



Mobility Talks

Public Engagement Report

Table of Contents

Introduction	1
Executive Summary	2
Key Findings	3
Public Participation.....	5
Online Input Opportunities.....	6
In-Person Input Opportunities	7
Demographic Data	9
Public Engagement Results	11
Mobility Talks Survey	12
Public Conversations Analysis	21
Public Hearing Results	26
Past Public Engagement Analysis.....	30
Appendix A: City Council Resolution	39
Appendix B: Survey Questions.....	42
Appendix C: Public Engagement Locations and Map	55
Appendix D: Public Hearing Resolutions and Letters of Recommendation.....	59
Appendix E: Conversation Corps Summary	73
Appendix F: SpeakUpAustin Discussion.....	85



This report was created by the Capital Planning Office in conjunction with the Austin Transportation Department and Public Works Department. For questions, contact the Capital Planning Office at 512-974-7840 or capitalplanning@austintexas.gov

Introduction

On February 11, 2016, City Council passed Resolution No. 20160211-017 directing the City Manager to “initiate a public conversation and input process to identify and prioritize transportation projects for potential funding and to identify recommended funding options.” City Council instructed the City Manager to “include input from citizens living in each geographical district and neighborhood associations throughout the city”; conduct public hearings at specific City of Austin Boards and Commissions, advisory councils, and task forces; and to conduct small-group discussions throughout the city by trained volunteer facilitators as part of Conversation Corps.

In addition, the Resolution directed the City Manager to include information collected from earlier public input processes for the purposes of identifying potential transportation projects for funding. Finally, the City Manager was directed to report back to the City Council Mobility Committee with a “proposal that includes identified projects and funding options for review and a public hearing” to be held at the Committee meeting.

In response to the resolution, the City of Austin launched Mobility Talks on March 21, 2016 to get input from the public on the key issues and priorities surrounding mobility. City staff collected input online and in person through May 8, 2016, and then through an extension of the online survey May 12-13. A cross-departmental team of staff from the Capital Planning Office, Austin Transportation Department, Public Works Department, and Communications and Public Information Office designed Mobility Talks to engage a large and diverse Austin population during a relatively short amount of time. Additionally, staff made efforts to coordinate with other public agencies, such as Austin Independent School District, Del Valle Independent School District, Capital Metro, and the Texas Department of Transportation.

Mobility Talks is one chapter in Austin’s transportation story. Information gathered through this effort will inform future plans, project prioritization processes, and department capital improvement programs, including the annual update of the City of Austin Long-Range Capital Improvement Program Strategic Plan. The information collected will also be used for the first phase of development of the Austin Strategic Mobility Plan, a comprehensive transportation plan that will replace the 2025 Austin Metropolitan Area Transportation.

This report contains the results of the public engagement effort and Key Findings from the initiative. It also contains information about outreach efforts and Appendices with back-up materials.

Executive Summary

The City of Austin collected input from the public about their mobility priorities during a seven-week-long public engagement effort called Mobility Talks. Mobility Talks was designed to be accessible, responsive, and data-driven. The initiative was structured to gather priorities that could be directly applied to the City's Capital Improvement Program planning processes and delivery system.

Approximately 7,000 people participated in Mobility Talks, including residents from each City Council district. The public had 71 discrete public input opportunities, such as taking the survey on mobile devices at events or high foot-traffic areas; attending open house meetings or small-group discussions throughout the city; and participating in public hearings. These opportunities complemented online opportunities such as a digital survey and a community discussion board on SpeakUpAustin.org.

The City sought information on four Mobility Community Benefits that describe capital improvement outcomes that the City of Austin addresses through its current mobility programming. The Community Benefits are:

Managing Congestion: Managing travel demand at peak hours and strengthening transportation network connections as well as multiple mobility choices that ease congestion. This may include improvements to intersections, streets, signals, pedestrian, bicycle, and transit infrastructure.

Improving Safety: Enhancing safe travel for all users regardless of mode of travel by constructing improvements that promote use by people of all ages and abilities. This may include improvements to crosswalks, sidewalk and bicycle networks, and traffic calming devices that slow down vehicles.

Improving Connections in my Neighborhood: Local improvements to street, transit, bicycle, and sidewalk networks in the neighborhood that provide connections to schools, grocery stores, neighborhood amenities, etc. Improvements may include creating more connections, filling in gaps in these networks, and adding new streets.

Improving the Quality of our Streets: Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

Participants were not asked to identify their highest priority Community Benefit, but to identify the highest priority Community Benefit based on mode of transportation. For driving and carpooling, the majority of respondents prioritized Managing Congestion. For bicycling and walking, respondents prioritized Improving Safety. For public transportation, they prioritized Improving Connections in my Neighborhood. The City also sought information about what types of improvements the public prioritized for each Community Benefit.

The information collected through Mobility Talks enables the City to plan and develop projects that meet the needs and desires of community. The data from the survey and other avenues was enriched with qualitative information collected through small-group discussions about the inherent behavioral and infrastructure trade-offs associated with shifting modes or enhancing certain transportation systems. Additionally, staff performed an analysis of 52 plans and previous public engagement processes related to mobility since 1998, which also informed the Key Findings described below. Staff found that the following themes have continued to be community priorities during the past two decades:

- Safety
- Connectivity
- Public transportation
- Sidewalks
- Separate Modes

City staff evaluated the qualitative and quantitative data from Mobility Talks to come to the Key Findings. The Key Findings include the analysis of previous mobility-related planning and engagement efforts as well as the current priorities identified through Mobility Talks. The general results from Mobility Talks are similar to patterns seen in each City Council district. For more information on the results from each district, see the Mobility Talks Survey Results district reports.

Key Finding: Improve Major City Corridors

Forty-six percent of respondents selected corridor mobility as their top choice for where the City should focus investments. The other choices were regional mobility and local mobility. Participant priorities for corridor improvements included providing connectivity and mobility options, increasing public transportation options and services, and transportation demand management to address congestion. The City of Austin has completed or is in the process of completing Corridor Mobility Development Programs for eight major roadways that link multiple destinations throughout the city. Based on City of Austin planning processes, investment in major corridors could address the mobility outcomes and investments that Mobility Talks participants prioritized as well as those identified in previous planning and input processes. Of the survey respondents who selected corridors as their top choice for where to focus investment, they also selected the following investment types to address Community Benefits:

- To Manage Congestion, the top choice (41%) for respondents was “Increase public transportation options and services;” the second-highest priority (19%) was to “Implement strategies to reduce the number of cars on the road”; the third-highest priority (15%) was “Add capacity to existing roads where possible”
- To Improve Connections in My Neighborhood, the majority of respondents (46%) selected “Increase public transportation options and services”
- To Improve Safety, the majority of respondents (37%) chose to “Separate transportation modes” to Improve Safety
- To Improve Quality of Our Streets, the majority of respondents (42%) selected “Create streets that accommodate all modes of transportation”

Key Finding: Improve Mobility Options

The results of Mobility Talks indicates that participants would like to use modes of transportation other than their current primary mode of transportation, which, for 76% of respondents, was driving alone. Forty-two percent of respondents said they would like to take public transportation more and 23% said they would like to bicycle as a mode of transportation more often. These findings coincide with the types of improvements respondents prioritized for each of the Community Benefits. The Past Public Engagement Analysis shows that sidewalks, bicycle facilities, shared use paths, and public transportation have been the highest recurring themes during the past 18 years.

- To Manage Congestion, the majority of respondents (34%) selected “Increase public transportation options and services.” To Improve Connections in My Neighborhood, the majority of respondents (42%) also said they wanted to “increase transportation options and services.”
- To Improve Safety, the majority of respondents (36%) selected “separate transportation modes”
- To Improve Quality of Our Streets, the majority of respondents (42%) selected “create streets that accommodate all modes of transportation”

Key Finding: Provide Safe Connections

Participants expressed a desire to be more connected to their destinations and to feel safe getting there. Having safe connections was a theme that came out of all of the Mobility Talks engagement efforts as well as staff’s analysis of previous planning and public engagement initiatives, as directed by the Resolution. Safe connections was a priority for multiple modes of transportation, but particularly for public transportation, bicycling, and walking. In some conversations with the public for Mobility Talks, participants who drove also expressed a desire to have a buffer between cars and bicyclists as well as pedestrians. Respondents’ desire for better connectivity included wanting to enhance or complete the streets, bicycle, and sidewalk systems for a more complete transportation network that supported multiple transportation modes.

- To Improve Safety, the highest number of respondents (37%) selected “Separating transportation modes, such as installing protected bike lanes or pedestrian-only areas”; the second-highest priority (24%) was to “Construct missing segments in the street, sidewalk, and bicycle networks”
- To Improve Connections in My Neighborhood, 23% of survey respondents wanted to “Connect bicycle and trail routes,” the second-highest priority; 17% selected “Build missing sidewalks,” the third-highest priority
- To Improve the Quality of Our Streets, the top priority for respondents (45%) was to “Create streets that accommodate all modes of transportation”
- Mobility-related investments that improve safety and connectivity, such as sidewalks, bicycle facilities, and shared use paths, were the top three types of investments that came out of the analysis of previous plans and engagement initiatives

Public Participation

The Austin City Council expressed a strong interest in making sure that participants throughout Austin and from a variety of backgrounds had the opportunity to provide their mobility priorities. Staff met with each Council office, including the Mayor's office, prior to launching Mobility Talks to discuss the engagement plan and district-specific communication needs. Mobility Talks was structured to be:

Accessible: Information made available through a variety of platforms, and City staff went to where people already are rather than asking the public to come to them.

Responsive: Able to shift resources and make targeted effort to reach communities with lower participation based up-to-the-minute survey data, input from City of Austin Boards and Commissions, and City Council input.

Data-driven: Primarily digital collection of information and collection of quantitative as well as qualitative data provides holistic information about community priorities.

Based on industry standards and best practices, staff's initial goal was to engage a minimum of 100 people in each district. During Mobility Talks, the City of Austin collected input from approximately 7,036 people. Participation in Mobility Talks is provided by Input Opportunity in Table 1.1 and by City Council District in Table 1.2. Input Opportunity is defined as access points for the community to provide feedback. The district data in Table 1.2 represents participation in the Mobility Talks survey. District participation information was not collected by Conversations Corps, SpeakUpAustin, during public hearings, and at Councilmember town halls.

The public had 71 discrete in-person opportunities to provide input on their mobility priorities, such as staff presence at major events or high foot-traffic areas, open house meetings, and public hearings. These opportunities were in addition to a variety of online opportunities, such as an electronic survey and community discussion board at SpeakUpAustin.org. The dates, location, and description of those opportunities are available in Appendix C. The engagement plan catered to a variety of potential participants. People could quickly relay priorities through the survey; those

Table 1.1: Mobility Talks Participants by Input Opportunity

Input Opportunity	No. of Participants
Mobility Talks Survey	6,787**
City Council Town Halls	~75
Mobility Talks Live public meetings	69
SpeakUpAustin.org	16
Conversation Corps	56
Public Hearings	33*
TOTAL PARTICIPATION	~7,036

*Does not include the number of members of the boards and commissions, advisory councils, and task forces.

** See Table 1.2 (Page 6) for participation in Mobility Talks Survey by City Council District

who preferred to have a deeper dialogue about trade-offs and desired investments could attend one of the public conversations.

Table 1.2: Mobility Talks Survey Participants by District		
District	No. of Participants	% of Total Participation*
1	539	8%
2	236	3%
3	493	7%
4	373	5%
5	983	14%
6	417	6%
7	788	12%
8	612	9%
9	955	14%
10	890	13%
Does not live in Austin	330	5%
Skipped	171	3%
TOTAL	6,787	100%

*Rounded to nearest whole number

Online Input Opportunities

The online opportunities that the public had to provide feedback along with descriptions are listed below.

Online survey: MobilityTalks.org website launched March 21, and provided a direct link to the online survey in both English and Spanish. The website served as the primary digital hub for information about Mobility Talks. Information on the website included a background of the initiative with links to the approved Resolution as well as related plans and mobility capital improvement programs. A summary of the Mobility Talks survey results is on Page 12.

SpeakUpAustin: SpeakUpAustin is the City of

Austin's digital discussion platform with more than 5,000 registered users. A thread soliciting input for Mobility Talks was posted March 21, 2016, which coincided with the launch of the Mobility Talks website. A staff moderator responded to comments throughout the duration of the online discussion. (Appendix F)

Google Hangout: Conversation Corps hosted a discussion on Google Hangout, allowing users to have a discussion via an online camera and microphone. (Appendix E)

Email: Mobilitytalks@austintexas.gov was established to receive comments. The City received one email comment from the public about Mobility Talks.

In-Person Input Opportunities

The opportunities that the public had to provide feedback in person are listed below along with descriptions.

Mobile Engagement Team: Approximately 30 City of Austin staff from more than four departments went to 45 public events and high foot-traffic areas of Austin with mobile devices to administer the Mobility Talks survey and distribute bookmarks in English and Spanish that directed people to the Mobility Talks website. Staff determined the locations for Mobile Engagement Team deployment through input from City Council offices, upcoming events, and demographic and district information from the survey to try to reach a diverse population in a way that was convenient to potential participants. MobilityTalks.org included an interactive map that contained the date, time, and location of where the Mobile Engagement Team would be. A full list of events and locations is available in Appendix C.

Conversation Corps: The Resolution directed the City Manager to use Conversation Corps to collect input. Trained volunteer community facilitators conducted small-group discussions at community spaces like coffee shops, schools and libraries. These conversations encouraged a deeper dialogue and a discussion about trade-offs and transportation behaviors. The Conversation Corps hosted 18 conversations about Mobility Talks throughout April with 56 participants. The Conversation Corps format was used for the two Mobility Talks Live events as well as the District 1 Town Hall. The results of these conversations is included in the Public Conversation Analysis on Page 30. Conversation Corps is a partnership between the City of Austin, Cap Metro, and Austin ISD and administered by Leadership Austin.

Mobility Talks Live: The City of Austin hosted two citywide, open house meetings—one on Wednesday, April 20, 2016 at Crockett High School in South Austin and one on Saturday, April 23, 2016 at Northwest Recreation Center in North Austin. The three-hour meetings provided the approximately 69 attendees with an opportunity to learn about the four Mobility Community Benefits—managing congestion, improving safety, improving connections in my neighborhood, and improving the quality of our streets—as well as how the City identifies mobility needs and funds mobility projects. Staff from various mobility-related programs, including people from Austin Transportation Department and Public Works as well as representatives from the Budget office were on-hand to answer questions. Additionally, trained volunteer facilitators conducted small-group conversations that mirrored the Conversation Corps discussions. Attendees were also invited to take the Mobility Talks survey at a mobile device station.

Council Member Town Halls: By request, staff provided the survey on mobile devices or conducted small-group conversations modeled after the Conversation Corps discussion at town hall meetings hosted by Councilmembers in districts 1, 5, and 6.



Public Hearings: Per the Resolution, City Staff conducted public hearings nine City of Austin Boards and Commissions, Advisory Councils, and Task Forces. Staff added presentations and public hearings at the Hispanic/Latino Quality of Life Resource Advisory Commission, African American Resource Advisory Commission, and the Asian American Quality of Life Advisory Commission to ensure the broadest input opportunities possible. For a full list of public hearings, see Table 1.5 on Page 26.

Call in: A call in number was provided on Mobility Talks promotional materials. City staff received two calls to collect input from the public. Outreach

Outreach

The following section are the tools the City of Austin used to notify the community about Mobility Talks.

Website: MobilityTalks.org launched March 21 and was the digital hub for Mobility Talks. Available in both English and Spanish, the website and its subpages had 9,138 unique views between March 21, 2016 and May 8, 2016. The website contained information about how the community could provide feedback, background on the initiative, information about City of Austin mobility capital improvement programs as well as City and partner agency plans and initiatives. Mobility Talks took place when there were many other mobility-focused City initiatives as well as related (but different) initiatives led by partner agencies. City staff paid special attention to making connections between Mobility Talks and other community-based mobility efforts occurring previously, during, and subsequent to Mobility Talks.

Social Media: Information about Mobility Talks

was posted to Facebook, Reddit, Pinterest, Twitter, and NextDoor. As of May 8, staff had posted 15 notifications to Twitter, received 46 likes and 93 retweets. Information about Mobility Talks was posted to Facebook twice, reaching 1,600 people.

Media: Staff responded to several media requests for information about Mobility Talks. Articles appeared in the Austin-American Statesman, The Daily Texan, and on several television news stations. A public service announcement ran within the Univision newscasts for the duration of the public engagement period.

Newsletter: Digital newsletters with updates about Mobility Talks were emailed to approximately 2,500 recipients, who included individuals, organizations, and elected officials. These newsletters had a 36% average open rate, which is 11% higher than the industry average.

Direct email and calls: As part of a more targeted effort to reach communities with lower participation, staff called and emailed to community leaders, religious organizations, community organizations to encourage them to notify their social and professional networks about Mobility Talks.

Bookmark Distribution: Approximately 23,000 double-sided bookmarks in English and Spanish with information about Mobility Talks were distributed throughout the city, including at City of Austin libraries, recreation centers, public facilities, schools, and other community spaces. The Mobile Engagement Team distributed the bookmarks at the 45 locations; 1,500 bookmarks went into Food-In-Tummies backpacks distributed by Junior League of Austin to Hillcrest and Baty elementaries; 13,000 bookmarks were inserted into the parent folders at Austin ISD and Del Valle schools in District 2; and bookmarks were provided

to the Austin ISD Parent Support Specialists.

Advertisements: Mobility Talks was promoted in newspapers, including community newspapers (The Villager and La Prensa) radio ads; on the inside and outside of buses; and through sponsored social media promotion.



Posters/fliers: Posters for Mobility Talks were posted throughout City of Austin buildings,

Demographic Data of Survey Participants

The goal of Mobility Talks was to hear input from a diverse population of Austinites. Demographic information was collected only through the survey. Other mechanisms used to engage the public, such as Conversation Corps, do not collect district or demographic information from participants per policy or program preference.

Staff used the American Community Survey (ACS) five-year estimates (2010-2014) for Austin as a comparison for the Mobility Talks survey respondent demographic information. The ACS is a nationwide survey administered by the U.S. Census Bureau. Table 1.3 (Page 10) provides Mobility Talks participation by demographic category, including race/ethnicity, age, and gender compared with the ACS. It is important to note that the ACS uses a different collection methodology than was used for the Mobility Talks survey, and, as such, a comparison of the data should be broadly interpreted but serves as a point of reference.

Demographic information was not mandatory to submit the survey and as much as 16% of survey respondents that submitted completed surveys chose to either skip the information or selected “prefer not to answer.” For survey participation, the majority of demographic categories tracked the ACS. The digital collection of demographic and other information enabled staff to identify discrepancies early on in the Mobility Talks process, and efforts were made to better engage the Hispanic/Latino population,

including public-facing as well as non-public-facing facilities, such as recreation centers, senior activity centers, libraries, and other civic buildings as well as businesses. The poster was also made available on the website and could be printed out by website visitors to post. Fliers with the same information were included in the Conversations-over-Tea boxes that were distributed to the community for input for the Asian-American Quality of Life Report.

ATXN: The City of Austin’s public access network rotated text public service announcements about Mobility Talks. The bi-monthly City-produced news show, CityView, also did a piece on Mobility Talks.

City Source: Mobility Talks was promoted through the weekly City Source update on the City’s internal server

including personal calls and emails to community leaders; greater distribution of printed promotional materials in targeted areas, including through elementary and middle schools; increased Mobile Engagement Team presence at events and areas in Council Districts with lower participation rates; and coordination with Council offices.

Table. 1.3: Demographic data of Mobility Talks survey participants			
Demographic Category	Demographic Choices	American Community Survey (ACS) for Austin 2010-2014	Mobility Talks Survey
Race	Caucasian/White	74.6%	75.1%
	African American or Black	7.8%	2.1%
	Asian/Pacific Islander	6.9%	3.1%
	American Indian	0.5%	0.5%
	Other	7.4%	4.8%
	Prefer not to answer or skipped	N/A	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	34.8%	10.4%
	Prefer not to answer or skipped	N/A	16.3%
Age	18-34 years	41.4%	29.7%
	35-44 years	20%	23.5%
	45-54 years	16%	17.6%
	55-65 years	12.3%	12.7%
	65+ years	9.8%	9.0%
	Prefer not to answer or skipped	N/A	7.4%
Gender	Female	49.6%	45.2%
	Male	50.4%	44.5%
	Other	N/A	0.6%
	Prefer not to answer or skipped	N/A	9.6%

Public Engagement Results

The City sought information about the types of improvements the public was most concerned with and categorized them around four Community Benefits (see Page 2 for Community Benefit definitions). For example, to improve safety the City may enhance traffic signals and crossings or it may separate transportation modes with a barrier. Mobility Talks identified the public priorities for these investment approaches. Mobility Talks public engagement also gathered information on the public's funding preferences as well as geographic scale for where the public thought the City of Austin should focus improvements.

The Public Engagement Results is composed of three sections:

- **Mobility Talks Survey:** This section is comprised of the survey results. The survey was available in English and Spanish at the MobilityTalks.org website and was made available on mobile devices at events and high foot traffic locations through the Mobile Engagement Team.
- **Public Conversations Analysis:** This section contains an analysis of input collected through SpeakUpAustin and the small-group discussions conducted at the two Mobility Talks Live open houses, and discussions at District 1 and 5 open houses. The sub-section also contains a summary of the main themes that arose from the Conversation Corps discussions.
- **Public Hearings Results:** This section contains the results of input collected at City Boards and Commissions, task forces, and advisory councils.

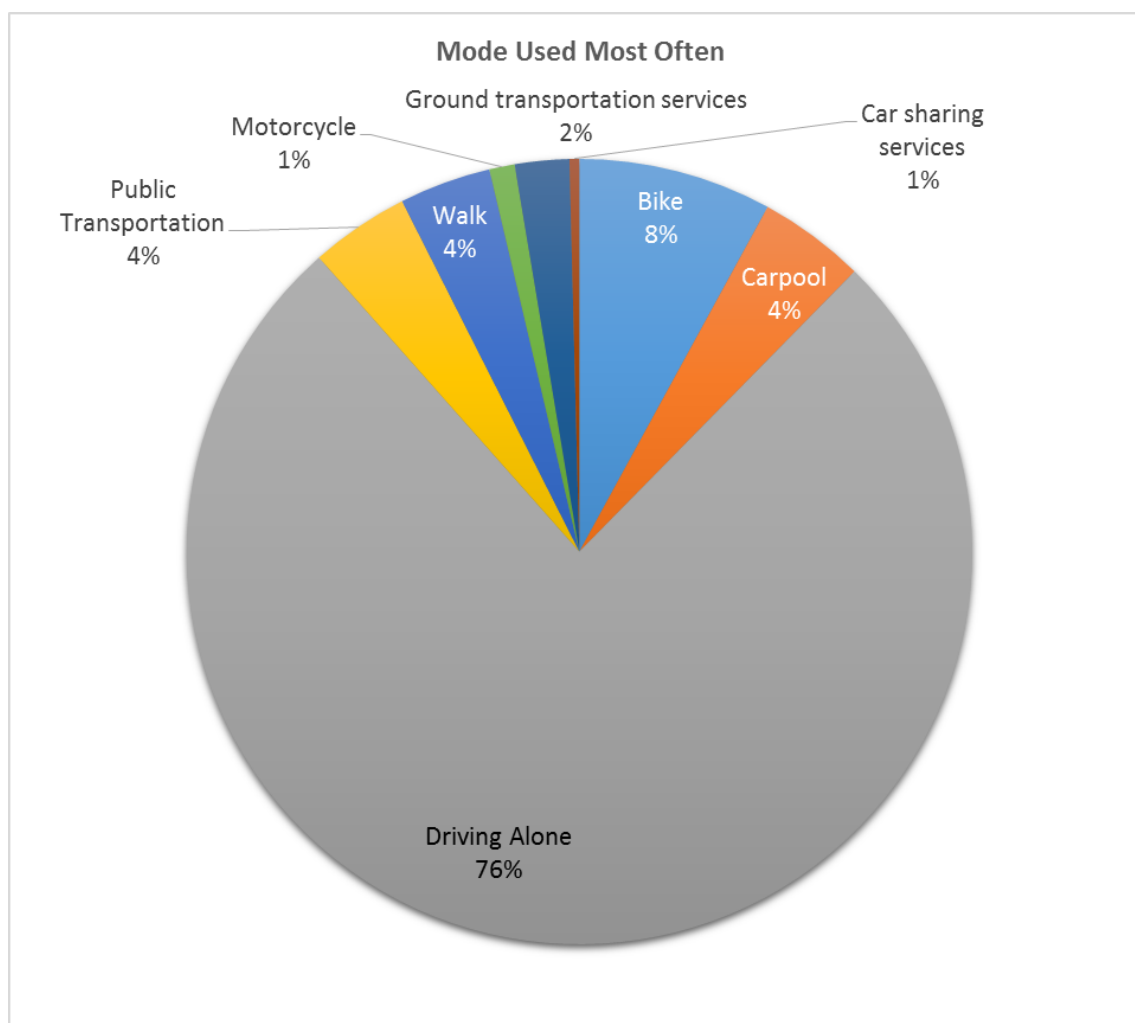
Mobility Talks Survey

The Mobility Talks survey launched March 21 and collected input through 12 a.m. May 8. The survey was re-opened May 12, 2016 at 7 a.m. and closed May 13, 2016 at midnight. The survey was completed by 6,787 people. Through the survey, participants provided information about how they primarily traveled, their priority Community Benefits based on mode of transportation, priority investment types for each Community Benefit, priority for geographic scale, and funding priorities.

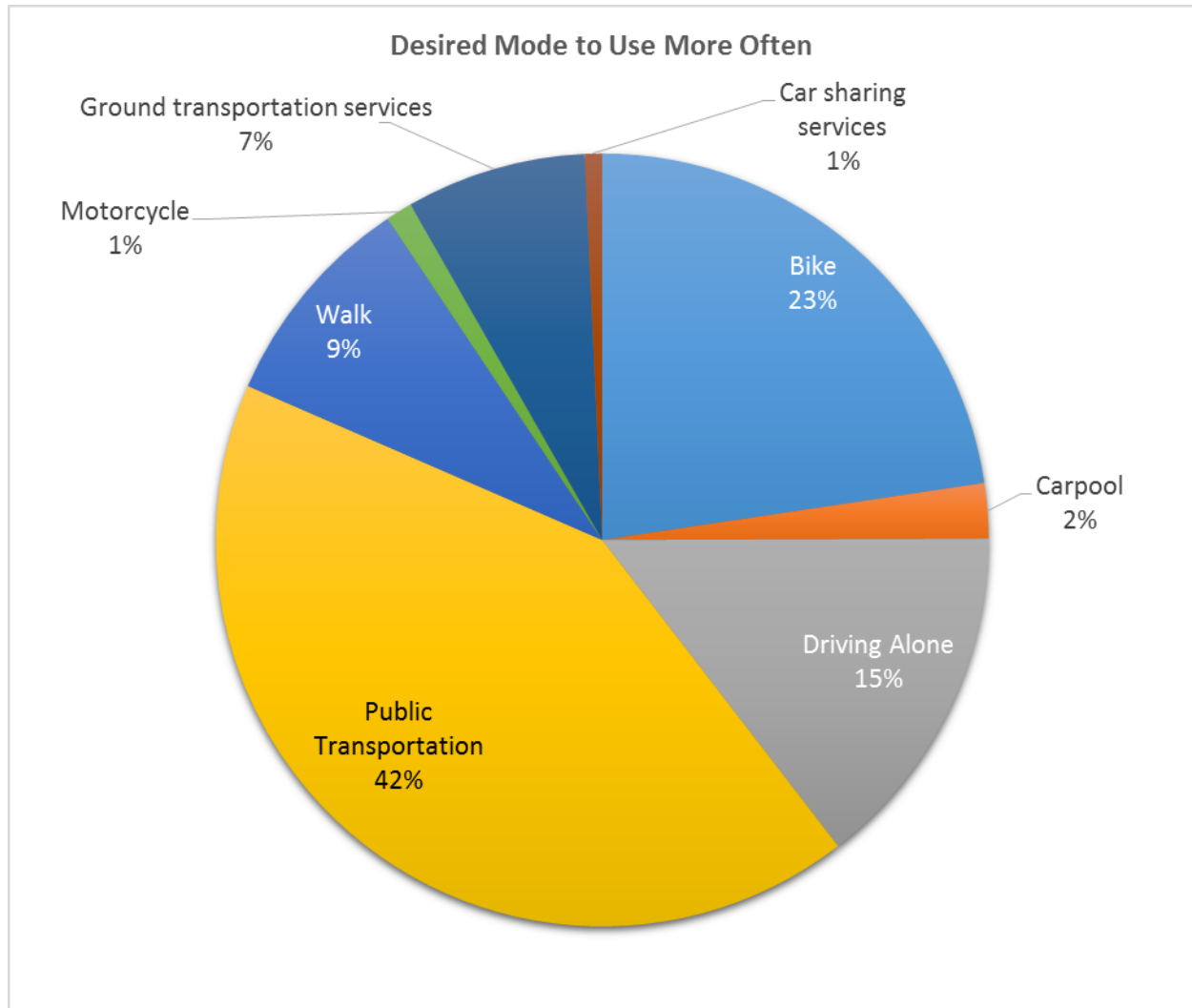
Transportation Mode

Question 1: Which mode of transportation do you use most often? Rank in order with 1 being the most used or select N/A if not used.

The percent of participants who identified driving alone as the mode of transportation they use most often is in line with ACS data for Austin, which shows that 73% of Austinites drive alone during their commute.



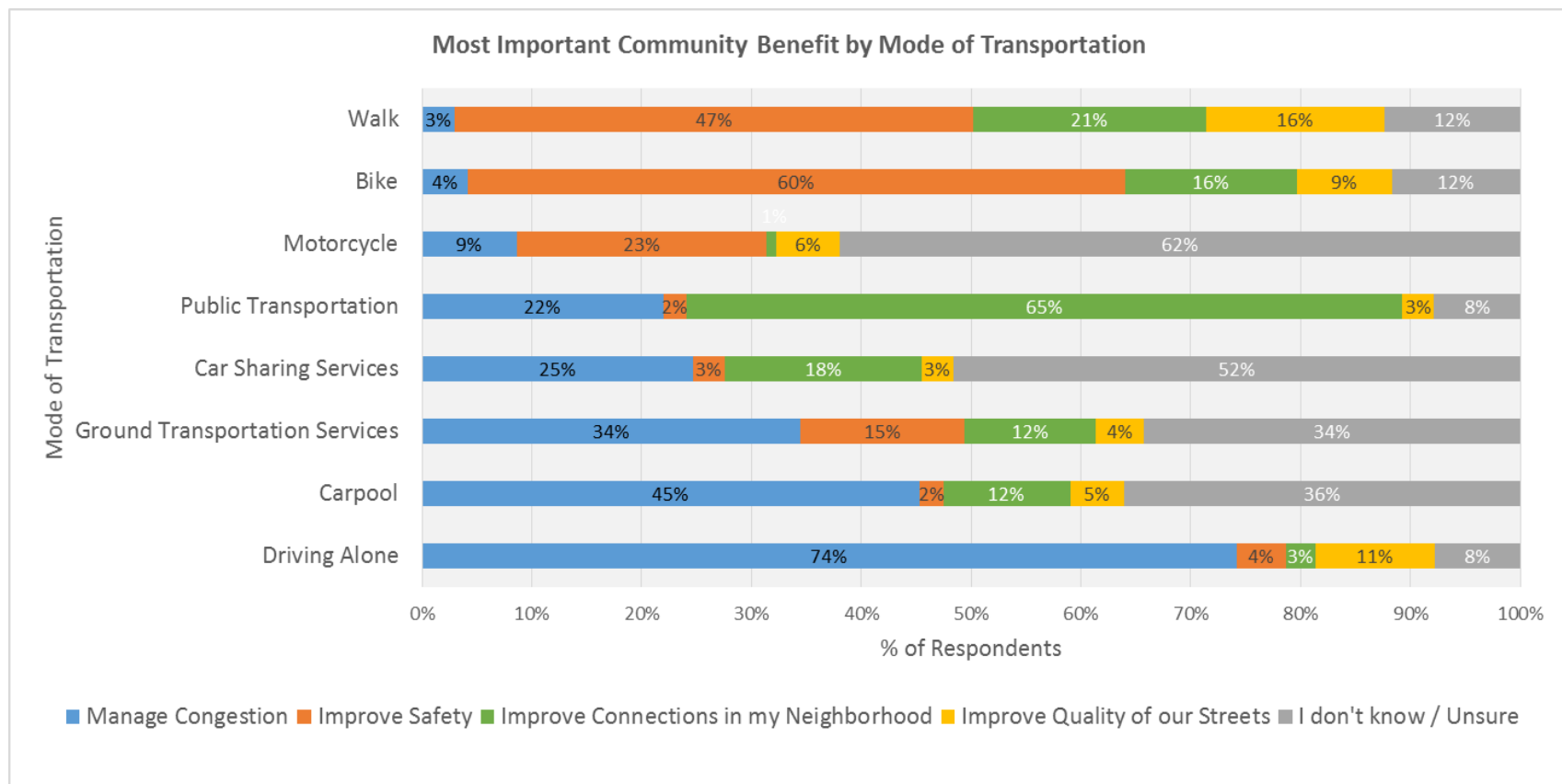
Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often



Priority Community Benefits

Question 3: For each of the modes of transportation listed, choose one of the four categories listed that you feel is most important to focus on.

The priority Community Benefit respondents selected depended on mode of transportation. Improving Safety was the highest priority for non-vehicular modes, and managing congestion was the biggest priority for vehicular modes, besides motorcycle and public transportation. Respondents prioritized Improving Connections in My Neighborhood for public transportation (see Page 2 for definition of the Community Benefits).



Priority Investment Types

For each Community Benefit, survey participants selected their top priority for investment from a list of types of investment. Respondents had the option to select “Other” and to write in details. The information provided by those who chose “Other” is available in the Mobility Talks Public Engagement Report by City Council District and the Comment Report.

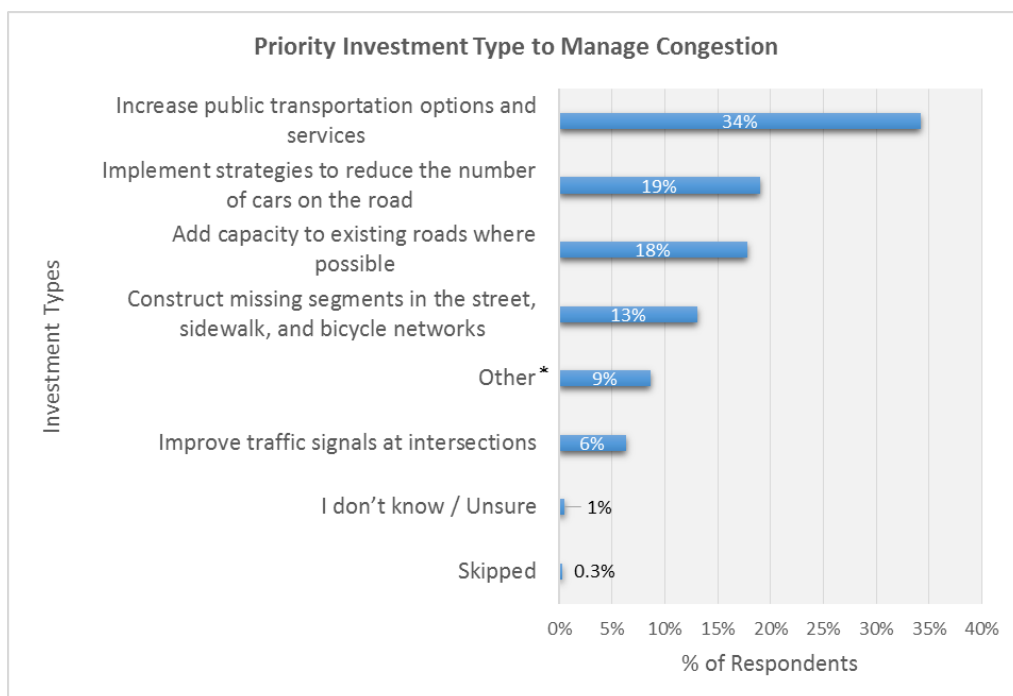
Managing Congestion

Question 4: Of the following options to manage congestion, which is most important to you? Choose One

The option that respondents selected the most to manage congestion, “increase public transportation options and services,” coincides with the transportation mode that respondents said they would like to use more often in Question 2. The City of Austin does not provide public transportation services. However, Capital Metro buses operate on City streets and is a partner for multiple programs and improvements. The City is responsible for connecting bicycle and pedestrian infrastructure to public transit, such as building sidewalks, urban trails, safe pedestrian crossings, and bicycle facilities. The City is also responsible for implementation of transit-priority improvements such as using signal technology to support bus frequency and reliability.

The second-highest investment tool selected for Managing Congestion was to implement strategies to reduce the number of cars on the road. This is delivered through the City's Transportation Demand Management and bicycle and pedestrian programs as well as a separate partnership with Capital Metro that aims to educate residents about how to use transit available to them in their neighborhood.

The third-highest investment tool, falling just behind the second choice, was to add capacity to existing roads where possible.

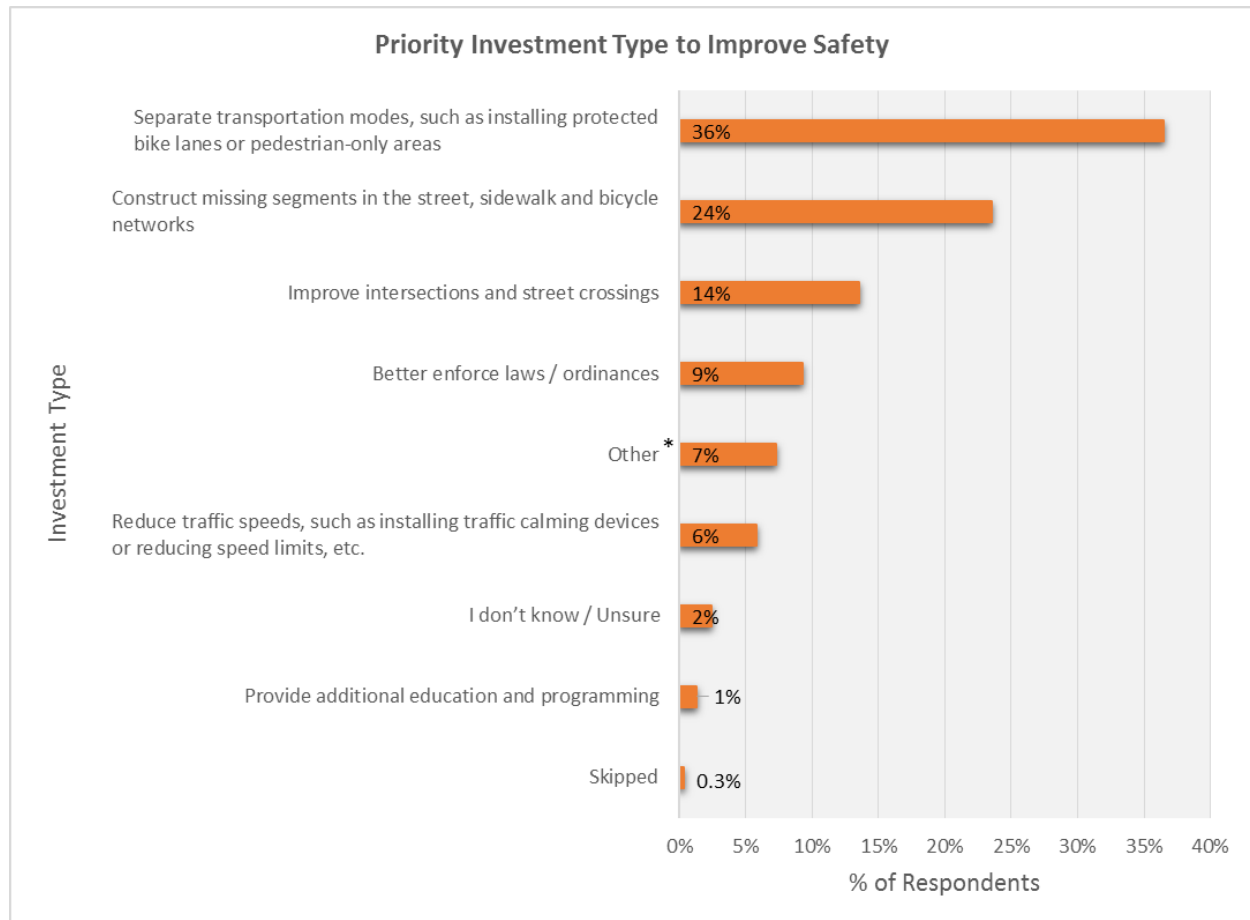


* “Other” comments are provided in Mobility Talks Survey Results by District and Open-Ended and Other Comments Report at [MobilityTalks.org](https://mobilitytalks.org)

Improving Safety

Question 5: Of the following options to improve safety, which is most important to you? Choose one

Respondents selected separating transportation modes as the most important tool, followed closely by constructing missing segments in the street, sidewalk, and bicycle networks. Like with Question 4 regarding Managing Congestion, the results coincide with respondents' top choices for the mode of transportation they would like to use more often. City of Austin capital improvement programs to address separating transportation modes include the Sidewalk Program, Urban Trails Program, and the Bicycle Program.

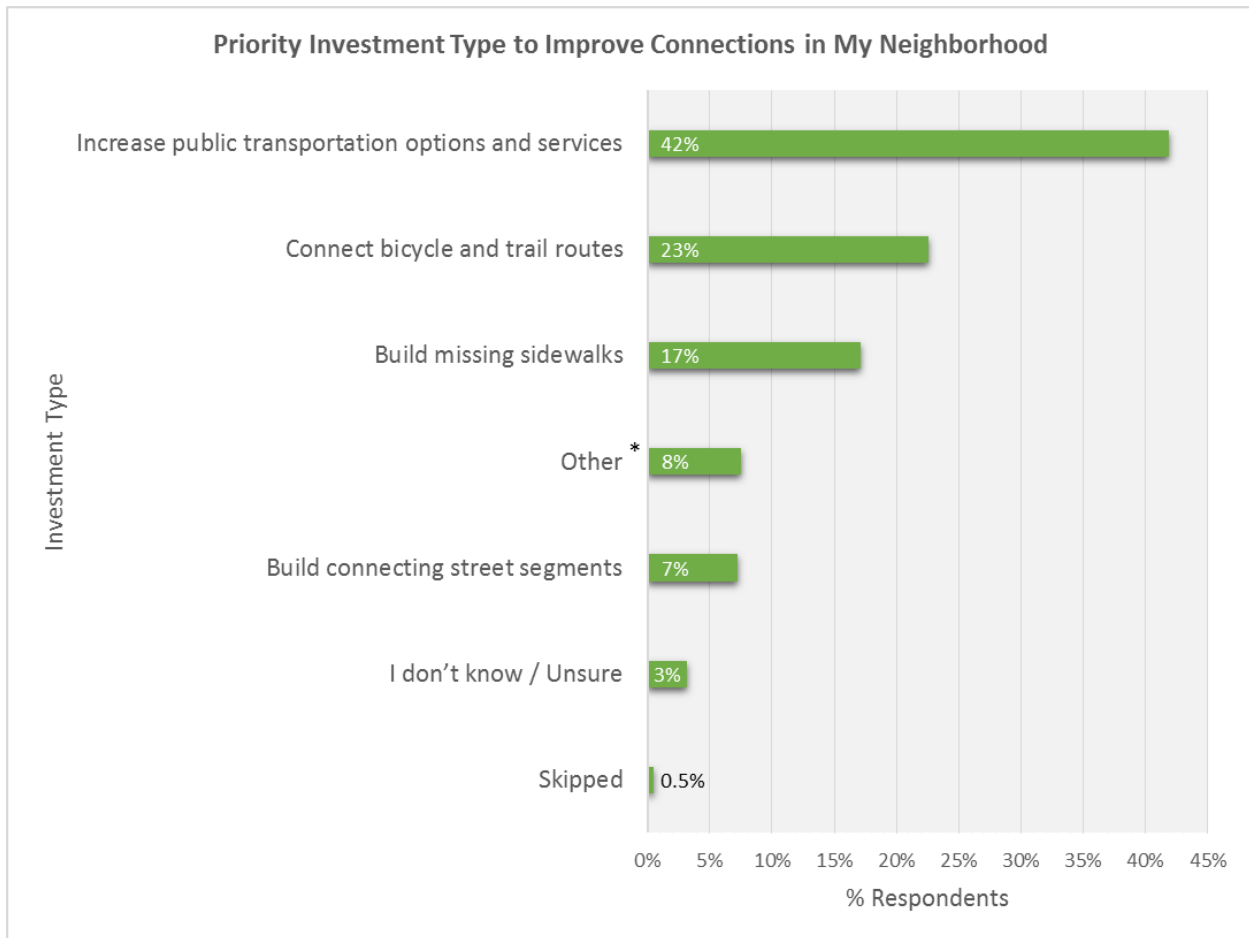


* "Other" comments are provided in Mobility Talks Survey Results by District and Open-Ended and Other Comments Report at [MobilityTalks.org](https://mobilitytalks.org)

Improving Connections in My Neighborhood

Question 6: Of the following options to improve transportation connections in your neighborhood, which is most important to you? Choose one

Respondents chose increasing public transportation options and services as their highest priority investment, which was same investment type respondents selected most for Managing Congestion. The second- and third-highest selection would be addressed through the City’s bicycle and pedestrian programs.

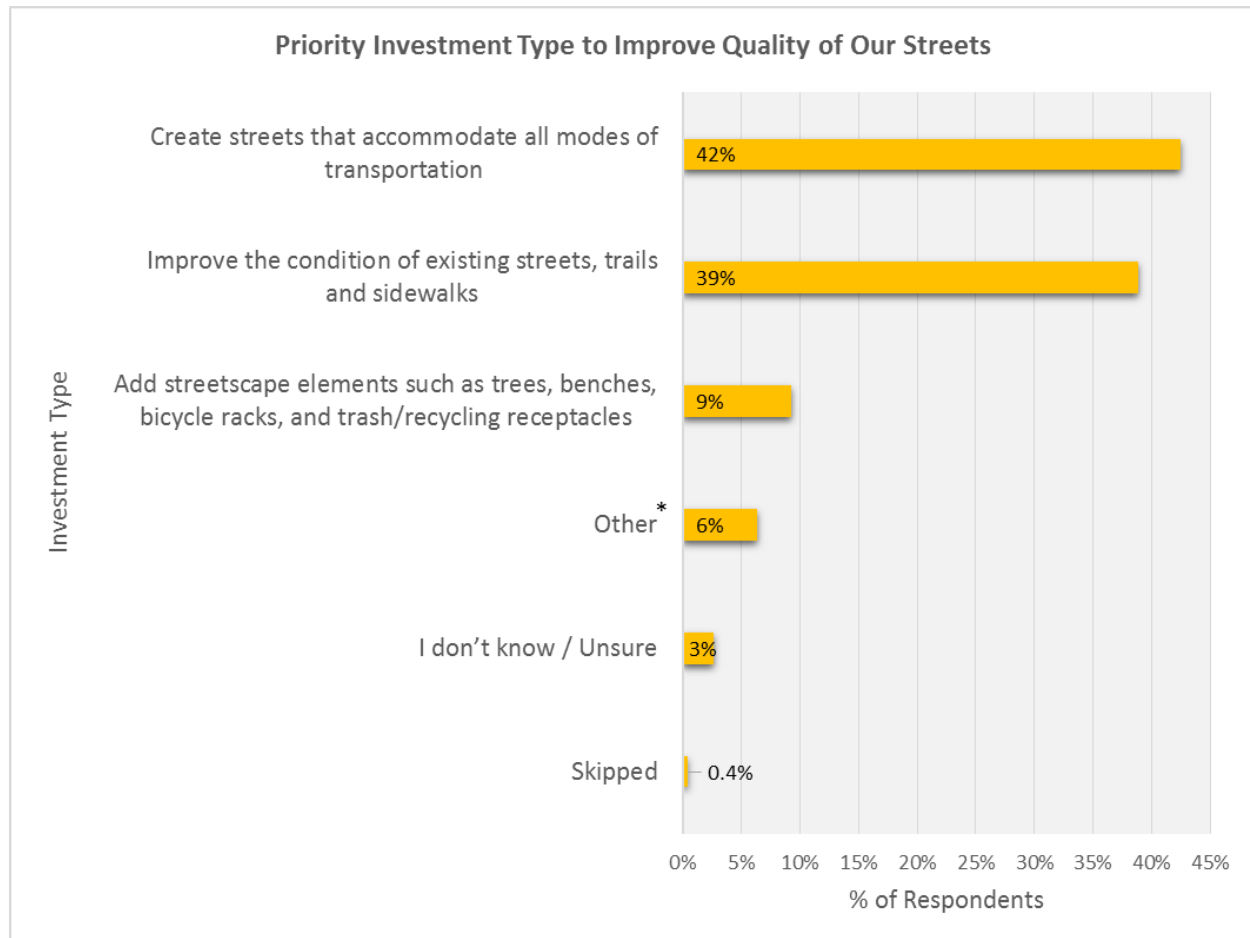


* “Other” comments are provided in Mobility Talks Survey Results by District and Open-Ended and Other Comments Report at [MobilityTalks.org](https://www.mobilitytalks.org)

Improving Quality of Our Streets

Question 7: Of the following options to improve the quality of our streets, which is most important to you? Choose one

The City of Austin Complete Streets policy, which applies to improvements and (re)-development in the public domain within the city limits, guides the use of the right-of-way to accommodate all modes of transportation, which was the highest-priority investment type selected by survey participants. The City's Street Reconstruction and Rehabilitation, Urban Trails, and Sidewalk programs address the second-highest respondent priority.



* "Other" comments are provided in Mobility Talks Survey Results by District and Open-Ended and Other Comments Report at [MobilityTalks.org](https://mobilitytalks.org)

Geographic Scale

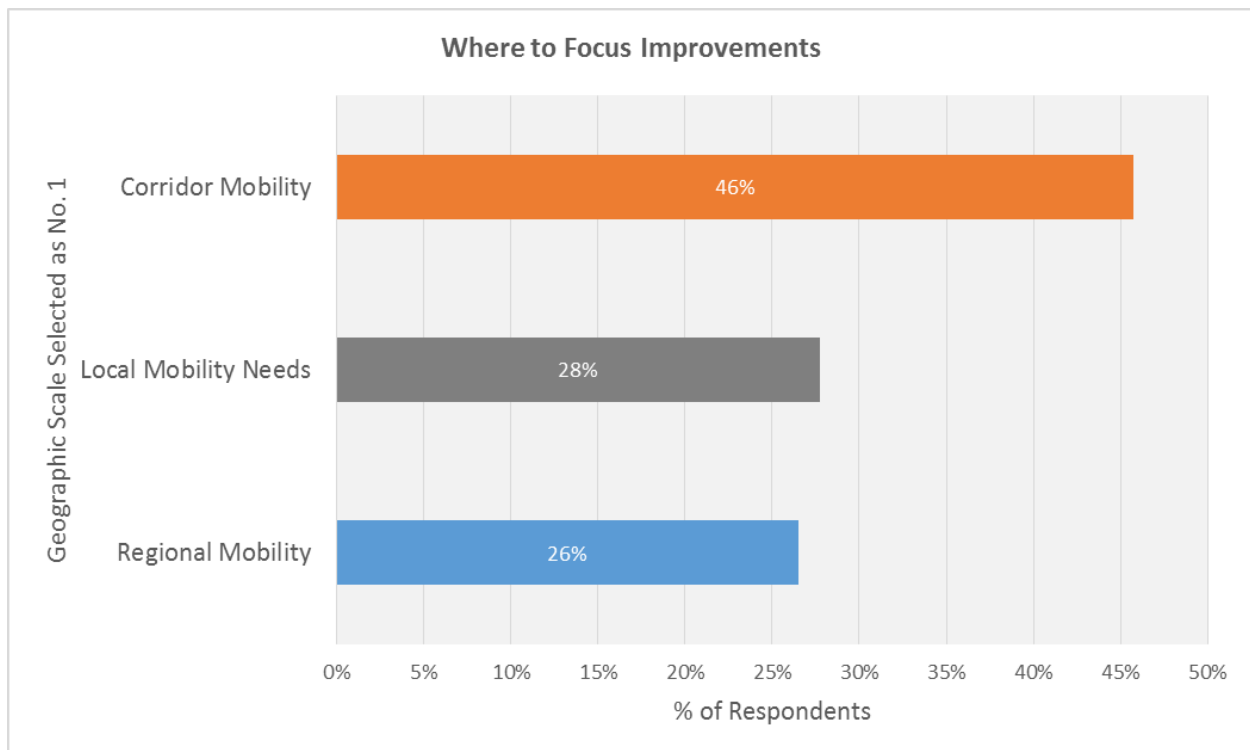
Question 8: Given your answers, where do you feel the City of Austin should focus improvements?

Rank in order with 1 being the most important

Regional Mobility: projects and programs that benefit mobility and safety along regional corridors, such as highways and regional public transportation.

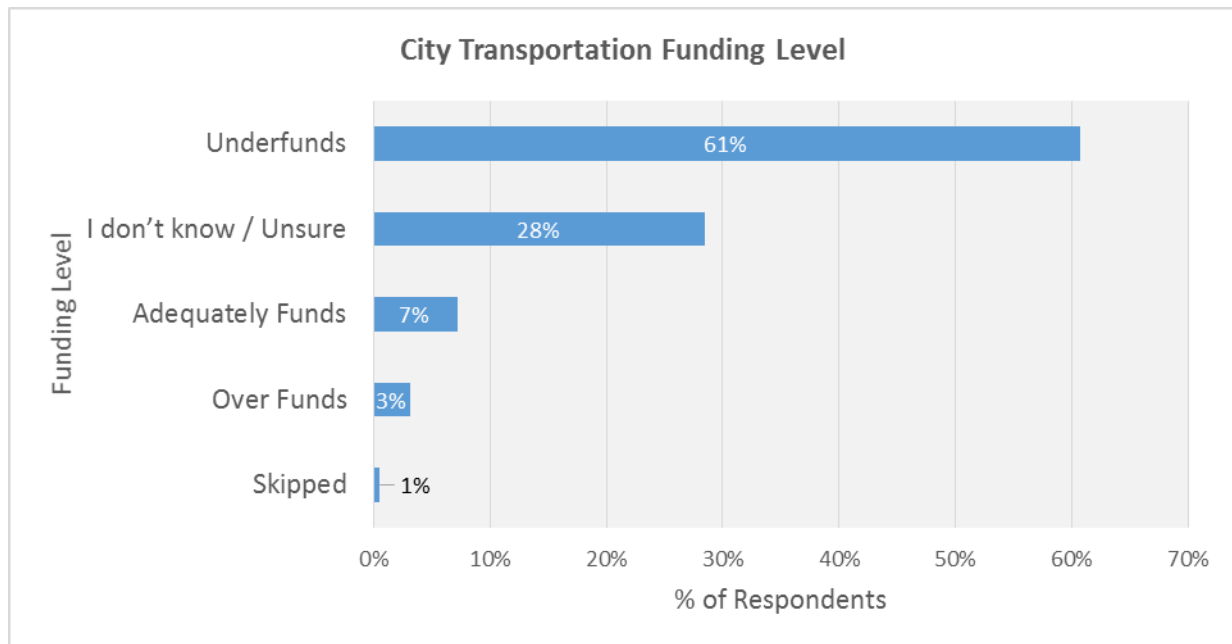
Corridor Mobility: projects and programs that benefit the mobility network throughout the city, such as major corridors like Lamar Boulevard, Riverside Drive, Burnet Road, Anderson Mill Road, etc.

Local Mobility Needs: projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

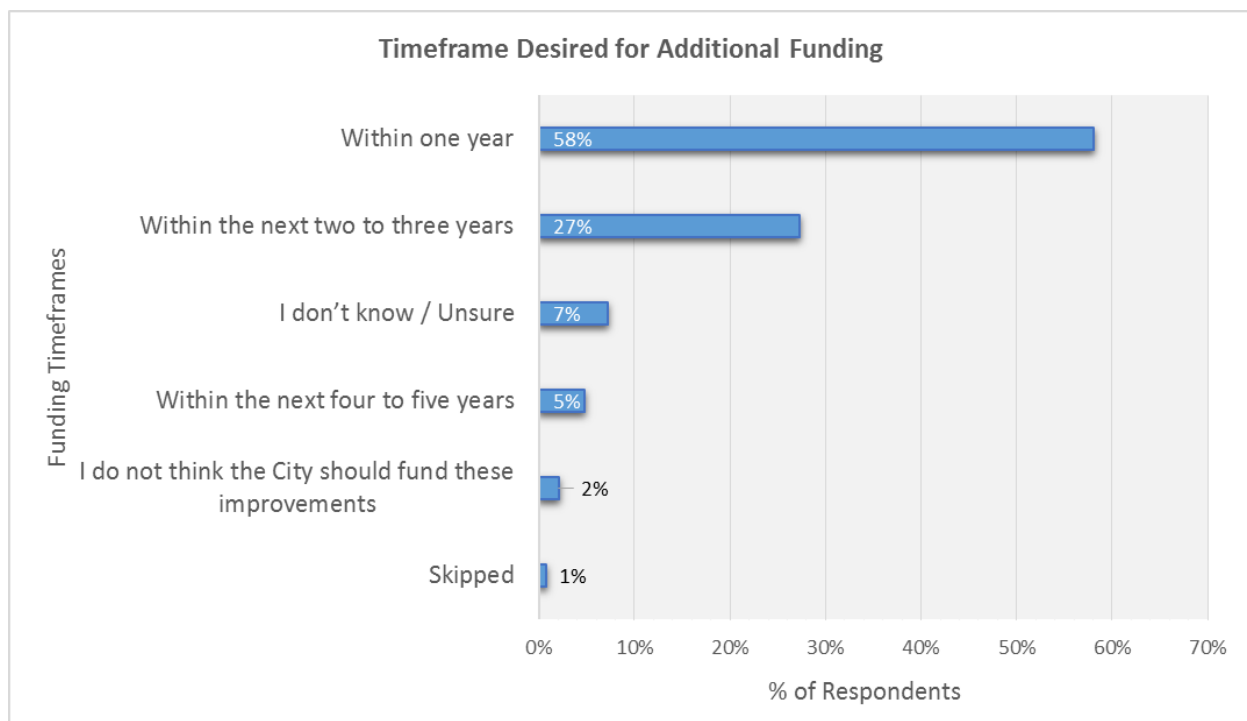


Funding

Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs?



Question 10: In what timeframe would you like to see additional funding available for the types of



Public Conversations Analysis

The public was invited to join small-group discussions held throughout the city in partnership with Leadership Austin, attend open house meetings, or participate in an online discussion to enrich the data being collected through the survey and deepen the dialogue by talking about the tradeoffs in behavior and investment that could be associated with mobility improvements. This section contains an analysis of the information collected from 207 people through these conversations, including open house meetings called Mobility Talks Live; District 1 and 5 Town Halls; an online, moderated discussion at SpeakUpAustin, and a summary of the main themes collected through the City and Leadership Austin's Conversation Corps.

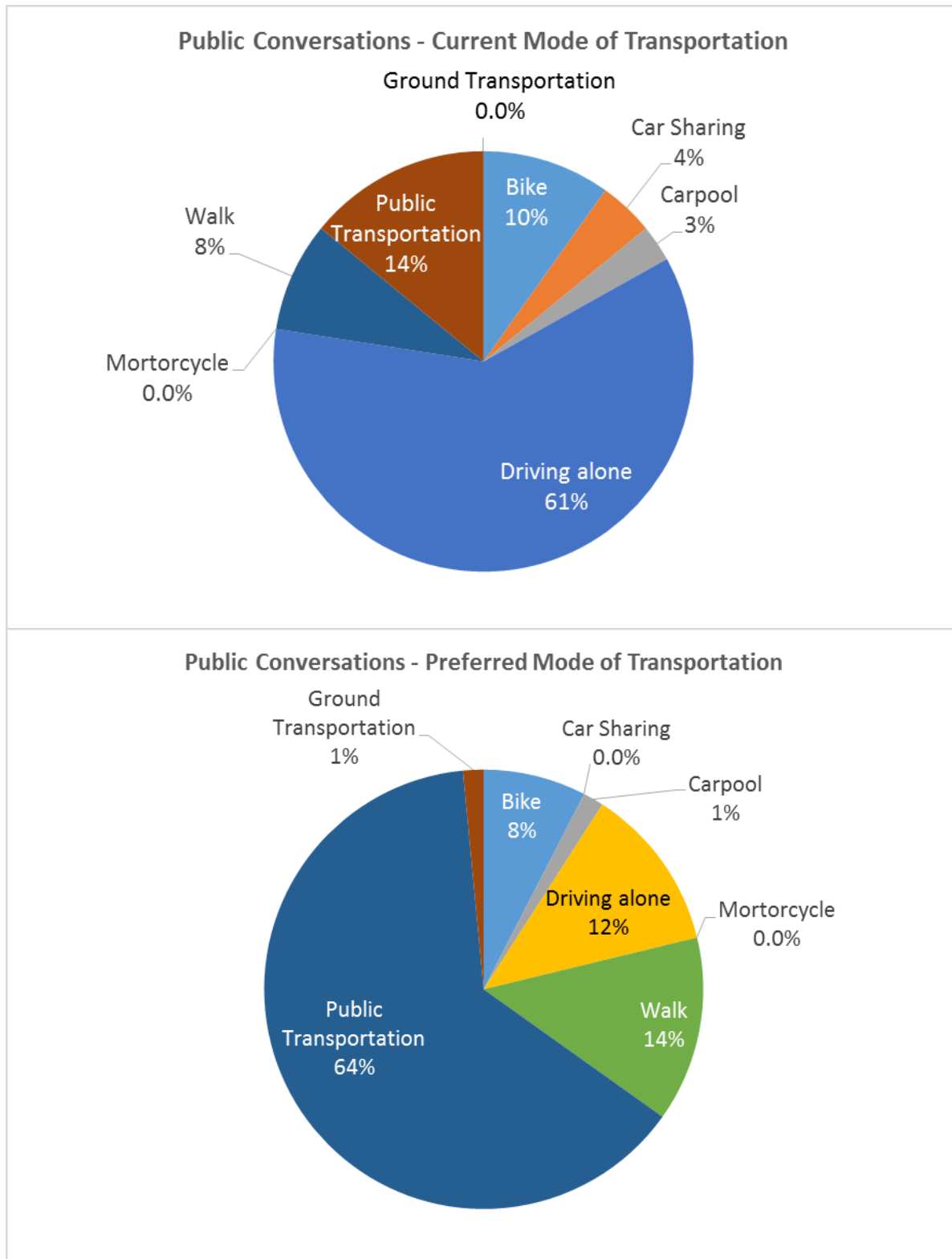
The majority of conversations were structured around four questions. Those were:

1. Briefly tell us about how you primarily get around now and how would you prefer to get around?
2. Of the four Community Benefits, what would you most like to see the City address with transportation improvements and why?
3. As you consider what you would most like to see in the way of mobility improvements, what kinds of tradeoffs would you be willing to accept in turn? For instance, would you be willing to reduce the amount of time you drive alone if you had more options to get to your destination, such as walking, bicycling or taking transit?
4. What sorts of improvements would you be willing to spend more of your own money on, in taxes or fees, and why? If you would not be willing to spend more, why not?

Comments from the discussions that took place at the Mobility Talks Live open houses, Councilmember town halls, and SpeakUpAustin are summarized in this section by mode of transportation, investment type and Community Benefit.

Transportation Mode

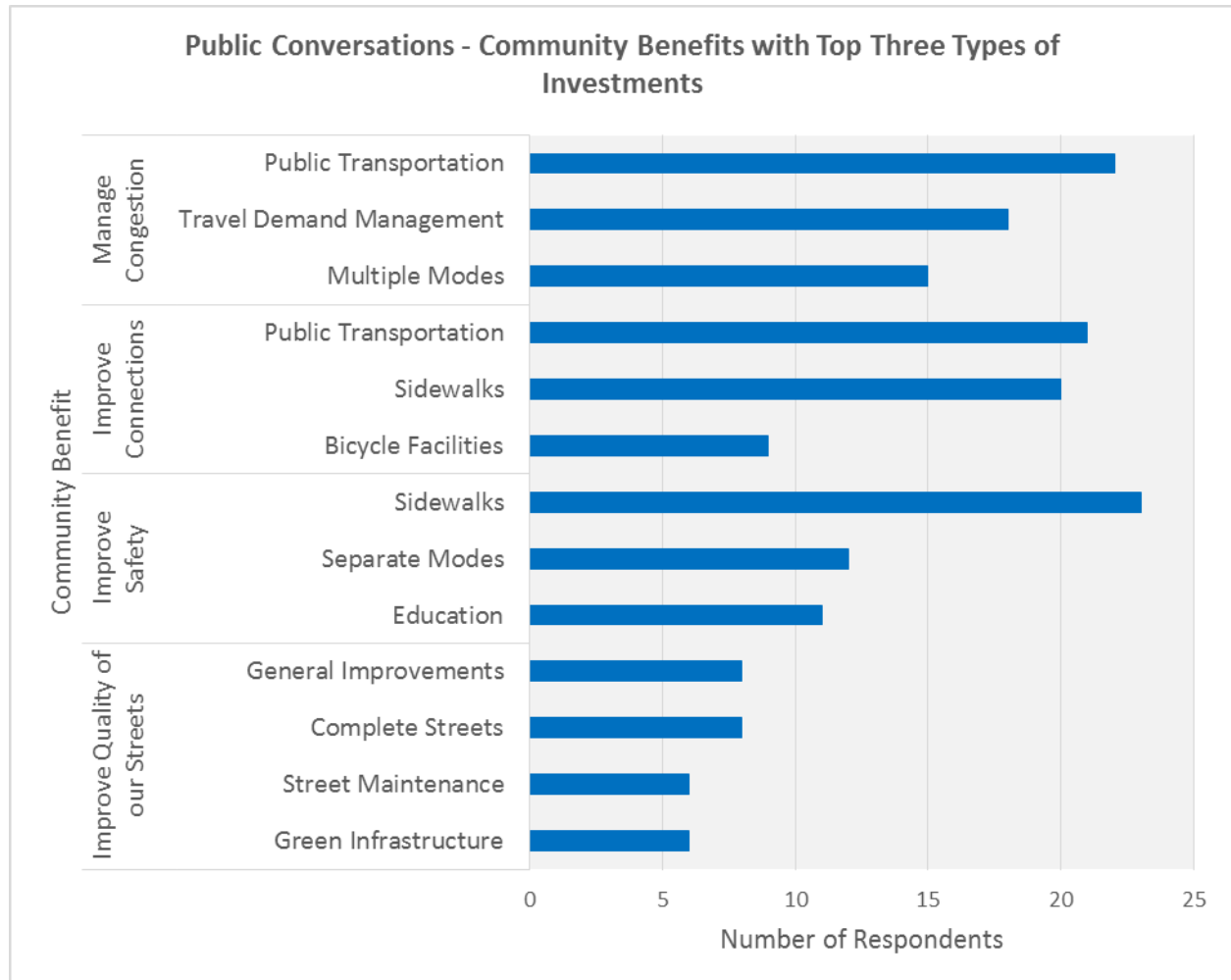
Question 1: Briefly tell us about how you primarily get around now and how would you prefer to get around?



Community Benefit and Investment Type

Question 2: Of the four Community Benefits, what would you most like to see the City address with transportation improvements and why?

Participants recommended improvements to the public transportation system as a way to manage congestion and improve connections. According to an overview of Conversation Corps discussions (Appendix E), the results of which are not included in the chart below, “investing in better bus service was discussed in nearly every conversation.”



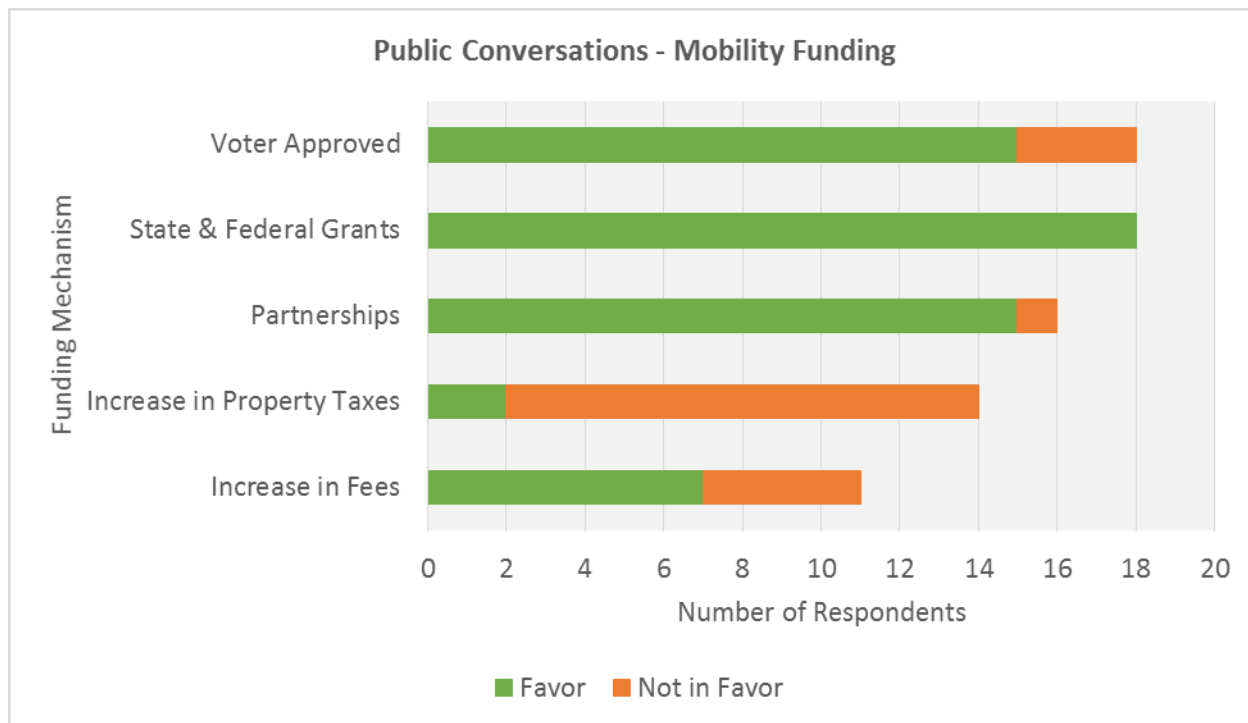
Trade-offs and Funding

Question 3: As you consider what you would most like to see in the way of mobility improvements, what kinds of tradeoffs would you be willing to accept in turn?

Public conversation participants focused on behavioral modifications, or mode changes, they would be willing to make. For instance, some participants said if they felt safer, they would bike more or if there was better access to public transportation, they would use it more often. The results of this question were qualitative in nature and were not captured in a graph.

Question 4: What sorts of improvements would you be willing to spend more of your own money on, in taxes or fees, and why? If you would not be willing to spend more, why not?

Participants supported funding mobility improvements, including through voter-approved bonds as well as grants and partnerships. However, the majority also indicated that they do not want to increase their property taxes to fund the improvements but were willing to have fees increased. The priority improvements were addressed in Question 2, which showed that survey respondents’ highest priorities were “increasing public transportation options and services” to Manage Congestion and Improve Connections in My Neighborhood, and address Improving Safety by “separating transportation modes” and “constructing missing segments in the street, sidewalk, and bicycle networks.”



Conversation Corps Themes

Conversation Corps provided 18 opportunities for facilitated conversations throughout Austin and resulted in 12 conversations with a total of 56 participants. Based upon the summaries provided by the Conversation Corps's volunteer facilitation, the themes that were discussed are consistent with the Mobility Talks Survey and other public conversations. The key themes that participants articulated were:

Manage Congestion: Across the various priorities, the majority of conversations viewed this aspect as the most valuable.

- Diverting trucks off I-35 was a way many proposed how to manage congestion on the highways. HOV and toll lanes were also discussed.
- Getting cars off the road through public transportation and carpooling/ridesharing systems was consistently addressed.
 - Several discussed a rail system, although the opinion on the value of rail varied significantly from conversation to conversation.
 - Most notably, investing in better bus service was discussed in nearly every conversation

Improve Connections in my Neighborhood: Participants in most conversations believed that this priority category was not only important but also aids in supporting other priorities, primarily congestion.

- Again, we saw a focus on public transportation. Many across Austin shared their view that if it was possible to get access to the location they wanted via public transit they would use that option, yet because the public transit in their region does not provide them with that option, they drive.
- Sidewalks and cycling accessibility were also mentioned across many conversations.

Improve Safety: Although to a lesser degree, many of the conversation participants touched on the subject of improving safety. We saw more prevalence of this priority in Districts 1 and 2. The following safety issues were addressed:

- Stops signs, lights and turn signals
- Bike lanes
- Sidewalks and crosswalks
- Traffic violation enforcement
- Education and awareness

Improve the Quality of My Streets: While addressed a few times, this priority was discussed far less than any of the others.

Other notable themes include:

- Interconnectedness of priorities
- Transparency in how money is used
- Shift of mobility discussion away from cars and roads and toward public transportation, land use and data driven decisions

SpeakUpAustin Discussion

SpeakUpAustin provided an online forum in which 16 participants responded to questions to each other in a moderated dialogue. Key themes from SpeakUpAustin include:

- Improving connections for multiple modes of transportation
- Ensuring that options are safe, reliable, practical and efficient
- Connecting different modes to each other (for example: providing access to a bus stop through building sidewalks)

The full discussion is available in the Appendix F.

Public Hearing Results

Per the Resolution, City Staff conducted public hearings at six City of Austin Boards and Commissions as well as public hearings at Bicycle Advisory Council, Pedestrian Advisory Council, and the Vision Zero Task Force. Staff added presentations and public hearings at the Hispanic/Latino Quality of Life Resource Advisory Commission, African American Resource Advisory Commission, and the Asian American Quality of Life Advisory Commission to ensure a broad array of input opportunities. A summary of the public hearings conducted is in Table 1.4.

Table 1.4: Public Hearing Summary				
Public Hearing	Meeting Date	Members Present	Speaking Citizens	Recommendation
Urban Transportation Commission	4/12/2016	9	13	X (2)
Commission on Seniors	4/13/2016	12	0	
Bicycle Advisory Council	4/19/2016	9	2	X
Asian American Quality of Life Advisory Commission	4/19/2016	13	0	
Bond Oversight Commission	4/20/2016	9	12	X
Vision Zero Task Force	4/22/2016	15	0	
Planning Commission	4/26/2016	8	4	anticipated
Hispanic/Latino Quality of Life Resource Advisory Commission	4/27/2016	8	0	
Public Safety Commission	5/2/2016	10	0	
Pedestrian Advisory Council	5/2/2016	12	2	X
Zoning and Platting Commission	5/3/2016	8	0	X
African American Resource Advisory Commission	5/4/2016	14	0	
Total		127	33	6

Board and Commission, Advisory Council, and Task Force Member Input

Members of the boards and commissions, advisory councils, and task forces spoke generally to the engagement process of Mobility Talks, offering suggestions for how to engage the public. Several of the members were interested in how the data collected through Mobility Talks would be used and what type of recommendations staff would submit to Council for consideration.

Five of the 12 groups that held public hearings put forward resolutions to City Council. The majority recommended to:

- Fund the Bicycle Master Plan
- Fund Tier I Urban Trails identified in the Urban Trails Master Plan
- Fund very high and high priority sidewalks included in the forthcoming Sidewalk Master Plan Update
- Fund strategic components of Corridor Plans, including dedicated, high-capacity transit lanes, protected bike lanes and pedestrian safety improvements

Other recommendations from the groups included :

- Fund street and intersection improvements, such as pedestrian hybrid beacons necessary to complement and implement connected pedestrian networks (Pedestrian Advisory Council)
- Consider rail options including, but not limited to, a minimum operating segment as part of a 2016 bond proposal (Urban Transportation Commission)
- Address priorities for Regional Mobility, Corridor Mobility, and Local Mobility Needs using selection criteria that emphasizes projects that: (Zoning and Platting Commission)
 - Work in concert with adopted and future land use plans
 - Involve partnerships between the City and other funding agencies
 - Result from inter-departmental coordination and identification in the Long-Range Capital Improvement Program Strategic Plan
- Fund strategic components of existing Corridor Plans and IH-35 Mobility Improvements (Bond Oversight Commission)
 - Tax Increment Finance zones could be used to provide funding for such plans
- Total amount of such Mobility Bond should not exceed Bond Capacity achieved incorporating a maximum 2-cent tax rate increase above the rate which would otherwise be in effect

See Appendix D for PDF copies of each resolution passed.

Public Hearing Speaker Input

Thirty-three community members signed up to speak at the 12 public hearings, some speakers may have participated in multiple public hearings. Staff analyzed the main themes the public speakers addressed and categorized comments by mode of transportation (Figure 1.1), community benefit addressed (Figure 1.2), and support for City of Austin mobility plans (Figure 1.3). The majority of the comments related to improving safety for all modes of transportation with an emphasis on bicycle and pedestrian modes.

Members of the public specifically suggested funding elements of various master plans. The Bicycle Master Plan and forthcoming Sidewalk Master Plan update received support, with a large majority of speakers recommending fully funding the Bicycle Master Plan and a majority recommending fully funding the forthcoming 2016 Sidewalk Master Plan with an emphasis on the “very high” and “high” priority sidewalks. Some speakers also mentioned funding elements of the Urban Trails Master Plan, focusing on Tier I Trails.

Figure 1.1 The following figure indicates that walking and biking were most talked about by

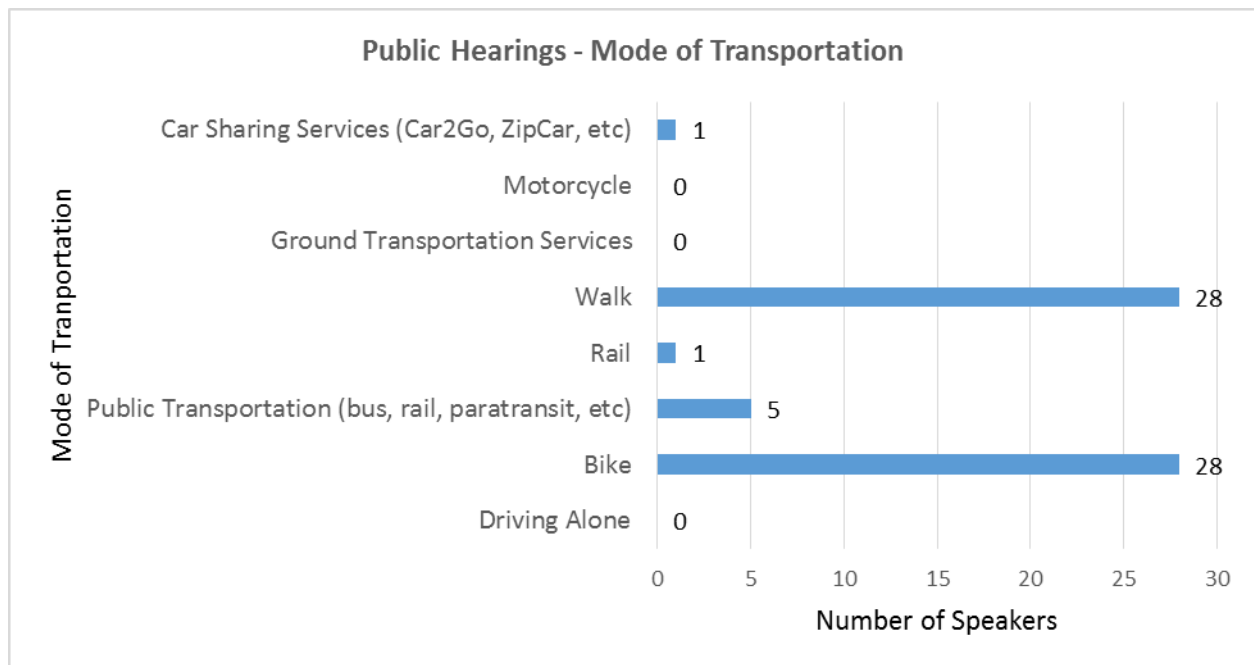


Figure 1.2 The following figure indicates that improving safety was the top concern voiced by speakers and correlates with their desired mode of transportation.

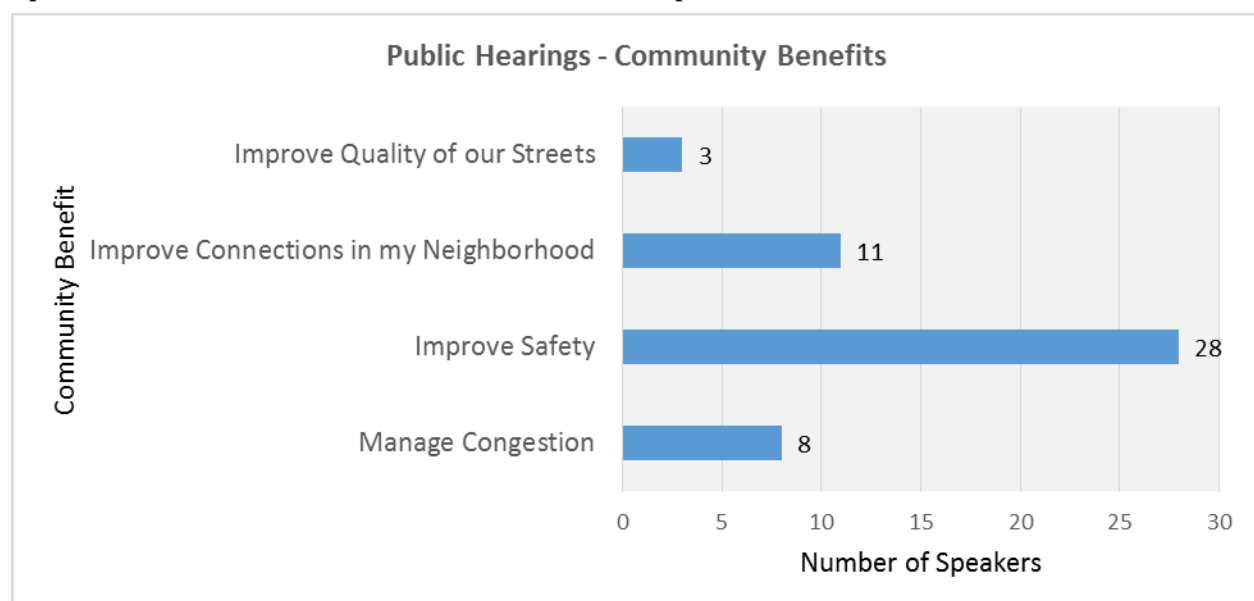
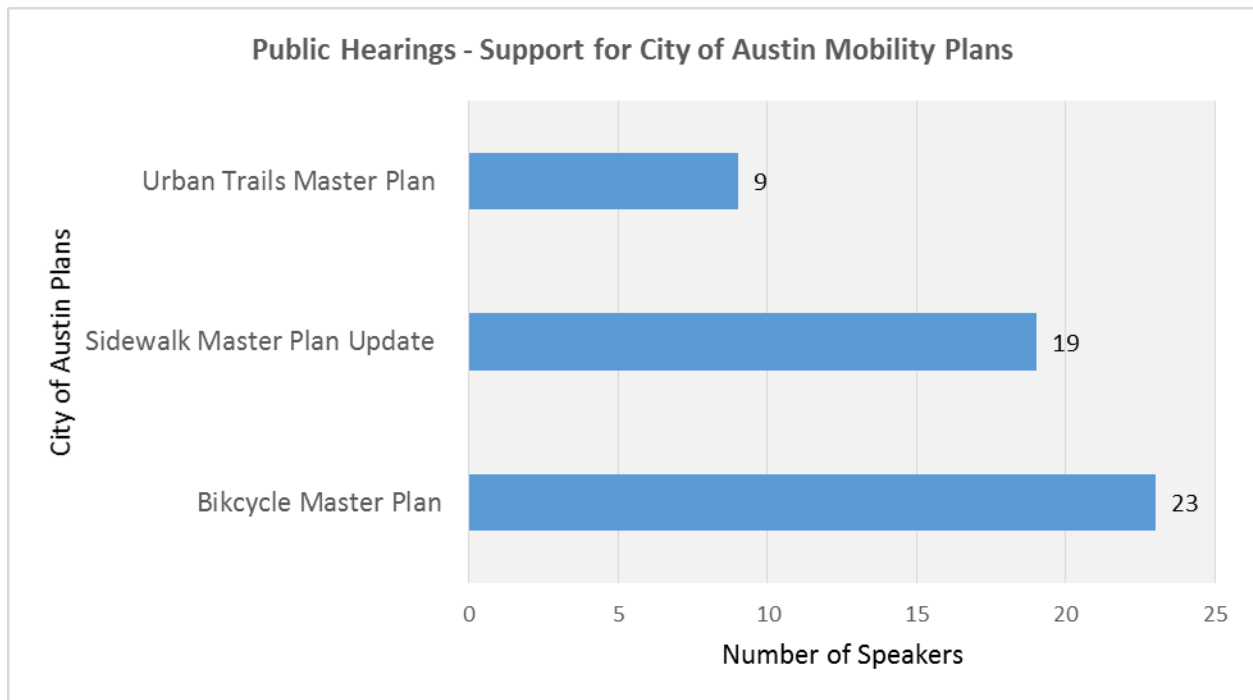


Figure 1.3 The following figure indicates the three most-referenced transportation plans by speakers at the 12 public hearings.





Past Public Engagement Analysis

Past Public Engagement Analysis

City Council Resolution No. 20160211-017 directed the City Manager to, “for the purposes of identifying potential transportation projects for funding...and include information collected from earlier public input processes such as Project Connect, MobilityATX, the Austin Metropolitan Area Transportation Plan, the Bicycle Master Plan, the Sidewalk Master Plan, and the neighborhood plans, the specific area plans, and the transportation plans attached to the Imagine Austin Comprehensive Plan and public involvement data for other local, state, and federal transportation planning.”

For the Past Public Engagement Analysis, City staff analyzed 52 plans and public input processes, including the ones specifically included in the Resolution as well as plans and initiatives identified as relevant to mobility. Table 1.5 contains the plans

and initiatives included in the Past Public Engagement Analysis as well as approximate participation numbers and each plan’s engagement start and end date, which span from 1998 to the present.

Approximately 61,000 cumulative participants were involved in the development of the plans and initiatives included in the Past Public Engagement Analysis, although there is likely some double-counting of individuals who participated in the development of multiple plans and public participation processes. The Past Public Engagement Analysis includes plans and initiatives developed and implemented by the City of Austin as well as those developed by external agencies and entities, such as the Capital Area Metropolitan Planning Organization, Cap Metro, and Glass House Policy, creator of MobilityATX.

Table 1.5: Plans and Initiatives Included in Past Public Engagement Analysis

Plan Name	Participation Start Date: Month/Year	Participation End Date: Month/Year	Approximate No. of Participants
Airport Blvd Corridor Development Program	Jun-11	Dec-11	455
2016 Austin Bicycle Master Plan	Aug-12	Nov-14	3,328
Bouldin Creek Neighborhood Plan	Oct-00	May-02	450
Brentwood/Highland Combined Neighborhood Plan	Dec-02	May-04	1,200
Budget in a Box 2015	Apr-15	Jun-15	1,655
CAMPO 2040 Plan	May-13	May-15	7,500
Central Austin Combined Neighborhood Plan	Aug-02	Aug-04	1,200
Central East Austin Neighborhood Plan	Feb-00	Dec-01	250
Central West Austin Neighborhood Plan	May-07	Sep-10	800
Chestnut Neighborhood Plan	Sep-97	Jul-99	200
Citizen Survey 2015	Aug-15	Sep-15	2,060
Crestview/Wooten Combined Neighborhood Plan	Nov-02	Apr-04	880
Dawson Neighborhood Plan	Sep-97	Aug-98	260
Downtown Austin Plan	Feb-08	Dec-11	4,000
East Cesar Chavez Neighborhood Plan	Jan-98	May-99	220
East MLK Combined Neighborhood Plan	Nov-01	Nov-02	300

Table 1.5 (continued from Page 31): Plans and Initiatives Included in Past Public Engagement Analysis

Plan Name	Participation Start Date: Month/Year	Participation End Date: Month/Year	Approximate No. of Participants
East Riverside Corridor Master Plan	Aug-08	Feb-10	600
East Riverside/Oltorf Combined Neighborhood Plan	Oct-03	Nov-06	400
FM 969 / East MLK Jr. Blvd Corridor Development Program	Nov-11	May-12	75
Govalle/Johnston Terrace Combined Neighborhood Plan	Mar-02	Feb-03	200
Greater South River City Combined Neighborhood Plan	Nov-03	Sep-05	500
Guadalupe Street Corridor Improvement Program	Dec-14	May-15	849
Heritage Hills/Windsor Hills Neighborhood Plan	Feb-08	Jan-11	200
Holly Neighborhood Plan	Mar-00	Dec-01	200
Hyde Park Neighborhood Plan	Jan-99	Apr-00	300
Lamar Blvd. / Justin Lane Station Area Plan	Feb-07	Dec-08	200
MLK Jr. Blvd Station Area Plan	Feb-07	Mar-09	150
Mobility ATX	Oct-15	Nov-15	1,039
Montopolis Neighborhood Plan	May-00	Sep-01	200
North Lamar / Burnet Corridor Development Program	Sep-11	Jan-12	182
North Austin Civic Association Neighborhood Plan	Dec-98	Jun-00	1,180
North Burnet/Gateway 2035 Master Plan Document	May-06	Nov-07	500
North Lamar Combined Neighborhood Plan	Nov-07	Jun-10	200
North Loop Neighborhood Plan	Aug-00	May-02	240
Oak Hill Neighborhood Plan	Nov-05	Dec-08	1,000
Old West Austin Neighborhood Plan	Jun-99	Jun-00	400
Plaza Saltillo Station Area Plan	Feb-07	Dec-08	150
Project Connect	Feb-12	Sep-13	2,146
East Riverside Corridor Development Program	Oct-11	Mar-12	166
Rosewood Neighborhood Plan	Mar-00	Nov-01	200
Sidewalk Master Plan 2008	May-07	May-08	100
South Austin Combined Neighborhood Plan	Jan-13	Nov-14	1,000
South Central Waterfront Vision Framework Plan	Aug-13	May-15	600
South Congress Neighborhood Plan	Mar-04	Aug-05	200
South Lamar Boulevard Corridor Improvement Program	Dec-14	April-16	230
Southeast Combined Neighborhood Plan	Nov-01	Oct-02	400
St. John Coronado Hills Neighborhood Plan	Feb-09	Apr-12	200
University Hills/Windsor Park Neighborhood Plan	Sep-05	Aug-07	200
Upper Boggy Creek Neighborhood Plan	Sep-00	Aug-02	400
City of Austin Urban Trails Master Plan	Aug-13	Feb-14	3,281
Vision Zero Action Plan (Draft)	Jan-15	May-16	100
Imagine Austin Comprehensive Plan	Aug-09	Jun-12	18,000

Plans and Public Engagement Processes

Plans by nature establish goals and visions, intended to guide future decisions and actions. Different plans have different scales and community expectations associated with them. Through the planning process, the City seeks public input to develop recommendations and produces information regarding:

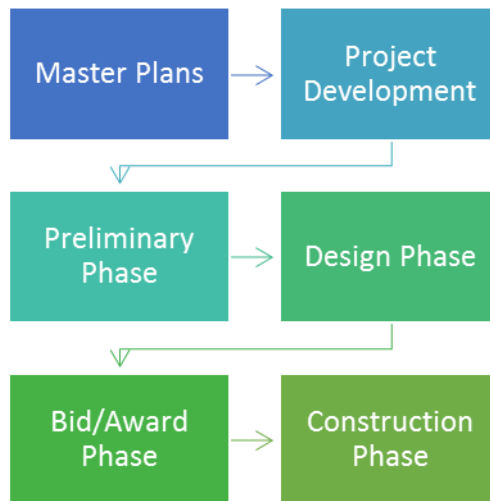
- Vision and outcomes to be achieved
- Tools and appropriate solutions to issues identified by the community
- Identification of capital needs and investments

Vision and outcomes

Some plans and public engagement efforts ask public participants to envision the future and articulate the community's wants and desires, while other plans and processes focus on the feasibility of implementing the visioning exercises. Still others take into account public input but emphasize technical assessments of infrastructure, or the condition of a particular asset. The community engagement aspect of plans and processes also varies. Some may have a citywide scope, seeking to engage a large audience and may take years to develop, while others may span a few months and involve fewer people due to a limited geographic scope. It is also important to note that during project implementation, the City conducts additional project-specific public engagement, which is not captured in this analysis.

The plans and processes included in the Past Public Engagement Analysis span a range of years, types, geographic location and intention. The plans addressed transportation, land use, environment, safety, economic development, urban design, housing, etc. While some of these were not

Figure 1.4: Typical Capital Improvement Project Phases



mobility plans per se, each touched on transportation and mobility issues. The vision and outcomes that staff reviewed were translated into the Community Benefits.

Potential Tools and Solutions

The development of plans involves the identification of appropriate options to address community vision and outcomes. These may include recommended policy changes, regulatory changes, education or programming, or capital investments to achieve the future vision outlined in the plan. Through education or programming, the City may put forward best practices to educate residents and inform strategies to achieve outcomes. For example, transportation demand management, or programs like Smart Trips and partnerships with private industry to encourage teleworking will lessen the need for capital investment. Also, regulatory changes, such as those that will be enacted during the adopted of the new Land Development Code, could provide outcomes for the community that are not delivered directly by the City of Austin Capital Improvement Program.

Identification of capital needs and investments

The Past Public Engagement Analysis focused specifically on the identified capital needs and investment recommendations arising from the plans. Many of the plans highlight the types of capital needs and priorities that could be implemented to achieve the vision and goals of the plan, and sets the foundation for starting project development and seeking funding. The typical project phases are shown in Figure 1.4.

However, few capital needs coming out of plans and processes are fleshed out to the point that, if green-lighted, would be ready for immediate implementation. In most cases, further project development is needed before any specific infrastructure investment is ready to move forward into design and construction. Project Development and Preliminary Phases can be lengthy, particularly for mobility improvements. Often it includes additional levels of project planning, scoping, and technical assessment, as well as project phasing, funding and project delivery method decisions. Mobility projects typically involve coordinating the improvements of multiple layers and types of infrastructure, have many internal and external stakeholders, and alternative options for travel must be made available to the public.

Capital needs identified in plans are considered, vetted, and prioritized by departments to develop feasible projects for funding and implementation. Many departments also have ongoing CIP programs dedicated to planning, developing, and implementing routine CIP projects. Some CIP program-specific master plans, such as the sidewalk master plan, include prioritization criteria and processes to guide capital investment project selection and implementation. This reduces the project development phase time for some types of routine infrastructure investments by establishing a set process to guide ongoing CIP programs.

The prioritized unfunded and in many cases early-stage capital needs are included each year in the Long-Range CIP Strategic Plan Rolling Needs Assessment, which compiles citywide capital improvement needs on a 10-year planning horizon. These include annual funding needs to continue ongoing capital programs for routine projects, as well as highlighted needs and strategic programs and projects. **The mobility needs in the Rolling Needs Assessment served as the Universe of Needs presented to the Mobility Committee in February and March 2016.**

After departments have identified at least partial funding for capital programs or projects, and based on community needs, City Council policy, and other factors, some of these capital needs become part of departmental five-year capital improvement programs plan, represented in the Five-Year CIP Plan. The first year of the Five-Year CIP Plan serves as the basis for the funding appropriations in the annual Capital Budget. The general Capital Improvement Program Planning Process is depicted in Figure 1.5.

Plan Implementation

The capital improvement elements of plans are implemented and funded differently, so projects identified in some plans may already be implemented or underway. As an example, of the nearly 5,000 capital project recommendations included in adopted small area plans, about 1,900 are known to have been completed or are ongoing, and another 750 or so are planned or in progress as of December, 2015, according to the Small Area Plan Implementation report developed by the Planning and Zoning Department each year. Other plans, such as the Bicycle Master Plan and Sidewalk Master Plan, guide ongoing capital programs that continually deliver projects.

The City also relies on its partners to implement

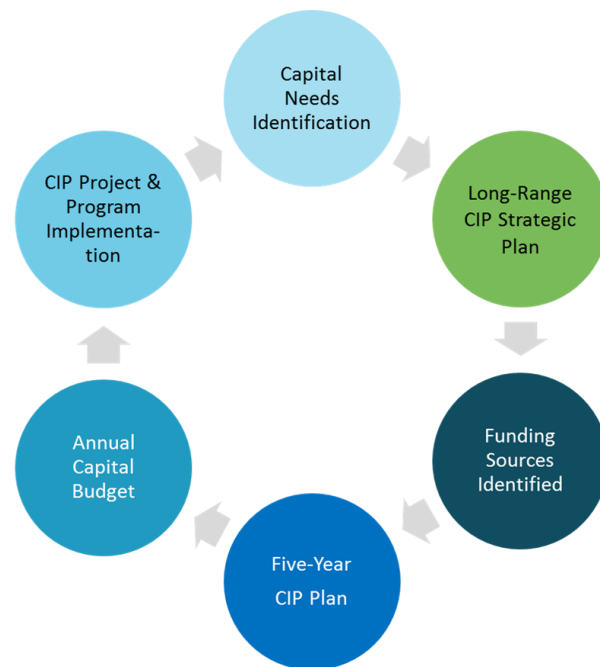
projects. For instance, last year the Texas Department of Transportation constructed grade-level, accessible pedestrian crosswalks at intersection of William Cannon and US Highway 290 as part of a project designed to ease traffic congestion and enhance safety in the Oak Hill area. This project implemented a recommendation from the Oak Hill Neighborhood Plan, an adopted small-area plan, to provide safe crosswalks at that intersection.

Past Public Engagement Analysis Methodology

Given the wide range of mobility-related plans and processes identified in the Resolution, staff sought to analyze past plans and public engagement and processes through the lens of Mobility Talks. This meant translating past plans and processes into the Mobility Talks Community Benefits and Investment Types. The Community Benefits are Managing Congestion, Improving Safety, Improving Connections in My Neighborhood, and Improving the Quality of Our Streets (see Page 2 for Community Benefit definitions).

The Past Public Engagement Analysis Methodology allowed staff to translate the plans, each with its separate goal, timeframe, geographic focus, and engagement strategy, to be analyzed using identical language as the Mobility Talks analysis. In doing so, staff could compare findings from Past Public Engagement to the results of Mobility Talks. City technical and professional staff submitted plan/process themes; capital needs that had been identified; and other information, such as the number of public participants, to staff. Staff categorized the capital needs according to the associated Community Benefit(s) that the capital needs to be addressed. Staff then categorized the identified capital needs into the investment types that correlate with the criteria used by the Mobility Talks survey.

Figure 1.5: The Capital Improvement Program Planning Cycle



City staff used participation numbers to weight the importance of the plan's themes. As a result, the plans with a broader scope of engagement were given more weight than plans with fewer individual participants and geographic scope. For instance, approximately 18,000 people participated in the development of Imagine Austin while 455 people participated in the development of the Airport Boulevard Corridor Report. This means that Imagine Austin, a citywide plan, is more heavily factored into the key findings than the Airport Boulevard Corridor Report, which looked only at one corridor within Austin.

Past Public Engagement Summary

To better understand the recommendations related to investment types, staff used a "crosswalk" between the plan recommendations and the Community Benefits as well as the investment types to reach the following summary. The results of the Past Public Engagement Analysis have a direct correlate with the investment types that respondents addressed for Mobility Talks, but

also goes further to define additional investment types, such as wayfinding, lighting, and green infrastructure. The following are the main points derived from the Past Public Engagement Analysis: The mobility recommendations that came out of the plans and processes included in the Past Public Engagement Analysis indicates a cumulative interest in having more mobility options.

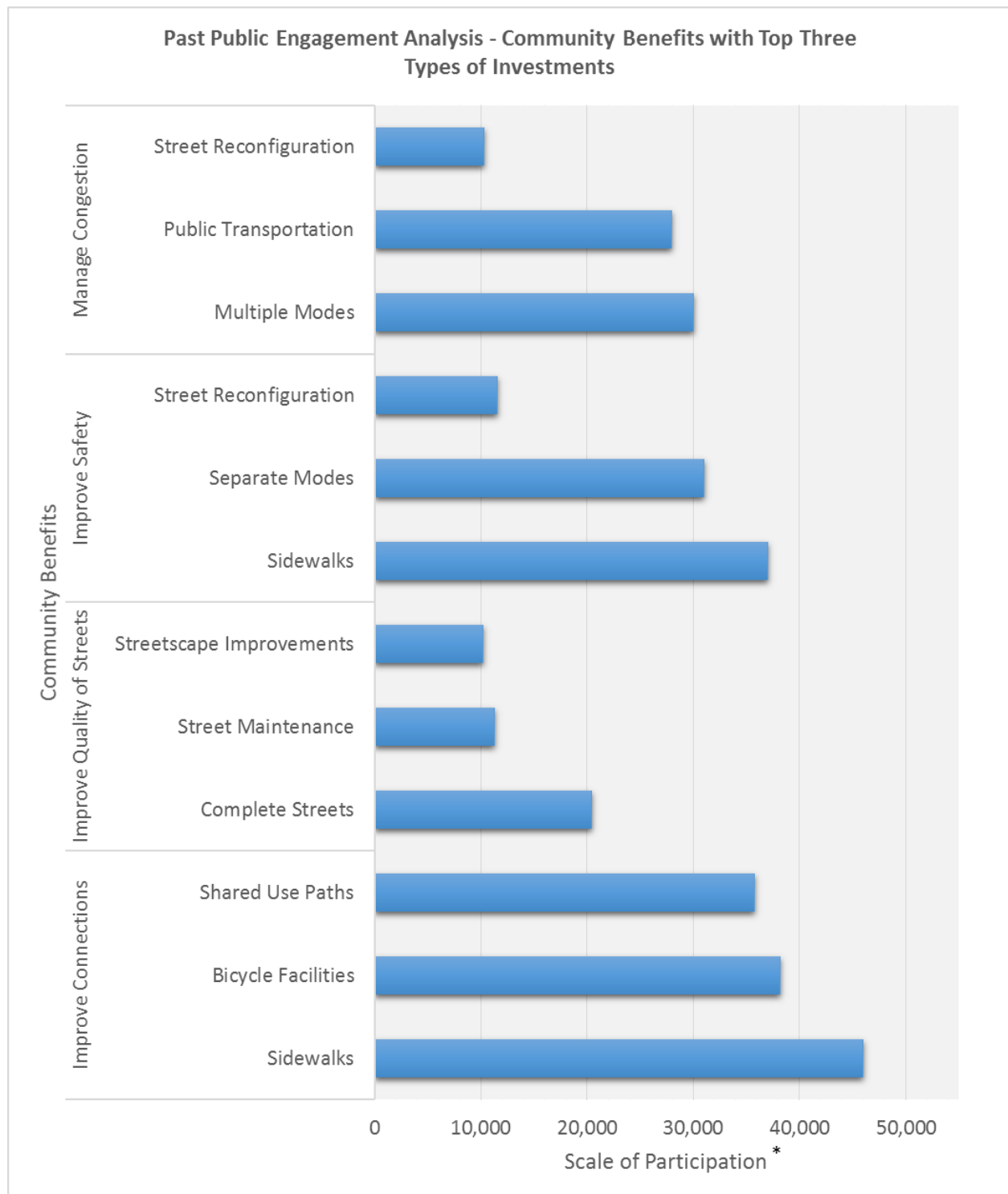
The results also show interest in and attention to pedestrian infrastructure. Figure 1.6 shows that multiple plans and initiatives included in the Past Public Engagement Analysis identify similar types of investment even though these plans and processes may have had different goals and scopes.

There is a relationship between the various investment types that the public selected. As an

example, complete streets, which was identified as the community's top selection for Improving the Quality of Our Streets, is similar to streets that accommodate "multiple modes" of transportation, which was the top-ranked investment type for Managing Congestion. Additionally, complete streets include pedestrian infrastructure, and sidewalk enhancements was a top-ranked priority for Improving Safety as well as Improving Connections in My Neighborhood. Therefore, one investment type may address multiple Community Benefits.

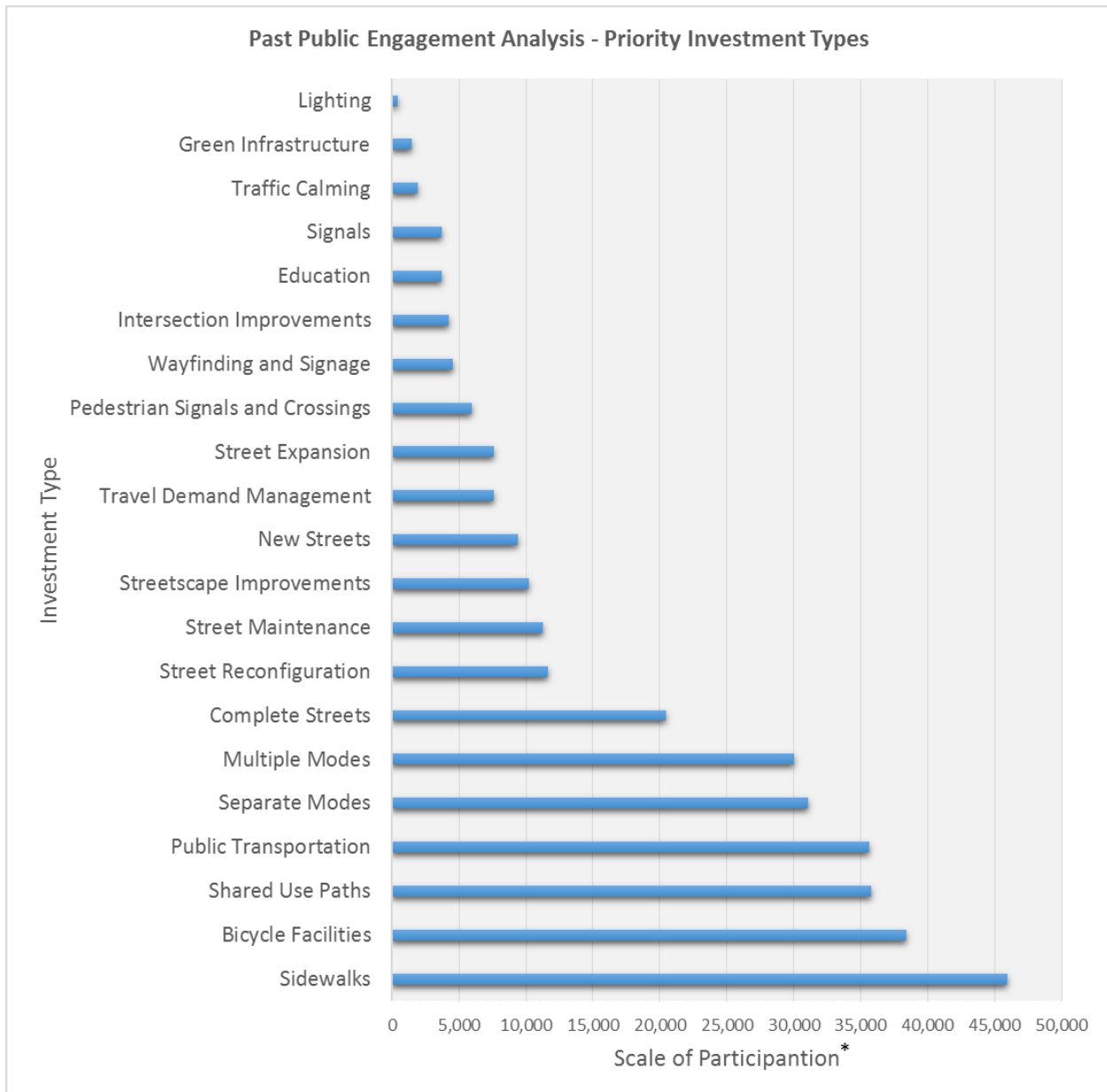
The top three investment types within each of the four Community Benefit is shown in Figure 1.6. A larger list of common mobility-related investment types are provided in Figure 1.7.

Figure 1.6 The figure below shows the top three investment types within each of the four Community Benefits. The figure is the result of the Past Public Engagement Analysis.



*Scale of Participation represents the cumulative number of people who participated in the planning processes and public engagement efforts included in the Past Public Engagement Analysis. Refer to Past Public Engagement Methodology on Page 35.

Figure 1. 7 Common mobility-related investment types found in the plans and public engagement initiatives included in the Past Public Engagement Analysis.



*Scale of Participation represents the cumulative number of people who participated in the planning processes and public engagement efforts included in the Past Public Engagement Analysis. Refer to Past Public Engagement Methodology on Page 35.

Appendix A: City Council Resolution

RESOLUTION NO. 20160211-017

WHEREAS, Austin is ranked the 11th largest city in the US and is experiencing significant traffic congestion issues that are increasing as the region continues its rapid expansion; and

WHEREAS, the City is responsible for addressing transportation at three levels simultaneously- neighborhood, key arterials, and regional highways- which all require different transportation strategies, but must work together to be successful; and

WHEREAS, no single fix will address our mobility challenges, we must consider and provide more options to create a better-connected system of roads, transit, pedestrian and bicycle infrastructure; and

WHEREAS, previous public input processes have been conducted over the years collecting public input data that could be used to identify needs and prioritize projects; and

WHEREAS, on February 3, 2016 the City Council Mobility Committee received a briefing discussing public process options for prioritizing and funding of transportation projects; **NOW, THEREFORE**,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to initiate a public conversation and input process to identify and prioritize transportation projects for potential funding and to identify recommended funding options.

BE IT FURTHER RESOLVED:

The City Manager is directed to include, as part of the public conversation and input process, citizens from each geographical district and neighborhood

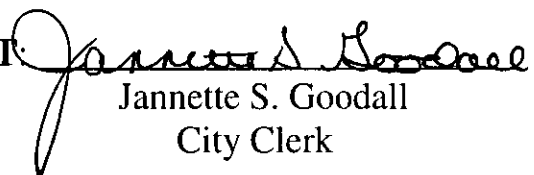
associations throughout the city, input from the Planning Commission, Zoning and Platting Commission, Urban Transportation Commission, Bond Oversight Commission, Public Safety Commission, Commission on Seniors, Pedestrian and Bicycle Advisory Committee, Vision Zero Task Force, as well as utilization of the City's Conversation Corps, collaboration with Council Members in their Districts, and other available tools to provide for public conversations as well as input.

BE IT FURTHER RESOLVED:

For purposes of identifying potential transportation projects for funding, the City Manager is directed to include information collected from earlier public input processes such as Project Connect, MobilityATX, the Austin Metropolitan Area Transportation Plan, the Bicycle Master Plan, the Sidewalk Master Plan, and the neighborhood plans, the specific area plans, and the transportation plans attached to the Imagine Austin Comprehensive Plan and public involvement data for other local, state and federal transportation planning.

Council, Commissions and staff will conduct their reviews and actions in a timely manner to maximize the opportunities for and benefits of a public conversation process and provide a proposal that includes identified projects and funding options for review and a public hearing at the Council Mobility Committee's scheduled June 8, 2016 meeting.

ADOPTED: February 11, 2016 **ATTEST:**


Jannette S. Goodall
City Clerk

Appendix B:

Survey Questions



Whether you *drive, walk,
bike or take transit*, we
know that getting around
Austin can be hard...





That's why the City of Austin is asking for your *priorities for improving transportation*.
Your input will be reported directly back to Council.


TAKE THE SURVEY



1. Which mode of transportation do you use *most* often? Rank in order with 1 being the most used or select N/A if not used.

<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>	<div><div></div><div></div></div> Bike	<div><input type="checkbox"/> N/A</div>
<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>	<div><div></div><div></div></div> Carpool	<div><input type="checkbox"/> N/A</div>
<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>	<div><div></div><div></div></div> Driving alone	<div><input type="checkbox"/> N/A</div>
<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>	<div><div></div><div></div></div> Public Transportation (bus, rail, paratransit, etc)	<div><input type="checkbox"/> N/A</div>
<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>	<div><div></div><div></div></div> Walk	<div><input type="checkbox"/> N/A</div>
<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>	<div><div></div><div></div></div> Motorcycle	<div><input type="checkbox"/> N/A</div>
<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>	<div><div></div><div></div></div> Ground transportation services (Taxis, Uber, Lyft, shuttles, pedicabs, etc)	<div><input type="checkbox"/> N/A</div>
<div><div><div></div><div></div><div></div></div><div><div></div><div></div><div></div></div></div>	<div><div></div><div></div></div> Car sharing services (Car2Go, ZipCar, etc)	<div><input type="checkbox"/> N/A</div>

2. Which mode of transportation would you like to use *more* often? Rank in order with 1 being the mode you would like to use the most select N/A if you do not want to use the mode more often.

	<div><div></div><div></div></div>	Bike	<input type="checkbox"/> N/A
	<div><div></div><div></div></div>	Carpool	<input type="checkbox"/> N/A
	<div><div></div><div></div></div>	Driving alone	<input type="checkbox"/> N/A
	<div><div></div><div></div></div>	Public Transportation (bus, rail, paratransit, etc)	<input type="checkbox"/> N/A
	<div><div></div><div></div></div>	Walk	<input type="checkbox"/> N/A
	<div><div></div><div></div></div>	Motorcycle	<input type="checkbox"/> N/A
	<div><div></div><div></div></div>	Ground transportation services (Taxis, Uber, Lyft, shuttles, pedicabs, etc)	<input type="checkbox"/> N/A
	<div><div></div><div></div></div>	Car sharing services (Car2Go, ZipCar, etc)	<input type="checkbox"/> N/A



Priority Categories

The City of Austin regularly makes improvements to Austin's transportation network, which is made of up streets, sidewalks, urban trails, bicycle routes, and connections to public transportation (bus, rail).

3. For each of the modes of transportation listed on the left, choose one of the four categories listed across the top that you feel is most important to focus on. Scroll down for category definitions and example improvements.

	Manage Congestion	Improve Safety	Improve connections in my neighborhood	Improve quality of our streets	I don't know / Unsure
Bike	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Carpool	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Driving alone	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Public Transportation (bus, rail, paratransit, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ground transportation services (Taxis, Uber, Lyft, shuttles, pedicabs, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Car sharing services (Car2Go, ZipCar, etc)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Manage

congestion: Managing travel demand at peak hours and strengthening transportation network connections as well as multiple mobility choices that ease congestion. This may include improvements to intersections, streets, signals, pedestrian, bicycle, and transit infrastructure.

Improve safety:

Enhancing safe travel for all users regardless of mode of travel by constructing improvements that promote use by people of all ages and abilities. This may include improvements to crosswalks, sidewalk and bicycle networks, and traffic calming devices that slow down vehicles.

Improve connections in my neighborhood:

Local improvements to street, transit, bicycle, and sidewalk networks in the neighborhood that provide connections to schools, grocery stores, neighborhood amenities, etc. Improvements may include creating more connections, filling in gaps in these networks, and adding new streets.

Improve quality of our streets:

Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.



Methods and Tools

To improve the transportation network, the City of Austin can use a variety of methods and tools. The following questions ask for your opinion on the types of methods and tools the City may use to address mobility issues.

4. Of the following options to manage congestion, which is most important to you? Choose one

- ☐ Improve traffic signals at intersections
- ☐ Increase public transportation options and services
- ☐ Implement strategies to reduce the number of cars on the road
- ☐ Construct missing segments in the street, sidewalk, and bicycle networks
- ☐ Add capacity to existing roads where possible
- ☐ I don't know / Unsure
- ☐ Other (please specify)

5. Of the following options to improve safety, which is most important to you? Choose one

- ☐ Reduce traffic speeds, such as installing traffic calming devices or reducing speed limits, etc.
- ☐ Separate transportation modes, such as installing protected bike lanes or pedestrian-only areas
- ☐ Construct missing segments in the street, sidewalk and bicycle networks
- ☐ Provide additional education and programming
- ☐ Better enforce laws / ordinances
- ☐ Improve intersections and street crossings
- ☐ I don't know / Unsure
- ☐ Other (please specify)

6. Of the following options to improve transportation connections in your neighborhood, which is most important to you? Choose one

- ☐ Increase public transportation options and services
- ☐ Build connecting street segments
- ☐ Build missing sidewalks
- ☐ Connect bicycle and trail routes
- ☐ I don't know / Unsure
- ☐ Other (please specify)

7. Of the following options to improve the quality of our streets, which is most important to you? Choose one

- ☐ Improve the condition of existing streets, trails and sidewalks
- ☐ Create streets that accommodate all modes of transportation
- ☐ Add streetscape elements such as trees, benches, bicycle racks, and trash/recycling receptacles
- ☐ I don't know / Unsure
- ☐ Other (please specify)



Investment Preferences

8. Given your answers, where do you feel the City of Austin should focus improvements? Rank in order with 1 being the most important



Regional Mobility: projects and programs that benefit mobility and safety along regional corridors, such as highways and regional public transportation



Corridor Mobility: projects and programs that benefit the mobility network throughout the city, such as major corridors like Lamar Boulevard, Riverside Drive, Burnet Road, Anderson Mill Road, etc.



Local Mobility Needs: projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

Regional Mobility: Investment in regional mobility and safety to manage congestion primarily through and around Austin by partnering with one or more agencies on improvements to major roadways, such as already identified IH-35 projects in Austin.

Corridor Mobility: Corridor mobility needs include improving roadways to make them safe and accessible to all forms of transportation. Corridors may include those with completed preliminary engineering reports, such as N. Lamar Blvd. / Burnet Road, Riverside Drive, Airport Blvd., FM 969, South Lamar, Guadalupe Street. Future corridors may include Anderson Mill Road, Spicewood Springs Road, Brodie Lane, Parmer Lane, Loop 360, etc.

Local Mobility Needs: Identified mobility needs based on department plans, technical assessments, stakeholder engagement and feedback. Improvements are primarily focused on connecting and improving mobility within neighborhoods and Imagine Austin activity centers. Mobility programs and projects may include traffic calming, bicycle, trail and sidewalk improvements, street reconstruction and rehabilitation, etc.



Additional Investment Preferences

Improvements to the City of Austin transportation network may be funded through property taxes, fees, state and federal grants, and partnerships. The following questions seek your opinion on City of Austin funding levels and time-frames for investment.

9. Which of the following best describes how you feel the City of Austin funds mobility and transportation programs?

- ☐ Over Funds
- ☐ Adequately Funds
- ☐ Underfunds
- ☐ I don't know / Unsure

10. In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified?

- ☐ Within one year
- ☐ Within the next two to three years
- ☐ Within the next four to five years
- ☐ I do not think the City should fund these improvements
- ☐ I don't know / Unsure

11. If you have any additional comments or feedback not addressed in this survey, please provide it here.



Mobility Talks

Demographic Information

The City of Austin staff and City Council would like to know more about participants of this survey. Our goal is to reach a diverse group of Austinites from all around the city. The following questions are optional and are about demographics and geography to help inform our outreach. Your information will not be linked to your survey responses and will be kept confidential.

12. In which District do you live?

Use the following map to find out: [10-1 District Map](#)

13. Would you like to receive updates about Mobility Talks? If yes, please provide your name and email below. Your information will not be linked to your survey responses and will be kept confidential.

Name:

Email:

14. Which of the following best describes your race?

- ☐ Caucasian/White
- ☐ African American/Black
- ☐ Asian/Pacific Islander
- ☐ American Indian
- ☐ Other
- ☐ Prefer not to answer

15. Are you of Hispanic, Latino or of other Spanish ancestry?

- ☐ Yes
- ☐ No
- ☐ Prefer not to answer

16. What is your age?

- ☐ Under 17 years of age
- ☐ 18-34 years
- ☐ 35-44 years
- ☐ 45-54 years
- ☐ 55-64 years
- ☐ 65+ years
- ☐ Prefer not to answer

17. What is your gender?

- ☐ Female
- ☐ Male
- ☐ Other
- ☐ Prefer not to answer

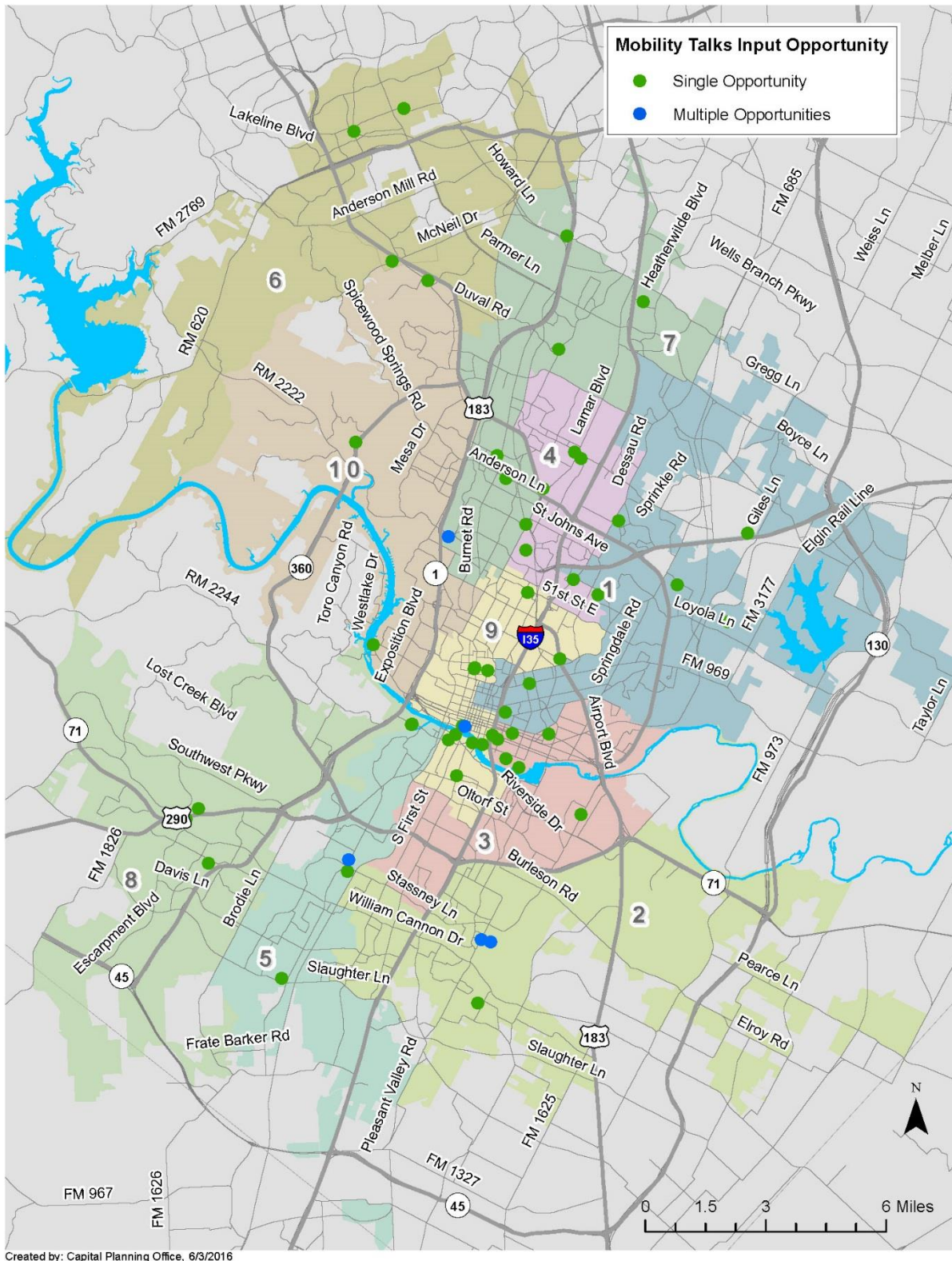
18. In which ZIP code do you live? Please enter your 5-digit ZIP code

Use the following map to find out: [ZIP code Map](#)

Appendix C: Engagement Locations and Map

Date	Mobile Engagement Team Times	Event	Name of Location	Address
04/08/2016 12:00:00 AM	7:30 a.m. - 9:30 a.m.	Pop Up	Mozart's Coffee Shop	3825 Lake Austin BlvdAustin, TX 78703(30.295571, -97.783772)
04/11/2016 12:00:00 AM	6:30 a.m. - 8:30 a.m.	Pop Up	Pavilion Park and Ride	11949 Jollyville RoadAustin, TX 78759(30.426085, -97.758103)
04/04/2016 12:00:00 AM	5:45 p.m. - 7:00 p.m.	NHCD Public Meeting	Terrazas Branch Library	1105 E. Cesar Chavez StAustin, TX 78702(30.260114, -97.733214)
04/04/2016 12:00:00 AM	6:30 a.m. - 8:30 a.m.	Pop Up	Tech Ridge Park and Ride	900 Center Ridge DrAustin, TX 78753(30.416964, -97.669404)
03/23/2016 12:00:00 AM	6:15 p.m.- 8:15 p.m.	PARD Workshop - Shipe Pool	Griffin School	5001 Evans AveAustin, TX 78751(30.313024, -97.719535)
04/10/2016 12:00:00 AM	8:30 a.m. - 10:30 a.m.	Statesman Cap 10k	Statesman building	305 S Congress AveAustin, TX 78704(30.25922, -97.746124)
04/25/2016 12:00:00 AM	5:45 p.m. - 7:00 p.m.	NHCD Public Meeting	North Village Branch Library	2505 Steck AveAustin, TX 78757(30.362016, -97.72972)
04/01/2016 12:00:00 AM	5:00 p.m. - 7:00 p.m.	Austin Urban Music Festival	Auditorium Shores	800 W Riverside DrAustin, TX 78704(30.262199, -97.75163)
04/09/2016 12:00:00 AM	10:00 a.m. - 12:00 p.m.	STEAM Festival	Martin Middle School	1601 Haskell StAustin, TX 78702(30.253684, -97.729827)
04/02/2016 12:00:00 AM	11:00 a.m. - 1:00 p.m.	Zilker Garden Festival	Zilker Gardens	2220 Barton Springs RdAustin, TX 78746(30.268333, -97.773044)
04/07/2016 12:00:00 AM	6:30 a.m. - 8:30 a.m.	Pop Up	Crestview Station	6926 N Lamar BlvdAustin, TX 78752(30.337323, -97.719246)
04/16/2016 12:00:00 AM	10:00 a.m. - 12:30 p.m.	District 1 Town Hall	Mt. Sinai Missionary Baptist Church	5900 Cameron RdAustin, TX 78723(30.316838, -97.700155)
04/06/2016 12:00:00 AM	5:45 p.m. - 7:00 p.m.	NHCD Public Meeting	Turner Roberts Recreation Center	7201 Colony Loop DrAustin, TX 78724(30.302601, -97.637029)
04/05/2016 12:00:00 AM	5:45 p.m. -7:00 p.m.	NHCD Public Meeting	Northwest Recreation Center	2913 Northland DrAustin, TX 78757(30.334544, -97.751662)
04/19/2016 12:00:00 AM	5:45 p.m. - 7:00 p.m.	NHCD Public Meeting	Little Walnut Creek Branch Library	835 W Rundberg LnAustin, TX 78758(30.363664, -97.698295)
05/03/2016 12:00:00 AM	6:00 p.m.	Zoning & Platting Commission	City Hall - Council Chambers	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
03/30/2016 12:00:00 AM	10:00 a.m. - 12:00 p.m.	Free Car Seat Fitting Station	Dove Springs Recreation Center	5801 Ainez DrAustin, TX 78744(30.187717, -97.739513)
04/07/2016 12:00:00 AM	5:00 p.m. - 7:00 p.m.	First Thursday	South Congress	1610 S. Congress AveAustin, TX 78704(30.247062, -97.750617)
04/03/2016 12:00:00 AM	11:00 a.m.- 1:00 p.m.	Plaza Saltillo Farmers' Market	Plaza Saltillo	412 Comal StAustin, TX 78702(30.261758, -97.72717)
03/29/2016 12:00:00 AM	7:30 a.m. - 9:30 a.m.	Mobility Fair (for City Employees)	City Facility	1520 Rutherford LaneAustin, TX 78754(30.336958, -97.682504)
04/12/2016 12:00:00 AM	6:30 a.m. - 8:30 a.m.	Pop Up	Oak Hill Park and Ride	6539 US-290Austin, TX 78735(30.23398, -97.864334)
04/24/2016 12:00:00 AM	11:00 a.m.-1:00 p.m.	Pop Up	Barton Springs Pool Entrance	2201 Barton Springs RdAustin, TX 78746(30.266012, -97.768629)
04/26/2016 12:00:00 AM	6:00 p.m.	Planning Commission	City Hall - Council Chambers	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
04/27/2016 12:00:00 AM	5:45 p.m. - 7:00 p.m.	NHCD Public Meeting	Hampton Branch Library	5125 Convict Hill RdAustin, TX 78749(30.218813, -97.854383)
05/05/2016 12:00:00 AM	6:30 a.m. - 8:30 a.m.	Pop Up	Howard Station	3710 W Howard LaneAustin, TX 78728(30.44064, -97.699509)
04/12/2016 12:00:00 AM	6:00 p.m.	Urban Transportation Commission	City Hall - Boards & Commissions Room	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
04/14/2016 12:00:00 AM	2:00 p.m. - 4:00 p.m.	Pop Up	The Drag	2246 Guadalupe StAustin, TX 78705(30.286121, -97.741747)
03/29/2016 12:00:00 AM	12:00 p.m.- 2:00 p.m.	Career Expo	Palmer Events Center	900 Barton Springs RdAustin, TX 78704(30.25969, -97.753831)
04/13/2016 12:00:00 AM	7:30 p.m. - 8:00 p.m.	Nerd Night Austin	The North Door	501 Brushy StAustin, TX 78702(30.264538, -97.733952)
04/14/2016 12:00:00 AM	6:30 p.m. - 8:00 p.m.	PARD Workshop - Govalle Pool Improvements	Parque Zaragoza Recreation Center	2608 Gonzales StAustin, TX 78702(30.261364, -97.712134)
04/20/2016 12:00:00 AM	9:30 a.m. - 11:30	Bond Oversight Commission	City Hall - Boards & Commissions Room	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
05/02/2016 12:00:00 AM	4:00 p.m. - 6:00 p.m.	Public Safety Commission	City Hall - Boards & Commissions Room	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
06/08/2016 12:00:00 AM	3:00 p.m.	Mobility Committee	City Hall - Council Chambers	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
04/27/2016 12:00:00 AM	6:00 p.m.	Hispanic/Latino Quality of Life Resource Advisory Commission	Mexican American Cultural Center	600 River St.Austin, TX 78701(30.265075, -97.746955)
03/30/2016 12:00:00 AM	5:45 p.m. - 7:00 p.m.	NHCD Public Meeting	Southeast Branch Library	5803 Nuckols Crossing RdAustin, TX 78744(30.187926, -97.742224)
03/29/2016 12:00:00 AM	5:45 p.m. - 7:00 p.m.	NHCD Public Meeting	Windsor Park Branch Library	5833 Westminster DrAustin, TX 78723(30.311258, -97.690559)
04/30/2016 12:00:00 AM	4:00 p.m.	Conversation Corps	Genuine Joe's Coffeehouse	2001 W Anderson LnAustin, TX 78757(30.354333, -97.727187)
03/23/2016 12:00:00 AM	6:15 p.m. - 7 p.m.	PARD Public Meeting - Highland Neighborhood Park	Reilly Elementary School	405 Denson DrAustin, TX 78752(30.328518, -97.719717)
05/07/2016 12:00:00 AM	1:00 p.m. - 3:00 p.m.	Fiestas Patrias Cinco de Mayo 2015	Fiesta Gardens Park	2101 Jesse E Segovia StAustin, TX 78702(30.249874, -97.724851)
04/21/2016 12:00:00 AM	7:30 p.m.	Conversation Corps	Orange Coworking	2110 W Slaughter Lane #160Austin, TX 78749(30.173754, -97.825398)
04/21/2016 12:00:00 AM	7:30 p.m.	Conversation Corps	Xiang Yun Temple	6720 North Capital of Texas HwyAustin, TX 78731(30.36833, -97.78935)
04/11/2016 12:00:00 AM	11:00 a.m.	Conversation Corps	Strange Brew	5326 Manchaca RdAustin, TX 78745(30.218033, -97.796429)
04/18/2016 12:00:00 AM	4:00 p.m.	Conversation Corps	KOOP Radio Station	3823 Airport BlvdAustin, TX 78722(30.288532, -97.707031)
04/17/2016 12:00:00 AM	1:00 p.m.	Conversation Corps	University Presbyterian Church	2203 San Antonio StAustin, TX 78705(30.285572, -97.74285)
04/19/2016 12:00:00 AM	6:00 p.m.	Bicycle Advisory Council	City Hall - Room 1027	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
04/19/2016 12:00:00 AM	6:00 p.m.	Asian American Quality of Life Advisory Commission	City Hall - Room 1029	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
03/31/2016 12:00:00 AM	6:30 a.m. - 8:30 a.m.	Pop Up	Lakeline Park and Ride	13625 Lyndhurst BlvdAustin, TX 78717(30.481136, -97.7874062)
05/04/2016 12:00:00 AM	5:30 p.m.	African American Resource Advisory	Street Jones, 3rd Floor	1000 E 11th StAustin, TX 78702(30.265075, -97.746955)
04/30/2016 12:00:00 AM	1:30 p.m. - 3:00 p.m.	District 6 Town Hall	Lord of Life Lutheran	9700 Neenah AveAustin, TX 78717(30.487905, -97.766494)

04/14/2016 12:00:00 AM	6:30 a.m. - 8:30 a.m.	Pop Up	North Lamar Transit Center	8001 North US-183Austin, TX 78758(30.3512965, -97.7059823)
04/22/2016 12:00:00 AM	3:00 p.m. - 5:00 p.m.	Vision Zero Task Force	City Hall - Room 1029	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
05/02/2016 12:00:00 AM	6:00 pm.	Pedestrian Advisory Council	City Hall - Room 1029	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
04/20/2016 12:00:00 AM	6:00 p.m. - 9:00 p.m.	Mobility Talks Live (open-house style public meeting)	David Crockett High School	5601 Manchaca RdAustin, TX 78745(30.215236, -97.797771)
04/23/2016 12:00:00 AM	2:00 p.m. - 5:00 p.m.	Mobility Talks Live (open-house style public meeting)	Northwest Recreation Center	2913 Northland DrAustin, TX 78757(30.334544, -97.751662)
04/12/2016 12:00:00 AM	12:00 p.m.	Commission on Seniors	City Hall - Boards & Commissions Room	301 W 2nd StAustin, TX 78701(30.265075, -97.746955)
04/19/2016 12:00:00 AM	8:00 a.m.	Conversation Corps	Palm Elementary School (Library)	7601 Dixie DrAustin, TX 78744(30.164857, -97.744541)
04/19/2016 12:00:00 AM	9:00 a.m.	Conversation Corps	Lyndon B. Johnson High School (Library)	7309 Lazy Creek DrAustin, TX 78724(30.314408, -97.657455)
04/19/2016 12:00:00 AM	7:30 p.m.	Conversation Corps	Spicewood Springs Library	8637 Spicewood Springs RdAustin, TX 78759(30.43328, -97.772811)
04/21/2016 12:00:00 AM	8:00 a.m.	Conversation Corps	Oak Hill Elementary School (Library)	6101 Patton Ranch RdAustin, TX 78735(30.237705, -97.859528)
04/24/2016 12:00:00 AM	1:00 p.m.	Conversation Corps	Dove Springs Recreation Center	5801 Ainez DrAustin, TX 78744(30.187717, -97.739513)
04/26/2016 12:00:00 AM	8:30 a.m.	Conversation Corps	Bennu Coffee	2001 E Martin Luther King Jr. BlvdAustin, TX 78702(30.280055, -97.7197)
04/27/2016 12:00:00 AM	4:00 p.m.	Conversation Corps	UT Student Activity Center	2201 SpeedwayAustin, TX 78712(30.284729, -97.737297)
04/12/2016 12:00:00 AM	7:00 p.m.	Conversation Corps	Cafe Java	11900 Metric BlvdAustin, TX 78758(30.39998, -97.703452)
04/23/2016 12:00:00 AM	12:00 p.m. - 1:30 p.m.	District 5 Town Hall	Strange Brew	5326 Manchaca RdAustin, TX 78745(30.218033, -97.796429)
04/12/2016 12:00:00 AM	12:30 p.m.	Conversation Corps	Cafe Ruckus	409 W 2nd StAustin, TX 78701(30.265285, -97.748563)
04/21/2016 12:00:00 AM	8:00 a.m.	Conversation Corps	Barrington Elementary School (Portable 11)	400 Cooper DrAustin, TX 78753(30.360537, -97.696659)
04/26/2016 12:00:00 AM	6:30 p.m. - 7:30 p.m.	Southeast Contact Team Meeting	Southeast Branch Library	5803 Nuckols Crossing RdAustin, TX 78744(30.187926, -97.742224)
05/01/2016 12:00:00 AM	12:00 p.m. - 2:00 p.m.	Austin Country Flea Market	Austin Country Flea Market	9500 East Highway 290Austin, TX 78754(30.330658, -97.630657)
05/04/2016 12:00:00 AM	6:00 p.m. - 8:00 p.m.	Cinco de Mayo Celebration	Montopolis Recreation Center	1200 Montopolis DrAustin, TX 78741(30.232192, -97.699861)
05/08/2016 12:00:00 AM	10:00 a.m. - 12:00 p.m.	Mueller Farmers' Market	Mueller Lake Park	4550 Mueller BlvdAustin, TX 78723(30.296834, -97.708058)



This page was replaced June 3, 2016

Appendix D: Public Hearing Resolutions and Letters of Recommendation

BAC Resolution Regarding Mobility Talks

WHEREAS Mayor Adler has declared 2016 the Year of Mobility;

WHEREAS bicycling, walking and public transit, as affordable means of transportation, create ladders of opportunity;

WHEREAS building out world-class bicycle, transit and pedestrian infrastructure will help Austin compete for the USDOT Smart Cities Challenge;

WHEREAS City Council has initiated the Mobility Talks public input process to garner ideas from this and other Boards and Commissions for easing congestion and improving mobility, including through a 2016 mobility bond;

WHEREAS investment in meaningful alternatives to single-occupancy car trips, including bicycling, walking and public transit, is a way to reduce congestion;

WHEREAS our city's mobility is improved by moving people and not just cars;

WHEREAS funding the Bicycle Master Plan could increase mobility by 170,000 trips in the City of Austin every day;

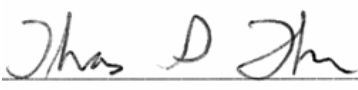
WHEREAS constructing sidewalks to schools and transit stops could help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths and address historic inequities;

WHEREAS funding a high-capacity transit network that prioritizes high-density corridors and high-diversity populations could make public transportation a viable, convenient and affordable transportation choice for Austinites;

NOW, THEREFORE, BE IT RESOLVED, the Bicycle Advisory Council recommends the City Council pursue a 2016 mobility bond that achieves the following:

1. Fully fund the Bicycle Master Plan, including "Tier 1" Urban Trails;
2. Fully fund all "Very High" and "High" priority sidewalks in the forthcoming 2016 Sidewalk Master Plan;
3. Fund strategic components of Corridor Plans, including dedicated, high-capacity transit lanes, protected bike lanes and pedestrian safety improvements.

ADOPTED: April 19th, 2016

ATTEST: 

Tom Thayer
Chair, Bicycle Advisory Council

Whereas it is the role of the Bond Oversight Commission to work with the Mayor and Council to set priorities and goals of each new bond issue to be submitted to the voters;

Whereas Mayor Adler has declared 2016 the Year of Mobility;

Whereas the city of Austin has developed Bike and Sidewalk Master Plans that reflect extensive public input;

Whereas the Austin Transportation Department has developed six corridor plans that reflect extensive public input;

Whereas bicycling, walking and public transit, as affordable means of transportation, create ladders of opportunity;

Whereas constructing sidewalks to schools and transit stops could help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths, and greatly facilitate access to Mass Transit;

Whereas sidewalk funding helps Austin achieve and maintain compliance with the Americans with Disabilities Act;

Whereas the ultimate completion of the Bicycle Master Plan would remove an estimated 20,000 car trips per day from the Central Business District;

Whereas funding strategic components of existing Corridor Plans is necessary to make them accessible to all forms of transportation- personal vehicles, transit, bicycles and pedestrians;

Now, therefore, be it resolved, the Bond Oversight Commission recommends the City Council pursue a 2016 mobility bond that achieves the following:

- Funds all “Very High” and “High” priority sidewalks in the forthcoming 2016 Sidewalk Master Plan, currently estimated at \$251 million, then, subject to additional availability:

Equally funds the following:

- Priority projects contained in the Bicycle Master Plan.
- Strategic components of existing Corridor Plans and IH-35 Mobility Improvements. To the degree that Tax Increment Finance zones could be used to provide funding for such plans, such proceeds would be incremental to proposed bond proceeds.

The Total Amount of such Mobility Bond should not exceed Bond Capacity achieved incorporating a maximum 2 cent tax rate increase above the rate which would otherwise be in effect.



RECOMMENDATION

Pedestrian Advisory Council

Recommendation Number: 20160502-03

Mobility Talks

WHEREAS, The Pedestrian Advisory Council (PAC) bylaws state that the PAC “shall advise City of Austin on pedestrian planning, policy, design, funding, education, and enforcement efforts regarding the creation, maintenance and operation of pedestrian facilities in order to ensure a safe and enjoyable circulation for both commuting and recreation within the City of Austin” and “Provide pedestrian information and recommendations to the Urban Transportation Commission (or other boards and commissions) and Council, as needed”;

WHEREAS, The PAC’s goal is to ensure sensitivity to pedestrian issues in the design and implementation of all public and private projects impacting pedestrians;

WHEREAS Mayor Adler has declared 2016 the Year of Mobility;

WHEREAS bicycling, pedestrianism and public transit, as affordable means of transportation, create ladders of opportunity;

WHEREAS building out world-class bicycle, transit and pedestrian infrastructure will help Austin compete for the USDOT Smart Cities Challenge;

WHEREAS City Council has initiated the Mobility Talks public input process to garner ideas from this and other Boards and Commissions for easing congestion and improving mobility, including through a 2016 mobility bond;

WHEREAS investment in meaningful alternatives to single-occupancy car trips, including bicycling, pedestrianism and public transit, is the only proven way to reduce congestion;

WHEREAS funding the Bicycle Master Plan will remove an estimated 20,000 car trips from the Central Business District every day;

WHEREAS constructing sidewalks to schools and transit stops will help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths and address historic inequities;

WHEREAS funding a high-capacity transit network that prioritizes high-density corridors and high-diversity populations will make public transportation a viable, convenient and affordable transportation choice for Austinites;

WHEREAS the PAC wishes to ensure that the City of Austin has a fully connected, safe, and accessible pedestrian network;

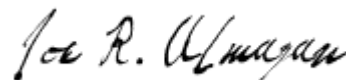
WHEREAS the PAC supports the creation of a flexible funding source for other necessary pedestrian capital infrastructure;

NOW, THEREFORE, BE IT RESOLVED, Pedestrian Advisory Council recommends the City Council pursue a 2016 mobility bond that achieves the following:

1. Fully fund all “Very High” and “High” priority sidewalks in the forthcoming 2016 Sidewalk Master Plan;
2. Fund street and intersection improvements such as pedestrian hybrid beacons necessary to complement and implement connected pedestrian networks;
3. Fully fund the Bicycle Master Plan, including “Tier 1” Urban Trails;
4. Fund strategic components of Corridor Plans, with an emphasis on creating dedicated, high-capacity transit lanes, protected bike lanes and pedestrian safety improvements.

Date of Approval: May 2nd, 2016

Attest:

A handwritten signature in black ink, reading "Joe R. Almazan". The signature is written in a cursive, flowing style.

Joe Almazan

Chair, Pedestrian Advisory Council



BOARD/COMMISSION RECOMMENDATION

Urban Transportation Commission

Recommendation Number: 20160412-03C:

Mobility Talks

WHEREAS Mayor Adler has declared 2016 the Year of Mobility;

WHEREAS bicycling, walking and public transit, as affordable means of transportation, create ladders of opportunity;

WHEREAS building out world-class bicycle, transit and pedestrian infrastructure will help Austin compete for the USDOT Smart Cities Challenge;

WHEREAS City Council has initiated the Mobility Talks public input process to garner ideas from this and other Boards and Commissions for easing congestion and improving mobility, including through a 2016 mobility bond;

WHEREAS investment in meaningful alternatives to single-occupancy car trips, including bicycling, walking and public transit, is a way to reduce congestion;

WHEREAS our city's mobility is improved by moving people and not just cars;

WHEREAS funding the Bicycle Master Plan could remove an estimated 20,000 car trips from the Central Business District every day;

WHEREAS constructing sidewalks to schools and transit stops could help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths and address historic inequities;

WHEREAS funding a high-capacity transit network that prioritizes high-density corridors and high-diversity populations could make public transportation a viable, convenient and affordable transportation choice for Austinites;

NOW, THEREFORE, BE IT RESOLVED, the Urban Transportation Commission recommends the City Council pursue a 2016 mobility bond that achieves the following:

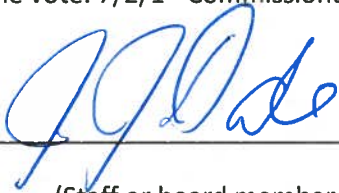
NOW, THEREFORE, BE IT RESOLVED, the Urban Transportation Commission recommends the City Council pursue a 2016 mobility bond that achieves the following:

1. Fully fund the Bicycle Master Plan, including "Tier 1" Urban Trails;
2. Fully fund all "Very High" and "High" priority sidewalks in the forthcoming 2016 Sidewalk Master Plan;
3. Fund strategic components of Corridor Plans, including dedicated, high-capacity transit lanes, protected bike lanes and pedestrian safety improvements.

Date of Approval: April 12, 2016

Record of the vote: 7/2/1 - Commissioners Hosek and Weatherby opposed, Commissioner Calistrat abstained

Attest: _____



(Staff or board member can sign)



BOARD/COMMISSION RECOMMENDATION

Urban Transportation Commission

Recommendation Number: 20160510-04C:

Mobility Talks

WHEREAS the Urban Transportation Commission has discussed high capacity transit as a priority;

WHEREAS rail could be considered as part of the 2016 bond election;

NOW, THEREFORE, BE IT RESOLVED, the Urban Transportation Commission recommends the City Council consider rail options including, but not limited to, a minimum operating segment as part of the 2016 bond proposal.

Date of Approval: May 10, 2016

Record of the vote: 7/0/0/2 – Commissioners Baez and Hosek absent

Attest: _____

(Staff or board member can sign)

A Resolution of the City of Austin Zoning & Platting Commission

WHEREAS Mayor Steve Adler has declared 2016 the Year of Mobility;

WHEREAS a lack of adequate infrastructure to meet the demands of unprecedented urban growth makes mobility among the highest issues of concern to residents throughout Austin;

WHEREAS City Council has initiated the Mobility Talks public input process to garner ideas from this and other Boards and Commissions for easing congestion and improving mobility, including through a 2016 mobility bond;

WHEREAS the Urban Transportation Commission has passed a resolution calling for funding the bicycle master plan, high priority sidewalks, and corridor plans that increase opportunities for high capacity transit, including consideration of rail;

WHEREAS investment in meaningful alternatives to single-occupancy car trips, including bicycling, walking and public transit, is an efficient and proven way to reduce congestion and provide affordable means of transportation;

WHEREAS the Bicycle Master Plan, now including the Urban Trail Master Plan, have undergone extensive public input, planning, and will remove an estimated 20,000 car trips from the Central Business District every day;

WHEREAS the Sidewalk Master Plan and constructing sidewalks to schools and transit stops will help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths;

WHEREAS the 2014 Strategic Mobility Plan identifies dedicated transit ways that must fully embrace an integrated, multi-modal system in order to meet the needs of a growing, highly urbanized region;

WHEREAS the Imagine Austin Comprehensive Plan includes a land use and transportation policy setting forth development of “intermediate transit solutions that allow the City to reach the ultimate goal of a complete transit network over the long-term;

NOW, THEREFORE, BE IT RESOLVED, the Zoning and Platting Commission urges the City Council to pursue a 2016 Mobility Bond that addresses as priorities the City of Austin Regional Mobility, Corridor Mobility, and Local Mobility Needs using selection criteria that emphasizes projects that:

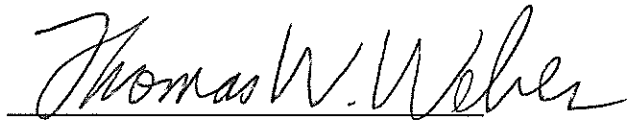
- work in concert with adopted and future land use plans;

- involve partnerships between City of Austin and other funding agencies; and

involve partnerships between City of Austin and other funding agencies; and
result from inter-departmental coordination and identification in the Long-Range
Capital Improvement Program Strategic Plan.

Approved:

City of Austin Zoning & Platting Commission on May 17, 2016

A handwritten signature in black ink, reading "Thomas W. Weber". The signature is written in a cursive style with a horizontal line underneath the name.

Chair



BOARD/COMMISSION RECOMMENDATION

Bond Oversight Commission

Recommendation Number: 20160518-04a – Related to a Mobility Bond

WHEREAS it is the role of the Bond Oversight Commission to work with the Mayor and Council to set priorities and goals of each new bond issue to be submitted to the voters;

WHEREAS Mayor Adler has declared 2016 the Year of Mobility;

WHEREAS the city of Austin has developed Bike and Sidewalk Master Plans that reflect extensive public input;

WHEREAS the Austin Transportation Department has developed six corridor plans that reflect extensive public input;

WHEREAS bicycling, walking and public transit, as affordable means of transportation, create ladders of opportunity;

WHEREAS constructing sidewalks to schools and transit stops could help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths, and greatly facilitate access to Mass Transit;

WHEREAS sidewalk funding helps Austin achieve and maintain compliance with the Americans with Disabilities Act;

WHEREAS the ultimate completion of the Bicycle Master Plan would remove an estimated 20,000 car trips per day from the Central Business District;

WHEREAS funding strategic components of existing Corridor Plans is necessary to make them accessible to all forms of transportation- personal vehicles, transit, bicycles and pedestrians;

NOW, THEREFORE, BE IT RESOLVED, the Bond Oversight Commission recommends the City Council pursue a 2016 mobility bond that achieves the following:

- Funds all “Very High” and “High” priority sidewalks in the forthcoming 2016 Sidewalk Master Plan, currently estimated at \$251 million, then, subject to additional availability:

Equally funds the following:

- Priority projects contained in the Bicycle Master Plan.
- Strategic components of existing Corridor Plans and IH-35 Mobility Improvements. To the degree that Tax Increment Finance zones could be used to provide funding for such plans, such proceeds would be incremental to proposed bond proceeds.

The Total Amount of such Mobility Bond should not exceed Bond Capacity achieved incorporating a maximum 2 cent tax rate increase above the rate which would otherwise be in effect.

Date of Approval: May 18, 2016

Record of the vote: 8-1 vote with Commissioner Garcia voting no and Commissioners Thomas and Guerrero off the dais.

Attest: Raty Zemeside

PLANNING COMMISSION RESOLUTION

MOBILITY BOND

WHEREAS Mayor Adler has declared 2016 the Year of Mobility;

WHEREAS bicycling, walking and public transit, as affordable means of transportation, create ladders of opportunity;

WHEREAS building out world-class bicycle, transit and pedestrian infrastructure will help Austin compete for the USDOT Smart Cities Challenge;

WHEREAS City Council has initiated the Mobility Talks public input process to garner ideas from this and other Boards and Commissions for easing congestion and improving mobility, including through a 2016 mobility bond;

WHEREAS the Urban Transportation Commission has passed a resolution calling for funding the bicycle master plan, high priority sidewalks, and corridor plans that increase opportunities for high capacity transit;

WHEREAS investment in meaningful alternatives to single-occupancy car trips, including bicycling, walking and public transit, is an efficient and proven way to reduce congestion;

WHEREAS the Bicycle Master Plan, Urban Trail Master Plan, Sidewalk Master Plan and Corridor Studies have undergone extensive public input and planning;

WHEREAS funding the Bicycle Master Plan, which now includes the Urban Trail Master Plan, will remove an estimated 20,000 car trips from the Central Business District every day;

WHEREAS constructing sidewalks to schools and transit stops will help Austin achieve its Vision Zero street safety goals to eliminate traffic-related deaths and address historic inequities;

WHEREAS funding a high-capacity transit network that prioritizes high-density corridors and high-diversity populations will make public transportation a viable, convenient and affordable transportation choice for Austinites;

WHEREAS there is a significant relationship between household affordability and access to multi-modal transportation alternatives.

NOW, THEREFORE, BE IT RESOLVED, the Planning Commission recommends the City Council pursue a 2016 mobility bond that achieves full funding of projects identified as implementable by 2021 of the following planning initiatives: 1.Strategic components of existing Corridor Plans, in support of Imagine Austin goals and initiatives with an emphasis on creating dedicated, high-capacity transit lanes, protected bike lanes and pedestrian safety improvements; 2. Components of the Bicycle Master Plan, including “Tier 1” Urban Trails; 3. “Very High” and “High” priority sidewalks in the forthcoming 2016 Sidewalk Master Plan

Adopted:

City of Austin Planning Commission on May 31, 2016

Attest:  _____

Andrew Rivera

Board Liaison

Appendix E: Conversation Corps Summary

April 2016 Conversations: Mobility Priorities

18 Opportunities
12 Conversations
56 Voices

Mayor Adler declared 2016 as the “year of mobility,” and the Austin City Council has been looking at different ways of alleviating mobility issue that we see in Austin. [Council Resolution No. 20160211-017](#) directed the City Manager to get feedback from a diverse group of people all across this city about their mobility priorities. As a part of the City’s [Mobility Talks](#) initiative, Conversation Corps led small discussions throughout Austin to help inform the larger dialogue. The conversations focused on four general priority categories, which were created based on previous public input:

- manage congestion
- improve safety
- improve connections in my neighborhood
- improve the quality of my streets

Participants were asked:

- When considering these four categories, which would you most like to see the City address with transportation improvements and why?
- What kinds of tradeoffs would you be willing to accept in exchange for those improvements?
- What sorts of improvements would you be willing to spend more of your own money on, in taxes or fees, and why?

Below is a summary of feedback by priority category and over all themes, followed by a full report by conversation.

- **Manage Congestion** - Across the various priorities, the majority of conversations viewed this aspect as the most valuable.
 - Diverting trucks off I-35 was a way many proposed how to manage congestion on the highways. HOV and toll lanes were also discussed.
 - Getting cars off the road through public transportation and carpooling/ridesharing systems was consistently addressed.
 - Several discussed a rail system, although the opinion on the value of rail varied significantly from conversation to conversation.
 - **Most notably, investing in better bus service was discussed in nearly every conversation**
- **Improve Connections in my Neighborhood** - Participants in most conversations believed that this priority category was not only important but also aids in supporting other priorities, primarily congestion.
 - Again, we saw a focus on public transportation. Many across Austin shared their view that if it was possible to get access to the location they wanted via public

transit they would use that option, yet because the public transit in their region does not provide them with that option, they drive.

- Sidewalks and cycling accessibility were also mentioned across many conversations.
- **Improve Safety** - Although to a lesser degree, many of the conversation participants touched on the subject of improving safety. We saw more prevalence of this priority in Districts 1 and 2. The following safety issues were addressed:
 - Stops signs, lights and turn signals
 - Bike lanes
 - Sidewalks and crosswalks
 - Traffic violation enforcement
 - Education and awareness
- **Improve the Quality of My Streets** - While addressed a few times, this priority was discussed far less than any of the others.

Other notable themes that you'll see throughout the full feedback report include:

- Interconnectedness of priorities
- Transparency in how money is used
- Shift of mobility discussion away from cars and roads and toward public transportation, land use and data driven decisions

DISTRICT 1

Bennu Coffee: Attendees 2

- Congestion:
 - Downtown and I-35
 - Improve design of I-35 - ingress, egress, backups,
 - Separate through traffic off I-35 downtown. Get trucks off downtown section. (130 not working).
 - Would support a bond or tolls for improvements on I-35
- Public transport:
 - Priority is flexibility, both schedule and locations access (practical to use even in case of family emergencies).
 - Commutes: need easy, fast, and frequent. Need parking near pick-up.
 - Downtown: more accessibility to basic needs for downtown dwellers (grocery store, drug store). Something like 'Dillo with more east-west and slightly expanded route. Would pay some minimal cost per use.
- Safety:
 - Traffic enforcement - ex. speeding in neighborhoods, running lights, 'don't block the box' (this worked really well at beginning when monitored, now isn't working).
 - More left turn signals (especially on 2-lane roads)
 - Sidewalks in neighborhoods and downtown. In downtown needs improved pedestrian traffic ways from Cesar Chavez to 7th and from Lamar to I-35.

LBJ High School: Attendees 5

- Buses:
 - Buses need to be focus. Add more routes and adopt technology like gps to follow buses like Uber. Routes need to be reliable. Also, should think about adding bus lanes in areas so that it could help them move more efficiently. Need to have complete routes and not make people walk to have to get home. This is not safe and need to close the "last mile." Also a few agreed that there should be teacher and student discounts to bus riders. That would entice more people to ride the bus. Yet, some felt that bus prices were too high. Need to improve bus stops with lightening and also cameras. Needs to be clean and safe and more people would ride. Need to improve safety at stops. There should be cameras and covers to stand under. Awarding drivers yet everyone else suffers and have to pay more.
- Connecting Neighborhoods:
 - More sidewalks in neighborhoods to be able to walk around. Right now there are bike lanes in areas that don't have connecting sidewalks. Which make it difficult to walk and also not wheelchair accessible. Need to add shortcuts to access areas. That would eliminate cars on the roads if people could access their neighborhood by walking.
- Bike Lanes:
 - Bike lanes need to be readdressed. The city didn't think about long term when they created them and what it does to traffic. Bike lanes are causing more traffic

and worsen congestion. They are taking space from cars and also there are in areas of town where no one rides a bike. Springdale/Manor area bike lanes are cutting into driving space. There are bike lanes, yet the street lines don't get painted and there are bumps in the road. Need to fix structure of what we already have. One participant avoids riding her bike because it is not safe. Street harassment and lighting issues at night in Anderson/183 area.

- Train:
 - Train is not a good investment. It does not connect the city. There are some neighborhoods that it doesn't even go into. Not conducive to the lifestyle of Austin. The city is not built for trains and it is too expensive.
- Trade-offs:
 - Tradeoffs willing to be made would be to get rid of the train and invest in the bus system. Austin is not built for trains. Participants would be willing to pay more in taxes for an improved bus network. Yet some felt they already pay too much in taxes and aren't seeing where their money is going. Also someone suggested we should halt people moving into town.
- Participants Priorities:
 - First participant- Improve connection is neighborhood, Manage congestion, Improve safety, Improve quality of streets.
 - Second participant-Improve safety, Improve connection is neighborhood, Improve quality of streets, Manage congestion.
 - Third participant-Improve safety, Improve quality of streets, Manage congestion, Improve connection is neighborhood.
 - Fourth participant-Improve connection is neighborhood, Improve safety, Improve quality of streets, Manage congestion.
 - Fifth participant-Improve connection is neighborhood, Manage congestion, Improve quality of streets, Improve safety.

DISTRICT 2

Palm Elementary School: Attendees 5

- Buses:
 - The buses need to run more often from 30 min. to 15 min and prices should stop rising;
- Safety:
 - Need more lights than stop signs to speed up the driving time.
 - Parents and children need more bicycle training on what to do and not to do.
 - Overall, parents feel safer to walk. When they arrive at school they feel that drivers to respect the cross walk guards and that could be dangerous.

- Some cross walk guards are not walking to the middle of the street because of their safety. There should be driver, walker and cross walk guard education.
- Some streets need to be expanded for the growing population in south east Austin. Once a police officer stops a driver it places everyone at a halt.

DISTRICT 3

KOOP Radio Station: Attendance 5

- Priorities
 - Access
 - Stop focusing on the congestion points and focus on how we move people from where they are to where they are going.
 - Land Use
 - If we put things people need every day near neighborhoods, like more grocery stores in food desert areas, people won't have to drive so far to get what they need.
 - Data
 - Get the data first. For example, don't build bike lanes thinking more people will use bikes. Build bike lanes where people are already using bikes and need bike lanes.
 - Alternatives
 - Create more alternatives, like more transit lanes, flex time, bus lanes, contraflow at rush hour, reduce parking. We should pay for improvements that don't include expanding roads. Improving existing roads to include transit would be preferable.
- Congestion is about cars. Mobility is about moving people.
 - This group wants to improve access to get where we need to go in a timely manner over focusing on congestion, which is really about cars.
 - Focus improvements on areas that have big safety gaps first and are under-invested in, like east Austin. Austin should put money into better bus access instead of into I-35; the state is already investing in I-35.
 - Flex time could be mandated in state and local governments. Include smaller buses but more often, especially where the big employers are.
- Data and Planning.
 - Don't build and then hope they'll come. Instead, use data, planning and incentives. Use data to put bike lanes where we don't have high car density, but where we have high bike density instead.
 - Density around population corridors and density areas near transit.
 - Car sharing should be encouraged, also van pooling (a program through Cap Metro) should be promoted more and encouraged as many people are not familiar with the program.

- Employers should educate their employees about these options and reduce parking at their facilities so find ways to incentivize companies to give transit passes.
- Paid parking incentives people to take transit to get downtown. But, expand bus lanes beyond downtown. Include more bus frequency and better routes.
- Tradeoffs:
 - Not as focused on managing congestions, as it relates more to cars.

DISTRICT 4

Barrington Elementary: Attendees 0

DISTRICT 5

Strange Brew: Attendees 9

- Big picture, holistic solution not piecemeal approach.
 - Present comprehensive, multi prong, regional plan and then break up into smaller parts.
 - They will support if they know long-term vision.
 - "Big Dig" approach; Europe is a model as is Denver;
- Connectivity:
 - Southeast of 35 incomplete sidewalks, no bus service, no bike lanes.
 - No choice but to drive.
 - Have to give people other tools and ways to get around in order to change driving culture
- Congestion;
 - Ways to manage congestion:
 - Drop tolls for trucks on 130; build real loop around city, HOV lane on MoPac, dedicated bus lanes & not enough bus routes;
- Railway:
 - Rail should follow IH-35 because that is where the traffic is.
 - There should be rail to Circuit of Americas and to airport.
- Safety
 - Aggressively enforce existing laws & improve bike infrastructure

DISTRICT 6

Spicewood Springs Library: Attendees 0

DISTRICT 7

Cafe Java: Attendees 5

- Managing congestion:
 - Carpooling website idea? More carpooling, light rail discussed as option. Transit priority lanes (ie buses), expand CapMetro service area by having other towns contribute. More bridges across the river (LBL).
- Improving safety:
 - Discussion of dangers on I-35, moving trucks to toll road, maybe transit lanes on I-35. When bike lane put in, don't put parking there - Mueller is bike-friendly, Domain not.
- Improving connections in neighborhoods:
 - Many neighborhoods "set in amber", no ability to grow or connect with other areas of town.
 - Look at development codes - developers can build without concern of connecting or can work around codes.
 - Assist in transfer to another school district if it makes more sense in transportation mode (ie not across highway). Some paths are incomplete, need completion.
- Improving quality of my streets:
 - Much discussion about I-35 and dangers of this road, especially with trucks. Many local streets dead-end. Some speed limits need adjustment, particularly when going onto highway. Some outer neighborhoods (ie Harris Ridge) have limited access to buses.
- What would you be willing to pay for?
 - Not parking or concrete. Incentivize.
 - HOV lanes. Pay more taxes for regional implementation plan.
 - Dedicate \$ - show us where it goes!
- Education:
 - Deep concern about the amount of traffic accidents in Austin in general.
 - Kindness and safety on roads.
 - Need PSAs via newspaper expose, tv, flyers, library programs, parks and rec. Menu approach to transportation options. Incorporate tools that millennials are using (ie apps).

DISTRICT 8

Oak Hill Elementary: Attendees 5

- Bus and Rail system:
 - Having large-scale mass transit likely in the form of rail
- Connectivity:
 - Fixing the smaller problems of connectivity and safety in the neighborhood around the school.
- Safety
 - They had evidently been through an arduous process to get a 4-way stop outside the school and the absence of sidewalks around the school was a concern.

DISTRICT 9

Cafe Ruckus: Attendees 3

- Congestion I-35:
 - Divert trucks, provide more advantages for Austinites to choose using the bus--dedicated lanes, faster arrival times, better access, more right of ways for transit, WIFI, advantages for ride sharing--special lanes, special parking.
 - Make these options more competitive than SOV.
- Improve Connections in my neighborhood:
 - Complete the sidewalks, complete crosswalks. This will lead to improved safety and encourage people to walk and bike.
 - Right now, this is not a reliable method of transporting in some neighborhoods due to the discontinuous sidewalks, etc.
- Bus Routes:
 - Better communications about bus routes, consider an app to report needs for connections in neighborhoods--like a WAZE app--where citizens could report hazards, missing sidewalk links, missing cross walk lights, raised and dangerous sidewalk pieces.
- Trade off
 - Willing to pay to get this done: special perimeter parking around the CBD to allow car poolers to park, then dedicated access into the center of the CBD with 'Dillos, buses, pedi-cabs, skyway connections.

University of Texas: Attendees 3

- Regional Considerations:
 - Scale is important when considering transportation infrastructure needs and where money should be directed. For example, sidewalk connectivity is not as important in quiet neighborhoods, where residents may actually feel comfortable walking in the streets. But on major corridors that have a lot of curb cuts, like

Burnett or Riverside, sidewalk connectivity is much more important. Scale is also important when thinking about Austin-wide issues: its no longer an issue of sidewalks and bike infrastructure, but rather congestion is the #1 issue in Austin.

- Connectivity
 - Our conversation corps group lives in the urban core, so car infrastructure is not important or a priority.
 - Bicycling, pedestrian, and bus infrastructure was the priority, including improvements (bus shelters and sidewalk flooding) plus safety improvements (sidewalk quality and protected bike lanes).
- Ideas:
 - Austin needs to start going the extra mile in their transportation improvements. Some ideas are long term, such as a congestion tax (that will address overall Austin congestion discussed in Theme
 - Bicycle freeway (a protected bike lane for bikes only, not intersected by cross streets maybe running along mopac)
 - More people can choose to use the cheaper uber and lyft line, where you share a car with others.

DISTRICT 10

Xiang Yun Temple: Attendees 2

- Managing Congestion and Improving Connections in my Neighborhood:
 - Group found these as the most important.
 - Congestion made it difficult to get around town and prevalent not only within Austin downtown e.g. same in Fort Worth downtown
 - Improving connections will help manage congestion
 - Lack of transparent process and prioritization in improving connections for instance:
 - Bike trails projects that have been identified in 2009 Master Bike Plan has not came to fruition to date
 - North Walnut Creek park trail connectors project has been going on for 8 years
 - Park zoning hampered by private property received no solution when it could have been easily resolved e.g. by purchasing the private property
 - More funding directed toward building highways
 - Too much focus on improving downtown areas
 - Challenge in meeting with city council e.g. meeting time set for 6.30 pm, participants must leave work earlier to avoid peak hour traffic
 - Improving connections will bring a community closer together. One participant suggested building more common public destinations e.g. public bath
- Improving Safety and Quality of My Streets
 - Conversation found these as the ones of less importance

- Better transparency and results in improving safety and quality of streets
- Noted fatality rates for pedestrians is as high as cars though
- In general all participants are happy with quality of streets
- Tradeoffs:
 - Trade-offs of the priorities are often cost driven rather than truly need driven i.e. project that is cheaper will be prioritized e.g. mass transit maybe key to managing congestion but due to its higher cost has been reprioritized.
 - Funds were spent instead on building more highways which have lower cost in comparison.

Genuine Joe's Coffeehouse: Attendees 4

- Local Connectivity Improvements
 - We need much more “connectivity” for options to motor vehicles: bus, walking, bikes, carpooling.
 - Understand the target populations – those in suburban areas are different from those in the central core and they may have higher needs.
 - Provide a denser network, especially farther from the City core.
 - Focus on problem areas and get transit into neighborhoods.
 - Not so much distance to bus stops & reduce wait times; make it convenient; keep costs for users low; incentivize.
 - Change neighborhood land use design. More mixed use to get stores and other destinations closer to residents.
 - Make destinations accessible by walking and/or biking.
- Managing Congestion
 - Take into account externalities when considering cost-benefit of alternatives: taxes & fees, quality of life, health, danger, pollution, climate effects, etc.
 - Don't give up on light rail. A city as big as Austin is becoming needs it. However, propose an entire network that will serve the whole city – not just a single line. People will support a higher expense if they see that it can also serve their part of town.
- Safety
 - Make biking safer. More people would use bikes if they didn't feel that it was so dangerous. Truly segregate bike traffic from car traffic – not just painted lines on a street.
- Tradeoff
 - Stop investing in roads and trying to add more car lanes.
 - Eliminate neighborhood planning as it is being practiced. Neighborhood “protectionism” has created segregated land uses. Give more decision-making power to CAMPO.

Google Hangout: 8 Participants from Multiple Districts

Initial Thoughts:

- The top two categories where to manage congestion and improve connections.
 - The representatives from D1 & D2 did mention safety and quality.
 - Some parts of town are lagging behind in terms of infrastructure and maintenance.

Primary Themes:

- Prioritize managing congestion
- Basic needs in certain parts of town – infrastructure
- Small scale change can have a large impact, for example showers around town
- Behavior change
- Money discussion
- Paying tolls to drive on major expressways as opposed to other thoroughfares

Additional Notes:

- Participants noted how interrelated our mobility issues are.
- Biking – noting trade-offs, for example there are hard choices, choosing between adding a bike lane and getting rid of a row of parking or a lane of through traffic.
- Businesses must be on board with employees who bike, that due to Texas heat, the employers should provide showers and changing rooms. Those amenities should be part of the infrastructure discussions.
- There needs to be creativity in the discussions, and even creativity with regard to traffic light timing.
- There was acknowledgement that this is a complex problem and that the solutions are going to cost money.
- There was a question about how the solutions will be funded. And what personal behaviors are people willing to change? And what individual choices will people be willing to make?
- Participants acknowledged that we have a car culture in Austin and in Texas.
- We must weigh convenience vs. time.
- How can we use transit time in different ways –reading, relaxing, etc.

Appendix F: SpeakUpAustin Discussion

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

16

PARTICIPANTS

3

TOPICS

56

ANSWERS

30

REPLIES

8

VOTES

SUMMARY OF TOPICS

YOUR TRAVEL PATTERNS AND PREFERENCES 11 Answers · 4 Replies

As you consider your transportation priorities, what can you tell us about how you primarily get around now and how would you prefer to get around? For example, do you primarily drive alone, take transit, ride a bike, etc., and is that your preferred way to travel?

· Citizen · (Postal Code: unknown) · Mar 28, 2016 1:53 pm

 1 Votes

I drive alone primarily because that is the only practical option available to me in my area. Bus service is so infrequent and hard to get to (lack of sidewalks) that I have no incentive to use it. Can't walk from my house to local shopping because it is unsafe with no sidewalks. Can't ride a bike because it is unsafe on Anderson Mill Rd (no bike lanes).

Response:

· Citizen · (Postal Code: unknown) · Apr 13, 2016 2:18 pm

Thank you for your comment, Diane. What can the city do so that there are more practical travel options besides driving? - Moderator

· Citizen · (Postal Code: unknown) · Apr 05, 2016 5:58 pm

 0 Votes


Mainly drive alone and occasionally take transit. Would prefer to take transit most of the time, as I have done in other cities where I have lived. Here there is not enough transit and it takes way too long.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:26 pm

Thank you for your comment, Susan. What can the city do to decrease the amount of time to travel with public transit? - Moderator

· Citizen · (Postal Code: unknown) · Apr 06, 2016 12:00 am

 0 Votes

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

I primarily drive with my children. Our preference is to walk and as they get older would love to be able to bike. If there were more rail transit that would be our next choice since we live in a fairly central neighborhood, and I would imagine riding a train would be more pleasant than driving around central Austin. Can't imagine giving up the car anytime soon, but really hope it becomes easier to use it less.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:22 pm
Thank you for your comment, Amy. -Moderator

· Citizen · (Postal Code: unknown) · Apr 07, 2016 7:49 pm
👍 0 Votes

I drive everywhere now because going by bike would take too long and having to transfer buses multiple times is impractical. I would prefer to travel by rail. Most cities our size have a considerable investment in light rail, elevated train or subway. As Austin gets more population dense we need to find ways to move people efficiently.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:23 pm
Thank you for your comment, Gerald. -Moderator

· Citizen · (Postal Code: unknown) · Apr 28, 2016 2:26 pm
👍 0 Votes

I do not have regular patterns or times. I drive where I need to go because it is most convenient. Luckily, I can time my trips usually during the day when traffic is lighter. This is my preferred mode of transportation,

· Citizen · (Postal Code: unknown) · May 04, 2016 7:18 pm
👍 0 Votes

Often drive alone, sometimes take ridesharing and transit to downtown (mostly because that's the only place it reliably goes)

I'd prefer if there were more direct routes for transit as well as priority lanes for those routes to travel upon. Saving time is going to be the main factor for getting people out of their cars. We are a car-dependent city by design so the only other influence on increasing transit ridership would be to start implementing congestion pricing/parking fees that makes moves the hurdle from driving in a car to storing a car somewhere public.

· Citizen · (Postal Code: unknown) · May 06, 2016 9:46 am
👍 0 Votes

My husband and I work on opposite sides of town, and while we would have liked to live somewhere conveniently between the two, we could not afford it. We share one car, so one of us usually drives alone while the other one bikes or buses it to work. We could,

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

and likely will, get another vehicle, because of where we live. We are pretty centrally located, but a bus ride still takes each of us about 1.5 hours (sometimes on the way home, it has taken me 2 hours!), while a car trip is only 15-35 minutes (depending on rush hour). A bike trip is about 1 hour.

I would like to bus and bike every day, but sometimes I just can't make a 2-3 hour total commute that day and do the other things I'd like to do. I realize for many people, it's not a choice. I would like more express bus routes on the east side (fewer stops and more direct travel for north-south and east-west travel), and more dedicated lanes/shoulders for buses to avoid congested streets.

PRIORITY CATEGORIES

 32 Answers · 20 Replies

The City has identified some priority categories for transportation improvements. They are: Manage Congestion, Improve Safety, Improve Connections in My Neighborhood, and Improve Quality of My Streets. Of these, what would you most like to see the City address with transportation improvements and why?

· Citizen · (Postal Code: unknown) · Mar 22, 2016 10:25 am

 1 Votes

What if we could manage congestion, improve safety, improve connections, and improve street quality all at once? Hopefully building wider roads is not included as a potential solution for managing congestion. From Walkable City: "[A 2009 article in Newsweek stated that] 'demand from drivers tends to quickly overwhelm the new supply; today engineers acknowledge that building new roads usually makes traffic worse'" (82). In reality, removing roadways from the system is shown to improve traffic, if paired with other improvements such as transit investment and safety measures for pedestrians and bicyclists. Again, from Walkable City: "The most celebrated [freeway teardown], and properly so, has got to be the Cheonggyecheon Freeway in Seoul, where a traffic-choked elevated expressway was hauled down in the mid-2000s, daylighting the river that it had obscured for half a century...traffic congestion had dropped sharply--thanks in part to simultaneous investments in transit" (94-95). We must not continue to ignore reality and pretend that building wider roads is going to solve the problem.

We don't have a problem of too much congestion. We have a problem of too many cars. People move around Austin all day long, and a lot of them are in their cars. We need to manage our automobile congestion by moving people around in another way. Austin's streets are generally wide and loud due to the cars that speed by on them, making them an uninviting place for people to walk and bike. Our City Council must understand that by becoming a welcoming city for people to experience on foot, on a bike, or on a bus or train, we will also be able to move more people around the city without adding more cars to the system. A lot of measures are proven to help do this, including Transportation Demand Management, which could include introducing parking maximums rather than parking minimums, or reducing parking minimums in exchange for people-friendly street design. We have to pay attention to what the research tells us. I took this survey and said I would rather experience this city on foot or on a bike. I'd also rather save myself the approximately \$9,000 per year in car-related costs, yet I don't walk or bike often because walking and biking are often unpleasant and dangerous.

City Council, commit to improving these modes, and you will hit all of the priority

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

categories. Commit to reducing our car congestion, and we can fund and increase the use of other modes. You can start by fully funding the Bicycle Master Plan and high-priority sidewalks in the Sidewalk Master Plan. We need more places to safely walk and bike, and fewer places to put our cars.

Response:

JP JP · Citizen · (Postal Code: unknown) · Mar 23, 2016 7:35 pm
"We have a problem of too many cars"

That won't change. We need to deal with that fact. Our transit times across this city is pitiful and getting worse. We have little in the way of workable North-South and East-West transit and no plans to improve it.

I remember the eighties and nineties where the plans were to build no roads so people would not move to certain areas. Happy now?

Response:

· Citizen · (Postal Code: unknown) · Apr 07, 2016 8:01 pm
I would like to clarify the Newsweek article for the public, so everyone understands its context. The article speaks of Mayor Bloomberg in New York City deciding that increasing congestion will push people to using existing transit options, like the subway. It does not mean that a city the size of Austin should increase congestion because people will walk to the Domain from downtown. What we really need are reliable and efficient mass transit options and then we can discuss educating the public to use these new options.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 2:26 pm
Thank you for your comment, Allison. What are some changes the city can make to keep more cars off of the road? -Moderator

· Citizen · (Postal Code: unknown) · Mar 22, 2016 1:09 pm

 1 Votes

Looks like I mixed messages a little bit. Regarding becoming a welcoming city, safety is paramount. We cannot continue to have 100+ traffic deaths in a year. Traffic safety is not rocket science. The NACTO design guides show how to design safe streets, and many other countries and cities that have fewer traffic deaths have done it. It's straightforward to make streets safe and inviting, but it takes a commitment to the principle that we take more pride in the appearance, safety and productivity of our streets than in the ability to go faster on them. The higher the speed we design for, the less friendly and safe our streets will be.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 2:29 pm
Thank you for your suggestion, Allison. -Moderator

Response:

JP JP · Citizen · (Postal Code: unknown) · Mar 23, 2016 7:36 pm
We need high speed transit corridors. Right now we speed through surface streets and neighborhoods. That is not a good plan.

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

· Citizen · (Postal Code: unknown) · Mar 23, 2016 5:54 pm

👍 1 Votes

I believe all three can be done through fully funding Austin's Bicycle Master Plan and high-priority Urban Trails and sidewalks. Building out our bike lane network will relieve congestion by removing an estimated 20,000 cars from Downtown daily. Sidewalks connecting families to transit stops will make public transit more viable. Both of these investments will stitch together our neighborhoods and fund projects identified in neighborhood plans throughout Austin. And creating safe, protected space for people on our streets will keep everyone out of each other's way and out of harms way.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:47 pm

Thank you for your comment, Miller. - Moderator

JP JP · Citizen · (Postal Code: unknown) · Mar 23, 2016 7:39 pm

👍 0 Votes

In effect, how many additional cars do you put on the road with each bicycle you expect to coexist with automobiles? Is it so difficult to build an actual bike road? Like one where a car would have to be travelling really fast to have a chance of crashing onto it...

Response:

· Citizen · (Postal Code: unknown) · Apr 13, 2016 2:22 pm

Thanks, JP JP. Say more about what you mean by "bike road." -Moderator

· Citizen · (Postal Code: unknown) · Mar 24, 2016 1:01 am

👍 0 Votes

View Manage Congestion during rush hours as the #1 Crisis issue in Austin. Staggering the time of work schedule is something that the Mayor ran on and it has not been fully pushed into the public and private sector.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:50 pm

Thank you for your comment, Brad. - Moderator

· Citizen · (Postal Code: unknown) · Mar 28, 2016 1:37 pm

👍 0 Votes

Roads that were designed for local, low volume traffic with many uncontrolled entrances and exits and discontinuous or unusable sidewalks and bike lanes are now high volume commuter corridors and have become unsafe for drivers, bicyclists and pedestrians. Example of this is Anderson Mill Rd west for 183 to 620. Commuter traffic cutting through from 620 to 183 and back have made this road a nightmare for those of us who live along it. It has become so congested during rush hours that commuters and local

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

residents alike are speeding through neighborhoods trying to avoid Anderson Mill Rd. The 2 bus stops near Anderson Mill Rd & 183 (Rt. 383) are unprotected and have no sidewalks leading to or from them making them unsafe to use. Pedestrians trying to walk to and from the bus stops and shopping areas must either walk within inches of speeding traffic or wind our way through drainage ditches and the odd parking lots that line parts of this street. Bicyclists have no choice but to risk collisions with cars who routinely encroach on the narrow shoulders. Accidents caused by drivers rear-ending or t-boning cars who are trying to turn left occur routinely. We have been told there is no money to improve this one mile section of Anderson Mill Rd to install sidewalks, a safe bike lane and a center turn lane for residents who need to enter and exit the road safely. My household has had one car totalled (rear-ended at/near bus stop) and another sideswiped by someone trying to turn left exiting shopping center at 183. And from talking to others who live along this road, this is not usual. City statistics show that the # of accidents requiring a 911 call along the unimproved section from 183 to Spicewood Pkwy is double the # of accidents along the improved section from Spicewood Pkwy to 620. How many more accidents must we risk before the city makes addressing safety along this busy corridor a priority?

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:54 pm

Thank you for your comment, Diane. What do you suggest the city do so that accidents in this area decrease? - Moderator

· Citizen · (Postal Code: unknown) · Apr 05, 2016 11:50 pm

👍 1 Votes

All of the above are important and interconnected. You can't really address one without dealing with the others. I agree it stinks to drive down Lamar or Burnet and stop at every red light along the way to downtown. But we need alternatives too. I would like to see improved connections in neighborhoods. I live within a mile of countless restaurants and businesses but it's nearly impossible to access these places without a car as there are missing sidewalks, more curb cuts than curbs, disconnected or inadequate bike lanes, and dangerous intersections. Our library is a few blocks away and I hate that a car is the only safe way for my family to get there. Some of the busiest stretches of our major corridors have no way for pedestrians or cyclists to cross. I prefer to walk if I can with my kids instead of herding them in and out of their car seats, especially for short trips, even in the summer. Most of our destinations are within a 2 mile radius of home and if better multimodal connections were developed, that would take my car off the road for most of the day. If more people could access places in their immediate neighborhoods without a car that would have a positive impact on me as well as commuters traveling through, but this requires improvements to all of the above.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 2:04 pm

Thank you for your comment, Amy. How do you think the city might go about solving these problems? - Moderator

· Citizen · (Postal Code: unknown) · Apr 06, 2016 9:59 pm

👍 0 Votes

You'd get people who normally don't take the bus if the City did not allow the drivers just

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

to hop out with passengers/the bus was in service.

People see us on the side of the road stranded--and the driver goofing off. None of us are stupid, it is public information that Capital metro is majority funded through public subsidy. The drivers do not 'own' the buses. And neither do the private contractors. Start pulling them and locking them up if they do strand passengers who have paid.

Response:

· Citizen · (Postal Code: unknown) · Apr 13, 2016 2:23 pm

Robin, could you clarify the point you are making? What are you asking the City to do about this issue? -Moderator

· Citizen · (Postal Code: unknown) · Apr 06, 2016 10:01 pm

👍 0 Votes

Much larger cities (Dallas, Houston) yes do allow their drivers to take breaks. But they require these breaks to be taken when the bus is empty. Passengers are paying for OUR ride and OUR destination--not the driver's personal leisure time. Capital Metro should be legally required to adopt a similar policy within the Austin city limits.

· Citizen · (Postal Code: unknown) · Apr 06, 2016 10:03 pm

👍 0 Votes

Improving the traffic lights won't work until you address this issue. The bus drivers will continue to park at green lights--regardless of how fast they are.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 2:11 pm

Thank you for your comments, Robin. What can the city do to be more aware of these breaks being taken by the bus drivers? -Moderator

· Citizen · (Postal Code: unknown) · May 05, 2016 1:19 pm

👍 0 Votes

Manage Congestion - use part of business relocation incentive program to encourage employers to shift work hours and use telecommuting where possible, require businesses that benefit from this program to also encourage employees to commute alternatively and (possibly) even require them to pay into ongoing transit improvement fund, traffic signal timing improvements and 'block the box' enforcement (which y'all are already doing), get rid of parking minimums for developments in the CBD and West Campus areas - and I would argue that this area of no-parking-requirements should be gradually extended to cover all of central Austin

Improve Safety - lower speed limits to 30-35 mph on all major corridors, narrow lanes from 12' to 10-11' (this has been shown to increase driver attention and caution), pedestrian beacons when existing crosswalks are more than 1000' apart (approx width of 2 downtown blocks), install curb bulb-outs to increase pedestrian visibility and tighten turn radius,

Improve Connections in My Neighborhood - require new development to connect seamlessly to existing neighborhoods and stop allowing neighborhood groups to silo

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

themselves off from everything around them because "other" people might use their precious roads (i.e. Morrow Drive shenanigans),

Improve Quality of My Streets - dedicated bus lanes, protected bike lanes, wider sidewalks on South Congress from Riverside to Live Oak, plant trees and rain gardens to handle drainage and improve pedestrian experience, reduce travel lanes on Stassney between South Congress and i35 to 4 and install protected bicycle lanes and improve bus stops (cover, seating), install pedestrian crossing beacons at bus stops (because walking to a safe crossing place adds 10-15 minutes to a 331 bus trip to/from Austin City Lights and Griffis SoCo apartments depending on which side of the street you start/end at), add light at Mira Drive and Stassney Lane (this intersection is getting out of control and feels incredibly unsafe)

JP JP · Citizen · (Postal Code: unknown) · May 05, 2016 7:18 pm

 0 Votes

"lower speed limits to 30-35 mph on all major corridors"

We need faster corridors, not slower ones. Many of our once usable corridors, now a mass of traffic lights, are too slow to function as anything but a surface street any longer...so you get congestion. And with dense traffic, when the flow drops below about 35 MPH, it will be stop and go traffic, accident or not.

And those pedestrian beacon things...what good are they?

You forgot to mention Uber and Lyft though. They are good for Austin. :)

TRADEOFFS

 13 Answers · 6 Replies

As you consider what you would most like to see in the way of mobility improvements, what kinds of tradeoffs would you be willing to accept in turn? For instance, would you be willing to reduce the amount of time you drive alone if you had more options to get to your destination, such as walking, bicycling or taking transit?

JP JP · Citizen · (Postal Code: unknown) · Mar 23, 2016 7:43 pm

 1 Votes

Concentrate on getting some high-speed transit corridors built. The bike and walking stuff is fine for central city but really useless elsewhere. And can we have real bike roads...not bike lanes? Bikes aren't really big and heavy and there was a time when you could go a lot of places in this town and never get on a street.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:31 pm

Thank you for your comment, JP. What are some suggestions you may have for high-speed transit corridors? - Moderator

· Citizen · (Postal Code: unknown) · Mar 28, 2016 1:44 pm

 1 Votes

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

Would be very pleased to take public transportation from my area (Anderson Mill Rd & 183N) to downtown and other central Austin areas. We just don't have good local service that makes it practical. Need to improve number and frequency of local bus service as well as commuter rail to downtown areas. If I leave my car at home, I need to be able to get where I want to go when I need to not when Cap Metro sees fit to schedule a bus. Waiting 45 minutes for a bus at a stop that has no sidewalk leading to it and has no place to sit except on the ground is not going to induce me to leave my car at home.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:32 pm

Thank you, Diane. What suggestions do you have to make public transportation more practical? - Moderator

· Citizen · (Postal Code: unknown) · Apr 02, 2016 6:57 am

👍 0 Votes

I would trade the unused passenger side of my car to travel and park by car faster. The only single-width, tandem-seated, highway-capable, four-wheeled, standard-door, standard-window, roll-cage and steel bar car in the world was invented in Spokane, WA by Rick Woodbury. His company, Commuter Cars, revolutionized car design by correcting the width for single and duo occupants. The reason it works is because it's 100% electric, and the batteries ballast the car from tipping over. Further, since it's electric, including the Tango in the DOT Smart City proposal may put Austin at the top of the list of cities when it comes to the Vulcan \$10 million electric vehicle portion of the prize. See this game changing car at www.commutercars.com and contact Rick soon to make arrangements to take the Tango to Texas.

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:33 pm

Thank you for your comment, Michael. - Moderator

· Citizen · (Postal Code: unknown) · Apr 05, 2016 5:55 pm

👍 0 Votes

More bus lanes and fewer car lanes so buses can go much faster!

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:34 pm

Thank you for your comment, Susan. - Moderator

· Citizen · (Postal Code: unknown) · Apr 07, 2016 7:53 pm

👍 0 Votes

I would give up driving if I can get on a rail line to within walking distance of my destination. Let's look at other cities of our size and take what works from their mass transit models.

Your Mobility Priorities

Closed May 08, 2016 · Discussion · 16 Participants · 3 Topics · 56 Answers · 30 Replies · 8 Votes

Response:

· Citizen · (Postal Code: unknown) · Apr 12, 2016 1:35 pm

Thank you for your comment, Gerald. - Moderator

· Citizen · (Postal Code: unknown) · Apr 18, 2016 2:04 pm

👍 0 Votes

I live on the south side and would love to be able to bike north to the river or downtown, but the lack of continuous bike paths and countless safety concerns prevent me from doing so. A lot of the cyclists I see biking in South Austin do so on the sidewalk because there are either no bike lanes (South 1st) or the existing bike lanes (on South Lamar) are not perceived to be safe because cars veer into them all the time. I would trade current speed limits or existing car lanes for protected bike lanes on corridors and continuous bike routes to useful destinations like downtown.

· Citizen · (Postal Code: unknown) · May 05, 2016 12:54 pm

👍 0 Votes

I work just South of CBD and we receive free covered parking from our employer. I would be willing to pay to park in the garage if improvements were made to the transit system.

The 801 Rapid Line runs from right outside my apartment to right outside our office building, but while it may take me 20 minutes to drive the 4 mile trip, it takes 35-40 minutes on the bus. 40 minutes to go 4 miles seems unreasonable - I think I could walk that fast. If there were dedicated bus lanes on South Congress Avenue, which protected dedicated bicycle lanes, then the parking could be removed and the corridor could be reduced to 4 lanes with left turn bays at intersections - or better still, remove left hand turns from Live Oak to Riverside. I would be willing to trade left turns and the center turn lane on several major corridors for dedicated bus and bike lanes nearer to the sidewalk (thinking of Burnet, Lamar, South Congress, Anderson Mill, Jollyville, Bee Cave Road (I know, it's not all in COA), Guadalupe, Red River, 15th street, MLK, 24th street (desperately needs makeover), 35th street, 51st street, and Anderson Lane).