

Annual Strategy Meeting

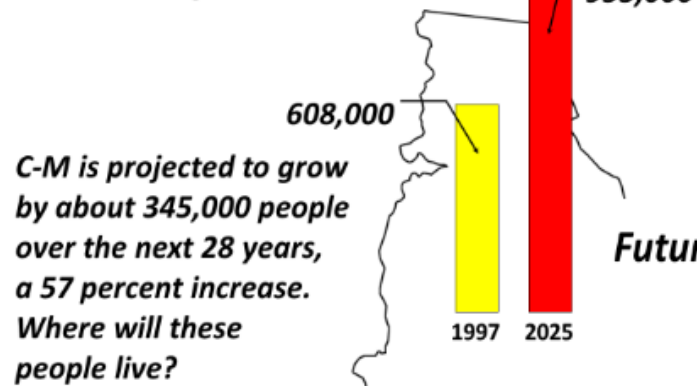
January 11-12, 2021

Moving Towards Implementation:
Charlotte Future 2040 Comprehensive Plan
& Charlotte Moves/Strategic Mobility Plan

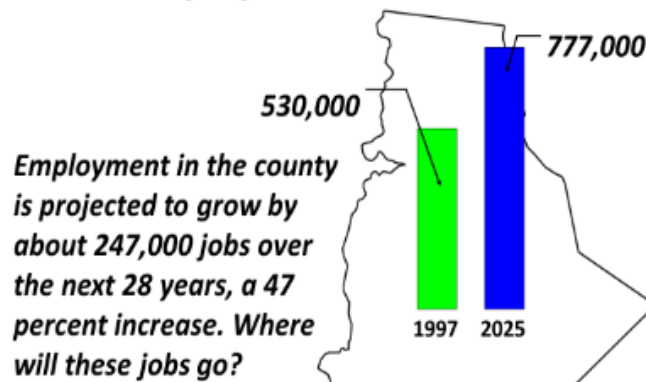


Charlotte's Growth: Exceeded Expectations

Future Population Growth



Future Employment Growth



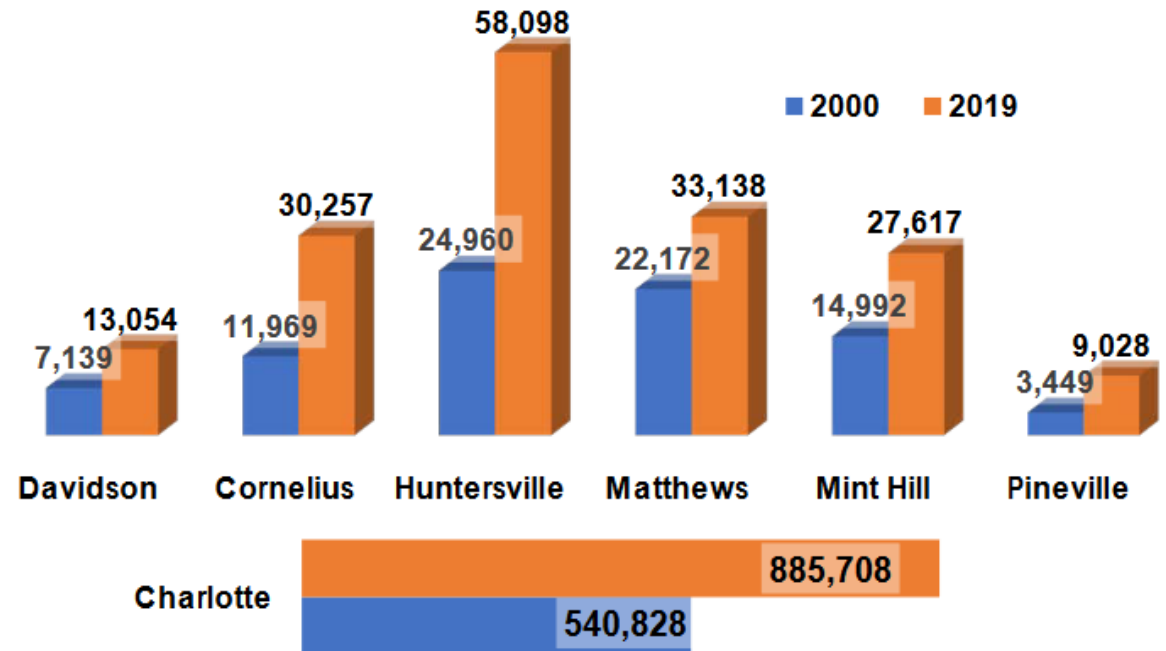
2025 Forecast in 1998

And what actually happened

Mecklenburg County

2019 Population: 1,110,356

2017 Employment: 722,577



Implementing the 2040 Plan

2040
Comprehensive
Plan



Where do we
Grow?

Unified
Development
Ordinance



How do we
Grow?

Strategic
Mobility Plan



How do we
connect it?

Integrating Mobility Policies & Plans:

Policy Foundation



Emerging Questions & Opportunities

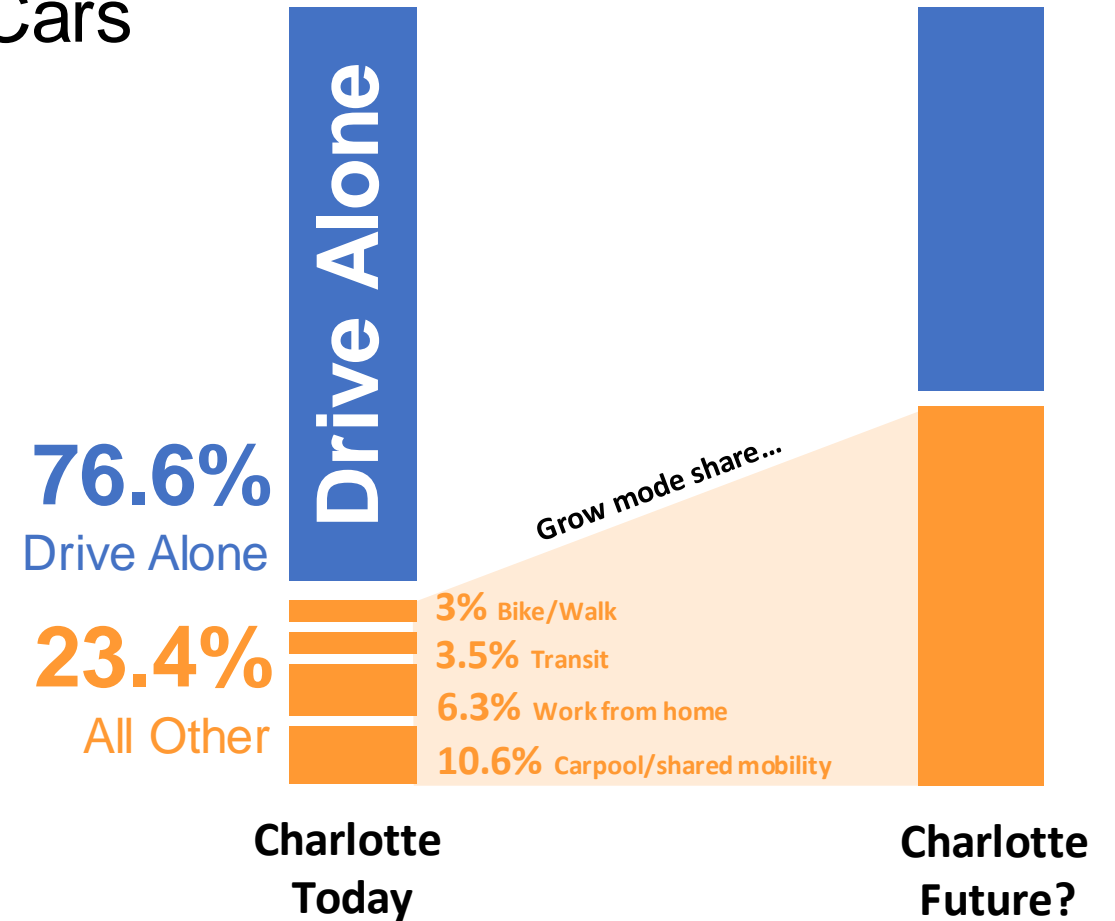
Autonomous Vehicles	Micro Mobility	Shared Mobility	Travel Demand Management (TDM)	Mobility & Equity
Curb Lane Management	Traffic Impact Analysis & Mitigation	Transit Prioritization	Capital Investment Prioritization	
		ROW Management		

Set New Goals?

Mobility = Moving People...not just Cars



Travel Mode to Work





City of Austin Transportation Planning & Investments

Gina Fiandaca, Assistant City Manager & Annick Beaudet, Project Connect Officer | January 12, 2021

Agenda

- Overview of Austin, the Mobility Team & Mobility Strategies
- Austin Strategic Mobility Plan
- Significant Capital Programs
- Lessons Learned & Future Opportunities
- Questions



Overview of Austin

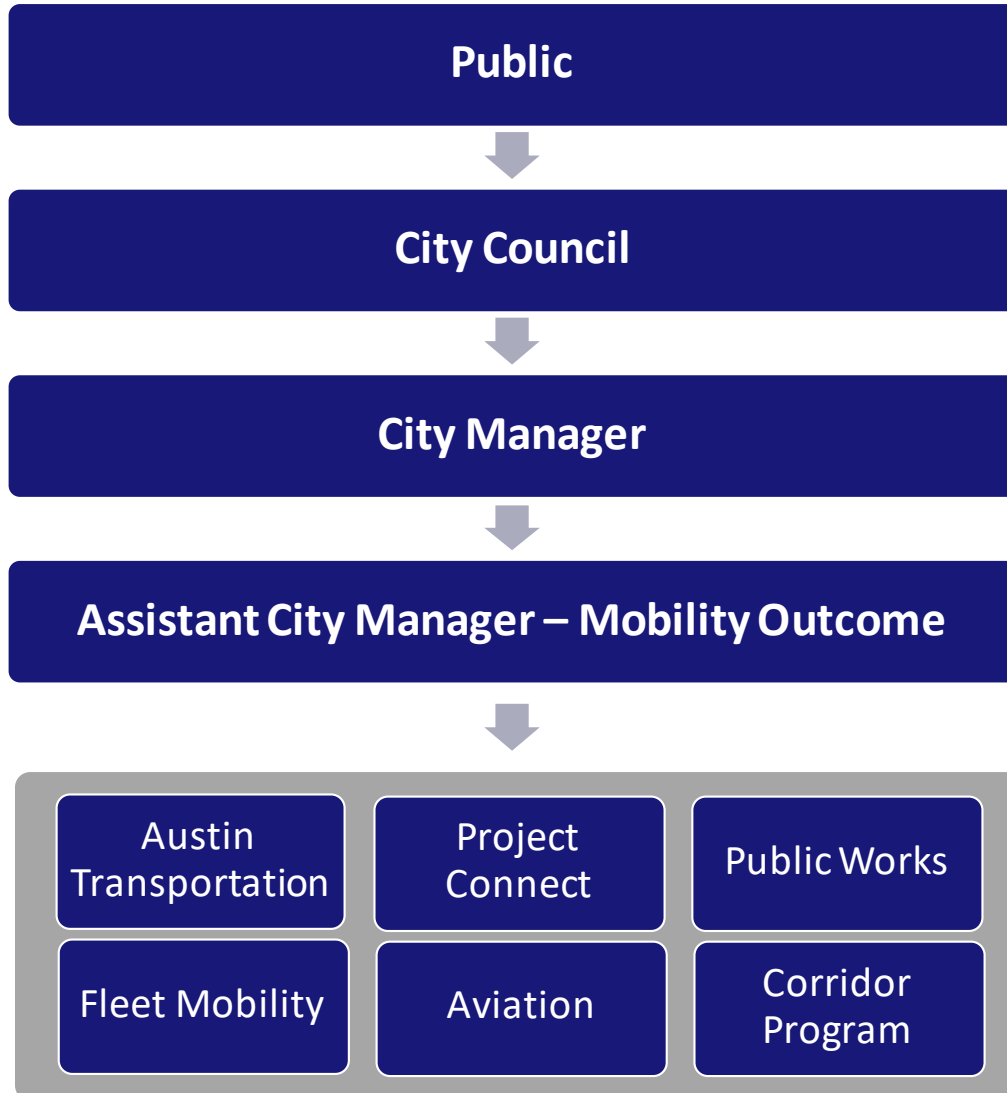


Overview of Austin



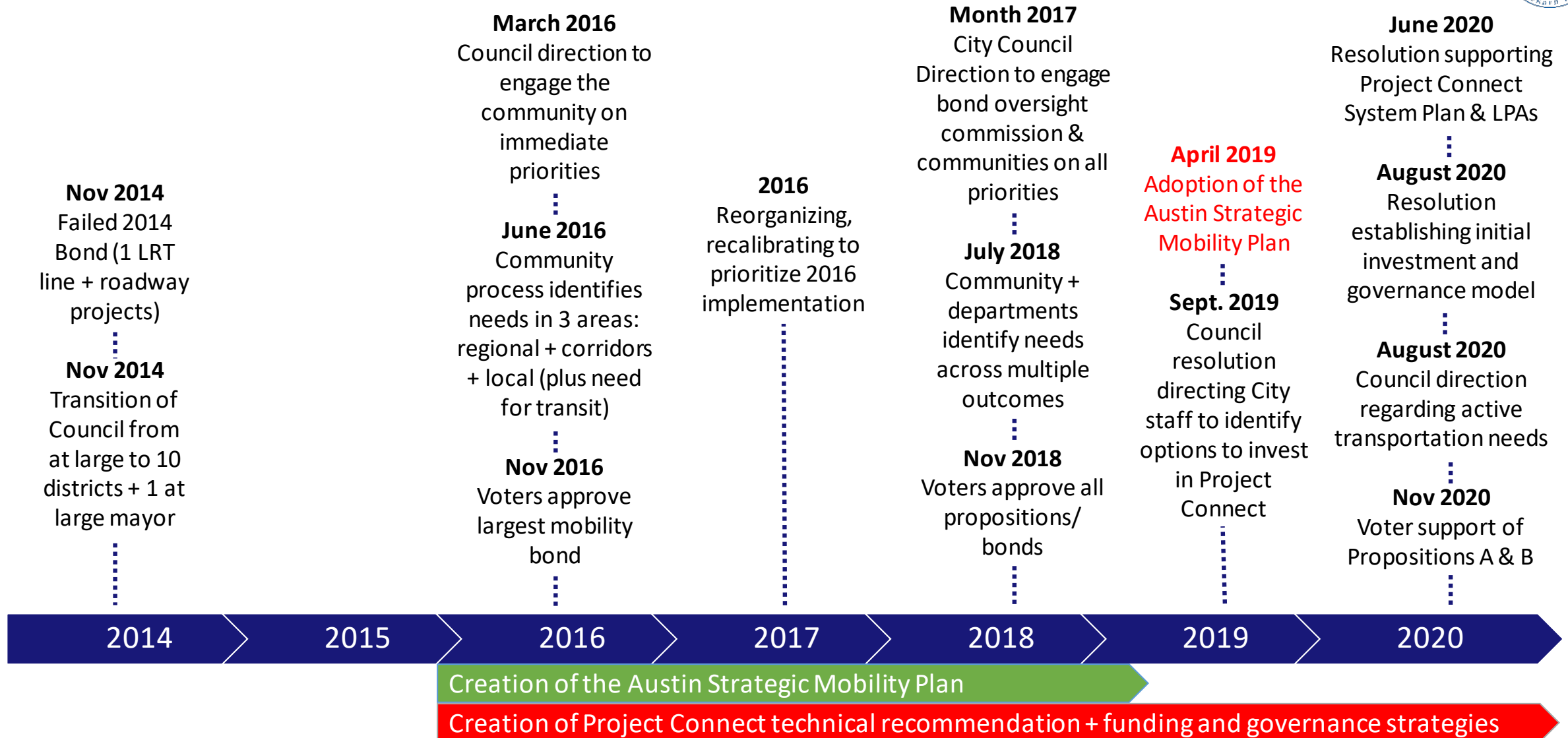
- **Population Change:** Population doubling every 20 years
- **Strong & Diverse Economy:** Tech, medical, education, government, arts & entertainment
- **Political tension:** Liberal/progressive local leadership contrasted by deeply conservative state leadership
- **Local Participation:** High level of civic engagement with many diverse, well-informed stakeholders
- **Challenges:** declining affordability and population diversity, increasing traffic congestion and traffic safety concerns, and more.

Austin's Approach to Mobility



- **City of Austin Policies**
 - Imagine Austin
 - Austin Strategic Mobility Plan
 - Strategic Direction 2023 (5-year plan)
 - Mobility Outcome
- **Partner Agencies**
 - TxDOT, Capital Metro, CAMPO (regional MPO), CTRMA (toll authority), Travis County, Hays County, Williamson County, local school districts (9)

Timeline 2014 - Now



Austin Strategic Mobility Plan



Austin's Mobility Challenges

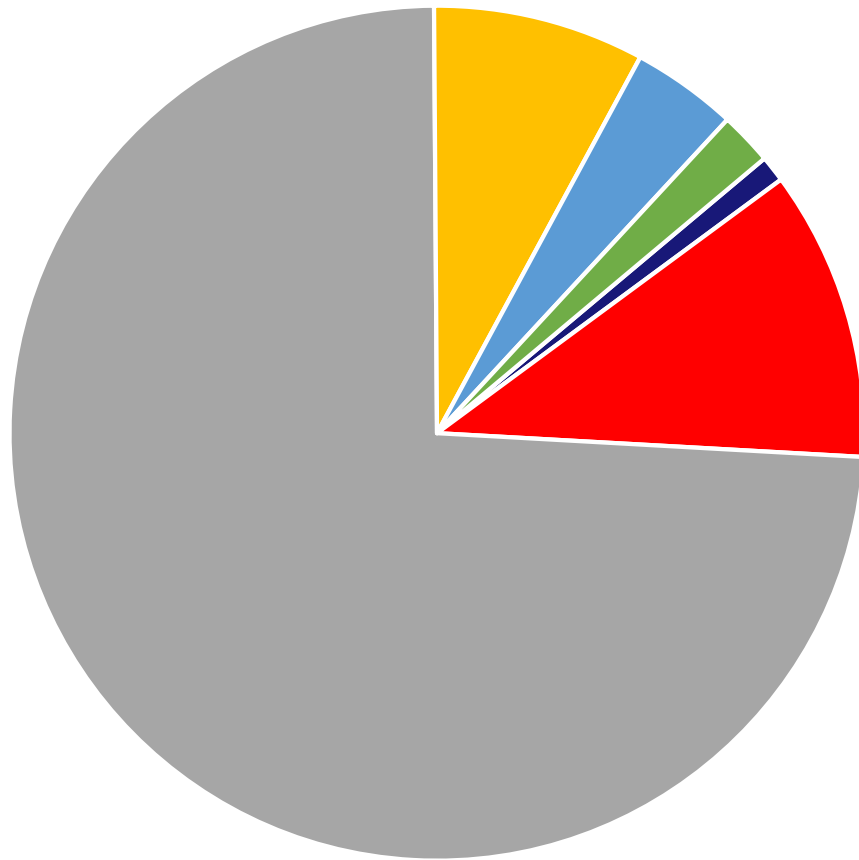


- Lowering the risk of travel-related injury
- Supplying multimodal transportation options as we grow
- Supporting a diverse community's many different needs and travel desires
- Preparing for innovative transportation technology opportunities
- Ensuring financial and environmental sustainability on our transportation network
- Collaborating effectively with other agencies, organizations, and our community to make mobility decisions
- *Priority: focusing engagement on historically underserved and underrepresented vulnerable communities*

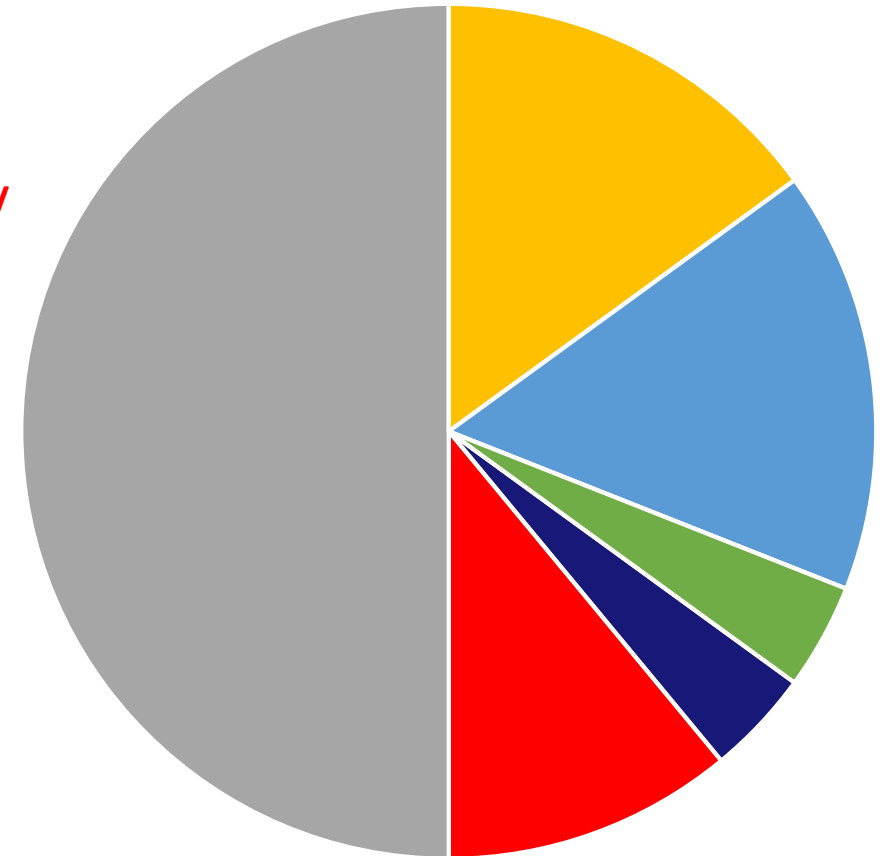
Motivation for the ASMP



Today



2039



74% drive alone today vs. 50% in 2039

How do we get to 50/50? – *Elements of the ASMP*



126 Policies



100s of
multimodal
projects



Action Table &
Targets and
Indicators

Transportation Tools – *Elements of the ASMP*



- **Priority Networks:** Designated for the roadway, public transportation (local bus service & Project Connect), and bicycle systems to show where modes are prioritized to improve operations
- **Transportation Network Maps:** Identify possible projects the City may pursue in the next 20 years based on a variety of factors, including the evolving needs of the transportation network, engineering analysis, public input, and available funding
- **Street Network Table:** Inventory of our streets and their future conditions, which will be used to identify right of way dedication requirements

Top Strategies



- **Reduce traffic fatalities, serious injuries** by focusing on safety culture, behaviors
- **Manage congestion** by managing demand
- **Build active transportation access for all ages and abilities** on sidewalk, bicycle, and urban trail systems
- **Strategically add roadway capacity** to improve travel efficiency
- **Connect people to services and opportunities** for better health
- **Address affordability** by linking housing and transportation investments
- **Right-size and manage parking supply** to manage demand
- **Develop shared mobility options** with data and emerging technology
- **Build and expand community relationships** with plan implementation
- **Move more people** by investing in public transportation

3 things you should know about the ASMP



1. It is comprehensive, including all transportation modes and all transportation systems throughout the City
2. It does not include dollar amounts or project costs, and it doesn't prioritize the projects or needs
Focus on ingredients needed to meet goals.
3. It is a singular policy document, adopted by our Council, we can all point to and support as our guiding transportation documents
This is especially important for grant requests, negotiation with private sector, etc.

Voter-Approved Capital Programs



Overview



2016 Mobility Bond



\$720 million for corridors, regional and local mobility

2018 Mobility Bond



\$160 million for street rehabilitation, bridge replacement and repair, street technology (i.e., signals) and local mobility

2020 Proposition A



\$0.0825 tax rate increase dedicated to the implementation of the Project Connect High-Capacity Transit System and transit-supportive anti-displacement strategies

2020 Proposition B



\$460 million for active transportation programs and projects



2016 Mobility Bond

- \$720 million GO Bond (largest single proposition in COA history at the time)
 - \$101 million for named “Regional” projects
Anderson Mill Road, Parmer Lane, Loop 360, Spicewood Springs Road, Bee Caves Road Bridge, and RM 620 at 2222 intersection
 - \$482 million for the Corridor Mobility Program
9 named, construction-eligible corridors + preliminary engineering for 5 additional named corridors
 - \$137 million for Local Mobility Programs
Sidewalks, bikeways, urban trails, safe routes to school, and vision zero/transportation safety.
- First proposition with a “Contract with Voters”
- 8-year implementation timeline



2018 Bond – Prop. G: Mobility

- \$160 million GO Bond for rehabilitation and reconstruction of existing infrastructure
 - Street Reconstruction
 - Bridge Repair and Replacement
 - Sidewalk Rehabilitation
 - Vision Zero/Transportation Safety
 - Signals and Technology
 - Urban Trails
 - Neighborhood Partnering Program
- 6-year implementation timeline from Contract with Voters



2020 Prop. A (Project Connect)

- \$0.0825 increase in the City's tax rate to be dedicated to implementation and operation of the Project Connect High-Capacity Transit System
 - New Light Rail System
 - Transit under downtown
 - Four new rapid bus routes
 - New facilities & technology
 - New neighborhood circulators
 - \$300 million for transit-supportive anti-displacement
- Creation of a new joint local government corporation to implement Project Connect



2020 Prop. B (Active Transportation)

- \$460 million GO bond for active transportation & safety
 - Sidewalks
 - Urban Trails
 - Local Transit Enhancement Program
 - Vision Zero/Safety
 - Substandard Streets
 - Bikeways
 - Safe Routes to School
 - Neighborhood Partnering Program
 - Large Capital Delivery
 - Barton Springs Road Bridge, Congress Avenue, Longhorn Dam Bike & Ped Bridge, South Pleasant Valley Road, and Corridor Placemaking*
- Contract with Voters Timeline Requirement: 6 years after the initiation of the first project

Keys to Success: Named Projects versus Programmatic Spending



- The artistic side of capital planning and investment
- Provides opportunity to leverage with other internal projects (i.e., drainage, Parks, etc.) as well as private investment
- More responsive to community and urgent needs
- Key to success: strong plans (comprehensive and/or modal plans)

Keys to Success: Contract with Voters Resolutions



- Goal: signal to the community the intent within overall voter-approved program
- Opportunity: builds trust and defines expectations with the community, more than bond ordinance or ballot language can
- Challenge: Contract with Voters should guide, not constrain
- Example: 2016 Mobility Bond Contract with Voters

Prioritized equity and ensured geographic diversity for local mobility programmatic investment

Overly constrained regional mobility program, so funds couldn't be moved when partnership opportunity existed

Keys to Success: Implementing the Programs



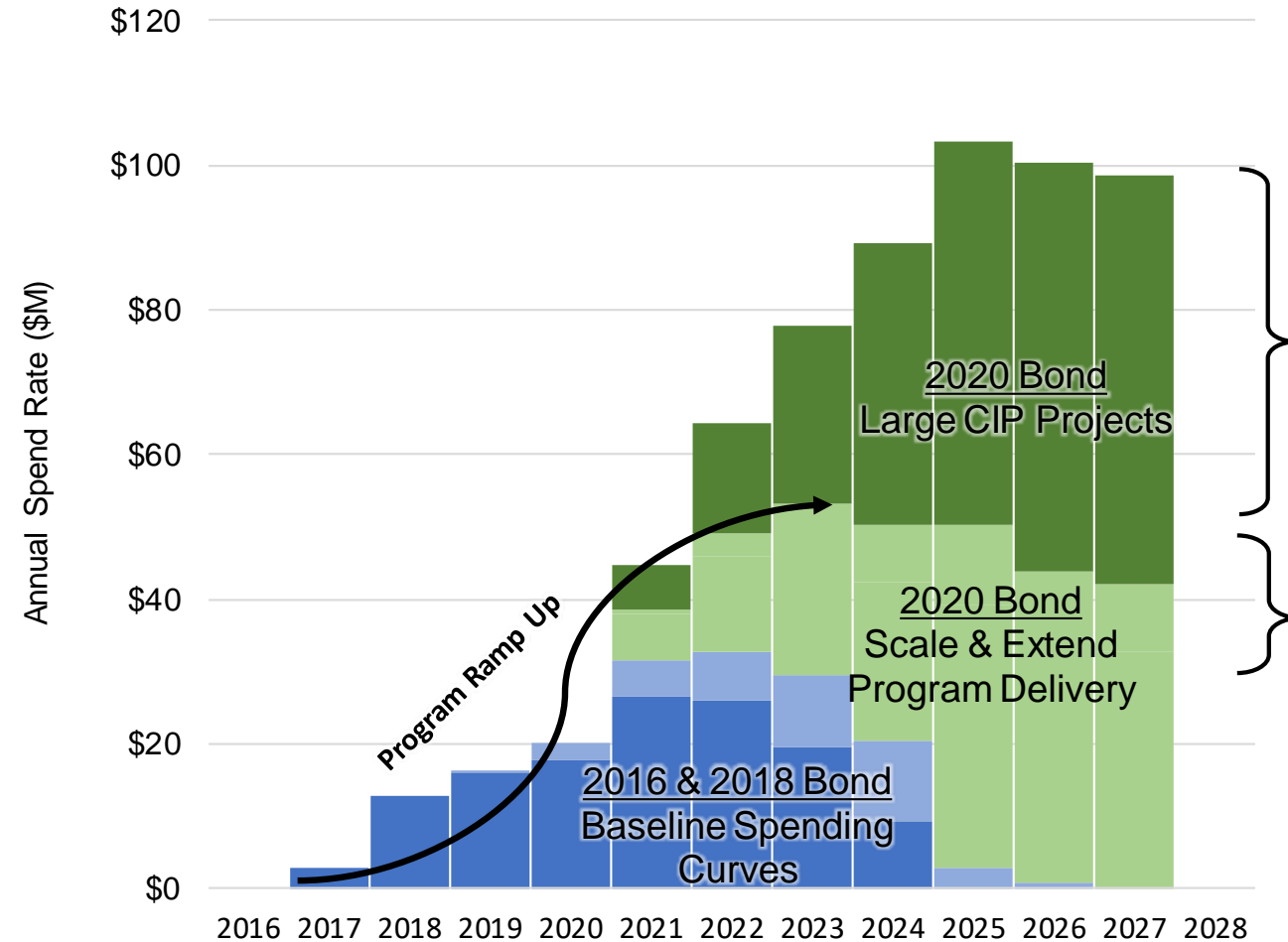
Build capacity in staff and contracts

Accelerate: unstick bottlenecks, and prepare for peak delivery years

Coordinate internally and externally to work smarter not harder

Create delivery options to minimize risk

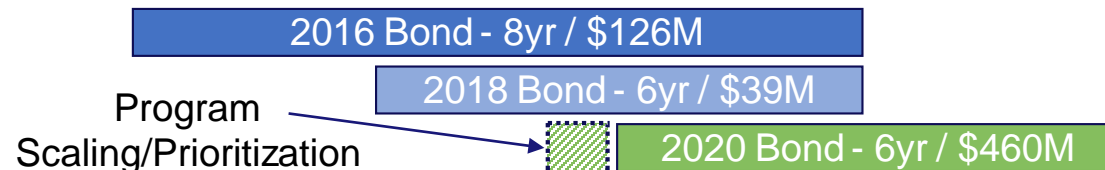
Prioritize, plan, and deliver



Delivery Strategies

Traditional CIP Project Delivery

Scale and streamline existing program delivery models



Questions?

