



# Mobility Talks Survey Results

## District 2



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 2 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 2. 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 Two, 236 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.

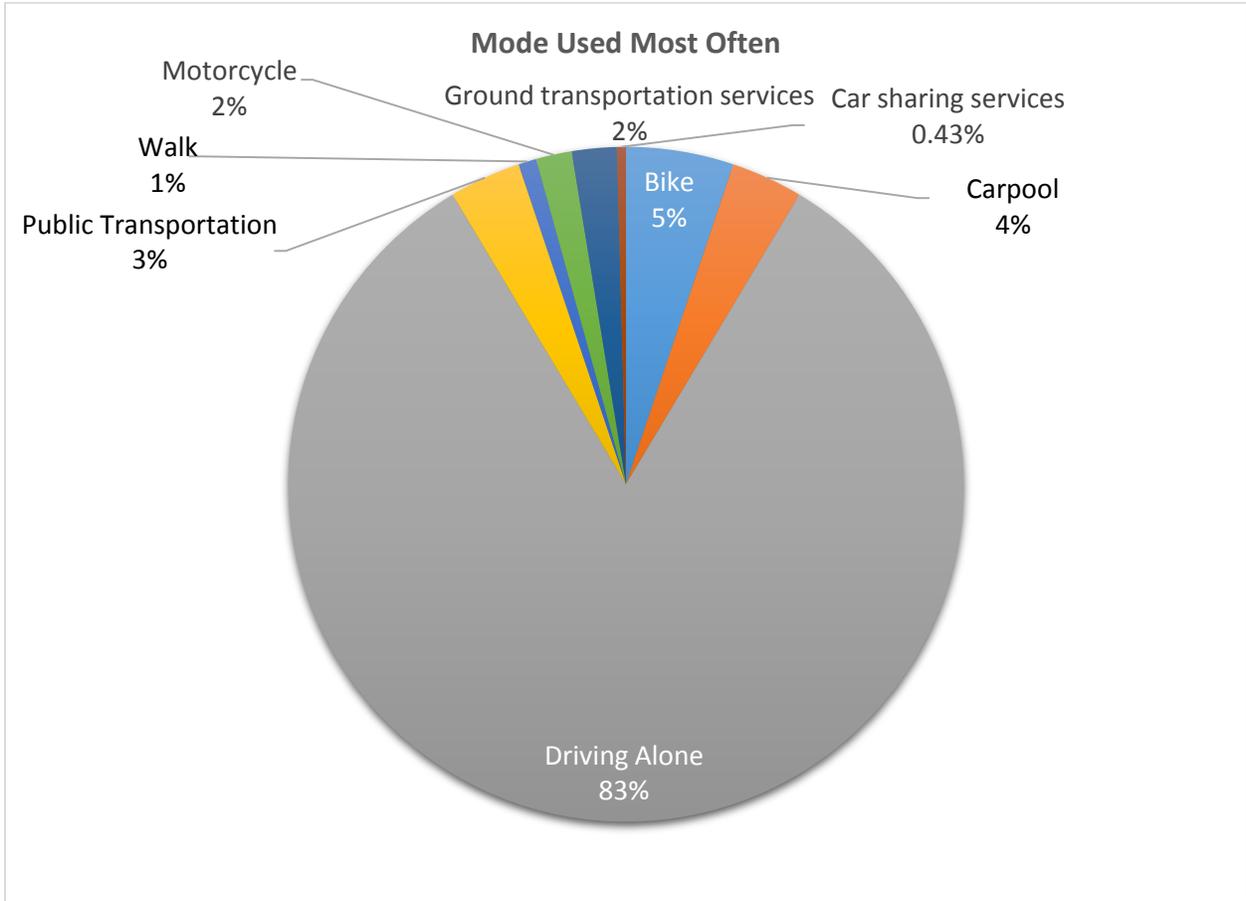
**Improving the Quality of our Streets:** Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

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.

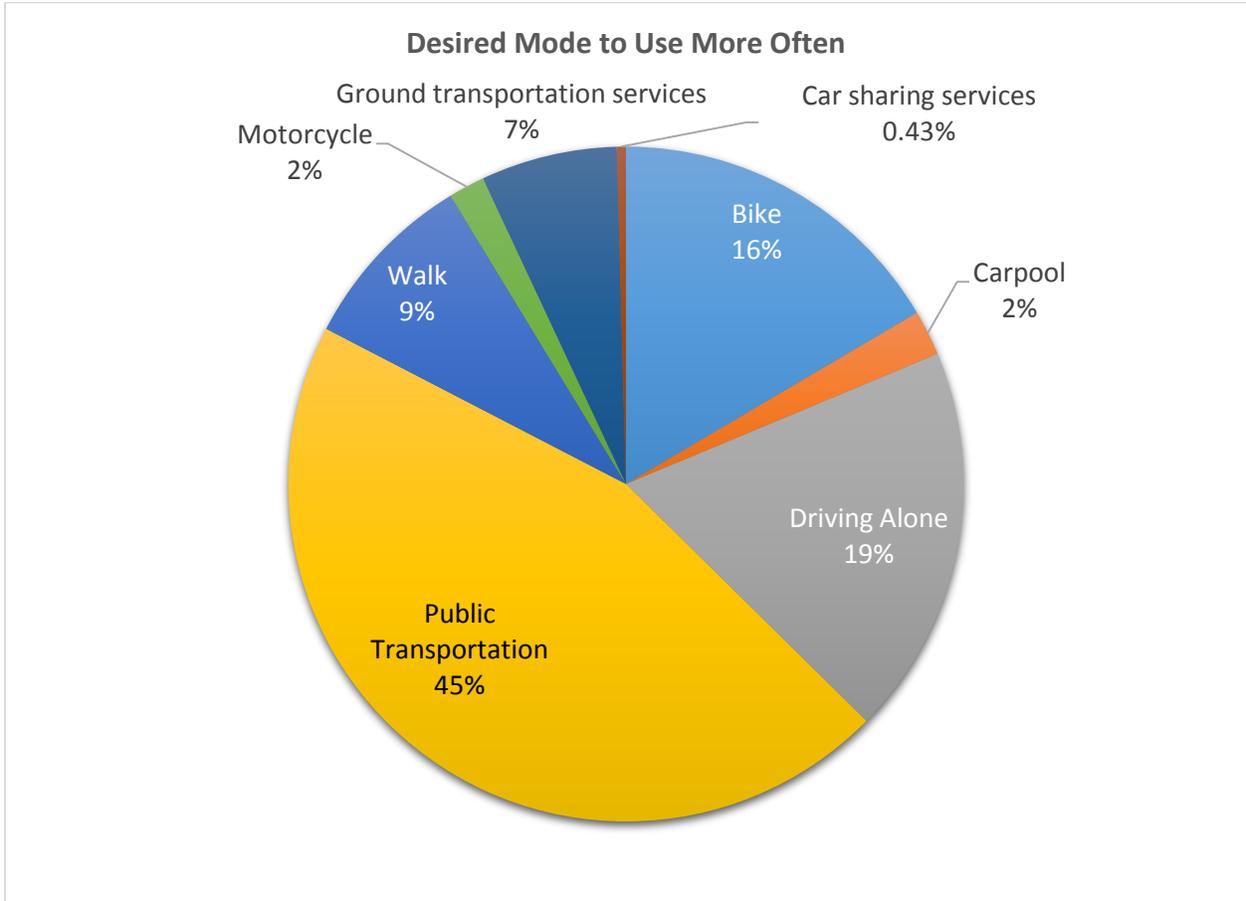
Demographic data of Mobility Talks Survey participants in District 2			
Demographic Category	Demographic Choices	District 2 Results	Overall Results
Race	Caucasian/White	63.6%	75.1%
	African American or Black	4.2%	2.1%
	American Indian	1.7%	0.5%
	Asian/Pacific Islander	4.7%	3.1%
	Other	10.6%	4.8%
	Prefer not to answer or skipped	15.3%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	19.1%	10.4%
	Prefer not to answer or skipped	15.3%	16.3%
Age	18-34 years	29.7%	29.7%
	35-44 years	32.2%	23.5%
	45-54 years	14.8%	17.6%
	55-64 years	9.7%	12.7%
	65+ years	6.8%	9.0%
	Prefer not to answer or skipped	6.4%	7.4%
Gender	Female	53.0%	45.2%
	Male	37.7%	44.5%
	Other	0.0%	0.6%
	Prefer not to answer or skipped	9.3%	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 2 Results:**

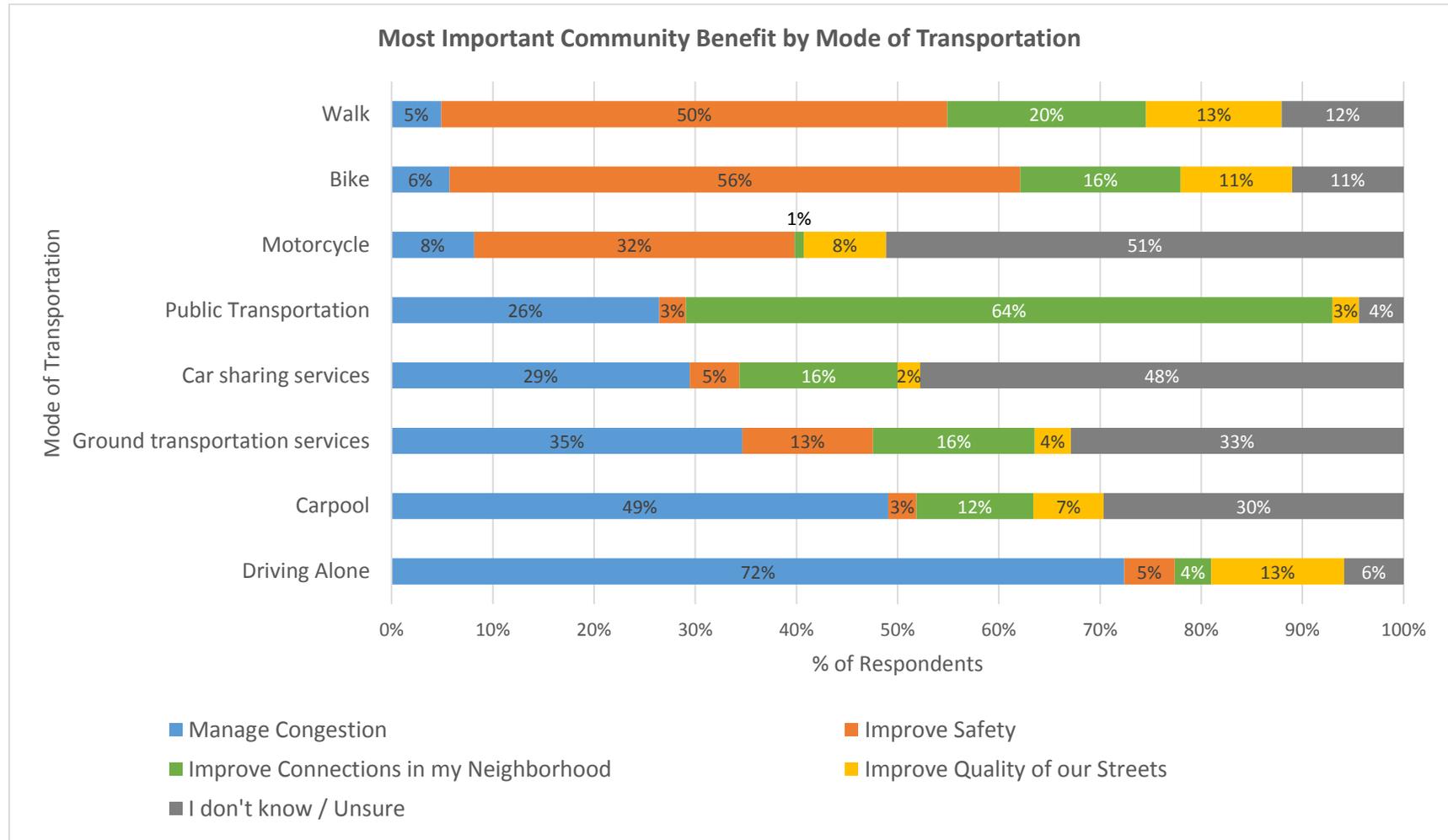


**Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 2 Results:**



**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 2 Results:**

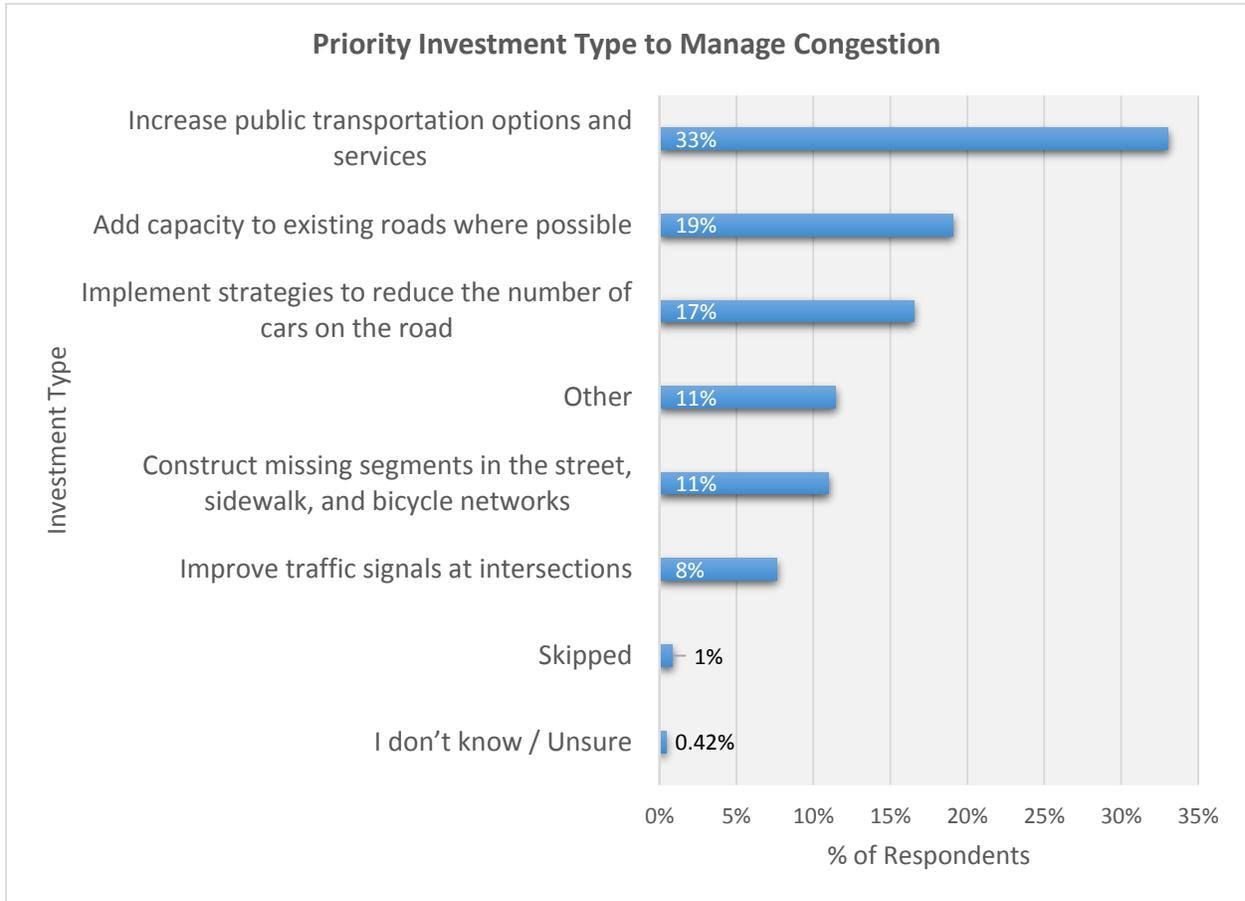


**Priority Investment Types**

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 2 Results:



Other:

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

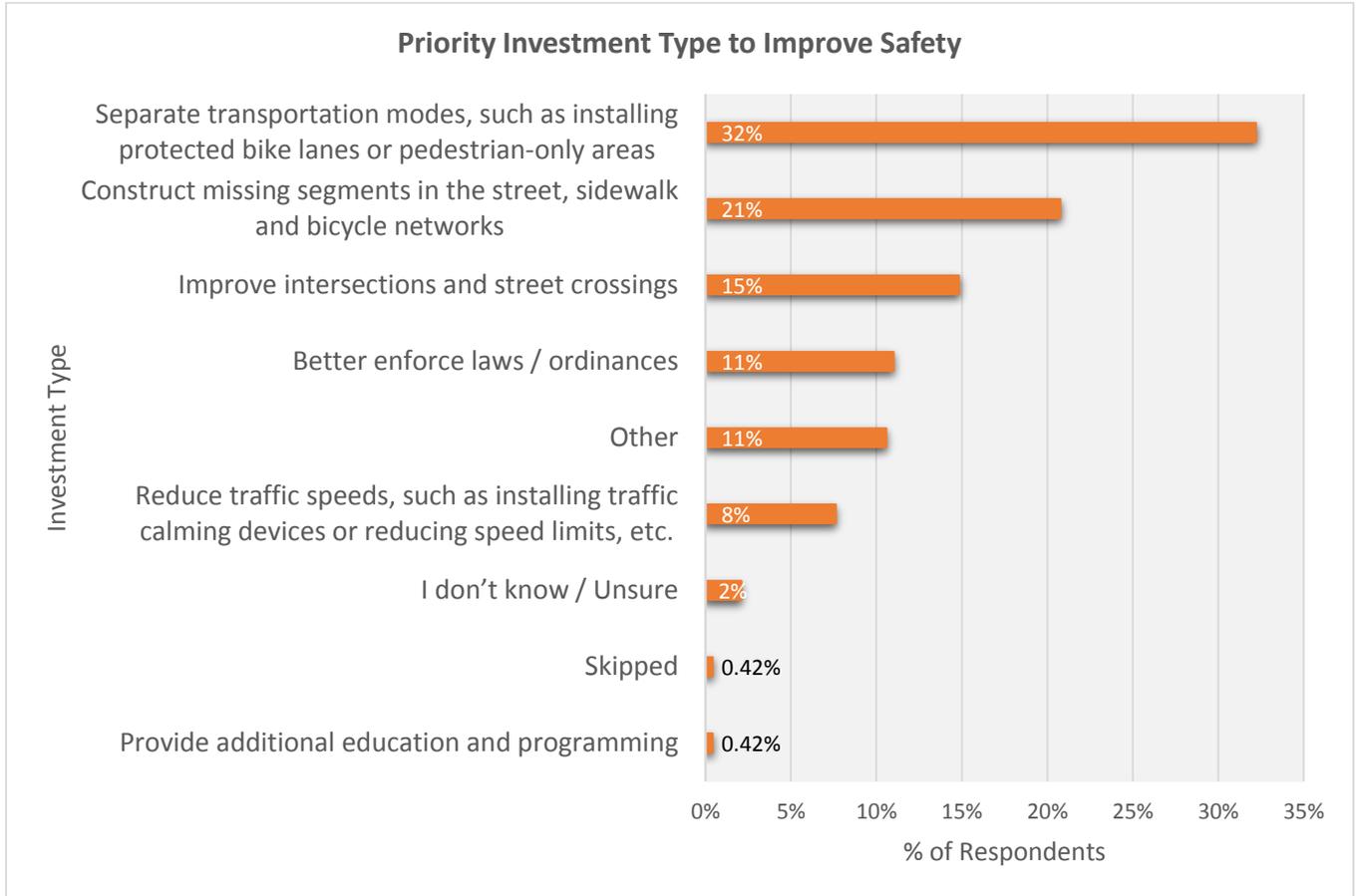
Build more roads and overpasses for cars.
create toll road unlimited monthly passes, 4-10's work weeks, rail services goes from ABIA airport to Downtown' reset traffic signals for better flow of traffic.
Build new roads, loop the traffic, more access to mass transit
adding 10,000 tncs cars makes congestion worst & affects our air with all these car idling with ac on

Bring uber and lyft back
BRING BACK UBER/LYFT
Ask people to leave.
Remove all of the traffic lights on the highways (360/183 etc). They only cause traffic congestion. Force all incomming traffic to turn right, and make a u-turn if they need to.
This survey is so slanted. Obviously there is more than one answer here yet you only let us choose one. How about all of the above?
create commuter rail from Bastrop and Dripping Springs to Austin Proper. Provide bus service from that epicenter to destinations throughout the city
secure remote drop off & pick up locations for parents of school age children
More prominent signs
add more higways to releave congestion around town
Investment in rail (elevated and/or subway) like all modern big cities do!
Implement improvements and better enforcement to ensure maximum efficiency in our existing system
Stop moving here
Lane splitting
add additional capacity: additional roads, ring network/ Austin bypass
Rapid Transit Pod or Hyper Loop, Think Big, drastic change!
add metro rail services around the city
rail/subways/trains
Both Implement strategies & Increase Public Trans LIGHTRAIL!
have more right turn yield lanes at lights, build more connective street segments at congestive areas, have police direct traffic to direct traffic keeing the flow then to have them all have to get off roads, allow hwy 35 to be only for north and south commuters with no off or entrance ramps through town by having more bridges built over colorado river from north to south close to hwy so downtown commuters can get off hwy leaving hwy 35 only as a direct pass through from north to south only, make 130 not a toll road, increase number of lanes merging onto hwy and making an extra lane where you can
Build more roads; bicycles are not important
Add high speed rail to existing rail lines and add more highway lanes. At least 5lanes each direction on every highway
Southern i35 - increase capacity, improve on and off, intersections
We need high speed public transportation like any other metro area

**Improving Safety**

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

District 2 Results:



Other:

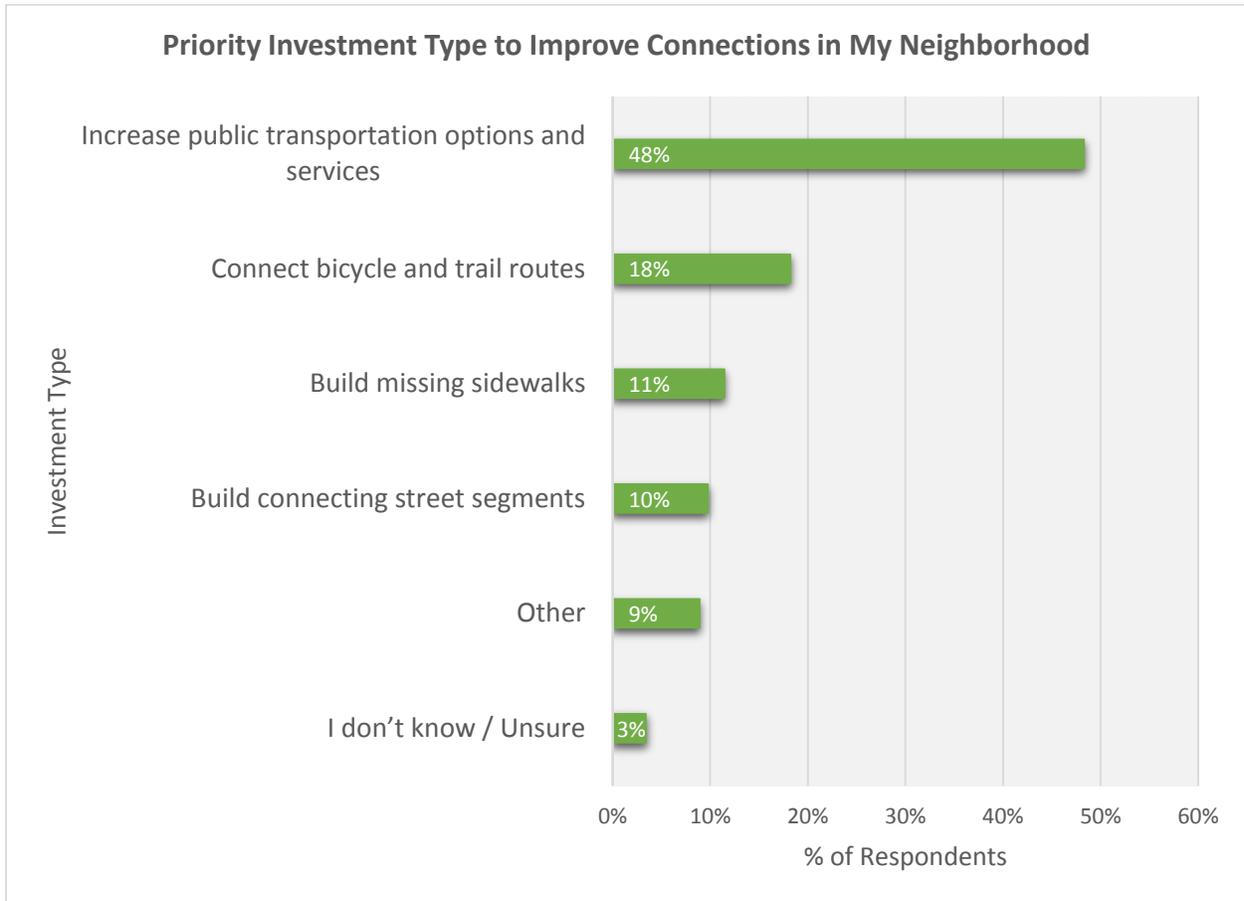
Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

Build more roads and overpasses for cars.
improve intersections and street crossings, have more policing to enforce traffic laws, and reduce speeds, and speed limits
Ride sharing/more cabs on road to decrease drunk driving
Congestion makes people crazy; work on this and safety will improve
Fix 35
Ban texting while driving. Drivers who are texting often cause accidents and it leads to massive road congestion.
Bring back lyft and uber
Do anything possible to keep Uber and Lyft

BRING BACK UBER/LYFT
Add more capacity to existing roads
Reroute large vehicles (18-wheelers, etc) via an alternative route if they are not delivering to the Austin area. Example, make it mandatory they take the tollway at a reduced rate.
Instuck drivers in how to actually drive. There are numerous people in Austin who have no idea how to drive safely. Instructing cops to actually do their job and enforce traffic laws (such as people cutting lanes on intersection turns), would be a big improvement.
Again, only one choice? Get the damn lights timed, make developers put in sidewalks for EVERY DAMN development, and stop building toll roads
Enable TNCs like Uber & Lyft to kick drunk drivers off the roads. Don't over regulate them.
Regulate Uber and Lyft
Reduce traffic, DUIs and increase safety by expanding rail ALL OVER TOWN- including SOUTH to the airport
You'll notice traffic is worse when parents drive kids to school. Perhaps secure options for them since they won't let their kids use the bus.
The streets such as Slaughter Lane that have added bicycle lanes, have made it more dangerous to drive on. The vehicle lanes are too narrow and some on the larger trucks are almost as wide as the lane and they tend to drive onto the adjoining lane which makes driving more dangerous.
Choose one??!! How about aal of the above.
Self Driving cars, remove human distractions, less chances for Accidents, and Drinking and driving accidents will be a thing of the past.
Continue to support Lyft and Uber as they exist. Nothing has happened in all of the rides given in Austin.
don't allow bikers to ride on roads only on bike lanes, more people are driving aggresively and offensively then defensively - provide education to companies to get their employees to drive defensively and to get drivers getting license to pass defensive driving test too
Build more roads; bicycles are not important , and enforce laws
Speed - both enforce, calm
Texting and lane weaving and tail gating need to be stopped

**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 2 Results:



Other:

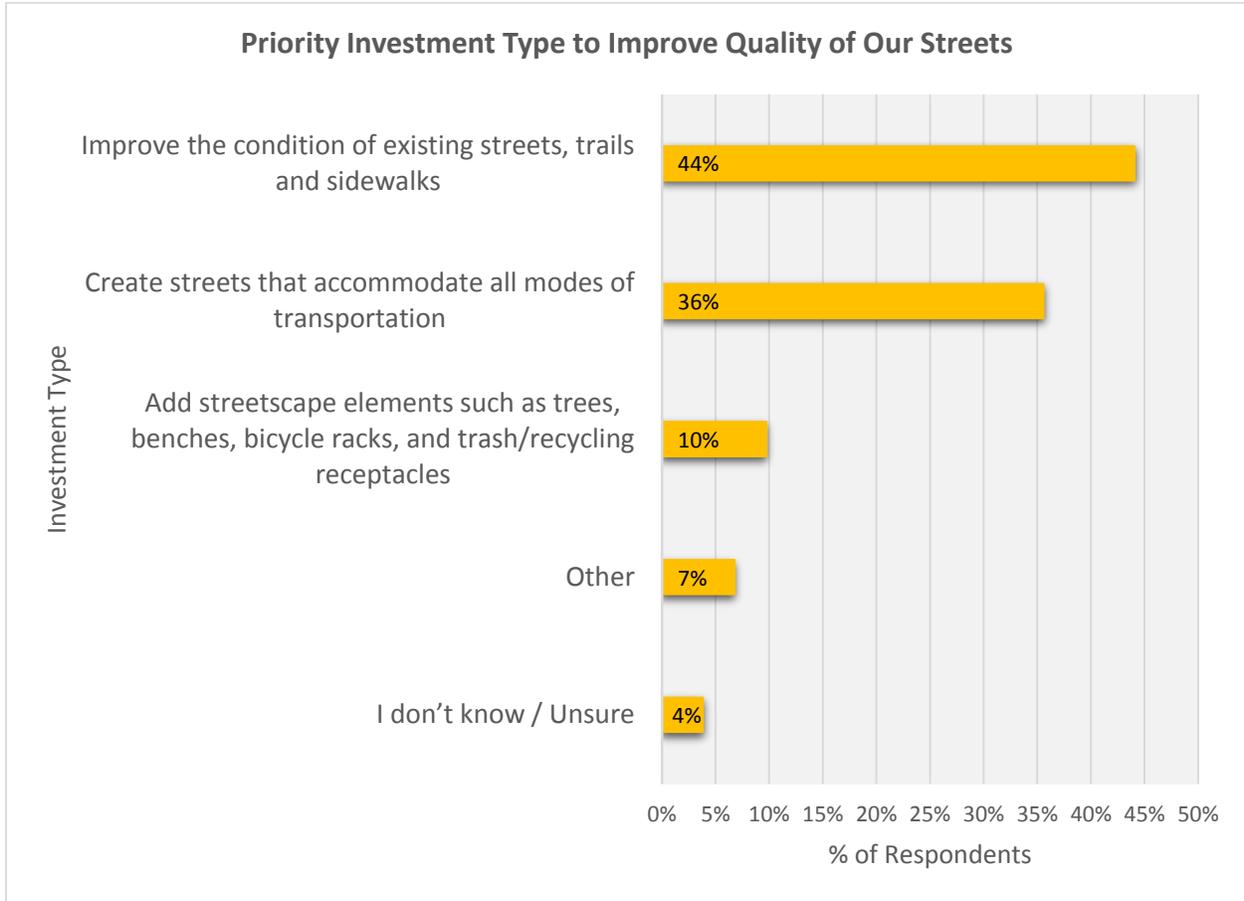
Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

Build more roads and overpasses for cars.
Increase public trans Increase public transportation options, Build missing sidewalks for bicyclist, and people walking.
Take major traffic flow out of our residential streets. Brodie is AWFUL!
bus, train to airport
Bring back lyft and uber
Do anything possible to keep Uber and Lyft
BRING BACK UBER/LYFT
Increase public transit options: SPECIFICALLY INCREASING THE FOOTPRINT OF LATE NIGHT ROUTES
Add more capacity to existing roads

Covered benches at all stops! Especially on the east/southeast side. This affects mostly poor, elderly and disabled people. This needs to happen, it is a social justice issue.
Expand the rail!
Integrate and promote the new ridesharing options like Uber, car2go etc
Why don't we have a train coming into Downtown from South Austin?
All of the above
Think about remote parking locations where people could park and take light rail into congested areas like downtown or the UT
reduce regulations on rideshare/tncs so they will be able to provide more services to more places
Build more roads
need urban rail to south austin
expand the park and ride for 801 on Radam Lane (more parking spaces!)
control speed on neighborhood streets
connect pleasant valley rd from oltorf south to willam cannon

**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 2 Results:



Other:

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

Build more roads and overpasses for cars.
Improve street condition of existing streets, trails and sidewalks, and Create streets that accommodate all modes of transportation.
Bring back lyft and uber
BRING BACK UBER/LYFT
Add more capacity to existing roads
Remove all of the traffic lights on the highways (360/183 etc). They only cause traffic congestion. Force all incoming traffic to turn right, and make a u-turn if they need to.
Do not allow property owners to block sidewalks with vehicles, trash, vegetation etc. Complaining is useless. They act like I'm crazy.

Create bike lanes safely separated from the street, like they have in Copenhagen, Denmark!
Stop light timing, continuous flow intersections, & widening roads with the most congestion.
Increase minimum wage
Add more connecting streets so we don't all need to rely on only one road, such as I35 to get us there.
Take Care Of South Austin. The SoCo Construction is AWLFUL. Poor work. Behind Schedule
Improve sidewalk network
have cubbies on road to where people can pull off at places if needed
Build more roads; bicycles are not important
street crossing for walkers, lights to control, sidewalks

## Geographic Scale

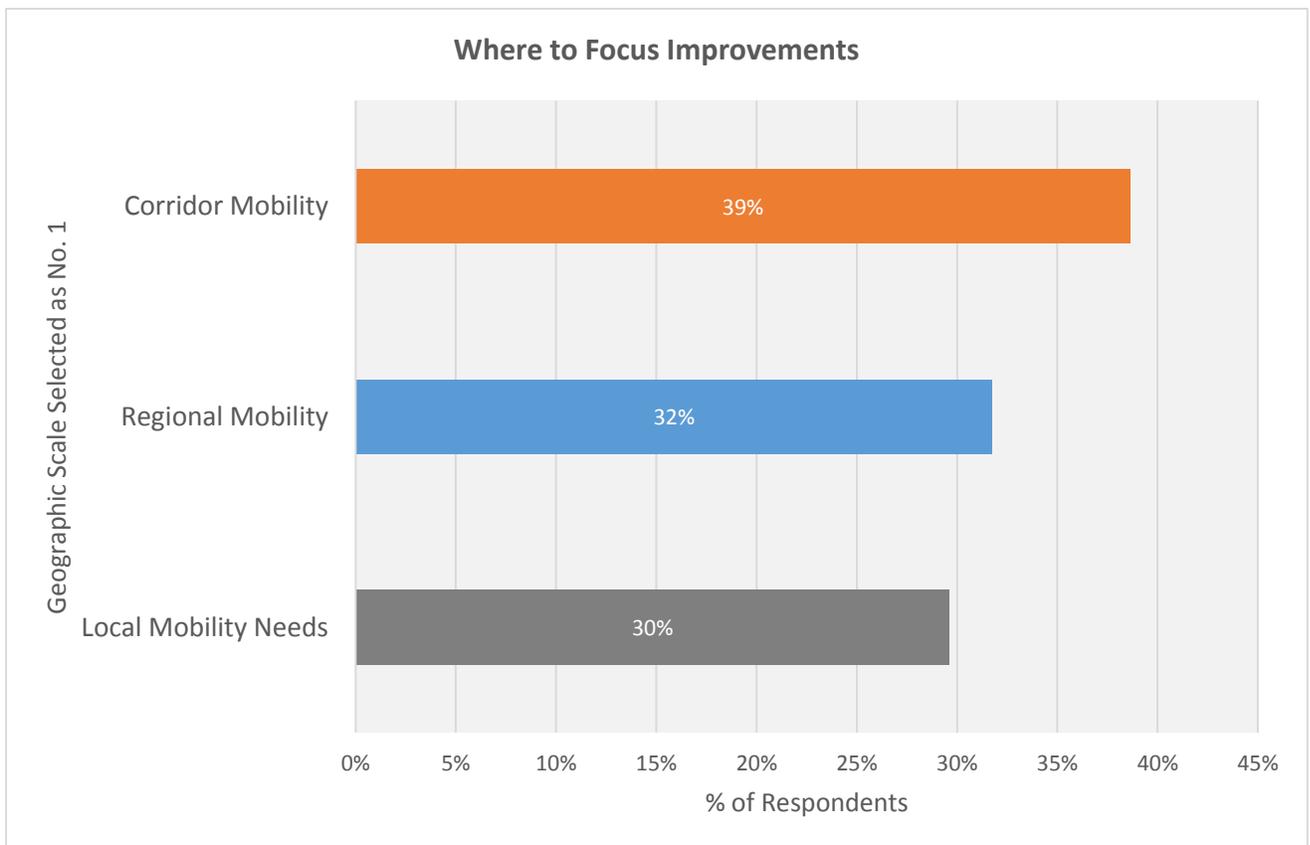
**Question 8: Given your answers, where do you feel the City of Austin should focus improvements?  
Rank in order with 1 being the most important**

**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.

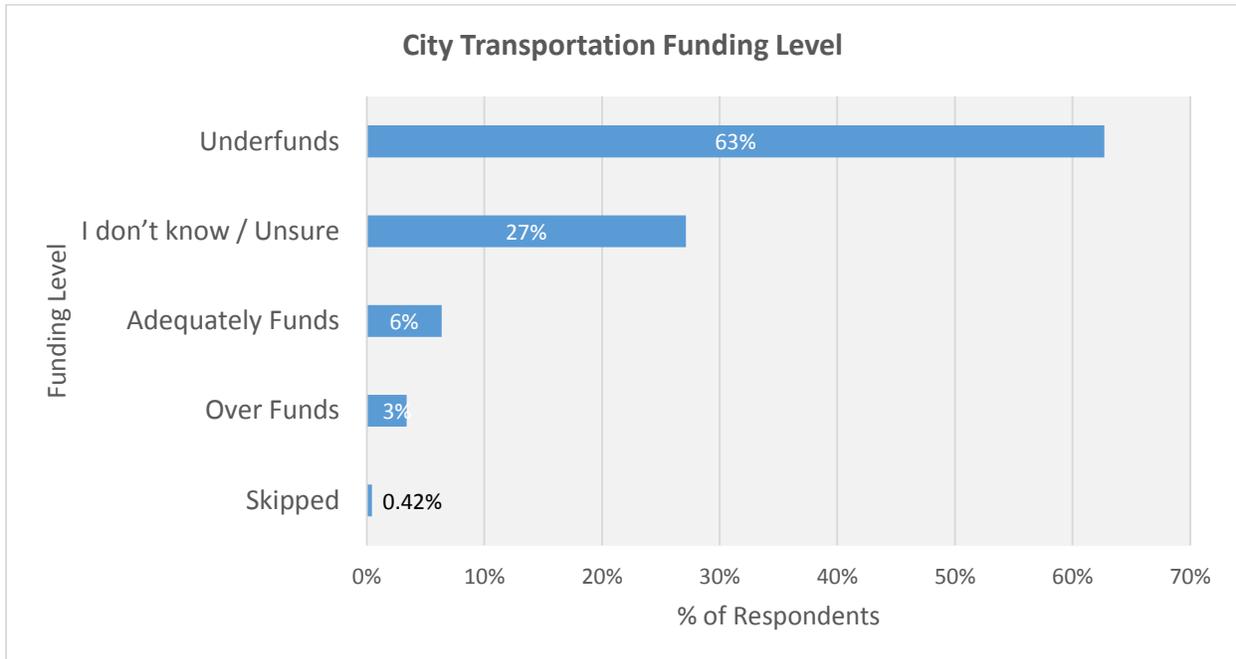
**Local Mobility Needs:** projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 2 Results:

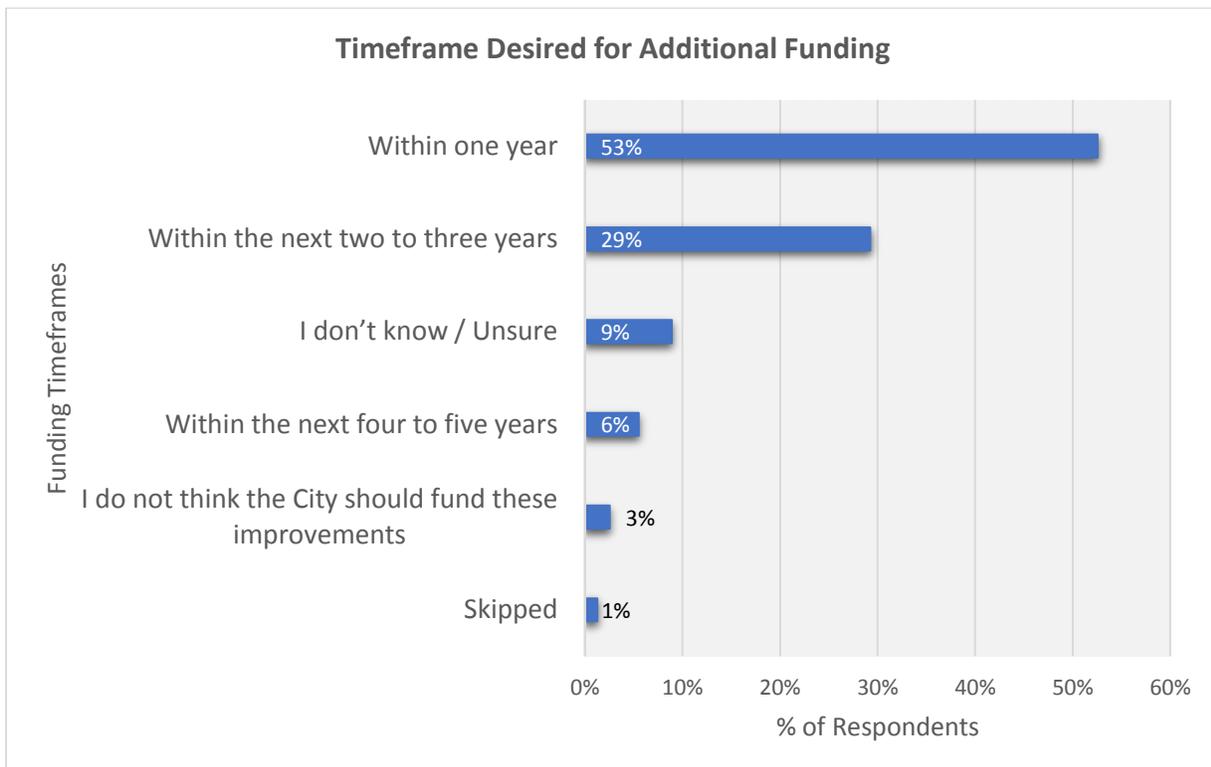


## Funding

**Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs?** District 2 Results:



**Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified?** District 2 Results:



**Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here.** District 2 Results:

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

People who drive alone SHOULD be penalized.
Buses increase congestion on major roads when they are blocking the flow of traffic to pick up or drop off passengers. In addition, lights are timed horribly in this town! Many intersections should be considered to have a left turn lane added (S. 1st is terrible) or to have left turns prohibited during rush hour. The turn lane at Stassney and Congress has a protected turn for about 5 seconds and then it's red. I've never seen a flashing yellow turn signal there, only a sign, and every morning I have to sit through 2 or 3 lights before I get to turn.
Please increase transit options in areas near Southeast Austin. While Southpark Meadows Station can serve as a hub, access to that particular station requires a drive to Southpark Meadows. There is no service East of Slaughter Lane.
Above all else, I would like to see a separated/protected bike trail network that could connect to various parts of the city. I would use this ALL THE TIME if I had a safe way to commute to and from work. Because of the high speed limits on most streets with bike lanes that abruptly end without warning, bus lanes that interfere with cyclists, and drivers who are unfamiliar with the city layout - I find it hard to bike in the city safely. I love biking, but currently I feel like the safety risk is too high for me to do so as my preferred mode of transportation. PLEASE CREATE SAFE ROUTES FOR BIKES!
Thank you for the survey!
I support the Bicycle Master Plan and would like to see it fully funded.
Build more roads and overpasses for cars. Focus on: 1 Roads for cars 2 sidewalks 3 buses 4 maybe light rail 5 then if there is room in the sidewalks put a bike lane system
If we do a 4-10 work week, 10hrs a day 4days a week we would have less traffic, or work from home. If we created a unlimited toll pass which anyone can travel anywhere in the state of Texas for a monthly fee \$25.00 monthly it would free up congestion on City streets, and highways .Truck drivers would use toll roads saving the City on Repair cost. Also would create more revenue to pay for repairs as well. Readjusting street light signals, and adding left hand arrows on all streets that doesn't have. This would improve flow of traffic, and prevent accidents. This would make our streets safer. Have all truck drivers, and automobiles reduce speeds on city streets from doing 90mph on streets that are 65mph by have more police presence to make sure we are following speed laws. Create a time that truck drivers can be on City streets when they do deliveries from 8pm -4:30 am Monday-Friday and must be out of City Jurisdiction. Construction Truckers are exempt. Create a metro-Rail that goes from ABIA-Downtown this would, and plenty of parking for Metro-Rail users.This would create more revenue for the City of Austin. It would help also for the F-1 Circuit of the America, for concerts,and other events. This is where you want to put the money. as well. Because in this area is where the most money is generated. Because most people that comes to Austin Fly's.This also would create more revenue. If you were to do all of these things listed. The City of Austin would benefit in the end, So would all Austinites.
We need better public transportation, like a city wide rail.
No more toll roads.
I understand that Lyft and Uber were being bullies and I didn't agree with their tactics. But the reality is, Austin is severely lacking in alternate transportation options and our current can system isn't working. We need options to keep drunk drivers off the streets.

<p>Pls connect with CapMetro to ensure that lower economic neighborhoods have access to close public transportation services because I know of specific cases where affordable housing was built that lacked sidewalks to the bus stop and also were at a long distance from the nearest bus stop. Not good!</p>
<p>The city needs to provide alternatives to driving on the streets of Austin because 1) there are way too many people on the road with the population of RESIDENTS increasing every single day, 2) with alternatives like a more active train system [longer hours to provide safe travel for night activity and increase stops/area coverage to provide MORE people access to train], and 3) provide INCENTIVES to take public transportation via possible property tax reduction or some sort.</p>
<p>With a city this large.. the 11th in the US.. we NEED a rail system that goes ALL OVER THE CITY, not just the affluent northern parts of the city.. Everyone forgets about south Austin and all the people there that would ride the rail system to and from work if it ran independent of the roads and was dependable enough to come on time, frequently, and without breaking down making sure people got to work on time.....!! We need a functioning rail system to go from downtown to the airport.. What the hey....!! The attitude of "If we don't build it, they won't come!" of the 80s and 90s has got to STOP!! Build a monorail high above ground like Disney world. We have plenty of cement.</p>
<p>Austin was not prepared for the great influx of traffic and congestion. Mobility issues have existed for a decade and very little has been done to address the issues. Cut the RED tape and do your jobs!</p>
<p>Thanks for reaching out! The City is in dire need of better transportation planning. We need light rail and/or some other intelligent options to entice drivers to give up their cars. AND that light rail needs to be very affordably priced and offered/connected to the lower-income sections of the City (Those of us southeast of 35/Ben White ate completely forgotten by all but poorly organized bus routes).</p>
<p>Uber spammed and robo-texted me. They need to come to the table as friends, not adversaries. Be strong</p>
<p>Forget all these absurd toll roads and HOV lanes. WE NEED A TRAIN SYSTEM and WE NEED organized TNCs. These start ups are already a nightmare. I've deleted all their apps from my phone because they're unreliable, and taxis are a hot mess. Get them back to the table ASAP and be ready to compromise like adults.</p>
<p>Every time we vote on a mass transit solution, the people vote it down. I don't know what it will take to convince folks that I-35 and other transportation arteries cannot accommodate the growth that we have seen and will continue seeing for as long as our economy remains strong. We have waited way, way too long to act. I have to assume that most of these voters do not trust the city and have never traveled to a major metropolitan like New York, Paris or London where mass transit is the blood flow of the city.</p>
<p>Add hours of availability to all bus lines and rail lines. I would use them more after work as a mode of transportation if they were more widely available. I live in South East Austin a 15 min drive from downtown, but it would take me an hour to hour and a half using 2-3 bus lines to get to work. Seems impracticable. By expanding bus lines, hubs, and rail lines I would drive my car less.</p>
<p>It would be wonderful if the rail line connected south of the river, please! (Especially Southeast) Building a rail bridge across the river would be a huge and expensive project, but worthwhile in the long run!(Between I35 and Pleasant Valley would be great, but anywhere would be better than nothing!) Thanks for asking!</p>

<p>The most effective transportation improvement would be an above-ground rail system or monorail. Current railways interfere with auto, bicycle, and pedestrian traffic. To have a street-level rail system, the rails should have been in place as the city grew from its origin. As they were not, the most viable alternative is to go above ground. Riding the current railroad is fine for commuting until passengers are forced to transfer to buses. It is uncomfortable and time-consuming. Commuters on an above-ground rail would travel faster and more comfortably than the current railroad. Expanding expressways is fine but unfair if tolls are charged. We pay the highest taxes in the state and should have streets available without a fee. The current problem on Interstate 35 in the downtown corridor will not be solved as long as the roadway goes from three-lane to two-lane. It should be three-lane completely through the city.</p>
<p>I think if you improve on public transportation and sidewalks for families to get to the bus stops, there would be less cars on Austin roads. Connect busses from one neighborhood to the other and there would be more families riding busses to get to parties, and events everywhere.</p>
<p>I WAS BORN IN AUSTIN AND NEVER HAS ANYTHING BEEN DONE TO FIX 35. YOU HAVE SURRONDE US WITH TOLLS AND NOTHING ON 35. THE PROBLEM BEGINS IN THE HART OF AUSTIN. 35,183, VERTICAL BUILDING ROADS.</p>
<p>Again, city wants to eliminate congestion but approved all these tnc vehicles which adds to the congregation and what's this do to our air quality when you have all these drivers sitting in their vehicles in our heat wait for a fare.</p>
<p>I think improving and encouraging the use of public transportation would benefit Austin. Personally I find riding Capital Metro rather unpleasant. First of all, you have to wait at the bus stop in the searing heat. The bus stops are so close to the street. The road noise is very loud, the exhaust fumes are overwhelming, and the cars zooming by mess up your hair. If you sit on the left-hand side of the bus, you cannot see the road ahead, so you have to be careful not to miss your stop. The bus intercom only announces major stops and some bus drivers lower the volume or turn it down completely. By the time I get to work, my clothes are wrinkled, I have sweat stains on my shirt, I smell like car fumes, and my hair is disheveled. Not very professional. I would ride the bus more often if it was a more comfortable experience.</p>
<p>Some of these questions were difficult to answer, hard to understand. I actually tried to complete this before and gave up.</p>
<p>A lot of existing roads are in terrible condition, i.e. pot holes or re-covered areas where crews had to dig the road up for some reason (water lines?).</p>
<p>There is a large housing community and new houses continues to be build around Salt Springs Rd and McKinney Falls area. There is no public transportation in that area for the residents except one Capital Metro bus 333, and it doesn't even go to McKinney Falls area. I work 12 mins (total drive time) from my workplace. But if I ride the Capital Metro bus to work, I will have to walk 30 mins to the first bus stop, and then ride 3 buses to get to work. The total travel and wait time is about 2 and half hours. People in Austin don't use Capital Metro because it doesn't make sense to spend 2 and half hours bus trip for a distance of 12 mins drive to a destination. So in the end, more people just drive their own car, adding to traffic congestion and endless traffic jam in South Austin.</p>
<p>Have the metro rail system available throughout the city. More people would use this if it was available.</p>
<p>Get Ann kitchen out of office. She is a nasty joke. How do you so blatantly take taxi cab money, kick uber and lyft out, then deregulate the taxis.</p>
<p>BRING BACK UBER/LYFT</p>

<p><a href="https://www.youtube.com/watch?v=9N1iw5Vdim8">https://www.youtube.com/watch?v=9N1iw5Vdim8</a> A program where motorcycle police enforce cell phone violators such as seen in the video would be nice. Changing the city ordinance to include any and all usage of mobile devices while operating a vehicle would make the city safer and reduce congestion - the 0.5-1 second that it takes for an inattentive driver at the front of a line of cars to react by moving forward at a green light turns into 2-5 seconds more PER CAR behind him which in turn backs up traffic to the next previous light, thus causing gridlock. Any sort of driver inattention is dangerous and causes delays in the flow of traffic.</p>
<p>If all bus lines that ran along major corridors came every fifteen minutes or less, more people would use them. Ditto for expanding "bus only" lanes beyond downtown. Transit won't appeal to the majority of people until it's more convenient than driving (e.g. it gets you from point A to point B faster), and that cannot happen unless buses have dedicated lanes during rush hour.</p>
<p>Have the 311 Stassney Bus go up Nuckols crossing to Woodway Village Apartments. There are 1000 people living there. There is no transportation there and no sidewalks at side of Nuckols Crossing.</p>
<p>I would like for the real issues within the city to be addressed first in order for that money to be available for things that are necessary for a better city. Money that is being spent in purchasing astronomically expensive couches for the city manager's office and other purchases that are not necessary be stopped.</p>
<p>Add more capacity to existing roads. Austin is more than just the downtown area. Downtown is just a small portion of the city.</p>
<p>The city needs more bike lanes that are protected from cars and buses. Buses need to be more frequent. Waiting 30 minutes for the next bus should you happen to arrive at the stop just as the bus is leaving without you is ridiculously frustrating, no matter what the route. We live in a relatively nice neighborhood yet do not feel safe walking around it because more than half of the neighborhood lacks sidewalks.</p>
<p>I would love to have the ability to safely ride my bike to work and reduce the number of cars on the road, but that's not quick or cheap. The quickest action with the most impact seems to be coordinating the access road lights, so that cars headed toward downtown in the morning and away from downtown in the evening don't have to stop for several miles as long as they're doing the speed limit. I'm not an expert, but that seems like an easy win for the city. The sooner cars reach their destination (safely) the quicker they're off the road, thus reducing congestion.</p>
<p>The bicycle lanes we do have in the City are often covered in debris, forcing cyclists to either not use them at all or to occasionally ride out into traffic to avoid popping a tire. It's very unsafe. I wish the City would put more effort into keeping those clean and usable for cyclists.</p>
<p>I feel that our City is substantially behind on their rail. The route proposed on the previous bond did not make sense for the primary areas of congestion. A perfect example of this is that it ended very near where there was already a rail stop. It seemed like there were other interests involved in selecting this route, and that is a primary reason that it was not passed. We need rail options that can connect people to downtown Austin, and alleviate the traffic on highways. That would be a rail route that could pass. People want the rail, but they want a route that makes sense for the needs of the city. Personally, I would like to see the rail go to South Austin (Southpark Meadows area).</p>
<p>Prevention measures such as less restrictive land use planning and development codes that discourage sprawl and allow homes and work places to be brought closer together should also be pursued in order to prevent the problems of congestion in the first place.</p>

I do not think Austin should focus on pet projects that puts taxpayers into additional debt. While I wish the city and its citizens thought more globally about placing people and services closer together instead of creating suburban dead zones where you must drive to get a carton of milk, I don't see it happening anytime soon. It's a paradigm shift that cannot be forced down people's throats. Planning and zoning continue to allow crazy projects to move forward, not to mention the tear downs of all things worth preserving.
45th street NEEDS a bike lane from Airport to MoPac! Plus an unbroken sidewalk the whole way. East 7th Street needs a bike lane all the way to 183! Airport needs a bike lane from 7th to Lamar! More Public Transportation.
Who the fuck is Vic Mathais?
We really should improve the roads within the City that need improving but also fix the Traffic problems on IH35 ; Hwy 71, 183, Mopac ; these are the major arterial roadways in and out of the Austin area but commuters spend countless hours on them just trying to get from one part of town to another. Why can't those who live in South Austin work in South Austin and still get the same type of jobs and same type of pay verses working in North Austin. That would save them a lot of time driving to work across town. :)
Add turn-arounds to more I-35 intersections like William Cannon, Stassney, Oltorf, Riverside, etc. Given the amount of traffic the lack of turn-arounds causes, I can't believe this has not been addressed. Austin is a great city, but the congestion makes hard to enjoy the city.
Please place funding for a rail route supported by data (i.e., one that has sufficient density that it will not be trading water in terms of rider subsidies from day 1) on the ballot in November 2016. Please use CodeNEXT to radically increase density and decrease car usage in the urban core.
I think toll roads are a joke! They don't make the city less congested on the contrary they make Austin less affordable. With everything rising and to top it off add an additional bill to the already sky high bills. The city has the capacity to open more and better roads. We are growing rapidly and along with that the budget. The traffic has grown out of proportion and city officials need to address this issue ASAP instead of letting "private investors" suck us dry while the city kicks back and does NOTHING.
Increase frequency and connectivity of buses to rival the public transit systems of Chicago or New York. That is part of the necessary infrastructure of being a big, crowded city, and Austin is lagging behind. We crammed in all the people but have not done enough to accommodate them on an infrastructure that was built for 1990s Austin. The connection times on buses now are often very inconvenient. I'm planning on an hour for a 5 mile bus trip today. That is unacceptable. I'm only taking the bus because my car broke down.
More emphasis should be placed on driver and other road user safety education. Safety seems to be such a small concern for the people that create traffic.
Adding an extra lane to 35 WILL NOT alleviate congestion. Studies have shown this. The only way to make a difference is to expand the rail and/or improve north-south public transport options. additionally, adding toll roads like mopac's only help a small percentage that can afford to use it every day...
It would be nice if the city focused on important things, instead of focusing on trying to fight ride sharing companies (at the obvious behest of the taxi companies), and the like.
Stop talking and start doing. All this yadda yadda yadda and survey this, survey that is not getting anything done.

There is only a token amount of traffic law enforcement. MOST people ROUTINELY speed, and run red lights and stop signs. It is all so accepted that people don't even see that they are doing it. Come to a COMPLETE stop BEHIND the stop sign. Don't just plow through the crosswalk without even looking. Also, pedestrians are allowed to cross streets at intersections even if there is no traffic signal or crosswalk. Pedestrians are not allowed to carelessly step into traffic, but drivers are required to slow down to allow pedestrians to cross. We should not have to sprint to cross a street. Accelerating towards us while blaring your horn is illegal. APD doesn't REALLY care because officers don't get "points" for increasing public safety. They only get points for arresting criminals. Let's make dangerous driving a CRIME.

Some ideas for mobility within the City could be: • Increase flexible schedules, such as 4-10s, where you work four days for 10 hours, or 9-9s. • Increase teleworking. • Dedicated carpool lanes. • Have growth pay for growth by help pay for expansions and enlargements of roads, providing schools in large block communities (500+ house development), and with improving infrastructure • Variable carpool lanes (these are lanes that turn into carpool only lanes during specific time periods, normally morning/evening rush hour, such as 7-9a or 4-6p). • Reversible lanes (these are lanes that are used to help ease congestion going in and out of the city during specific time periods. Similar to Seattle, where an additional lane from the Northbound and Southbound flow into the city starting at midnight going until noon, then reverses and flow out of the city from noon until midnight on those same Northbound and Southbound lanes.) • Light-rail in the South, West, and East of Austin, similar to the one in the North. • A bypass highway/freeway around Austin (from Buda to Round Rock) that is not tolled. • Expand all major arteries in all directions (North, South, East, and West) in Austin to help ease congestion.

I would hope to see mobility investment in already underserved areas, such as 78744 and 78745 zip codes. As Austin continues to be gentrified, I hope the city will demonstrate investment in these South Eastside neighborhoods.

Overall we just need more driving routes. Stop already with tolls. It's ridiculous to have to pay to use our streets. It's already expensive to live in Austin and adding fees to get around is straight out mean! Improve sidewalks that lead to nowhere. Don't just focus on areas like South Lamar, Riverside etc.. look around. So many other areas lack grocery stores and other stores so more popular areas end up being congested. Maybe I'm biased because I live SE, between Burleson and 183 off McKinney Falls. There's so many homes being built out in this area but not enough resources so Riverside and Wm Cannon get congested.

Ideally I would love if the rail expanded to all parts of the city as well, and most importantly, to the airport. I would also like to see a bus route near Mckinney falls that 1- runs more than 8am to 5pm. 2- runs on the weekend. I literally don't have an option for public transport but would love to use it.

Wish there was an online map or something I could draw on to show the areas I think need the most improvement. Other than that, keep up the good work! ;-)

<p>I want more bus and public transit opportunities that connect places like for example east and south Austin without having to necessarily go through downtown. I also want to see more buses in parts of town where people are more reliant on the bus. I live south and work east and I can easily spend three hours in transit everyday round trip. I know other people who do that. I know some people who have to take three buses in one direction in order to get their errands done. That shouldn't be necessary. Can we implement a 2 bus max policy within city limits?? So no one has to do that?</p> <p>Another concern I have is that there are lots of people whose rent or taxes are too high and now have to live outside Austin. These folks are going to be spending so much more money on transportation than they would if they still lived in the city. Please consider how to make inexpensive and efficient transportation for these folks possible as well. Maybe that means more bus shuttles or lightrails to the suburbs. Or in general some way to make public transportation not get slowed down by other traffic. Hoping this survey is available in Spanish as well, Austin.</p>
<p>getting people out of their cars means providing alternate, competent means of public transportation to the commuters from outlying areas such as Bastrop, Dripping Springs, Kyle/San Marcos. A rail system or viable bus system to deliver commuters to one transfer point so they can transfer to local bus service. And PLEASE, PLEASE BRING BACK THE DILLO!</p>
<p>I think there is adequate funding but money is wasted on expensive studies &amp; city council is unable to really learn what citizens want because citizens don't respond to surveys</p>
<p>I would love to take the bus to work but it does not come anywhere near my office (Bee Caves &amp; 360)</p>
<p>The city needs a better rail system instead of a toll road that only benefits the people who can afford it.</p>
<p>Please consider paying some attention to South First Street for intersection, bicycle, and sidewalk improvements. Thanks y'all!</p>
<p>I'm sure the city could fund if the city would not waste so much of the city's money.</p>
<p>since I'm a tax payer; I would like to see everyone that wants bike lanes to also be taxed to have those improvement done on the roads.</p>
<p>We desperately need bike lanes that are separated from the streets, like in Copenhagen, Denmark. With all this downtown density living, creating a *safe* bike culture will pay off 20, 30, 100 years from now. We also need to invest in rail, not buses. Investment now will pay off 100 years from now. I'm willing to pay more in taxes for reliable rail (elevated or subway). We are 30 years behind where we need to be on rail. Seattle, Portland, Washington DC: they all make our city planning look antiquated.</p>
<p>If at all feasible, it would be wonderful to see some sort of lightrail system to connect the city. We need to keep up with our growing population and implement these systems before it is too late!</p>
<p>For future developments, encourage developers to build streets with a grid format instead of cul de sacs that make public transportation and connectivity difficult. Also, separate bikes and cars with curbs or have bike only bridges across major roads or railroad tracks to enhance safety for everyone. Encourage businesses to allow their parking lots to be used as informal park and rides to make it easier for people to uses buses. Very long term, I would like to see a monorail or an elevated train system.</p>
<p>An expanded train system would help so much. Or more large hub bus stations to park and ride if you live in a neighborhood like I do on the southeast side where there are only a few lines to take, resulting in multiple transfers and 2 hour rides. Also, something for along 360. There are no accessible public Trans options for people working along 360 resulting in massive congestion.</p>
<p>The City needs to develop a plan for addressing the corridor, local, and regional priorities in unison. It is a false choice to choose between the three. The priority should be finding the appropriate priorities which balance the three.</p>

<p>It appears to me that most of the current improvements are mostly in north Austin. I don't see any improvements to I-35 in South Austin. South Austin streets are typically in worse shape than north Austin. Why is that? Put additional lanes in south Austin on 35. There are large grassy medians that can be used for more highway. Use the eminent domain going through downtown on 35 to create more lanes.</p>
<p>A serious city has serious infrastructure.</p>
<p>More park and rides are needed for those who live east/south east.</p>
<p>With Austin weather, in addition to the title of the World's Capital of Live Music, why do not we strive for the title of the US Capital of Bicycle Transportation?</p>
<p>If a rail were to be built, it would need to be inclusive to all areas of Austin, including Southeast Austin. The previous plan that was voted down in 2014 had a rail system that stopped at the airport without going further southeast of 71. A lot of folks in that area would use a rail system.</p>
<p>Improvements in directional traffic flow during peak hours</p>
<p>Please, align the highway access road street lights so that someone in a car traveling the speed limit will make it from Slaughter to downtown in the morning and downtown to Slaughter in the afternoon without having to stop for a red light. This would reduce some of the traffic on I-35 without new construction. Timing the lights to the speed limit would prevent speeders because they would be going too fast for the timing of the lights and would thus have to stop. Granted, it wouldn't be perfect because of all of the cars entering the access roads from residential streets, but being able to travel for 3 or 4 lights at 45 mph during rush hour would be a huge improvement.</p>
<p>No more so called "traffic calming" speed bumps every few yards that require stopping to drive over, and impede emergency vehicles.</p>
<p>Don't continue to raise South Austin taxes while only creating improvement for North Austin drivers. Look at the MoPac nightmare as an example.</p>
<p>Stop spending money on a rail system which is all but useless. Stop spending money on yet another tollway (Mopac), that no one is going to use and is just going to make congestion worse. Don't try to bury IH35 underground. Construction of that would just absolutely murder traffic in this city. Invest in more practical applications such as better bus routes and more shuttle buses.</p>
<p>We should think outside of the box and look at other means of transportation and be the first major city to really make a dent in our congestion issue. Many of these alternate options are privately funded so a combination of privately funded projects like the Rapid Transit Pod, Hyper Loop and Self Driving Cars, with Publicly funded projects like I-35 Connection Via Hwy 45 to Mopac and an actual Freeway loop "keyword free not Toll" in Austin in addition to widening roads with high congestion can make a huge impact when all of these projects "Public and Private" work together to tackle this huge issue.</p>
<p>Stop building toll roads! We should not have to pay to drive around our city. Also, stop doing concurrent projects to major roadways! With Mopac undergoing construction, do not start construction to 183 now!</p>
<p>Suggestion: S. 1st: downtown to Slaughter: reduce traffic lanes to one lane each direction, put center turn lane all the way, bike lanes both directions all the way. It already becomes one lane of movement during rush hour thanks to left-turners, and cyclists already use S. 1st a lot. Let's make it safer for everybody.</p>
<p>If Capital Metro had dedicated bus lanes beyond just downtown, transit times would be less affected by traffic congestion. If taking the bus is faster than driving, more commuters will opt to utilize transit. Also critical to getting people out of their cars and onto a bus is having bus routes serviced every 15 minutes or less. As long as the bus only comes every 20-40 minutes, commuters who have alternative options will continue to eschew the bus system.</p>

The COA should not be paying for I35.
We need better public transportation, quick ways to get North to South, East to West without wasting 2h on 3 different busses...
I believe that funding through local, state and federal government and the sale of bonds should take place to fund a metro rail all around the city not just certain areas. I live in South Austin and I would take advantage if there was a terminal near by to ride the rail into downtown Austin and ride it home.
I am mostly interested in receiving bus service to SE Branch Library and the Dove Springs Recreation Center.
pay more attention to corridors like South 1st, Manchaca, Westgate, congress, and Brodie Ln. Those are filled with government employees in single family homes headed downtown for work.
This survey is bogus and does not address real needs. Greater emphasis and focus should be on promoting innovative solutions like TNCs (without the burden of unfair regulation) instead of the same old, same old tired stuff.
We have grown significantly. Why hasn't our choices of public transportation? Why can't we use models such as Europe and build that kind of infrastructure? They were able to put a subway under the streets of London, Paris, Rome and more. Why can't Austin?
Train system NOW! It is so sad that Austin does not have a quality rail service that unites ALL of the city. I have never had the opportunity to use the existing rail system as I live in South Austin - I feel completely left out of Austin's rail plans and it is a system that I desperately want to use! I also want public transportation hours to reflect our big city lifestyle - we should have trains and buses that run well into the night and connect Austin with it's entertainment districts!
I love this city, but I am baffled by the over zealous building of mixed use, high density housing without the proper infrastructure. How can we build all this new housing in central Austin without the ability for these people in the middle of the city to get around? How many more cars are going to be on Lamar, and 1st street everyday trying to get into downtown? It's ridiculous! We need rail. How is it that Dallas has rail and we don't? It's embarrassing, we're supposed to be a progressive city, why is our transportation so outdated?
A most important strategy for reducing mobility problems at the outset is to support development patterns that bring residences and businesses closer together so that potentially fewer people need to commute each day in the first place. Educating Austinites on why our current zoning prohibits traditional neighborhoods and how that could change is very important.
I live off So Congress @ Stassney. I own a car but, PREFER to take the bus or bike. The D.O.T has fumbled with the widening of So Congress South of St. Elmo to Wm Cannon. I would like to see the city manage these construction projects BETTER. The speed limit is still too high on So Congress and in rush hour there are often road rage and accidents. I have stopped and moves ORANGE Caution Barrels Out of the Right of way due to HIGH Winds and drivers running into them. There needs to be more ON GOING Check ups while these roads are under construction. If SOUTH Austin could get the ATTENTION That Downtown and NORTH Austin are receiving, South Austin driving and mobility conditions would be an improvement. Thank you. C Grace 512 293 1852
The city needs more pedestrian friendly traffic signals and crossing intersections. Also on high volume roads with residential housing, signals should be installed that allow pedestrians to cross streets at reasonable distances and intervals. An example of a high volume road that could benefit from this is Riverside Blvd.

<p>continue to outreach to the public letting them know what you are doing to ease congestion, have weekly or biweekly segments on tv about it too, continue to ask for feedback from the public on it, when you have new constructed buildings have them fund some of the parts on the roads since they are creating more congestion on the roads with that building, suggest to have the state change some of their office hours to reduce having everyone downtown and on the roads at the same time, don't allow 18 wheelers in the fast lane on any of the hwys through Austin including on 130, put up more cameras that stay green longer to keep the traffic flowing where needed, keep lights from being installed by instead having connecting streets to get traffic to flow to only a certain number of areas that have lights, when major events happen around town - have police direct traffic flow out of that area to reduce bottlenecks as soon as possible, offer free parking downtown after hours and on weekends to allow commuters to linger longer keeping them off roadways during certain times of the day during heavy traffic times, have each person who makes decisions as to where traffic needs to be fixed at to have to ride during peak conditions on each road going north and south while on that road to see it personally before decisions are made to change, have the companies who build the roads have to answer to the public more on what they are doing to the roads and on their time, and ask this survey again to all users who replied to survey to see how improvements helped</p>
<p>Please stop ignoring the potential of the south east side of town.</p>
<p>Bicycle lanes and facilities are nearly non existant in District Two? Why is this the case? For example east of I 35 on Stasney there are absolutely no bike lanes however as soon as one crosses to the west of I 35 there is a wide buffered by Klei for example east of I 35 on Stasney there are absolutely no bike lanes however as soon as one crosses to the west of I 35 there is a wide buffered bike lane. Pleasant Valley is another perfect example this is a very high capacity road and there are zero bike lanes on it</p>
<p>Build more roads. Bicycling is a very small percent of transportation. As a tax payer I'm tired of waiting on the roads because the city is not expanding roads. Once the roads are all expanded then build a wider sidewalk where you can put a bicycle system in it. Just because you can but bikes on the road doesn't make it a good idea. both drivers and cyclist are to blame, but there are more drivers than cyclist.</p>
<p>If feel it would help with urban rail running to the airport, between schools &amp; colleges and it seems in the survey you tend to forget South Austin.</p>
<p>I would ride the 801 everyday, but there is not enough parking at the Radam lane center. When I called cap metro, they told me that I had to park along congress and walk to the bus station. I think that it is ludicrous that the city will use eminent domain for a convention center garage, but refuses to find a way to expand the transit station. The city keeps telling us to ride the bus, but does not give us a way to park in order to get on the bus! Help me give you my money!</p>
<p>Add high speed rail to connect each major city. Austin to San Antonio, Austin to Dallas/Ft worth, Austin to Houston. Add high speed rail to the airport and to travel north and south! Use the Benwhite rail lines. Use ALL existing rail lines for high speed rail.</p>
<p>It's already ridiculously bad. Too late for S 1st, Burnet Lamar. I35 from Ben White south need immediate attention.</p>
<p>The misappropriation of mobility funds by the city is criminal. By the time this traffic/sidewalk/congestion problem is solved I hope to see several city officials and their cooperate friends behind bars.</p>
<p>Question #9 is unanswerable. Projects are overfunded, but the funds go to politician's pockets, or some international construction contractor rather than toward the actual project itself. I am all for paying taxes to improve our transportation system. I am NOT okay with my taxes going to line the pockets of some crony executive who doesn't give two damns about traffic in Austin because they are busy spending their millions of dollars on expensive vacations or yachts in the Spanish Main</p>

Please DO NOT do anything crazy like build flyovers that cover Zilker Park. Thanks!
PLEASE NO MORE TOLL ROADS this is getting ridiculous. Fix the highways we already have add additional lanes instead of adding tolls.
I live in Del Valle and the main road being Ross Rd. Needs sidewalks in several areas that teenagers walk daily.
- Find a way for buses to carry more bikes (see the racks full all the time and am afraid to rely on a bike-bus commute because of it) - Provide bike lanes on other south corridors to get bikes off of south lamar, South First, South Congress - As a part-time bike commuter I'd happily give up the bike lanes on South Congress for a rail line! In a trade I'd take some bike lines on the side streets of Congress. Thank you for putting on the survey!
Frankly, I found this to be a very poor survey given the ridiculous traffic gridlock situation the Austin Metroplex finds itself today. I have lived here since 1979 and vividly remember the "if we don't build it, they won't come" mentality of our former City officials when it came to transportation planning. Now, we need ALL of what you are surveying. What a waste of time and resources. Professional planners are acutely aware of what needs to be done. Listen to them for a change and do it!!
Please if you are going to add express buses have more park and rides to them. For example the one on westgate was added but they did not make any arrangements for me to park there. Why do I have to walk in bad weather a mile down the road to get on a bus. Ben white is to far into town for South Austin tax paying citizens. By the time I'm there I might as go on. Stop focusing on communities outside of Austin help local mobility past Ben White and Oltorf. The only park in ride for Central South Austin is Ben White why? I don't live in oak hill area I live in central south Austin. Also why is east Austin without a park and ride?
Congestion is the number one oroblem facing Austin, it creates unsafe conditions and a terrible quality of life as commuting times grow longer and people avoid traveling to the city center. We need fast, comprehensive public transportation like the subway cities of Chicago, New York, Tokyo where you can travel across the city during rush hour in 30 minutes - making room instead for more cars is irresponsible and ludicrous
If there was a separate veloway, sidewalk:protected path from South Austin connecting to the lady bird lake trail, there would so many more people commuting via bike to work. If downtown charges more for employee parking garages it would dissuade driving alone. State employees don't get charged at all for parking in garages downtown, but they also don't get discounted bus passes.
We need to either look up, and do like Seattle does with raised public train system. I live in the south and have 2 options. 1. Drive Alone. or 2. Bus. It would take over 2 hours riding in a bus, or 30 mins driving alone. One way to get me off the road would be to install a raised Rain line from Slaughter and S. 1st all the way north to FM 2222. I know that sounds totally unrealistic. But just think about how amazing that would be for people. Electric non polluting trains. Gets cars off the roads.
As new development is built, the city needs to plan capacity for high capacity transit such as elevated light rail or monorail. This could even be tried for rapid bus transit. Currently these buses get stuck in traffic and it's going to get worse. We can't keep taking away car lanes and need to do more to go up. This will help people get around quickly. Also, the street layouts for new development need to be more grid-like and more connected. The lack of connectivity causes congestion and makes it hard to serve people with mass transit.

This concludes the results from the Mobility Talks Survey for District 2. For more information, please contact the Capital Planning Office at 512-974-7840 or [capitalplanning@austintexas.gov](mailto:capitalplanning@austintexas.gov).