

# ATX Safer Streets

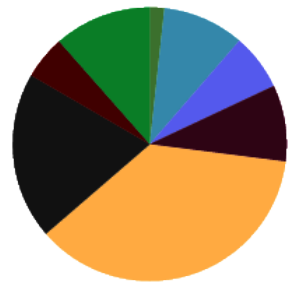
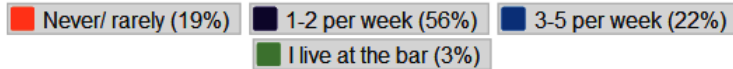
Advocates for expanded late night transportation and parking options as an alternative to impaired driving.

[ATXSAFERSTREETS.ORG](https://ATXSAFERSTREETS.ORG)

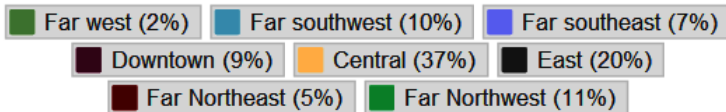
# Demographic info from the survey



How often do you go out to drink in Austin?

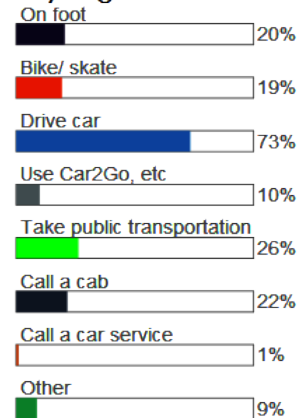


What neighborhood in Austin do you live in?

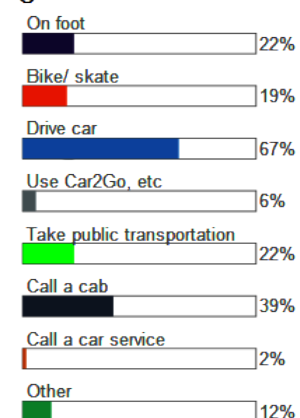


We anonymously surveyed  
651 Austin residents on  
their transportation habits.  
These are the results:

How do you get to the bar in Austin?



How do you get home from the bar in Austin?



# Providing alternatives, before someone chooses to drive impaired, can reduce DUI accidents and fatalities\*:

In order for that to be a viable solution Austin must:

Increase Taxi permits and legalize Transportation Network Companies (TCN's).

Expand Cap Metro Night Owl to cover more of the town and run more frequently.

Encourage overnight parking, and reduce/eliminate concerns about being towed at 3AM.

73% said they would use taxis if there were more available.

81% said they would use TCN's if they were legalized.

94% of respondents said:

- They would use public transit if it was available in their area.
- They would use public transit if offered later trips.

\* "One for the Road: Public Transportation, Alcohol Consumption, and Intoxicated Driving" Cornell, 2009

# Is overnight parking an effective solution?

We believe it is.

Austin experienced yearly declines in DWI's from 2008 all the way up until 2012.  
Weekend meters began in Sept 2011.

58% admitted to impaired driving because they feared their vehicle would be towed.

25% actually got towed.

In March 2011, Denver began to allow overnight parking at parking meters downtown, DWI's in the downtown area reached an low of only 19 for the month of June 2012 vs April or June 2008, which had 97 & 88 arrests respectively.

## Suggested solutions:

- Public campaign to increase awareness of overnight parking options.
- Use the city-owned, lighted lot under I-35 as overnight parking on weekends.
- Encourage privately owned lots to extend their hours and to restrict tow truck access to their lots.
  - This is good for Austin's image to visitors.
  - The lot owners can increase revenue by charging unpaid overnight stays the next day.

# Is law enforcement an effective solution?

Number of respondents who said they have driven while intoxicated:

66%

Number of respondents who **HAVE NOT** been arrested for DWI:

92%

Number of respondents who **HAVE** been arrested for DWI:

8%

## Yearly DWI's in Travis County:

2008: 8172 (-297)

2009: 7683 (-489)

2010: 6426 (-1257)

2011: 4484 (-1972)

2012: 5372 (+888)

2013: 6750 (+1378)

**We don't believe it is.**

Based on these numbers, Austin's police, who are overextended as it is\*, are only removing a small number of impaired drivers from the roads. Depending on law enforcement as the only line of defense against DWI puts the public at risk, by devoting the majority of peak-time resources to catching impaired drivers.

- Austin needs a more proactive approach by stopping these people from driving before they get behind the wheel; by the time they are arrested, it's usually too late.
- A reduction in impaired driving through reliable alternative transportation would free up APD for patrols to combat assault, fights, theft and vandalism.

\* Daily Texan article 4/25/2014

# TAXIS

Multiple answers were permitted:

Have you had trouble hailing a cab? 84%

Have you called a cab to never have it arrive? 72%

Have you been refused service for not having cash? 30%

Have you been refused service over your destination? 43%

Have you ever been taken on a longer route to drive up fare? 46%

Have you ever had your cabbie be inappropriate in any way? 26%

So how does Austin stack up against other cities in Texas?

Dallas: 1:613

Houston: 1:871

Austin: 1:1146

San Antonio: 1: 1728

- Create peak demand permits to allow extra taxis on the road Thursday at 6pm to Monday at 3am, with a set percentage of taxis per company required to be in peak demand areas.
- Allow temporary permits to licensed out of town cabbies during festivals and events to help cover the influx of tourists.
- Change city code to require cabbies to pick up with a set distance instead of current "reasonable distance", which is too vague.
- Use existing taxi zones downtown as "cab stands" - cabs will be required to pick up customers waiting as long as they can pay and are not a safety risk. Utilize prominent signage and public campaigns to let people know that they can find a taxi in these zones.

# PUBLIC TRANSIT

Multiple answers were permitted:

Have you been unable to use public transit due to your location? **64%**

Have you had trouble getting on a bus due to overcrowding? **34%**

Have you had a late night bus no show? **39%**

**94%**

of respondents said they would take public transportation if it was offered in their area and/or if it ran later.

A 2009 study in DC from Cornell found that for each late night hour bus service was extended:

- Increased ridership by 7%
- DWI's decreased 9%
- **Reduced fatal accidents involving intoxicated drivers by 70%**



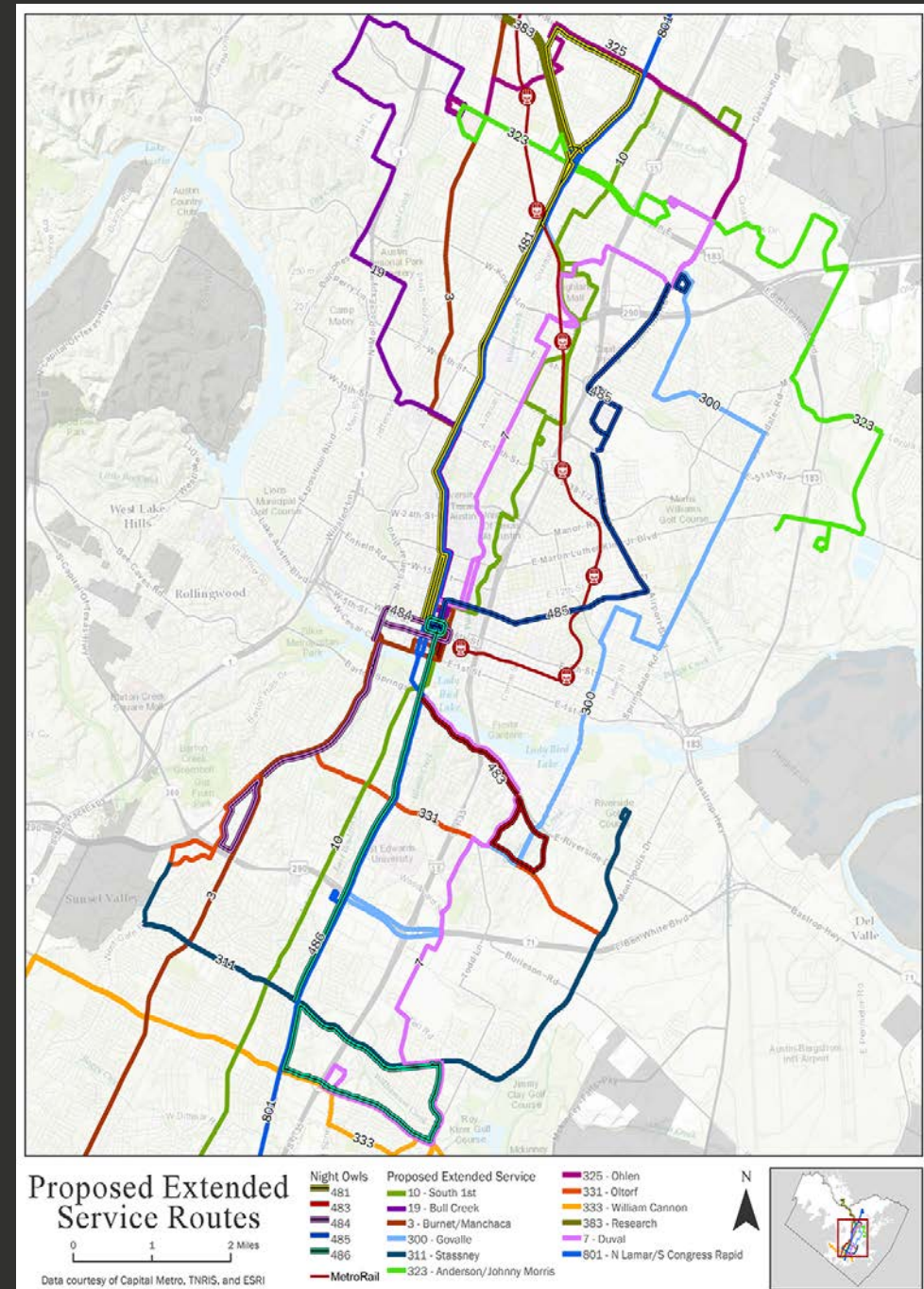
# Cap Metro late night route map

We are not asking for new routes, just extended hours on these established routes.

A suggested rate increase for late night trips to \$2 from \$1 will help offset the costs of running later buses.

24 hour service no more than 30 minutes apart on these routes would be ideal for the service industry and night shift workers who make up a large part of Austin's workforce.

- Overnight workers pay the same taxes and deserve the same safe means of transportation.
- Allowing entertainment district staff the option of public transit would free up more parking and ease congestion during peak demand.
- Bus stops would create a safe, reliable and well lit place for people to wait for transportation. It would reduce the number of people darting into traffic to hail taxis and help APD oversee safety at those stops.





# Transportation Network Companies

- TNC's can help fill the gap between taxis and demand during peak hours and special events such as music festivals, SXSW, Formula 1, etc.
- Utilize the current codes on California and Chicago's legalization of TNC's as a basis for suitable regulations to protect both drivers and passengers.
- Keeping up with emerging technology keeps us in line with our image as a progressive and innovative city, and will continue to attract employers and employees alike.

Four out of five millennials say they want to live in cities that offer multi-modal options get to jobs, school or daily needs.

54% say they would consider moving to another city if it had more and better options for getting around.

66% say that access to high quality transportation is one of the top three criteria in considering deciding where to live next.

-2014 survey of Americans age 18-34 in 10 major U.S. cities by The Rockefeller Foundation and Transportation for America.