

1. **The ASMP should focus on improving mobility and land use decisions should be made separately.** The ASMP draft says to “Increase the number of people living and working within a 1/2 mile of the Transit Priority Network” (page 35) and further specifies that transit supportive residential density is 16 people per acre and commercial density is 8 people per acre (page 36). Experience with Austin’s #1 bus route demonstrated that frequency of service has a much more significant effect on ridership than density. There is no reason to specify housing forms, such as missing middle housing (page 270) in a mobility plan.
2. **The ASMP should focus on finding solutions for existing problems,** especially the huge amount of rush hour traffic on I-35 and MoPac. Instead of being an “Austin-only” problem, traffic is a regional problem requiring regional solutions. The ASMP therefore should propose partnerships with CAMPO to alleviate Austin’s traffic, such as increasing park-and-ride options.
3. **The ASMP needs to prioritize and provide more information, including costs and funding sources of infrastructure improvements.** Do we as a community want to build the missing sidewalks and repair the deficient ones or do we want to significantly increase transit ridership? The plan should articulate what needs to be done first and how it will be funded.
4. Increasing transit ridership from 4% to 16% is a very ambitious goal, especially in a southern city. **If this goal is to be realized then the transit network should be the entire focus of the mobility plan** and no money should be spent on roads, sidewalks or anything else. In addition, long-term funding sources are needed to keep an enlarged transit networks running. Austin needs to study similar cities that have significantly increased transit ridership to understand how this can be accomplished.
5. **An emphasis on increasing carpools** would yield the biggest bang for the buck. It seems more realistic to increase the number of people who use carpools (which ASMP projects to remain at 11%) instead of an overly ambitious transit ridership goal. Apps and workplace carpools should be supplemented by other incentives such as carpool lanes at peak traffic times, reduced cost for parking for carpools, raffles and parking cash-out programs.
6. **The needs of the disabled and seniors should be thoroughly addressed.** Adequate street lighting, complete sidewalks, a commitment to ADA compliant parking, longer and safer street crossing times and eliminating scooter clutter on sidewalks need to be prioritized.

7. A big piece of increasing transit ridership is the Project Connect plan for high capacity vehicles in dedicated transit lanes. In some places, most notably the Drag, the right of way for dedicated transit lanes is only possible if existing traffic lanes are eliminated. Recently city officials and CapMetro staff have said that grade separation is needed instead. **Before spending money to even consider very expensive grade separation options, less expensive options must be considered.** For example, orange cones could be laid out to test the effect of replacing a traffic lane with a dedicated transit lane on Guadalupe. (Page 14 mentions testing and piloting new technology, but there is no mention of testing simple, inexpensive solutions.)
8. **If Austin is to be a walkable city, then sidewalks need to be the top priority.** Austin has over 2,100 miles of missing sidewalks spread throughout the City and as of 2016, an estimated 80% of existing sidewalks in Austin are considered functionally deficient (page 78). For the transit network to be effective, people need to be able to walk to and from transit stops. The best way to encourage growth in pedestrian activity is safe, shaded sidewalks. Instead of encouraging scooters that replace the healthier option of walking, regulations are needed to ensure that scooters do not block sidewalks. Requirements to remove obstructing vegetation must be enforced, not just promoted (page 275). To realize Austin's Vision Zero goal, speed limits should be reduced anywhere pedestrians are forced to use the street because of missing or functionally deficient sidewalks. Also consider the creation of Pedestrian Safety Zones, a lowering of speed limits (similar to school zones) wherever there is extensive foot traffic such as hospitals, parks, shopping areas and special events.
9. **Adopt the Rainey Street Traffic Study**, formed in collaboration with the Rainey Neighbors Association, specifically addressing the unique mobility issues in the Rainey Subdistrict. This includes approving current entitlements of 8:1 FAR and below, for site plans on the condition that they are accompanied by corresponding improved infrastructure, especially mobility infrastructure that is based on the 34 mobility recommendations outlined in the Rainey Street Traffic Study.
10. Remove recommendations from the ASMP that have not been publicly vetted, including the road through Muny.