



# Mobility Talks Survey Results

## District 1



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](mailto:capitalplanning@austintexas.gov).

## District 1 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 1. The Mobility Talks survey launched March 21, 2016 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 at midnight. The survey was completed by 6,787 people. In District One, 539 people completed the survey.

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/location of where the City should focus investment, and funding priorities.

The full Mobility Talks Public Engagement Report is available at [MobilityTalks.org](http://MobilityTalks.org).

### **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.

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. 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.

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.

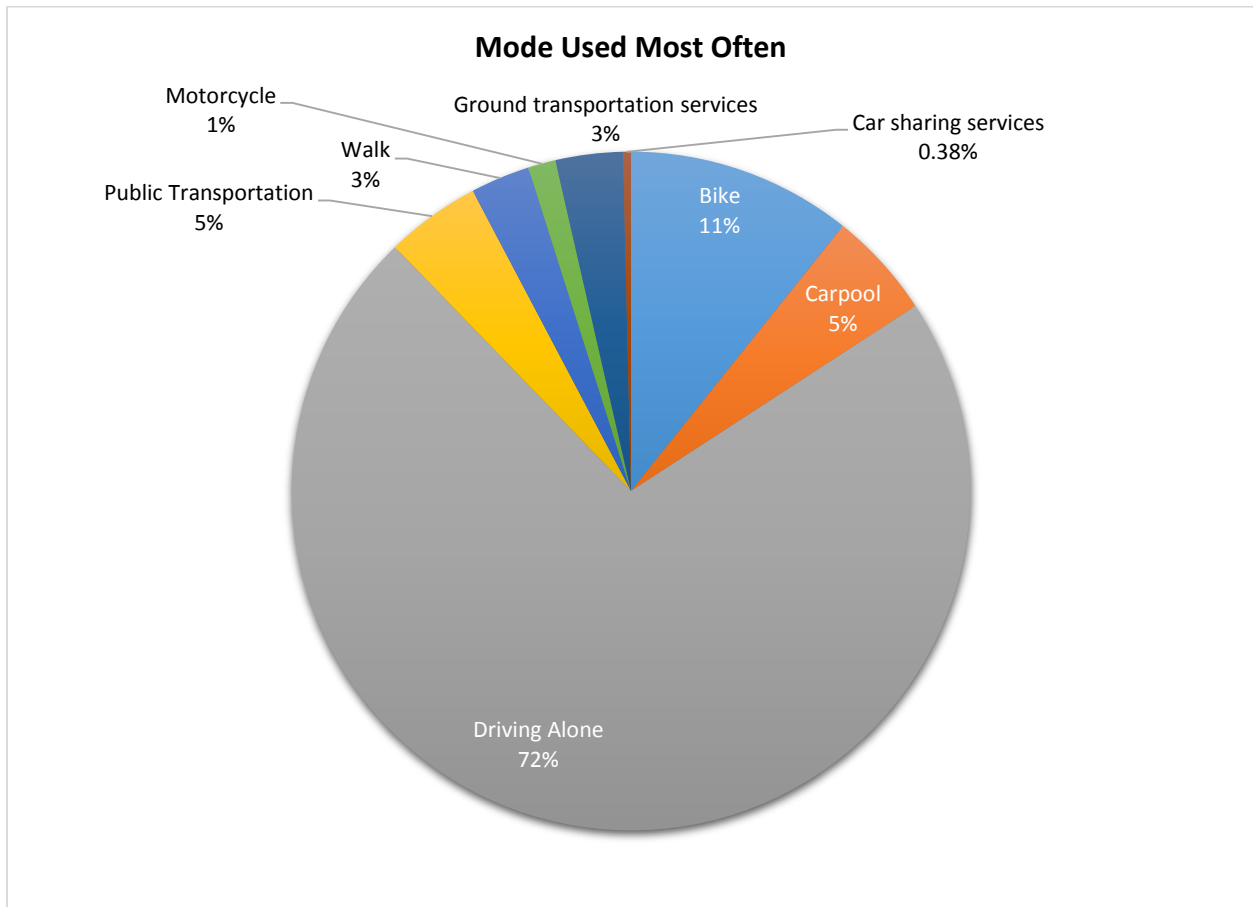
Mobility Talks is one chapter in Austin's transportation story. Information gathered through this effort will inform future plans, project prioritization processes, and department capital improvement programs, including the annual update of the City of Austin Long-Range Capital Improvement Program Strategic 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.

Demographic data of Mobility Talks Survey participants in District 1			
Demographic Category	Demographic Choices	District 1 Results	Overall Results
Race	Caucasian/White	71.8%	75.1%
	African American or Black	5.8%	2.1%
	American Indian	0.4%	0.5%
	Asian/Pacific Islander	3.5%	3.1%
	Other	7.4%	4.8%
	Prefer not to answer or skipped	11.1%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	12.8%	10.4%
	Prefer not to answer or skipped	11.7%	16.3%
Age	18-34 years	40.8%	29.7%
	35-44 years	27.8%	23.5%
	45-54 years	13.2%	17.6%
	55-64 years	8.9%	12.7%
	65+ years	3.5%	9.0%
	Prefer not to answer or skipped	5.8%	7.4%
Gender	Female	46.8%	45.2%
	Male	44.9%	44.5%
	Other	0.2%	0.6%
	Prefer not to answer or skipped	8.2%	9.6%

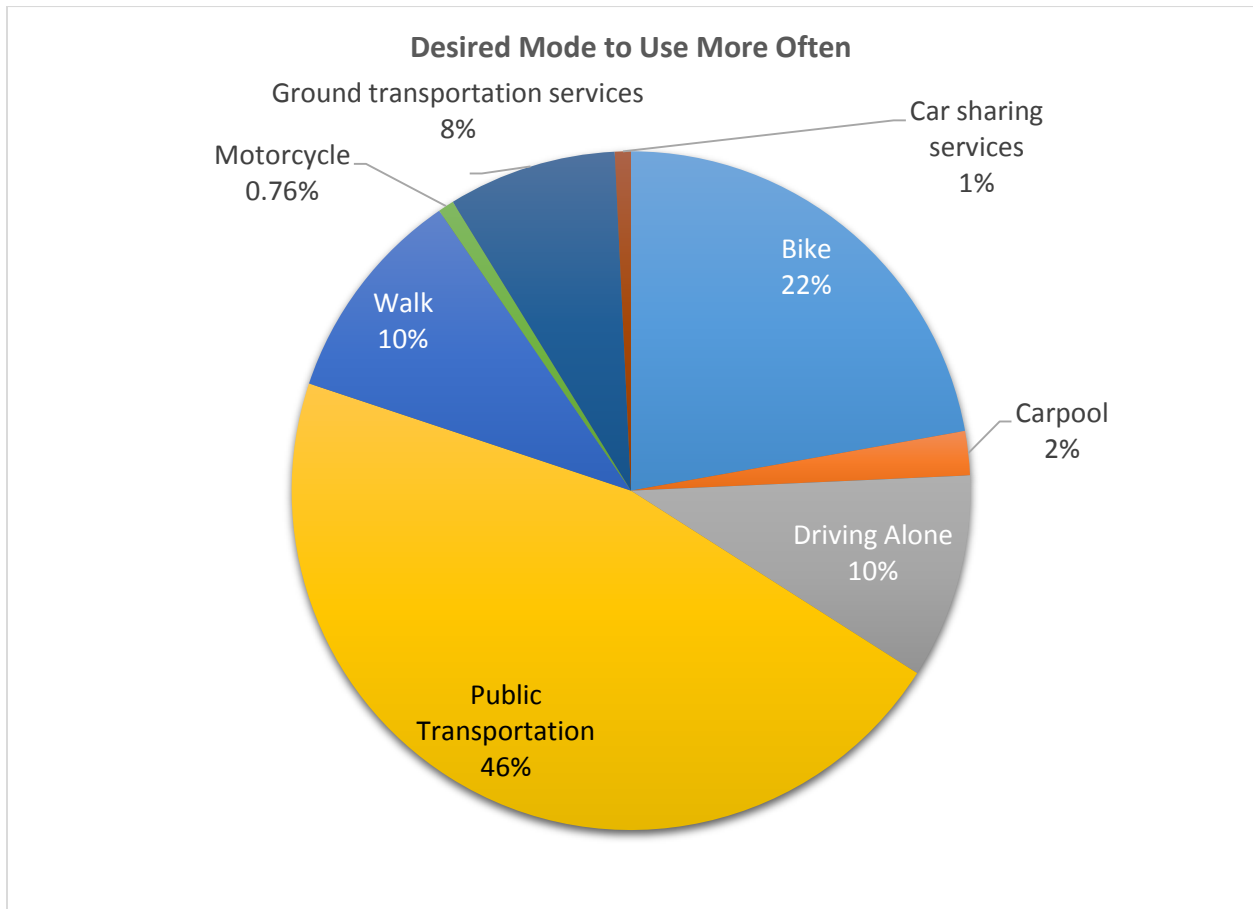


## Transportation Mode

**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. District 1 Results:**

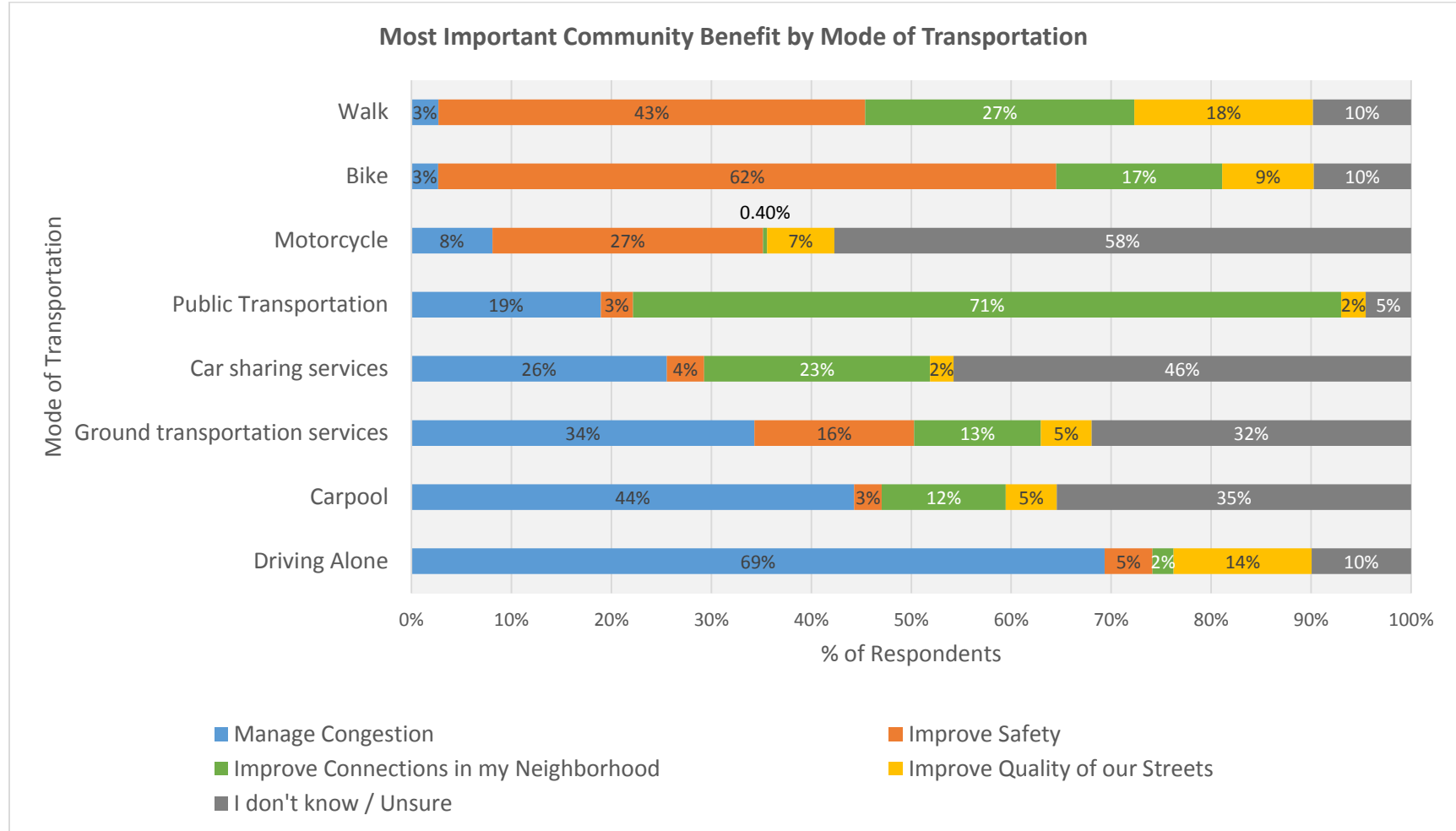


**Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 1 Results:**



## 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. District 1 Results:**



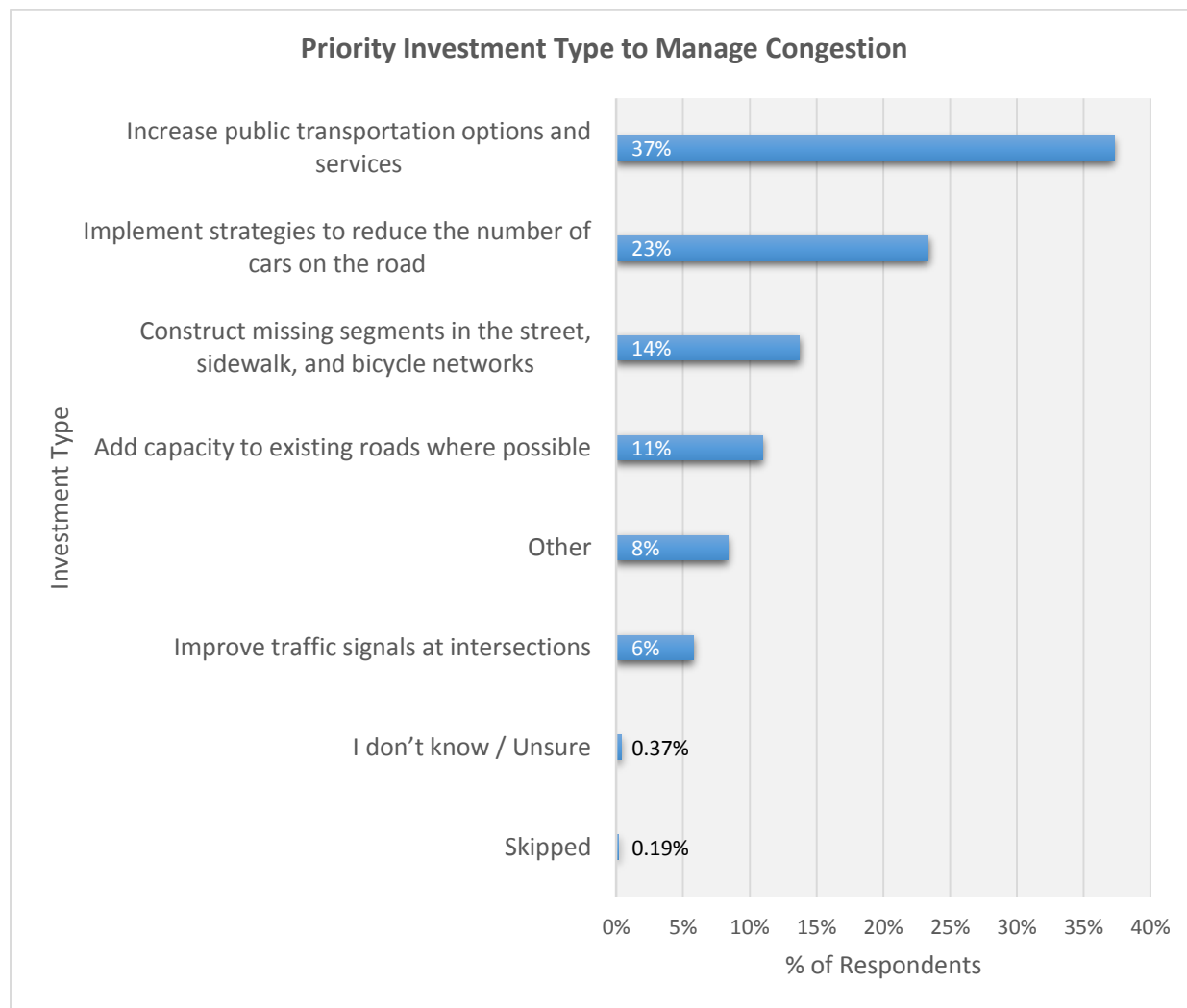


### Priority Investment Types

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 for those who chose “Other” is provided below each chart.

### Managing Congestion

**Question 4: Of the following options to manage congestion, which is most important to you? Choose One.** District 1 Results:



Other:

Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

Stop over regulating ride share services
Build one or two REAL loops around the city..

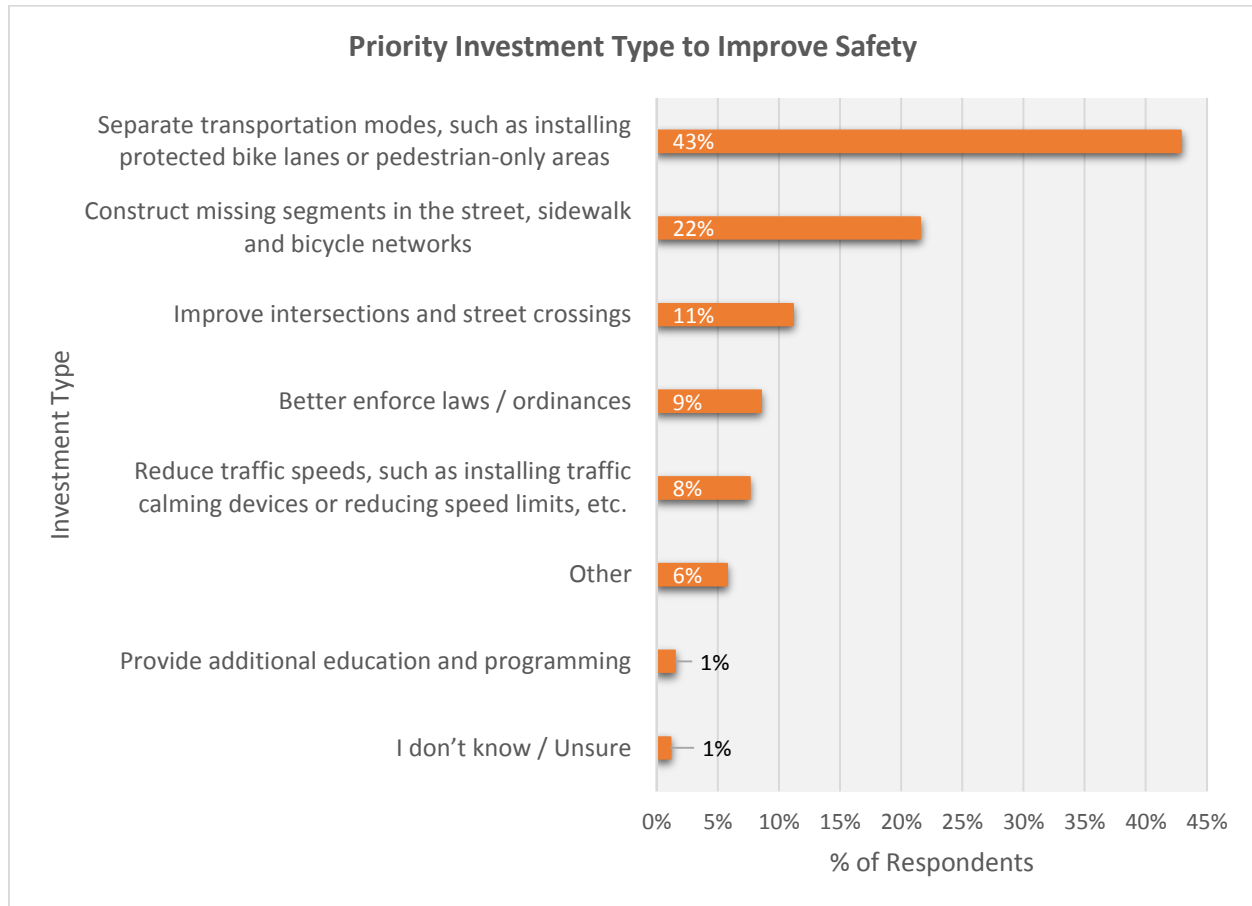
Build something like the people mover, and shuttle people into downtown.
Smart signals, incentivizing off peak travel, pushing hard on driverless cars, rerouting 1-35 to 130
Have a better plan for road works - this is causing the problems down town and on Mopac
stop taking away turn lanes and second driving lanes in favor of bike lanes. Cars pay the taxes for the roads.
Reduce or eliminate bike lanes on streets with traffic lightd..develop a adjacent network and online application for cyclists to use. Reducing car lanes to allow more or larger bike lanes had only made auto traffic worse and not increased bike ridership in non-bike neighborhoods. Worsening car traffic in the hopes of increasing bike ridership is folly.
Both add capacity and implement strategies to reduce # of cars
Bringing Lyft and Uber back fast!
Stop/Slow down the growth! Too many people moving here
bring Uber/Lyft back
Would like to see more preferential treatment given to bikes, carpools, and buses. This would include limiting full streets or specific lanes of larger streets to bikes, carpools, and buses to certain times to day, similar to how other cities deal with this issue.
reduce bike lanes to secondary streets off bthroughfares and other places that slow traffic since buses cannot turn right on red, cars now pile up behind them and wait thru several lights to go thru intersection
Self driving cars that carpool.
Prevent people from blocking the box
Trucks off I-35; roads to bypass downtown
Austin needs a workable loop to keep commercial traffic from driving through downtown.
help usher in autonomous cars
Put back 4 lanes of traffic and remove the bike lanes for the 2 bicycles I see a day when I drive 10 miles each way
synchronize traffic lights & remove bike lines from major arterials
Adding capaity doesnt do anything! It just adds more congestions. Give people options to NOT drive.
Not more toll roads
more, bigger, better roads
Improve public transportation options to travel east to west without having to go downtown for connections
elimiate bottleneck areas where 4 lanes go to 3 lanes of traffic, add better turn/exit lanes in all parts of city, add better east west throughways, eliminate through streets that deadend abruptly at one block due to obstructions and resume a block later
new roads
Improving the infrastructure by creating new roads that link North and South WITHOUT tolls. We need more than I-35, Mopac, and the dreaded out-of-the-way 130 toll to get traffic THROUGH Austin. More FREEways, no more tolls.
PRT & Urban Cable
Install commuter rail on I-35
Consider The Wire project to alleviate traffic congestion. It's a brilliant solution at a fraction of the price of rail. Austin is in danger of losing its status as an innovator; The Wire would ensure it.
Traffic lights and add capacity where possible

Increase public transportation, but also make street crossings safe - there's no signal where I cross 16th/15th st. across I-35 if I want to walk to work, and the MLK crossing is not safe.
STOP taking lanes of traffic away for bicycles
increase train service, specifically
All of the above!!
Increase the Rail operating hours to 24 hours a day
improve flow of downtown traffic to i-35
Better design/engineering of streets/roads. The mess the city created around Cameron and 51st is an example of how poor design creates more congestion, not less.
Decrease population
More Rails (Monorails would be the best)
Incentivize truckers to use 130 and alternate routes
Change/stagger work hours of city and state employees
build more public roads
Elevated rail, across the city. A metro line with only 2 cars? What a joke.
Carpool lanes, not toll lanes.

## Improving Safety

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

District 1 Results:



Other:

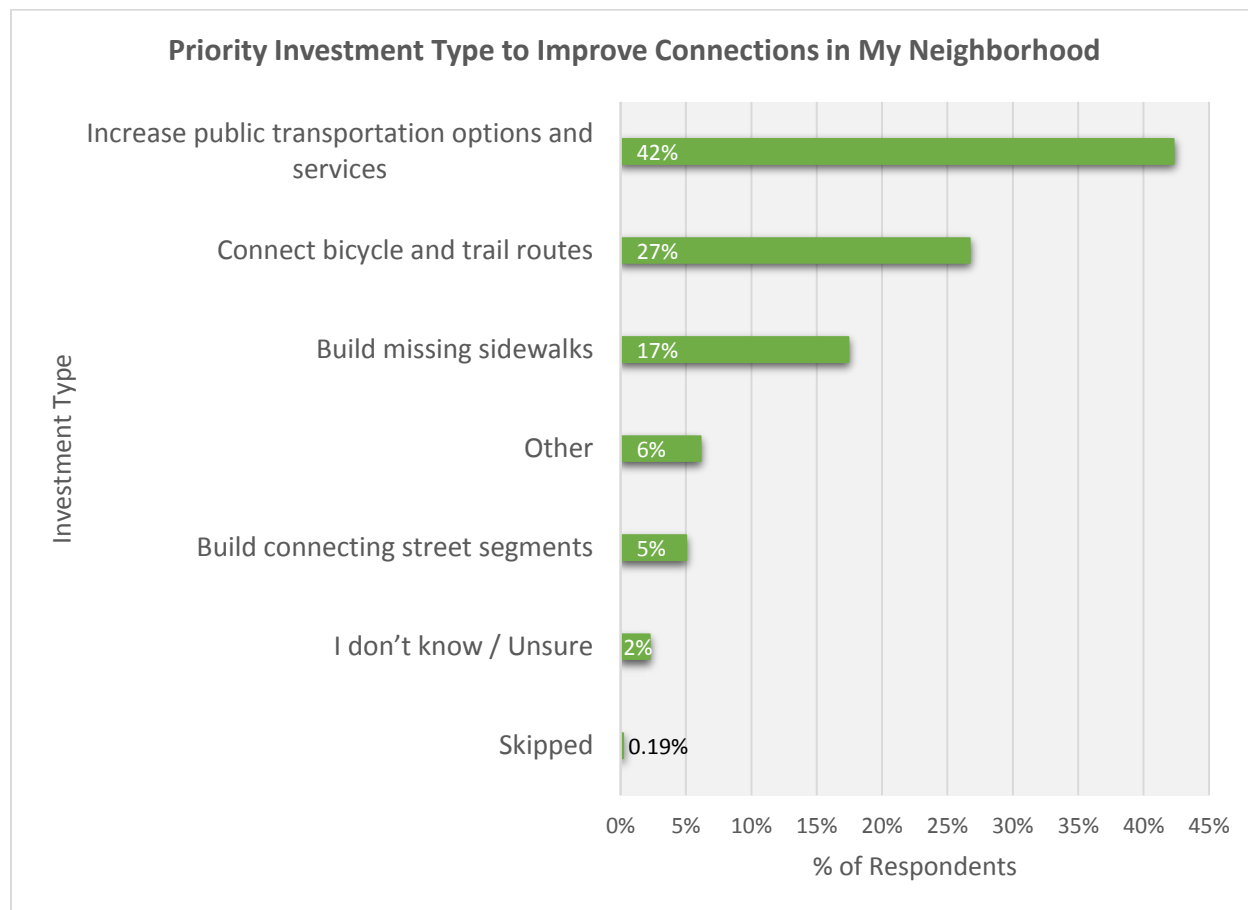
Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

I don't know how to fix this, but I literally cannot ride the bus or walk anywhere with out getting threatened/harassed/followed by creepy men. So I can never utilize those options because it's not safe.
enforce laws for no texting / cell phone use by drivers
Bring back uber/lyft to keep drunk drivers off the road
Allow TNCs to operate and innovate to continue to provide safe and affordable transport
An overhead light rail (monorail) system with many splits is really the only solution. I can provide details of a proposal that will work. I've lived here 28 years and understand this city in great detail
Stop/Slow down the growth! Too many people moving here
bring Uber/Lyft back

Get bicycles off the road! 20 mph vs 45 mph is asking for anger and accidents
bee a great deal more thoughtful where bike lanes need to be instead of the current wholesale bike laning of all Austin streets
All of the above
Require bike lanes be included on all new non-residential streets.
Stop removing car lanes that are heavily used to add rarely-used bike lanes.
Encourage ridesharing to reduce drunk driving!
Pragmatic/sensible Uber/lyft compromise. You got your win, now stop screwing around and do something pragmatic.
People are constantly running red lights downtown. I've seen it happen right in front of police. Please do something about this before someone gets killed.
Get rid of bikes on street, Put on Sidewalks like Hamburg Germany does
Add more and better options than more cars on the road
Center medians on two way street. Lessen likelihood of head-on collisions, and lessen the frequency of cutting waaay across lanes to turn left (because you can't just turn left anywhere)
don't allow bikes on roads with > 30mph speed limits or heavy traffic or blind curves/hills
More dedicated/protected bike lanes
all of the above. these are all integrated.
Provide education and slow traffic - I biked a lot when I lived in Boston because traffic didn't move so fast. I don't feel safe biking in Austin because cars get too close or they're moving too fast.
Build bicycle lanes in alleys or purchase new land instead of taking streets
work from home when possible
All of the above
Reduce # of 18 wheelers on I-35 through Austin. Also, a crack down on enforcing texting while driving laws and fines.
fix shitty roads, ESPECIALLY on the east side. there are so many intersections that are absurdly confusing and several intersections that have two lanes merge into one with no warning, until you cross through the intersection (IE, springdale and MLK, the right lane if you are heading south on springdale towards mlk)
I would walk if I had sidewalks to walk on and felt safe
No changes
why are there so many crosswalks with silent signal in atx? those are terrible to use when you rely on nonvisual cues
Elevated rail, across the city. A metro line with only 2 cars? What a joke.

## 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.** District 1 Results:



Other:

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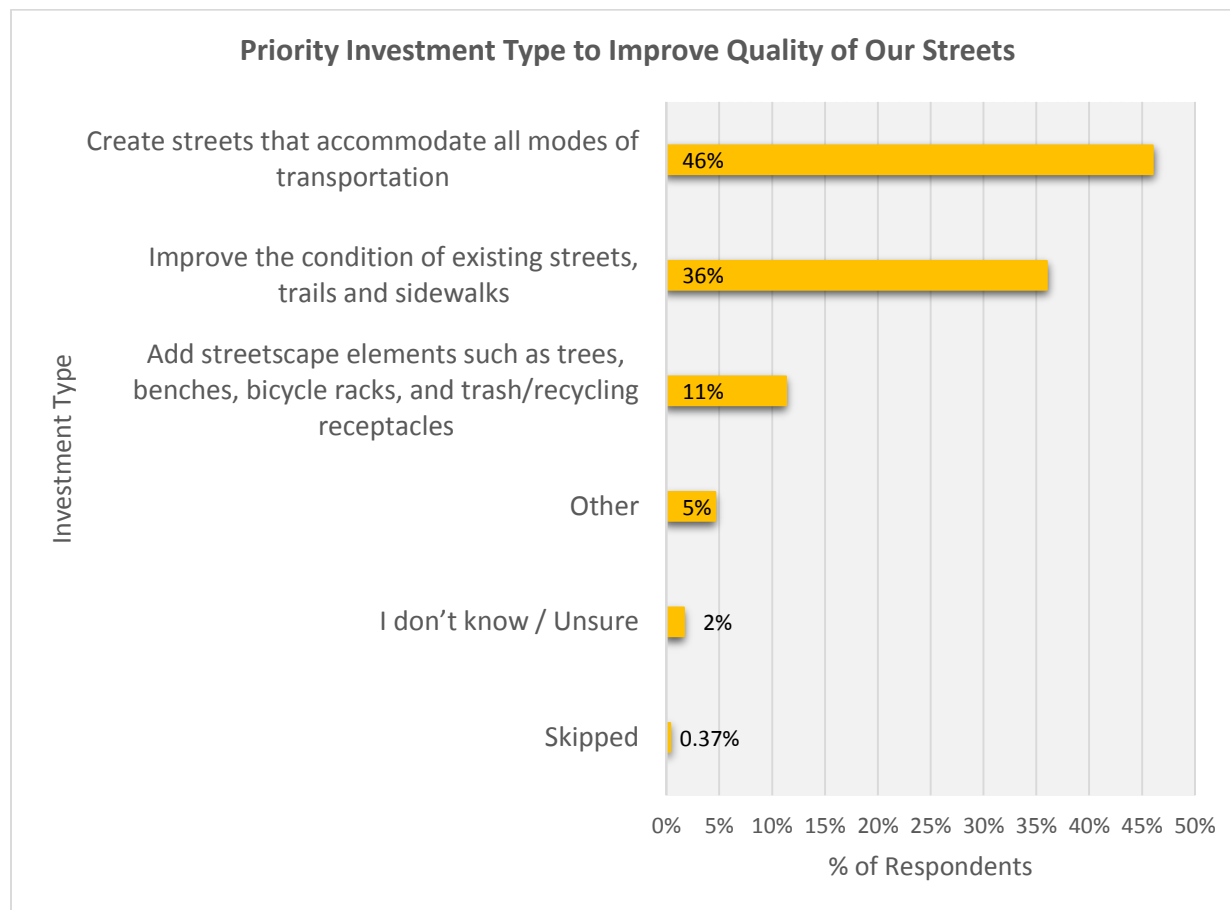
Stop over regulating ride share services
Every business stop needs benches..some bus stops (like MLK between EM'S Franklin & Springdale) provides VERY UNSAFE PLACE to stand ( there is no shoulder no bench no safety). Increase metro routes in Pflugerville Round Rock.
Work with innovators, including TNCs to bring more options to us, not less
Smaller, more frequent busses with more increasedan diversity in destinations.
Bring Lyft and Uber back fast!
Stop/Slow down the growth! Too many people moving here
bring Uber/Lyft back
Extend public transportation times into late night on weekends

Absolutely do NOT pave greenbelt hiking trails and make them into "roads"
Remove any bike lanes on less bike-traveled streets such as Cameron Road and Berkman.
Don't make thoroughfares of neighborhood streets not built for this for the benefit of apartments/multifamily units where developer did not have to provide adequate if any parking
Pragmatic/sensible Uber/lyft compromise. You got your win, now stop screwing around and do something pragmatic.
Public transportation to suburbs and airport; increased operating hours; encouraging employers to offer flexible work hours
Traffic calming--drivers are insane
Quit wasting funds on bikes and trails
Improve lights, fix turn lane on Cameron
Correct the what should be illegal sidewalks along MLK. I'll say it again, "Shame on COA, TXDOT" and any other authority that messed this up.
Safer and more street crossings
increase throughput on existing streets
more roads
traffic calming on Dessau
Add a crossing signal at 15th and I-35 - people cross there all the time but there's no walk signal at the crosswalk, so I never know when it's safe to cross
improve the safety of existing bike routes. need more obvious paint in bike lanes to avoid cars driving down them at cyclists
increase train service/frequency schedule
Sidewalks, bicycle lanes and public transportation connectivity.
Increase the Car2Go area.
Better (longer later) hours for metro
Modifier to "increase public... services" - increase routes in between places that are not downtown/campus
more bus routes and smoother transit
Elevated rail, across the city. A metro line with only 2 cars? What a joke.
Repair & improve existing roads & install speed bumps & speed limit signs
Increase the MetroRail capacity and lines
Improve traffic calming



## 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.** District 1 Results:



Other:

Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

Repair east Austin streets..Increase East Austin side walks, improve mergers onto IH 35 ( some are unsafe & impossible to maneuver),
Better timing on lights throughout the city., shunting bicycles off roads with lights and onto smaller neighborhood streets or dedicated trails, whenever we do build new roads build them to double or triple current capacity
Stop/Slow down the growth! Too many people moving here
Stop congesting traffic by adding (unused) bicycle lanes
fix curbs in neighborhoods, repair current streets
All of the above
Create alternative bike routes on parallel side streets to keep bikes off major roads

Limit bikes to sidewalks
remove limiting left-turn lane curbs that cause traffic problems and back up cars in left through lane
Again, center medians.
Creating less congestion so there is less air pollution. I get black boogers while walking or biking.
place barriers between bike and car lanes
Remove bicycle traffic from existing streets to improve safety
Need sidewalks created on busy streets, like MLK, especially between Hwy 183 and Airport. There are bus stops but no sidewalks. Terrible access to and from bus stops.
All of the above
Add proper flyovers to all major highways in Austin and create U-Turn intersections to improve traffic flow. Know this is mainly TXDOT's duty but the COA has to be involved too. Bad traffic flow and poor design of major arteries is a huge reason why traffic in Austin is so bad and only getting worse with more cars on the road every day.
making sure the quality of the bike lanes is such that it doesn't cause accidents, ex: cracks, seams in pavement, rough surfaces, etc
There are many blocks without sidewalks, which is terrifying since I walk everywhere.
No Changes
Hire competent contractors to do the work, pleasant valley and 7 th st intersection and s prime example, also mopac
make the streets wider
halving auto capacity of a busy street to make bike lanes is STUPID
Increase capacity
THERE IS MORE CONJESTION BECAUSE OF PROTECTED BIKE LANES
Elevated rail, across the city. A metro line with only 2 cars? What a joke.

## Geographic Scale

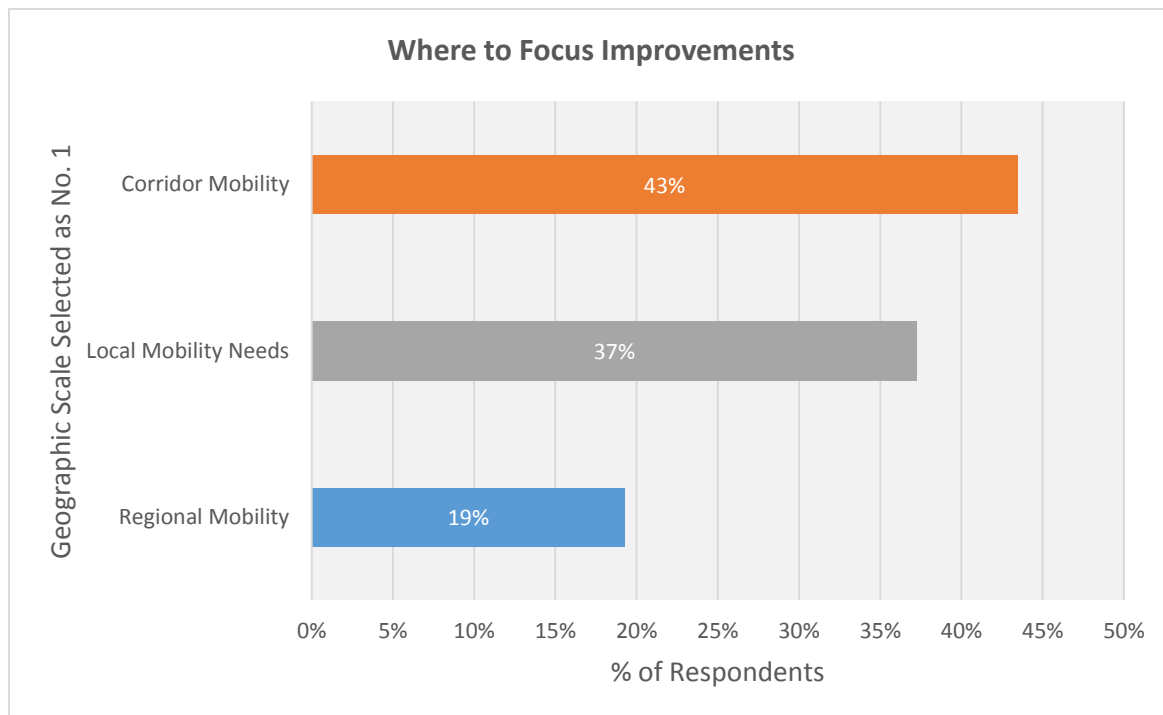
**Question 8: Given your answers, where do you feel the City of Austin should focus improvements?**  
**Rank in order with 1 being the most important**

**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.

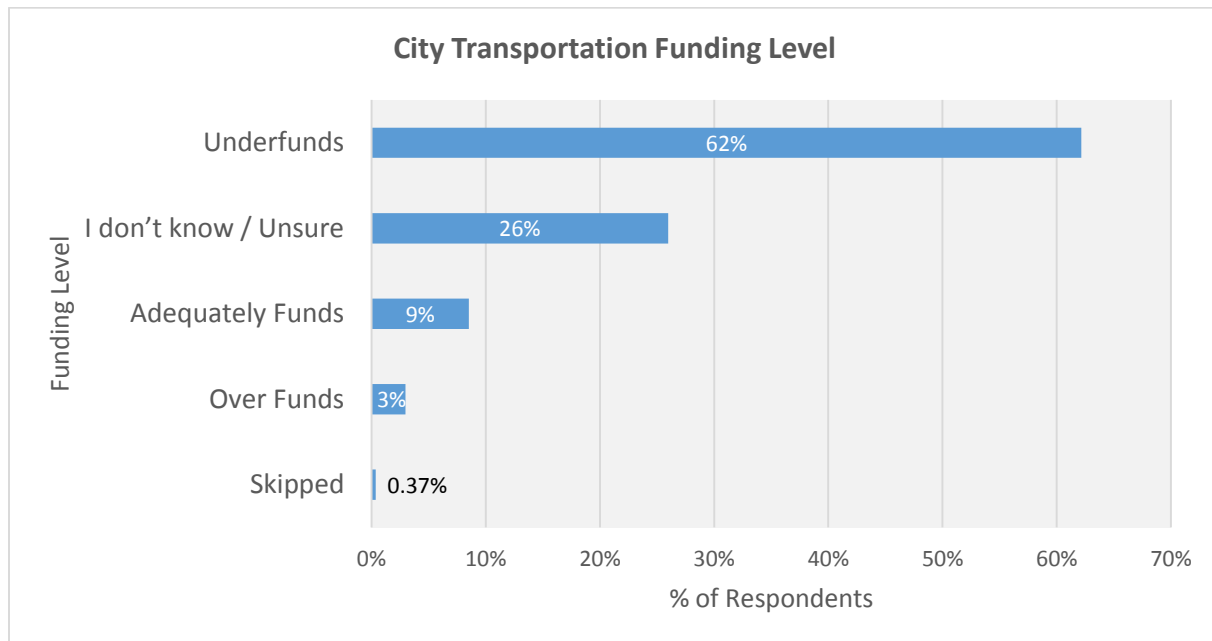
**Local Mobility Needs:** projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 1 Results:

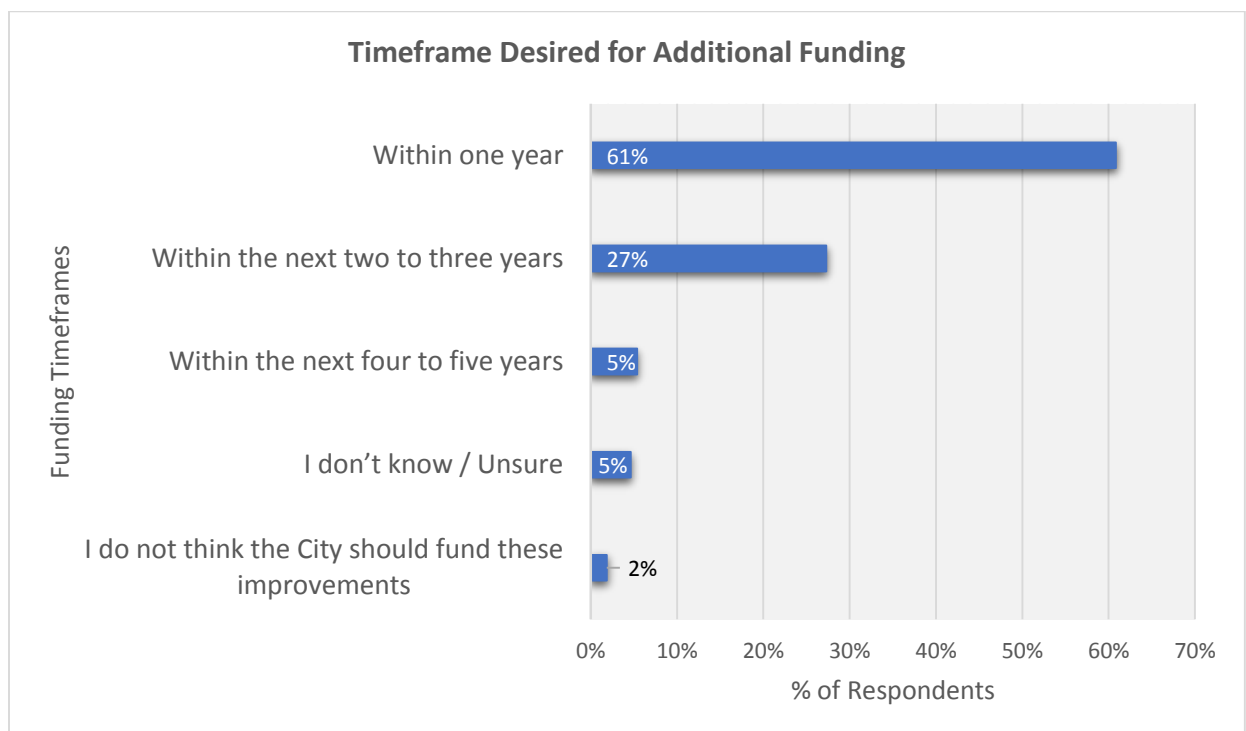


## Funding

**Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs?** District 1 Results:



**Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified?** District 1 Results:



**Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here.** District 1 Results:

Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

Completed sidewalks along Yager Lane and Tech Ridge to complete a safe walking route all the way from Dessau to HEB along Yager Lane would be nice, although improvements for the whole city are more of a priority. 183 fly over on-ramp at I-35 for I-35 going north traffic is scary frequently-we just grew a lot faster than anticipated when this improvement was put into place. finishing up some of the fly over connections on and off I-35 to major roadways might help, but I defer to the experts. major intersections of highways with I-35: many need improvements in traffic flow. reason have not tried public transportation b/c compared the time it took to get from A to B and it was 2 hrs by bus vs 20 minutes in a car and walking back was about the same as by bus, so I walked as weather was good for a long walk home-definitely some places along route without sidewalks.
We spend too much money of transportation projects (bike lanes, closing traffic lanes to autos, etc.) that do NOT improve mobility and reduce congestion and commuting times. We need to focus on real improvements that improve travel times instead of ignoring the needs of motorists and thinking that if we build more bike lanes that will help reduce congestion. that is daydreaming
Add more protected bicycle lanes like the ones downtown on 3rd Street and the Webberville/Pedernales bike lane. Nueces from 4th Street to MLK would be a great place to start, especially the section between 3rd and 15th Streets.
Start to be more forward thinking Austin...ok, try to catch up. Traffic is horrible. The city is going to and has grown and we need to accommodate. And, bring back Uber & Lyft...teens all over town drink (illegally) - for the most part, they do not drive because they can Uber. Now they will be on the roads hurting themselves & others. This has to be remedied ASAP!
the city has made some idiotic decision about transportation already. one example is how they took a bunch of highly congested four lane streets (manor, springdale, etc) and made them 2 lanes w/ bike lanes. i support bikes, but i never see people riding bikes in these bikes lanes on these street, but now the roads are 10x as congested and the the travel time on these roads now takes 5x as long. huge mistake. what were you thinking? not much obviously. do we have more idiotic decision like this from the city to look forward too? please balance all concerns when making decisions.
Bring back TNCs
Bring an affordable, efficient ride sharing/ ride hailing company to Austin. This needs to be a priority since Uber and Lyft are gone. We have a lot of people coming into town both tourists and residents and need an effective way for them to navigate around the city now--not a year from now.
Bring Uber and Lyft back asap.
Make fingerprinting optional. I refuse top take taxis in this city and have reverted to peer to peer ride sharing which is about equivalent to saying "Hey mister, can you drive me somewhere?". Your attempt at making this city safer to get around has failed, everyone is using peer to peer ride sharing or getting into the car drunk.
Bring back ride sharing since taxis are unreliable and as a young woman in the city I do not feel comfortable taking one alone and am forced to either drive or avoid heading downtown and not supporting local businesses
Uber and Lyft were vital modes of transportation for Austin and City Council should work to bring them back
Public education should be a higher priority, otherwise transportation bonds will continue to be voted down.

I definitely the city of austin needs to educate citizens on how to use public transportation, needs to make it more reliable and more time efficient. As a cyclist, i think that we need to continue to invest in protected bike lanes that connect neighborhoods.
I've heard rumors that the city of Austin has had the mentality of "If we don't build it, they won't come" but guess what folks? They are coming and we need to do something about it.
Public transportation such as the bus transit system should have a separate loading and unloading area instead of on the major roadways which cause major congestion and accidents.
Cap metro needs to cooperate & improve lighting..benches..911 call boxes and a cover for rain days. Also, the city made all these bike lanes that take up too much street and makes it easier to have head on collisions. Further, rarely are bike lanes used. You based your reasoning behind, and spent too much money, and allowed a liar & doper, Lance Armstrong, to dictate what our city needs.
We need to revisit rail - starting with a rail line to the airport and a rail line going south. Also, it would help to have direct connections (like express buses) between ACC campuses since so many students take classes at several campuses. This would keep many cars off the road since ACC has 50K students.
I like the re-striping the city did on Manor rode reducing the four lanes to two with turn and bike lanes. It feels like less of a racetrack and people don't just change lanes to get around each other and avoid turning vehicles. It would be nice if the city could do this on Montopolis from Riverside to 183.
Please expand the light rail within the city. I'm glad it exists for commuters, but it would be great to be able to use it to get around the city. A light rail system with stops at major areas in the city, like 6th and Lamar, 24th and Guadalupe, 2222 and Lamar, 7th and Pleasant Valley, Oltorf and Lamar, etc.
I work in round rock and live in Austin. Please make it possible to take public transportation between the two cities!
I am one of many UT and Austin students / millenials who relied on Uber/Lyft for my daily transit needs. I grew up in cities with great public transportation before I moved to Austin a few years ago and made it home, I never needed or learned to drive, and don't own a car - but now, with Uber and Lyft gone, and faced with terrible public transportation alternatives, I feel stranded!
We surely need more highway capacity but toll roads, especially the greedy ones with "dynamic pricing" insure that the less well-off residents will not reap the benefits of additional lanes unless so many folks take the toll roads that it lightens the congestion for the rest of the road. This is doubtful at best. Take the tolls off I-130 to really encourage the truckers to bypass I-35 and stop making us pay in traffic tie-ups to fill the coffers that aren't helping the rest of us.
Quit succumbing to obstructionist and regressive "Old Austin" interest groups and work together with innovators and businesses alongside Austinites to grow our city and transporation network intelligently.

<p>Mobility in Austin could be improved so much just by changing the timing of the traffic lights. On most streets (38th, 45th, 2222 Lamar, Burnet, etc.), the lights are now timed to force you to stop at each one, which made sense for safety reasons in the Austin of 20 years ago when it didn't take long to get anywhere. Now, however, it's creating a huge and frustrating problem due to exponential increase in cars on the roads. The one exception is 15th St/Enfield Rd where the lights are timed so that you can get from IH35 to Mopac in about 7 minutes. If all the main thoroughfares had the light timing changed to emulate that instead of purposefully being timed to make you stop at each one it would greatly and cheaply improve mobility. Manhattan figured this out. At some point when the city has forsaken its long-time citizens by actively seeking a ton of people to move there without doing jack squat to address the infrastructure issues that this will create, the least you can do is perhaps forsake a tiny bit of "safety" to time the lights for ease of movement. If people live in a big city, which Austin sadly has become, they need to accept that it's going to be a little more dangerous (like NYC), and need to take some personal responsibility to not do anything stupid because cars aren't being stopped at every intersection. Stop coddling people, Austin, and do something that will in the end improve safety because there are going to be a lot less frustrated drivers on the road being pushed to their wits' ends.</p>
<p>I really appreciate the lower Walnut Creek bike trail. It's beautiful out there and it's really nice to not worry about pedestrians or cars like so many other ways to get north/south in town.</p>
<p>work with those that don't have options first. rich white people can afford to keep driving cars from the west suburbs.</p>
<p>rail and great streets program</p>
<p>Seems like the city of Austin does everything backwards. Need to get ahead of the game rather than sitting back and waiting. The mopac expansion project has been a perfect example of poor planning and execution - 3 different contractors and a year delayed - seriously?</p>
<p>Quite often, I am seeing 4 lane roads turned into 2 lane roads in favor of adding bike lanes. The occasional biker on a road that is beyond the average citizen's biking range from downtown seems to be given higher priority than the motorist who pays their yearly registration fee that helps fund the projects that convert their 4 lane roads into two lane roads. I understand the benefit of providing bike lanes in certain areas, but discretion ought to be used.</p>
<p>A more concise, consolidated way of communicating projects planned and/or currently underway would be useful. While the neighborhood meetings are fantastic they are often difficult to attend and the city website is either scattershot or missing relevant elements. A table of metrics evaluating the success or failure of a project - for example what was the effect of reducing the # of lanes on a street. If those numbers can't be evaluated then how do we know the money wasn't just wasted and the same mistake made again.</p>
<p>Obviously, the easiest to fix and most recent crisis has been Prop 1. This week has been a nightmare!</p>
<p>Seriously... we have got to get a handle on the growing population of this city. Too many people are moving here to fast and we just do not have the roads to accommodate all of these cars. The mayor talks about how mobility and affordability go hand in hand... look at all of these people moving here from other states. Ahem - California!</p>
<p>We need alternatives to driving alone. CapMetro offers great, reliable services, but we need more and faster services. More lite rail. And serving more than just downtown. We need these services to reach Pflugerville and Round Rock too.</p>
<p>Fund the bike network! Thanks for creating a feed back mechanism.</p>
<p>I think more public transportation options, like a better rail system, should be the major priority. Building a large scale, interconnected rail system needs to be done sooner, rather than later, as it will only become more and more expensive and difficult to do, the longer we wait.</p>



Thank you for providing the survey. I vote for universal mobility spending first, before enhancements for a specific mode of travel.
Add more roads. We need them bad. So many people are moving in to Austin that traffic is crazy. The city needs to do something, not today, but yesterday!!!!!!!!!!!!!!
There must be better, passable options for rail out there.
More PSA'S educating everyone on how to share the road safely and legally.
I don't think some of the projects we are currently funding are well thought out. Mopac corridor for example seems to be a horrible waste of money and time to benefit so few and with a toll to boot. Smaller fixes appear to work better and move traffic better, such as adding turn lanes to intersections to enable more cars to turn at each signal time. The intersection at North Lamar and Palmer Lane could greatly benefit from an additional lane turning onto south Lamar. Several times a day, cars are so backed up waiting to turn that they block the adjacent lanes and even the frontage road traffic coming off of I35. I know that this is an intersection that has a high number of accidents and it does not take much observation to know why. Small fixes to individual intersections all over Austin should be a priority over huge expensive projects such as the Mopac boondoggle.
We need more police officers with proper training and all the tools necessary to handle possible violent behaviors towards them; ie, Proper use of stun devices as opposed to guns when possible. There are so many streets I travel that have no police presence and people speed all the time.
Please bring ride sharing back! (Uber, Lyft)
Bring Uber/Lyft back! That was a huge step backwards for our city. It was also ridiculous and hypocritical of our city council/mayor.
It's impossible to travel from NE austin to SW austin during rush. Why dont we have a commuter rail system? Look at the success it has had in Northern Utah. The train is full every morning and evening, and traffic congestion has improved with additional light rail in the downtown area.
I trust we're considering how other cities, such as Portland and Seattle, have and are handling their rapid growth and mobility options. We have a unique opportunity here in Austin to put in place an infrastructure before the population becomes too large to handle. Examples from other cities: - Street parking in the downtown corridor is more expensive than parking garages. This reduces urge to drive and reduces traffic associated with drivers driving around looking for parking spots. Those that choose to utilize the street parking tend to use them in order to run in for a quick errand while those planning to be downtown for longer periods of time will utilize a parking garage. - Designated streets and/or lanes for buses. Usually this is enforced during select times of day (7-9am / 4-6pm) whereby only buses are permitted in such lanes. This has been somewhat embraced in downtown Austin but is currently ineffective: Guadalupe, for example, should permit only buses (no cars at all) during rush hour periods while main arterials, such as Lamar, should have one of its two lanes going north designated for buses in the morning, and one of its two lanes going south designated for buses in the evening.
Additional focus on outlying neighborhoods that do not have any sidewalk or bike access to inlaying public transportation and roads. Example Pioneer Crossing East neighborhood- Samsung Blvd connects with Sprinkle Cutoff road which does not have any shoulders or area for a bike to ride! This route is the only way to get to Dessau Rd, where person can connect with bus route. Parmer Rd at Samsung does not have any sidewalks or area for bikes.
It would be better for the City to do nothing than the stupid things that are being done. Example: narrowing Tech Ridge Blvd and congesting traffic by adding wide bicycle lanes that no one uses.

Some of the bus routes are overburdened with stops and detours--it takes 45 minutes to an hour to take the bus downtown from my home vs. 10-15 minutes by car. I'd like to take the bus more often but simply can't afford that much more time spent commuting on any given day. The bus route (37) meanders throughout the northeast side of town and could easily be split into 2-3 more direct routes that would better serve the neighborhoods it passes through.
Please implement the Bicycle Master Plan and other sidewalk and trail improvements. Please offer bond election this fall.
The proposal to build more bike lanes in my neighborhood (Coronado Hills, Berkman, Cameron Rd.) is foolish. There is not a need to do this because there are NO bikes riding on these streets. People are taking buses, walking or driving.
your survey has some items that one would have to choose improving bike lanes etc for the respondent to choose. Bike lanes are but one ,of many options , in this city they are THE option to cars. You are kidding yourself to think almost all bike owners are car owners. Street parking far afield from the multifamily residence of person(s) negatively impacts street safety who live where the parking "creep" occurs. Reducing parking facilities for developers penalizing a large portion of Austin citizens for the benefit of a few and is the moral or forward think at all. Take off your blinders and realize streets are principally for motorized vehicles and can accommodate bicycles. But streets are not primarily for bicycles. Austin will never be mostly bicycle riders never mind how many awards and medals you go after . There is a place for both. Currently there is a disproportionate amount of funds and workforce labor (our tax dollars) spent on pleasing the bicycle lobby. Try putting those brains to improving the quality of streets for motorized vehicles.
Let's get public transportation buses coming closer in the Woodland Hills division. We really need Uber as well. Thank You!
These two above question don't address that the city is misusing the transportation funds. Like wasting money to kick out Uber and Lyft. In addition, I'm sure it has been 10 times higher labor costs that planned for the ridiculous of the slowness to finish Mopac. This project was supposed to be done at least 9 months ago. How much more money has been dumped into this project.
I've lived in cities with great public transportation systems and unfortunately, Austin is not there yet and doesn't appear to be headed that way. I would love to be able to leave my car/motorcycle at home but right now it takes almost 1.5 hours to get from my house in East Austin to my job and that's only a distance of 4 miles. Separately, I know there have been discussions about fixing I-35 for years but when, when, when will we actually see a plan? There should be a true "express" part of I-35 that bypasses ALL OF THE CITY center, that way people traveling north/south through Austin don't have to deal with, and don't contribute, to city traffic. Other cities have managed to bury their highways and if you were to do something like that here then you could significantly expand the highway system without increasing its footprint.
i like the idea of making 35 the toll road and making the toll road free. it would get the trucks off of 35. Also add more routes for Metrorail to connect UT and it would help to make park and ride available at Metrorail stations.

<p>Autonomous [self-driving] cars would be the ideal problem solver. Having autonomous cars would enable us to keep our existing infrastructure. We wouldn't have to build big multimillion dollar mechanical systems to operate transportation. With a bigger push around carpooling and using multi-passenger modes of transportation, we could alleviate crashes, congestion, and air pollution [assuming all modes of transportation could be autonomous and hybrids and/or electrical cars]. We can help enable this by allowing companies like Google to test and research their fleet of cars and emphasizing to other automakers the need and desire for these types of vehicles. Another upside would be that this idea/model can be put into effect—Now. These cars are already in production and being tested. We don't have to wait 5, 10, 15 years for a couple of highways to be done. The faster this system or service is put into place the quicker we can start solving our transportation, commuting, congestion and safety problems. Get on it!</p>
<p>There are a lot of stupid decisions being made. People want to take the MetroLink to downtown at all hours, especially at night when there is little parking available. run the train until 2am! New major streets are being built without bike lanes. The city needs to require builders to have a shoulder on the right side of the road where a bike can travel. Parmer Lane between I-35 and Hwy 290E is an example of poor planning for mobility for bikes. There is no right shoulder. Harris Branch has sidewalks that just stop, on a route that kids walk to Bluebonnet Trail Elementary. Why don't the sidewalks go all the way to the school? Poor planning.</p>
<p>At the same time that we heard stories about safety issues with ride-share drivers, we have also heard about safety issues with the riders too. No one can insure absolute safety. What we did not hear was about all of the people that got home accident-free because they were able to afford and find a sober ride and how drunk driving has been significantly reduced with the introduction of ride-share services. We don't hear about people that can make it to work on time because of the convenience of ride-share programs versus other transportation options. We didn't really hear about how this provided a significant number of jobs to people or how families in poverty could afford to go grocery shopping without the challenge of hauling food on foot, on the bus, on bikes or in tiny rentable cars at best. I understand the difficulties with the recent bill that pushed Uber and Lyft out of Austin. People want to feel safe. The voting process was confusing. I didn't feel confident that I knew exactly what I was voting for. I know both conservative and liberal people that struggled with the concerns from both sides of the argument, like myself. It's not as if these companies did nothing to secure the safety of their users and there is always a risk associated with transportation and engaging with strangers. Regardless, Uber and Lyft decided to walk away, but I think that this is a great loss to a city who struggles immensely with traffic, insufficient infrastructure, poor public transportation options, drunk driving, inflation, gentrifications/poverty and an ever growing population.</p>
<p>Since 51st Street has been "right sized" there's been much longer waits at lights. Even though we were assured we'd see improvements. More people and business are moving in on 51st St. now, which was supposedly taken into account, and will only make things worse. Please stop inconveniencing automobile drivers, which are the majority of commuters in this town at the expense of the VERY SMALL cyclists community.</p>
<p>I work downtown and used to live off of 45th St. It was great using Cap Metro to get to and from work from that location. Due to the outrageous housing costs, I now live north off of Yager. I check the Cap Metro schedules from time to time to see if there is a reasonable route. I can get picked up just a few blocks from my house...which is awesome! However, I would then need to transfer to a bus a few miles further north before heading downtown, making my total trip time appx 74 minutes. Since I own a vehicle, that's not an acceptable alternative to driving myself as my commute typically takes 35 minutes. Would love to be able to take public transportation, if it made sense.</p>
<p>Do the job that need to be done.</p>

Bring back Uber and Lyft.
Realistically, I understand that these projects take time to develop and implement. But growth in Austin is outpacing improvements in our transportation infrastructure so quickly, I feel like we need to take action as soon as possible. Not only to improve conditions for new residents, but also older neighborhoods and residents, to strengthen those neighborhoods and resist movement of long-term residents out of those neighborhoods.
It has always surprised me that a city like Austin that is known throughout the state as "environmentally friendly," with many of its citizens holding this value of sustainability, does not focus more on improving public transportation networks and strategies that get more cars off the road. Especially as the population of Austin continues to grow with no slowing in sight, I think it is so important to come up with more sustainable solutions to our transportation problems. Expanding road capacity is a temporary fix that will need improvements again in a few more years when the population is bigger, while construction of light rail or even subway lines is a more sustainable transportation option for a growing city like Austin.
PT Underfunded
Please bring back Uber....I used it so much, and I don't understand why the City is SO against innovation. It is not "innovative" to have people work from home. Please bring ideas to the table that are grounded in reality and common sense (such as NOT requiring fingerprint-based background checks for Uber OR pedicabs). I'm not sure how much the Taxi company pays the City, but I bet you could be "innovative" and start a GoFundMe and raise more from citizens.
Get rid of the double taxation toll roads.
Let the private sector help with solutions. You need to reduce regulations on different types of companies that might help reduce traffic. Rideshare is an example of too much regulation. Deregulating the taxi's will help; a lot of people with no cars use taxi's to get to work. Ridesharing help make that affordable. Government needs to help make the roads the best as possible. Dessau needs to be widened from Cameron to Wells Branch it is a mini I35 during rush hours.
Fully fund the bike and sidewalk master plans
A couple of big failings here: 1) Underinvestment in rail options. Need a LOT of money here, and need it now. Smart city grant = small potatoes. I'd complain less about my property taxes if I saw a marquee infrastructure project that actually made sense. 2) Time to end the victory party and get a real decent compromise in place with Uber and Lyft. GetMe is nonsense. You've shown that you can kick their ass politically. Now show them that you're not stupid or stubborn, and that you want to figure out something that works.
It's clear from all the data in the world that more traffic lanes won't solve the problem. As a city, we're not nearly as serious as we could be about improving bike transport (require showers per building code in new structures), making public transport reliable (the trackers don't work well in rush hour when everything is off schedule), or making walkable neighborhoods. It's a problem of political will that humans are inherently short-sighted so some political leaders are going to have to stand up and create change. Please be that change.
We need to provide safe access to walk along streets, especially to reach public transportation. The condition of the westbound bus stops on MLK next to the golf course is the perfect example of taking your life in your own hands to catch a bus, there is no sidewalk or safe place to cross.
CapMetro sucks in most every way: routes, schedules, worker relations, and management competence. It would be an excellent place to start major improvements. Next, fix car drivers. Too many are unsafe at any speed! And many don't seem to tolerate any outside variables in their own commutes. I used to ride bicycles a BUNCH as a young man, but don't believe I can survive 21 days in today's concrete jungle. Make it safer for bikes and peds, please.

I think there should be enforcements on truck capacity/weight and what type of cargo they are carrying. Trucks with trailers should only use certain roads. A lane for trucks only on HWY 35 going both ways, maybe even have time zones for trucks to use the interstate. Maybe no trucks from 7 AM to 6 PM every day and on weekends. If the City would have their employees use flex hours that may cut down on traffic. You can have a schedule for certain departments within the City. Lets say all HR departments begin with flexing their with employees 4-10s or allow a staggering start time for all, such as 6 AM, 7 AM, 8 AM, 9 AM. If this schedule works out maybe we could implement the staggering start times throughout the city depending on customer need.
Complete bicycle and sidewalk master plans!
Public transportation (besides buses) needs to be a priority. Although it is a huge investment, in the long term, it is the best solution- cost, safety, environmental, road congestion, etc.
I think the city needs to do more to encourage bike rides to use safer alternative routes. I am constantly seeing people bike on major street when there is a street a block over that would be much safer and have relatively little traffic. I would like the city to make these side streets major bike corridors with laws that encourage biking on them like being able to yield at a stop sign. Where that isn't possible we should have protected bike lanes.
Please focus on traffic and enforcement of existing laws. Using funds for bicycles provides limited use to the citizens of Austin as most use vehicle based transport. Either personal vehicle, taxi-like services, or public transit like buses or trains. All bikes do is increase congestion and make it less safe for the bike riders and drivers because it introduces objects on the roads that move at vastly different speeds.
none
My dream is to not drive my car - I love the way major cities have adequate buses/trams/subways for people to use to get around. Our commuter train "system" is a joke. However, if more lines of the train were added to go in EVERY direction/neighborhood of Austin, this city would be amazing. Austin needs to study great cities such as Berlin, Prague, Paris. Those cities are much older than Austin, and much more crowded. Yet somehow they managed to build state of the art functional transit systems. We should be able to do that. Please please please, make my dreams come true.
Please add lots of trees along streets to help fight the heat island effect, and to make walking to the bus bearable in the summer. I don't mind paying taxes if it actually makes the city better. Thanks!
Austin consist of more then just downtown. Think outside of downtown.
Would love to see a functional rail system in our city or improvments to existing bus stops that make them tolerable in extreme summer sun.
I would like to suggest bus routes to all Austin Community College locations within Travis County. Also, new subdivision that are being developed should have bus routes to alleviate a lot of cars on the road within Travis County. The Austin Colony subdivision should have access to Hwy 71 as an alternate outing to alleviate traffic leaving and entering that subdivision. CapMetro light rail should extend hours Friday through Sunday to alleviate traffic on I35. The toll road fares should be made more affordable for 18 Wheeler Companies that way more of these type of companies would consider driving on the outskirts of the city instead of I35.
The need to address our transportation crisis in this city must be met with as much alacrity as we have met environmental challenges such as how to save Barton Springs.
I want to see more rails, bike safety and slower speeds for cars.

<p>1) I think this survey is very poorly designed and will provide bad data 2) I would like to emphasize that I think the single largest priority should be focusing on reducing SOV driving - the fastest way to do this is to raise parking costs downtown 3) I think coordination between COA/CTRMA/TxDOT needs to be MAJORLY stepped up. If the freeway builders keep building and expanding freeways the congestion is NEVER going away. Frontage roads should be entirely banned through the city. These do not exist in any other large metropolitan area outside of Texas &amp; they are the primary driver of congestion issues, not to mention how difficult they make using public transit, biking, walking. 4) The city could play a HUGE role in making public transit effective by removing parking &amp; giving this roadway space to transit. Transit will never be effective/competitive in the city if buses are sitting in the same congestion as everything else. BEST PRACTICES should be used to determine transit improvements &amp; investments instead of focusing on modifying existing facilities that only pay lip service to transit. 5) Improvements need to be made hand-in-hand with updates to the land development code. Building neighborhood centers so that people can walk to a small neighborhood grocery store, local coffee shop, etc, etc, will keep people out of their cars. 6) A new bridge across the river should be built to accommodate transit, bikes, walking. 7) The number of events that close downtown streets should be reduced.</p>
<p>we need a denser city because denser growth helps make transit cycling and walking better. I hope the code revision isn't watered down. We need to remove the capital view corridor and and build more tall buildings downtown.</p>
<p>We need to get serious about more regional mobility options. We also need the rail system to run later on all days of the week, not just weekends and SXSW.</p>
<p>Please do not invest in CapMetro buses. These investments have not caused any relief in day to day traffic congestion.</p>
<p>If the rail would go south of the river or further west, I would be more encouraged to use it instead of commuting to work. I live near 290 &amp; 183 and the only public transit option I have is the always-late bus, which is unacceptable to me when heading into work located at Riverside &amp; Congress. Also, encouraging businesses to allow employees to telecommute has been invaluable for me and mine - perhaps encourage businesses to only meet in the office twice a month?</p>
<p>Vote yes for prop 1.</p>
<p>Increase public EV charging stations.</p>
<p>that last ranking did not work for me. I think all 3 are extremely important! Thanks for seeking our input. I really think these are critical issues on so many levels- our traffic congestion affects quality of life, global warming, economic security; I could go on and on!</p>
<p>Please begin a conversation about how our transportation network will help facilitate autonomous cars.</p>
<p>Put back driving lanes for cars. Quit wasting space on streets for the 2 bikes a day. Put bikes on sidewalks like in Hamburg Germany. Don't waste any money on hike and bike trails. City has forced 4 lanes into 2 lanes which takes over twice as long to get through an intersection. City is causing additional pollution by cutting driving lanes.</p>
<p>i agree with all the commenter in various forums that believe austin has had its head in the sand about infrastructure for over 30 years and it is now way too late to fix much. reduce many left turn lane barriers to allow left turn queues to start further away from the intersection. remove split signals. and particularly in the austin metro, find a way for APD to enforce traffic laws and educate public yearly on traffic laws. there is a blatant disregard or ignorance for traffic laws in this region.</p>

<p>Why is there a 3 minute maximum cycle for traffic signals, especially during peak traffic times? Look at 183 and Tecni Center! Why pay UT millions of dollars to do a study that will tell the city that traffic is bad? Why invest money on technology for 360 to manage traffic flow better if the intersections are already set at the maximum of 3 minutes? This 3 minute policy is creating more traffic congestion! It does work well if you want people to waste time in traffic, waste money on fuel by starting, stopping and idling, increase pollution and for the case of 183, spend about \$1,000,000,000 on a toll road. (I know the COA is not paying for it, but the people will have to) PLEASE send someone to look at 183 and Tecni Center. If a few (10 or so) cars have to wait 5 minutes so several hundred cars won't have to wait 10 minutes, I think it is worth it. Try a 5 minute cycle and see what happens. Then adjust the other lights so the traffic on 183 can move more efficiently.</p>
<p>Adding lanes will only add cars; please do everything possible to provide alternatives to driving. We need a public transpo system that is available to Austin and the surrounding areas so that mobility along the 35 corridor is improved.</p>
<p>We are already behind in road construction/expansion. Make safe bike lanes connect all over the city</p>
<p>Traffic Congestion really needs to be fixed. Adding just 1 lane to MoPac was a mistake. For how long it took to get implemented, it should have been expanded by 2 lanes. The main problem is the River Bridge where it shrinks 3 lanes down to 2, frankly if that was expanded to 4 and continued south, Traffic would have been better.</p>
<p>If we really want to improve mobility options and ensure that individuals use them, we need continue to find and invest in every viable alternative transportation options. Bicycle routes and rapid mass transit (Like a metro rail line from downtown to the airport) are options that make sense and are options that have worked in other major cities. Once residents see and are able to use these alternative options, there will be a tremendous attitude shift towards building similar projects and eliminate the Austin gridlock. The existing paradigm of a gridlocked Austin only furthers resident's belief that expanding highways is the only way we will eliminate this problem.</p>
<p>Right of way in several streets in east side is not well established and it's becoming a huge problem with law suits involved now that real estate has increased it's value in the lat 6-8 years. Overpass on Bolm Rd &amp; US 183 is fairly new and now the new toll road will not utilize it. Just one example of poor planning and money being waste. Force Semi-trailer trucks to use hwy 71 &amp; 183 once the new road is built. Improve 2222 from airport blvd to 620 and other roads I'm sure you guys know about but be smart about it during the design &amp; planning phase as well as having your inspectors enforce code, construction documents and design plans.</p>
<p>Eliminate traffic calming features and barrier-separated cycle tracks. Increase City contribution to Capital Metro. Undertake a major re-alignment of Capital Metro routes (grid instead of hub &amp; spoke). Make the bicycle lane in E 51st St continuous (eliminate the gap between Cameron Rd and Airport Blvd).</p>
<p>It is so frustrating to see how last year Proposition 1 was defeated for a mere 1.6 billion dollars in comparison to a 4.something billion dollar TXDOT plan to rehab I-35. All for what? More cars to cause more traffic. Paying \$4 Billlion dollars to widen i-35 adds ZERO additional options for people to get around. Add rail. Even just expand the existing system to the airport or something please.</p>



<p>We need to make Central Austin more affordable so that people will feel more invested in improving amenities within the city (walking, light rail, bus line connections and rapid lines) instead of more lanes on the highway. Expanding the highways out to Cedar Park does not improve the quality of life in Austin at all. However, the reality for people that do live in these distant areas is that this is their experience, being stuck in traffic in a long commute instead of living close to their workplace. Therefore, this is the experience they support improving. There are also lots of people who either do not have a car or choose other forms of transportation (walking, biking, bus). Their commute is often dangerous, due to the speed of cars on the road and the lack of reliability of these bus lines. Should we encourage more cars and traffic or prioritize safe and environmentally-responsible choices in our policy-making? If people are allowed the opportunity to experience the vibrant places of our city as residents they will feel much more a part of this vibrant city and want to support its core, rather than its connections to the suburbs. This is difficult to achieve without policy changes or incentives, but our civic leaders must address these affordability issues in order to improve traffic. There is a direct correlation between traffic and cost of living in the city.</p>
<p>If normal bus service went until 2am, all the service personnel who get off at midnight or 1am wouldn't have to drive, which would also help manage rush hour congestion and parking problems when we all go to work. Night owl service is too limited.</p>
<p>Plan for autonomous vehicles. Identify personal services used by commuters and build transit development with that, I.e. dry cleaner, groceries, hardware store, so that errands aren't an excuse not to use public transportation.</p>
<p>At this point, it's clear that we really need a mix of solutions to improve the situation. Encouraging businesses to allow flex schedules and work-from-home options, expanding public transportation access, building out bike lanes, and finding ways to encourage more people to use carpooling and rideshare options. And your survey didn't even touch on the other elephant in the room: parking. I hope Austin can figure out a way to grow without continually putting so much strain on the city's transportation.</p>
<p>Light rail and improved access for cyclists. I left in 1994. The car traffic and congestion in my hometown makes me not want to come home to visit. I know at times it will take 2 hours to cross town. Ugh. Please fix it.</p>
<p>I would like to see a bond issued that did not fund any highway improvements, just local improvements for non-automotive mobility. Austin has shown that road spending does not solve congestion. We should try something different this time.</p>
<p>Need to re-asses school zones and safety precautions in the 78724 area.</p>
<p>I would love to be able to take public transportation, but my 20-minute drive to work would take 1 hour and 45 minutes on the bus or train. It is ridiculous. We need vastly increased public transportation (I like the gondola idea) and we need better ways to move people from the suburbs to the city other than just the highways. The busses need to run later and have increased routes.</p>
<p>N/A</p>
<p>We need a rail system yesterday!</p>
<p>I'd really like to see the travel infrastructure work as a loop around the city, rather than straight lines going from north to south. See I-440 in Nashville or the Yamanote Line in Tokyo. Everything congests around downtown because everything is built to take people downtown. My dream is for that loop to actually be a subway system. Then I could travel around different parts of Austin easily without a car! My even bigger dream is that Texas builds a fast train system connecting the major hubs of Texas: Austin, San Antonio, Dallas, and Houston (like how the Shinkansen train in Japan connects major hubs).</p>
<p>Adopt vision Zero! Fund the sidewalk master plan!!</p>

Honestly I think the city misdirects funds. We did not need fancy bus stops along Burnet...we just needed more #3 buses. We have a light rail that only runs once per hour and that only helps people in suburbs. If we could just build another bridge across the river, things would be easier. The entrance and exit ramps off 35 are too short, causing traffic to stop. We could expand those. Also, we need some kind of east-west corridor. Maybe we could eliminate some of the lights on MLK, kind of like yall did on 15th/Enfield at the Lamar intersection. We need protected bike lanes for sure. I wish Guadalupe was wider. And I don't think toll roads are the answer to our problems. The extra lanes on Mopac should have been public and free.
I think a clear way to support more mass transit option, specifically rail and Rapid bus should have been listed.
Begin discussing ways to enable autonomous vehicles into the transportation system.
New major roads are being build without bike lanes. Bike Lanes should be REQUIRED on all new roads. We have major event bike rides into Samsung, but yet there is not a bike lane on Parmer Lane near Samsung. Whose lack of forethought was this? The City should have a check list for developers, and including a bike lane on all new roads (non-residential) should be required.
Major attention should be given to providng safe public transportation options until 2:30 am (half hour after bars close) to help reduce congestion and drunk driving.
I mentioned air pollution, and that is my major concern. I wish more people rode buses, or that there were more rail lines. I do not take CapMetro to work, because it would take me almost 2 hours for a 20 minute drive. I sometimes ride my bike the 5 miles to work, but wipe off black dust from my face afterwards and blow my nose finding black boogers, just like when I was in extremely polluted Saigon.
Pedestrian safety should be improved on Berkman between 51st and 290 and on Springdale between Airport and 12th.
I am disappointed by what I see as state and regional entities pushing more roads on Austin because they are controlled by suburban and rural representatives that want more roads from their areas into the City. I would like to see more transportation policies enacted that reflect Austin values, primarily a decreased reliance on roads, and an increased emphasis on real public transportation options and bike/pedestrian commuter routes. It is frustrating to hear people talk about how there is little demand for these alternatives, when the fact remains that, even with our traffic problems, it is far more convenient to drive a car alone than to use our public transportation options and our bike/pedestrian facilities or a combination of the two, to commute or make the vast majority of trips people need to make in and around Austin. It's no wonder why people choose to stay in their cars and not opt for a bus, rail, bike, or other alternative mode of transportation.
Creating and supporting options for bicycle commuting (including bike-friendly buses and trains) is the easiest way to make Austin more livable for me.
Bike lanes are necessary on additional North-South Corridors (ex. South 1st St,
We obviously need more balanced investments in bicycle/pedestrian infrastructure, since motorized transportation gets the bulk of funding (all street maintenance does apply to bikes). Rail would be nice if well planned.
I would love to see the city devote more resources to connectivity for all modes of transportation. Our grid is very inadequate. No matter how you are travelling, you shouldn't have to travel miles out of the way to go 100 yards as the crow flies.
Better bike infrastructure and walking infrastructure are pivotal for building a better public transportation network! All are a part of pulling cars off the roads and reducing congestion. Fund the Bicycle Master Plan!

<p>The survey only allows to choose one issue related to safety, but I would like to choose two. I used to commute to work on a bicycle all the time. It's incredibly unsafe in Austin. I've heard many stories lately (in the last month) about cyclists being hit by cars in the area. I constantly saw people using their cell phones, despite the device law. I mean, every time I went out, I saw multiple people. Why isn't that law being enforced? In addition to needing more bike lanes (preferably protected ones), I think it's imperative to the safety of EVERYONE, regardless of their mode of transportation, to better enforce the hands free law in Austin. I take it seriously because I take other people's safety seriously and it scares me that I constantly see people who don't just driving around with their phones in plain sight.</p>
<p>I would like to see the city focus on/anticipate the growing East/West traffic demands. As an East Austin resident (Springdale &amp; Webberville) who commutes to work downtown (S.Congress &amp; Academy), I've noticed more and more congestion from cars, traveling along 51st, 12th, 7th, Cesar Chavez, etc. I have observed an increase of 10%-20% more traffic on my morning commute (down 12th street to IH-35) and realize that given current road widths, light timing, and available protected bike lanes, this will quickly become as congested as Lamar and other dedicated North/South corridors. Thank you for your attention and your efforts.</p>
<p>There are some low hanging fruit out there. Take action NOW on the low hanging fruit. 1) eliminate the 4 lane down to 3 lane 1 mile bottleneck in downtown 35. 2) add / improve exit lanes from streets so that traffic that wants to exit the roadway is not blocked by other traffic. 3) pass an ordinance to outlaw dead end through streets where a street becomes a dead end and then resumes one block later due to build obstructions. (100's of instances throughout austin) makes it difficult to stay on the same street and get somewhere fast.</p>
<p>Expedite completion of bicycle and sidewalk master plans. They are solid plans that if implemented would transform transportation in Austin for the better!</p>
<p>WE NEED FEWER DRIVERS! It is dangerous for bikers and pedestrians. Our city needs to learn to walk/bike more often - it's better for the environment and our health. I understand that many people MUST commute to work -- we should have better PUBLIC TRANSPORTATION FOR THEM. Perhaps there's a way to impose a greater "luxury tax" on surplus cars, vs. work-related vehicles (i.e. for construction, deliveries, etc.)</p>
<p>The city has made great efforts to improve bicycle and pedestrian infrastructure (protected bike lanes, traffic calming, sidewalks, ect). However, in many neighborhoods, even the improved ones, these improvements do not exist or are incomplete. My wish is the city do more for pedestrians and bikes and de-emphasize the car centric view of our communities. One small step forward would be make a change at every intersection that assumes a pedestrian/bike is there waiting to cross.</p>
<p>We need better, more frequent east-west transportation.</p>
<p>Safe bike lanes in underfunded neighborhoods, please! People on limited income who live in neighborhoods not typically paid much attention to by the city are having to ride bicycles in traffic lanes because they are passed over for transportation improvements.</p>

<p>Thanks for this survey! My main mode of transportation is by bike, though I do own a car and drive to some of the less accessible areas. My chief complaint is that the City of Austin likes to present itself, in my view, as a progressive oasis, and while there have been *some* positive developments there haven't been enough. I look at projects in DFW (my hometown) and rack my brain wondering why Austin hasn't moved on similar projects. In regards to cycling, there are a good number of bike lanes, but they are often poorly planned (see Webberville road heading south toward 7th st - I've had more close calls in this two-way, 'protected' bike lane than anywhere else in Austin) or do not reach far enough to be meaningful additions. Frankly, Austin is not bike-friendly, maybe bike-tolerant. In regards to congestion, I think most people would like to see more adequate public transportation. Getting people to actually use it would definitely take an attitude adjustment from the greater community. That is, getting citizens to disconnect public transportation with not having a car and poverty. As for regional mobility, I understand that the rail proposal was not necessarily ideal, but it's an issue that HAS to be tackled immediately or Austin will literally come to a stand-still. In my mind, it sounds most ideal, to tackle rail/public transportation first to attempt to alleviate congestion and then move to address I35 to bring it up to the level it should have been at 10 years ago. Thanks again! Corey</p>
<p>Mass transportation options that don't use roads! Consider all options including subway and the Wire.</p>
<p>no more tolls. They are not working.</p>
<p>Addressing Single Family Housing (SF3): Need more Sidewalks, Speed Pillows, other than Speed Bumps that destroy vehicles with constant daily use by Residents living on street travel, Enforcement of speed limits, Signs usage of Truck Travel in areas...Our Resident has always been out of Funds at the End &amp; Beginning of New Year for any of these ITEMS. What do the Residents Pay Property Taxes &amp; other charges for that are continuing to Increase Annually&gt;&lt;)))&gt;~</p>
<p>I'd like to see more money spent on multi-modal options and less money spent on the way our roads work for cars.</p>
<p>Please move faster to bury and cap I35! It sounds too far away to be a reality and the benefits are far reaching.</p>
<p>Please focus more on light rail. Additionally the toll roads have failed, and help to create an even more regressive transit environment than we currently have. In order for austin to grow it needs to improve transit for both rich and poor individuals. Improving metro rail is both more ethical and effective than wasting money to subsidize toll roads.</p>
<p>It baffles me just how long it takes to get construction underway and also to complete it as well. Major thoroughfares, such as Mopac, 71 and I-35 have unfinished connections and have for decades it seems. Go ahead and connect them and start today... it's obvious that it needs to be done. In my opinion, traffic in Austin gets worse and worse by the week. This could potentially make long time residents/locals leave Austin. That's bad. Really bad.</p>
<p>Focus on projects that move the most people...expanding I35, build east-west major thoroughfares. We don't need bike paths.</p>
<p>A real rail system. Decrease or reimburse fee on Toll Road 130 to redirect traffic around Austin if it does not need to make a stop here, especially rigs</p>

For Question 9 regarding how the City funds the mobility and transportation programs I answered don't know/unsure because the City doesn't properly fund these programs with the funds already allocated to them. They mismanage the funds by distributing them to more tollways or toll lanes instead of embarking on creating new freeways and highways that are necessary today to handle the influx of residents and travelers to and through our city. The City officials do what they want instead of listening to their constituents. Even with the change of the 10 elected officials, our voices get muffled and our ideas get dismissed. We need more highways; NOT more tolls. Listen to We the People.
My impression is that I feel I see a lot of "political theater". Nothing really seems to get done and the city seems to manage to the exception (whatever vocal minority screams/whines the loudest) vs what really should be done. That creates a lot of waste of time and resources. Much like our state and national representatives its "what can I do to get re-elected. I would prefer to see professional management of the transportation system.
Austin is way behind on keeping up with all the congestion, adding traffic signals to already very congested neighborhoods making it nearly impossible to exit in the morning rush hour or evening. Roads need to be repaired more often due to the very heavy traffic - such as Dessau/Cameron road. Lamar Blvd - Burnet Road
Increase weekend frequency of buses connecting retail hotspots downtown and along Lamar retail corridor. There are buses but they are too infrequent.
I think the city needs to reduce the number of vehicles on the road by focusing on increasing train type transportation. 1) Adding driverless cars to the mix adds to the congestion problems and makes it easier for people to not even consider public transportation as an option. 2) Uber and Lyft type services increase global warming and congestion. 3) Public transportation options are unreliable and insufficient on the 183 corridor from Braker to McNeil. 4) Drivers seem to think cars have the right of way over pedestrians at cross walks. There needs to be red right hand and left hand turn lights when the walk sign is on. I've witnessed too many people almost getting run over. 5) Bike storage needs to be placed near transportation areas (airport, bus terminals, mega bus stop) and allow storage for more than 72 hours so people can take an out of town trip
Build a gondola system, dummies!
Austin has been arguing about rail for at least 20 years that I can remember. We need to seriously consider newer approaches like Personal Rapid Transit and Urban Cable for downtown, UT, and major corridors. These systems need to be interconnected with existing solutions.
The city should not support additional traffic lanes on I-35 and should focus it's funding on commuter rail along major city corridors.
The Wire is the solution Austin needs. It has been proposed by the local designers of Frog Design, and it deserves a proper hearing. Austin has spoken loud and clear: RAIL IS NOT THE ANSWER! But the problem of traffic remains and gets worse. It's time to try The Wire. 1 line through the city as a test. Please!
Improving transit access, especially for neighborhoods where residents are disproportionately of low income and are therefore more reliant on public transportation, is the key piece of the Austin mobility picture that keeps the city from becoming a world-class city. The over-served corridors of wealth and the complete lack of connections in many other neighborhoods is embarrassing, costly, and unjust.
Focus on all non-car modes (complete sidewalk network and make them nicer, implement bicycle master plan, and partner with CapMetro to improve transit network, including street improvements to move buses faster/more reliably), and then for cars focus solely on improving safety (both for occupants of cars and the folks on foot and bike that cars often run into)

we need rail with numerous routes, stops so that the majority of people have easy access to hopping on a train and getting to work. The one line we have now is not nearly enough
An rail system that would serve greater Austin would help with inter-modal transportation and reduce congestion throughout the city. Instead of focusing on a system that caters to the public in one area, such as U.T.
Lots of traffic coming from the east now. From the 130 toll, down FM 969 into the City. FM 969 has become dangerous due to no center lane from Decker Rd east to the 130 toll. No sidewalks from Hwy 183 to Airport Blvd, intermittent at best. Really need help in this area.
Provide more public transportation (rail) options and improve sidewalks. Make people want to abandon their cars.
Austin has, by far, the worst public transit of any major city I've lived in. However, large-scale decade-long infrastructure improvements will likely be misguided. By their completion, self driving cars will be commonplace or imminent and planners have no idea how that will impact transportation. It is extremely unlikely that their improvements will be harmonious with a completely uncertain transportation landscape. The only major improvement that seems like it may pan out is bus system expansion (the ultimate goal being a bogota-like system). Upon vehicle automation, they no longer require operators, costs plummet and safety increases. Further, bus expansion is relatively inexpensive and thereby low risk. Also it is vital that we introduce competition into privatized public transport. Cap metro has proven itself totally incompetent (see ridership and bizzarely ineffective bus and light rail systems). If we continue to solely rely on them, it sends a message that we're satisfied with, or at least tolerant of, this inefficacy and it will likely continue. I'm a 24 yr old progressive, a civil engineer and danish. I realize my suggestions are brash but if I, of all people, advocate pumping the brakes on major transportation improvements - maybe it's worth a second thought.
We should create more transit priority lanes along William Cannon, Braker, Parmer, 51st St/Northloop, Airport Blvd, S. congress, Red River, Riverside. We should convert on-street parking to transit priority lanes (at least during morning & evening rush hour) along Riverside & Red River
Connectivity in our neighborhood is most important we are one way in and out in case of emergencies we are trapped
Make bus stops safe. Too many homeless and scary
The train needs to be bigger have handles so people can safely stand and run more frequently. Shuttles need to connect the train and busses. Parking spots need to be developed for each train stop. Rethink the whole system. This is a real city now. Not logo land. Connect the region. Connect modes of transportation. Connect neighborhoods with side walks. Connect!
Expand the metro rail! It runs more consistently than the busses because the rails don't get stuck in traffic and can be more reliable. The rails should run east-west (through airport/terrytown) and then north and south (past stassney and AT LEAST Parmer)
Taking public transit should not add an additional 4 hours (2 each way) to my daily commute. Need more bus connections to the rail.
In the long term, expanding the MetroRail train service toward becoming a comprehensive, city-wide system would vastly improve congestion problems in the city. Having a train connection between downtown and the airport is critical, as is other major areas of the city that are not served by the train. In the short term, expanding the schedule and frequency would be a huge improvement, and would increase ridership.
improvements in non-car transportation and connectivity should be tied to affordable housing especially income restricted affordable housing secured through various City programs

I think the City of Austin is doing a great job managing our traffic problems, coming up with innovative solutions such as rapid bus, dedicated bus lanes, bike lanes. I would like to see more incorporation of the complete street plans to include all modes of transportation, specifically designated bike lanes throughout town.

I was hit by a car while commuting to work by bike. My tibia and fibula were broken due to the impact of the car hitting me. I was legally passing through the intersection of 6th and 1-35 and the driver admitted to not seeing me. The pain is intense and instead of kick-starting my exercise and commute commitment, I'm suffering to manage on crutches. I'm a COA employee and take alternative transportation seriously. I just wish that we had separate transportation modes that protected cyclist from drivers that are in a rush and admittedly don't see two wheels on the road.

Thank you for conducting this survey. I do not believe that I am alone in feeling that the COA absolutely has an important and unifying role to play in addressing the City of Austin's current transportation crisis. I have been attending TXDoT meetings for years and it is so frustrating to have them present presentation after presentation and conduct study after study and yet nothing is implemented because it is always contingent on acquiring funds for these projects, which I understand can be difficult to do. On the other hand, I could not be more frustrated with CapMetro as a citizen of Austin as well. For their CEO to state that the people of Austin are not ready to embrace light rail and therefore CapMetro will not put forth another rail proposal until 2020, is factually incorrect and strategically reckless from a leadership perspective. Just because citizens of Austin have not accepted poorly thought out rail routes does not mean that there is not the ridership to support rail in Austin. Just because the rail is run sparsely and not during peak hours of need in Austin does not mean that the ridership is not there. This is really where the COA comes in and I have such great hopes that the COA will take the lead in putting forward and implementing real solutions for our transportation stalemate. We are at a critical mass and something must be done. The main hindrance I see (aside from not having enough viable alternative means of mass transit that are easily accessible based on where citizens in all sectors of the city work and reside...) would be that there are untold amounts of vehicles and delays caused by poor traffic flow and poor overall transportation infrastructure throughout the city. Lack of proper flyovers at the intersections of major thoroughfares is the most obvious one. Lack of abundant U-Turn lanes at major intersections, especially along Mopac and I-35 is another. In general, there is just a lack of connectivity and flow across the whole city. More locally and specifically, I live in North Oaks, a neighborhood in NE Austin near the intersection of E. Braker Ln and I-35. Our neighborhood is a prime example of how poor the connective tissue to public transportation in Austin is. We are located very near the N. Lamar Corridor (Chinatown stop), we have a bus line that runs East West on Braker and we are located very near the Tech Ridge Park & Ride transit hub as well. But unfortunately it is not currently possible for residents in our neighborhood to safely and easily access mass transit because there is no existing substantial infrastructure to help connect us. Many of the streets that connect our neighborhood to the larger NE Austin area do not have sidewalks. One of the streets is actually the I-35 frontage road which does not have sidewalks either and is obviously very dangerous for pedestrians to use as a pathway. There are unfortunately no bike trails or bridges across Walnut Creek that connect our neighborhood to mass transit or to the rest of Austin for that matter. This is an unfortunate situation and it creates a real safety hazard for all who live in our neighborhood and not only want to utilize mass transit but also negatively impacts those who simply want to bike, jog or walk for exercise in our neighborhood.

This city has expanded in such a way that the infrastructure can't hold it. We need a metro rail that connects major points in the city— the airport, university, capitol, etc. I, for one, wouldn't drive if we had an efficient or even useful metro rail. Busses need to run more frequently and later at night. And our bicycle lanes need to be wider, more available on larger roads, and protected in some instances.



Streets in lieu of constant construction all over the city are dirtier than they've ever been in the 12 years I've lived in Austin. I get constant flat tires on my bike because there's so much debris, glass, nails, and remnants of construction left all up and down Manor Rd between 51st and UT Campus area. It is impossible to avoid and giant patches of nails and glass will stay on the road for months at a time. It is currently my biggest concern on a daily basis. Construction crews seem to not have to address this issue at all, yet they're the primary cause of this.
I have many times seen roads repaved that did not need it and other roads that need to be paved not paved for a long time. Bike lanes often have a lot of crap from cars (Burleson is infamous for this) and crazy potholes (most of Guadalupe from 45 to 29).
i don't know the in and outs of the funding but i did select "underfunded" regardless of how much the funds are i just really hope that the funds are used intelligently and not wastefully.
The Mueller area, particularly Berkman Dr needs a lot of attention. Newly constructed intersections do not function properly due to the numerous lanes and extremely high volume of traffic. Speeding up and down Berkman Drive between Manor Road and 51st St. is a major problem. This is a residential street that experience is an extremely high volume of passed through traffic.
The MetroRail needs to accommodate a wider range of uses. I live near the MLK MetroRail stop and commute to NW Austin (Lakeline), but I can't use MetroRail because A) its hours are too limited, and B) the "last mile" transportation options are limited. We need more sidewalks in East Austin, including the area east of Airport Blvd. Austin has too many large residential zones — we need more mixed use so that the residential areas are more vibrant and walkable. Finally, developers need to stop clustering restaurants and bars in "hot" areas. These businesses need to be mixed in with residential zones all over the city. Otherwise, people have to drive everywhere, which exacerbates problems with parking, traffic, and drunk driving. This does mean that neighborhood associations need to be more welcoming to businesses, but who can blame them for being wary? Nobody wants their neighborhood to turn in to South Congress.
As a bus rider I often just decide not to go somewhere because of how long it takes to get there and back. It is defeating. We need more bus routes especially across town - more stops. I also use a mobility scooter at times and the condition of the sidewalks is "killing" my scooter!
I don't believe that the city should yield from implementing mechanisms, such as queue-jumps for bus and bus-only lanes, simply because it would cause longer travel times for cars or it would take two general-use lanes away. I believe that the city should be more aggressive on improving transit. The city can't just run more buses, but it can make the current buses run faster and more reliably. These are improvements that if the city invests its time and faith in them, then maybe people will invest their time and faith in transit. Personally, I'd like to see priority given to transit on select major corridors which already have high amounts of transit operating on them, like Guadalupe, Lamar, Riverside, Airport (north of Aldrich), and South Congress. Such improvements would increase the efficiency of the highly-used routes that currently operate on the corridors. The resources that would be recovered could be re-invested into the routes in question, granting them higher frequencies and raising the potential of attracting new riders.
Please increase the Rail hours & bus hours to 24 hours a day. We never ride the rail since it always closes early. I'd love to take the train downtown & have dinner & walk around & then take the train back to the park & ride, however we can never do that due to the limited operating hours. Think of all of the downtown hospitality staff that need the rail & bus lines 24 hours a day to get to their jobs. It would also keep drunks off the roads. Instead of wasting tax payer money on more stupid toll roads, increase the rail & bus operating hours. Friends who visit from other cities laugh about our rail operating hours.
for the love of god, listen to the people. WE NEED BETTER PUBLIC TRANSPORTATION.

one obvious traffic delay & hazard I see almost every day is the traffic light at 15th Street & the I-35 northbound access road. The light is red to access road traffic much too much of the time, leading to exit ramp backups and challenges to north bound access road traffic trying to turn left onto 15th Street or, worse yet, make a u-turn to enter the southbound I-35 ramp. Usually when I come to this light from my east Austin neighborhood it is red and there is no traffic coming east turning north on the access road (the only option for this traffic) . Simple change: time the northbound access road light to be green a much higher percentage of the time.
I would like to see better use of the toll roads for traffic passing through the city, fixing potholes throughout this city (our roads are in terrible shape), and maximizing use of uber/lyft (for evening hours and drunk driving) and rail (if readily accessible to larger segments of the population). Thank you.
We need to start thinking of Austin as a large city, as it is a large city! Public transportation needs to be increased in all modes, especially rail. There needs to be a legitimate time saving option for people to hop on a bus or train from downtown and be able to ride that mode of transportation to work in the suburbs. Right now if I were to use the Red Line it would take me over 1.5 hours to get from my apartment on 11th street and I-35 to a business near the Lakeline Station. Also, please do not place additional restrictions on ride hailing companies such as Lyft or Uber. I believe that they provide a great service and a good option to get home from a night out drinking.
The STATE should be funding these renovations, but I digress. Any way we can get these silly trucks to use other roads besides our freeways and highways? Or regulate them to one lane? Seriously the biggest problem on I-35, and we all know it, is the TRUCKS that clog up our roads every single day! These folks don't LIVE here - they're businesses that are using our roads to transport their goods. They don't pay city taxes and we don't benefit from them using our road. Let's relegate them to either using entirely different roads or only using ONE LANE of I-35.
Airport blvd south of the I35 intersection - and almost every intersection to cross Airport Blvd - is terrifying and dangerous for bicyclists and pedestrians alike. I'd like to see improvements that connect the east and west sides of Airport, especially with all the great new stuff going in at Mueller.
We need a useable public transportation mode.
Thank you for inviting our feedback on this issue! We've seen a lot of improvements lately and are excited for the future!
I35 flow and improving the corridors are top priorities for me.
The City of Austin desperately need to zone for higher density. This allows new residents to live centrally and use public transit rather than forcing them to live in suburbs and clog up highways. This uses natural market forces to address cost-of-living issues. Austin, with its high rate of growth and north-south orientation, is in a unique position to become a transit-oriented city.
I would like to see the bicycle masterplan fully funded. I would also like to see the city work with the suburbs to develop commuter rail services into the city. Also, I'd like the see public transportation to get around within the city improve. Added MetroRapid routes and future urban rail lines should be priority.
Implement light rail along Guadalupe-North Laman corridor

I have lived in Austin since 2004, but I am originally from Boston, MA. I used to take the subway to and from work everyday. I took the subway to go out to restaurants, bars, theaters, museums, doctor's appointments, grocery stores, etc... Everything in the city is connected, and people use the system because it works. If you want to turn more Austinites on to public transit, you have to make it a no-brainer. If it's faster and more cost-effective than driving, people will stop using their cars so much. Right now, if I take the bus to work, it will take 45 minutes to an hour. If I drive, 15 minutes. Without an extensive rail system with transit hubs, this city is going to strangle the life right out of itself.
If you want to improve congestion, you need to make a good faith effort to make alternative travel modes (mainly transit, walk, and bike) COMPETITIVE with the personal automobile, which means investing in different treatments that get them out of traffic. Focus on the ability of PEOPLE to get around and between places, not just cars. The services you provide are funded by ALL taxpayers, not just people who drive single occupancy vehicles.
1. What you reward is what you get. Find ways to create incentives for Austinites to stagger traffic so there is no gridlock or "rush hour"; make it worth people's time to use bypass routes around Austin; find ways to reward people for taking public transportation and carpools. 2. If you build it they will come. Create safe and pleasant avenues for people to walk and to bike -- and they will.
The lack of planning for increased traffic to the (city-sponsored) Mueller neighborhood is remarkable. The main east-west arteries for getting to it (38th Street and Manor Road) are both 2-lane roads, with 38th being a residential street in part. The traffic has become unbelievable and is being driven into the adjacent neighborhoods (Blackland and Cherrywood), creating quite unsafe conditions for pedestrians, children and animals. Traffic in general is just unbearable throughout the city.
North East Austin (East of 183) is one of the poorest parts of Austin and is also totally cut off from good public transportation routes, access to good retail and city services, and even decent pedestrian options. Please consider funding this section of the city instead of just servicing the wealthy and booming areas of the city. Putting these decisions on the ballot will not help, because many people here can't or won't vote. Thank you.
Austin needs to stop thinking that irrelevant "improvements" like out-of-the-way toll roads and short stretches of one extra lane will reduce congestion. Austin needs to look to bigger cities like Dallas and Houston for better solutions to traffic congestion, because Austin's roadways were designed to handle traffic in a city of 200,000 people, not two million people.
Biggest concern is ensuring Austin neighborhoods and corridors don't become "walled off" to one another because of congestion and lack of transportation options. The best cities are connected, accessible cities. I want to be able to enjoy all of Austin - not just my neighborhood or region.
While I understand the idea behind building bike lanes, I've noticed streets being changed from two lanes each way to one with a bike lane such as Manor Road east of 51st and 51st itself. I have driven down Manor Rd between 51st and 183 several times a day for over 2 years and I have maybe seen 15 people use the bike lanes. Total. Over the course of 2 years! Why aren't we utilizing the east side roads to help ease the traffic of downtown more? Manor Rd and Springdale and MLK are great roads to use to drive into the city but they are only one lane roads!
Please help us with the traffic congestion!
You spend millions on research and nothing on solutions. It's ridiculous. Anything you put on the ballot and tag with transportation is passed even if it does nothing because people are desperate. IMPLEMENT solutions, stop researching
People in Austin need to more about cycling on the streets. Namely the drivers, but cyclists as well.

The Mobility and Transportation teams should be collaborating very closely with experts in other parts of the country who understand and implement public transportation and road expansion well. "Pilot programs" such as the Mopac Toll Lane are not appropriate for a city that is expanding in population and traffic as rapidly as this, and may ultimately set us back further. This is not a time to test the waters--it's time to implement known successful strategies.
I don't think making improvements on the box of our highways is the most useful to us all - rather I think it is better to make improvements to help people get from their homes to the other non-central locations (e.g. friend's houses, groceries, and eateries). Most improvements should probably be made to public transport and bike routes, but public transport is more useful with our climate. For any corridor planning, 15th street should also be considered a major connecting road.
improve public transport = more metrorapids reduce cars on roads make roads safer by fining dui & phone-while-driving users improve crosswalks: audiosignals, paint the lines on roads, make tactile squares match. the city has many terrible crosswalks for those of us not relying on eyeball use
I really would like to see more sidewalks and safer bike lanes. Sometimes it feels unsafe to be a pedestrian. I would also like to see more enforcement of the traffic laws.
Austin is not the small, sleepy city of the past, we are growing MUCH faster than our aging infrastructure can allow, and the roads and highways here are an embarrassment!
I will support a bond package for I-35 ONLY if it includes funding to cap the highway through Central Austin.
Please make sidewalks.
Another City survey that only pushes an agenda, rather than actually querying the public. I'd like to see the city EFFICIENTLY utilize resources. The recent failure of a \$500,000 project, and the \$750,000 redo of said project is an example- the failure to (thus far, 10 months) address a potential major sewage leak in the little walnut creek during that redo is another glaring example. Bike lanes are nice feel-goods, but until they fit Air Conditioning on a bike, that mode of transport just doesn't make it in August. I have five bikes, and I'm not foolish enough to ride downtown. Tried it a couple of times, glad to survive.
This survey seems typical of the way the City does things: studies issues to death but never acts. Instead, City Council gets caught up with issues like TNCs and short term rentals. Leaves important issues unaddressed for years. Traffic is so dangerous in Austin right now -- it seems like a complete free for all. Almost no enforcement of existing laws. Lot of new housing development with absolutely NO planning for the increased traffic it will bring. Huge new development (300+ units) on MLK is a great example: the developer was not subject to ANY traffic review.
We definitely need to act on mass transit issues right now and I know it is going to cost money.
I don't think that the mopac project will ever be worth all the money and hassle that it will take to finish it. I think that making the lanes more narrow to accommodate one toll lane is a waste and unsafe. Texas should raise the gasoline tax and build more public roads that circle the city to lessen the number of cars on the main thoroughfares.
Things that would be awesome: Increased capacity without tolls (so like... widen Mopac without adding a toll lane) Rail routes that go somewhere other than Leander. More cool stuff in different neighborhoods. We could afford to buy a home near Samsung, but now we have to drive a long way to get to the things we love about Austin. We wouldn't be on the roads if businesses we want to patronize would open locations on the northeast side. :)
Traffic congestion can be significantly improved by timing lights correctly and enforcing the left lane as a passing ONLY lane.
Please don't fund improvements by increasing property taxes

Get it together. Stop putting profits in front of people's safety! Stop catering to the big and dull wealth that's invading our city!
Ultimately I feel that there need to be viable alternatives to driving to reduce the load on our local roadways. I bicycle regularly to UT and, though my ride is only 2 miles, feel that it is still unsafe in parts because of how quickly people drive and how little attention they pay to their surroundings. I think emphasizing low impact methods of transportation like walking and cycling and then maximizing mass transportation like rail and bus is important in all areas of the city not just the inner central segments. It needs to be feasible to commute from East to West, North to South, etc in order to bring Austin into the 21st century and manage our transportation mess.
I live at 1804 Clifford Ave in 78702 & the city & Texas Gas have both initiated "repairs" directly in front of my home leaving potholes, drill-holes & spray paint & broken inadequately repaired sidewalks for months, further reducing the quality, appearance & safety of my street - several neighbors have complained via 311 for months & the city has done nothing - Austin makes a great deal of money at sometimes great inconvenience for residents via SXSW & we have been experiencing a significant increase in property taxes - what's the deal?! Fix what you break properly, please!
Capitol Metro is broadly viewed as an incompetent organization that cannot make adequate transportation decisions for the city.
Providing separated bikeways is a great way to get more people to stop driving and start biking. There also needs to be more focus on enforcement on safety: keeping safe distances between motorists/cyclists, enforcing the phone ban while driving and enforcing the laws of the road (i.e. using blinkers, not allowing cars to turn across multiple lanes, etc).
Focus on the urban core. Stop subsidizing exurbs and suburbs, as they will not use public transit even if it were given to them. The money is better spent on the urban core, where citizens value public transportation as part of their live/work/play lifestyle. This will also benefit visitors to our city, who tend to stay in the downtown area.
As far as I can see, the COA does nothing to improve mobility for people who live here--in fact, I think it does everything to impede our mobility. No timing on lights, regularly shutting down huge portions of downtown to accommodate douches running marathons or festivaling. This city is fast becoming unlivable and extremely unpleasant for people who live and work here.
The City of Austin needs to do a better job of identifying low-income/elderly areas that need affordable transportation services (i.e., bus, rail, CART pick-up) and not just focus on the new development. The social inequity in portions of East Austin and South Austin in terms of adequate infrastructure and transportation services to navigate in a safe manner is long over due. With that said, the City of Austin also needs to improve its communication with its Spanish-speaking community as well and provide bilingual info to truly info everyone.
E 12th St. in between the Capitol and I-35 is always a nightmare in rush hour. Please add lanes and/or take down the median. It looks nice, but seriously impedes traffic.
It would be nice to have longer established north to south and east to west 'strictly' bike routes through Austin cutting through downtown. Similar to the 4th street small biking street. I think that people living near downtown would utilize these routes more if they stretched further.
Fully funding the Bicycle Master Plan will increase cycling mobility, promote healthy modes of transportation, AND allow for improvement to traffic congestion. It's a win-win.

<p>Thank you so much for offering this survey, and requesting feedback about the future of mobility in Austin. Two comments: (1) Priority funding and planning should be given to non-car modes of transport: bicycles, pedestrians, public transportation. These modes of transport are doing so much to help the city in a variety of ways from reducing congestion and pollution to improved health and mental well-being, but users lack basic, reasonable protection and rights on the road and sidewalks. Austin's come a long way, but it's still not reasonably safe to bike or walk in the city. I understand why some people are too scared to ride bikes. (2) It should be a requirement for car drivers to receive education about sharing the road with bicycles and pedestrians.</p>
<p>Transit Priority Lanes and true Bus Rapid Transit (801 and 803 are not true Bus Rapid Transit) will encourage much, much higher bus ridership. Focus on how we maximize the number of people we move, not the number of vehicles we move</p>
<p>1. I'd like to see the city be more innovative, trying out more small-scale experiments that might add to Austin's livability. 2. So much recent effort seems to have gone into fixed-rail proposals, which offer limited flexibility as the city grows. Plus, fixed-rail infrastructure has to be maintained and basically replaced every generation. Why not go with comfortable new-style buses, wi-fi equipped, on priority lanes, to get attract commuters? Unlike rail lines, these routes could be adjusted over time as housing starts change. 3. Why oh why isn't there frequent bus service to the airport?</p>
<p>Stop raising property taxes to increase transportation project funding. Add a downtown toll area and use the revenue generated to build out the bike, rail, bus network as London has proven possible. I drive downtown and I'm happy to pay a toll that lessens downtown congestion and funds alternative transportation methods so everyone can get where they need to go safely and efficiently.</p>
<p>Rail is very attractive to me, but it's got to go where I need it to. Given how spread out Austin is, I can see that being prohibitively expensive to continue to develop. Uber and Lyft have become essential pieces of the transportation infrastructure and should be looked at as partners. To encourage cycling, it would be great to have more protected lanes, but the thing that most impacts me as a commuter is simply keeping the streets clean. While commuting by bike in Austin, I get more flat tires than anywhere else I've lived. The city really does a great job of staying on top of fixing potholes and rough patches and such, but there is still a lot of debris in bike lanes. It is excessively annoying and expensive to deal with flats as a bike commuter.</p>
<p>Instead of building more traffic lanes on the major highways, these should be used for buses only or increasing the train outreach.</p>
<p>Just improving little things, like having a bench at all bus stops, would go a long ways to empowering people to use public transportation. The goal should be to make it as painless as possible for someone to use public transportation.</p>
<p>los autos respeten ala jente que camina en los paseos de peatons.</p>

This concludes the results from the Mobility Talks Survey for District 1. For more information, please contact the Capital Planning Office at 512-974-7840 or [capitalplanning@austintexas.gov](mailto:capitalplanning@austintexas.gov).