



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
6/15/2010	KENNETH GABLE	The City of Austin citizens can't afford an increase in bonded indebtedness, given the current city deficit, potential AISD tax increases, planned higher Austin Energy utility rates, lack of employee pay increases (other than COA employees), a decline in sales tax revenues, and a stagnant economy. Now is not the time to pass a massive debt package to satisfy special interest groups. The CapMetro high-speed rail project is costly and inefficient, which should give the task force members pause before funding another transportation boondoggle. I live in the 183/McNeil area, which the City plans to annex in a "hostile takeover" as of 12/31/10. I do not want to be in the COA ETJ to be a property tax "cash cow" to fund City projects that do not benefit my area. My neighbors and I plan to vote against every COA bond proposal and tax increase, as well as try to remove the current City Council members who vote for such projects. Finally, I refer to you an article in the 6/14/10 WSJ about the growth in municipal bonded indebtedness for construction projects to benefit special interest groups. This is a harbinger on the potential future tax obligations to be borne by Austin taxpayers for similar projects.
6/15/2010	Michael Levy	It's no surprise that not on the Traffic Department's just released draft version of an \$84.8 million transportation bond proposal for a November bond election: The need to fix/replace current devices & expand to more intersections the Opticom traffic signal preemption devices so EMS and Fire units on emergency runs can safely & expeditiously get through congested intersections. It's the proverbial canary in a coal mine that these kinds of public safety issues are not on the City's Traffic Department's radar screen, and that the draft list reflects a narrow, staff driven agenda, such as further reducing traffic lanes that will only increase congestion to discourage cars in the downtown area, versus proposing spending opportunities that would serve the greater good of the community. Example: At 6 th & Lamar during pm rush hour, traffic gets stacked back to Rio Grande. EMS has no choice but to just shut down their lights and sirens and wait. (Reminder: Brain cells start to die in 4-6 minutes.) Scroll down below: The AFD staff has acknowledged that the system was broken because it had not been maintained by the Traffic Department, made the effort to develop a plan to fix and expand the system by identifying intersections that needed the devices, but the plan was vetoed by the city manager's officer, apparently acting on the direction of the Council. Battalion chief Bob Nicks, the president of the Austin Association of Professional Firefighters (cell: (512) 217-3474), can articulate why these devices are so essential to the public safety of the citizens of Austin and that the AFD management staff does have a current list of what intersections must have these devices, the list developed by querying officers in fire stations around the city. (It would be interesting to know if City management would allow the release of this list to the Austin bond task force or to the Austin Public safety Commission.)
6/15/2010	Stephanie Lott	I saw In Fact Daily's report on the bond proposal and that it included adding bicycle lanes on Manchaca. Sounds great to me! I live off of Manchaca and was wondering if that project could also consider a crosswalk or traffic light at Garrison Park.
6/16/2010	Bea Fincher	I specially favor the following: Boardwalk Trail at Lady Bird Lake (\$1 million for design of lower Waller Creek trail), Waller Creek Street Improvements -- Promenade Sabine/6th, Airport Blvd. Corridor -- definition of needs, identification of solutions -- corridor master plan, ADA Compliance Sidewalks Program -- (\$5 million/year) includes design. I am withholding judgement on the 4th. Street -- IH-35 crossing until I see how it's going to be carried out.
6/16/2010	J. Kent O'Brien	Please accept my following comments concerning the current breakdown of project types included for a potential 2010 \$85 million bond program proposed by the City of Austin. Given the on going discussion by the City that another larger bond package may be proposed in 2012, I believe that this 2010 bond program should be dedicated to projects to provide vehicle congestion relief to area streets and roadways. The current list includes approximately \$42 million toward pedestrian projects and many several million dollars to reconstruction and maintenance projects. This leaves approximately \$27 million toward congestion relieving projects. I recommend that pedestrian projects should be greatly reduced and maintenance projects be reduced with monies being shifted to congestion relieving projects. Thank you.
6/16/2010	Jim Skaggs	This proposed bond package is very disappointing disaster. It is not aligned with the priorities which will address priority needs for the vast majority of Austin's citizens. Austin's previous \$500 million bond package allocated zero to new roadway capacity for one of the fastest growing regions in the nation. This bond package allocates almost nothing to new roadway capacity. Mobility is vital to quality-of-life including the important foundation of affordable housing. Some 99% of our citizen's mobility depends on roadways whether it be transit, car pools, emergency vehicles, or every day individual travel. This bond package is another wasteful spending of taxpayer dollars in a way that does not serve the most citizens in the most cost effective manner.
6/17/2010	ALEXIS RICARDO REYES REYES	ENGLISH TRANSLATION: Route 17, the last stop before crossing 35, where you cross the sidewalk, there is a stop at the very corner, there is no bench, there is nothing. There is branches and trees before the bus stop and there is not good visibility. There are trees that block visibility. There is no bench with a roof that can protect from sun and rain. And the bus takes too long. A little farther down on the same Route 17, there is another bus stop. Route 17 takes too long to arrive at HEB. And the schedules change. And the wait is even longer than an hour. Precisely yesterday the bus took an hour and a half to get there. I have another comment. Route 20, there is no way it can go straight and then there is no curve. That place is very dangerous for Hispanics. There should be lights and the trees should be cut because I was already attacked there once. I am one of those that has been attacked by robbers. They have beaten me. Right there, in the middle of the night, it was frightening to wait for the bus. And then there is Manor and 51 at Kroger. A little farther down there is a place that is ugly. They should get rid of the bus stop there or they should clean up and put some lights for safety, and a bench that is lighted. There are many routes that are conglomerated, there is not a place to sit, there is no place to protect you from the elements, and it does not have very many trees. That is one that I already mentioned. On Route 37 also. So it's a lot of them. I have been through them. There is one bus stop in the corner, isolated and there is vacant lot around it. There could be an assailant laying down, and that is where they attack, at the bus stops. There are many. I have been seeing them. After 9 PM, it is frightening. I think they should clean. I think they should put lights. When the tree branches swing, sometimes the bus driver does not realize that there is a bus stop there where he should That is about safety. I want more uses to come by and for there to be more routes on Route 17 because I have lived the insecurity and that is not right. Another thing that I want to recommend is that there should be buses running in case a passenger is lost in the middle of the night. If the lost passenger is in the last bus, I suggest for there to be a bus to take the lost passenger back to the station where he was picked up so that he may find his way back to where he needed to go because a bus driver can't leave a lost passenger stranded many kilometers where he can't find no one to help him. The bus stops have no seat benches, there is no lights, there are trees, and it is not good because to the same driver it blocks his visibility.
6/17/2010	ANNONYMOUS SPEAKER	I just want to suggest that all original partners be listed on the website or anywhere a citizen can access it easily. And I would recommend it for all projects that are being listed here in this draft right here, the main draft. I don't know what this one is. They listed every one of them instead of this one which listed not as many. Any partners that are going to be coming in to help complete a project. It says Tex-DOT here on the I-35 corridor and then it goes on to say "other regional partners required to conduct corridor major investments." Well, it doesn't give enough information for me to say that is highly prioritized. I think that is my comment for right now. I think I can elaborate more later on, but I want to look at the list completely so that way I have more information to give. And the more information you all provide to us about the partners would be great. Also, please bring bike/pedestrian program into this to help bicyclists understand the project as well.



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6/17/2010	Armando Guerrero	ENGLISH TRANSLATION: Armando Guerrero. There are areas in Austin where sidewalks are needed. Transportation, from the time I have been here, I see it okay. The only thing is that at the bus stations there are times when a light is needed, especially at the last bus run, because you cannot see the sign. There are times when someone would be waiting there and there is not a sign. I happened to see an accident on William Cannon where a car took on a green bench that they put there. The City could also increase police security at the bus stops before things start to happen like in the big cities. There are people waiting for the bus. More security is needed. So for there to be more vigilance at all the bus stops. The City needs to put on signs at street corners or in commercial centers indicating bus routes. The streets need maintenance. The maintenance has been declining in the City of Austin. On years past, they were in good condition. The bus drivers, I have no complaint about them. The traffic, at the entrance of the city, could have options on how to cross the city in order not to go through the business section of the city. They could have a sign that indicates "towards H-45, towards H-183, towards H-360 in order to avoid not going through downtown. I believe that the superhighway is good but it would cause accidents. The speed limit is okay. It is for people's safety to not raise the speed limit. And the speed limits in the metropolitan area, they need to be respected. Promote tourism at bus stops through signs indicating that Austin has museums, cultural events, and promoting the tranquility that people can experience at this time.
6/17/2010	Candace Carpenter	Please have a bond election to fund bike trails, bike lanes, and sidewalk improvements in the Montopolis Neighborhood.
6/17/2010	Cindy Black	The improvements to Airport Boulevard from I-35 to Lamar, the North Loop Neighborhood Planning Team feels should be a priority during the Austin Strategic Mobility Plan design process. Airport Boulevard is currently thought to be a "pedestrian hostile" environment, undermining economic growth and discouraging mass transit usage. The North Loop Planning area would like to see these actions taken: Number 1. Implement Cap Metro "rails with trails" plan for a landscaped pedestrian trail along the westside of Airport Boulevard. Number 2. Continue the pedestrian infrastructure from the 51st to Koenig. Number 3. Refurbish pedestrian infrastructure on the east side of Airport, providing a safe, ADA-compliant passage. Number 4. Create safe pedestrian crossings at regular intervals. Number 5. Create safe bicycle lanes on both sides of airport. Number 6. Conduct a design charrette for traffic calming scenarios such as narrowing lanes on-street parking, center-lane parking, road surface changes, and traffic furniture, I guess -- I don't know what those things are called. Number 7. Rearrange utilities in a way more conducive to future high-density development.
6/17/2010	Danielle Lepper	would like to see a solution for Y in Oak Hill and William Cannon and 290. -more sidewalks
6/17/2010	David Millikan	<i>A review of the evaluation criteria shows little recognition of value toward mobility improvements. Person capacity added does not translate into reduced travel time. Fuel consumption when measured by "reduction in VMT" does not account for fuel savings due to freely-flowing traffic versus bumper to bumper traffic that sits thru (sic) 4 or 5 signal changes to travel through an intersection. Projects that should be rated higher: 4th St @ IH35 Crossing Improvements, US 183 between US 290 and US 71 - traffic signal improvements, 7th St conversion to 2-way, Manor Road re-design, 5th St at Pleasant Valley intersection improvements, 7th St at Pleasant Valley intersection improvements, Riverside widening at IH35, RM 620 corridor improvements at RM 2222, Congress Ave widening 1.1. mile gap at Wm. Cannon, Rundberg extension Metric to Burnet and Cameron to Ferguson, Y at Oak Hill roadway improvements, widen lane width on Davis Lane from Manchaca to Brodie, widen Brodie Lane to four lanes from FM 1626 to Slaughter, construct new connecting road to Parmer Lane from Mopac to McNeil, capacity improvements at 6th St and Lamar</i>
6/17/2010	Griffin Davis	Please complete the trail around the lake.
6/17/2010	GRIFFIN DAVIS	I heard about this from an email list and I wanted to come down because I am strongly in favor of the City finally completing the trail around Townlake and fully funding the Riverside boardwalk. From what I know, there is \$3 million in private funds that are waiting to be matched with that and I think it's too good of an opportunity to pass that up to not fully fund that and create a safe passage between east and west Austin along the shores of the trial -- of Townlake I mean.
6/17/2010	Jeb Boyt	I generally support the city mgr's list of proposed projects, with the following comments:- Waller Creek Trail. Project should be set apart from the Boardwalk. -Bowie Street Underpass (#225). Should some (?) for connecting to Town Lake Trail (sic) & West End Commercial District. Ehy is this project not in CAMPO 2025 (?) plan? Shoudl receive points for non-automotive safety. -Shoal Creek Trail. Should be scored (?) for implementation of Shoal Creek Greenway Action Plan. - Metro Trail. All projects related or adjacent to Metro Trail should be noted & scored appropriately. - Ballot item. All projects should be presented to the public in a single ballot item. - Walk for a day. This regional trail should be on the ballot with at least \$500,000 for eng. and design.
6/17/2010	John Williams	I am very dissapointed (sic) that the current draft does not include A) ANY of the top-priority projects submitted by Travis County for joint city-county (and sometimes private) funding. B) ANY road or public transit project in the SH130 corridor. There are many, and LARGE developments planned in this, Austin "Desired Development Zone."

File Backup



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6/17/2010	JOSEPH SKIDMOORE	<p>I guess I heard about this meeting on a radio announcement. I think it was K-UT. So there was an announcement for the meeting. What I do, I live downtown, and I'm a member of the Chamber of Commerce Transportation Committee, so that's my interest, in transportation. Professionally I'm a civil engineer, so I do drainage design and transportation design. So I have always been interested in roads and transits, et cetera. So that's what I do. My comments about the program, I guess, the first one is, I'm very excited to see the city planning, you know, aggressively planning for new transportation options. And based on what I have seen this evening as far as the preliminary recommendations, I am generally quite happy. I think it's a good mix of projects. I'm a little bit concerned that the larger community, you know, the city might view -- may feel that there aren't enough road projects on the proposed 2010 bond funding, but personally I think the mix is useful, it's important. I also understand that most of the real expensive road projects need to be completed or built, you know, in cooperation with other agencies: The county or Tex-DOT. And I'm glad to see the City, you know, actively coordinating with them. I don't think I have any specific comments on projects. Again, I'm basically happy with the plan. I think boardwalk trail at Lady Bird Lake.</p> <p>While I personally support it, it's a very expensive project, \$17 million, and I think that it does serve an important need for the pedestrians along Riverside. But in the context of, I don't know, constraint funding, I think there might be a voice or a call to see potentially that money spent elsewhere, you know. I want to see that project happen, but I personally have always viewed it as a combination of parks project and less about sort of strategic mobility. Although I guess I have never really thought about how many people, you know, are walking on Riverside. I have always pictured that they are always there for exercise. You know, that's when I have been there, I have been running. So I think the perception is that it will be, it's a lot of money being spent for sort of a recreational use as opposed to core mobility. Okay. That's what I've got to say. My first thought is a general comment that I have lived in Austin for 16 years, 17 years now, and I moved here from Madison, Wisconsin, which had a really comprehensive bicycle and pedestrian network for many years ago, even though the weather is pretty miserable in the winter. So Austin has recently, really, in the last two or three years -- it's really been very impressive and really wonderful to see the tangible bicycle improvements, you know, the bicycle lanes, just the new signage, and a real commitment to improving bicycling, not just for exercise but for commuters and for families. And I really applaud the City really stepping up and doing it because the streets have been there, it's just they really never seemed to get enough attention. And what we see is that, as it gets more attention, more people start using it. And, you know, I think in a few years, if they continue that program, Austin really has the potential to have, you know, a huge number of cyclists, not just downtown but everywhere. So I think that money is all well spent. I hope the City does a really good job at explaining, again, to the community, a larger community of why the investment is worthwhile, you know. And people tend not to think about that when stopping traffic, you know, on Mo-Pac. But everybody you take out of a car is one less car in front of you, so I think it's been good, but it's just the fact that there is a transportation department, I think, focusing on those issues. So I like the bicycle improvements. And from a pedestrian standpoint, it's kind of the same. I mean, the Great Streets Program downtown here on Second Street is -- you know, now they are continuing that farther east Congress. It's all, you know, greatly appreciated. Austin is not really an old city, but it really is surprisingly inaccessible. And I have a son that's in a wheelchair. And I never really thought much about it, but, you know, for a long time, it just had not been a priority. And, you know, it seems to be a greater and greater priority and it's, again, money well spent. I would like to see -- even Tex-DOT now is finally to start to appreciate that. I mean, a lot of the barriers to pedestrians and bikes in the city are really, you know, the barriers that exist on the major highways. The City, working with Tex-DOT, to kind of break down some of those barriers, I think is going to be helpful.</p>
6/17/2010	Laura Lancaster Faulk	Make fixing the Y at Oak Hill a top priority!
6/17/2010	Lexa M. Acker	Although typically not funded as part of a "Transportation/Mobility" bond package, it is hoped that unsightly overhead utility lines can be relocated underground - especially in the CBD district (sic). The investment and effort expended a few years ago on Lamar Blvd. between W. 5th and W. 12th, is an aesthetic disappointment due to the overhead power and communication lines and low-quality roadway lighting.
6/17/2010	Lisa Hotchkiss	Can someone please meet with our HOA, in late July to explain projects in NE Austin.
6/17/2010	Malcolm Yeatts	The neighborhoods of the East Riverside/Oltorf/Pleasant Valley area have been building an off road bike / ped trail for five years. This trail will connect Guerrero Park to Mabel Davis Park, and allow residents of the area to ride bikes to these parks without riding on the major arterial roads. This is the Country Club Creek Trail. The residents of this area would rather have a trail than a bike lane. (project ID 216)
6/17/2010	MARTIN RUIZ	<p>ENGLISH TRANSLATION: I drive in the city and when there is an accident, the police closes too many traffic lanes, and this creates a lot of traffic, a lot of traffic congestion. And traffic generates contamination to the environment. This in turn generates monetary losses because the trailers are stopped in traffic and can't deliver their goods. And when I have passed close by, the accident turns out to be a small accident with no necessity to close the traffic lanes on important lanes such as 35 and 183. So I believe that it is a lack of responsibility on the part of the City that when an accident happens on 35 to close all the lanes when there is actually a way to close fewer lanes to keep cars circulating. At times with the simple fact that the police close lanes, it creates even more accidents because cars go by fast on 35. Two weeks ago I saw an ambulance stopped on 35 and there was no accident. Paramedics were just stopped arranging things in the ambulance and that created a lot of traffic. I feel that is not right because there was no accident. So they were abusing the privilege of being paramedics. And obviously the world responds to them because they have the sirens on. But I think that the police should consider other ways to address an accident on the road without having to close the whole road. On peak hours, hours of heavy traffic, around 5 and 6, they close the roads. On peak hours, hours of heavy traffic, around 5 and 6, they close the roads. It is incredible. I do not understand it. I use the car very frequently because mow lawns so I am on the road a lot. I have seen that you have to deviate a lot and it turns out the accident was a small accident. I know that the police has to protect themselves, but I know that there are ways to do that job better. That is all.</p>
6/17/2010	Pam Thompson	Montopolis Tributary Trail Network connects at least 4 neighborhood communities to the Montopolis Bridge/ 183 corridor to the proposed rail station on Riverside through off road (mostly) travel. Roads from the practice fields & Felix & Vasquez travel down Felix, right on Thrasher, left on Richardson to cross Montopolis at a light to a dead end at Richardson, off road to Grove. 6 blocks total street travel. This access would be much safer than road travel as the streets are very narrow and busy. This can only increase with EROC (?). #121 on your list would be us if it went thru (sic) neighborhoods instead of straight down to Pleasant Valley to Riverside. We meander from Kreig Field thru (sic) Montopolis to riverside past FRONTIER VALLEY towards Ben White. We hope you will include the Montopolis Tributary Trail Network in your list we weren't able to find it. Thank you.
6/17/2010	PAUL NOETZEL	Comments overall. I think it's well dispersed as far as the funding between the different types of projects. I'm disappointed that there is no monies in the bond package for way-finding in the downtown central business district. And there should be money for at least studying and looking at the choke points of Lamar and Sixth Street and Lamar and Fifth Street area. Those are two areas that I think are probably weaken and we need to address a little bit more.



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6/17/2010	Phillip Evans proxy for Tim League	I am here on behalf of Tim League, board member to the Sixth Street Association and CEO of the Alamo Draft House Cinemas. I'm just here to remind you guys about how Sixth Street generates \$820,000 in property taxes and \$750,000 in liquor taxes yearly. Merely it seems like we are only asking for like two or three million to kind of upgrade downtown, widen the sidewalks and clean up the alleys, make it a place that families want to come to during the day so we are not just generating this income at night but also during the day. We would like to have the streets not close on Thursday, Friday, and Saturday so we can keep traffic moving and keep business flowing properly. And improve walkways between East Sixth and then East of I-35 and Sixth Street. That's coming up in January.
6/17/2010	ROBERT DRAKE	I would like to see more like the signs that are used for Amber alerts. Since the bike rally they have had, they have been posting signs like "Look Twice for Motorcycles" because for bikes -- all the bikes that came in town this past week. That's really helped out in the last few days because I ride a motorcycle to and from work every day. And since the signs have been up on the 10 highways, I notice drivers have been more cautious, you know, or observant, looking twice, like that sign says. So I think it would be a good idea if we can keep signals like that. When they don't have an Amber Alert, the 15 other half of the time, they are dazed. There is nothing on them any way, so, you know. We would like to see more motorcycle drivers awareness. And, like I say, in the Amber alerts, because the signals, you know, they are not there half the time. They don't have an actual alert. There is nothing on them, you know, "drive friendly," which is okay. But just more biker awareness out there. Because of the way the economy is and the gas prices, you know, a lot more people are riding bikes because it's cheaper on gas, so there is more -- there is going to be more riders out there. You know, just more biker awareness. I live in South Austin but I work in Round Rock and I ride my motorcycle. I save an average of \$70 a week on gas. So that's why I have been using my motorcycle more for transportation. But every day I ride, I got to be on a defensive because I got to wait for somebody -- some -- I got to watch out for someone who is driving and texting at the same time and wanting to get over the lane all of a sudden and they don't take the time to look twice to see if there was a motorcycle there. I just think it would be a good idea to create more awareness for motorcycle riders. A car can stop a lot faster than a motorcycle. A motorcycle can't stop very fast. If there is hazard or a danger, it's harder to avoid it or eliminate it. So that's just one thing I would like to see happen, you know, added or whatever, more friendly road for bikers. They got to maintain the roads because pot holes are hard on motorcycles. Last week I was driving down Riverside and there was a pot hole on the street that wobbled the bike, you now. The City needs to make sure that they maintain good, smooth roads. You are driving down the highway and they got the roads that have grooves on them and your one wheel on the motorcycle, it automatically wants to make your bike go the direction of that groove. So when you hit any kind of groove on the highway, you got to hold onto the bike because you want to walk away from it. That's it. We want HOV lanes, car pool lanes. They have it in LA, they have it in Houston and other major cities, and they work fine. If you got two or more people in a car, you get your own lane, a dedicated lane for car poolers only. In California, they got HOV lanes. It's faster and better. Another thing we want to see is a loop. Austin needs a loop. Like San Antonio has 410. Houston has 610. Dallas has got a loop. Because if you get on a loop, you can get anywhere into town. And the toll roads, I hear a lot of complaints from workers that it's too expensive because it costs people \$7 one way to travel the toll road, so they are spending \$14 a day. And the wages here in Austin ain't -- they are pretty low compared to the rest of the country. Blue collars wages are not the greatest. Put a superhighway from San Marcos to Dallas. So we want biker lanes, and we want HOV lanes, and we want a superhighway.
6/17/2010	Robert J. Heath	I think the light rail system that is active is wonderful, but they do need to run them longer hours during rush hour and beyond and start including weekends. They should wait for the next bond election of 2012, like they plan to do, to discuss bond issues to build a second green line phase to Elgin, but first find out from the public if it really is needed and to see if they can require or recycle existing rail lines that are not being used to save some money. HOV lanes can easily be created along Mo-Pac and I-35 because there is plenty of right-of-way to build; or even unused shoulder lanes can be converted to HOV lanes with a simple plastic pole barrier to keep people from jumping in and out causing accidents, or a simple concrete barrier to separate that one lane like they have in Houston.
6/17/2010	Robert Kleeman	Traffic has been in a "crisis" mode in Austin since I moved here 35 years ago. The current proposal has 50% of its funds going to hike & bike and recreational paths - again. This philosophy only makes the problems worse. No more than 10% should go to "non-road" projects. Funding should go to increase road capacity. Focus on adding lanes and closing road gaps. No funds for Waller Creek, Townlake (sic) or Manor PBT. The "Y" in Oak Hill should get top priority. Spend the 10% on sidewalks only.
6/17/2010	Roy Waley	Designate sidewalk on west side of Lamar from 31st to 15th as bikeway.
6/17/2010	SILVIA MARTINEZ	ENGLISH TRANSLATION: I think that in my neighborhood we have a lot of issues with sidewalks. This is at the intersection of Manor and Loyola. And on 51, there is a section that there is no sidewalk to walk on, and that makes it dangerous. There have been many accidents in this area. In fact, recently a lady was ran over. Ever since then they have put some sort of arrows. But even like that, the cars go by very, very fast. And I am talking about 51 before you arrive to Manor. If the City could only put a sidewalk there. Traffic is very ugly in this area. In the neighborhood, they put speed bumps by Loyola and Manor and we are sort of okay. We do not have an area for bicycles in my area. I would like that they would put sidewalks for bicycles. We need an area for bicycles. The sidewalk is old and not taken cared of over on Springdale Shopping Center and Manor. This is an elementary school by the name of Wynn Elementary. That area is ugly. The sidewalk is old and ugly. And in the area where I live, the same way. My house is 40 years old and the sidewalk is very ugly. The new streets on 35 are still the same. The traffic in the mornings and in the afternoons, there was very little change. It would be difficult if a tollroad were put there because we would have to pay daily and it would be another bill.
6/17/2010	SIXTO JAIME	ENGLISH TRANSLATION: I live on DelValle. I'm not sure if it's within the City of Austin. My worries is that where I live, the street is very narrow, and when the school bus goes by, they stop right at the edge. The bus is very wide, almost the width of the rail. And the children need to step onto the vacant land to be able to enter that way. So it is very dangerous. This is on Jacobson Road, Del Valley Road, and Linden Road. This is an area where there is mobile homes and regular homes. This is one of my main concerns. There is no sidewalks. I did not know where to go to go and complain but now this event presented itself as an opportunity to be heard. And the other thing, since it is very isolated, the cars go by there very fast. I do not know if the City of Austin can install some speed bumps or some speed limit sign. It happens frequently that drivers go and burn their tires there. So this is very dangerous for the children and even for adults. And another thing is that there are no fire hydrants on the street. On this street, there is none. Everywhere else, there is fire hydrants. In the past there have been three fires in which a helicopter has to go and help suffocate the fires because there are no fire hydrants. So I consider that it is very dangerous even more so than the fact that the cars pass by very fast. It is a very dangerous zone. That is all, basically. I do not know if the City of Austin could do something about this. But at least they already know.
6/17/2010	Stefan Wray	Based on the recommendation of Council Member Chris Riley, I submitted via email a proposal for a Montopolis Tributary Trail Network for the bond election. I distinctly recall seeing the project ID in the pdf on the mobility website, but now I cannot find the project on the list of scored projects. This project is very important for connectivity in Montopolis and outside of Montopolis.
6/18/2010	Richard Salinas	This intersection needs to be upgraded to more closely resemble the intersection at Brodie & Wm. Cannon. There is such an increase in Hays County traffic in addition to the increase in population from Wm. Cannon to the town of Manchaca that the intersection no longer functions efficiently. The most pressing needs are right-turn lanes for northbound Manchaca & southbound Wm. Cannon. In many instances, one car will block 8-10 cars or more from turning just because that driver doesn't want to be behind anyone. Right-turn lanes will allow traffic to flow more continuously & also prevent the many instances where vehicles cut through the Newflower Market to avoid being stuck in traffic, a dangerous situation for shoppers there. Until SH 45 is a reality, people from Hays County will continue to help clog Manchaca Road, eventually bottlenecking at Wm. Cannon.



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Date	Name	Comment
6/19/2010	Joellen Simmons	Dont think the rail package should be included for Manor in this bond package...keep it focused on roads and streets.
6/19/2010	John Williams	<p><u>via email</u> To: Austin Strategic Mobility Citizen Task Force, Austin Transportation Department. I am very disappointed that the draft does not include a) Any project included in Travis County's 'Tier 1' priority projects (see attachments) or b) Any road or public transportation project in the SH 130 Corridor. As Austin expands into its 'Desired Development Zone' east of the current city limits, good planning requires coordination between stakeholders such as the city and county. Why does this draft not include any of the county's top priorities, with no explanation for why they were excluded? Good planning should include connections to SH 130, which was built to help improve mobility in the Austin area. None of the projects in the draft connect to SH 130. Specifically, I want to stress the importance of 3 projects: ---Braker Lane from FM 3177 to Parmer Lane (Project ID # 5001; priority 369; shows on county map as "funded" -- I believe by Austin City/Travis County/Developer agreement) ---Parmer Lane from US 290 to Braker Lane (Project ID # 1834; priority 108); shows on county map as "funded" -- I believe by Austin City/Travis County/Developer agreement) ---Wildhorse Connector (I & II) which connects the above Braker/Parmer projects to FM 973 and Blake Manor Rd; shows on county map and list as a "Tier 1" priority.</p> <p>Together, these 3 projects deserve high ratings for: Efficiency: With a city/county/developer agreement, implementability is high. These projects include bicycle lanes and sidewalks, and serve both existing and approved future developments. Environmental Stewardship: These projects are within Austin's Desired Development Zone. These projects allow access to SH 130, Decker Lake, and the 'Rails to Trails: Manor to Austin' (Project ID 1734; priority 35). Investment and Economic Development: These projects serve Whisper Valley and Indian Hills, as well as other (already approved) developments such as Eastwood and Wolf tract and connect them to employers such as Applied Materials, Samsung and Dell. These projects are adjacent to, and provide access to, the potential Austin-Manor-Elgin rail corridor. Mobility Choices: These projects include sidewalks and bicycle lanes, and access to trails and potential rail mobility. Neighborhood Coordination and Connectivity: These projects have been supported by the neighborhood association (Park Springs Neighborhood Association) and several developers planning to build in the neighborhood [Whisper Valley, Eastwood, Wolf, Dwyer, etc.]. Regional Integration: These projects are in the CAMPO plan. These projects are supported by Travis county (as 'Tier 1'), the neighborhood association (Park Springs Neighborhood Association) and developers who plan to/have received approval to build in the area. Sustainable Growth: These projects provide access to major employment centers at Applied Materials, Samsung and Dell. These projects are completely or mostly within the Manor ISD and Manor Zip Code (78653). Both are among the fastest-growing areas of the state in population and student enrollment, and both have a high percentage of minority/low income residents neighborhood [Whisper Valley, Eastwood, Wolf, Dwyer, etc.]. Regional Integration: These projects are in the CAMPO plan. These projects are supported by Travis county (as 'Tier 1'), the neighborhood association (Park Springs Neighborhood Association) and developers who plan to/have received approval to build in the area. Sustainable Growth: These projects provide access to major employment centers at Applied Materials, Samsung and Dell. These projects are completely or mostly within the Manor ISD and Manor Zip Code (78653). Both are among the fastest-growing areas of the state in population and student enrollment, and both have a high percentage of minority/low income residents.</p>
6/26/2010	Louis Kokernak	I'm writing to encourage you to put the \$85 million mobility bond package before the voters in November this year. Most of the included infrastructure projects enhance connectivity within and around Austin. Countercyclical spending at this time is especially appropriate for a few reasons: The enhanced availability of labor to implement these projects in a period of high unemployment, Historically low borrowing costs for municipalities at this time, The infrastructure projects should enhance the positive buzz already surrounding Austin, The increased connectivity (especially down town) is essential to a city that will see significant population increase in its core. Also would like to add some positive comments specific to the proposed boardwalk to complete the Lady Bird Lake trail: Timeliness of completing the Lady Bird Lake trail as a tribute to Lady Bird Johnson, The price tag of \$15 million is very efficient as compared to the original construction of the Pfluger bridge (about \$8 million). 1.1 miles of pedestrian walkway versus a few hundred yards. And the Pfluger bridge was worth it also! The scale and benefits of the project are large and it score 12 th out of 455 projects in the ASMP's project scoring matrix, Commitment from the Trail foundation to raise at least \$3 million in private funds for the project, Very little upward drift in the estimated cost of the project as the design has been fine tuned, Completion of the trail will create several nice views of the city, It will enhance pedestrian connectivity between the east and west sides of the city.
6/28/2010	Adrian Loucks	Please add the boardwalk to your list for the City Council! There are so many reasons why it is important: it will allow users of the Town Lake Trail the ability to stay safely on the trail, rather than navigate congested downtown streets; it will serve as an economic facilitator for businesses along that area; and it will further sustain the environmental and cultural impact the trail has on Austin. The City has already spent \$1.9 million to develop a design and get permits. It is a waste of that money and time if they do not move forward and finish what was started.
6/28/2010	Allie McCann	Please consider completing the trail. This project will provide safe, continuous ADA compliant pedestrian and bicycle access along a beautiful section of the public's lake and parkland. Visitors and citizens of all levels of ability will be able to access the town's lake and have a safe transportation alternative to riding in a car. Completing this section of lakefront trail will also link communities on the city's eastside to the downtown area as well as to the westside.
6/28/2010	Allison Nagel	Please consider completing the South East portion of the Town Lake Trail around Lady Bird Lake. I used to ride the loop for recreation and felt that by riding the entire trail, I was doing my part in relieving congestion on the Western side of the trail. Now, I no longer ride the entire loop because the traffic on riverside became too much. I would love to show my 13 year old daughter the loop in it's entirety, but I do not take her on it because I fear for her safety riding on Riverside Dr. Together, we ride along Shoal Creek Trail from our home in North West Hills to Town Lake and she has become an enthusiastic bike rider. Please complete the trail for her.
6/28/2010	Barbara Maloney	I have been a member of the Trail Foundation since the beginning and have been using the Lady Bird Lake Trail several times a week since I moved to Austin 11 yrs ago. Several of my friends and I have walked the entire 10 miles of the trail and we feel it would be so beneficial to have the trail finished and not have to go onto Riverside and then cross at Riverside and I35. Completing the trail is a very important issue since it is so heavily used by the entire community. So many people would benefit from this project and that does not mean just one part of town.
6/28/2010	Ben J.	<u>It is time to Complete the Trail.</u> Please do what you can to make this happen. THANK YOU
6/28/2010	Beth Ann Ray	I urge the Citizen's Task Force to choose projects for the 2010 Transportation Bond Election that support true congestion relief by prioritizing projects that will reduce travel/commute times and congestion index scores. Priority should also be given to sidewalk improvements that increase access to bus stops and transit corridors that reduce dependence on Capital Metro's MetroAccess service.



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
6/28/2010	Bill Curra	I'll be brief - I read the Statesman article that announced the potential inclusion of the boardwalk in the bond package. Mostly I was interested in the wave of commenters who were overwhelmingly negative about the idea. One hopes that you recognized a coordinated campaign, and did not come to the conclusion that these were independent voices expressing the consensus of Austin citizens. Some of the arguments had merit - in an economic downturn it is difficult to justify any discretionary spending. Most, I believe, were short sighted. One of the common rallying cries was "why extend up the trail to nowhere?" In fact, this "nowhere" is east Austin, where real people live. By extending the trail, and developing a vibrant, colorful, healthy lifestyle along S. Lakeshore Drive, another huge part of Austin becomes a desirable place to spend time, to seek out, in the same way that Zilker and Auditorium Shores are currently places where lots and lots of people want to spend their time. When is the last time you went to Lakeshore park, or Festival Beach on the eastside? Rarely? Never? Is it because waterfront greenspaces are not pleasant places to be? Or is it because they are currently not vibrant, colorful, healthy. A completed loop means that a jogger living in Hyde Park would be likely to drive to Festival Beach to park and run a 3, 4 or 5 mile loop. But currently, this jogger is more likely to drive further, to Austin High, and hope to find a parking space so she can run a 3, 4 or 5 mile loop. Please include the boardwalk trail extension in the bond election package.
6/28/2010	Bill Walters	Please vote to place the project to "Complete the Trail" on the bond agenda for November.
6/28/2010	Bob Wynn	I am asking that you support 100% funding of this important project to connect East Austin to West and increase overall mobility and wellness.
6/28/2010	Brandon C. Janes	I urge the Citizen's Task Force to choose projects for the 2010 Transportation Bond Election that support true congestion relief by prioritizing projects that will reduce travel/commute times and congestion index scores.
6/28/2010	Bryan Jones	Please complete the trail at this point. It is dangerous diverting pedestrian traffic to the roadways in this area.
6/28/2010	C NELSON	it is important to Complete the Trail and close this large gap in our transportation system. The Trail benefits all of Austin and is worth the needed investment.
6/28/2010	Carey Bresler	Please include the Riverside Boardwalk to complete the Lady Bird Lake Trail in the bond package. It is important to Complete the Trail and close this large gap in our transportation system. The Trail benefits all of Austin and is worth the needed investment.
6/28/2010	Carol Phillips	Thank you for serving as members of this task force that will undoubtedly serve to improve the transportation standards in Austin. I have been running on the Town Lake Trail since the late 70's. With my kids now grown, I recently moved back to the central city to be closer to the trail that I love, Barton Springs and all the other amenities that downtown offers. I have watched the trail usage literally explode in the last ten years. While it is gratifying to live in a city of some many like people, health and fitness conscious, it cannot be denied that the usage is straining the natural trails and parks that have served us so well. There are many more runners, walkers, joggers with baby strollers east of IH 35 in recent years compared with the ten, twenty years ago. My 25 years old daughter runs with a Rogue training group that starts in East Austin. She reported to me yesterday that more than 100 runners showed up for the early morning training run this past Saturday. The usage of the trail will continue to move east and we can help disperse the congestion on the three mile loop between MoPac bridge and Lamar Bridge with the Riverside Boardwalk. The majority of us live here because there is a high quality of life that is rooted in the natural beauty of the landscape. A vote for the the Riverside Boardwalk is a vote for maintaining our quality of life and the natural beauty of Austin that sustains us all.
6/28/2010	Carolyn Haney	It is time to complete the trail downtown!
6/28/2010	Celia Skrivanek	Please complete the trail with the proposed boardwalk extension. I have run on the trail for many years, and have experienced the unacceptable risk required of runners and walkers that is required in this area. Runners/walkers should not have to traverse the dangerous intersection at IH 35 and Riverside in order to continue their run. And, it is ridiculous that we have to run on the sidewalk along Riverside Dr. as traffic whizzes past us, in order to re-join the trail at the American Statesman building. Adding the boardwalk would be a valuable addition to the Lady Bird Lake trail system, and would make it possible to run/walk the trail without putting one's life in danger.
6/28/2010	Clayton S. Cary	I strongly believe that the boardwalk will be an important addition to the Austin community. It will make the trail more enjoyable and work as a means for connecting East & West on the trail system.
6/28/2010	Courtney Eiben	Hello! I agree, it is time to complete the trail!
6/28/2010	Craig Eissler	This message is in strong support of completing the trail around Lady Bird Lake. It is long overdue and very necessary for all the reasons cited in the plan reports. As a longtime Austin resident, trail-runner, dog-walker, bike-rider, festival-goer, and more ...I look forward to this trail completion!
6/28/2010	Dan Hutton	Please count me as supporting the completion of the town lake trail
6/28/2010	Dana Kuykendall	Thanks you for serving on the Citizen's task Force and recommend the completion of the trail via the boardwalk. I am a 28 year resident of Austin and love the trail.
6/28/2010	David Anderson	Please support funding for the boardwalk proposal to complete the hike and bike trail. It's a wonderful asset for our city and I'd love to be able to get off Riverside Drive to run.
6/28/2010	David Gottlieb	As a long time runner and bicycle enthusiast I have been circling townlake for the past twenty years. I love the townlake trail so much I recently moved the entire family downtown into the Spring Condo. Please close the gap in the trail. Our city needs to take the trail to the next level and I believe closing the gap in the trail would be a big boost to what the trail has to offer.
6/28/2010	David Mitchell	Please! We're ready to complete a safe route to the prettiest part of Lady Bird Lake, and connect two parts of Austin! Let's do it, finally!!
6/28/2010	Declan O'Cleirigh	Completion of the trail around Lady Bird Lake is very important for the Austin Community for many reasons, including safety, quality of life, and tourism. Running on East Riverside Drive at the bottom of the hill near Joe's Crab shack (formerly Landry's) can be harrowing as you face speeding cars and trucks trying to maneuver the turns on Riverside. There is no room for error or for a distracted driver on a cell phone. Adding an extra ~1-mile of trail provides greater opportunities for walkers, runners, fishing enthusiasts, etc. to enjoy the outdoors and the wonderful lake. The 10-mile, practically all-trail loop's downtown location near the convention center and hotels is a huge plus for many tourist and visitors. The trail is and easy way to get in a wonderful workout (run, jog or walk) after a day of meetings. A new advertizing slogan for Austin: Downtown Attraction: 10-miles of continuous trail...wow! In plan deliberations, please consider an alternative to a concrete running surface. While concrete structures are sustainable, human knees are much less so. A wood overlay on half of the width of the trail would be most welcome! Completing the Trail will close a large gap in our transportation and recreation system. We encourage the City of Austin to complete its most heavily used Trail and then continue to improve the spoke trails that connect to the major hub at Lady Bird Lake. The Trail benefits all of Austin and is worth the needed public and private investment.
6/28/2010	Elliott "Kip" Harris	I strongly urge Citizens Task Force to include funding to complete the Town Lake Hike & Bike Trail.



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
6/28/2010	Eloy Ojeda	This is a good time to complete the trail. Please complete the trail soon! Thank you very much.
6/28/2010	Eve Chenu	I urge you to recommend that the town lake trail be completed. It is a major improvement for the city in terms of mobility and quality of life.
6/28/2010	Federico Mendoza	I urge the Citizen's Task Force to choose projects for the 2010 Transportation Bond Election that support true congestion relief by prioritizing projects that will reduce travel/commute times and congestion index scores.
6/28/2010	George LeCrenn	<u>The City of Austin should NOT spend money it doesn't have on unnecessary projects like the proposed Riverside Boardwalk. I run the 10 mile loop frequently and I have no problem with the way the trail currently routes along Riverside Drive. There are no safety issues and it's ADA compliant. Our city has a budget shortfall and under the current economic conditions, it would be foolish to pursue this project.</u>
6/28/2010	Gianmarco Conegliano	I support the mobility improvements necessary for this city, including the completion of the Town Lake Trail. We need more bikeways, more metro-rail, better bus service and sidewalk improvements. I hope you can get more easement permission from property owners to lower the cost of the boardwalk, or find other ways to reduce cost. I think the city also needs to turn all city creeks into parks with bike ways
6/28/2010	Glenn Jones	I'm a 10 year resident of Austin, a frequent voter and a citizen who enjoys the many benefits of the Town Lake Trail. I'm writing you today to enlist your support in completing the Town Lake trail by investing in the Riverside Boardwalk project to be funded (I hope) with the successful passage of the 2010 bond election this November. I hope you will give this project high priority amongst the many competing projects.
6/28/2010	Glenn Neal	Please include completion of the hike and bike trail w/ Riverside boardwalk in your plans. It is important to complete the trail and close this large gap in our transportation system. The Trail benefits all of Austin and is worth the needed investment.
6/28/2010	J. Kent O'Brien	I urge the Citizen's Task Force to choose projects for the 2010 Transportation Bond Election that support true congestion relief by prioritizing projects that will reduce travel/commute times and congestion index scores.
6/28/2010	James Beasley	My name is James Beasley, and own a condo on East Lakewhore Blvd. Please finish the trail!! It will be a valuable addition to the Eastside and wil bring the city together.
6/28/2010	Jane Flynn	Austin is the best city in the world because of our Town Lake. Please keep the beauty going!!
6/28/2010	Janet Watson	This is a request to approve the Transportation package that encompasses completing Lady Bird Lake, by filling the gap on either side of I35. This will the final touch to the original plans for Lady Bird Lake. This lake is a key to Austin's culture and tradition so it's critical we maintain the continuity of safety and natural beauty along the path.
6/28/2010	Jason Perez	I am very much in favor of adding the boardwalk trail extension to the 2010 bond election. Having run the trail many, many times it's always a bit of a drag to get on Riverside when doing the full loop. It will be much more enjoyable having the boardwalk!
6/28/2010	Jason A Shepherd	Just wanted to voice my support for this project. This stretch of Riverside is so dangerous to walk/run on! In addition to the huge safety improvement, completing the trail would also help connect foot traffic with all the new development in the southeast corridor of downtown. Keeping my fingers crossed that the funding bond is passed in the Fall....
6/28/2010	Jeff Barnett	The transportation bond package in general, and the Lady Bird Trail completion project, in particular, are very important for our city. They will reduce congestion, provide more transportation options, improve safety, and protect the environment. I hope you will agree with City Staff who have placed this project very high on the priority list.
6/28/2010	Jenny Johnson	I am away from my desk. But I am writing to let you know that it is very important to to complete Austin's marquis trail around the lake.
6/28/2010	Jenny McMillan	The Trail at Lady Bird Lake is one of my favorite places in Austin. It is a wonderful meeting place for everyone in our community that encourages physical activity and is free for all. I hope you will keep the 17 million dollars in the proposed bond package to build the Trail in its entirety. Bridging the 1.1 mile gap in the Trail will create a much needed east/west transportation corridor, be a wonderful and healthy tourist attraction and an important legacy for the city.
6/28/2010	Jerry Flynn	For health reasons I use the boardwalk daily. Being a senior citizen, safety is one of my greatest concerns. Living on the south side of the river has me walking the trail along Riverside Drive, where the traffic is very concerning. The sidewalk has no separation between you and the traffic. At any given moment a vehicle could jump the small curb and kill someone. The fear of someone falling off the curb into traffic is also there. I beg you to vote for the funding of the construction of the boardwalk.
6/28/2010	Jim Burk	It is time to complete the trail. Please, Jim
6/28/2010	Jim Etherton	I urge the Citizen's Task Force to choose projects for the 2010 Transportation Bond Election that support true congestion relief by prioritizing projects that will reduce travel/commute times and congestion index scores.
6/28/2010	Jim Hefner	Please vote "YES" to complete the trail. Lady Bird Loop is truly the centerpiece of our beautiful city and its completion will be enjoyed and admired by millions for decades to come.
6/28/2010	Jim Lemos	Please keep this project moving forward as it is an important link that is important to the Trail and Austin's downtown vitality.
6/28/2010	Jim Rankin	It is important to Complete the Trail and close this large gap in our transportation system. The Trail benefits all of Austin and is worth the needed investment.
6/28/2010	Jim Skaggs	I urge the Citizen's Task Force to choose projects for the 2010 Transportation Bond Election that support true congestion relief by prioritizing projects which will be cost effective in reducing travel/commute times and congestion index scores.
6/28/2010	John Loudamy	I was born in the Austin area and have lived in central Austin for the past 10 years. My family and I are heavy trail users, and completing the trail is very important to us. Please help us add trail where no trail exists today by recommending to City Council that this projects be included in the November bond package
6/28/2010	Joseph Skidmore	I am writing to ask the citizen's task force to choose projects for the 2010 Transportation Bond Election that prioritize projects which have the greatest potential for improving existing congestion/mobility problems. I believe that mobility should be considered in a true multimodal context, including bicycle and pedestrian facilities. However, the limited funds that are available for this bond program require that the projects selected for bond funding have an unarguable transportation component. Otherwise, I am concerned that the discussion of the bond program will degenerate into arguments about what is 'transportation' vs. 'recreation', and quite possibly jeopardize the entire program.



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
6/28/2010	Kathleen Burnette	I have lived in Oak Hill for twenty years. I'm contacting you to alert you to a few bottleneck situations in Oak Hill. Hwy 290/71 West bottlenecks severely as it enters Oak Hill from the large flyover type constructions to a four-lane road that intersects at William Cannon. It's really bad, has been for years. Yes, there was slight improvement when one lane was opened up. Much more needs to happen! There is so much traffic there now, but, there is a new commercial/residential growth spurt happening in this area now, which will cause a huge increase in the already record breaking amount of traffic we have now. Please, please do something big!! We are slated for some sidewalks in the area, which are long overdue. However, the traffic is horrible as well as unsafe, and is guaranteed to become much worse due to the current development!! If you need ideas, you could *build bypasses around OakHill to 71 West and to 290 West, several miles beyond the intersection, or, even at the entrance of the development belonging to Rudy Belton, Belco Equites, close to the intersection of 290 West and FM 1826. *on a city-wide scale, we could alleviate traffic and make life much safer on IH35 (surely you are aware of this giant bottleneck) by allowing the trucks to travel on the toll roads free of charge. Keep NAFTA out of downtown! Is there pressure from any of our neighbors to keep it running through the heart of our city??
6/28/2010	Kaylani Sturrock	As a frequent runner of The Trail, the completion of the route in it's entirety would/will be an amazing and desired addition to the active community of Austin.
6/28/2010	Kelley DuVarney	As a family of four who avidly uses the trail, along with the other hundreds we pass on it each run, please attend to the trail's completion.
6/28/2010	Ken Erback	I am a resident and homeowner of Austin. I am a bicycling enthusiast, and am on the trail multiple times a week. I very much support the completion of the trail.
6/28/2010	Kris Algert	Please support completing the trail at Riverside.
6/28/2010	Lance Lockett	I am FOR this package and support the completion of the Town Lake Trail with the Riverside Boardwalk project. Please approve it!
6/28/2010	Laura Loudamy	I am an active user of the trail and have been for over 10 years. It is a vital part of my social, fitness, and community network. I feel strongly that Austin needs to fully fund the completion of the Trail now. I believe the time is right for Austin to choose the lowest cost option - a single construction phase that leverages TTF's matching private funds- for completing its most heavily used Trail and one of its most useful civic assets.
6/28/2010	Laura Sandefer	It is time to complete the trail! We need to close the gap in our transportation system. Thank you for helping to ensure we don't miss this opportunity for Austin. It will ease congestion, protect the environment and ensure safety for so many.
6/28/2010	Leslie Luciano	As an ardent advocate of sustainable transportation and Kid Commute initiatives I urge you to complete the Trail.
6/28/2010	Linda Benge	It is time to complete the trail & the riverside boardwalk.
6/28/2010	Linda Ford	The Riverside Boardwalk project is important to our city. Please be sure that it's part of the bond package so all of our citizens get a chance to say "yes" to this key project.
6/28/2010	Link Fuller	Please use your position of community leadership to get the trail, that is a large part of the identity and transportation efficiency of Austin, completed on schedule
6/28/2010	Lynn Baker	Please complete the Trail! The transportation bond package as a whole will reduce congestion, provide more transportation options, improve safety, and protect the environment. It is important to Complete the Trail and close this large gap in our transportation system. The Trail benefits all of Austin and is worth the needed investment.
6/28/2010	Madelyn Thiel	Please support the trail by completing the gap at Riverside. Thousands of people would benefit. As a downtown resident, I would love to have the option of this additional route.
6/28/2010	Marianne Rochelle	I support and encourage you to support the initiative to complete the trail at Town Lake
6/28/2010	Marilyn Faulkner	I'm writing today to support the effort to complete the gap in the Town Lake hike and bike trail. As a regular trail user and a citizen that lives close to the proposed completion area, I have been watching this project closely and with anticipation. Closing the gap in the trail will not only bring a safer experience for both bikers and runners, but will also bring the benefit of training on a continuous, protected course to athletes and casual users alike. Please join me in showing your support for this project.
6/28/2010	Mark Howard	Finish the Trail With lighting to have more protection. Thanks
6/28/2010	Mark W. Lewis	Just wanted to urge you to do whatever's possible to complete the Trail around Lady Bird lake. The trail has been a favorite running place for me since 1974. It would be a joy to not have to run on the street at Riverside, but by the cool refreshing waters of Lady Bird Lake. Thanks for all the progress up till now.
6/28/2010	Mark Wilson	Thanks you for serving on the Citizen's task Force and recommend the completion of the trail via the boardwalk. I am a 30 year resident of Austin and love the trail
6/28/2010	Mary A Lucas	As an avid trail user, I would like to express my desire to complete the trail between Riverside and I-35. So often I'm on that stretch and worry about how dangerous it is that I am either running or cycling within about 3 feet of the oncoming (fast) traffic. The curves and hills on that stretch leave little visibility for drivers. Runners and cyclists alike must be extremely cautious when on that stretch. If we complete the trail, not only is the safety issue resolved, but we will also have that much more space to enjoy the peacefulness that comes with riding or running on the lake. Away from the traffic, fumes, and afternoon gridlock, that stretch along the lake will allow the trail-goers to get that much more out of the trip on the hike and bike trail. Please, please, complete the trail for us!
6/28/2010	Mary Kelly	Please include the completion of the "boardwalk" piece of the Town Lake Trail in the proposed November 2010 bond package. The Trail is an incredibly valuable asset for Austin, and the Riverside "boardwalk" piece will add greatly to its continuity and safety for users.
6/28/2010	Matt Turner	As a native Austinite I can think of fewer additions to our city that would be better than completing the trail around Lady Bird Lake. The Trail is one of the crown jewels of Austin's outdoor scene; more than 1 million people visit it annually. It will be even more fab when you can complete the cycle without a dangerous detour on Riverside Dr., crossing I-35, etc.
6/28/2010	Mia Zmud	As an avid runner and dog walker on the town lake trail, I urge you to) to support the Riverside Boardwalk project and recommend it be included as a high priority and included on the 2010 bond election



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
6/28/2010	Michael Taylor	I wanted to make it known how important it is to me to close the gap on the Trail with the Boardwalk being proposed. I have lived along Lakeshore Drive off East Riverside for several years now and my apartment has a direct view of the existing trail. The trail on the eastside is heavily used, and the concern for safety to make a complete loop or to travel into the downtown area should be a high priority for improvement. It is not uncommon for someone from the four lanes of westbound Riverside traffic to have an accident or to veer off the road completely. I have personally seen accidents where a car has hit a light pole or fencing around apartments that run along Riverside drive. This could be a potential hazard for the many runners, bikers, walkers, and commuters who have no buffer between them and heavy traffic loads. It is important to recognize that many people who live on the east side of interstate 35 do use the trail to commute to jobs in the downtown area. It is also used heavily by families for events downtown. This heavy pedestrian traffic can be witnessed when there are fireworks during the Fourth of July or New Years Eve. Just like the west side of the trail, the east side of the trail has so many jewels to offer it's users – including mature trees, amazing water features, and abundant wildlife. It should also be noted that completing the trail with the boardwalk will connect two large Austin parks – Zilker and Guerrero. It is quite likely that Guerrero will become more developed and more heavily used in the future – Especially as east Austin continues to grow and re-develop. Besides the functionality of the new boardwalk, imagine the sense of pride that will come for Austin residents who will have one more feature of our great city to show off and to bring their out of town friends and family to. The boardwalk will be a very progressive step forward for Austin and bring our city up to a level comparable with other great cities of the world who have invested in the green areas of their city such as Boston, Berlin, Munich, Paris, and Amsterdam. I urge you to consider the great possibilities and the ultimate safety this boardwalk will provide Austin.
6/28/2010	Miriam Joffe	I am writing to express my interest and concern for completing the trail around Ladybird Lake. This trail completion would allow runners, walkers, wheelchair users and cyclists safe access to a 10-mile path around the lake. I understand there is only a small gap of about 1 mile and completing this gap increases safety for all. Three people died crossing the old Lamar bridge before the Pfluger Pedestrian Bridge was built and no amount of money is worth one more life due to lack of this trail.
6/28/2010	Missy Bledsoe	I support the plan to finish the Trail at Lady Bird Lake. (Not that I haven't gotten used to playing Dodge Car and using the various debris scattered around as practice for the Steeplechase.) I have enjoyed running, walking, and biking on the trail for 12 years as part of a regular fitness routine. I also use the trail as part of my route to get to work. Thank you for the work you have done so far. Everyone looks forward to the new beautiful addition.
6/28/2010	Nancy C. Collins	The City of Austin is encouraging greater residential density in downtown Austin, and already The Trail on the west side of I-35 is congested at times. Think how crowded it will be when all those high-rise apartments, condos, and hotels are full! If The Trail were connected all the way to Longhorn Dam, the east side of The Trail would be utilized more, runners wouldn't risk serious injury crossing I-35 as they run the 10-mile loop, and the citizens of East Austin would reap benefits from the 2010 bond package.
6/28/2010	Nancy Cooper	I live on the trail and definitely support the completion boardwalk as an asset to downtown living.
6/28/2010	Pat Bronstad	It is way past time to finish the trail. Please make the boardwalk a reality.
6/28/2010	patajohnson	My friend Pat Bronstad and I have been runners/walkers on "The Trail" since the middle 70's. We meet early each morning between 6 and 6:15 AM and have watched with amazement as the use of the trail has increased—even at that early hour! We have seen many changes through the years and remember having to cross the narrow, dangerous Lamar Bridge before the Pfluger Bridge was built. We love the many options of the Mopac Loop, 1st Street Loop, and Congress Loop. However, we are hesitant to use the trail for our longer runs because it is incomplete and dangerous. Even the I35 Loop forces the runner onto the narrow sidewalks along busy Riverside Dr. We haven't used the 10 mile loop in years because it is incomplete and dangerous. It is time to complete the trail!
6/28/2010	Patricia Tollison	As a voting, tax paying citizen of Austin, I am writing to you to request your support for including in the transportation bond package the completion of the Lady Bird Lake Trail with the Boardwalk plan.
6/28/2010	Patrick Apodaca	I am sending this brief correspondence in support of the determination that will be made by the Task Force with respect to the proposed boardwalk/extension on the hike and bike trail on Lady Bird Lake. I know the Task Force is well informed of the many positive reasons to approve this project, and I am one of many Austin residents and trail users that will be passionately supportive of our community leaders making difficult yet beneficial decisions to see this project approved. With the leadership of the Task Force, I look forward to seeing this much needed improvement completed.
6/28/2010	Patrick Flynn	I urge the Citizen's Task Force to choose projects for the 2010 Transportation Bond Election that support true congestion relief by prioritizing projects that will reduce travel/commute times and congestion index scores.
6/28/2010	Paul Williams	Please vote to complete the trail
6/28/2010	Peck, Beth	Please include the proposed boardwalk to complete the hike and bike trail for the upcoming bond package. The trail is well used by the entire community, and this would make it even more user friendly.
6/28/2010	Peter Dolan	I am highly in favor of competing the trail around Lady bird Lake for a number reasons: - It would complete the honor of the great lady that the lake was renamed for and who is responsible for the trail. - It would be much safer. As a Scoutmaster who brings young Boy Scouts on ten and twenty mile hikes on the trail I can tell you that getting anywhere near I-35 scares me. - It would improve traffic flow - It would provide exceptional views
6/28/2010	Piotr Krychniak	I run the 10 mile loop on the trail every weekend and can only tell you that negotiating the Riverside intersection and I-35 feeder road is dangerous for the runners. Please complete the Trail.
6/28/2010	R. Scott Harris	The Trail benefits all of Austin and is worth the needed investment.
6/28/2010	Randy Greenberg	I am a regular at the hike and bike trail. I would like to encourage you to finish the proposed loop around town lake with the boardwalk on the south east side. My children like to ride the 10 mile loop and I'm happy to let them do it, but I do get concerned about the traffic on Riverside drive and crossing I35. Obviously, the hike and bike trail is one of the special things about our great city and it seems appropriate to invest in this improvement
6/28/2010	Rebecca Bray	I urge the Citizen's Task Force to choose projects for the 2010 Transportation Bond Election that support true congestion relief by prioritizing projects that will reduce travel/commute times and congestion index scores.
6/28/2010	Regan Ellmer	My name is Regan Ellmer and I'm a native Austinite who has been using the trail since I could first ride a bike (and before then if you include time in a stroller). I was born in 78704 and still live in 78704. I actually live very close to the intersection of Riverside and IH35 so the trail completion project has intrigued me very much. I know a decision to complete the trail is just about a done deal - but I wanted to show my support in favor of this project. I'm not officially affiliated with the TTF or any other club, but am just a local outdoor advocate who uses the trail at least 2x - 4x per week.
6/28/2010	Richard M. Crooks	I am writing in regard to the upcoming bond package that you will discuss at your meeting today, and in particular I am contacting you in regard to the boardwalk that will complete the loop around Lady Bird Lake. I live downtown and run on the trail most mornings. It is really inspirational to see all the different kinds of Austinites who use the trail: babies in strollers, octogenarians, citizens who have serious mobility issues, world-class runners... it is truly the meeting place of Austin. One only needs to spend a few mornings at the trail to understand this (or even just to read the book "Every Town Needs a Trail"). Construction of the boardwalk is such a great idea. Not only will it close the loop, but it will be a truly unique feature of our trail. I sincerely hope that when I vote in November, I will be able to vote to finish the trail that Lady Bird herself had the vision to start.



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
6/28/2010	Sandi Aitken	I've run over 3600 miles in the past 20 years on the trail. It's my favorite thing in Austin. I would love to see the trail completed.
6/28/2010	Sara Kennedy & Mark Fries	time to complete the trail please
6/28/2010	Sarah Weil	It is time to Complete the Trail. The transportation bond package as a whole will reduce congestion, provide more transportation options, improve safety, and protect the environment.
6/28/2010	Shari and Patrick Araiza	It is time to complete the trail. It is what makes Austin - Austin!
6/28/2010	Sharon Waits	As a 20 year + user of the Trail, I urge to complete the Trail
6/28/2010	Sheri and Britt Terrell	Please complete the trail with the Riverside Boardwalk! This is so important and it needs to happen now! Thanks so much for your consideration!
6/28/2010	SL Hildreth	The transportation bond package as a whole will reduce congestion, provide more transportation options, improve safety, and protect the environment. It is important to Complete the Trail and close this large gap in our transportation system. The Trail benefits all of Austin and is worth the needed investment.
6/28/2010	Stephanie Shoemaker	The time to complete the trail is now. As an avid user, I would love to see West meet East and have a united Austin. Let's make Austin history and finish what Lady Bird and her task force started years ago.
6/28/2010	Stephen Tarleton	Hi. I just wanted to email and express my desire that Austin complete the LBJH Hike & Bike Trail with the Riverside Boardwalk via the November 2010 bond election. I see the trail as one of the greatest assets driving people to and keeping people in Austin, and this unfinished stretch definitely provides safety risks. Let's complete the trail before it becomes mandated by some tragedy like the Lamar foot bridge...
6/28/2010	Steve Ebner	The trails in Austin are a tremendous asset to the city and any improvements will only increase its value as a tourist attraction and to its residents. I run on Riverside Dr. regularly and joined the Trail Foundation when I learned they were pushing for an alternate route for the trail. I appreciate your efforts in this matter!
6/28/2010	Steve Guengerich	<u>I urge you to keep the project for completing the Lady Bird Lake Trail with the Riverside Boardwalk on the list as a priority for the planned November 2010, mobility-focused bond election for the City of Austin. As a member of the Trail Foundation and frequent user of the trail (see: http://bit.ly/aM1Ivo), I can personally attest to how important this resource is to our citizens and how much more meaningful it could be to extend its accessibility to a larger community. My family and I urge you to forward the funding for the Riverside Boardwalk as among the priority recommendations to the City Council regarding projects in the bond package.</u>
6/28/2010	Susan Milam	I use the Hike and Bike Trail 3-5 times every week and due to where I live, I must run or walk on the sidewalk of Riverside Drive. It is dangerous and scary with the traffic speeding past me at 35+ miles an hour. A boardwalk would not only be a safe alternative for the existing trail but it would be a beautiful attraction for out-of-town visitors. Please vote to fund the boardwalk to make our Hike and Bike Trail even better than it already is.
6/28/2010	Susan Thompson	Lady Bird Lake & the the trail are the heartbeat of Austin (along with Barton Springs). The trail is used by thousands of people. Please complete the trail so we can sustain the future traffic and keep it usable.
6/28/2010	T.D. Hinson	I use the trail just about every single day. I've done so for the past 15 plus years. It is well worth the investment to close this gap.
6/28/2010	Todd Werner	I wanted to voice my opinion that it is important to complete the trail system with the Riverside Boardwalk section.
6/28/2010	Tony Mook	Completing the Trail will close a large gap in our transportation and recreation system. We encourage the City of Austin to complete its most heavily used Trail and then continue to improve the spoke trails that connect to the major hub at Lady Bird Lake. The Trail benefits all of Austin and is worth the needed public and private investment. The transportation bond package as a whole will reduce congestion, provide more transportation options, improve safety, and protect the environment. Using a system of key measurable criteria, the City staff placed this Trail project very high on the priority list. Please vote to close the trail.
6/28/2010	Tyler Handcock	Greetings.... Just a reminder that it's time to complete the trail... please consider this as a priority for our wonderful world-class city. Lets complete this loop and let it be a showcase to all of our visitors yearly to downtown Austin. A taxpayer who uses the trail daily.
6/28/2010	Tyler Zickert	I wanted to send you a brief email showing my support for completing a link in the trail that's long overdue. Please support a recommendation to City Council for completion of the Riverside Boardwalk.
6/28/2010	Virginia Hamilton	Hi, please support completion of the hike and bike trail around Ladybird John Lake. This trail is one of the best and most used places in Austin, along with the state buildings and Zilker Park.
6/28/2010	Wes Hoover	As one who has used the Lady Bird Lake trail system since I arrived in Austin in 1972, I have always hoped that someday the trail would be completed to provide a continuous loop from Mopac to Longhorn Dam. And now, with your support, this can move a step closer to becoming a reality. I urge you to support placing this project in the upcoming November bond package. This inner city trail for running, walking, and biking is one of the unique aspects of Austin -- and completing the loop will greatly increase both its use and its position in keeping Austin great!
6/29/2010	Lauren Rieman	It is important to Complete the Trail and close this large gap in our transportation system
6/30/2010	Glenn Browne	I wanted to write the task force regarding the boardwalk for the Riverside Gap. Closing this missing section of the Trail would immensely help open up the eastern section of the Austin Greenbelt. Please consider building this boardwalk.
7/1/2010	Phil Talarcek	As an active citizen and frequent user of the Town Lake Trail, I'd like to highly recommend that y'all seriously prioritize the completion of the Riverside Boardwalk section of the Town lake Trail. This trail is central to Austin's identity and a major, recreational draw for both those those who visit and live downtown. We need to invest in our natural, strategic infrastructure. Please make sure this bond initiative comes to the public for voting in November. Also, your personal and professional support nad backing would be greatly appreciated by those of us who recognize the trail's impact and value to the community.



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
7/3/2010	Linda Wendland	I was emailed the Preliminary Recommended 2010 Transportation Bond Package, Prioritized Ranked Projects, by a member of my Homeowners Association. This is a travesty. As a 30-year Austin-area resident, I am appalled that one of the biggest and most long-lived transportation disasters in Austin has been virtually ignored. I am a bike-rider, a liberal Democrat, and take my green shopping bags to Central Market; however, spending millions on bike "boulevards" and transportation to Manor (you've got to be kidding me) while doing little for the mess from the end of the 290 freeway to the Y is a joke. What is the bigger problem: not having state-of the art bike roads, or not having breathable air? Do you realize how much pollution spews into the Austin air each day because of cars idling in that 2-mile stretch? We're looking like the Denver of 25 years ago before that city bit the bullet and improved its mobility problems. You know what I mean? The brown cloud hanging overhead? Why does the state of Texas not use the intersection designs that are used in other states to move traffic? Colorado transformed US 285 into a better-flowing highway by building cloverleaf intersections so that the through-traffic does not have to stop at every intersection. You can drive from downtown Denver to Pine, Colorado (about 35 miles) before you have a stop light. Please consider changes in the prioritized ranked projects, and clean up this mess.
7/5/2010	Linda Payne	I would like to see the following removed from consideration in this Bond Package priority # Project # 5 2096 9 510 11 2075 16 512 20 517 23 1077 35 1734 In my estimation Oak Hill is left out of consideration regarding transit assistance once again. Since Austin expanded to take this area into the city, exactly what have they done to help the transit concerns in Oak Hill?? My impression of the list of projects is that someone who loves biking has a great deal of influence. Yes, this is a relatively young town and we may have more bikers than most cities but with the weather we have here I do not see people biking to work. I feel the majority of the problems we have with transit are related to the times people are going to and coming home from work. That is NOT going to be solved by putting in more bike lanes or a boardwalk on Lady Bird Lake. If there is proof over a year or two the mass transit can work from Leander to downtown then maybe we could consider more investment into that area. Right now Cap Metro and mass transit are a mess. They need to prove they can manage the money they already get from us everyday in taxes. Sandy, I am concerned about all of the things you mention in your letter. This is very important work you are doing. Thank you so much for volunteering your time to work for the Oak Hill area. As 30+ year residents in this area we do value the need for change. Your work toward that is appreciated.
7/6/2010	Catherine Robb	I am writing in support of the Completing the Trail project and hope that you will support funding the project. I am an avid (and enthusiastic) user of the Trail, and have been for many years. I run on the Trail most mornings and have done so since I moved to Austin in 1995. But, I have, in fact, been a fan and user of the Trail much longer, and have memories from when I was younger of walking on the Trail with my grandmother, Lady Bird Johnson, who loved the Trail as much as I do. Like many Austinites, it is one of the first things I "brag" about when telling people about Austin and why it is such a wonderful city. And, also like many Austinites, I have a hard time explaining how to stay on the Trail to finish the loop (and rejoin the Trail) once the Trail ends on Riverside (or the other way around). The Trail is one of those places that always reminds me of my grandmother and her desire for all people to be able to experience the beauty of the natural world - even in the middle of a big city. Even as she became less mobile and could not longer walk on her own on the Trail, my grandmother wanted to experience the Trail and the people she was likely to meet there (and, of course, flowers)!. She loved being pushed along the Trail in her wheelchair; and, on many evenings when we had our regular Tuesday night "date" night, I would find her wanting to know about my morning runs around the Trail - and what and whom I had seen. She wanted to know what flowers I saw and how they looked, as well as what sort of people I saw using the Trail. She loved to hear of people of all ages and backgrounds on the Trail. Along those lines, I think that she would be pleased that the City is considering making the whole Trail accessible - and making sure that the improvements are wheelchair accessible. So many of us in the extended Johnson family witnessed her pleasure in getting out on the Trail in her wheelchair and seeing how families of all ages (in strollers and wheelchairs and everyone in between) could enjoy the Trail. She (and we) have always viewed the Trail as a wonderful resource for ALL of Austin and I think I can speak for the family in saying that she and we would love to see the Trail completed so that so many corners of Austin are connected by one of our true gems - and all Austinites (regardless of where they live or how the move around) can join up on the Trail, and can do so safely.
7/6/2010	David Richardson	There are sound reasons we want development in some parts of Central Texas and not in others. However, declaring some areas desirable and others undesirable does not make it so. These assertions as expressed in the AMATP Suitability Matrix distort the distribution of project funding for proposed roadway projects. In fact those policies create distortions in land development that threaten the very areas we want to protect. First, developers respond to regional growth building on land beyond Austin's ETJ. This generates sprawl. Sprawl generates traffic that Austin must respond to now or in the future. Political pressure will force CAMPO to build the roads at some point. We've seen this at Brodie Lane re SH 45 SW. Moreover, the EPA will force Austin to respond to poor air quality. Second, current City environmental policy creates the low density development (sprawl) in environmentally sensitive areas. Recommended impervious cover for environmentally sensitive watersheds is 10%. We can't end up at 10% impervious cover developing at 25% impervious cover - or 20% or 15% and respect property rights no matter how restrictive the City's development codes become. A grade school student understands that arithmetic. To protect the environment, we need to shift our primary focus from impervious cover per parcel (like SOS) to protecting open space. If we sequester 60% of the land and develop the rest (40%) at 25% impervious cover, we end up with 10% impervious cover overall for the watershed. Sequestering open space, protecting Barton Springs is a conversation about money - not regulation. The Suitability Matrix is the wrong tool to address this issue. It perpetuates a dysfunctional highway system and fails to address mobility where growth is actually happening in Central Texas - in environmentally sensitive areas. Thank you for all that you do. I hope you will consider supporting the Trail completion.
7/7/2010	Al Lindsey	As a former runner & current cyclist, I hope you will recommend completion of the LBJ/Town Lake Trail ASAP.
7/7/2010	Beth Ann Ray	We were not aware of today's Task Force work session until a few hours ago, but wanted to furnish you with an updated list of congestion relief projects the Austin Chamber's Bond Task Force continues to refine. The list reflects feedback from city staff and further chamber task force analysis with emphasis on projects that can be implemented quickly and have a significant, positive impact on improving congestion and mobility. A formal letter with the attached list will be forth coming, but we wanted to provide you with our list prior to today's 3pm work session.
7/8/2010	Christine Barwick	Please pass the bond to complete the missing link of the trail around Lady Bird Lake. Completing the link will expand the usage of the trail and alleviate the congestion that is currently so prevalent.



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
7/8/2010	Sean Compton	<p>Please see the attached memo from the Board of Directors from The Congress for New Urbanism, Central Texas Chapter. This memo regards the 2010 Mobility Bond Package and states our support for the multimodal character of the proposed \$85 million dollar 2010 transportation draft bond package. The Charter of The New Urbanism states: "Communities should be designed for the pedestrian and transit as well as the car." The proposed 2010 bond package is well aligned with this principle, and includes strong bicycling infrastructure as well. The Congress for New Urbanism, Central Texas Chapter wishes to voice its support to the City of Austin for the multimodal character of the proposed \$85 million dollar 2010 transportation draft bond package. The Charter of The New Urbanism states: "Communities should be designed for the pedestrian and transit as well as the car." The proposed 2010 bond package is well aligned with this principle, and includes strong bicycling infrastructure as well. As an organization, we are not taking a position on any of the individual mobility projects. Rather, we wish to register our overall support for the proposed intermodal allocation of transportation investments. We recommend retaining this balance as the package refined and finalized. In particular, we wish to commend and encourage the city's focus on "corridor" and "complete streets" projects pursued as part of creating vital neighborhoods, districts, and corridors. As New Urbanists, we believe investments in multimodal transportation must be made in the larger context of urban design. We see them as sound investments to the degree that they contribute to compact, "walkable" neighborhoods, districts, corridors, communities, great public places, and memorable urban places. We believe this approach is what will continue to keep Austin's character, reputation, and economy strong. We thus encourage the city to maintain the strongest possible links between its Transportation, Urban Design, and Economic Growth Departments. While new street, sidewalk, bicycle infrastructure, and transit improvements are a very important piece of the puzzle, they must support and be supported by economic planning and overall urban planning. As the Charter of the New Urbanism states: "Neighborhoods should be compact, pedestrian-friendly, and mixed-use. ... Many activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young. Interconnected networks of streets should be designed to encourage walking, reduce the number and length of automobile trips, and conserve energy."</p> <p>It further states, "Streets, sidewalks, trails, and street trails, should be safe, comfortable, and interesting to the pedestrian and when properly configured, they encourage walking and enable neighbors to know each other and protect their communities." In assembling this transportation bond package, we commend city management and staff on the objective methodology applied. The open and transparent process has done a good job of embracing citizen input, in the identification and selection of transportation gaps. In this and future bond packages, we applaud the inclusion of "catalytic" projects eligible for funding from State or Federal sources, which can continue to be completed through future bond packages. We also look forward to supporting in 2012 a robust bond package to fund a significant first phase of an urban rail system. As the city pursues this package and its successful implementation, we wish to offer our expertise as community volunteers. Please do not hesitate to call on us if we can be of assistance in any way.</p>
7/9/2010	Nancy McDonald	As promised, attached is RECA's final recommendation on the November bond package that we offer for your consideration prior to Monday's meeting. We appreciate your service and stand ready to assist you as you move forward with your Council directive to oversee this process for the public.
7/10/2010	Jim Skaggs	<p>Congestion is at or very near the top of most surveys of citizens priorities of issues. Mobility connects almost every aspect of our lives and is at the heart of quality of life for almost all citizens. Mobility is 99% on the roadways whether it be public transit, school buses, car pools, shared vehicles, bicycles, private vehicles or commercial activity. The proposed transportation bond package does not seem to recognize these simple, irrefutable facts regarding mobility. The package does not properly relate to the needs of citizens by recognizing their priorities and allocating funding accordingly. The package is well less than one-half allocated to relieving roadway congestion which should be the vast majority of the projects. The entire package is deceptive in its presentation: The second largest cost item is the 3rd street reconstruction (called arterial) but being done primarily for a bikeway. The boardwalk is, of course, a tragedy as the largest item in this package. It has no relationship to transportation and can, at best, be deemed an amenity for a very miniscule fraction of the community. Another item which makes no sense in this package is the Lavaca/Guadalupe utilities project. If this is \$2 million is for the design of a \$54 million construction project, the vote should to approve the \$54 million project first which appears to be very questionable. If Cap metro needs it for Rapid Bus, are they paying the \$54 million? If so, why is the city spending \$2 million on design? With Cap Metro's very tenuous financial position, they may not get to Rapid Bus for a while. If it is transit cost effective, they should pay to design and implement it. Where do we define the break between the city and Cap Metro. Or, is this expenditure just a deception for the city's continued movement toward a "Great Streets" program that has not been approved by the citizens and is ill-advised with major safety issues. Rapid bus is probably a good thing. It should provide much enhanced transit for more than 10 times as many people as the commuter and for much less construction and operating costs. However, Cap Metro has not advertised this cost item in its program or provided any cost effectiveness data for the commuter or Rapid Bus. The Riverside Multi-Modal improvement also seem to fit in the category of making improvements to support a very much larger project which has not been approved the citizens and my not be. The scoring system to establish this list of projects is clearly biased against citizen's priorities of congestion relief projects. It is filled will predetermined ideology of the future which is incorrect as proven in city after city. Austin has ignored adequate roadway funding for many years and this package is more of the same. Every available dollar should be allocated to addressing roadway congestion and safety to serve the greater good of the city and its citizen.</p>
7/16/2010	Jon Griego	<p>William Cannon Rd, currently dead ends into South West Parkway in south west Austin. I recommend continuing William Cannon north to 360 and have it connect at / to 360 near Stoneridge Rd. Currently on 360 at Stoneridge Rd there is no traffic light and there should be as this would help aide traffic congestion just east of there at Mopac and 360. Also, the addition of this new road (William Cannon to 360) would allow for reduced traffic in several areas; S Mopac ExPy and South West Parkway, the entrance ramp at S Mopac & SouthWest Parkway, S Mopac and 360 exchange, Where there can at times be a large bottle neck. This would allow drivers to avoid those highly congested areas and take a route that is a large 3 lane road which is - South West Parkway and William Cannon (both are three lanes in each direction near this area). I don't feel it would add any additional traffic to 360 as it would really be used by the people who already take that route, and would give then a way to avoid the congestion at the intersections they currently use Moac & 360, Mopac & Southwest Parkway. And by removing a majority of those cars from that area of Mopac it will help Mopac congestion. In addition this plan would also open up the Barton Creek Wilderness Park to greater use and could provide additional parking, additional feature or park activities to be positioned off this new stretch of William Cannon. Visitors of that park currently park right off the west side of Mopac just south of 360. This would also open up opportunity to add a much need bike route to connect 360 (a highly traveled bike path) to South West Parkway and could keep bikers from travel the dangerous stretch of Mopac between the two. There are several additional advantage this new stretch of William Cannon would also add if completed. To list just a few others, it could relieve congestion on Bee Cave Rd, S Mopac, Brodie Lane, etc...</p>
7/16/2010	Larry Wieland	How about finishing widening Anderson Mill Road from just south of 620 to the junction of Volente Road to a minimum of 4 lanes and a center turn lane or grassy median. Also Bullick Hollow road north of 2222 to Volente Rd needs to be widened. Also Volente Rd to Bullick Hollow Road needs to be widened. PLEASE!



Citizen Comments on Recommended Mobility Proposal



Date	Name	Comment
7/16/2010	Larry Wieland	620 needs to be completed to a tollway or freeway westward and southward from where it ends at 183 to Lakeway. In fact tollway 45 needs to be a loop all the way around Austin!@!!!!
7/17/2010	Debra Miller	In response to public comment on this project, I would like to make a plea to study the RR 620 section from Anderson Mill Road to RR 2222. The road primarily services residential area and is a main route into the city at rush hour weekdays. On the weekend, the road is subject to delay and backup by church traffic and shoppers. My biggest concerns are that it is over used, still retains high speed limits and has no pedestrian or bike safe system. The crosswalks that do exist are not protected from the left turn signals. There are always drivers making illegal left turns into businesses. The center passing lane is unsafe as there are so many apartments and entrances onto 620. This roadway is a major thoroughfare for building trucks that move at great speed. AND the biggest concern is that this busy traffic is mixed with young drivers traveling to Cedar Park High and Vandegrift High. I have lived in this area for 19 years. The city has lined my streets with fantastic bike lanes and provided a light at my neighborhood corner. I am asking that Austin now seriously consider the safety beyond my neighborhood at Wilson Parke. Please consider the following: 1-Create safe speed limits. I do not know of another area with 60mph ie Westlake, Lakeway, etc that share a ranch road and high traffic levels. 2-Consider safe systems for pedestrians and bikers that travel to shop, school, and work. Concordia is on this road. There are no public foot paths. 3-Consider a divided roadway in future development to make for efficient travel and turns. 4-Monitor and make a visible impression from police. 5-Test the possibility of providing bus service. The nearest bus service runs a schedule opposite of the work day. I hope you consider my concerns.
6/17/2010	Jay Bond	I think the proposed Town Lake boardwalk is long overdue, but the \$17 M price tag is ridiculous.