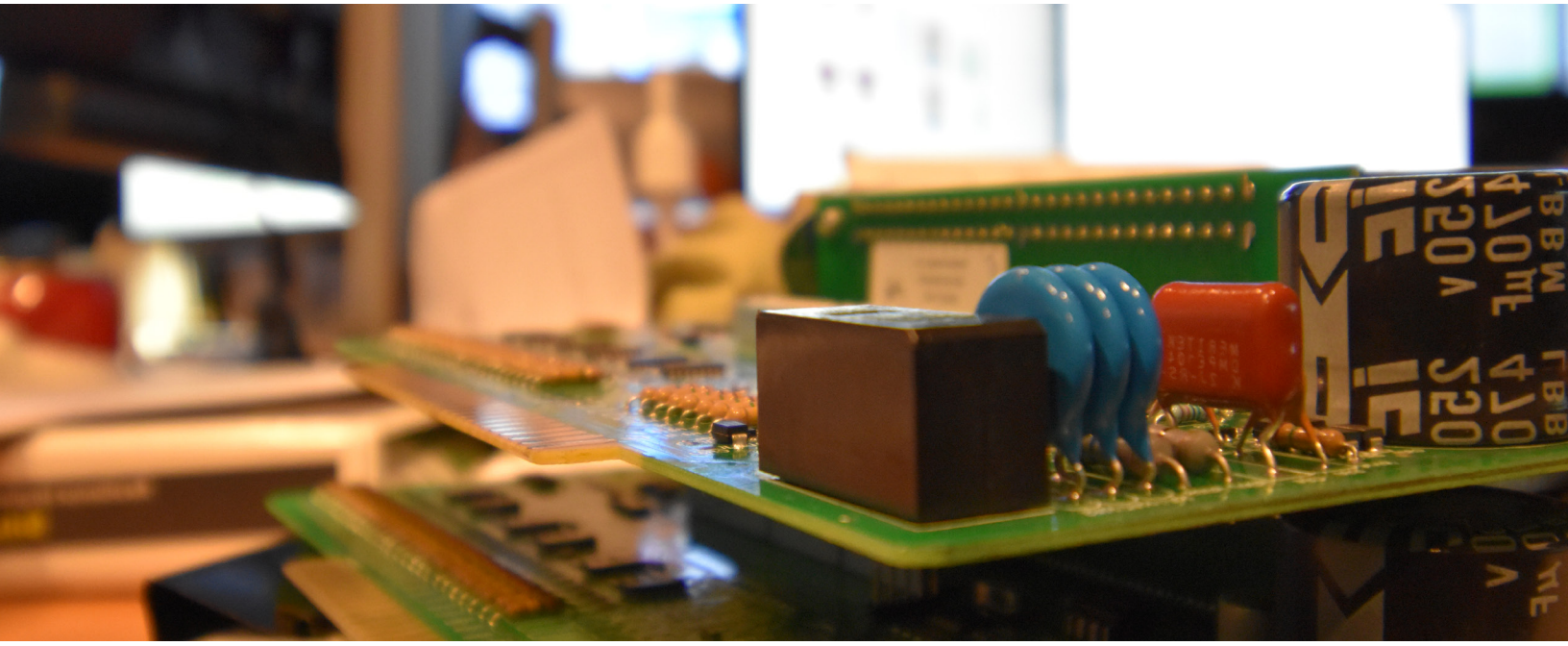
As we collect data to implement the plan and monitor progress we must operate in a manner that is open and transparent. This means the data we collect should proactively be made available to the public at the same time. In fact, due to laws like the Freedom of Information Act, most government data that is not subject to valid privacy, security, or privilege limitations is public data by law, and therefore should be made open and made available for others to use.

Through open data, community members are empowered with more information and can be active participants in the decision-making process. This practice of publishing open data also allows governments to share what they are doing, which helps to build trust through transparency.

In order to build a more trusting, collaborative, decision-making process, we must take steps to proactively share information. There are many ways to share data openly, whether it is through the Austin Open Data Portal or some other online platform. These online data portals provide easy access to open data and information about our city government. Open data that can be published online can include both "raw" data that hasn't been analyzed and information that has been analyzed, processed, organized, structured or presented in a given context and consists of things like reports, charts, and other documents. We must strive to share both raw and processed data openly.

"We encourage the use of public data that the City of Austin has published to spark innovation, promote public collaboration, increase government transparency, and inform decision making."

—Austin's Open Data Portal



Policy 3

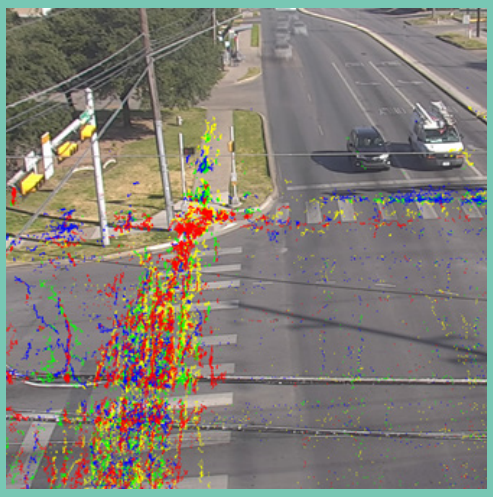
Use data to make informed decisions

Proactively collect and consider quality data to prioritize, implement, and evaluate transportation programs and infrastructure projects

Implementation of the plan is guided by policy, but is informed by data. We must continue to collect and consider quality data to prioritize and implement transportation programs and infrastructure projects. Proactively collecting data before and after a program or project is implemented will also allow us to better evaluate its effectiveness. Using data to verify observations and instincts will allow us to develop a deeper understanding of issues and clearly communicate them to the community. This approach to making informed decisions also further builds trust through transparency.

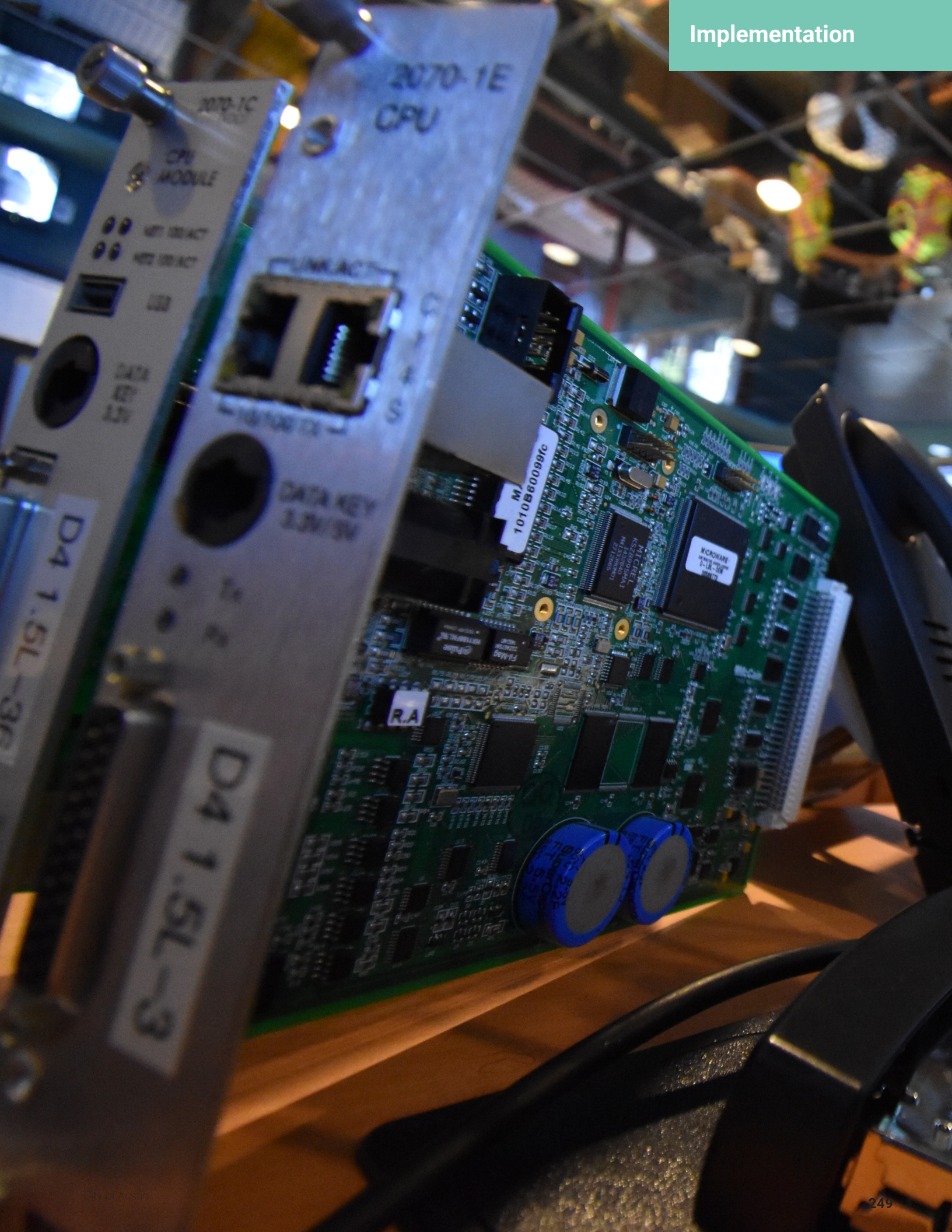
By developing and investing in a more robust data collection and analysis process, the City will be better positioned to make informed decisions. Throughout the implementation of the plan there will be a need to collect many different types of data, such as travel data from vehicles, public transit ridership, bicycle and pedestrian counts, and even survey data. This may include working with private entities and data providers to access data the City cannot otherwise obtain. This information must be managed in a sustainable, scalable, and repeatable way and we must prepare to adapt to new technologies and practices.

Using Data to Improve Safety



Although it may look odd, every piece of color in the photo to the right represents the actual path someone took to cross the intersection. Austin Transportation is partnering with the University of Texas Center for Transportation Research to use the City's existing traffic monitoring cameras, to take pictures like these in order to obtain data on driver-pedestrian interactions at busy intersections.

The data collected from this project will provide new insights into where people are currently crossing the street and how far out of their way they might be willing to walk to use a safe crossing. This information will help identify and prioritize locations where new infrastructure can help reduce risky pedestrian behaviors, such as crossing mid-block on high-speed arterial roads. Longer term, this technology has the potential to help identify where and how often near misses between drivers and pedestrians are occurring so we can implement countermeasures to prevent crashes before they happen.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CPU
CPU MODULE
DATA KEY
R.A

Collaboration

To plan, build, operate, and maintain our transportation network, we must work with our local communities, public agencies, and the private sector. Local, regional, state, and federal entities should strive to collaboratively pursue mobility improvement initiatives in ways that are seamless and transparent between jurisdictions. We must be able to work together toward a common goal in order to enhance the transportation network for the benefit of all users. These common goals must seek to benefit the greater good, and we must be able to identify short-term needs as we pursue long-term goals. In order to achieve these goals, we partner with community-based organizations, residents, neighborhood groups, and businesses. Just as important are key partners, such as the Texas Department of Transportation (TxDOT), Capital Area Metropolitan Planning Organization (CAMPO), Central Texas Regional Mobility Authority (CTRMA), Capital Area Council of Governments (CAPCOG), Capital Metropolitan Transportation Authority (Capital Metro), Capital Area Rural Transportation System (CARTS), counties, municipalities, universities, school districts, and others.

"The City and Capital Metro need to work more effectively together to provide a more balanced/ effective transportation system."

—Community Member

External agencies are key collaborators to improving our transportation network and, together with internal City departments, make day-to-day operations and maintenance activities possible. While we work to improve the short- and long-term outcomes of our transportation network we need to coordinate our planning with others who use our streets for utilities, drainage, and other critical public services. Alignment must be carried over into the construction and implementation of transportation infrastructure and other capital improvement projects. Finally, we must work with the private sector to help us build projects and improvements that enhance mobility and safety initiatives throughout Austin. Improving the lives of all Austinites is the forefront of all collaborative efforts.

Indicators and Targets

Increase the number of transportation projects, programs, and initiatives that are coordinated across City of Austin departments

Increase the number of transportation projects, programs, and initiatives that are coordinated with partner agencies

Increase the number of transportation projects that are coordinated through multi-departmental construction planning activities

Increase the number of partnerships with private development to contribute to transportation improvements

Increase the number of City facilities offering multiple services

Increase the number of joint capital renewal and utility projects

Increase the number of long-distance travel options into and out of Austin

Increase the number of opportunities for art in the transportation network

Policy 1

Collaborate with internal departments, regional partners, and outside agencies

Identify and pursue opportunities to strengthen local and regional policies, programs, and projects through partnerships

Partnerships are mutually beneficial relationships with a commitment to a common goal. Collaboration between TxDOT, CTRMA, Capital Metro, counties, school districts, and others must be used to improve local and regional mobility for all. These relationships will result in more effective policies, programs, and projects. For example, our work with CAMPO on the 2045 Regional Transportation Plan is critical to our region's shared success. We must strengthen our partnership with TxDOT to ensure the highway system throughout Austin is improved. In addition to highways such as I-35 and MoPac/Loop 1, TxDOT has jurisdiction over many important Austin roadways, including parts of Cesar Chavez Street, North Lamar Boulevard, and South Congress Avenue. This makes coordinating with TxDOT on programs and projects across our transportation network especially important. Our continued partnership with Travis County, to coordinate our transportation plans in our shared jurisdiction, will be critical to those living just outside of our city limits. This is even more important with our growing affordability crisis as individuals and families move further outside of Austin itself. We must also continue to strengthen our partnership with Capital Metro to improve public transportation services operated on our streets and, even more importantly, to ensure high-capacity transit can be implemented. When spearheaded by multiple groups, the initiatives laid out in this plan will not only improve the lives of Austinites, but everyone who calls Central Texas home.

I-35: Capital Area Corridor

The I-35 Corridor Implementation Plan, developed by TxDOT in partnership with the City of Austin and other regional transportation agencies, identifies projects that can be constructed to reduce congestion within the I-35 Corridor and improve efficiency. These projects include:

- **Downtown Access Roadway and Riverside Interchange: This project would develop new access ramps to and from downtown Austin with circulation and distribution lanes between Riverside Drive and East Cesar Chavez Street. This project allows for future transit and highway capacity additions in the I-35 Corridor.**
- **Oltorf, Stassney, and William Cannon Overpass and Interchange Replacements: These projects would reconstruct frontage road access and intersections at each of the arterials. Work may include replacing the existing arterial overpasses, adding U-turn structures, and other safety improvements.**
- **US 183 Fully-Directional Interchange Completion: This project would connect the north and east ramp pairs, providing direct access between North I-35 and US 183.**
- **Regional Transportation Management Center and I-35 Integrated Corridor Management: This project would include using new technologies that would initially focus on the I-35 Corridor to manage peak hour traffic flow, construction activities, crash and weather-related diversions, and special event surges. Data from the new management center would provide actionable pre-trip and en-route traveler information; improved signalization and traveler information systems on surrounding, parallel, and feeder arterials are also included in the management center.**

City of Austin Mobility Roles

Mobility in Austin is the responsibility of many different departments within the City of Austin government.

Austin Transportation Department
Austin Transportation is responsible for general mobility, including the planning, operation and management of the Austin transportation network.

Aviation Department
Aviation is responsible for overseeing Austin-Bergstrom International Airport, which serves more than 14 million passengers annually.

Corridor Program Office
The Corridor Program Office was established in 2016 to manage the City of Austin's investments in major transportation corridors funded by the 2016 Mobility Bond.

Economic Development Department
Economic Development contributes to the implementation of mobility infrastructure needs on small area and citywide plans, special planning initiatives, redevelopment, and specialized economic development and policy initiatives.

Fleet Services Department
Fleet Services manages and maintains the vehicles owned and operated by the City of Austin.

Parks and Recreation Department
Parks and Recreation is responsible for public trail development and management on City parkland. These trails provide both recreational and mobility benefits.

Planning and Zoning Department
Planning and Zoning develops and updates the City's comprehensive plan in addition to a variety of small area plans including neighborhood plans, corridor plans, area-specific master plans, and other plans.

Public Works Department
Public Works is responsible for the planning and establishment of use, design, and construction standards for projects in the public right of way and on City property. They develop and implement the sidewalk and urban trail systems as well as the Safe Routes to School program. They also maintain the City's network of roadways, bridges, sidewalks and curb ramps.

Policy 2

Synchronize transportation infrastructure projects with other public capital investments

Coordinate with other infrastructure projects in the same locations early in the planning process to increase cost-effectiveness and minimize disruptions in the community

Transportation-related capital investment and infrastructure projects are able to be completed in a more timely and cost-effective manner if all groups are participating in an integrated design process. An integrated design process means "digging once" and getting all involved entities on board and in a collaborative environment before a project begins. Different projects from different groups within the City or its partners often happen in the same location, and being able to minimize the cost to build these projects and the amount of disruption to our mobility is important. Doing so can also reduce overall construction time. If we can synchronize planning, engineering, design, and construction processes from the onset of project development, we can deliver a more sustainable product.

For example, if we are able to coordinate sidewalk improvements with drainage improvements on a particular street, we can limit the time required for a closure by doing both types of improvements at once. Prolonged mobility and other public infrastructure-related projects can lead to disruptions in the community, such as an increase in congestion and disruption to normal traffic patterns. Potential actions which could limit financial, environmental, social, and time-related disruptions might be lost if we do not proactively work to synchronize projects through true collaboration.

Policy 3

Improve the transportation network through private development

Seek opportunities to coordinate with and harness private capital investments to rehabilitate, expand, and connect transportation infrastructure

We must work with private developers to harness opportunities to rehabilitate, expand, and connect transportation infrastructure. We can achieve more as a community if both the public and private sectors contribute to improving our transportation network. Private facilities must connect to our larger, public systems to ensure that people can easily move throughout our community using different transportation modes. For example, sidewalks within a development must connect to our greater sidewalk system to ensure that using a sidewalk is a safe and viable method of travel for people.

This coordination is critical to ensuring that growth pays for growth, but it will also result in improved mobility, a better-built environment, and economic development for all. It is critical that this coordination occurs throughout the development process, from site selection and feasibility, to early layout and design, and especially while identifying transportation mitigation needs.

Incorporating private development into our transportation safely, smoothly, and conveniently is necessary as our community grows. Private infrastructure cannot exist separately from our public infrastructure Through the land development code and criteria manual update processes and street impact fee study, we must work with the development community to create a clear understanding of what is required and ensure that it is equitable, predictable, and transparent.

Policy 4

Co-locate public services and facilities

Reduce mobility barriers to accessing opportunities and services by locating comprehensive social services in one place

We can make it easier to access social services by working with our partners. Mobility initiatives must be planned and implemented in collaboration with social service initiatives. This makes it easier for those who seek public assistance to receive what they need in order to access opportunities. The benefits of job assistance programs, education, childcare services, food assistance, public health services, and other necessities are realized only when these services are able to be accessed by those who need them the most. Transportation barriers, whether they are physical, economic, or social, affect the ability of individuals and families to be able to access our community's social services.

Often, community members need to get to many different types of appointments and run several different types of errands in the same day. When our service providers are spread out geographically across the city, rather than strategically co-located, a person might only have the option to drive to get to all the different locations by the time they need to. On the other hand, co-locating services like libraries, clinics, and food pantries together helps because people need to make fewer trips to access the social services they need and to take advantage of various opportunities. We should coordinate in advance on the planning and placement of these kinds of multi-service centers, so that they may be easily and safely accessed by multiple modes. Doing this can help reduce barriers to accessing social services and also offer people more transportation choices to get to the services they use.

Policy 5

Balance mobility needs with utility needs

Optimize mobility and utility needs when planning for street cross sections and allocation of space in the right of way and when operating the transportation network

Transportation infrastructure shares the right of way with much of the City's utility infrastructure. Our utilities, which are often buried beneath the ground or located overhead, must have enough space to operate to their full and safe capacity. Utilities operating within the right of way typically include drinking water, reclaimed water, and wastewater, gas, and electric transmission infrastructure, along with communication infrastructure provided by private entities. Our street design directly affects where these utilities are located.

The width of our pavement dictates the space where utilities are buried, and as we reallocate street space above ground among different modes, it also is important to consider the utilities beneath the ground and how they can be accessed. Certain types of utilities require separation from one another, which can have unintended impacts on street widths and limit the ability to place street trees and other transportation infrastructure. We know that overly-wide streets increase speeds, resulting in potential safety risks. Although utility separation standards may reduce utility maintenance costs, they can increase transportation costs and require speed management strategies. Mobility and utility needs, as well as social and environmental factors, should all be considered and allocated in a way that best serves all Austinites.

Policy 6

Work with the community to incorporate public art and beautification into transportation infrastructure

Reflect our community values and make places more inviting by incorporating public art into the transportation network

Art is an important part of making streets great places. Transportation infrastructure, from signal cabinets to streetscapes, offers opportunities for public art and beautification that reflects our unique neighborhoods and communities. By incorporating art and valuing aesthetics in the design of our transportation infrastructure, we can strengthen our community and create a sense of place. We can also help to provide economic opportunity and recognition for local artists by displaying their work.

Art for transportation infrastructure must be chosen thoughtfully. It is important that we work with the community to identify art and artists that are from, supported by, and reflective of that community. Art can be empowering, and we want to use it to empower our local communities, in addition to beautifying the infrastructure itself. We are proud that the City of Austin was the first municipality in Texas to make a commitment to include works of art in public infrastructure projects, and we must continue to work together to create visually appealing transportation infrastructure that reflects the important values and unique nature of our communities and neighborhoods.

Policy 7

Support interregional transportation options

Work with public and private partners to improve and expand long-distance travel options to and from Austin

For many of us, when we think of transportation, we think about how we are going to get to our school, store, or workplace, which means we are probably imagining local transportation options like walking, driving, taking public transportation, and bicycling. But long-distance travel options and solutions are also important to consider in order to meet our community needs. Flying into or out of Austin-Bergstrom International Airport is one of the ways we venture outside of Austin. Taking a regional, state, or even international bus or train is another way that we travel long distances to see family and friends, take a vacation, or make a work-related trip. We can even choose to bicycle around Central Texas on our system of trails and shared use paths.

Having multiple long-distance travel options can help reduce the need to own a personal vehicle. For instance, if you can accomplish most all of your trips during a regular day in Austin without needing to own a personal vehicle, but need a personal vehicle to travel to see your grandparents in Houston several times a month, you could be able to reduce your transportation costs if there was an affordable and reliable transportation option between the two cities. Supporting multimodal long-distance travel options can help us meet many mobility goals and assist us with connecting to our family and friends, and to all the opportunities surrounding communities have to offer.

To support these longer-distance types of trips and travel, we will need to work closely with partners in both the public and private sectors. We should be a leader for other governmental agencies and municipalities when planning transportation infrastructure and services. We should also work to convene and streamline private bus and passenger train options into our existing and planned mobility hubs, so that Austinites and visitors alike can conveniently transfer between local and long-distance travel.

Railroads

Railroads serve important transportation functions. They move freight, bring travelers into and out of the region, and they offer a high-capacity, transportation mode. Additionally, many railroad rights of way already exist, allowing us to create new multimodal opportunities more efficiently in space already dedicated to mobility.

While railroads provide many benefits, they also pose challenges. Railroad tracks create barriers that can separate neighborhoods. Where railroads crossings on our roads and urban trails can be difficult and dangerous intersections to navigate. Trains may also transport hazardous goods, and they can create noise as they move through communities.

Like all modes, we must balance the benefits and challenges that railroads pose. We must continue to improve connectivity across railroad tracks, while also increasing our connectivity to them. We must improve the safety of crossings and support nearby neighborhoods, while we take advantage of the opportunity to connect our community and economy to the greater state, national, and international opportunities railroads offer.

Financial Strategies

Mobility funding comes from multiple sources. Typical sources include voter-approved bonds, other forms of debt, cash/operating transfers, grants, the development review process, and through partnership with other transportation agencies and the private sector. Our funding for infrastructure and its operations and maintenance must be sustainable and must also be spent responsibly. Fiduciary responsibility is about providing good value to taxpayers and making sure that services are supported by reliable revenue streams in the future. Fiscally-responsible planning, operations, and maintenance is important as mobility infrastructure needs always outweigh available funding sources. We must act sustainably to realize the vision and goals of the Austin Strategic Mobility Plan by finding ways to prioritize funding to ensure spending best meets the mobility needs across our community. Providing transparency on how programs are prioritized, cost estimates that include ongoing operating and maintenance costs, and updates on project status contribute to creating trust amongst citizens, city government and elected officials. We will continue identifying paths to maximize our return on investments and utilizing new tools to help growth pay for growth in order to meet the needs of our community and our mobility goals. To be responsible stewards of public resources we must continue to follow our financial policies and practices that have given the City high bond ratings, and we must provide proper accounting of the use of public funds for transparency. A strategic approach to financial sustainability includes best matching funding sources and opportunities with needs. In addition, the thoughtful funding towards completion of not-yet-mature systems that make up the transportation network, as well as the improvement of existing systems, should be considered.

> *"I believe there are ways we can fix traffic delays without a large financial investment."*
> —Community Member

Indicators and Targets

Increase funding to implement high and very-high priority sidewalks, all ages and abilities bicycle facilities, Tier I urban trails, transit enhancements, and high-capacity transit

Complete all systems by 2039 or sooner

Increase funding to implement transportation demand management strategies

Increase number of streets where preventative maintenance activities also improve multimodal mobility and safety

Increase funding sources and cost-sharing opportunities

Increase the accuracy of mobility capital annual spending plans

Achieve being within 5% of spending plans every year

Policy 1

Ensure long-term, viable funding models to plan, finance, and maintain the transportation network

Identify and implement sustainable funding strategies to supply, operate, and maintain transportation assets and programs that meet the community's mobility needs

Sustainable funding models are reliable and consistent sources of funding that will not typically run out. Because different sources of funding may be used to construct mobility infrastructure than are used to operate or maintain it once it is built, it is important to identify methods to fund all of these aspects of our transportation network. Construction of mobility infrastructure can, and typically does, rely on bonds. Construction costs are definable, and because we know exactly how much money we should be spending on a project it is reasonable to use a bond to cover those costs. However, careful consideration should be made when seeking bonds to fund ongoing capital renewal of our infrastructure because as we continue to build more infrastructure, the more we have to extend ourselves to keep up with capital renewal needs. It is reasonable, though, to utilize bond funding for critical needs for capital renewal or reinvestment in aging infrastructure when the outcome would otherwise be detrimental to our safety and mobility.

Additionally, operations and maintenance costs vary, and it is important that money is regularly allocated to pay for routine maintenance. Adequately budgeting money for maintenance allows us to create and fulfill our routine maintenance schedule, which will allow the infrastructure to achieve its full life-cycle. It is critical that when we plan to build new infrastructure that our operating budgets fully account for the operations and maintenance costs out into the future, including the ultimate need for capital renewal.

In order to make the most of our infrastructure, and maximize our return on investment, it is vital that we plan for the continuation or expansion of successful programs that help us do that through outreach and education. Providing transparency and stakeholder input in the prioritization of transportation investments is key to establishing a sustainable funding model. We will continue to use traditional funding strategies and explore other funding models that have the potential to help us meet our mobility goals.

Street Impact Fees

Street Impact Fees (SIF) are a one-time fee for new development that goes towards capital projects that increase vehicle capacity. This is a transparent, equitable, and predictable method for growth to pay for growth. The City of Austin is conducting a study to create a Street Impact Fee as an implementation tool for the ASMP. SIFs go towards construction costs of capital improvements that are included in the Roadway Capacity Plan (RCP), which is a subset of all projects in the ASMP. The RCP includes improvements to roadways, such as additional lanes, bridges, and other appurtenances of the roadway (e.g., sidewalks, bicycle facilities, and lighting), and also includes improvements to intersections, such as signals and turn lanes.

Policy 2

Operate in a fiscally responsible manner

Be responsible stewards of public resources in the design, construction, operation, and maintenance of the transportation network

We will continue to demonstrate financial stewardship by following the policies and practices that have earned the City our high bond ratings. We will also strengthen formation, management, and accountability around contracts and grants, and align resource allocation (i.e., time and money) with mobility needs in ways that yield the greatest impact in support of our mobility goals. Accountability and transparency in project development and implementation is key to building and maintaining the public trust and our ability to deliver our mobility projects and programs. This requires appropriate Asset Management strategies to budget, finance, and deliver the needed infrastructure at the lowest possible total cost to the public. Applying Asset Management principles is sound engineering and financial practice for operating our transportation infrastructure. Also, reporting on the results of expenditures and program activities will assist in tying the financial investment to the services that the community experiences. This increases the understanding of how mobility investments and services impact the community.

Definitions of funding sources

Transportation User Fees: A fee assessed each month as part of the electricity bill to residents and businesses based on traffic levels generated by each dwelling unit or business. This is typically used for maintenance and repair of infrastructure.

Parking Management Fund: Money from parking pay stations, parking meters and the permitting fees for taxicabs, chauffeur, and limousines go into the Parking Management Fund. These funds are reinvested into the transportation network, with a focus on the downtown area. In addition to parking upgrades, parking meter revenue also funds the Great Streets Initiative, wayfinding, and downtown maintenance.

General Fund: The primary fund for cash reserves of the city. Money in the General Fund is unallocated and can be put towards different projects or programs. Only a small portion of mobility functions of the city are funded through General Fund.

Development Review Fees: Development revenue comprises the various permit, application, and inspection fees associated with residential and commercial development. These fees are restrained by a requirement of State law that they not exceed the City's cost of providing the services for which they are charged.

Use of Right of Way fees: Fees are assessed for the permission, inspection, coordination, and review of all work occurring in the City's right of way. Special events also pay these fees. Use of right of way fees are part of the City's "One-Stop-Shop," which oversees a variety of City fees, ranging from public health to commercial development.

General Obligation Bonds: When voters consider bond propositions on an election ballot, they are considering allowing the City to issue GO bonds. These bonds give cities a tool to raise funds for capital improvement projects, such as roads, bridges, bikeways and urban trails and parks, that are otherwise not funded by City revenue. Voter-approved GO bonds are repaid through property taxes. The property tax rate is composed of two parts: the Operations and Maintenance rate and the debt service rate. The debt service rate is set in order to generate the revenue necessary to make the City's payments for tax-supported debt. When voters approve bond propositions, the City does not issue all of the debt immediately. Instead, debt issuances are spread out over several years according to the annual spending needs of the bond program.

Revenue Bonds: Revenue bonds are repaid from a specific revenue source which does not affect the property tax rate.

Certificates of Obligation: A certificate of obligation (CO) is used to obtain quick financing for real property and construction. COs are secured by the full faith and credit of the City and are repaid over a 20-year period. According to Texas state law, the City's intent to issue a certificate must be published in the local newspaper 30 days in advance. COs do not require voter approval unless 5% of qualified voters sign a petition to put it on the ballot and file it with the City Clerk.

Grants: Grants are funds disbursed by one party—often a government department, corporation, foundation, or trust—to a recipient, which is often a nonprofit or government entity, educational institution, a business or an individual. Most grants are made to fund a specific project and require some level of compliance and reporting. Additionally, a funding "match" is often required at a certain split, e.g. 80-20 in which the grant recipient provides 20% of total project cost and receives a grant for the remaining 80%.

Tax Increment Financing: Known as TIF, this is a method to use future gains in taxes to subsidize current improvements, which are projected to create the conditions for projected tax gains. The completion of a public or private project often results in an increase in the value of surrounding real estate, which generates additional tax revenue. The Waller Creek Tunnel project is an example of a TIF-funded project.

Public Improvement Districts: A PID is a defined geographical area established to provide specific types of improvements or maintenance within the area, which are financed by taxation of the properties within the PID. PIDs are established through approval by City Council at the request of members of the PID. PIDs can provide a means to fund services and improvements to meet community needs that could not otherwise be constructed. Examples include the Austin Downtown Public Improvement District, created in 1993, and the South Congress Avenue PID.

Public-private partnerships: These partnerships take many forms. These partnerships are agreements between a private entity and the City where the private entity provides a service typically provided by the City in exchange for any profits gained after providing the service and fulfilling any additional private obligations.

Policy 3

Consider the life-cycle costs of ownership when planning and budgeting transportation infrastructure projects

Use economic, engineering, community, and environmental considerations to strategically and systematically assess the design, operation, and maintenance of transportation infrastructure

Infrastructure assets have life-cycles that can span decades. In Austin, the estimated lifespan of a street is approximately 67 years. Over that time, infrastructure is subject to heavy use, exposure to the elements, and other factors that contribute to an asset's deterioration. When adding new capacity, we must keep in mind the full cost of operating and maintaining this infrastructure over the long term.

Understanding life-cycle costs is crucial to making informed decisions regarding our infrastructure. Municipalities often focus more on the initial costs incurred in building or acquiring infrastructure assets than they do on the costs of operating and maintaining those assets. Initial costs may only capture a fraction of the total costs associated with infrastructure; in some cases, these initial costs can represent as little as 20 percent of total life-cycle costs.

Life-cycle cost analysis considers initial construction costs, rehabilitation costs at different points of the lifespan, and any salvage value of materials. It also considers the comparative costs of using different material types to do the construction; depending on the materials used to construct streets, the initial cost of construction may vary, as will the frequency and cost of rehabilitation at various points of a street's lifespan. Choosing one material over another may result in higher initial construction costs. However, the chosen material may hold up to more wear and tear and be less expensive to rehabilitate over the street's lifespan.

Historically, our Capital Improvement Program has been focused on restoring or replacing existing infrastructure, a process known as capital renewal. The 2016 Mobility Bond saw a focus on new capacity instead. New capacity is important for our transportation network to support our developing community, but it also requires increased capital renewal costs. When adding new capacity, we must keep in mind the full cost of operating and maintaining this infrastructure over the long term, and we must make sure the costs for operating and maintaining infrastructure throughout its life cycle are indexed to our capital investment.

Policy 4

Allocate resources equitably across modes to achieve the goals of the ASMP

Prioritize funding for mobility assets and programs equitably to close the gap in public resources between modes and to support community goals

In order to achieve a future where 50 percent of people use modes to get to work other than driving alone, we must prioritize funding equitably to the modes that will have the greatest impact toward achieving that outcome. Within the many individual transportation systems, there are many low-cost, high-impact improvements to local mobility that could be made to encourage people to walk, ride a bicycle, or take transit. These low-cost improvements have been identified in our individual modal plans and historically are funded individually because they are standalone improvements like building a sidewalk or creating a bicycle lane. We must increase the funding of these individual transportation systems to catch up with the amount of need identified and make significant progress toward their completion.

In addition to these low-cost, high-impact improvements, there are higher-cost yet even greater-impact improvements identified in this plan based on the results of integrating the individual transportation system plans under one comprehensive multimodal plan. Multiple overlapping system needs present opportunities to combine improvements under a single comprehensive project. This approach to combining multiple improvements under one corridor mobility project has been used on our major corridors, where there are missing sidewalks, unsafe bicycle facilities, outdated signal infrastructure, and inefficient transit service.

Starting in 2010, corridor mobility reports were funded to study each corridor's multimodal mobility and safety needs and identify a comprehensive list of improvements. Subsequently, more corridors have been funded to be studied, and the improvements identified have begun to be funded for construction. We must continue to study and fund improvements along our city's major corridors to improve mobility, safety, and connectivity for all modes of transportation.

At a larger geographic scale, we must continue to contribute to regional mobility needs, such as improvements to Loop 360 to construct grade-separated intersections that replace existing traffic signals. These contributions to regional mobility, in the form of purchasing required right of way for improvements or providing local matching funds, are often met with state or federal funds that help accelerate projects that otherwise could be left unfunded for years. However, these higher-cost regional mobility improvements should not redirect funding that would otherwise go toward serving our local and corridor mobility needs. This is why it is important to explore new funding opportunities, such as a street impact fee, to contribute to our regional needs.

As Imagine Austin stated, we must build a "big-city" transportation network to meet our big city needs—a network that moves people around the city and region conveniently and safely, with or without a car. This includes partnering with Capital Metro and other transportation agencies to build a complete public transportation system, with high-capacity vehicles in dedicated transit pathways, that serves the region and core of Austin. Funding these systems equitably does not mean equally—funding equitably means funding each system relative to its needs and the investment's contribution toward reaching our mode share goals.

Action Table

The Austin Strategic Mobility Plan sets the 20-year vision for our transportation network. As Austin continues to grow, the plan will be used to guide investment. On the following pages are action items that we will take to realize the goals of the Austin Strategic Mobility Plan.

The Action Table is organized by the chapters and subchapters of the plan and includes 272 specific actions to begin the implementation process. These actions range from programs to legislative or regulatory changes, partnerships, process improvements, capital investments, and more. The list of actions is not exhaustive— the City, working with other agencies and the community, will continue day-to-day activities that also contribute to plan implementation.

As a complex, living document—meaning many of the actions contain multiple steps and processes—some actions in the plan may take years to progress from plan to implementation. The actions, as well as the indicators found in each chapter, will serve as a framework for annual updates to report on our progress.

While the City of Austin, and Austin Transportation specifically, will lead the implementation of many capital investments and recommendations, some will occur through partnerships where other City departments, transportation agencies, or public or private organizations will lead, with the City collaborating or supporting.

Prioritizing Our Safety

Safety Culture

Action Item	Description
1 Vision Zero leadership team	Form a multi-disciplinary Vision Zero City leadership team to provide guidance and direction on priorities, including subject matter experts to lead specific initiatives around engineering, enforcement, education, communications, data, evaluation, and policy.
2 Vision Zero curriculum	Develop and deliver Vision Zero curriculum in City-offered continuing education and new employee orientation, law enforcement training, media outreach and other community engagement opportunities.
3 Vision Zero key performance indicators	Align City of Austin Key Performance Indicators related to Vision Zero with safety policies and objectives outlined in the ASMP and the City's Strategic Direction 2023.
4 Large fleet safety	Encourage and incentivize businesses and organizations with large fleets, including vehicles for hire, to equip fleets with telematics, provide the City with access to safety data, and disseminate training materials to educate drivers about safe driving behaviors.
5 Police training enhancement	Enhance education of needs and safety considerations of vulnerable transprotation users within Police Training Academy curriculum and annual continuing education.
6 Mobility and public safety strategies	Collaborate across departments to further strategies to optimize mobility, transportation safety, and emergency access, including fire apparatus design, street design standards and connectivity, development review process improvements, new fire stations, and more.

Designing for Safety

Action Item	Description
7 Transportation Criteria Manual	Update the Transportation Criteria Manual and other relevant guidelines and manuals to minimize the potential for conflicts between road users and prioritize the safety of vulnerable users.
8 Engineering countermeasures on the High-Injury Network	Focus on reducing conflicts on the High-Injury Network and at high-risk locations by systematically implementing both major reconstruction and rapid implementation of low-cost, high-impact engineering countermeasures.
9 Speed management guidelines	Develop a comprehensive data-driven approach to speed management to evaluate systemwide speeds and make recommendations for reforming speed setting methodology, implementing countermeasures to address streets with documented speeding concerns, and adopting street design guidelines that help achieve targeted operating speeds systemwide.
10 School-specific Safe Routes to School plans	Proactively develop Safe Routes to School plans for individual schools.
11 Safety guidelines for traffic signalization	Update relevant guidelines for data-informed intersection and signal operations to minimize user conflicts and prioritize the safety of each mode.
12 Visibility improvements	Enhance street, sidewalk and trail lighting citywide, remove right of way obstructions, and provide high visibility signs and markings in high priority areas.

Designing for Safety

Action Item	Description
13 Right turn on red restrictions	Analyze the systemic issues which lead to crashes, including right turns on red, to determine appropriate policy recommendations.
14 High-Injury Network	Update the High-Injury Network on a regular basis to inform planning and prioritization.
15 Fire code street width requirements	Evaluate street clear width requirement in the fire code for emergency vehicle access to optimize safety for all street uses.

Safe Behaviors

Action Item	Description
16 Safety education campaigns	Implement education campaigns promoting transportation safety culture and safe street design, as well as targeted campaigns around the top human behaviors which contribute to serious injury and fatal crashes. Use surveys to gauge awareness of transportation safety issues.
17 Education in-lieu of fine	Work with partners to develop and provide an optional education course for bicyclists and pedestrians cited for traffic violations to take in lieu of a fine.
18 Integrate active transportation into driving curriculum	Partner with entities teaching drivers education, administering driving exams, and teaching defensive driving to include information on walking, bicycling, and transit.
19 Efforts to reduce top traffic violations	Work with the community to identify methods to reduce top traffic violations that contribute to serious injury and fatal crashes, focusing efforts on the High-Injury Network, while safeguarding against racial profiling and targeting.
20 Legislative safety efforts	Support legislative efforts to enable Texas cities to enact policies which support Vision Zero, including, but not limited to, slower default speed limits and the local use of automated enforcement systems.

Managing Our Demand

Land Use

Action Item	Description
21 Land Development Code update	Update the land development code to: -require a more compact and connected street network -allow for and incentivize transit-supportive densities and require a mixture of land uses along the Transit Priority Network -allow for missing middle housing types, including mixed-use infill development types.
22 Corridor-based land use planning	Conduct corridor-based land use planning in parallel with corridor mobility planning and implementation to calibrate zoning and land development code requirements with needs, constraints, and opportunities to create cohesive multimodal corridors, quality built environment, and transit-supportive and context-sensitive density.
23 High-Frequency Transit and Transit Proximity Definitions	Clarify definition for high-frequency public transportation, as well as the preferred travel shed distance for proximity to public transportation to be used in city land use and transportation planning efforts.

Land Use

Action Item	Description
24 Placemaking construction	Identify necessary resources to carry out and maintain placemaking and beautification opportunities including partnering with private service providers.
25 Open Streets Events	Create partnerships to organize open street events, like Ciclovias, that will open the streets to people by closing them to cars. These events are intended to highlight how streets can be safely used by its residents, encourage healthy activities, and provide a free community event.

Parking

Action Item	Description
26 Land Development Code parking requirements update	Update the land development code to: -allow for and promote shared and off-site parking and remove barriers where they exist -allow for reduced or zero parking minimums -encourage the unbundling of parking -require parking structures,where they are necessary, to be constructed to allow for easy retrofitting to other land use types -increase electric vehicle "charger ready" parking -increase parking for bicycles and shared micromobility vehicles
27 Parking management and pricing standards	Update the City's parking management and pricing standards and procedures to reflect the true cost of driving and parking as well as support mode share goals.
28 Parking and Transportation Management Districts	Identify and implement geographical Parking and Transportation Management Districts in coordination with local business and neighborhood districts.
29 Parking and active placemaking	Update parking policies to encourage active placemaking.
30 Managed shared parking	Explore opportunities to implement managed shared parking with private garage owners.

Curb Management

Action Item	Description
31 Inventory curb uses	Inventory curb uses across the city.
32 Curb management plan	Update our curb management activities into a cohesive, citywide curb management plan that considers among other things, parking and transportation management districts, dynamic curb pricing, revenue implications, flexible curb use, context-sensitive and ecologically-supportive design, wayfinding, and permitting.

Transportation Demand Management Programming

Action Item	Description
33 Citywide TDM plan	Draft and implement a citywide TDM plan, similar to other modal plans, that will help identify specific inter-departmental and inter-agency TDM strategies that support the mobility plan goals. Include TDM strategies in small area plans, such as the Austin Core Transportation Plan.

Transportation Demand Management Programming

Action Item	Description
34 End-of-trip facilities	Establish and provide incentives and/or requirements for end-of-trip facilities in private developments and public facilities including short- and long-term parking for bicycle and shared micromobility devices, shower and locker facilities, and bicycle maintenance stands.
35 TDM website	Develop a one-stop-shop transportation website for residents, commuters, employers, institutions, and visitors.
36 Trip-supportive tools	Increase the amount of trip-supportive tools, such as real-time transportation screens in buildings, transit arrival times at bus stops, wayfinding, and trip planning services and apps.
37 TDM monitoring and evaluation	Monitor TDM programs through both quantitative and qualitative metrics. Collect baseline data to measure needs and attitudes of transportation users. Measure the return on investment in terms of mode shift, sustainability, livability, and public health.
38 Citywide employer TDM strategies	Create and implement various strategies for employers that operate within the city limits to encourage fewer drive-alone trips, especially during peak congested times. Strategies can include: -telework and flextime encouragement policy, -parking management strategies, -area-specific subsidized public transit, -subsidized multimodal transportation packages citywide or by district, -education on commuter program implementation, -tailored outreach to new and relocating businesses to provide support on how to change commuter patterns, -incentive programs for bicycling, etc.
39 Commuter benefits ordinance	Create and implement a commuter benefits ordinance by requiring organizations and businesses over a certain size to offer commuter multimodal benefits. This ordinance could also encourage or require a specific mode split commitment for companies.
40 Transportation management association	Continue supporting Austin's local transportation management association.
41 Chapter 380 TDM strategies	Update regularly a list of strategies to provide employers with information on key strategies to include in a commuter program to encourage fewer drive alone trips. This toolkit will also inform Economic Development Department's Chapter 380 policy.
42 Smart Trips program	Continue to implement and expand the Smart Trips program to include a new mover pilot program to educate residents who have made a recent life change and are open to updating their commuting habits. Incorporate an equity lens to reduce financial barriers.
43 School TDM program	Collaborate with schools to develop a comprehensive school TDM program to reduce vehicle trips to and from schools and reduce air pollution near schools. Create and distribute collateral that can provide staff, parents, and students with a better understanding of transportation emissions and sustainable transportation options. Encourage schools to fully subsidize public transit for students and staff.
44 School bus service	Work with schools to increase usage of school bus service for eligible students. Work with school districts and schools to consider changes to eligibility criteria for school bus service.

Transportation Demand Management Programming

Action Item	Description
45 Visitor TDM coordination	Coordinate with key stakeholders (chambers of commerce, tourism board, hotels, major conferences, major events, etc.) to ensure visitors are aware of sustainable transportation options. Provide hotels and short-term rental sites with information and collateral materials to inform guests of local transportation options.
46 Special events TDM	Enforce the Special Events Ordinance and develop tailored TDM programming for special events.
47 Inter-departmental collaboration and integration of TDM policies	Identify key opportunities for collaboration and integration of TDM into City departmental policies and programs (e.g. Austin Energy's Green Building Certification Program, Office of Special Events, Real Estate Services, Economic Development Department's Chapter 380 policy).
48 Development review process and TDM	Encourage or require a specific mode split commitment for new developments or major changes of land use. Prioritize TDM strategies as the first choice for development project mitigation strategies. TDM strategies could be incentivized in exchange for a density bonus or reduced parking requirements.
49 Regional TDM collaboration	Collaborate with CAMPO's regional TDM plan efforts to implement prioritized TDM strategies regionwide.
50 Statewide TDM Policies	Support state-level legislative actions such as highway congestion management through TDM, statewide telework policies, TDM as a construction project requirement, etc.
51 Congestion pricing	Implement congestion pricing in regional centers as a method of managing demand at peak travel times.
52 Barriers to multimodal transportation	Work with partners to develop and promote discounted passes for carshare, bike-share, scooter-share, and public transit for low-income community members. Expand access to the internet and technology to enable equity in use of telecommuting, access to shared mobility services and ride hailing, etc.
53 Targeted TDM education and programming	Develop targeted educational materials marketed to Austin's most vulnerable populations. Target programs and tailored one-on-one education on transportation options to historically underserved and underrepresented communities.
54 City employee commuter program	Continue to implement and strengthen the City of Austin's employee commute program. Provide incentives to employees to reduce their drive-alone trips. Provide multimodal options for mid-day trips to reduce the desire to bring a vehicle to work.
55 Parking policies for City employees	Phase out the practice of providing free parking spaces to City of Austin employees working in transit-rich locations. Develop and implement a permanent parking cash-out program for City buildings in areas with managed parking.
56 City telework, flexible schedule, and hoteling policy	Strengthen City of Austin policy to support teleworking and provide employees with the opportunity to use shared worksites (remote workstations) close to where employees live. Provide employees with the technology to work remotely. Where flexible schedules are allowed, encourage employees to consider compressed work weeks and work schedules that avoid the morning and evening peak congested times.
57 City facility colocation	Select City of Austin facilities and proactively develop City land assets in transit-rich locations with the goals of supporting multimodal commute options, consolidated City functions, and improved access for community members.

Shared Mobility

Action Item	Description
58 Shared mobility services using managed and tolled lanes	Seek regional recognition of registered private mass transit vanpool/shuttle operators to access regional tolled and managed lanes for free.
59 Integrated transportation and payment platform	Pursue regional integrated multimodal transportation and payment platform, including a cell phone app and integrated payment method, with options for those without smartphones and the unbanked.
60 Mobility hubs	Create multimodal mobility hubs, including park-and-rides, adjacent to transit stops to offer a variety of first- and last-mile mobility options and a complete trip experience. Incoporate community-knowledge sharing and maintenance programming.
61 Shared micromobility parking	Establish a shared micromobility and bicycle parking program or fund a public-private partnership to provide appropriate parking spaces in the right of way, at public facilities, transit stops, and on private property.
62 Bicycle and shared micromobility parking at transit stations and mobility hubs	Coordinate with Capital Metro to provide short- and long-term parking for bicycles and shared micromobility devices at all existing and proposed transit stations, existing and future park-and-ride lots, and rail stations. Prioritize highly used transit facilities to include long-term covered and secure parking for bicycles and shared micromobility devices.
63 Expand shared micromobility systems	Support the expansion of shared micromobility systems, including private services and bike share systems.
64 Carshare expansion	Support the expansion of carshare and other innovative sharing services in Austin, especially in and for low-income communities and communities and neighborhoods with low vehicle-ownership rates. Prioritize electric vehicles with low ownership costs and zero emissions.

Supplying Our Infrastructure

Sidewalk System

Action Item	Description
65 Sidewalk construction	Construct all high- and very-priority sidewalk segments and address ADA barriers and gaps in the sidewalk system according to the Sidewalk Plan/ADA Transition Plan.
66 Land Development Code sidewalks update	Update land development code per recommendations in Appendix I of the Sidewalk Plan/ ADA Transition Plan to ensure development adequately addresses sidewalks and does not create new gaps in the sidewalk system.
67 Neighborhood shared streets pilot	Pilot a Neighborhood Shared Streets Program to evaluate alternative strategies for safe and cost effective pedestrian access.
68 Council Member sidewalk prioritization input	Develop a transparent system for working with Council Members to utilize their local knowledge and resources as one of the refining filters in selecting near-term potential construction projects from the list of very high and high priority sidewalks identified in the prioritization process.

Sidewalk System

Action Item	Description
69 Vegetative obstruction removal program	Develop and implement an ongoing program to improve sidewalk functionality by promoting property owner vegetation maintenance responsibilities, enforcing violations, and proactively managing public vegetation obstructions. Include an appeasement approach for those who are unable to maintain vegetation due to cost or physical or mental capabilities.
70 Sidewalk condition assessment program	Implement ongoing sidewalk condition assessment.
71 Property owner maintenance responsibilities	Revise City Code to clarify the responsibility of property owners for maintenance of trees and vegetation above or adjacent to sidewalks.

Roadway System

Action Item	Description
72 Prioritization for new roadways	Develop a prioritization process for the design and construction of new roadway connections and capacity projects.
73 Roadway capacity projects	Develop projects that increase vehicle capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity.
74 Vehicle Priority Network improvements	Identify and create a prioritization process for operational improvements along the Vehicle Priority Network.
75 Managed lanes	Advocate for and support managed lanes on existing and new highways. Support free access to those facilities for public transportation to increase the carrying capacity of the highway system.
76 Quick-build street design projects	Use temporary and low-cost implementation of new street design features as needed to test and demonstrate how space could be used differently to accommodate all modes safely.
77 Regional highway improvements	Collaborate with TxDOT, CTRMA, CMTA, and other agencies on highway improvement projects.
78 Capital project delivery	Expand the capital project delivery capabilities of the Austin Transportation Department.
79 Corridor mobility reports	Conduct corridor mobility reports on additional corridors citywide. Prioritize corridors based on a variety of factors (land use context, emerging developments, geographic equity, historical investment, safety needs, etc.).
80 Regional evacuation study	Participate in a regional evacuation study to determine: -evacuation routes and zones -critical locations for transportation network improvements -strategies for managing evacuation demand, including contraflow lanes -information provision strategies during evacuations
81 Neighborhood focused data collection	Develop a data collection effort to support the implementation of traffic management strategies within and around existing neighborhoods to mitigate disruptions caused by changing travel patterns and surrounding roadway improvements.

Public Transportation System

Action Item	Description
82 Transit in the Transportation Criteria Manual	Update the transportation criteria manual to include public transportation design criteria.
83 Transit Enhancement Program	Develop Transit Enhancement Program guidelines and strategies for transit enhancement treatments and when to apply them.
84 Implement near-term transit priority improvements	Implement near-term transit priority improvements in conjunction with regional public and private providers.
85 Identify near-term transit projects	Identify additional near-term transit priority improvements and transit-supportive projects through the Transit Enhancement Program.
86 Project Connect Long Term Vision Plan	Partner with Capital Metro to plan for and implement the Project Connect Long Term Vision Plan.
87 Commuter public transportation service	Work with Capital Metro, CARTS, and TxDOT to expand and improve commuter public transportation service.
88 Transit service changes	Partner with Capital Metro to plan for and implement transit service changes.
89 Transit stops and stations improvements	Partner with Capital Metro during the development review process to improve transit stops and stations and access to these facilities.
90 Last-mile mobility and transit information together	Integrate last-mile mobility route and use information into Capital Metro transit route maps, signs, and routing apps. Integrate transit information into bicycle information systems.
91 Improvements to transit efficiency	Work with Capital Metro and other partners to continue to increase the efficiency and capacity of transit service along the Transit Priority Network and Commuter Rail using strategies such as incremental increases in frequency, off-board fare payment, level boarding platforms, far-side stop placement, and higher capacity vehicles with multi-door and left-side boarding to grow transit capacity, speed, and ridership.
92 Transit stop siting	Work with Capital Metro to provide optimal siting for transit stops including consolidating stops, achieving optimal stop spacing, far side stop placement, and availability of safe pedestrian crossings.
93 Improved public transportation experience	Work with Capital Metro and other partners to improve the comfort and user experience along the Transit Priority Network and commuter rail lines using strategies such as enhanced transit stop amenities, shade trees, real time arrival information at transit stops, off board fare payment, quality roadway pavement, and electrification of fleet.
94 Pedestrian crossings at transit stops	Work with Capital Metro to provide safe pedestrian crossings at all transit stops through stop location selection and the modification or provision of pedestrian crossing safety treatments.

Bicycle System

Action Item	Description
95 Construct bicycle facilities	Implement context-sensitive bicycle facilities on the Bicycle Priority Network through processes defined in the 2014 Bicycle Plan.
96 Bicycle access and new connections	Evaluate opportunities for bicycle access and new connections where barriers or gaps exist.
97 Bicycle Priority Network access management	Assess streets on the Bicycle Priority Network for access management and other bicyclist safety measures.
98 Bicycle wayfinding plan	Develop and implement a comprehensive citywide bicycle wayfinding system.
99 Bicycle facility maintenance	Ensure that bicycle facilities are maintained including keeping pavement, physical barriers, markings, signage, signal detection in good condition and free of debris and other impediments. Implement consistent maintenance routines, especially for high-usage bicycle routes.
100 Parking in bike lanes	Identify locations along the Bicycle Priority Network that do not have appropriate parking restriction signage and implement signage to prevent parking in bicycle facilities.
101 Enhance bicycle education	Enhance bicycling education within Police Training Academy curriculum and annual continuing education.
102 Funding for regional bicycle system	Develop regional interlocal funding mechanisms to ensure proportionate and efficient funding of inter-city bicycle network.

Urban Trail System

Action Item	Description
103 Construct urban trails	Implement Tier I urban trails and identify alignments and designs for Tier II urban trails according to the 2014 Urban Trails Plan.
104 Urban trail access points and new connections	Identify and build access points and new connections to the urban trail system.
105 Urban trail maintenance assessments	Complete condition assessments on all existing urban trails within the next 3 years to inform maintenance planning.
106 Ongoing urban trail maintenance budget	Create an operations and maintenance annual budget dedicated to urban trails to include dedicated staff time to maintain functionality standards and contingency funding for emergency repairs.
107 Urban trail wayfinding	Develop and implement a wayfinding plan for all existing urban trails.
108 Urban trails lighting plan	Develop and implement a lighting plan for all existing urban trails and shared use paths.
109 Placemaking opportunities on urban trails	Incorporate placemaking opportunities into existing and future urban trail designs to attract Austinites of all ages and abilities.

Condition of Infrastructure

Action Item	Description
110 Asset management inventory	Create a comprehensive asset condition database of City-owned or City-maintained mobility assets.
111 Life-cycle costs	Evaluate and revise city standards to ensure capital project scoping includes life-cycle costs.
112 Vegetation removal process	Improve business processes for responding to vegetation removal requests within two weeks for City-owned property.
113 Climate change integration	Integrate climate change considerations into decision-making for capital investments and improvements decision-making.
114 Proactive maintenance schedules	Develop a proactive maintenance schedule for all transportation infrastructure.

Emerging Mobility Solutions

Action Item	Description
115 Encourage use of common technology platforms	Update criteria and Requests for Proposals to encourage the use of common technology platforms, rather than exclusive or proprietary platforms.
116 Micromobility data sharing	Require that shared micromobility operators share data to assess their impact and integrate new services into the City's transportation plans.
117 Bike infrastructure as a place to allow scooters and other emerging micromobility	Use bicycle infrastructure, in particular the Bicycle Priority Network, to provide a safe place for scooters and other shared micromobility devices that do not exceed maximum federal e-bike power and speed limits and may be regulated to lower thresholds through state and local regulation.
118 Automated driving outreach	Coordinate outreach and education programs on automated driving vehicles with other public and private organizations.
119 Emerging mobility jobs taskforce	Create a regional task force for new job training and educational opportunities for developing new technology skills sets and retraining those with legacy occupations.
120 Connected vehicle data tracking	Set up process to track and analyze data gathered from connected vehicles.
121 Connected vehicle testing	Test Dedicated Short Range Communication (DSRC) technology for vehicle to infrastructure (V2I) and 5G V2V and V2I for reciprocal safety messages and communications effectiveness.
122 Automated driving research	Support local and regional research analyzing the potential for self-parking vehicles, driverless vehicles, and other future car models.
123 Automated driving coordination	Work with leading cities and organizations to help craft automated driving vehicle policies and practices in accordance with Imagine Austin and other City plans.
124 Staff training for emerging mobility solutions	Ensure adequate training for staff to operate, implement, and manage emerging mobility solutions as they become available and get incorporated into our transportation network.

Aviation

Action Item	Description
125 Airport expansion	Expand the airport to to address passenger growth and continue connecting Central Texas to the world, in alignment with the Austin-Bergstrom International Airport 2040 Plan.
48126 High-frequency transit service to ABIA	Work with Capital Metro to expand high-frequency transit service and connect high-capacity transit to Austin-Bergstrom International Airport.
127 New ground transportation center at ABIA	Explore a new ground transportation center to improve access to the airport via public transportation and other mobility services and connect to on-site personal rapid transit system.
128 Personal rapid transit system at ABIA	Explore a personal rapid transit system, or other type of circulator, to connect parking areas and pick-up/drop-off points to terminal facilities.
129 Shared mobility solutions at ABIA	Develop on-campus shared mobility solutions (e.g., bikeshare, scooter share) for use by employees at Austin-Bergstrom International Airport.
130 Wayfinding to ABIA	Collaborate with partners to improve wayfinding to the airport for multiple modes.
131 Mobility option resources at ABIA	Provide information on mobility options through various communication tools to passengers at Austin-Bergstrom International Airport.

Operating Our Transportation Network

Transportation Operations

Action Item	Description
132 Pedestrian crossing improvements	Develop guidance, evaluate, and implement pedestrian crossing improvements, including leading pedestrian intervals and pedestrian scrambles, at signalized intersections with high pedestrian volumes.
133 Priority Network signals	Develop guidance for and evaluate mode-specific signals, signal timing, signal phasing, and detection along the Priority Networks.
134 Mobility violation enforcement	Explore opportunities to expand enforcement of mobility-related violations such as illegal loading and unloading, driving in transit-only lanes, blocking the box, etc.
135 Inventory transportation signs	Complete and maintain an inventory of all signs and markings that are part of our transportation network, and use technology to maintain signs in real-time.
136 Oversize and overweight vehicles	Set standards for oversize and overweight vehicles traveling within City of Austin, and consider regulations of these vehicles.
137 Specialty markings maintenance	Develop inventories and maintenance criteria for all speciality marking sand vertical delineation devices.

Closures and Detours

Action Item	Description
138 Disruption minimization on Priority Networks	Establish and enforce criteria that limits closures and detours on the Vehicle, Transit, and Bicycle Priority Networks.
139 Multimodal temporary traffic controls	Establish standards in the event of construction or street closures, temporary traffic controls, and special events that affect transit routes, bicycle facilities, or urban trails that maintain the quality, safety, directness, and comfort of the existing facilities and routes.
140 Traffic control plan templates	Create premade traffic control plan templates to facilitate closure and detour applications.
141 Active work zone tool	Develop and implement a tool that disseminates real-time information about active work zones.
142 Inspection patrol practices	Update and implement inspection patrol practices to prioritize inspecting work zones according to mobility and safety impacts.
143 Advanced notifications	Explore innovative notification techniques to supply advanced notification of closures and detours for all modes.
144 Work zone monitoring	Enhance enforcement efforts around work zones within the right of way through the use of existing technology, including the Mobility Management Center.
145 One-Stop-Shop	Coordinate and consolidate permitting processes in a One-Stop-Shop.
146 Construction hour limitations	Explore and evaluate the impacts of extending allowable hours for street maintenance and construction in the right of way.
147 Special events transportation planning	Coordinate with and encourage special events to have sustainable modes and promote information of how to use them to access the event. This may include valet bicycle parking, temporary park and ride lots, etc.

Goods Movement

Action Item	Description
148 Local goods movement plan	Develop a local goods movement plan to identify the challenges and opportunities to improving goods movement in Austin, including last-mile delivery solutions. As part of a local goods movement plan, conduct an hourly freight movement study. Establish freight network designations and criteria.
149 Industrial land use siting	Identify transportation infrastructure assets and other criteria to inform the siting of industrial land uses, warehousing, logistics, manufacturing, and other freight-intensive uses, especially in Imagine Austin Job Centers.
150 Freight planning organizations	Participate in regional, state, and national organizations focused on freight planning activities to inform local plans and practices.
151 Trucking industry collaboration	Collaborate with the trucking and logistics industry to shift delivery vehicles off major transportation thoroughfares and priority networks during peak times. Encourage the use of smaller vehicles for freight delivery and/or alternative delivery methods such as bicycle delivery, remote delivery, etc. within our most dense activity centers.
152 Interregional transportation for freight	Increase interregional transportation options, such as high-capacity transit, to facilitate goods movement.

Goods Movement

Action Item	Description
153 Last-mile delivery assessment tool	Create an assessment tool for last-mile delivery solutions to evaluate their efficiency, safety, access, and equity benefits.
154 Test and evaluate delivery robots	Issue a Request for Information to test delivery robots in select neighborhoods to determine use rates and identify infrastructure issues. Consider regulating size, weight, and authorized locations of last-mile delivery solutions to create citywide standards.
155 Cargo and belly freight at ABIA	Expand cargo and belly freight facilities at Austin-Bergstrom International Airport according to the adopted Airport Plan to meet growing needs.
156 Non-radioactive hazardous materials routes	Work with TxDOT to complete the non-radioactive hazardous materials route designation study and implement route designations.

Protecting Our Health and Environment

Public Health

Action Item	Description
157 Establish baseline of healthy food and physical activity assets and opportunities	Support public health partners in establishing baseline data of existing community assets (e.g., urban gardens, community gardens, green space, trails, parks, etc.) and opportunities for healthy food and physical activity.
158 Health Impact Assessment criteria	Develop criteria for where, when, and how to conduct health impact assessments, and what criteria should be assessed.
159 Walkability and bikability evaluations	Develop a method to evaluate pedestrian and bicycle level of service. Conduct pedestrian and bicycle level of service evaluations early in mobility project design phase.
160 Expand transportation options to healthcare	Work with public and private transportation providers and public health partners to expand and enhance transportation options (e.g., number of accessible vehicles in the region, variety of transportation options to healthcare) for members of the community who have difficulty reliably traveling to healthcare appointments.
161 Reduce unhealthy behaviors	Work with public health partners and law enforcement to advocate for measures to reduce unhealthy behaviors, including binge drinking and impaired driving (e.g., restrictions on unlimited drink specials, enhance enforcement of laws on alcohol sales to minors, etc.).
161 Encouragement Programs	Expand and connect existing physical activity encouragement programs to encourage use of active transportation infrastructure.
162 Access to food and markets	Explore the opportunities to develop a Safe Routes to Markets program and/or use the Food Environment Analysis to inform transportation planning.
163 CHA/CHIP participation	Continue to participate and contribute to Austin/Travis County Community Health Assessments and Community Health Improvement Planning (CHA/CHIP).

Air and Climate

Action Item	Description
164 Reduce impacts of global warming	Support policy changes to set incremental and long-term goals to continue to make Austin the leading city in the nation in the effort to reduce the negative impacts of global warming.
165 TERM implementation	Reduce emissions by improving the efficiency of the transportation network by implementing transportation emission reduction measures (TERMs) such as intersection improvements, traffic signal synchronization improvements, bicycle and pedestrian facilities, high-occupancy vehicle lanes, major traffic flow improvements, park and ride lots, intelligent transportation system (ITS), and transit projects.
166 Carbon footprint resources	Promote programs for individuals to manage their own carbon footprint. Develop an interactive website where residents and employers can monitor their greenhouse gas emissions against others.
167 Electric vehicle support	Initiate public private partnerships that promote, market, and provide electric vehicle support. Expand current efforts and utilize these vehicles as a distributed storage technology.
168 Electric vehicle charging expansion	Support growth of public and private charging station deployments by offering rebates, operational support, outreach, and special public charging rates to include support of low income populations.
169 EV360	Continue to leverage the residential electric vehicle time-of-use rate pilot "EV360" to develop lessons learned and best practices for consideration in a wider roll-out of this service.
170 Austin SHINES	Complete the Austin SHINES project, which includes assessing the value and business case for integrating stationary distributed energy storage. Leverage findings to determine applicability to electric vehicle (EV) batteries.
171 External education and outreach to fleet owners	Perform education and outreach to fleet owners on how to conduct a business evaluation of fleet usage, including operation and right-sizing analysis, and identify which incentives are available to replace older, higher-emission vehicles.
172 City fleet access and size	Explore opportunities to right-size the City's fleet and update and improve criteria for when City employees qualify for a City vehicle.
173 City fleet improvement	Move towards a light-duty fleet, including electric and alternative modes of transportation. Continue to increase fleet fuel efficiency per existing fleet plans. Where appropriate, continue to increase the purchase of alternative fuels and vehicles, such as E85, flex fuel, B20, propane, CNG, hybrid, and electric. Establish policies that prioritize the use of vehicles and equipment with low nitrogen oxide emission rates.
174 City idling restrictions	Enforce idling restriction policies for use of City of Austin's vehicles, equipment, and property.
175 Vehicle replacement	Seek funding to accelerate replacement of older, higher-emitting vehicles and equipment with newer, cleaner vehicles and equipment, such as Texas Emission Reduction Plan (TERP) grants. Update the Construction Emissions Toolkit for contractors and encourage contractors to use Tier 4 construction equipment and 2010 and later trucks in any road construction projects.

Water and Stormwater

Action Item	Description
176 Criteria manual coordination	Update Transportation Criteria Manual and other City criteria manuals to minimize impacts to waterways through the use of appropriate transportation network design and stormwater infrastructure, while balancing mobility needs.
177 Water and mobility overlap analysis	Study high priority mobility and watershed problem areas to identify potential partnership opportunities to reach mutually beneficial outcomes.
178 Water and mobility planning coordination	Establish a consistent process for effective review and coordination between City departments responsible for mobility and stormwater infrastructure projects to identify opportunities for coordination in planning phases. Use this process to proactively identify technical challenges for code compliance and potential opportunities for partnership.
179 Permeable surface treatments	Evaluate the use of permeable surface treatments to promote the infiltration and treatment of stormwater.

Land and Ecology

Action Item	Description
180 Environmental project checklist	Formalize current processes to evaluate and consider environmental features in development of transportation projects. Publish checklists for projects online to increase transparency.
181 Land preservation	Establish criteria for transportation projects to include within their scope the preservation of land for offsite pedestrian facilities, habitats, and open space.
182 Native vegetation standards	Create standards for City transportation projects to incorporate vegetation, and especially local vegetation, as part of their scope and work with partner agencies to do the same.
183 Street tree survey and preservation	Conduct a survey of street trees and develop tools to preserve trees 2" and greater.
184 Street trees	Update guidelines to increase street tree requirements during the development review process.
185 Green streets	Update the Land Development Code and related criteria manuals to include Green Streets policies.
186 Cultural resource list	Work with the community to compile and update a list of cultural resources in Austin.

Supporting Our Community

Equity

Action Item	Description
187 Historic investment patterns analysis	Evaluate historic resource investment and disinvestment, considering location and populations benefited/burdened, to better understand future needs through an equity lens.
188 Equity analysis zones	Identify a framework to designate geographic zones that will be used in analyzing the equity of programming, project implementation, and engagement efforts related to transportation. The criteria should consider race, income, car-ownership, educational attainment, housing tenure, transit availability, language spoken at home, age, disability status, and other factors to help focus efforts on historically underrepresented and underserved communities.
189 Austin history of mobility equity resources	Collaborate with community members to document past inequities, struggles, and triumphs related to transportation and mobility, especially including moments that affected communities of color, low-income communities, and people with disabilities.
190 Institutional racism memo	Produce a memo from the City Manager acknowledging racist and inequitable transportation policies of the past (and present) and calling for all City officials and employees to join in a commitment to educate themselves and to begin immediately to do their part to deliver meaningful change.
191 Single equity point of contact for Mobility Outcome	Establish a single point of contact within the Mobility Outcome to identify equity priorities and evaluate the effectiveness of community engagement efforts. Participating departments should maintain consistent communication with the single point of contact and be two-way conduits for information.
192 Equity Assessment Tool in transportation projects	Update or expand the Equity Assessment Tool to better address infrastructure projects, including addressing capital renewal needs, criticality, and risk and incorporate the tool into transportation planning and projects.
193 Mobility equity training for City employees	Develop mobility equity training for City of Austin employees. Require all mobility outcome department employees complete the training.
194 Workforce inclusion goals	Embed local workforce inclusion goals into the scopes of transportation projects, with an emphasis on historically underserved and underrepresented communities.
195 Transportation workforce training programs	Create transportation workforce training programs and internships, particularly for historically underserved and underrepresented communities.

Affordability

Action Item	Description
196 Land Development Code affordability updates	Support Land Development Code changes that strengthen SMART or other affordable housing incentive programs, as well as parking reductions for income-restricted affordable housing near or along transit corridors and small-scale housing across Austin.
197 Affordability analysis tool	Develop an affordability analysis tool to conduct real estate analysis that projects how much rents or property values may go up due to major infrastructure investments.
198 Affordable housing near transportation infrastructure	Collaborate with partners to preserve and increase affordable housing near major transportation investments.

Affordability

Action Item	Description
199 Market studies	Include market studies to analyze commercial affordability in the small area planning process.
200 Land trust	Support the development of a City land trust to develop or preserve affordable housing options, especially along the Transit Priority Network and with access to other multimodal systems.
201 Infrastructure scoring reassessment	Update infrastructure scoring matrices used for prioritization to include and reflect affordable housing.
202 Free and low-cost transportation tool	Create comprehensive, user-friendly resource connecting community members with free or low-cost transportation to services such as healthcare, workforce training, and education. Promote awareness of existing free or low-cost transportation resources such as Drive a Senior or bulk discounts for public transportation passes.
203 Bulk discount public transit passes for low-income residents	Advertise the bulk discount for public transit passes for low-income residents, including in multi-family residential developments, to employers with many low-income employees, and to service providers or organizations with low-income clients or members.
204 Affordable Parking Program	Continue the Affordable Parking program and increase outreach to potential participants to provide application assistance.
205 Austin Energy incentives	Develop tie-ins to Austin Energy electric transportation incentive programs to ensure access for lower-income community members and renters.
206 Creatively subsidize transportation options	Explore creative ways to subsidize multimodal transportation use, such as toll reductions for carpools within managed lanes or low-cost or free bicycle repairs and tools.

Accessibility

Action Item	Description
207 Public collaboration	Ensure working groups, commissions, and public processes related to mobility have representation for people with mobility impairments.
208 Accessible parking code revisions	Re-examine requirements for parking garage height clearance, parking garages gate entrances, and spacing and siting of accessible parking spaces. Co-create any revisions alongside people with mobility impairments and people who provide services to them.
209 Above the bare minimum	Study incentive tools for City and private developers to design accessible infrastructure to a more usable level above the "bare minimum" required by federal law.
210 City project guidelines for obstruction and barrier removal	Encourage all City departments to develop policies regarding their responsibility to remove accessibility barriers within the scope of their projects.
211 Accessible parking enforcement	Implement program to allow community enforcement of accessible parking violations.
212 Accessible temporary traffic controls	Explore expanded guidelines and notification systems specifically for accessible closures and detours.
213 Accessible ride-hailing	Work with public and private operators to ensure that transportation network companies operating in Austin include accessible vehicles and are responsive to accessible requests.

Accessibility

Action Item	Description
214 MetroAccess	Work with Cap Metro on updating MetroAccess program to narrow pick-up windows and expand coverage for people who were previously served by MetroAccess but are no longer served due to route changes.
215 DeafSpace design	Implement DeafSpace practice and design in transportation planning and projects.

Public Interaction

Action Item	Description
216 Online plan and performance	Create an online platform containing the Austin Strategic Mobility Plan, including adopted policy, action items, objectives, and multimodal street network table. Include performance measurements towards objectives and interactive maps.
217 Community organization partnership guidelines	Establish guidelines for how the City of Austin works with community organizations in mutually beneficial partnerships.
218 Improved 3-1-1 response	Audit and analyze 3-1-1 calls related to transportation issues, considering calls per capita in certain areas of Austin. Coordinate to improve service response time and outcomes for community members.
219 Public Engagement Program	Create a Public Engagement Program to guide the Austin Transportation Department and consult with other mobility departments in proactively creating and maintaining high-quality, consistent relationships with community members and improve community-informed transportation decisions.
220 Reading level standards	Determine and set standards for the reading level of written materials and other communication policies that increase understanding. Update printed and digital materials to match these standards.
221 Common Spanish-language vocabulary list	Work with Spanish-speaking community members and staff to identify a standard Spanish translation for common mobility-related words and phrases to increase consistency and comprehension of translated materials.
222 Community ambassadors	Implement community ambassadors to ensure culturally relevant and language-appropriate mobility programming combined with local neighborhood knowledge.
223 Infrastructure encouragement and activation	Celebrate and activate new multimodal infrastructure through celebrations, events, and trainings through partnership with schools, institutions, businesses, and community groups.
224 Public initiatives focused on exploring transportation options	Promote and market educational campaigns like Mobility Month, Bike to Work Day, Dump the Pump Day, ATX Detour Day, Ozone Action Days, and others.

Implementing Our Plan

Data

Action Item	Description
225 Setting ASMP benchmarks and targets	Gather current data to set benchmarks and targets for all indicators within one year of plan adoption.
226 Demographic data	Develop standards for collecting and analyzing demographic data to ensure representative community participation in transportation decision-making.
227 Data collection and analysis	Expand mobility data collection and analysis capabilities to support planning, programming, project delivery, and monitoring.
228 Collect and publish multimodal data	Regularly collect, analyze, and publish local transportation data, including monitored counts, traffic violations and incidents, and routing data for all modes of transportation.
229 Data standards	Adopt standards for publishing open data that consider data organization and privacy protections.
230 Improve data sharing	Create a platform and process to better organize, analyze, and share data, including geospatial data and maps, across City departments and agencies.
231 Transportation data dashboards	Continue to use and expand new capacity, operations, and maintenance public-facing dashboards.
232 Real-time transit data	Work with Capital Metro to improve and share real-time, geographic data of routes and route segments including travel times to inform operational improvements, transportation management, and customer experience.
233 Transportation "data rodeo"	Support efforts to create a single point of access for regional transportation data and analytics, known as the Data Rodeo. This two-way open data sharing portal will improve how transportation providers, including businesses and government entities, offer effective mobility.

Collaboration

Action Item	Description
234 Transportation Criteria Manual	Coordinate with City departments and external stakeholders to update the Transportation Criteria Manual.
235 Land Development Code	Coordinate with City departments and external stakeholders to update transportation-related elements of the Land Development Code.
236 Interdepartmental collaboration	Continue to collaborate across City departments and partner agencies on long-range capital improvements planning, major initiatives and work programs, and long-range budgets.
237 Travis County collaboration	Coordinate with Travis County on the implementation of projects within our shared jurisdictions.
238 CAMPO collaboration	Coordinate with CAMPO on updates to the Regional Transportation Plan.
239 TxDOT collaboration	Coordinate with TxDOT on the Mobility 35 project and other regional projects.

Collaboration

Action Item	Description
240 School and City partnerships	Increase efforts to collaborate with schools to educate and encourage walking, biking, taking public transit or school bus, and sharing rides to school for students and employees. Collaborate with local non-profits that provide transportation education programs.
241 School siting agreements	Work with local schools and school districts to periodically review and reevaluate school site selection criteria to include appropriate transportation demand and safety considerations.
242 Transit collaboration	Continue to strengthen partnerships between the City of Austin, Capital Metro, other area public transportation providers, school districts, and other governmental entities.
243 Capital Metro collaboration	Coordinate with Capital Metro on the implementation of the Project Connect Long Term Vision Plan.
244 Right of way preservation	Partner with our regional transportation partners and jurisdictions to incrementally preserve and acquire right of way.
245 Interregional transportation service	Support the development of dedicated pathways for interregional transit service.
246 Interregional transportation terminals	Partner with private and public mass transportation providers to identify locations of shared interregional terminals integrated with the Transit Priority Network.
247 Private development incentives	Incentivize the development community to implement mobility enhancement projects and programs, beyond any existing requirements.
248 Private "dig once" incentives	Explore ways to incentivize private sector collaboration to minimize disruptions in the right of way.
249 Internal "dig once" opportunities	Continue to identify ""dig once"" opportunities to ensure that capital renewal projects including street maintenance and rehabilitation, sidewalk repair, drainage, and renewal of wet and dry utilities are coordinated where possible to minimize disruptions to the transportation network and reduce costs.
250 Co-location of services	Locate public-facing support services together in a facility or on the same site and prioritize connectivity to these locations via all multimodal systems and priority networks.
260 Scaling up Neighborhood Partnering Program	Review the Neighborhood Partnering Program, and similar community-led partnering programs, and the types of mobility projects granted to maximize the use of these programs as tools to achieve mobility goals.
261 Signal cabinet art criteria	Establish criteria for creating public art on operational mobility infrastructure, like traffic signal cabinets.
262 Inter-local agreements	Create inter-local agreements with agencies and organizations to share transportation management technology, infrastructure and staff, and develop mutually agreed upon operating objectives.

Financial Strategies

Action Item	Description
263 Project implementation plans	Develop an implementation plan similar to the State of Texas process, which includes a long-range unfunded plan, mid-range unfunded plan, and a 5-year funded plan for roadway capacity projects.
264 Private sector investment in transportation	Conduct a comprehensive inventory of existing City of Austin development fees, requirements, and policies that require private sector investments in transportation infrastructure and analyze whether existing tools balance public and private investment and/or are supporting desired development patterns.
265 Budget alignment	Regularly evaluate budgets for alignment with desired outcomes as defined by the Strategic Direction, this plan, and other related City-adopted plans.
266 Annual mobility planning	Overlay mode plans to discover opportunities to reduce costs by coordinating projects, similar to the current Local Mobility Annual Plan process for the 2016 Mobility Bond.
267 Local infrastructure funding	Identify barriers to local funding of transportation infrastructure and explore additional tools.
268 Street Impact Fee	Implement a Street Impact Fee policy and program.
269 TUF funds for sidewalks	Prioritize and facilitate the use of Transportation User Fee funds in maintaining the sidewalk system.
270 Funding for mobility infrastructure at transit stations and mobility hubs	Partner with Capital Metro to pursue transit grant funding to expand active transportation and shared micromobility infrastructure feeding transit stations and mobility hubs.
271 Dedicated funding for TDM programs	Allocate and utilize transportation revenue and funding to make TDM programs self-sustaining and provide greater incentives in the future.
272 Grant match reserve fund	Establish a grant match reserve fund to be available to use for the local match requirements of federal and state grants.