

Strategic Mobility Plan Consultant Selection

Date	Comments	Fehr & Peers	Kinley-Horn	Other Issues
	T = total of 23 comments 1 Y= Team 2 Z = Other Mobility Issues			
10/22/2009				
	The city of Austin is in desperate need of an effective strategic mobility plan. Based on past project experiences, I think that Fehr & Peers is better suited in this venture.	x		
	Both Fehr & Peers and HDR have a strong background in such projects across the nation. Team 1 will be a good pick.	x		
	Fehr and Peers has good past record. On the mobility projects I have seen the documents at City Hall. They look ready for the project.	x		
	I like Kimley Horns commitment to involving the public in designing the ideal streetscape/mobility services. They are proactive; Fehr & Peers is more reactive.		y	
	The Kimley Horn team did an excellent job. Hire them!		y	
	Team 2 seemed very knowledgeable and like a good fit. This is a much needed project for the City!		y	
	Kimley-Horn's plan seems to work best for the City of Austin		y	
	Both Fehr & Peers and HDR have a strong background in such projects across the nation. Team 1 will be a good pick.	x		
	I would like to see Fehr & Peers win this project. I am aware of other projects that they have been a part of and they have done fabulous work. Done on time & right. Thanks!	x		
	I like the Fehr & Peers presentation. It's all about community input! Please ensure Austin is a bike/ped friendly community, especially bike & ped access across IH35 near 6th St. and downtown.	x		
	Kimley-Horn and Associates seems to be the best selection for the SMP.		y	
	Saw it on-line and loved the Kimley-Horn presentation and Q&A responses.		y	
	We have worked with Kimley-Horn before and they have been very through in their approach.		y	
	It makes most sense to hire a firm that is on the team to do your Comp. Plan (i.e. Team #2)		y	
	I fully support the City of Austin in pursuing a Strategic Mobility Plan. Kimley-Horn has a local office in Austin and has a strong sub consultant local representation. My experience in working with Kimley-Horn is they are professional, experienced, and are excellent client servers.		y	
	I sincerely believe that Fehr and Peers will do an excellent job with the Strategic Mobility Plan and help improve transportation problems in Austin.		y	
	The Fehr & Peers team is excellent and would be the best choice.	x		
	Great plan and vision for the project (Fehr and Peers).	x		

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Z = Other Mobility Issues	
<p>Immediately increase I-35 capacity by restriping roadway to gain 3 lanes each way through Austin desperately needs a rail line to connect the airport with downtown. Most major metropolitan areas with rail options have included this feature in their initial roll-out. Local ridership would increase, and it would give perceived clout to visitors from Austin.</p> <p>The exit ramp from N IH-35 southbound to 38 1/2 - Airport Blvd. is woefully inadequate. Cars traveling at 55mph are forced to merge across three lanes of slower traffic within the span of about 300ft in order to access Airport Blvd. Bad, bad design.</p> <p>The circular ramp at N. IH-35 and 51st St., which was partially demolished years ago, sits unused and in disrepair. There is no adequate access to northbound IH-35 from 51st St. without traveling down Cameron Rd. and cutting across to the access road. Highly confusing and illogical. Additionally, pedestrian traffic trying to cross IH-35 at 51st. St are in constant danger of being hit by cars because of the poor street planning and sidewalk placement.</p> <p>I live in Kyle and Work in SW Austin. Are the flyovers at Ben White and I-35 ever going to be completed? I've been waiting for 12 years. The situation is near the same at William Cannon and MoPac. When will it be complete?</p>	<p>Z</p> <p>Z</p>
<p>Hello, and thanks for accepting advice. The light at 2222 and Lamar MUST be fixed. You don't know what a pain it is to be sitting on 2222 for THREE LIGHTS while Lamar consistently clears out with every light. Especially during heavy traffic, the 2222 light needs to be extended. This is an especially important road connecting 360, MoPac, and I-35, yet both the Lamar and Burnet lights are far, far too short.</p> <p>Process driven planning is a good start but is largely dependent upon well informed participants. Failing to educate public participants cripples the usefulness of any information gathered.</p> <p>Where this comes into play with greatest impact is public understanding (or lack thereof) of the intersection of transportation, land use and environmental impacts of different modes and where and how transportation dollars are spent. Austin has a history of environmental activism with SOS and Clean Air Force and awareness of EPA constraints has never been higher. Unfortunately, there is a disconnect within the environmentalist community how land is (re)developed (including the City Staff level) and the impacts of the development on air and water quality.</p>	<p>Z</p>

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Check out EPA studies on the impact of density and impervious cover on stormwater runoff and also sprawl on air quality. These studies are echoed by the US Dept of Fish and Wildlife study on the Barton Springs Salamander, Urban Land Institute, Congress of New Urbanism and others. Still, the City of Austin, constrained by SOS, chooses to ignore or must ignore these more enlightened understandings of land development and the environmental impacts of that development. Texas law further cripples implementation of wise land development in as much as regulation of land does not extend to county authorities.

An enlightened interpretation how these disciplines interact will and should help prioritize transportation expenditures. Historically, these decisions have proven too complicated or politically "risky" to make wise decisions. Inaction is a poor choice because it perpetuates policies and land development practices that dig us further into the holes we are already in. These perpetuate sprawl and its consequences.

Open space is an environmental resource requiring a tax base to not only acquire but maintain land to restore water resources. That said, transportation expenditures and land development policies that support (re)development where infrastructure already exists is preferable to "doing nothing" hoping developers will just go away or people will choose not to live where traffic congestion is too high. That is naive in my opinion but it does appear to be the lingua franca within some sectors of City staff and the environmental community.

I do hope this transportation study will include a broader and enlightened understanding how land use, transportation, and the environment interact. Thanks you.