

TRANSPORTATION STRATEGY RECOMMENDATIONS: A REPORT COMPLETED FOR THE CITY OF AUSTIN

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MARCH 2016 (PRIMARY AUTHOR: JEFFREY TUMLIN)



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Contents

EXECUTIVE SUMMARY	4
The Challenge	5
The Solution	5
INTRODUCTION	6
What Causes Congestion?	7
Transportation as an Investment Strategy	8
TWO-YEAR PRIORITIES FOR AUSTIN	0
Implement Corridor Plans with a Focus on Walkability	11
Strengthen the Partnership	12
Rethink Transportation Performance Metrics	13
Street Connectivity Requirements	15
Align Transportation Funding to Goals and Performance Metrics.	16
Develop Key Strategic Plans	16
Build on Local Technology and Mobility-as-a-Service Environment	0
Create a Transportation Impact Fee2	20

EXECUTIVE SUMMARY



The Challenge

Austin has a problem of success. Austin is a thriving city, and its prosperity has resulted in severe traffic congestion. During peak hours, auto traffic has slowed, resulting in a transportation system that is less capable of moving people, even as jobs and residents increase. Austin's current success threatens its future. But given the constraints on the city's road network and the geometric inefficiencies of the car, Austin's conventional solutions will no longer work.

The Solution

Austin can accommodate more people and jobs, but it lacks the street width necessary to accommodate more cars. Even if the city were prepared to demolish buildings to widen its roads, the "Law of Induced Demand" means that congestion would continue to increase (see "What Causes Congestion," below). Instead, Austin must make its transportation system more efficient—working to make walking, bicycling, and transit more convenient and pleasant—and reduce the need to travel long distances for the needs of daily life. However, making the transportation system more efficient will require tradeoffs, and this report recommends strategies to guide those decisions.

Investments in Austin's interrelated multimodal transportation system, coupled with programmatic strategies to encourage people to leave their cars at home, is the strategy for Austin's growth. The following are recommended priorities for Austin's civic leaders over the next two years:

- » Implement Corridor Plans with a Focus on Walkability
- Strengthen the Partnership between the City and Capital Metro through the Creation of an Austin transportation master plan (Austin Strategic Mobility Plan) that clearly articulates Austin's commuter and basic transit needs from the perspective of maximizing total mobility
- » Rethink Transportation Performance Metrics, focusing on the movement of people & goods and away from traditional congestion metrics
- »Increase Street Connectivity Requirements
- » Align Transportation Funding to goals and performance metrics
- » Develop Key Strategic Plans (Transportation Master Plan, Parking Management, I-35 Vision, TDM Strategy) as part of the Austin Strategic Mobility Plan
- » Build on Local Technology and Mobility as a Service Trends
- » Establish a Transportation Impact Fee

INTRODUCTION



Austin is in a period of rapid growth.

What Causes Congestion?

The city's people, climate, topography, rich musical and culinary culture, and historic neighborhoods all combine to create an alluring quality of life. It is the most urban, walkable place in Texas—qualities that draw today's workforce from near and far.

To maintain and improve upon today's Austin while ensuring the city's future economic prosperity and quality of life, Austin's civic leaders must pursue a strategic mobility plan that promotes growth and addresses the city's aging population, housing affordability concerns, social equity, and transportation system congestion. These efforts will build upon three quality of life initiatives already underway.

Congestion is best understood not as an infrastructure problem, but as an economic problem—a case of demand exceeding available supply. Congestion results from a strong, dynamic economy, where commerce is humming, workers are going to work, and people are spending discretionary income on things they enjoy. This is the Austin of today.

And what could the Austin of tomorrow become? Traffic capacity itself can be thought of as a limited, renewable resource. Given Austin's built form and its desire to create walkable, attractive streetscapes, there are few opportunities for road widening. Even if Austin were able to widen its congested streets, it would likely attract even more drivers through the law of "induced demand." It is a vicious cycle leading to continued congestion and dampened growth opportunities.



In a growing economy with this constraint, traffic congestion is inevitable. As traffic volumes increase, the vehicle throughput on a given street increases steadily until the street starts to reach capacity. At that point, throughput begins to decline rapidly to the point where there are so many cars that none can move.

The only way to support a growing economy in a constrained environment, such as in Austin, is to increase the efficiency with which all transportation options operate. A city's transportation system can support a greater volume of travelers by absorbing trips across a diversity of modes. This means making investments in things like high-capacity and frequent transit, a comfortable and inviting bicycling and walking environment, telework facilities and opportunities, deployment of managed lanes that provide improved transit access to key employment centers, and development focused around transit nodes (i.e., land use decisions).

A small shift can make a big difference. Cars may be the most convenient form of transportation, but they're also the least space efficient, taking up about ten times as much road space to move a person compared to walking, biking, or transit. To make gridlocked streets free-flowing again, we only need to remove about ten percent of vehicles. So the city doesn't need to get everyone out of their cars. It only needs to make walking, biking, and transit sufficiently attractive for about ten percent more people. This can be seen every year during school breaks when travel on Austin's roadways is observably less congested. Ironically, the best way to make driving a reasonable choice for those who need to drive, is to make not-driving an attractive choice for those who don't need to drive.

Transportation as an Investment Strategy

Traffic congestion is inevitable in a successful urban economy – perhaps the only American city that "solved" its congestion problem is Detroit because of continued contractions in population. More strategic investment in mobility is necessary to accommodate continued prosperity in Austin. Transportation is also a critical investment for helping the city achieve its quality of life, environmental, and public health goals, and to ensure that all residents can enjoy Austin's remarkable opportunities



TWO-YEAR PRIORITIES FOR AUSTIN



Implement Corridor Plans with a Focus on Walkability

Walkability is the foundation of every great city's mobility systems. After all, great retail streets are dependent on the quality of the walk experience from the parking space to the shop, and transit works only when the walk to and from the transit stop is safe and pleasant. The City of Austin has invested great effort in developing several thoughtful corridor and special district plans. A few of these plans include:

- The East Riverside Corridor Plan seeks to transform land development, mobility and safety along this high-volume corridor to support transit-oriented and walkable environments, while maintaining housing affordability proximal to downtown. A regulatory plan and corridor mobility development plan were completed in 2013, which sets the zoning code, establishes design guidelines according to use and street typology, and identifies short term and long term mobility solutions. Recently, Oracle has secured 50K sq. ft. of office space in the corridor, making the envisioned growth a likely reality.
- > The Great Streets Master Plan—a plan which affirms, "Streets are for people," and establishes a hierarchy of user types that prioritizes pedestrians, transit users, and bicyclists over the automobile. The plan also recognizes the inevitability—and desirability—of congestion as a marker of economic vitality. Its sphere of influence is over downtown streets only; it is implemented through new development activity and a public-private funding partnership.
- The Airport Boulevard Initiative. This in-progress plan will develop a form-based code for a corridor experiencing rapid growth. With an eye to future rapid and high-capacity transit, the initiative envisions a mix of uses designed to support pedestrian, bicycle, and transit travel—an environment that responds to today's market preference for urban lifestyles.
- >> Transit-Oriented Development (TOD) Plans. Austin's TOD plans mix land use planning and transit to create compact, walkable, mixed-use communities within walking distance to transit stops and stations. Austin's existing TOD plans include the Lamar Boulevard/ Justin Lane Station Area Plan, the MLK Jr. Boulevard Station Area Plan, and the Plaza Saltillo Station Area Plan.



SOURCE Transportation for America

Downtown Great Streets Master Plan





SOURCE Flickr David Ingram

- » North Burnet/Gateway Mobility Master Plan. This plan seeks to improve local street connectivity, provide more pedestrian connections, and increase access to transit. Implementation of the Mobility Plan will encourage more walking, biking, and transit.
- »Guadalupe Street Corridor Improvement Program. To enhance mobility, safety, and quality of life along the Guadalupe Street Corridor, the Austin Transportation Department initiated this improvement program. There are current opportunities to provide input into this planning process.
- »FM 969 / East MLK, Jr. Boulevard Corridor Development

Program. Identified in Austin's 2010 transportation bond package as a priority improvement, this East Austin corridor will be home to future Austin growth. This effort will help to ensure the future corridor improves safety; increases mobility and accessibility for pedestrians, bicyclists, transit users, and drivers; improves quality of life for roadway users and neighbors of the FM 969 corridor; and accommodates future growth.

» Lamar Beach Master Plan. Lamar Beach is a gateway to Downtown Austin. This plan will inform future improvements to this unique urban park with walking, biking, and recreation opportunities.

Austin should prioritize implementation of the pedestrian-focused improvements in these corridor plans, and expand walkability investments into adjacent neighborhoods.

These plans and others establish Austin's forward-thinking planning, and they are already positively impacting the urban landscape in the city through new development activity. However, more can be done to ensure walkability both in downtown Austin and its surrounding neighborhoods. The City must ensure walkability by programming Great Streets-inspired investments into its Capital Improvement Plans. This will entice development in the desired character and support future private investment. The City should also make best use of the newly adopted NACTO Urban Street Design Guidelines.



Strengthen the Partnership between the City and Capital Metro through the Creation of an Austin transportation master plan (Austin Strategic Mobility Plan)

There should be a natural relationship between municipalities and the transit agencies that serve them. High capacity transit is about ten times more space efficient than cars. Given Austin's congestion constraints, its future economic development potential is dependent upon more space-efficient transportation choices. Austin cannot grow without high-capacity, high-quality, frequent public transportation. If Capital Metro trains and buses are trapped in congestion, however, they will never be an attractive choice. If the city can manage its streets to reduce transit delay – through dedicated transit lanes, queue jump lanes, signal priority, and other tools - not only will transit rides be faster, but Capital Metro can also turn its vehicles around more quickly, allowing for better frequency and higher capacity at no additional cost. Even a future with automated and connected vehicles demands strategic curb access strategies and a renewed focus on high-capacity transit.

The City of Austin and Capital Metro have partnered in the past to make important public investments, such as for improved bus stop accessibility or to support public employee transit use. An Austin Strategic Mobility Plan would formalize this partnership and establish a framework for working together to achieve higher returns on public investment.



This Plan could lead to:

- » Enhanced transit speed, reliability, and frequency
- » Focused service investments where the greatest number of passengers benefit
- » Optimized regional transit service investments
- » Increased coordination and shared assets
- » Strengthened political alliances, including establishing the City of Austin as a model employer for commuter benefits
- » Coordinated pursuit of grant opportunities
- » Catalyzed transit-oriented development (TOD) projects through property acquisition and/or redevelopment

The city should also keep in mind that the highest performing transit routes will be short, high-frequency routes in the most walkable parts of the city. Austin's Strategic Mobility Plan must focus on short trips – typically less than five miles – within the city.. Today, Austin has a very high volume of short-distance auto trips, and this represents a huge opportunity. These trips are less costly to shift to other modes than long-distance automobile trips, yet have the same impact on urban congestion. Walking, bicycling and transit should be the mode of choice for most inner-city travel. On Broadway in Boulder, a smaller, less vibrant city than Austin, buses are so frequent that you can always see the next one coming.

Following the model of the Seattle Transit Master Plan or Boulder's approach with RTD, the city could strike a new partnership with Capital Metro, managing city streets to reduce transit delay in exchange for service improvements. As in Boulder, the city could also assess a local fee to provide for a higher level of service within city limits, while also demonstrating to Capital Metro that the most cost effective investments for addressing regional traffic are largely in Austin's walkable core. Both the City and Capital Metro will continue to need to do their own strategic planning, while at the same time build a stronger collaborative relationship. In addition, the City itself should take the lead on strategic transit planning within city limits, because its future economic development, quality of life, and basic mobility are dependent upon a successful transit system, and the City has control over most of Capital Metro's operating environment.



Rethink Transportation Performance Metrics

Austin's tools for measuring the success of its transportation system should follow from the larger goals of the City, which have been established in documents such as the City's Comprehensive Plan (Imagine Austin), the 2010 Strategic Mobility bond package that placed emphasis on multimodal projects, and the Great Streets Plan. While it is important to measure congestion, Level of Service (LOS) is not always the best metric to use, since it focuses on individual intersections rather than corridors. After all, motorists may be more concerned about the reliability of getting from A to B in a certain amount of time, than the seconds of peak hour delay at a single intersection.

To move toward the "Compact & Connected," "Healthy & Affordable" city envisioned in Imagine Austin, the city must also measure the success of all modes of transportation, not just the car. Indeed, the City is more interested in how people experience the transportation system—motorists, pedestrians, bicyclists, transit riders—than the perspective of their vehicles. Other performance metrics get to the heart of these goals by emphasizing quality of service over traditional measures of level of service.

The measures suggested below, characterized by performance category, recognize that transportation is central to quality of life, health, economic vitality, and local character.



PERFORMANCE CATEGORY	POTENTIAL PERFORMANCE METRICS
CITYWIDE	Citywide combined bicycle and pedestrian mode share for trips of one mile or shorter (1-3?)
	Single occupant vehicle commuting
	Number of pedestrian or bicycle-related collisions
	Number of pedestrian or bicycle-related fatalities
	Total roadway crashes and injuries from all roadway crashes
	Ratio of bicycle facility miles to road miles
	- Linear feet of sidewalks or % of linear feet with sidewalks within $\frac{1}{2}$ mile of transit stops
	Vehicle miles traveled (VMT) per capita
	Total transportation-related greenhouse gas (GHG) emissions per capita
	Street connectivity index by neighborhood (measures of how finely grained the street network is)
NEW DEVELOPMENT	• VMT per capita
	Total transportation-related GHG emissions per capita
	Vehicles per unit/household
	 Square footage of provided green infrastructure in the public right-of-way for projects with a street frontage of 100' linear feet or more
	• Connectivity index (ratio of roadway links to nodes or intersections)—for new development sites that include internal streets
	Measures of access to transit and other multimodal transportation options
CORRIDORS	Automobile
	Average travel time
	Transit
	Peak travel time
	Average peak period speed compared to free-flow speed
	Average person delay
	Bicycle
	Lane miles of dedicated facilities
	Peak travel time
	Bicycle level of service (LOS) based upon level of dedicated facility, in comparison to automobile speeds
	Pedestrian
	• ADA compliance for accessible paths of travel, particularly near state and local government offices, bus stops and transporta- tion services, and retail and employment locations
	Austin Complete Streets Policy compliance
	• Available sidewalk width and lane miles of sidewalks (refined by ½-mile buffers from transit stops)
	Green Streets and Walkability
	Percentage of corridor provided with tree canopy
	Safety
	Speed limit compliance
	Economic Development
	Retail sales along corridor (as measured by sales tax)



A fine-grained network of small, interconnected streets and short block lengths provides an inviting environment for walking, bicycling, and transit use, thereby reducing vehicle trip generation. By distributing traffic across many streets, designers can avoid building wide streets that will be difficult and potentially dangerous for pedestrians to cross. A strong—connected—network of streets decreases the number of vehicle miles traveled by increasing route choice and providing multiple alternatives. Streets with these characteristics are common in Austin's downtown core and nearby historic neighborhoods.

Subchapter E of the Austin Land Development Code specifies several design options to improve connectivity in all of Austin. While the options listed are effective measures, only 2 of the 15 listed must be implemented at each applicable site. Further, these requirements apply only to non-residential sites of three acres or more or those with parking between the building façade and its street frontage. No consideration is given to improving connectivity in residential areas, nor is there a strategy for phasing connectivity improvements in the highest priority areas. Other localities, such as Fort Collins, Colorado, explicitly restrict the creation of new cul-de-sac streets; some have codified a connectivity index for new development.

Public investments, in addition to the contribution of private developers, will enhance walkability desired outcomes. For example, the Land Use, Transportation, Air Quality, and Health research project found that household vehicle miles traveled declined by 0.5% after a 10% increase in intersections per square mile, all else held constant¹.

Street Connectivity Requirements

¹ Victoria Transport Policy Institute. "Roadway Connectivity." www.vtpi.org/tdm/ tdm116.htm. Updated March 16, 2011.

Align Transportation Funding to Goals and Performance Metrics

Develop Key Strategic Plans

Transportation is an investment strategy the city uses to achieve its largest goals. In order to create public trust that the city is investing taxpayer money wisely, it is important that the performance metrics described above be used in creating transportation expenditure plans. The city should prioritize transportation projects with the highest return on investment—best achieving the city's goals at the lowest cost. Every expenditure plan should report on how well it achieves the adopted goals, and the council should request follow-up to see how well completed transportation projects achieve their stated goals. It is possible to calculate return on investment not only in terms of efficient mobility, but also how well transportation investments meet the City's economic development, neighborhood quality of life, social equity, pollution reduction, and other goals.

Recently, Austin's transportation discretionary spending was allocated by council district. While this may seem reasonable from a geographic equity perspective, the transportation system is not like the park system. Park spending lends itself toward investment by district, since parks serve discrete geographic areas. Transportation, however, is a system, with each piece connecting to others throughout the city. The transportation system has different needs as it traverses different geographies of the City, including City Council districts. Data-driven planning and integration of car, transit, bicycle and pedestrian systems will allow for strategic planning of projects and funding to allow local improvements while not compromising the system as a whole. A comprehensive transportation funding strategy for the city is recommended, with a geographic equity performance measure that ensures no part of the city is ignored.

Parking Management Strategy

Throughout Austin, motorists often complain they "can never find a parking space," despite data that show thousands of empty parking spaces at any time of day. The trouble is, motorists have little information about where to find the nearest or cheapest empty space, and neither the city nor private sector manage their valuable, limited parking resources efficiently. Austin can learn from the parking management districts of cities like San Francisco and Seattle, where all parking facilities are managed to achieve an availability target all day long. In these cities, the public and private sectors also work together so their parking supplies appear to be one integrated system from the user's perspective. If Austin managed its parking system effectively in downtown or along key corridors, it would not need nearly so many spaces, helping to reduce development costs and improve housing affordability.

Austin could also examine the cost of building new parking, and recognize that it's often cheaper to pay people not to drive than to build costly structured parking. Nearly all employees in Downtown Boulder, for example, get free transit passes and other commute benefits, because business owners realized these programs were more cost effective than building new parking.

The Downtown Austin Alliance is embarking on a new "Downtown Austin Parking Supply and Demand Analysis and Parking Management Strategy", and its implementation should be prioritized.

Transportation Master Plan

There are many entities engaged in managing, implementing, and maintaining Austin's multimodal transportation system. Operating under different leadership, funding availability, strategic guidance, and other influences, these entities' actions often are not planned and implemented in the most synergistic way. This is not a unique outcome; this situation plays out in cities across the country. But, the City should be the leader in managing these separate actions for the benefit of its citizens.

As alluded to above, an Austin Transportation Master Plan (TMP) would solidify the partnership between and specify the responsibilities of Capital Metro, the City of Austin, and other regional transportation providers. As such, it would guide the City's and partners' investments in multimodal transportation for years to come, creating a partnership that ensures investments are compatible, coordinated and mutually beneficial. Developed in collaboration between these partners, the plan could specify multi-party decision making processes, set policy priority areas and associated strategic actions, establish individual modal plans, and put forth an action plan with measurable objectives for success.

As a master plan, it marries the goals and objectives of all other strategic transportation plans and sets the priorities for the near-term. To remain relevant and ensure continued progress, such a plan should be updated frequently (at least every four to five years), and set a phased approach to action: fiscally constrained near-term actions; next step investments; and a vision program to keep the goal in sight.



Urban I-35

The Texas A&M Transportation Institute's 2015 "Top 100" identifies the segment of I-35 running through downtown Austin as one of the most congested thoroughfares in the state. The City's Transportation Department has been working directly with the Texas Department of Transportation (TxDOT) since 2010 on finding solutions to keep people and freight moving. Two of this plan's goals focus on quality of life metrics-namely, improving the corridor's compatibility with neighborhoods and enhancing bicycle, pedestrians, and transit options in Austin. Further, the Downtown Austin Plan recommends specifically that the I-35 barrier between Downtown and East Austin be reduced or removed.—The city's most recent program of projects for neighborhood, citywide, and regional travel-puts forth several key initiatives, including millions of local investment dollars in I-35. While the associated TxDOT Mobility 35 Implementation Plan strives for improving "mobility and connectivity along and across the I-35 corridor" through widening proposals to accommodate the Future Transportation Corridor, it does not fully consider the highway's indirect impacts on neighborhoods.

Today, East Austin is cut off from Downtown. The neighborhoods in this part of the city are seeing growth, but much investment potential is being left on the table by maintaining the physical barrier. The Texas Department of Transportation's plans to widen the corridor have good intentions; however, the City of Austin must develop a strategic vision that includes putting the highway below grade, creating a freeway cap linear park, and fully reintegrating the connections between Downtown and East Austin. A significant portion of the costs of putting the highway below grade could be covered through value capture mechanism, taking advantage of the property value lift and additional development sites that would become available.

Knowing the massive investment potential this project would create, this strategy must include methods to protect the local population, limit displacement, and ensure housing affordability.



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TDM Strategy

Travel demand management (TDM) is a cost-effective approach to increasing travel choices and quickly improving the efficiency of a city's multimodal transportation system. In fact, TDM is the fastest way to realize congestions relief. TDM programs are a significantly cheaper investment than capital expenditures, like highway widening projects or new parking garages, which have been relied on in the past to expand capacity. TDM capitalizes on the existing inefficiencies in systems—that private automobiles are often only 20% occupied; that cars are parked and unused 95% of their useful lives; and that most roadways flow freely 18 out of 24 hours in the day—and focuses on the demand for travel rather than on the supply of capacity. Austin should recognize these inefficiencies as opportunities to squeeze more out of its existing multimodal transportation system.

To realize these opportunities, Austin should develop a comprehensive TDM Strategy, which could be incorporated into the City's Transportation Master Plan. Peer cities, such as Santa Monica, CA and Boulder, CO, have recently adopted such plans. As in these other localities, Austin should focus its TDM efforts around incentives and disincentives, and prioritize those that have proven most effective:

- Parking cash out programs. Together, parking pricing and location have more impact on employee travel behavior than all other TDM programs combined (up to 16% reduction in drive-alone trips), in part because they increase the effectiveness of other programs. Parking cash-out allows employers to offer parking for free to employees, but offer employees who choose not to drive a cash incentive equal to the value of providing the parking space they do not use. The City can support employer-based parking cash out programs by adjusting parking requirements so that employers are not required to provide more parking than they need (i.e., reduce or eliminate minimum parking requirements); by establishing trip caps such that employers have a strong financial incentive to reduce driving; and by encouraging shared parking agreements between employers.
- Free or reduced cost transit passes. City of Austin employees currently participate in Capital Metro's MetroWorks program and serves as a model employer for the region by supplying all city employees with a free transit pass. In the MetroWorks program, employees receive reduced cost passes—through bulk discounts and tax savings. A more effective strategy is to fully subsidize the cost of those passes for all employees, which could reduce drive-alone commute trips by 8% or more². By offering this benefit and communicating the outcomes achieved, the City serves as a model employer and help to expand this strategy to other employers. Other cities have expanded their bulk purchasing programs to allow residents to pool together—by building or neighborhood—to participate as well. These programs have been shown to be one of the most effective at increasing transit ridership, which has a positive impact on walking and biking as well.
- » Unbundled parking. Another demand management tool is unbundling the cost of parking from the cost of housing in multifamily projects. This strategy helps keep housing costs affordable, addresses unintentional incentives to owning a private automobile, promotes high quality urban design, and supports pedestrian-oriented and walkable places. Unbundled parking can be encouraged in development review or incentivized or required in Austin's Land Use Development Code.

² See http://www.vtpi.org/tdm/tdm8.htm. Estimated trip reduction impacts from universal transit passes vary widely depending on the transportation environment and local context surrounding each employer. For a location like Austin's downtown with a subsidy of \$4/day, employee vehicle trips could reduce by as much as 64%; lower subsidies or lower density settings might induce a reduction of 2% to 10%.

Build on Local Technology and Mobilityas-a-Service Environment

Create a Transportation Impact Fee

Austin has one of the fastest growing technology economies in the U.S. Over the last several years, the tech industry has taken an increased and accelerated interest in transportation. With Transportation Network Companies (TNCs) like Lyft and Uber, parking management applications like ParkMe, and other "smart city" infrastructure supported by this backdrop of innovation and creativity, Austin could lead the way in showcasing a constructive partnership between technology companies and the City.

"Mobility as a Service" (MaaS) is a new term meant to signify a shift away from ownership of transportation devices and towards shared use of transportation resources, which is facilitated by new technologically-based services. This shift has been observed across cities and regions, but is particularly prominent among millennials and other tech-savvy individuals.

By encouraging smarter, more efficient transportation choices, the MaaS approach can enable the transportation system to be used more efficiently, which inherently supports TDM efforts and Austin's other transportation goals. Austin can leverage local talent and energy to encourage mobility as a service in the region.

Meeting Austin's growth potential within a constrained transportation system will not be easy, but it does not mean that the City must stop all new development. On the contrary, it requires that the City continue to evolve and develop, but that it focus on the right kind of development, in the right locations, with the right management tools in place.

Transportation impact fees—paid to the City by developers to mitigate impacts above what is allowed by code—ensure that private companies pay their fair share of the costs imposed on publicly provided services. Congestion pricing—additional charges to drive into downtown—is another form of impact fee.

These fees contribute the City's ability to pursue its economic development and quality of life goals by incentivizing the right kind of growth in the right places and through direct benefits to existing residents and employees, while at the same time allowing the City to grow and densify.

Implementation of such a fee would require modifications to the Land Development Code to establish fee thresholds. Studies including the assessment of the actual public cost of accommodating for additional trips are a required first step. Strategies that Impact Fees can potentially assist to implement include:

- » Increased fees for development farther away from the city center (which tends to produce automobile trips in already congested areas) and/or discounted fees for infill development
- » Multimodal Transportation Impact Mitigation Fees imposed on new automobile trips generated (ATG) above and beyond existing site ATG
- » Transit Impact Fees assessed to capture the cost of providing additional transit service and facilities in urban areas to meet the increased mobility needs generated by new development

