

2023 ASMP Amendments
related to ATX Walk Bike Roll
- Redline Document

Austin Strategic Mobility Plan



Adopted April 11, 2019

Amended November 30, 2023

Elements of the Plan

The plan is made up of several key components and is organized by chapters that reflect the comprehensive nature of the plan. These chapters contain policies to guide our decision-making, specific indicators to measure progress toward our goals, and the actions and investments we need to make to achieve them over the next 20 years.

Indicators + Targets

Each chapter contains subchapters, each with a set of indicators that spell out our goals more specifically and will help us know how well we are achieving them. For some of these indicators, there are targets for us to work toward. For those indicators that do not have targets, one of the first actions to carry out this plan will be to identify targets. In certain cases, benchmarks, which show where we currently stand in relation to achieving that indicator, are included.

Policies

The subchapters also contain policies that will be used to guide transportation decision-making. Within the discussions of the policies, specific implementation strategies from our own community or others (nationally and internationally) that inspire us have been identified.

Actions

In addition to policies on our use of data, collaboration with our partners, and strategies for being financially sound, the *Implementing Our Plan* chapter contains an Action Table of action items, which are specific efforts for us to carry out. These actions range from programs to legislative or regulatory changes, partnerships, process improvements, capital investments, and more.

Priority Networks

While this plan does not establish a mode prioritization, it identifies priority networks. Priority networks are designated for the Roadway, Public Transportation, and Bicycle systems. Priority networks are intended to provide guidance on where special treatments should be focused through strategic improvements in infrastructure and technology.

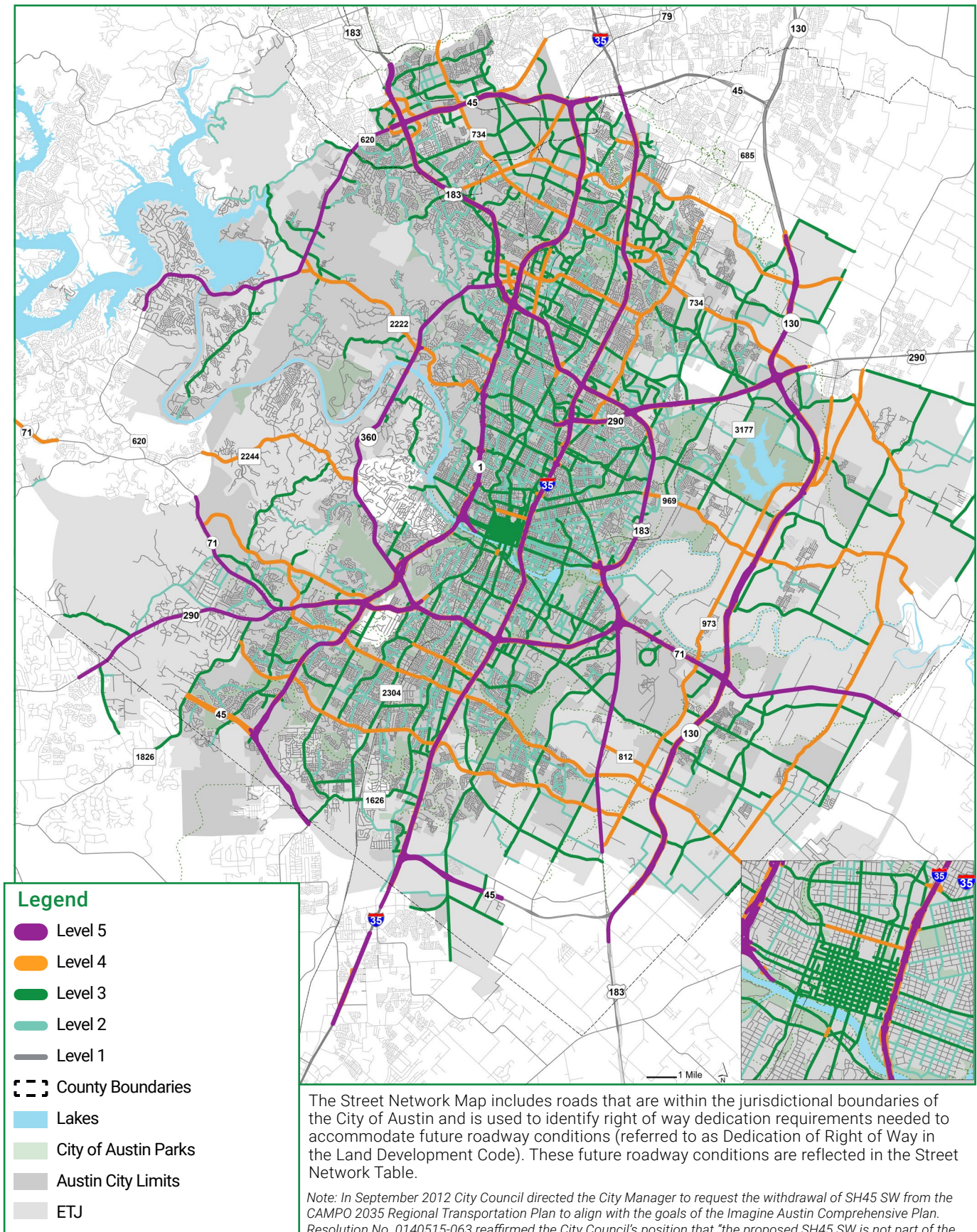
The Vehicle Priority Network is composed of the streets that are critical to the operations of the roadway system and carry the most vehicular traffic. The focus of the Vehicle Priority Network is to improve travel time reliability and to lessen the impact of temporary right of way closures on mobility. Possible improvements along the Vehicle Priority Network include signal timing and synchronization, limiting closures of the street during peak travel times, and implementing emergency vehicle preemption technology.

The Transit Priority Network includes Capital Metro's high-frequency service and planned expansions identified in Connections 2025 and Project Connect. These corridors would carry the largest share of transit riders. The focus of the Transit Priority Network is to implement transit priority treatments to improve the speed, reliability, and efficiency of public transportation and to lessen the impact of temporary right of way closures on transit service.

The All Ages and Abilities (AAA) Bicycle Priority Network is a bicycle network that gives people of all ages and abilities safe mobility choices to bicycle, tricycle, scooter, and even use other personal mobility devices. The AAA Bicycle Priority Network consists of connected protected bicycle lanes, Urban Trails and shared use paths, neighborhood bikeways, and crossings of major streets. All facilities are designed to comfortably accommodate all bicyclists, regardless of their age or their comfort on a bicycle. The Bicycle Priority Network is a short-term all ages and abilities network based on the 2014 Bicycle Plan. The Network consists of connected, protected bicycle lanes, Urban Trails and neighborhood bikeways. Streets in the Bicycle Priority Network are prioritized for near-term all ages and abilities improvements.

Where multiple priority networks overlap, additional study will be conducted to understand each role they play along the corridor and prioritize elements where there is not an opportunity to design treatments that benefit multiple users. Where right-of-way is constrained, prioritization should be given to transit and bicycle improvements over roadway improvements for private automobiles. The project development

Street Network Map



Land Use Policy I

Plan and promote transit-supportive densities along the Transit Priority Network

Use all planning tools to establish transit-supportive densities along Transit Priority Network corridors

Appropriate land use density is the foundation for efficient public transportation; dense urban areas with multiple uses including employment centers, multifamily homes, and commercial uses make high-quality transit services viable. Transit-oriented development is not just density; it is also a mix of land uses and a public realm with a pedestrian, bicycle, and scooter friendly streetscape and amenities. Environments like these invite more people to live close to transit, which allows transit to run more often and connect people to more destinations.



Establishing transit-supportive densities along planned high-capacity transit is essential to its success, and to securing federal transit funding, and should be a top priority. This also aligns with established City goals to add housing near transit, especially housing affordable to Austinites with lower incomes. Certain types of affordable housing also meet Federal Transit Authority funding criteria, so affordable housing investments near the Transit Priority Network should be steered to comply with these standards when possible in order to maximize our chances of receiving Federal funding.

The Project Connect high-capacity transit routes planned in Austin run through different types of built environments, including downtown, commercial centers, already-dense mixed-use neighborhoods, and areas dominated by detached, single-family homes. Transit-supportive densities are measured for routes as a whole. Planning should be flexible to take into account the existing character of neighborhoods and community input to appropriately allocate density within transit corridors, and we must plan to achieve the transit-supportive density appropriate for the planned mode of transit. The full range of planning tools should be used to establish these densities, including zoning reviews, small area plans, density bonuses, affordable housing investments, equitable transit-oriented development zones, and revisions of the land development code, potentially including zoning entitlements and bonuses tied to the distance from transit. The portions of the Transit Priority Network not planned for high-capacity transit should have transit-supportive densities considered in land use planning, but are a lower priority.

Other strategies to encourage this type of development include providing incentives in certain cases or enacting more permissive regulations for developments that go above and beyond base zoning requirements. Direct public investment in and management of redevelopment at major mobility hubs will ensure high levels of community benefits accompany density along the Transit Priority Network. These community benefits should include affordable housing, anti-displacement resources, affordable space for arts, music, legacy and small business uses, and other amenities like green design and childcare. Bicycle facilities, sidewalks, Urban Trails and other investments that allow people of all ages and abilities to access transit should also be prioritized along the Transit Priority Network. Finally, people living downtown and near the University of Texas campus already have the lowest rate of drive-alone trips and vehicle miles traveled, and increasing density in Imagine Austin Activity Centers like these is one of the surest ways to lower those rates citywide and facilitate increased transit ridership.

Supplying Our Transportation Infrastructure

Austin's transportation network is made up of the infrastructure for many individual transportation systems. These systems, our sidewalks, pedestrian crossings, roadways, public transportation services, bicycle facilities, and Urban Trails among others, are supplied to our community to ensure we can use our transportation network to move around our community when and how we wish.

ID-4

The amount of transportation infrastructure we can supply, the amount of and width of roads, for example, is limited. Physical space and financial constraints are two major forces that limit our transportation supply, but we also know that an unlimited supply of transportation infrastructure will not solve many of the problems we face today. Larger roads with more lanes increase vehicle speeds and bring more cars to them, a concept known as “induced demand,” while also increasing harmful emissions, cutting off neighborhoods and communities, reducing travel choice, and decreasing the overall safety of our transportation network.

In addition to enabling our movement, the transportation network shapes our community's physical landscape, our social expectations, and our cultural values. Decisions made in the past affect our mobility today, and the transportation decisions we make today will affect how our children move around in 20 years.

Strategically planned transportation systems that supply our network with the appropriate infrastructure, in both size and location, are what enable us to travel around our community safely, reliably, and efficiently. A complete ~~sidewalk system~~ pedestrian network of sidewalks, shared streets, and pedestrian crossings, is integral to connecting people, resources and opportunities across our community. Building vehicle-related improvements and expanding strategic connections both north-south and east-west are necessary to support people on our roadways. Prioritizing speed, reliability, and comfort can encourage public transportation ridership. Safe and comfortable all ages and abilities bicycle facilities and related improvements support bicycle use. Austin's Urban Trails provide transportation options that are physically separated from our streets. New transportation systems, whether they are shared micromobility options like scooters, automated driving vehicles, or something else, will expand how we provide and operate our transportation infrastructure in the future. For our entire transportation network, we must responsibly extend the useful life of infrastructure, increase its resiliency, leverage mobility improvements through capital renewal, and ensure it is available to everyone whenever and wherever they need to go. We also must recognize the growing role our airport has in our transportation network. Individual mode systems should not be considered in isolation. Rather all modes should support each other to create a strong transportation network.

This chapter presents our proposed transportation network. It builds upon the strengths that exist today but also focuses on the systems that can achieve our mobility goals over the next 20 years. The full proposed transportation network is built around infrastructure that will get us where we want to go, when we want to get there, safely and cost-effectively.



Sidewalk System Pedestrian Network

Everyone, at some point in their trip, is a pedestrian. Because of this, a complete, safe, and usable sidewalk system pedestrian network is necessary across all of Austin. Making Austin a more walkable city enhances our health and safety, sustainability, and economic competitiveness by improving our overall quality of life. Sidewalks also give a complete pedestrian network also gives people more options for how they move around the city. People might use sidewalks for their entire journey, as a short connection to some other mode of transportation, or for health and recreation. Since sidewalks are so critical to mobility, this makes a high-quality sidewalk system the backbone of our entire transportation network.

The sidewalk system is foundational to the pedestrian network and our entire transportation network. However, we have over 2,100,500 miles of missing sidewalks spread throughout Austin, and it will require lots of resources to fill these gaps where sidewalks abruptly end. If the historic pace of implementation continues, it could take up to 100 years to build sidewalks along every street in Austin. The 2023 Sidewalks, Crossings, and Shared Streets Plan- Sidewalk Plan/Americans with Disabilities Act Transition Plan establishes a new approach to providing a complete pedestrian network as quickly as possible through a combination of building sidewalks on streets that need them and creating shared streets where traffic is low enough for pedestrians to share the street safely. Notably, this updated Plan still serves as the ADA Transition Plan and guides us in maintaining and improving the sidewalk system in Austin, laying out the challenges and needs of our community and the strategies we use to address them. The Plan was also expanded to include the first citywide, data-driven survey of pedestrian crossings needed to create safe and comfortable experiences for people to cross streets. Absent sections pose barriers for members of our community, making it difficult to access the places we go and the other modes we use to get there, like public transportation and bicycling. Missing sidewalks can cause people to use the street instead, which can lead to conflicts between vehicles and pedestrians and decreases safety.

We also have the challenge of maintaining the sidewalks we've slowly built throughout Austin's history. Our sidewalks do not function the same way today as they did when they were built, and the expected lifespan of a sidewalk is only around 75 years. As of 2016-2022, an estimated 68% of existing sidewalks in Austin are considered functionally deficient. Clearing sidewalks overgrown with vegetation is challenging to keep up with, and preventing obstacles from blocking sidewalks requires planning, ongoing help from community members, and enforcement.

A connected and continuous pedestrian network sidewalk system is important to ensure that our community can move around Austin. It also provides numerous health benefits associated with active lifestyles and can help foster a dynamic public realm that makes commercial districts and neighborhoods vibrant places to be. Sidewalks, pedestrian crossings, and shared streets are essential; and elements of a high-quality complete, safe, and usable pedestrian network, and sidewalk system will support all of our other transportation systems, providing the foundation for mobility throughout all of Austin.

ID-5

"I believe we must invest in additional alternative transportation including biking and pedestrian walkways."

—Community Member

Indicators and Targets



Increase the functionality of existing very high- and high-priority sidewalks

Achieve and maintain ~~95~~80% functionality for very high- and high-priority sidewalks by ~~2026~~2033

ID-6



Increase the functionality of the existing sidewalk system

Achieve and maintain ~~55~~50% functionality for the sidewalk system by ~~2026~~2033



~~Increase the number of new very high- and high-priority sidewalks completed within 1/4 mile of all identified schools, public transit stops and stations, and parks, including both sides of arterial and collector streets and one side of residential streets~~ Increase the number of new very high and high priority sidewalks and shared streets

Complete 100% of all missing very high and high priority sidewalks and shared streets by 2033 ~~Complete 100% of missing very high and high priority sidewalks within 1/4 mile of all identified schools, public transit stops and stations, and parks by 2026~~



Improve the response time for sidewalk obstruction complaints



Increase the frequency of assessing the condition of the existing sidewalk system

Assess 10% of the sidewalk system annually



~~Increase the year-over-year miles of sidewalks constructed~~



Increase the share of Austin residents who walk to work

Achieve 4% of Austin residents who walk to work by 2039
(2.3% of residents walked to work between 2013 and 2017)



Increase the number of ~~leading pedestrian~~ crossings and associated treatments intervals and pedestrian signal priority treatments

Eliminate 50% of Very High and High-priority crossing gaps within Focus Equity Analysis Zones (EAZ), along the Pedestrian High Injury Network (HIN), and/or within 1/4 mile of all identified schools, public transit stops and stations, and parks by 2033

Sidewalk System Policy I

Complete the sidewalk system

Provide a high-quality, continuous sidewalk system throughout all of Austin to meet existing and expanding demand

ID-7

Sidewalks provide a safe, separated path of travel for pedestrians to get to the places they live, work and go for recreation, and provide vital connections to public transportation. They can help foster community and enhance our quality of life. The absence of sidewalks can decrease safety for pedestrians by putting them in conflict with cars. It is clear that sidewalks are an integral component of a safe and accessible pedestrian system. Walking and other active forms of transportation are also beneficial to people's health and are zero-emission ways to travel around our city.

ID-8

Both the public and private sectors will be responsible for helping to complete the sidewalk system in Austin. Developers need to supply sidewalks when developing or redeveloping land, and public agencies need to construct missing sections to fill in gaps and reconstruct deficient sidewalks. To help prioritize which sidewalks to build first, the City uses scoring criteria in the Sidewalk Plan/Americans with Disabilities Act Transition Plan to rank every sidewalk in Austin. Prioritization rankings are intended as a tool to allocate limited City of Austin sidewalk resources. Just because a particular section of sidewalk is ranked as a lower priority does not mean it is not a necessary component of a complete pedestrian network.

Although we use prioritization rankings to help us know where to build and rebuild sidewalks first, we need to recognize that completing the sidewalk system is exceedingly important to reaching our mobility goals. This means we need to dedicate more resources to getting this basic infrastructure built and maintained. The demand for sidewalk investment already exists, with many community members requesting more and better pedestrian infrastructure each year. As Austin grows in the next decades, the demand for safe, quality, accessible sidewalks will only continue to grow alongside it.



Pedestrian Network Policy 1

ID-4

Complete the pedestrian network

ID-7

Provide safe, comfortable, and accessible pedestrian passage along and across every public street to provide safe, equitable access throughout all of Austin

ID-8

The pedestrian network was formalized in the 2023 Sidewalks, Crossings, and Shared Streets Plan. This network is inclusive of the sidewalk system and low traffic residential streets and addresses design accommodations for pedestrian activity in and adjacent to our streets. Prior policy directed the construction of sidewalks on both sides of arterial and collector streets, and on one side of existing residential streets. However, significant time and resources would be required to complete and maintain 1,500 miles of missing sidewalks spread throughout Austin. If our historic pace of implementation continues, it could take nearly 100 years to build sidewalks along every existing street in Austin. The 2023 plan broadens our scope for providing accommodations for pedestrians behind the curb and on the street. This new approach utilizes multiple design options, i.e., sidewalks and shared streets, to provide a more comprehensive, sustainable, and context-sensitive strategy for establishing a complete network for pedestrians. The City is committed to building sidewalks along roadways that demand them, such as arterial and collector streets, busy residential streets, in commercial districts, and in areas where higher intensity development is approved. Shared streets will be implemented only on low traffic volume local streets with consideration to speed, volume, crashes, rates of walking and bicycling, and social impacts. Many local streets without sidewalks already function as shared streets now. Installing shared streets using pedestrian centered features like traffic calming measures and signage can encourage and support greater pedestrian activity for a neighborhood. Developing a positive pedestrian experience where people live will encourage greater choice and further diversify mode share for an area.

Austin's pedestrian network is 64 percent complete. The remaining 36 percent of the network is composed of 810 miles of planned sidewalks and 370 miles of planned shared streets. By incorporating shared streets as a key element of network completion, implementation time and the total cost can be significantly reduced.

The pedestrian network includes more than sidewalks and shared streets. Safe pedestrian crossings are also required. The first citywide pedestrian crossing network plan evaluated streets for their distances between suitable crossings. There are 1,986 crossing gaps that exceed City standards in Austin, totaling 607 miles in length. Many of these streets have high traffic volumes and speeds creating barriers to traveling on the pedestrian network. When large gaps between low-stress crossings exist, it can contribute to pedestrians crossing at unsafe locations. In order to have a cohesive pedestrian network with the sidewalk system and shared streets, nearly \$500 million is needed to implement these crossing treatments citywide.



Pedestrian Network ~~Sidewalk System~~ Policy 3

ID-44

Maintain the usability of the sidewalk system

Proactively maintain and provide incentives to ensure our existing sidewalk system is functional and clear of obstructions

While missing sidewalks are a major concern with the sidewalk system in Austin, another and sometimes trickier problem is how to keep our existing sidewalks clear and functional. The Public Works Department is currently responsible for maintaining approximately ~~2,600~~2,800 miles of existing sidewalks. To assess the condition of sidewalks, segments are scored A through F, based on their level of usability. Currently, only an estimated ~~32~~20% of Austin sidewalks score an A or a B rating, which are considered functionally acceptable.

ID-9

Vegetation impacts the usability of sidewalks by creating protrusions and obstructions that can make it difficult to get by. ~~City Code requirements to maintain vegetation lack clarity and are infrequently enforced. Currently, the City addresses vegetation reactively by responding after community members bring obstruction issues to our staff's attention through 3-1-1.~~ Vegetative obstruction removal costs are significantly lower than sidewalk repair and rehabilitation costs, ~~and it is estimated that we could double the percentage of functional sidewalks in Austin from 20% to 40% if we addressed these barriers.~~ Based on the recommendations of the 2016 Sidewalk Plan, the City has implemented a vegetation maintenance program. The program includes an ongoing public awareness campaign combined with an inspection, notification, and enforcement program.

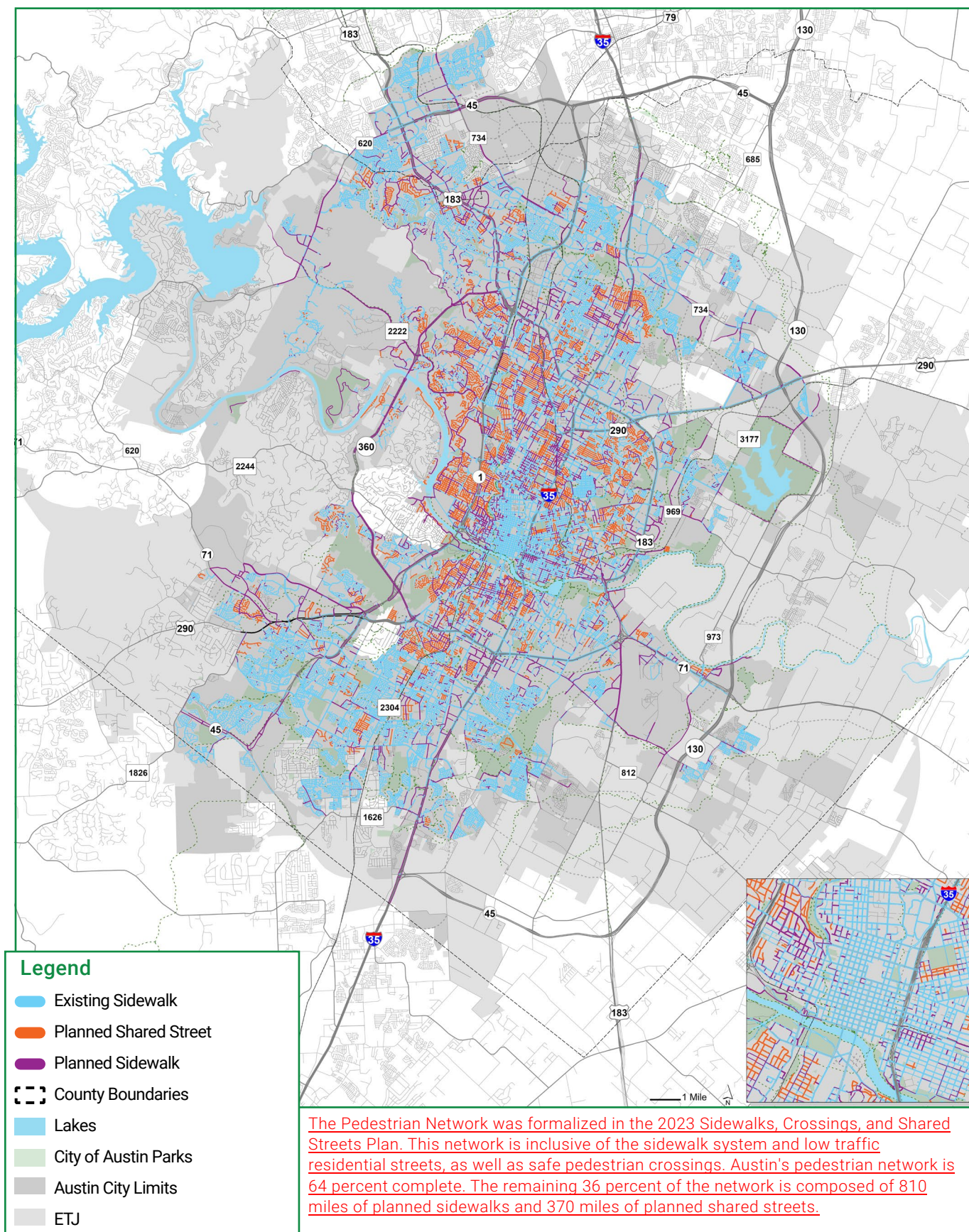
Other obstructions, such as dumpsters, dockless scooters, and utility poles will also require increased coordination between the public and private sectors to address. A proactive approach, including clear education, incentives, and enforcement will help us all keep our sidewalks clear and usable. Implementing these strategies will dramatically increase the usability of our sidewalk system without constructing a single new sidewalk segment, and improve the quality of life and travel options for our whole community.

Vegetative Obstruction Removal Program

A proactive vegetative obstruction removal program would assess conditions throughout the City and fix problems without having to wait for a community member to lodge a complaint. It would include education for property owners about maintenance responsibilities, improved enforcement of violations, and proactive management by the City for obstructions in public rights of way. Such a program is a cost-effective strategy to help achieve a more functional ~~sidewalk~~pedestrian network.

ID-44

~~Pedestrian Network Map~~ Sidewalk Prioritization Map



Indicators and Targets



Increase the number of major roadways that have all ages and abilities bicycle facilities



Increase the linear miles of all ages and abilities facilities



Increase the number of children commuting to school by bicycle



Increase the share of Austin residents who bicycle to work

*Achieve 4% of residents who bicycle to work by 2039
(1.3% of residents commuted to work by bicycle between 2013 and 2017)*



Increase the share of Austin residents who live in higher density areas ~~the central city~~ and bicycle to work

Achieve 10% of ~~central city~~ workforce living in higher density areas commuting by bicycle by 2020; 15% by 2025

ID-11



Decrease travel time to work by bicycle

Bicycle System Policy I

Make streets safe for bicycling

Provide safe, comfortable bicycle facilities on roadways through all phases of all projects for people of all ages and abilities

To maximize the benefits that bicycling can bring to our community, and to achieve the high-level community goals of Imagine Austin, it is critical that our streets are safe and comfortable for people of all ages and abilities to bicycle. Since 2014 City policies and strategies have deliberately focused on implementing infrastructure that serves people of all ages and abilities through the Bicycle Plan, Urban Trails Plan, and Complete Streets Policy. Our current bicycle system reflects this. Despite this ~~growth and~~ shift in focus the bicycle system is still fragmented for people who are only comfortable riding on protected bicycle lanes, Urban Trails and quiet neighborhood streets.

ID-12

Protected bicycle lanes provide a physical separation from vehicle traffic through bollards, traffic buttons, ~~or concrete curbs, or other physical protection~~. These lanes are also separated from sidewalks to reduce conflicts with all roadway users. Protected lanes are critical to providing safe and comfortable bicycle facilities. We know over ~~55-60%~~ of our community would ride in protected bicycle lanes, while only 15% of our community is willing to ride in a painted bicycle lane. When streets have moderate to high speeds or volumes protected bicycle lanes ~~or shared-use paths~~ become necessary to accommodate people of all ages and abilities.

Not all streets require a protected lane to be safe and comfortable for people of all ages and abilities. Neighborhood bikeways enhance local streets that are often comfortable places for bicycle riders through speed and volume control, wayfinding signage, and providing crossings of major streets. Ultimately, the facility type used should be appropriate for the context with the goal of accommodating people of all ages and abilities, offering the highest degree of comfort possible where there are conflicting needs or constraints. In addition to street type, other context-appropriate facilities should be considered to increase safety for bicycle riders. Adequate lighting helps ensure that cyclists are seen by other road users, and it allows riders to see obstructions or debris in the road. A well-designed intersection ~~aims to protect users of all ages and abilities, especially in areas where conflicts and crashes are concentrated. Design features~~ includes protected treatments such as ~~roundabouts~~, a smaller turning radius, advanced bicycle stop bars, and bicycle signal timing.

Making our streets safe also requires that we evaluate the opportunity to rethink our streets to serve all modes and all ages and abilities at every phase of every project and maintenance activity. This could take place during a large reconstruction project or when reconfiguring the striping of a street during resurfacing.

Rio Grande Street Protected Bicycle Lane

The ~~AAA~~ Bicycle Priority Network aims to provide facilities for people of all ages and abilities. On busy streets, this often means offering a physical separation between riders and cars. The two-way protected cycle track on Rio Grande Street between 29th Street and Martin Luther King, Jr. Boulevard (MLK) is protected by concrete islands. Several cuts were made to allow safe turns into the businesses and residences along the west side of the street. There are also two bicycle signals at major intersections, at 24th Street and at MLK. The signal at MLK includes bicycle signal detection, which helps ensure cyclists can cross this busy street even if no cars are detected waiting at the intersection.

ID-43

Before the protected bicycle lanes were installed, Rio Grande Street had only a painted bicycle lane. A study analyzing bicycle traffic before and after the installation of the protected bicycle lane showed that bicycle traffic increased by 126%.

Bicycle System Policy 2

Complete the All Ages and Abilities Bicycle Priority Network

ID-43

Provide a feasible, short-term, fully connected, comfortable system of on- and off-street bicycle facilities

ID-13

The All Ages and Abilities (AAA) Bicycle Priority Network is a bicycle network that gives people of all ages and abilities safe mobility choices to bicycle, tricycle, scooter, and even use other personal mobility devices. is a short-term all-ages-and-abilities network based on the 2014 Bicycle Plan. The AAA Bicycle Priority Network consists of connected protected bicycle lanes, Urban Trails and shared-use paths, and neighborhood bikeways, and crossings of major streets. All facilities are designed to comfortably accommodate all bicyclists, regardless of their age or their comfort on a bicycle. By designing facilities for people of all ages and abilities, the AAA Bicycle Priority Network could serve a family with young children out for a recreational ride, a commuter going to work, or people riding to meet friends across town. It is designed to allow people to use bicycling as a mode for many different types of trip, and to be a robust, connected network of bicycle facilities across Austin.

The AAA Bicycle Priority Network is comprised of three several types of bicycle facilities. The first type is protected bicycle lanes. These lanes have a physical barrier, such as concrete, between cyclists and motor vehicles. Urban Trails are the second type of facility. These are off-road, hard-weather surfaces connecting neighborhoods, parks, and greenways. The third type is Similarly, shared-use paths are either hard-surface or loose surface trails. Another type of bicycle facility is “neighborhood bikeways.” These are quiet, neighborhood streets that are appropriate for people of all ages and abilities to safely and comfortably use these are most of the streets in the Bicycle Priority Network. These local, neighborhood streets are naturally more attractive for all cyclists, and can may include features be further improved for people through smaller measures such as traffic calming, improved wayfinding signage, or improved lighting. Lastly, improvements to major intersections and crossings provide safe and seamless connectivity for users of the AAA Bicycle Priority Network.

The AAA Bicycle Priority Network is a collection of connected existing or cost-effective improvements to streets and trails. It is designed to allow our community to enjoy the many benefits of bicycling as quickly and cost effectively as possible in the near term with modest levels of capital investment. The AAA Bicycle Priority Network was expanded around three themes that emerged through the 2023 ATX Walk Bike Roll process: access to neighborhood destinations, access to nature, and access to city-wide destinations. The AAA Bicycle Priority Network is prioritized based on a data-driven model that balances the three themes by incorporating variables in four categories: Equity, Destinations and Travel Demand, Connectivity and Safety, and Cost in locations where higher levels of short trips exist to enable a shift of trips to bicycle. #Overall, the AAA Bicycle Priority Network supplies comfortable and connected bicycle routes for people of all ages and abilities for a financial investment that is less than most single highway projects in the Austin Area over the last decade. While the AAA Bicycle Priority Network is a strategic investment to increase bicycle use, all streets are recommended to accommodate people of all ages and abilities as projects other capital projects and private development occur. Over time, the goal to complete the AAA Bicycle Priority Network in the near term will be balanced with the goal to increase the quality of the network, using higher quality and more durable concrete and landscape protective elements and include shade.



Bicycle System Map



Indicators and Targets



Increase the linear miles of Tier ~~I~~ Urban Trails

ID-15

Complete 100% of Tier ~~I~~ Urban Trails by ~~2029~~2043



Increase wayfinding elements on new and existing Urban Trails

Install wayfinding elements on 50 miles of new and ~~+00% of~~ existing Urban Trails ~~by 2030~~ by 2022



Improve lighting for existing Urban Trails

~~Light 100% of Urban Trails as defined by a citywide trail lighting plan by 2028~~ Complete a citywide trail lighting plan by 2028



Increase trail usage



Reduce the response time to address unforeseen trail damage



Increase the tree canopy along Urban Trails

Urban Trail System Policy I

Recognize the Urban Trail System as an integral part of the transportation network

Acknowledge Urban Trails as assets that should be constructed, operated, and maintained in a manner equivalent to other parts of the transportation network

Our Urban Trails are much loved and heavily used. The Urban Trail System, just like the roadway, sidewalk, bicycle, and transit systems, is a piece of the transportation network that is important to our mobility. It is important that these trails are recognized as the critical pieces of infrastructure that they are within our community. We must supply resources for building and maintaining Urban Trails as we would to streets, bridges, bikeways, and sidewalks.

We must recognize the importance of building and maintaining the Urban Trail System across the city to create a well-built, balanced network of off-street paths for recreation and transportation purposes. We must provide important amenities such as lighting or benches so people can use the trails and have an enjoyable and comfortable experience. We must also maintain our Urban Trails so they are functional, clean, and have a long lifespan. Trimming vegetation, solving drainage issues, and removing obstructions are some frequent maintenance issues we must confront immediately upon our trails without letting them fall into disrepair. We must allocate resources in such a way to communicate value for Urban Trails that mirrors other systems of the transportation network.

Tier I and II Urban Trails Prioritizing Urban Trails

ID-16

The 2023 Urban Trails Plan took a data driven approach to prioritizing the Urban Trail Network. Trails were prioritized based on the following factors: improves access across major barriers, near high-capacity transit, near key neighborhood destinations, in or near neighborhoods of color, in or near lower-income neighborhoods, fills the gap in the trail network, in a park deficient neighborhood, and near long-term affordable housing.

Based on these factors, the Urban Trail Network was divided into three tiers. Tier 1, approximately 86 miles, includes top-priority Urban Trail projects. These are projects currently in planning or design or anticipated to be implemented by the Urban Trails Program in the next 20 years, assuming sufficient funding is provided. Tier 2 and Tier 3, approximately 84 and 98 miles respectively, include Urban Trail projects that are important to creating Austin's world class Urban Trail System, but will be approached more opportunistically over time. The 2014 Urban Trail Plan identified two types of Urban Trails: Tier I and Tier II. A Tier I trail has been identified as a high-priority trail. High volumes of people have access to Tier I trails for transportation and recreation purposes, and they connect significant and dense populations of people. The Urban Trail Plan identified 47 miles of Tier I trails to be constructed by 2029. Tier II trails are Urban Trails that have been identified during previous planning processes. Most Tier II trail alignments are still conceptual in nature, although some have been constructed through cost-share or development opportunities. Tier II trails represent a desired trail connection, but are considered less critical for connectivity than Tier I trails, and the Urban Trail Plan identified 360 miles of Tier II Urban Trails.

Urban Trail System Policy 2

Provide high-quality Urban Trails that can serve all users

Implement a system of Urban Trails designed for people of all ages, ~~and abilities,~~ and backgrounds

ID-17

Urban Trails are not just for highly skilled athletes to use as training facilities. ~~By design,~~ The Urban Trail System is built to support people of all ages, ~~and abilities,~~ and backgrounds within our community, including seniors, young children, and people in wheelchairs. Along with our sidewalks and bicycle facilities, the Urban Trail System must be designed, built, ~~and maintained,~~ and programmed to allow for our entire community to safely and comfortably use it. Although some trails emphasize the natural ecosystems within and around Austin, many of those trails do not allow people with mobility impairments, people using strollers, or others the opportunity to use them. On the other hand, Urban Trails provide accessibility to all people, by strictly adhering to building material and construction standards for surface materials, trail widths, slopes, and curvatures.

ID-18



Urban Trail System Policy 3

Pursue opportunities to connect to and expand the Urban Trails System

Expand the Urban Trail System to connect more people to nature and provide recreation and mobility opportunities

Urban Trails have the important ability to connect our neighborhoods to the natural features, resources, and communities surrounding us. While Austin has several dozen miles of Urban Trails already, there are still many barriers to accessing these important facilities. Urban Trails can be a tool to connect the street grid to provide additional pedestrian and bicycle connectivity and shorten walking and bicycling distances. New trail connections will increase connectivity between neighborhoods, facilitate active trips, promote healthy lifestyles and outdoor experiences, and strengthen our community's connection to nature and our ecosystem.

Opportunities to expand our Urban Trail System include land development incentives and community partnerships. Austin's land development code offers multiple opportunities. Developers could be provided with incentives to include new Urban Trails and connect them to our existing networks. It is also possible to consider allowing new and expanded Urban Trails to be a mitigation technique for developers as they build or redevelop areas. Mitigation techniques are actions taken to relieve the stress on the transportation network caused by increased development in places.

Working with neighborhoods and community groups also offers the chance for increased partnerships. These partnerships offer new and innovative ways to plan, design, and maintain trails in support of neighborhoods and trail users. Allowing these groups, such as "Friends of" groups, to take on increased responsibility in the planning and care of trails can allow improvements to be identified and made more quickly. This allows limited resources to be shared equitably throughout the system.

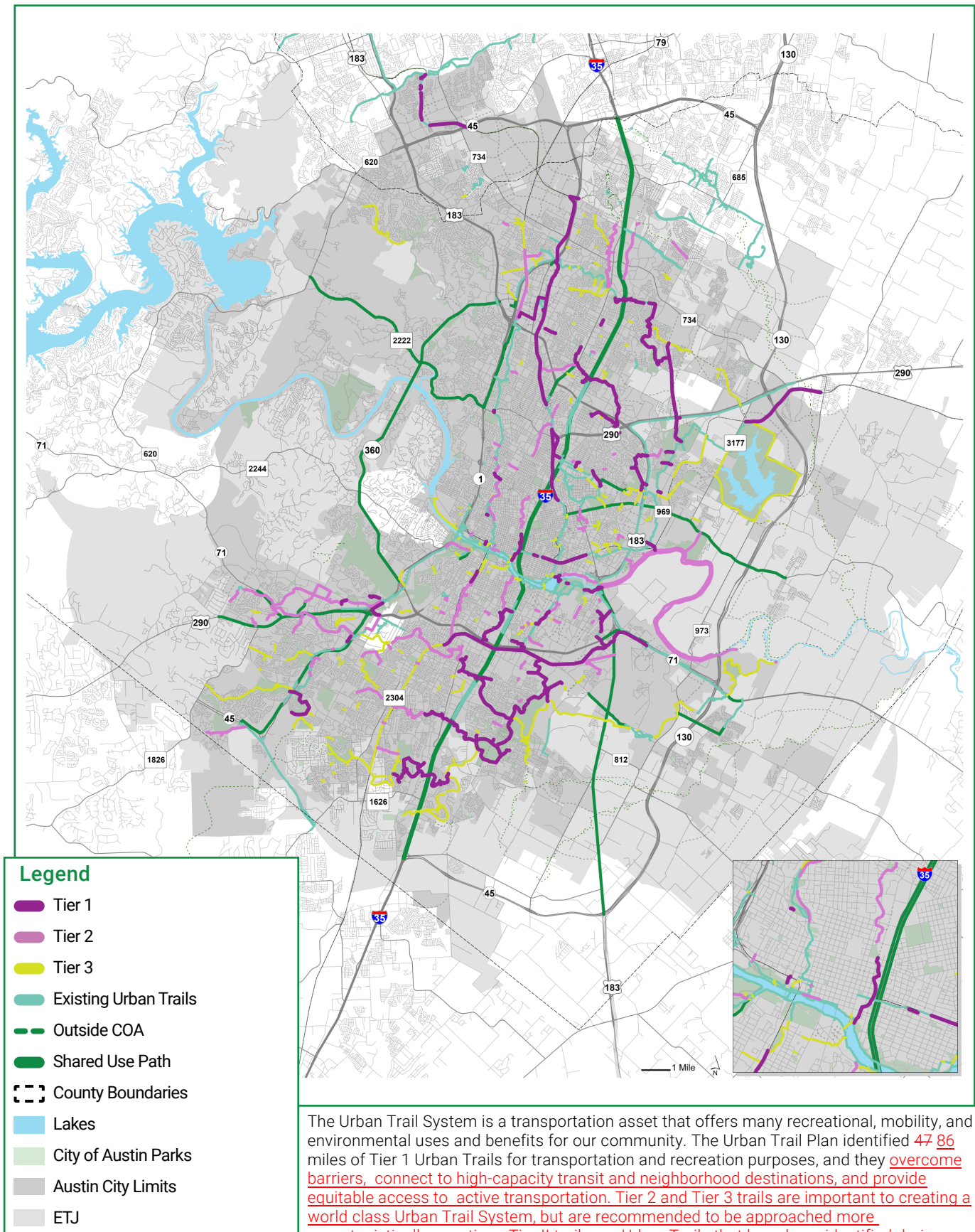
To support the expansion of this cherished community resource we should continue to explore the possibilities of new Urban Trails across our entire community when planning processes, development, and the public interest allows.

Neighborhood Partnering Program

New and expanded partnerships with neighborhood and community groups offer another opportunity for the **expansion-development** of the Urban Trail System. The City of Austin's Neighborhood Partnering Program (NPP) provides assistance to groups for small and medium improvement projects in the City's right of way or on City- owned property. Cost-sharing options in this program for community members to use include cash contributions, in-kind contributions, or donated labor. Although the cost for the planning and construction of an **Urban Trail** is higher than what a neighborhood is able to receive through NPP, NPP funding can be used to **implement placemaking on Urban Trails. Placemaking projects can elevate trails from basic infrastructure to beloved community spaces and the give community a sense of ownership of the trail.** ~~develop plans for Urban Trails. This can help begin to move a desired trail from an idea towards becoming a project, or help with the removal of small barriers to constructing an urban trail.~~

ID-19

Urban Trail System Map



Accessibility Policy 3

Ensure sidewalks are safe and accessible for people with mobility impairments

Recognize that children, seniors, and people with mobility impairments face disproportional difficulties when sidewalk infrastructure is not properly provided, operated, and maintained

Sidewalks are a critical system within our transportation network. Almost all trips begin and end with the use of the sidewalk system. Currently, only about ~~32~~20% of Austin's sidewalks are functionally acceptable. While people may be able to step around an overgrown bush or step over a curb without a ramp, these obstacles are much greater for seniors, children, and people with mobility impairments.

ID-21

In accordance with the federal Americans with Disabilities Act (ADA), the City of Austin has adopted an ADA Transition Plan. This plan outlines the ways that our community will ensure compliance with the federal mandate that all facilities in the public right of way will be accessible to all. It was released in 2016 along with the Sidewalk Plan and included an inventory of the physical barriers to sidewalk accessibility and a schedule and methods for the removal of these barriers. The plan identified possible funding sources to assist in creating a fully accessible system, and also identified who is responsible for the implementation of the plan.

The ADA Transition Plan notes a variety of steps that needed and must continue to be, taken to ensure an accessible sidewalk system. For example, implementing a proactive vegetative-obstruction reduction system could effectively double the amount of accessible sidewalks in Austin based on 2016 numbers. Working with homeowners and businesses to educate and inform the public about who has responsibility for keeping a sidewalk functional and accessible, as well as clarifying city code about who is responsible for driveway approaches is another tool. Development-focused steps can ensure that new projects for capital improvement, private development or redevelopment, or major utilities, adhere to the Complete Streets Policy to repair and rehabilitate existing sidewalks to ADA standards.



Supplying Our Transportation Infrastructure

Sidewalk System ~~Pedestrian Network~~

Action Item	Description	
71 Sidewalks and shared streets construction	Complete all missing very high and high priority sidewalks and shared streets. Construct all high and very-high priority sidewalk segments and address ADA barriers and gaps in the sidewalk system according to the Sidewalk Plan/ADA Transition Plan, according to the Sidewalks, Crossings, and Shared Streets Plan	ID-44
72 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. This includes evaluating the fee-in-lieu program and how neighborhoods participate in the program.	ID-22
72 Neighborhood shared streets pilot	Pilot Expand the Neighborhood Shared Streets Program to evaluate alternative strategies for safe and cost effective pedestrian access.	ID-23
73 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 and shared streets identified in the prioritization process.	ID-24
74 Vegetative obstruction removal program	Continue to develop, formalize, and implement the vegetative obstruction removal program to enhance functionality of sidewalks by promoting property owner vegetation maintenance responsibilities, clarifying code requirements, enforcing, and proactively managing (by the City) public tree obstructions. 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.	ID-25
75 Sidewalk condition assessment program	Implement an ongoing sidewalk condition assessment program that assesses at least 10% of the existing network annually using the equity-based prioritization model in the Sidewalks, Crossings, and Shared Streets Plan to guide data collection. The program should also focus on transit areas.	ID-26
77 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.	ID-27
76 Collaborate with partners using Complete Streets	Collaborate with public and private partners using a Complete Streets approach to improving the pedestrian network.	ID-28
		ID-29

Roadway System

Action Item	Description
77 Prioritization for new roadways	Develop a prioritization process for the design and construction of new roadway connections and capacity projects that emphasizes improving the street grid pattern and connecting sustainable modes.
78 Roadway capacity projects	Develop projects that increase person capacity on our roadway system at strategic locations to manage congestion, facilitate emergency response, and provide connectivity. Lane additions and roadway widening along the Transit and Bicycle Priority Networks should prioritize dedication of space for the priority modes.
79 Vehicle Priority Network improvements	Identify and create a prioritization process for operational improvements along the Vehicle Priority Network.
80 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.
81 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.

Public Transportation System

Action Item	Description
92 Transit Enhancement Program	Develop Transit Enhancement Program guidelines that include strategies for transit enhancement treatments, criteria for when to apply them, and metrics for periodic review of high-capacity transit corridors and initiation of lane dedication. These guidelines will be developed with public input and documented in the Transportation Criteria Manual.
93 Implement near-term transit priority improvements	Implement near-term transit priority improvements in conjunction with regional public and private providers.
94 Identify near-term transit projects	Identify additional near-term transit priority improvements and transit-supportive projects through the Transit Enhancement Program.
95 Project Connect Long Term Vision Plan	Partner with Capital Metro to plan for and implement the Project Connect Long Term Vision Plan.
96 Commuter public transportation service	Work with Capital Metro, CARTS, and TxDOT to expand and improve commuter public transportation service.
97 Transit service changes	Partner with Capital Metro to plan for and implement transit service changes.
98 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.
99 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.
100 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.
101 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.
102 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.
103 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
104 Construct bicycle facilities	Implement context-sensitive bicycle facilities on the All Ages and Abilities Bicycle Priority Network through processes defined in the 2014 Bicycle Plan. Establish new timetables for implementation of facilities recommended in the Bicycle Plan and identify funding amounts currently needed for timely completion.
105 Bicycle access and new connections	Evaluate opportunities for bicycle access and new connections where barriers or gaps exist.

ID-43

ID-30

Bicycle System

Action Item	Description	
106 <u>All Ages and Abilities</u> Bicycle Priority Network access management	Assess streets on the <u>All Ages and Abilities</u> Bicycle Priority Network for access management and other bicyclist safety measures, such as opportunities to enhance intersections for bicycle mobility and safety.	ID-43
107 Bicycle wayfinding plan	Develop and implement a comprehensive citywide bicycle wayfinding system.	
108 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.	
109 Parking in bike lanes	Identify locations along the <u>All Ages and Abilities</u> Bicycle Priority Network that do not have restriction signage and implement signage to prevent parking in bicycle facilities.	ID-43
110 Enhance bicycle education	Enhance bicycling education within Police Training Academy curriculum and annual continuing education.	
111 Funding for regional bicycle system	Develop regional interlocal funding mechanisms to ensure proportionate and efficient funding of inter-city bicycle network.	
112 <u>Encouragement, promotion, education, and enablement programs</u>	<u>Provide comprehensive program approaches to increase bicycle use and remove barriers.</u>	ID-31

Urban Trail System

Action Item	Description	
113 Construct Urban Trails	Implement Tier <u>1-2</u> Urban Trails and identify alignments and designs for Tier <u>2-4</u> Urban Trails according to the 2014 Urban Trails Plan or Tier 3 Urban Trails where leveraging opportunities exist.	ID-32
114 Urban Trail access points and new connections	Identify and build access points and new connections to the Urban Trail system and identify locations where trails could provide connectivity in the transportation network.	
115 Urban Trail maintenance <u>ADA</u> assessments	<u>Complete a comprehensive ADA assessment of all existing Urban Trails maintained by the Public Works Department to inform maintenance planning</u> Complete condition assessments on all existing Urban Trails to inform maintenance planning.	ID-33
116 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.	ID-46
117 Urban Trail wayfinding	Develop and implement a wayfinding plan for all existing <u>and proposed</u> Urban Trails.	ID-34
118 Urban Trails lighting plan	Develop a lighting plan for all existing Urban Trails and shared use paths. Partner with Austin Energy to implement lighting along these trails and paths and develop a maintenance strategy.	
119 Placemaking opportunities on Urban Trails	Incorporate placemaking opportunities into existing and future Urban Trail designs to <u>engage local communities and highlight the historical and/or cultural significance of the area surrounding the trail</u> attract Austinites of all ages and abilities.	ID-35
120 <u>Increase Tree Canopy</u>	<u>Add tree plantings to Urban Trail projects to increase tree canopy, especially on trails in Most Vulnerable and Medium High Vulnerable Equity Analysis Zones, to naturally lower heat.</u>	ID-36

Supporting Our Community

Equity

Action Item	Description
209 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.
210 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.
211 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.
212 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.
213 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.
214 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.
215 Mobility equity training for City employees	Develop mobility equity training for City of Austin employees. Require all mobility outcome department employees complete the training.
216 Workforce inclusion goals	Embed local workforce inclusion goals into the scopes of transportation projects, with an emphasis on historically underserved and underrepresented communities.
217 Transportation workforce training programs	Create transportation workforce training programs and internships, particularly for historically underserved and underrepresented communities.
218 Fair allocation of transportation services	<u>Explore providing to all residents transportation services consistent with their preferred way of getting around so residents who choose to take transit, walk, bike, roll instead of driving receive a fair allocation of transportation services.</u>

ID-37

Affordability

Action Item	Description
219 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.
220 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.
221 Affordable housing near transportation infrastructure	Collaborate with partners to preserve and increase affordable housing near major transportation investments.

Affordability

Action Item	Description	
222 Market studies	Include market studies to analyze commercial affordability in the small area planning process.	
223 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.	
224 Infrastructure scoring reassessment	Update infrastructure scoring matrices used for prioritization to include and reflect affordable housing.	
225 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. Support 3-1-1 or another appropriate entity with central dispatch capabilities to provide callers with information and assist with scheduling rides. Promote awareness of existing free or low-cost transportation resources such as Drive a Senior or bulk discounts for public transportation passes.	
226 <u>Transit and bikeshare subsidy Bulk discount public transit passes for low-income residents</u>	<u>Explore the expansion of discounted or free transit passes and bikeshare for all Austin community members. Advertise the bulk discount for public transit passes for low-income residents, including in multi-family residential developments, to employers with many income employees, and to service providers or organizations with low-income clients or members.</u>	ID-38
227 Affordable Parking Program	Continue the Affordable Parking program and increase outreach to potential participants to provide application assistance.	
228 Austin Energy incentives	Develop tie-ins to Austin Energy electric transportation incentive programs to ensure access for lower-income community members and renters.	
229 <u>Guaranteed Basic Mobility program Creatively subsidize transportation</u>	<u>Explore providing low income residents with funding that can be used for transit, bikeshare, rideshare, scooters, taxis, or other transportation services. 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.</u>	ID-39
230 <u>Electric bike and scooter subsidy</u>	<u>Continue to provide Austin residents with a subsidy for electric bike and scooter purchases with a goal to increase the amount in a value that is equal or greater to those provided for electric cars and charging stations.</u>	ID-40

Accessibility

Action Item	Description
231 Public collaboration	Ensure working groups, commissions, and public processes related to mobility have representation for people with mobility impairments.
232 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.
233 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.
234 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.
235 Accessible parking enforcement	Implement program to allow community enforcement of accessible parking violations.
236 Accessible temporary traffic controls	Explore expanded guidelines and notification systems specifically for accessible closures and detours.

Glossary

2016 Mobility Bond–

Approved in November 2016, this \$720 million mobility bond package includes funding for Regional Mobility Projects (\$101M), Corridor Improvement Projects (\$482M), and Local Mobility Projects (\$137M). The local projects are broken down into sidewalks (\$37.5M), safe routes to school (\$27.5M), Urban Trails (\$26M), bikeways (\$20M), fatality reduction strategies (\$15M), substandard-street/capital renewal (\$11M). This bond marks the largest one time investment in Austin's transportation network.

access management–

Proactive management of vehicular access points to land parcels adjacent to roadways to reduce conflicts between roadway users and improving roadway efficiency. Strategies include driveway consolidations and center medians with designated access points.

access-controlled–

Type of roadway, typically higher speed, where access is limited and/or regulated for safety and efficiency.

Americans with Disabilities Act (ADA)–

Federal legislation passed in 1990 that prohibits discrimination against people with disabilities. The law made it illegal to discriminate against a person with disabilities in terms of employment opportunities, access to transportation, public accommodations, communications and government activities. The law prohibits private employers, state and local governments, employment agencies and labor unions from discriminating against people with disabilities. The ADA guidelines were most recently updated in 2017.

Austin Metropolitan Area Transportation Plan (AMATP)–

Adopted in 1995 by ordinance, the 2025 AMATP policy document and roadway table guided transportation improvements and development review and served as the transportation element of the comprehensive plan. The ASMP will replace the AMATP.

automated driving vehicles–

New motor vehicle technology that increasingly transfers responsibility from human drivers to computerized cars. There are varying levels of vehicle autonomy, ranging from features such as cruise control to the potential full automation of vehicles that do not require any human input.

bicycle facilities–

Infrastructure and provisions to accommodate or encourage bicycling, including on-street painted or protected bicycle lanes, off-street paths, and parking and storage facilities.

All Ages and Abilities Bicycle Priority Network–

The All Ages and Abilities (AAA) Bicycle Priority Network is a bicycle network that gives people of all ages and abilities safe mobility choices to bicycle, tricycle, scooter, and even use other personal mobility devices. The AAA Bicycle Priority Network consists of connected protected bicycle lanes, Urban Trails and shared use paths, neighborhood bikeways, and crossings of major streets. All facilities are designed to comfortably accommodate all bicyclists, regardless of their age or their comfort on a bicycle. ~~A short-term all-ages-and-abilities network based on the 2014 Bicycle Plan. The Network consists of connected, protected bicycle lanes, Urban Trails and neighborhood bikeways. Streets in the Bicycle Priority Network are prioritized for near-term all ages and abilities improvements.~~

ID-1

Bus Rapid Transit (BRT)–

A high-quality bus-based transit system that delivers faster, more reliable service through the provision of dedicated lanes, with bus lanes and stations typically aligned to the center of the road, off-board fare collection, and more frequent operations. Because BRT contains features similar to a light rail system, it is more reliable, convenient, and faster than regular bus service.

capacity–

The number of people which can be carried by a mode of transportation under given conditions. One common measure of capacity is vehicles per hour through an intersection. Capacity in transit operations is measured as the maximum number of passengers that can be carried past a single point on a fixed route, in a given period of time.

Mobility Management Center (MMC)–

The City of Austin's headquarters for monitoring and managing traffic throughout the Austin area. The MMC is staffed seven days a week through peak travel times, and may be staffed continuously through large events. From the MMC, engineers and technicians monitor traffic patterns and adjust signal timing in response to traffic needs. Crews may be dispatched from the MMC as needed to respond to downed or malfunctioning traffic signals.

mode share–

The percentage of trips taken by each type of transportation. This statistic comes from the US Census in regards to a person's primary mode of travel to work. For example, 74% of people in Austin drive alone in a car, so the mode share for driving alone is 74%.

placemaking–

The process of creating squares, plazas, parks, streets, and waterfronts that will attract people because these places are pleasurable or interesting.

Project Connect Long Term Vision Plan–

Capital Metro's long-term vision plan to create a high-capacity public transportation network serving Austin and the Central Texas region. It focuses on providing short-term enhancements for its existing services while also investing in a long-term high-capacity public transportation system.

right-of-way–

Right-of-way has two definitions, one relating to the width of property, such as a street including sidewalks; the other relating to who has the right to proceed with their movement. More specifically, when we talk about street design, we take into account what will fit within that street's right-of-way to accommodate all modes, minimize cost, and efficiently manage roadway space. When we talk about moving people through an intersection, we may say, "pedestrians have the right-of-way in the crosswalk," meaning other modes of transportation have to yield to people walking.

Roadway Capacity Plan (RCP)–

Roadway improvements which would be eligible for funding through Street Impact Fees, including projects that are designed to increase capacity in the City's roadway system based on growth projected over 10 years. The improvements include things like new road alignments, road widenings, turning lanes, as well as intersection improvements, such as new signals and roundabouts. The RCP is reflected in the ASMP and associated Street Network Table.

shared-use paths–

Off-street transportation facilities designed to be used safely and comfortable for active transportation modes.

shared streets–

An environment where people walking, bicycling, and driving share the same space in a way that prioritizes the safety and comfort of pedestrians while allowing for movement of bicycles and motor vehicles.

ID-41

signal priority–

A tool to give special treatment to specific modes at an intersection. Signal priority helps increase the amount of people who can move through an intersection during a single signal phase, and can be a powerful tool to improve transportation network reliability and travel time. Signal priority can be given to any transportation mode, but is often seen when pedestrians, bicycles, or transit vehicles receive a green signal before cars to enhance safety and movement through the intersection.

substandard streets–

Publicly owned roadways within the City of Austin's jurisdiction that do not meet current City of Austin requirements because they have pavement widths that are less than 24 feet and typically lack some curb and gutter, drainage, bicycle accommodations, and sidewalk infrastructure. The 2016 Mobility Bond provides preliminary engineering funding for nine substandard streets. These improvements include reconstructing substandard streets to modern standards by adding curbs, gutters, and facilities for pedestrians and bicycles. Improving substandard roadways adds additional capacity, increases safety, and improves drainage.

List of Attached Plans

Previously developed and adopted modal plans were integrated in the development of the Austin Strategic Mobility Plan. The following mobility related plans are attached to and included in the ASMP.

City Council Adopted Plans

- **2023 Bicycle Plan** *(formerly the Bicycle Master Plan)*
- **~~Sidewalk Plan/ADA Transition Plan~~ 2023 Sidewalks, Crossings, and Shared Streets Plan** *(formerly the Sidewalk Master Plan/ADA Transition Plan)*
- **2023 Urban Trails Plan** *(formerly the Urban Trails Master Plan)*
- **Vision Zero Action Plan**

ID-42

Department Plans

- **Pedestrian Safety Action Plan**
- **Smart Mobility Roadmap**