



Mobility Talks Survey Results

District 3



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.

District 3 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 3. 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 Three, 493 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.

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.

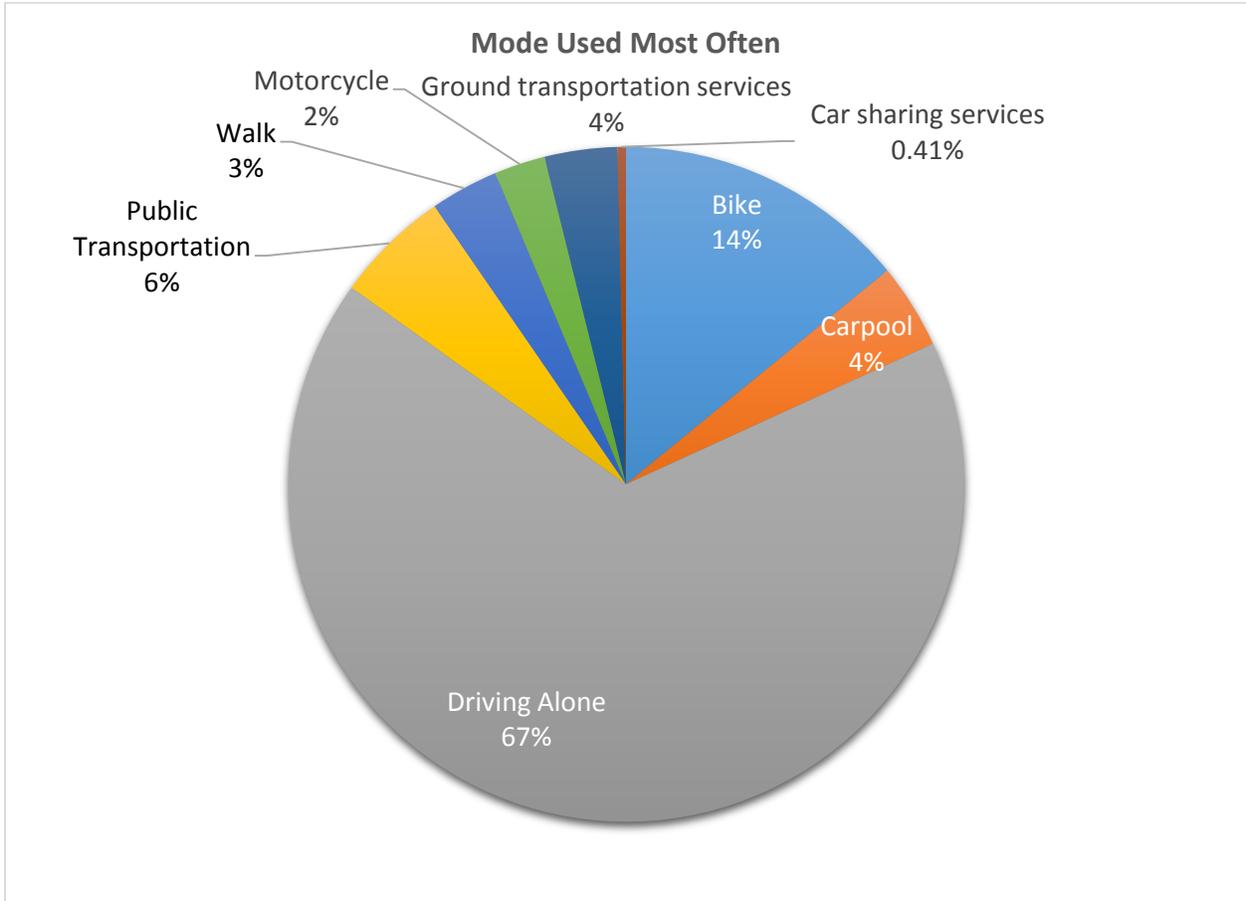
Improving the Quality of our Streets: Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

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.

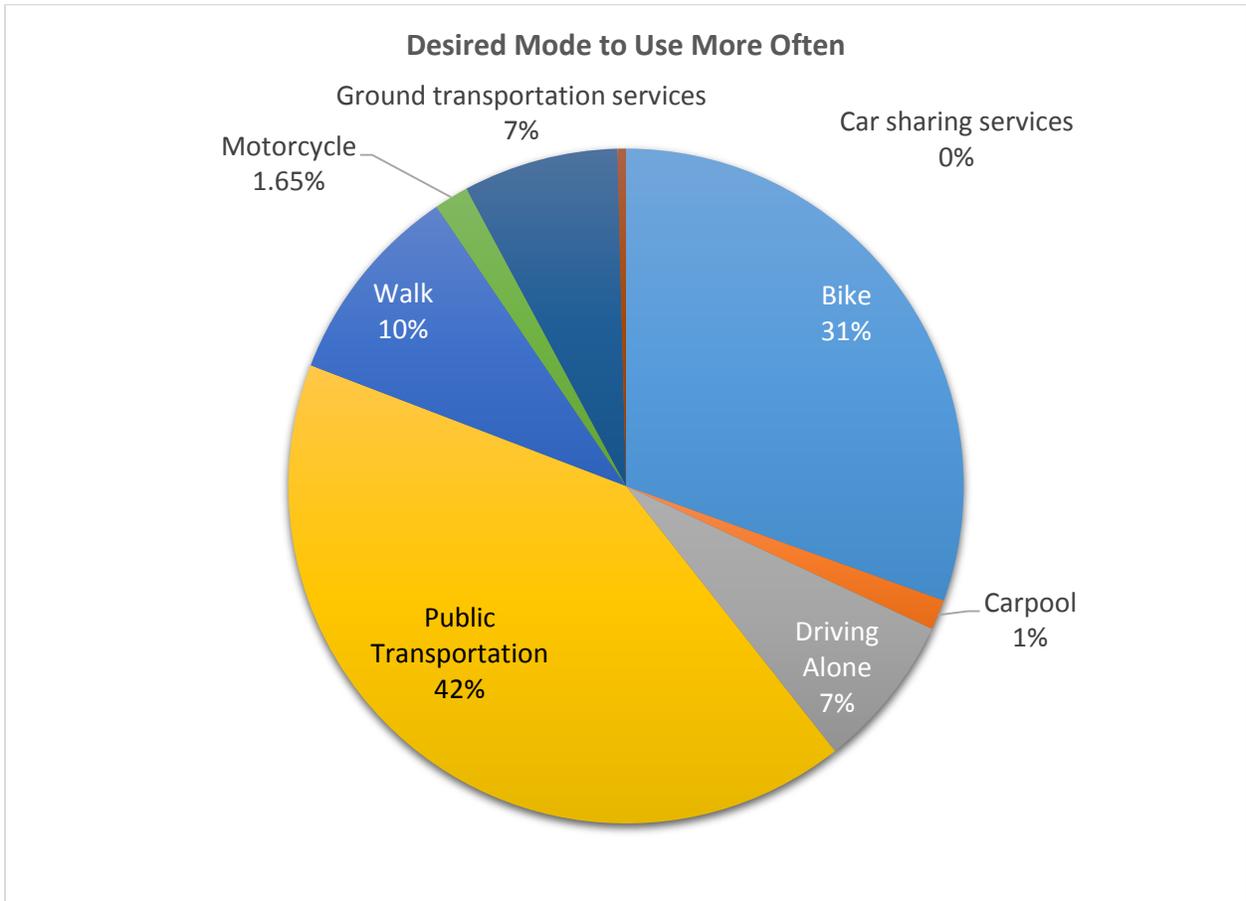
Demographic data of Mobility Talks Survey participants in District 3			
Demographic Category	Demographic Choices	District 3 Results	Overall Results
Race	Caucasian/White	74.2%	75.1%
	African American or Black	1.8%	2.1%
	American Indian	0.4%	0.5%
	Asian/Pacific Islander	4.3%	3.1%
	Other	6.3%	4.8%
	Prefer not to answer or skipped	13.0%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	13.4%	10.4%
	Prefer not to answer or skipped	14.0%	16.3%
Age	18-34 years	48.1%	29.7%
	35-44 years	22.9%	23.5%
	45-54 years	13.2%	17.6%
	55-64 years	7.7%	12.7%
	65+ years	3.4%	9.0%
	Prefer not to answer or skipped	4.7%	7.4%
Gender	Female	46.7%	45.2%
	Male	45.6%	44.5%
	Other	1.0%	0.6%
	Prefer not to answer or skipped	6.7%	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 3 Results:

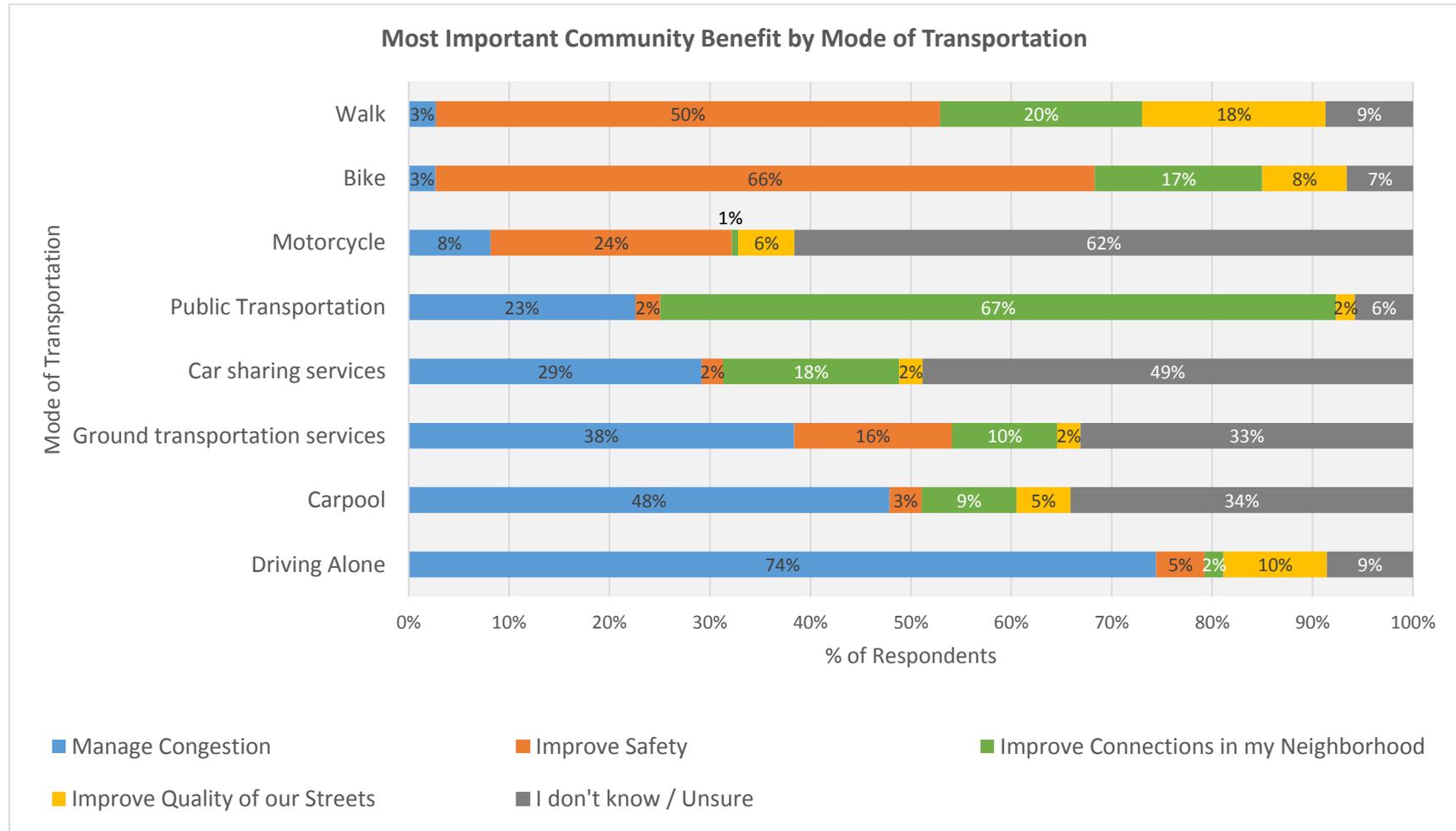


Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 3 Results:



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 3 Results:

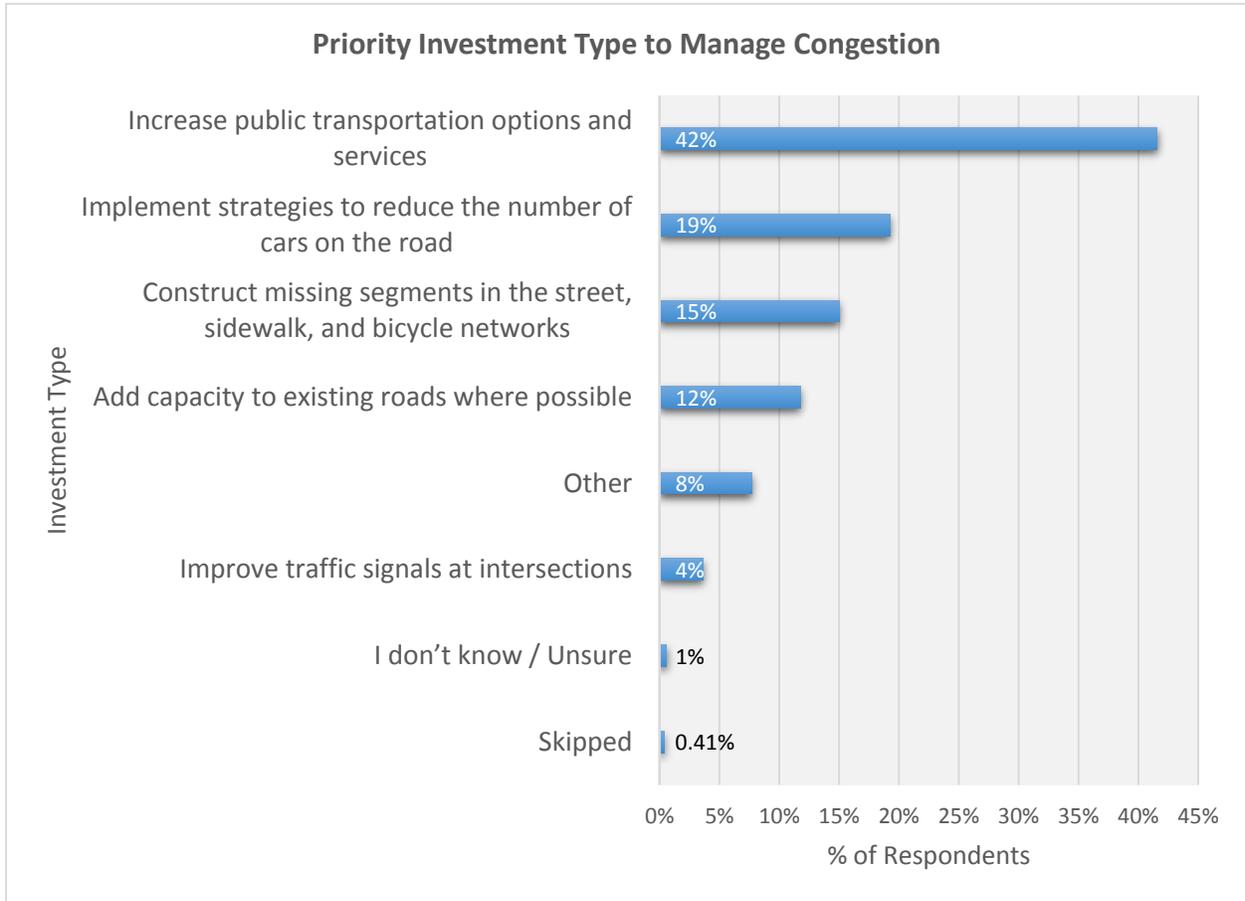


Priority Investment Types

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 3 Results:



Other:

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

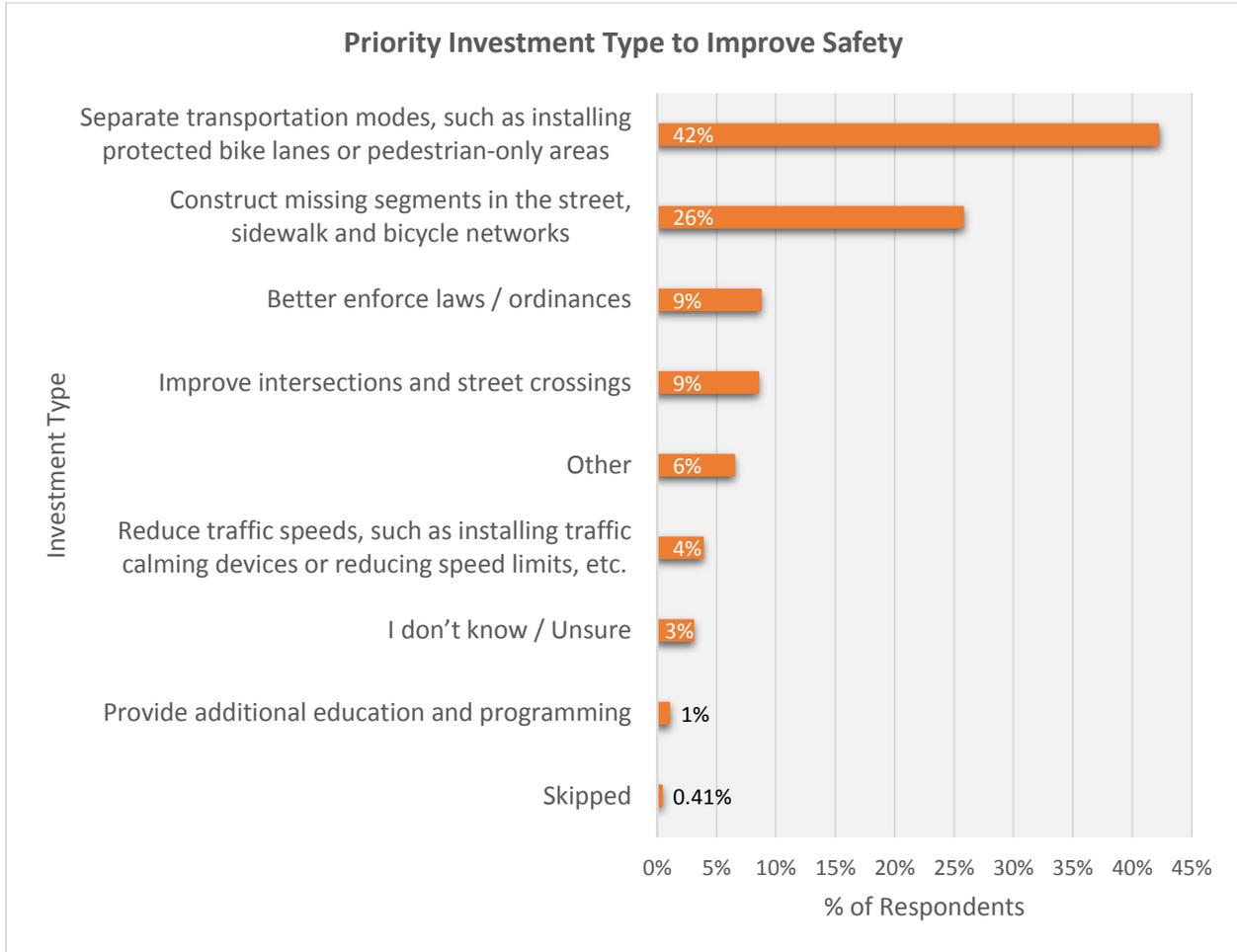
combination of smart lights, traffic timing & increased road capacity
reversible middle lane on S 1st during rush hours
Allow Lyft and Uber to conduct business
be ready for self driving cars and replace busses and trains with them
WE NEED UBER, NEED LYFT

Allowing ride sharing services (Uber & Lyft) to efficiently operate in Austin to reduce the number of cars on the road
Repeal regulations on Uber/Lyft.
Add a rail system similar to the DART in Dallas
Stop building toll roads and make additions that we will all use.
options 1-5 are all important
Add more connected and safer bike & pedestrian trails into downtown as car alternative
Keep TNCs in Austin! Create more on ramps to major highways, add HOV lanes and toll lanes!
Legalize motorcycle filtering
Enforce cell phone laws and box blocking laws.
create bike lanes with a physical barrier from vehicles, increase the number of routes available in order to use as a mode of transportation to work, i.e. go east and west across IH 35, not just exercise routes.
Increase public transport AND implement strategies to reduce number of cars on road (these go hand in hand)
A usage of overhead wired transportation would be the most cost effective use of tax dollars while helping to reduce pollution
the lack of sidewalks is uncivilized, this should not be difficult.
More transit priority lanes
Build Rail Lines going true North and South only not east and west. Use eminent domain on the rail line going north and south on MOPAC.
increase # of lanes on highways, have more entry/exit points on highways like southern California. MAKE SEMI-TRUCK TRAFFIC take toll roads (not I-35) OR alternate routes
Rail
Sidewalk, bicycle lane, and public transportation infrastructure development
Ending all new development is essential to congestion
rail
Reduce Zombie Drivers (lackadaisical driving that needlessly blocks/slow flow of traffic)
I support options like the Wire above ground gondola
Increase public transportation options AND increase current road capacity. None of this is an either/or. It's all AND!
all of the above
Turn 183 into a real highway and get rid of the lights.
Reduce cars on road, develop dedicated path public transportation, construct missing sidewalks/bike lanes or paths, and improve traffic signal timing
Fix traffic flow issues that add to congestion such as bus stops that block lanes and easy off/on hwy exits that encourage people to exit and re-enter the highway to bypass congestion. They just cause more congestion further down the road.
reduce cars, increase public transportation, add missing bike lanes
INCREASE RAIL
Accelerate approval of driverless cars.
synchronize traffic signals
Spend months busting "Block the Box" offenders at intersections near schools - IE Redd & Manchaca
the problem is too many people (cars) in the region

Improving Safety

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

District 3 Results:



Other:

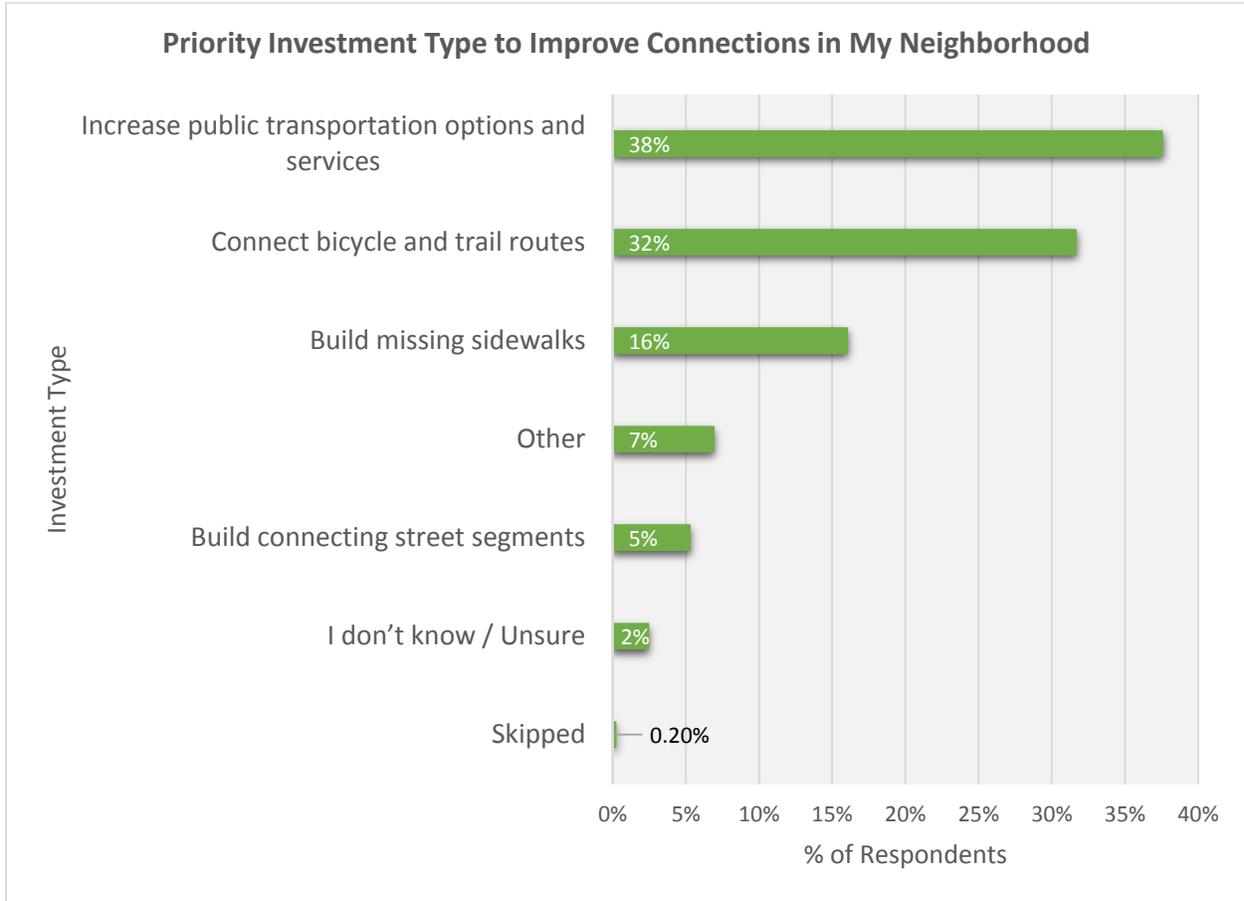
Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

encourage courtesy, respect and go with the flow (ie not too fast, not too slow)
Allow Lyft and Uber to conduct business
Uber and lyft = less drunk drivers on the road
Allowing ride sharing services (Uber & Lyft) to efficiently operate in Austin to reduce drunk driving, drowsy driving, multi-tasking while while driving to prevent traffic fatalities
I now have to walk alone at night because of regulations over Uber/Lyft. That's less safe. Please deregulate.
Bring Uber & Lyft back
Get people off of their phones and allow more cabs!!

Bring Uber and Lyft back
Driver-Pedestrian awareness
options 2-6 are all important
Lighting, improved stripeing at crosswalks, and signage
Allow lane splitting on motorcycles
Protected bike lanes & missing bike/sidewalk networks AND traffic calming (S 1st is NOT 50 MPH, esp south of Ben White!)
Prioritize pedestrians through design rather than penalizing with restrictions and regulations.
all the options listed have been attempted and don't work due to idiots talking or texting, even the police
complete sidewalks within 1/2-mile of transit in Central Austin
Eliminate bike lines completely. Cars rule in Austin so create more lanes for cars.
Automobile drivers in the downtown can be extremely aggressive and reducing this aggression would do wonders for the pedestrian/bicycle environment
Education, enforcement of existing laws, and bike/ped infrastructure are all important
Allow bikes to run lights
Forbid native Texans from driving
Enforce rule that inside lane is for faster driving
Loop concept of highways
Again, multiple answers should be allowed: reduce traffic speeds AND improve intersections and crossings. This is the micro level.
Keep drunk drivers off the roads by allowing Uber and Lift to flourish.
Traffic calming for cars/trucks and construction of contiguous wide pedestrian access/sidewalks and bike lanes/paths.
SIDEWALKS SIDEWALKS SIDEWALKS
educate the community on how to use new facilities and promote the use of alternative transportation/ look out for vulnerable users (this is of course in combination with providing high quality, connected facilities)
I live in East Austin, getting downtown means crossing through major homeless zones. Also, no sidewalk in Cesar Chavez on the west side of 35???
Teaching drivers how to merge on a highway! It's unreal how poor that skill is in this city
Better on ramps and exits. 500ft of exit till a redlight is not smart.
Make people moving from out of state re-take the drivers test!

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 3 Results:



Other:

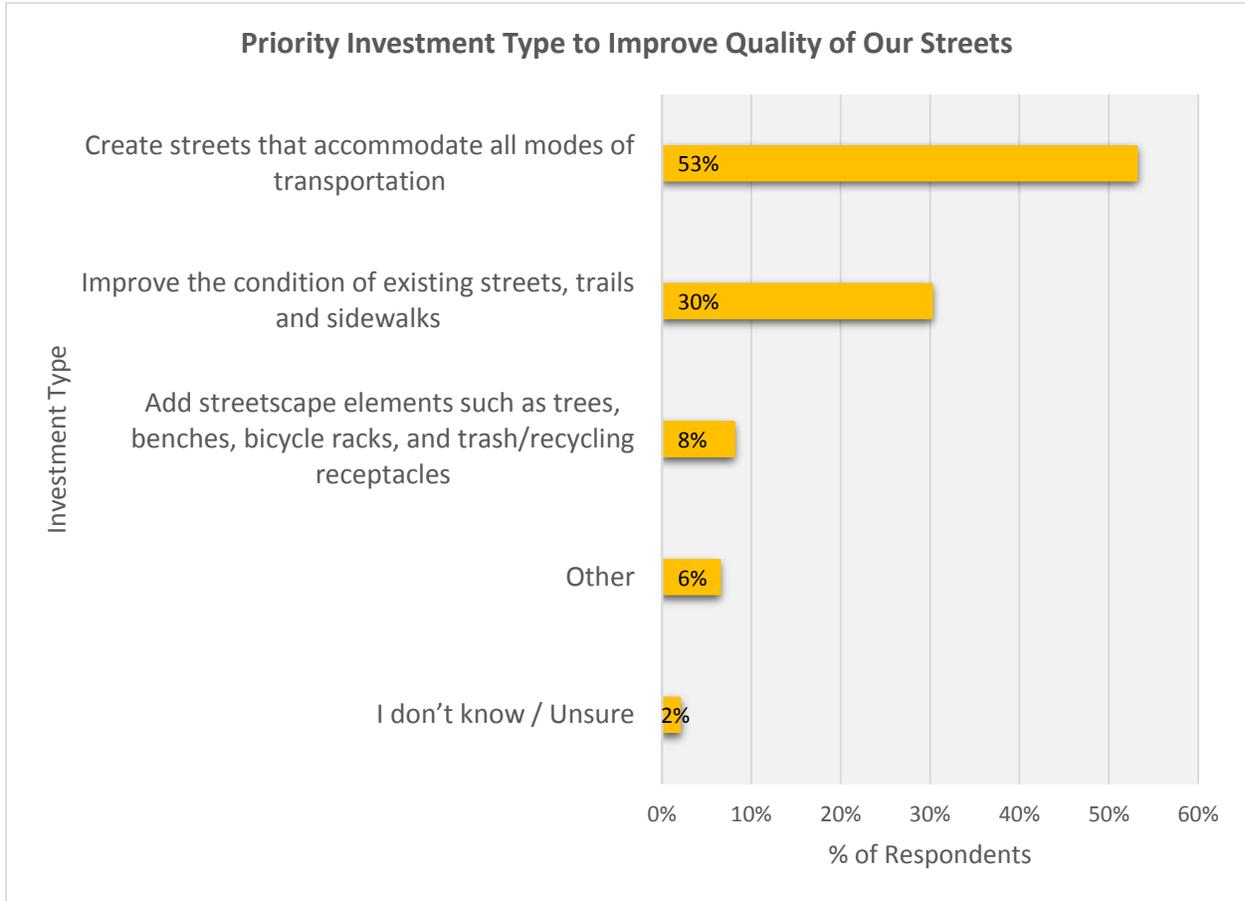
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Bring Uber and Lyft back
1) Build out the rail network, starting with an airport to downtown route 2) Give serious consideration to the Wire cablecar proposal
make Manchaca more pedestrian friendly: there needs to be a crosswalk between Stassney and Jones
Allow Lyft and Uber to conduct business
Support ridesharing with modern Ordnances
Leave the Bolm Rd. bridge inplace, DO NOT REMOVE IT!!
Allowing ride sharing services (Uber & Lyft) to efficiently operate to ensure healthy and wide availability of ride sharing services

During weather events, I like to use Uber/Lyft to get from my house on the east side to my job downtown. Please deregulate Uber/Lyft.
Losing Uber/Lyft makes it completely impossible for me to make it to Daycare to pick up my kid after work. I can no longer share that errand with my wife who has the car during the day.
add a rail stop in my neighborhood or somewhere easy to get to in south austin
I would take train to work, but have no way to get from train to work (NW Austin, I live south of downtown)
options 1-4 are all important
Please finish the Country Club Creek Trail to Mable Davis Park
an overhead wired transportation system would free up ground traffic
There is barely a sidewalk in my neighborhood, and many streets do not. Children live here. Again; uncivilized.
Again, it's very simply stop eliminate all bike lanes in Austin.
need better rail services, better highway options
Rail
Bicycling marking /lanes
Bicycle/trail routes and missing sidewalk infrastructure are needed
Add more crosswalks
Enforce rule that inside lane is for faster driving
Build bicycle and pedestrian trails/routes/sidewalks
Increase capacity of left turn lanes so that back up doesn't block the left lane flow. Create "cut outs" so the busses don't block the right lane. These are often both blocked at the same time.
BUSES RUNNING EVERY 10-15 MINUTES, ALWAYS
All of the above.
Improve scary intersections for cyclists and pedestrians that either have no sidewalk/ bikelane as well as sudden drop off of a facility
SPEED SIGNAGE
All of the above are desperately needed in Battle Bend!
Build missing sidewalks and narrow drive lanes for traffic calming
enforce the laws regarding speed limits
Bike lanes on Redd have become very thin in a new non-center stripe trend. Speeding thru-drivers (avoiding traffic on SoFirst) now barely miss my daughters shoulder when shes biking to school, honk because drivers don't know how to share the road safely
Expand rail service to the south
Repair bridge between Krieg Softball Fields and Roy G. Guerrero

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 3 Results:



Other:

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

Repair streetlight outages on a timely basis. One week is too long. All streets should have a sidewalk on at least one side.
More lanes and more streets
teach everyone to respect each other and take personal responsibility for their own safety & the safety of those around you
Increase capacity and flow on busy streets
Allow Lyft and Uber to conduct business
Allowing ride sharing services (Uber & Lyft) to efficiently operate to reduce congestion and increase the availability of street parking by reducing the need for people to own cars
Deregulate Uber/Lyft so we can have free choices.

I don't believe the bus system in austin will ever be efficient enough for anything but niche routes (to and from the airport, or metro rapid rides). Walking a mile from home to the nearest bus stop and waiting in a very bad area of Austin while the bus shows up extremely late as always is not safe. Uber and Lyft are simply better options than anything austin can do in the near future.
consider all reasons for traffic - not enough road capacity and not enough options on trains/public transportation
options 1-3 are all important
Accommodate public transit on streets
"maximum speed" signs instead of "speed limit"
remmebr ADA limitations, I can't ride a bike o ruse the bus or train because of a bad back, I can't ride in other people's carslike uber or taxis because my back hurts with the street bumps. I can only be driven by my family or drive myslef. I also need ADA aprking. The city shouldn't eliminate or reduce parking.
Keep bike lanes clear of debrit and dangerous potholes or breaks in pavement
Enforce ALL automotive laws for public safety. Currently, police do NOTHING
removal of city buses via an overhead wired transport system would ease ground traffic congestion
Complete the sidewalk network within Central Austin
Again, it's very simply stop eliminate all bike lanes in Austin.
More bike lanes
Whatever you do, don't REDUCE current roadway capacity like you did on 3rd Street.
Widen existing streets by eliminating bike lanes, large bus stop areas, etc. Austin is choking itself by reducing lane capacity with these installations!
Calming but recognizing pedestrian activity
Improve traffic flow. Get rid of lanes that become mandatory turn lanes with little notice. Get the busses out of the lanes when they stop. Take the incentive out of the exit/re-enter pathways next to the highways.
Provide trees for SHADE; not just a design element
SIDEWALKS! Pedestrians shouldn't have to compete with aggressive drivers in their neighborhood streets!!
improve condition of existing streets and sidewalks (skip the trails)
More capacity
increase roads capacity
Keep traditional traffic flow. Many of the new intersections and lanes confuse drivers and exasperate the congestion problems.
Make them bigger, to accomodate the amount of traffic
Increase street lighting; visibility is poor at night
it's not the streets - IT'S THE DRIVERS!

Geographic Scale

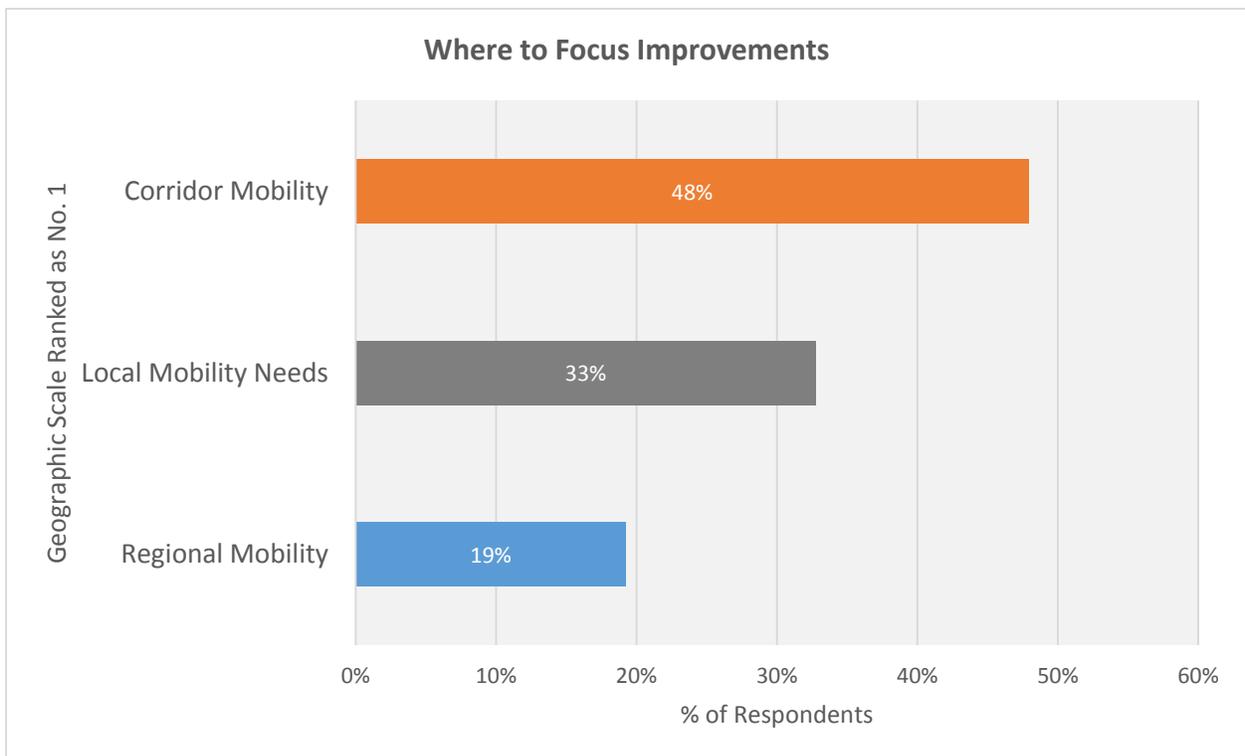
**Question 8: Given your answers, where do you feel the City of Austin should focus improvements?
Rank in order with 1 being the most important**

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.

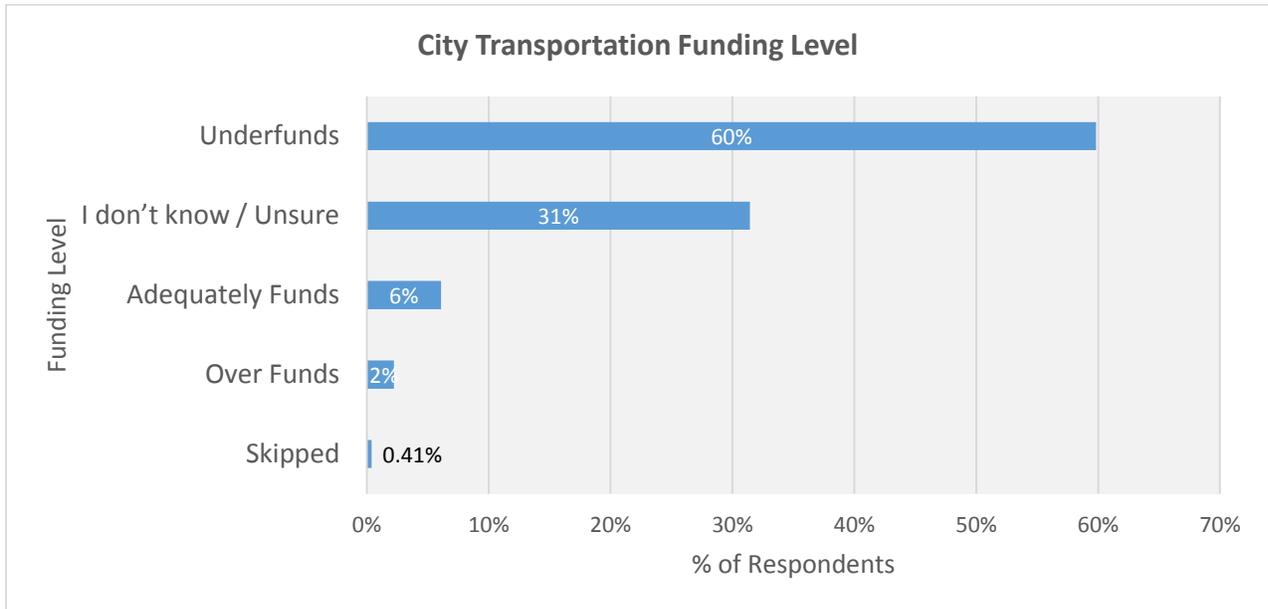
Local Mobility Needs: projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 3 Results:

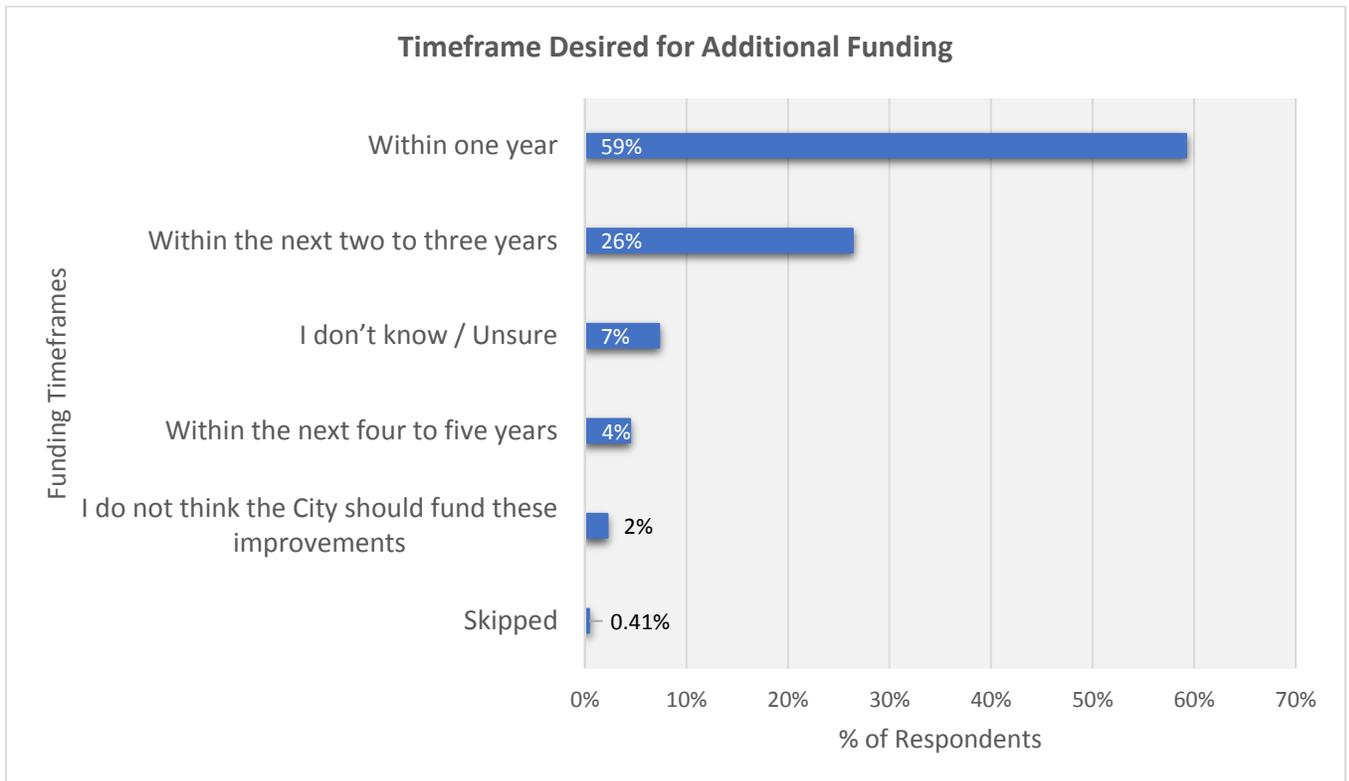


Funding

Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs? District 3 Results:



Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified? District 3 Results:



Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here. District 3 Results:

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

There are no brainer strategies that armed not used - redirecting lanes; lanes for more than one rider in the car; bus only lanes during rush hours on major streets like Lamar (not just downtown) & make them run more frequently - I would take the bus but it takes too long). I use the rail but its routes are pretty infrequent & you must make the payment methods more user friendly!!
Our public transportation is terrible. The busses are infrequent and inconvenient and the rail system hardly serves anyone. There are not enough taxis and they are expensive, overworked, and often rude; Uber and Lyft were successful because of this. Drunk driving is a huge problem in this city because of the crappy public transportation and taxi system.
Repurpose existing paved roadways. Shift priority away from single occupancy motorized vehicles and toward dedicated bus lanes, bicycles, safe sidewalks, reduced speed limits, dedicated carpool lanes. Commercial trucks and others who haul or deliver cargo for their business could be exempt. Avoid any additional investments in single car based transportation. Allow food on the bus for parents and caregivers traveling with minors. Even if you spend no additional monies, change up the percentages of what you currently spend toward cars vs. toward anything other than cars.
1. Public transit is a joke. Bus routes require too many connections and too much time. Also, busses are dirty. 2. Uber and Lyft were the most beneficial transport service in town. 3. More bike lanes please. 4. Bring back the 'dillo
Leave Uber and Lyft alone, everything was working fine, if you are concerned about your safety, don't call them. I know for a fact that people were not drinking and driving as much
We need 24 hour bus service.

Solutions to mobility in Austin, in order of priority

1. Increase road capacity
 - a. More lanes where needed. In order of priority
 - i. IH 35 from Buda to Georgetown
 - ii. Hwy 360 from Lamar to North Loop 1 (N Mopac)
 - iii. Hwy 183 from IH 35 to HWY 71
 - iv. Hwy 620 from N183 to 71
 - v. HWY 71 from MOPAC to HWY 620
 - vi. FM 2222 from IH 35 to HWY 620
2. Increase mobility -Address issues with roads which should be migrated to “reduced access” in order of priority (Reduced access means no stop signs, stop lights, or cross roads, access provided by ramps, cloverleaf’s, etc)
 - a. Hwy 360 from Lamar to North Loop 1 (N Mopac)
 - b. Hwy 183 from IH 35 to HWY 71
 - c. Hwy 620 from N183 to 71
 - d. HWY 71 from MOPAC to HWY 620
 - e. FM 2222 from Loop 1 to HWY 620
3. Phase out all toll roads in order of Priority (none of the current toll roads have improved mobility in Austin)
 - a. I 130, N 183, MOPAC
4. Develop monorail system
 - a. Mono rail system should not impede any current or future traffic lanes
 - i. This goal should be a no brainer
 - b. Results of any plan should expect ridership within 5 years of completion to be a min of 5% of population (current statistics show ridership in the top 20 cities for “high transit ridership” being 15% to 55% of the population)
 - i. Anything below this goal would not be cost effective
 - c. Goal should target the following populace
 - i. Current commuters who are not using any current public transportation whose primary routes include IH35, Loop 1, HWY 183, Loop 360 and HW 71 who would be willing to switch to public transportation
 1. Goal to reduce commuter traffic
 2. Locations as required based on analysis
 - ii. Current public transportation riders whose switch to monorail would reduce bus traffic on inner city streets and HWYs
 1. Goal to reduce bus traffic in inner city inside boundaries of 183, 71, and MOPAC
 2. Locations as required based on analysis
 - iii. Visitors who travel from airport to local hotels and events plus from local hotels to event locations
 1. Goal to make city more visitor friendly and improve mobility during special events (you should spend less time traveling to an event than you do in the event)
 2. Locations would include but not excluded to Zilker Park, Auditorium shores, University (arena stadium complex), state capital complex, Long Center, Convention Center, and airport.
 - d. Capacity of rail should be fluid based on expected usage during peak times and events
 - e. Development should be scaled in over time
 - f. Last car should allow for bike transport
 5. Increase development of pedestrian and bicycle routes
 - a. Routes should not impede on any current or future planned lanes of traffic
 - b. Distance between pedestrians and cyclists to insure safety of both without impeding movement in order of priority; Motorized vehicles, cyclists, and pedestrians.

Bring back Uber and Lyft!

The services for the elderly & disabled (I am not in that category but have friends who are) often seem to be designed to speed up the deterioration of those folks rather than serve them and improve their quality of life and lengthen it. Perhaps the employees in these services need to be retrained to treat these folks as if it was their own parents, grandparents or themselves 50 years from now. Treat others as you would like to be treated.

I like walking and using public transportation (not due to financial reasons)! But I hate sharing my ride with rude, smelly and loud people, I strongly suggest bus drivers should ask passengers to have some manners. Also - where are the sidewalks? Why do I have to walk on the busy streets? It's especially dangerous on the bridges!

I'd like to reiterate: a rail network that has popular routes (airport to downtown; UT to downtown) is an absolute necessity. These two routes should have been the starting point for rail. There should also be a massive rail Park-N-Ride serving Round Rock.

I think the Metro Rail system needs to be expanded. If it was available between my work and office areas I would use it every day.

The lights at intersections are way too long. Nobody--whether on wheels or on foot--should have to wait more than 60 seconds at the most to get through a light. Along the same lines, there should be flashing yellow left arrows at more intersections. it's a complete waste of time to sit at a red left arrow when there's no oncoming traffic. Why is the Capitol area the only place with that feature?
Deregulate the cabs and pedicabs and reverse the regulations on ridesharing. Privatize Cap Metro.
We need to budget things more widely, improving roads and limiting construction/closed lanes downtown. There is way too much happening at once and it cripples traffic. The problem with the highways and sprawl is mostly north/south. I don't think building wider roads is necessarily helping either. Austin has poorly planned traffic flow and it not only causes congestion but many traffic accidents as well.
Allow Lyft and Uber to conduct business
Complete sidewalks and safe bike routes! The state of our sidewalks are embarrassing. I can't even walk my child to school 2 blocks away without having to walk in the street. The crosswalk from the school literally dead ends at a lawn with no sidewalk connection, and there's no stop sign at the intersection. I can't (won't) bone with my cold because we don't have safe routes and drivers don't part attention to cyclists or pedestrians because our street design and infrastructure surrendering tell them that streets are for cars, not people. CapMetro is a joke. The lack of service/routes, long head ways, and lack of connections (eg between e/with and n/s routes) make it totally impractical to take transit if you have ANY other options available to you. I was an exclusive transit rider / biker from age 18-32, but moving to Austin forced me to abandon both.
We cannot afford to delay taking serious action to solve Austin's traffic problems. If we do delay serious action on our transportation problems, then businesses and workers will not come to Austin or will leave the city.
Adding more road capacity for cars will not improve traffic congestion, only make it worse. We need to make current alternatives more attractive. For transit, more dedicated bus lanes outside of downtown and increased frequency (15 minutes or less for all routes during rush hour, 10 minutes or less for most popular routes). More protected bike lanes on heavy traffic streets and connecting neighborhoods to local destinations like shopping, eating, and parks. For pedestrians, more sidewalks, wider sidewalks with trees, and traffic calming.
Lightrail, better bus routes, bike lanes. Fewer cars
Start acting like the 11 th largest city in the country and bring back Uber and Lyft. Get light rail expansion going ASAP. Quit sitting around thinking and start doing.
More ridesharing options - I do not have a car so that is my main on demand form of transport aside from the bus.
The city needs to come up with better transportation options. I use to order a uber and it be there less than 5 mins later. Just today I used the service the council recommended and it took a little over 30 mins and 3 \$5 cancelation fees later I got a driver that was 25 mins away, 2 mins after that ride was canceled. I ended up having to walk 1 hour to work and was late.
Losing uber and Lyft without having other equally convenient options in place is a huge loss for this city. It's especially disappointing to see in a progressive and rapidly growing city like Austin. Being that Austin also contains a university and several tech start-ups with young employees I fear the lack of public transportation options and removal of uber and Lyft will lead to a rapid increase in drunk driving incidents.

<p>I used to love Austin. It was friendly, beautiful and weird. The (high speed) cut-thru traffic in our south central neighborhood is destroying our quality of life. In residential areas, we might look to the UK's "20 is plenty" campaign for inspiration. Existing bike routes should be 18mph...it levels the playing field for all modes. Better is separating bikes and pedestrians using our extensive watershed network of creeks and tributaries. Consequences for hit and run should be severe. Incentivize alternate modes of transportation. Fund Safe routes to school and implement standards city-wide. Encourage AISD to do away with their liberal transfer policy while heavily promoting a "local builds community" pr campaign.</p>
<p>Road improvements take so long and more money is needed to get our roads fixed so they are safer to drive on. Allowing TNC's to pay a fee for the road will help assets in these cost to fix our roads. We need optional fingerprints to give people the choice then you can bill these companies for use of road to help fund these improvements needed.</p>
<p>Austin drivers have become much more dangerous/reckless over the years, yet I hardly ever see anyone pulled over where it matters. I would love to see more enforcement in neighborhoods for aggressive driving, speeding, etc, in areas where people are biking, walking, and playing. Thank you.</p>
<p>The designs for any improvements in Austin have always been classically nearsighted. Improvements have been outgrown before the development projects are even complete. Additionally, Regional improvements should not diminish or endanger the local communities. If a compromise has to be made, it should be made in favor of the safety of the local community. For example, the removal of Bolm road in the designs for the 183 improvements compromises a neighborhood who's sole entrance is dependent on the road scheduled for removal. Not only does it remove the turn around for community members returning from North Austin, but the new plan also forces droves of traffic on to the community's doorstep. Make improvments, yes. But, the cost cannot only be measured in dollars when the product is too little too late and creates unsafe solutions for local communities.</p>
<p>Though I want more money to be spent on public transportation and other modes of travel besides cars... I think you can't argue with the fact that the highways (especially 35) have gotten to a start of being used far beyond their capacity. It would be naive and unfair to the greatest population if commuter traffic wasn't addressed first. Not everyone can live close to work or travel against traffic, so this 100% should be Austin's first and biggest priority and the funds needs to reflect that.</p>
<p>Affordable rideshare options are a must have and extending bus service (more routes running later, like the #7) especially during events like acl/halloween/new years eve.</p>
<p>Fix the traffic!!! Crack down on uninsured motorists!</p>
<p>This was infuriating. The Priority Categories segment of this "survey" lacks the multiple-choice option of Not At All. This seems more like outreach to foster broad public alignment with the City's own priorities than an honest assessment tool for the public's priorities.</p>
<p>WE NEED UBER, WE NEED LYFT</p>
<p>Austin, like so many larger cities in the US is growing exponentially and we have an opportunity to make Austin both a beautiful AND easily accessible modern city to lead Texas into the future.</p>
<p>Weekday commute to work needs are different from weekend needs Weekday: 20-30 min commute over 12 miles from downtown to domain. Will almost certainly always drive as public transit is way to slow and inconvenient Weekend: living near downtown I want safe, convenient ways to get around. Car2go, uber/lyft, and walking are only 3 viable options I see without building tons of unnecessary parking lots and expecting people to drive responsibly Taxis are OK getting around while downtown during non peak hours since they are already on the streets. They are terrible at picking up at a specific location/time and have horrendous availability during peak times. They often refuse or heavily complain when you try and use a credit card and sometimes refuse service based on destination.</p>

Emphasis should be on building a protected bike lane network and sidewalks to every transit stop , school and park.
Make Montopolis more bicycle friendly (designated bike lanes along Cesar Chavez and Riverside).
Please bring back Uber and Lyft!
Pedestrians and byclists are bad at observing laws and good sense and should be warned and ticketed more when they commit infractions.
Need better rail options and highway expansions asap, without more tolls.
Fix the war zone known as Havana street, it's been a disaster since I moved in 5 years ago. does someone need to break their neck walking down the road to get it fixed?
The city should not fund any additional improvements to its existing infrastructure until the ride sharing situation is appropriately addressed and Uber & Lyft are operating in Austin. Ridesharing is a great solution for transportation in Austin. The city can make up for any perceived funding gap and loss of tax revenues from deregulation by redirecting funds that would be used for some of the less beneficial projects this survey may be targeting. Also, the city will see it's property tax revenue continue increase if it reduces regulation on TNCs. Basically, get out of the way and allow ridesharing services to operate.
Austin's Public Transportation options are inadequate for the population's needs. We need more public transportation options, including infrastructure expansion and operational upgrades (24hr trains and buses) to make this a more affordable and attractive option than our current reliance on cars.
I am a fan of good dense public transport. The 3 biggest problems with public transport in Austin are that 1. it doesn't cover enough of the major corridors (both N/S and E/W) and 2. it doesn't run frequently enough and 3. it gets stuck in the same rush hour traffic as all the dang cars! Its sad that the light rail initiative failed twice but that was because of that wingnut Daugherty who lives on some gun infested ranch on the outskirts of town. The majority of the public wants a good rail network as you can tell from the increased ridership on the commuter rail. I really think the City should brainstorm ways of building out the rail network, perhaps one station at a time. The first improvement that could be made is to run the freakin train out till 2am on Friday and Saturday - I know many people who would LOVE to ride the train but don't want to be stuck trying to catch the midnight train back. Now that Liyft and Uber have abandoned Austin its even more important to have that option. By increasing ridership, the case for building another station will almost make itself. PS. Even LA has just extended its metro rail line out to Santa Monica for probably the first time in 60 years!
I'm not sure why the council brought up the safety issue for Uber/Lyft in the first place. I am a woman who walks most of the time and I have taken Uber over 200 times when it's dark for my own safety. I have never had an issue. I've been threatened in cabs before and I don't feel safe in them. I don't understand why we're prioritizing this as an issue when we have so many more pressing problems in this city. We had planned to reduce our cars to 1 car household, but now my husband needs to drive and park at the airport for frequent business trips, and I don't have Uber to rely on as a backup for not walking in inclement weather or after dark, so we need to have 2 cars even though we live 2 blocks from downtown. It's affecting the quality of lives for many of the people who have joined my company from other cities like NYC and Seattle, where they didn't have cars, and they never purchased one moving to Austin because they didn't need one. Not to mention the fact that unfortunately people do drink and drive (note I am definitely not one of them!), but if you are one of those people who have irresponsible tendencies, but didn't drive your car to the bar, it's impossible to get in your car when you're too drunk to make responsible decisions if you took an Uber in the first place.

<p>Not working with ridesharing options like Uber and Lyft severely restricts mobility in the city of Austin where we have almost no viable public transportation. It is nationally embarrassing that we couldn't better work with them to come to a reasonable compromise. If you are going to enact legislation that prevents them from operating, you need to have better options. It is fine if you don't ever reach a compromise with them but only if you fix our transportation problem otherwise. We should have a lot more light rail, taxis here are terrible and the bus takes forever to get from one place to another.</p>
<p>It is super unfortunate for our city that the voter turnout was so low for Prop 1. Uber and Lyft were the strongest and most flexible options we had to navigating our city. Austin is growing fast but we still have plenty of very unsafe bus stops on the east side especially, and being able to take an Uber/Lyft with the click of a button is a MUCH safer option. Watching fights break out at the 7th St and Pleasant Valley bus stop the last few days while I wait for a bus that may or may not even show up is a major problem. It's a problem that austin needs to work on, but can't do in a short time frame. It's obvious that those voting against Prop 1 have not really used Uber or Lyft before, and that they either don't take advantage of the many wonderful events Austin offers or they drive, struggle to find parking, and most likely get back on our roads that night as a drunk driver. Cabs are not a reasonable substitute. Even if I win the lottery and find one at closing time, they often turn you down if you only need a short trip. Buses are not a reasonable substitute. They don't run often enough, are frequently late or no shows, and are much more dangerous. While we need to improve Austin's public transportation, no amount of budget will make up for the loss the ride-sharing services. Wherever you live, please come downtown, have a drink or two, then try to find your way home without driving under the influence. Don't let the yellow cab app get your hopes up, and enjoy the buggy, slow, and expensive lottery that is GetMe. But above all, good luck, you're going to need it.</p>
<p>I know this is controversial, but something needs to be done about ridesharing services. I can't afford other options, I fear for the deaths that might come from drunk driving, and the bus system is not frequent or reliable enough to use for anything other than commuting to work. My love for Austin will be deeply affected by how easily I can get around in it.</p>
<p>The city makes clear which modes of transportation and neighborhoods are priorities with the way they spend transportation money. The bike/ped bridge connecting Roy G Guerrero and Krieg fields (one of only 2 safe ways into Montopolis by bike) has been a pile of rubble for years. The neighborhood knows that the city is waiting for it to become more gentrified before it spends any money making safe mobility a priority for them.</p>
<p>For local corridors, I only want to see funding that includes mass transit improvements like dedicated right of way.</p>
<p>not having LYFT and Uber as options is now a significant problem as to mobility in the city, both with residents and visitors. We are left without valid working options. I would love to take the train to work, but it only addresses taking people from NW austin to downtown. I live near downtown, and work NW (as do others, etc). Focus should be made to see why people aren't using the train more, and address/fix those issues. More road capacity is needed.</p>
<p>Rail is key- getting rail from the airport, down Riverside, and then turning it north through the city would be HUGE!!</p>
<p>Stop removing traffic lanes for added bicycle lanes, stop having metro busses block lanes of traffic with their stops, and find better ways of patching road damage to allow for smooth driving.</p>

<p>Bring back ride sharing with Uber and Lyft. Give people a safe, timely, and economical option to go out and get home while out enjoying our wonderful city. I'm sure all the people who visit our city for ACL, SXSW, F1, etc. would find our town a much more enjoyable city if they can get around in a safe, timely, and economical way. Taxis' take too long (and who's picking you up, I don't know), not everyone has the time to wait for our mass-transportation system (i.e. buses, metro-rail), and I'm sure we want to keep down the amount of drunk drivers on our roads (unless you think it's too profitable for the city?) It cuts down the amount of cars on the road and gives people a safe option (for everyone) to get home in a safe, timely, and economical fashion. Also, stop spending millions of dollars on bridges to a green belt (because that will cut down on rush hour traffic) and expanding our roads with tollways. I'm super happy for the rich Austinites who can afford to pay the toll fees just to get bottle-necked 2 miles down the road. That is all...for now.</p>
<p>Get a rail system up and running to the airport along Riverside.</p>
<p>Austin's population is growing at such a high rate that there should be no reason why we cannot get funding to improve our infrastructure. With more people comes more cars, so we have to figure out how to increase options for travel in order to reduce congestion. If we want to be a safe city where elderly, frail or disabled people can get around easily, we have to improve our sidewalks, streets, and increase options for travel.</p>
<p>https://www.ted.com/talks/jeff_speck_the_walkable_city</p>
<p>Please stop removing car lanes to make bike lanes. This "solution" makes traffic much, much worse.</p>
<p>Please work it out with Uber and Lyft. As a non-car owner in a city that doesn't have good public transportation options, I depend on Uber and Lyft whenever I have a flat tire (I commute by bike). Those that don't feel safe with tnc's (it's not proven to be less safe at all), don't have to take tnc's. Please, do what's best for Austin, no matter how you may feel about Uber/Lyft. And as someone in the tech/startup industry, I know Austin's reputation took a black eye in all of this, and other startups will be affected by this. Whether's that's fair or not, perception can be reality when it comes to funding.</p>
<p>Establish a drive-friendly campaign. Remind us all to drive with the Austin vibe in mind--laid back and friendly. Honor speed limits. Take a light touch to your horn (a friendly "toot"). Text later. Consider our children and animals. Bring back the yellow "drive friendly" signs. They're a great reminder. Building and widening roads takes time and costs money. It also threatens green space. Driving friendly is free and immediate. Thanks for asking!</p>
<p>Rail to Riverside/Airport! Capital Metro should be city owned to end this privatization nonsense.</p>
<p>Bike infrastructure and complete streets address connections, safety, and congestion. It's not necessarily about forcing people out of their cars but giving them enough and superior alternatives that allow them to make choices. Lack of urban grocery stores in the southern/central 78704 neighborhoods make it difficult to go car-free as it's out of walking range and transit is cumbersome to take. Stop spending COA residents money on suburban traffic. Make them pay into CapMetro, implement congestion fees, charge more for downtown parking to fund improvements needed to help them. Connect downtown with the airport. Give Austin visitors a chance to go car free if their business and hotel are downtown area.</p>
<p>Stop reacting and start being proactive. If an employee was not a self starter then you would fire them. How do you think we feel about your work standards! Stop repairing the rich areas first, we all pay taxes not just the rich!</p>

<p>Mobility projects can take a long time to plan and implement, we need to start ASAP! In the mean time, I think we could do some quick fixes that don't require new infrastructure such as reconfiguring lanes (striping) to have dedicated bus lanes, updating bus routes, put down temporary barriers to create protected bike lanes. Let's get going on some little things now to build momentum for the big stuff!</p>
<p>The city of Austin should consider installing a sky rail or comprehensive above ground rail system. It would cost a lot up front, but dramatically improve traffic flow and reduce dependency on cars and the negative effects that follow.</p>
<p>Please take measures to implement in the following decade a light rail that supports transit in and around Austin. Austin is READY for light rail, no matter the cost.</p>
<p>Think big and lead; macro regional and corridor transportation solutions and options are a long-term investment that require a big first step and which cannot be solved all at once. Specifically for light rail / mass transit connectivity to the airport and along corridors to population nodes; it is impossible to solve it on one step, but continuing to kick the can down the road as has been the custom for several decades does nothing to proactively and creatively solve what looks to be the biggest problem in the region.</p>
<p>Build mini "Get Ready for Work Stations" around the city where people can shower if they biked or walked to work. So many employers don't have showers at their offices, deterring people from using alt transportation options.</p>
<p>Austin has made a lot of progress in adding bike lanes around the city, and I would like to see new routes and the existing routes connected in the near future. I think an educational initiative is equally as important. There needs to be a campaign to educate drivers about cyclists. Many drivers don't understand how their actions put cyclists in danger.</p>
<p>I think a lot of city staff are too idealistic when it comes to planning for new or re-development of existing MF housing - including ADUs. They think that the "new urbanist" mindset means they don't need to require adequate parking thinking all these new residents will walk, bike or car-to-go and they don't - they all eventually get a car or two. STR guests in ADUs bring rental cars. Condo dwellers are not going to sell their vehicles when they move downtown or nearby neighborhoods. Poor people and low income renters who are being priced out of the inner city and are moving to Buda, Kyle, Manor and Bastrop are not quitting the jobs they have in Austin, they are driving their raggedy cars and trucks into Austin for work and play. TODs that are on the Red Line are not reducing the need for cars in workforce housing because there are no FREE connections to major employment centers via shuttles with MLK Station being the exception. The Red Line timing is not serving the workers who start work before 9 am or after 7pm. Bring back the FREE Downtown Dillo and connect them to the TOD and Park and Ride transit stops and UT and that would reduce congestion and get more people used to using public transit over time. Plus the Dillo Buses added character to our city's image and were a great way for racial and economic personal interactions that helped people of different backgrounds to not fear each other so much. I used to ride the Dillos all the time when going downtown, to the courthouse, library, and Capitol Complex. And weather permitting, I'd walk the 8 blocks from the eastside to catch the Dillo. Now, I rarely go downtown.</p>
<p>The city of Austin desperately needs a comprehensive rail system. Buses cannot meet the transportation needs of citizens nor solve the congestion problems of the city.</p>
<p>I know it is an Austin pastime to complain about the traffic, but this crisis is just getting worse every day. We need better public transportation! We need a MetroRail that benefits more than just suburbanites who work downtown! If Austin wants to maintain its reputation as a world-class city, it needs world-class public transportation. It might be pricey and a pain to implement, but we need to look at the long run, and the current situation is NOT sustainable.</p>

<p>Question 10 is horribly worded....Austin (in with txdot partnerships) grossly overfunds transportation programs that are car-centric, and grossly under-funds programs that focus on bike/pedestrian, trails and active transportation. The wording "mobility and transportation programs" is an awful catch-all term.</p>
<p>Fund trails instead of bike lanes on major arterial roads. Most bike riders in Austin will not ride bikes on roads with 35 MPH speed limits.</p>
<p>Without ANY EXPENSE to taxpayers, ALL employees of city, county, state and federal agencies should be REQUIRED to take public transportation and eliminate their access to FREE PARKING. These would be the only changes necessary to reduce congestion and parking. The employees have ready access to agency vehicles for government business. "NO Free Parking" would immediately improve congestion. Austin is not nearly as environmentally friendly as some cities that implement plans to ditch the cars without adding costly infrastructure. This suggestion is easily implemented and the least expensive method to reduce or eliminate congestion. Like many others, I follow the money.</p>
<p>I am concerned about the possibility of AISD lengthening the school day by 15 minutes. This would cause high schools to release at 4:35. This will cause huge problems with traffic and put more teen drivers on the road during peak times.</p>
<p>Austin is in desperate need of a metro system, especially when SXSW comes around. I'm from Portland, and the thing I miss most since moving here is the public transportation. Busses are constantly late/no show, they don't run late enough to get home safe from the bars, and the routes are few and far between. It shouldn't take me an hour by bus to get somewhere 15 minutes by car, it's absolutely ridiculous! And don't get me started on your disappearing sidewalks...</p>
<p>Part of safety is reduce cars on the road, and enforce laws and ordinances. Many drivers still text and drive, aggressive driving during congestion, driving on bike lanes. Bike lanes needs to be made for safer and streets should be made safer for pedestrians to walk. Capital Metro gets an F. There is no reliable rapid east west routes, and they insist on putting stops are congested roadways i.e. the 803 stop on Cesar Chavez across from the new Central Library where the Metro(*cough*NOT)Rapid 803 crawls for 10 to 15 minutes to reach that stop during rush hour. Fares on Capital Metro Rail is ridiculously high for those of us in the city limits. Wanting to ride from Convention Center to Plaza Crestview station costs so much more than if I were to drive, and costs more than BART in the Bay Area for going the same amount of area with less frequent and unreliable service.</p>
<p>Please keep bicycles off Riverside where possible, or separate them from traffic with some sort of barrier.</p>
<p>I think we need to make alternative forms of transportation as easy, convenient, safe, and efficient as possible so people don't want to choose to drive everywhere all the time. It's the only way we are going to fix all this congestion. Everyone knows it's faster to drive everywhere (plus time to park), but those of us who want healthier, more sustainable and cheaper options to get around our city need the proper infrastructure (continuous sidewalks, protected bike lanes, reliable transit) to do so. We might even be able to convert some car owners in wanting to live a car-free life! Alternative transportation goes hand-in-hand with affordability. Rents aren't going to go down any time soon, so we should try to make getting around Austin as affordable (in time and money) as possible.</p>

<p>The City overfunds urban trails and bike related projects, and needs to fund new sidewalks and repair sidewalks instead. Only 2% of the population use urban trails but most would walk if sidewalks were available. Build bike lanes instead of urban trails. These \$3 million a mile urban trails are mostly used for recreation of the few, so that the few bikers can get a recreational ride. Children need parks, playgrounds and pools to play, not just trails to walk on. It's true that many people are walking on the South Walnut Creek trail but only on a small portion of it, so there was no need to build the entire trail. The point is that only the few have the physical energy and time to go the entire trail route and the majority would be better served with a park instead of a trail. Trails came as a way for PARD to not have to build additional parks and still provide a green area within 1/4 of a mile, but trails don't provide the benefits for children that parks do. Let's go back to having parks, sidewalks and bike lanes, and only a few urban trails, not a trail in every creek. The Austin Creek plan is a private plan from Sinclair Black without public input, not an official City plan. Imagine Austin says for all people to be able to walk and have recreational facilities, not just a small group of 2% of people who like to ride bikes.</p>
<p>Everyone should have easy access to public transportation. There should be a network of express and local buses all over Austin with the goal to make it possible to get from most places to other places within the city in under an hour. All bus stops should have benches, be shaded, have a nice sitting area and have a crosswalk with a traffic light nearby (check out the unimproved ones on far-east MLK). Also, the benches should be comfortable and not painted in dark paint that absorbs heat in the summer and the trash cans should be far enough away from the benches that people can sit and wait without breathing the rotting garbage smell.</p>
<p>need light rail to serve inner city people. Meanwhile, we need to make bus transportation an efficient option by dedicating lanes to buses. I live in battlebend - it's too dangerous to bike to downtown, but biking is faster than the bus.</p>
<p>Austin needs commuter rail service that crosses Lady Bird Lake, and continues to ABIA.</p>
<p>I'm a lifelong austinite, and the lack of a good public rail system running through the city is the number one reason I might move in the next year.</p>
<p>With improved connectivity, particularly to underserved neighborhoods (E. Riverside, Rundberg, Onion Creek), bicycling could be a safer and more attractive choice. Current infrastructure is fragmented, or dangerous for bicyclists (drivers on Riverside are fast, and inconsiderate towards cyclists). Due to lack of connectivity, and the danger of riding on the roads or adjacent sidewalks to major thoroughfares such as Riverside Dr., I have to select longer routes to maintain safety. Improved connectivity and infrastructure that supports drivers AND cyclists could benefit all commuters.</p>
<p>Seeing improvements as soon as possible is ideal, but I think a 5 year plan with real results occurring throughout that 0-5 year period is completely reasonable.</p>
<p>Enforcement of existing laws is top priority. Cell phone laws, pedestrian laws, don't block the box, etc. then improve bike system - bike lanes and cycle tracks. Outlaw cycle trailers for pedicabs. Make uber and lyft go through same background check as all others. City shouldn't allow corporation to write laws of city.</p>
<p>There are multiple issues that need to be worked on simultaneously</p>

<p>I have lived here since 1956... Austin has been behind the curve on mobility since the late 1970s and early 1980s. When development kicked into high gear in the mid 80s, something should have been done to immediately address and improve East/West mobility. Austin has traditionally been North/South oriented with no real options for efficient movement E/W. When something WAS implemented, it consisted of improvements to US 183 to the far North and Loop 360 to the far South. It was a start, but it was too little, too late. Major channels must be constructed (e.g., in the form of multiple flyovers from Lakeway/West Lake Hills, Rollingwood areas) to/from, and through, Downtown Austin. Perhaps also from the Tarrytown, Balcones, Northwest Hills communities. Something, anything, that would relieve pressure on Loop 1, IH 35, US 183, Burnet, Lamar, etc... In addition, if Austin is going to pursue Light Rail, private-local agreements need to be hammered out and planning started on an alternative that improves city-wide mobility (e.g., contains ABIA, Downtown, UT, Zilker Park components). Lastly, commercial trucking issues must be addressed. There are way too many large haulers, and too many major accidents involving 18 wheelers, on IH 35. There is no incentive for them to utilize SH 130 or other route(s) that would bypass the main pipeline. And the continuous, cumulative axle loads on the infrastructure are too much for IH 35 to bear.</p>
<p>Please please please make some sort of efficient mass transit option available, especially from downtown to the airport. As someone who rarely drives, I would love to be able to take a safe and efficient form of public transit such as tram or rail. It would really help during events like SXSW and ACL. The bus is incredibly slow and people on it can be frightening/smelly/scary. At this point, I cannot express appreciation enough for options like Uber/Lyft and Car2Go. Mass transit, in addition to Uber/Lyft and Car2Go, would also really help cut down on drunk driving.</p>
<p>Need to find ways to get people that are just travelling through Austin off the main freeways and outside of the city streets to help relieve congestion for those that are travelling within Austin. Get rid of toll roads or drastically reduce the cost in order to increase usage.</p>
<p>Safety begins with vehicular law enforcement and Austin cops do nothing. Motorists kill with impunity because our police force is more of a private event security force than a public safety organization.</p>
<p>Austin needs to fund mobility with means other than property taxes. Property taxes here are absurd, making it more expensive to own a home here than in the greater Boston area, for example. However, I doubt Texas will ever move to an income tax.</p>
<p>i am highly opposed to turning mopac into another los angeles. i am offended by misleading representations of separate projects, so they can bypass legal protections of our city and environment by pretending they are not simply building an I-35 bypass thru the heart of our beautiful home. i don't think any public transportation can truly work without a rail system at it's core, or a system that is independent of traffic and lights. without a substantial independent grid, workers can not be assured they can actually get to their jobs on time, so a large percent of the population simply can't rely on public transit. this should be our highest priority re transportation. i very much wish the commercial tracks thru the center of town and mopac could be relocated along SH130 and those central tracks repurposed to commuter rail and bike trails.</p>
<p>As more people move from areas without public transportation, it is vital to encourage and incentivize its use. As more riders opt not to take the bus, it causes the bus system to lose revenue. As revenue goes down, bus and route quality goes down, leading to a spiral of declining public transport. The City needs a way to revitalize the public perception of taking the bus. The "lose wait" campaign seems to me to be a failure, as I wait longer than ever nowadays for my bus to run. Public transport reduces emissions and congestion more powerfully than any other method available, and has the benefit of generating income.</p>

Austin has the reputation for being such a "green" and progressive city, but it is severely lacking in public transportation options. Bus routes and connectivity need to be expanded, they need to run more often, and other light rail services would really boost options for people. Furthermore, possible incentives could be given out to use the public transport and move away from personal vehicles.
Fire Mark Ott and come up with a plan for an overhead wired transport system
why is it so hard to have a safe place to walk and bike in this city?
It's not too late for light rail in Austin. Please do not view the last defeat at the polls as a referendum against light rail, that was a vote against a bad plan that cost too much and did not impact enough citizens that need good public transportation. Please go back to the original North/South plan from the early 2000 election and put it in front of the voters again. Thank you for your interest in our opinions.
- No property tax increase for any bond referendum! Household affordability is already impacted by high taxes, which causes people to move outside of the city, which in turn creates more auto congestion. - #1 regional priority should be I-35 improvements, robust transit in managed lanes, and congestion management during construction period that includes congestion-proof transit options (i.e. Express bus routes along I-35 frontage roads with transit priority lanes during peak hours & transit priority signals as one possible solution)
MOPAC will still be a parking lot after the construction is over, so PLEASE use eminent domain on the rail line going North and South on MOPAC as when drivers see those trains whizzing by them going South in the morning and North in the afternoon they will start to use RAIL more often. Also, stop with the bike lanes, they are pointless and a huge waste of taxpayer dollars.
I think it is really important to get ahead of public transportation and alternative forms of transportation as our city gets larger
Congestion is making city undesirable. I was shocked to see that Southern California felt less congested (Well, some parts) than Austin during recent business trip. I-35 needs major, "big city" improvements to get us moving. Current rail system not good enough for those of us that have families/small kids--CATERS more to young, single people. What about building walking bridges??? Anyway for walking/biking bridges to get us (above traffic) to our destinations?
Restore the full one-cent funding to Cap Metro and begin investing in rail
I think of the biggest issues is the city does not appear to be good stewards of transportation funding because they don't always prioritize projects based on need.
We need a full rail network in Austin - right away. It is shameful that this city isn't doing the one thing that will do the most to improve our terrible traffic over the long term. Please quit making short-sighted decisions. Don't build any more roads. Seriously. It does nothing to improve traffic. Put the money where it needs to be - in a rail network. Also, all bike lanes on major streets should be separated from car traffic. We need to make those who are trying to do the right thing by not driving safe on our streets. And there needs to be a bicycle and pedestrian bridge across the east end of Lady Bird lake. Biking across Pleasant Valley is anything but pleasant. Even walking or running on the sidewalk is terrible because you are right next to all the traffic, breathing in the fumes. It really negates the point of exercising. Let's do for the East Side what was done near Lamar with Pfluger Bridge.
Rail, sidewalks and expansion of roadways
Light rail to the airport would improve road congestion and also congestion with ground transportation and ride sharing services.
Fund improvements without increasing the property tax burden.

<p>My primary concern is the number of crashes resulting in death or serious injury that I see throughout Austin. I believe improving pedestrian and bicycle infrastructure and reducing speeding and inattentive driving go hand in hand, and the city should focus its efforts on creating a transportation network that is safe and equitable.</p>
<p>Increase the frequency of busses during festivals, etc. Increase bus lines overall. Study the grids in larger cities. A better bus system would be more agile and flexible than fixed rail. Provide more lockers for bus riders who bike to or from a stop. More people will use it if it's less of a hassle.</p>
<p>Local, corridor, and regional infrastructure are all needed - can't have one without the others if you want to make a dent in traffic issues. Given that, we need to prioritize neighborhood connectivity/contiguous pedestrian/cycling options in order to capitalize on regional improvements.</p>
<p>It's unfathomable to me that a city of this size (growing at this rate), still doesn't have a real rail service in place. Given how long they take to construct, we're decades behind where we should be.</p>
<p>We are a city that's live blood comes from tourism, and influx of people from outside to visit and then move here. To stay on top of the growth, Austin will have to invest in public transportation infrastructure. I'm talking rail, mono rail, gondola (go up) or street cars. I feel one of the key things that need to happen are we need to get a rail connection from F1 to the Airport to down town. Austin is a getaway destination people don't want to spent time being stuck in traffic or waiting for a bus.</p>
<p>I favor improvements that reduce car dependency and improve safety for all road users, and dislike how the city transportation department and TXDOT continue to promote the mobility of motor vehicles above all else. Streets are for people and human activities, not a river of cars to manage for maximum flow. Probably the most disappointing development has been the unlimited expansion of TNCs in the central city which has added more traffic and made the air worse during peak periods. What a perversion of the vision of Imagine Austin. Including cars i.e. TNCs/taxis as a "first/last mile" transportation option makes me want to throw up, and my continued support of the Imagine Austin plan is waning as it appears to be subverted by car-centric interests. At the very least, TNCs could pay a fair share of their enforcement costs and for their use of public right of way to generate income by paying annual permit fees and business property taxes (through TCAD) at the same level as other ground transportation businesses, but alas it appears that local residents and businesses will continue to subsidize the costs of these corporations and their negative impact on the environment, and transportation options that benefit everyone and make an equitable compact and connected city possible such as mass transit, sidewalks, and bike lanes will have to wait for a bond election, adding even more tax burden to the locals.</p>
<p>A specific stretch of road that is particularly hazardous for bicycles is Guadalupe st. between MLK and 4th street. While there are SOME bike lanes and markings, nearly every intersection has a change of bike lanes with bus and turning lanes and these section are not clearly marked. Both 14th-->15th street on Guad and approaching 6th street on Guad. have unclear markings when the right turn lane and bike lanes cross over. During rush hour, it is particularly chaotic and difficult to interpret where a cyclist has the right of way and where cars can proceed to the right turn lane. Aside from these two intersections, combining of the bus and bike lanes down guadalupe creates its own particular difficulties in which a cyclists' safety is dependent on curious and observant bus drivers. Whoever thought the bus/bike lanes down glad were an improvement after the bus routes changed a couple of years ago were clearly not thinking of the repercussions to cyclists' safety.</p>
<p>Simply this: Austin has grown to the great benefit of everyone living here. Transportation hasn't grown at pace with other growth. I love all of Austin's workplaces, businesses, entertainment, but hate trying to get there. Often times I opt out of "going out" or "doing something" because getting there can be so difficult.</p>

As a biker that commutes part way to/from work (I use B-Cycle), I feel that we don't have out bike network is fractured and not well connected (example, awkward crossing under I-35 on 4th St with cars that speed through and stop or block the bike way to cross I-35. Also of the bike lanes are not safe at all (e.g. South Lamar, one reason I don't bike all the way to work). Also, please repair and replace the pavers that are put along the streets e.g. 6th and Trinity, the pavers are not good for the car and one's been broken for a lot time causing a pot hole. Also traffic lights downtown is not timed, it takes be about 10 minutes to drive from E 6th St from I-35 to Mopac. Also I find that the two way conversion of streets is making congestion worse downtown. Public transit is terrible, there is no reliable fast east-west route like there is for north-south routes like 801, 803, 1, 3, etc. Without the reliable east-west route, it is often not possible to get any timely. Buses do not run frequent enough, so missing one, means having to wait for another half hour. And fares for MetroRail is getting ridiculous for someone wanting to go two stops from downtown to MLK station or Plaza Saltillo to Crestview. The BART system does not cost that much to go much further distance. All in all transit options are poor and Cap Metro is not doing a good job at all, which makes people want to drive more.

Add a separate transportation network for pedestrians and bicyclists with its own traffic signals. Look to European cities for inspiration and ideas. Build a subway system. Expand light rail. Add sidewalks on both sides of every street. Give existing sidewalks enough buffer space so pedestrians aren't in danger of being hit in the head by vehicle mirrors. Stop subsidizing large development projects by Endeavor. They know how to build shopping malls, office parks and parking lots, not city streets. Stop trying to accommodate more cars and use every means possible to get them off Austin's roads. Eliminate triggered traffic signals. They do not work reliably for bicycles and are a hazard. Get rid of walk lights in the central city that require pressing a button. It's absurd that a pedestrian has to wait through a long light cycle in 100 degree heat because they were not in position to press a button before the light turned. Ticket and tow cars that drive or park in bicycle lanes.

This is a lost cause. Non-stop development and growth in a space that can not sustain it will always have bad traffic. Pick-up truck loving Texans that hate cyclists and illogical bus routes only complicate the issue.

Please please please start marking bike lanes more clearly and having city police actively charge people who stray into the bike lanes and who use their phone whilst driving. I see people swerving all over the place, including into the bike lane over and over again, and it's almost always phone usage and the police are just not making it a priority to enforce the law. This is soooo dangerous!

Its time for Austin to become safe for bikes and pedestrians! I live close enough to bike, but its too dangerous sharing the road with aggressive drivers especially at night.

the traffic signals have gotten way too out of sync when traveling into and out of downtown during rush hour. in particular, the signals on Lavaca heading north from the s. 1st st. bridge used to allow the flow of traffic north, now traffic is stopped at least 4 times in less than 15 blocks. this creates slow commutes and doesn't allow traffic to flow easily across the bridge. the same can be said southbound on Guadalupe in the afternoon. also, if you want people to bike into town then you need to make a system in which you get them off the road with the cars. at present, though Austin likes to think of itself as bike friendly, it is actually so dangerous and crowded on the streets that it isn't safe to ride. there needs to be a trail system or paved way (akin to the veloway) that takes pedestrians and bikes out of the way of cars. and finally, the city planners need to watch where and when they are allowing construction on thoroughfares. it is dumb to allow simultaneous construction on the major arteries. this only congest the roads worse and makes it impossible to get around, even the weekends are terrible in this city. Austin needs to wake up and fix these issues or this city will become unbearable with the ever-increasing population.

<p>My commute is I-35, 183, and MoPac so that's my biggest pain point for congestion (especially southbound Mopac to 183 at 5:30pm). I live east of downtown on 3rd and frequently use my bicycle to access downtown locations. It would really help to have some sort of signaling at the 4th street underpass. Cars are going very quickly on the access road and it's hard to judge when it is safe to cross the NB and SB access road.</p>
<p>I'm pleased with the addition of bike lanes over the last couple of years, but do wonder why a protected bike lane wasn't included in the plan for the Mo-Pac overhaul currently underway. Protected bike lanes along major corridors like this will alleviate some of the congestion. Right now, people don't have many viable options (bike or public transit) for getting to work so everyone drives. Also, the metro rail is insufficient. Assuming you do live AND work near stations, the 2-car trains are always PACKED, but with the single line, it doesn't seem there's any room for expansion.</p>
<p>Licensing for ride-sharing services should be more stringent. There should be a separate test that is required for Uber/Lyft drivers, and more emphasis on things like not driving, parking, or stopping in bike lanes, and not rolling through red lights.</p>
<p>Other ways to reduce congestion: encouraging flexible work hours and tele-working, adding monetary incentives for alternative commuters (paying a stipend in return for giving up a parking spot), giving people bike share memberships and encouraging employers to do so.</p>
<p>Implement smart traffic signals that work off of pressure, not a timer. Waiting at a red light at 3am with no one else coming is the most annoying, and quite frankly the easiest fix and should have been implemented when the roads were paved. Faster and more frequent bus services without a price hike, don't punish those that want to get someone faster with a higher price, they are already being good and using the lackluster transportation system as it is. Every road should have a bike lane, period.</p>
<p>I do think more thorough enforcement of motorist's speed should be a focus in any attempt to improve the likelihood that Austin citizens will use other modes. Speed and aggressive driving habits are a scourge! :) Thanks for all you do though, COA. We live in an amazing place and I consider myself very fortunate to be here. Keep up the efforts!</p>
<p>Pedestrian safety across 'corridors' needs to be dramatically improved. e.g. East 7th st has perhaps 1 controlled pedestrian crossing every 0.75miles. It's so dangerous to cross that street and you frequently see people dashing across. Why not have pedestrian lights like near the HEB which default to 'off' but will switch on if someone hits the button? At least try something. Seems like pedestrians are an afterthought, with tiny sidewalks, utility poles in the middle of sidewalks, or no sidewalks at all. For all its claims to be a #1 city, it really is crappy to be a pedestrian here.</p>
<p>walkability. green streets. bikes and public transportation instead of cars. energy efficient public transportation.</p>
<p>I think it's important to make routes that people already use in the area outside of central austin safer for bikes to use. Ex. crossing 183, connecting from the north rapid bus stops to large employers, crossing other major roads. Maybe also making developers keep the streets relatively level through utility work and free of gravel in areas of construction.</p>
<p>Work with the Public Library to promote safety education. All City Departments should not feel like they have to provide community outreach. The Public Library is an excellent department for connecting people of Austin with positive lifestyle choices (safety, suggestions for a "greener," healthier life). Collaborate with APL (and others!) rather than reinventing the wheel. For example, did you share this survey with the Library's marketing department? (You should also share the results of the survey!! Find out what kinds of materials Austinites are using on the subject of urban planning and transportation, perhaps? Use the (general) data that is available to you!) I would love to see City departments being smarter about working together rather than operating in silos.</p>

<p>Question 9 is misleading: I think the CoA over funds highway projects and underfunds sidewalk and public transportation projects. Bicycle projects are doing well but with just a small shift in funding could be amazing.</p>
<p>I heard someone describe Austin as "bike tolerant" rather than "bike friendly. " That's a fair assessment, and only true of downtown, south, and east Austin. North & west are mostly unfriendly to bikers & pedestrians. The city has many bike commuters, and the weather here is highly conducive to year round bike travel; but the trail and safety infrastructure is far behind cities in the US & EU that are actively encouraging cycling to reduce traffic. There are large areas that simply cannot be safely traversed by bike. The result are ride-able and walk-able islands that don't connect to one another - making cars the only viable alternative for otherwise bike-able distances (<10 mi).</p>
<p>The pedestrian/bike bridge at the trail hooking to ladybird hike and bike at Roy Guererro park is washed out for a year or two after the floods. That is a major way to bike / walk downtown for the east siders to avoid dangerous east Riverside and take a shortcut. It would be nice to fix that bridge ASAP!</p>
<p>Austin Police need to take pedestrian and bicycle safety seriously. My husband and I were hit by a car while crossing a street on a walk signal in November 2015. The driver left the scene. I know hit and run drivers are difficult to catch, but there was no investigation. The police arrived after the ambulance took us away and never even asked us what we saw. I called APD several times hoping to give them my statement. They finally told me I could buy a copy of our accident report if I wanted to know what happened.</p>
<p>The failure of the city, which has grown from 250,000 to 2,000,000 (Greater Austin) in the last quarter century, to build a functional public transportation system is a disgrace. We could have had an affordable, adequate, city-wide light rail system if we'd invested 20 years ago. Now, for the same price, we get almost nothing. Traffic is horrible. Even near downtown streets lack sidewalks. Public transport is impossible. The one success I've seen is disabled access curbs. (Thank you.) As a recently disabled senior, who cannot currently drive, I am at the mercy of kind strangers for rides -- buses are few and far between and the Metroaccess system reeks of paranoia, "OMG, someone is trying to steal a ride" -- how? it's more expensive than the bus. The rudeness of frustrated drivers giving each other the finger and cursing with road-rage is a further sign of the degradation of our civic culture due to our failure in transportation leadership. I could go on... enough.</p>
<p>There is an epidemic of Zombie Drivers in this city. Aimless, mindless drivers who apparently don't really need to get to wherever they're going. People who suddenly decide they need to turn from an inside lane, or who think it's a good time to check emails while waiting at the front of a left turn lane for a protected arrow that comes and goes while they're sucked into their phone, or who proceed 5-10mph BELOW the speed limit while driving in the inside lane for no good reason. This worsens congestion. Now that people are moving here in droves, we don't have the luxury anymore of driving like we don't have any particular place to go and aren't thinking more than 5 feet ahead of their hood ornament.</p>
<p>Local rail is essential. Try the bond thing again, but with a better plan in place.</p>

The City needs to understand that adding bicycle/pedestrian/motorcycle features to roadways is NOT the answer. Quite the contrary, they actually add to the problem. Those features contribute to congestion by reducing lane capacity and slowing the natural flow of cars. After all, these thoroughfares are roads...meant for cars...hence their being built in the first place. A good example of inefficient installations are the new pedestrian crosswalks where people push a button at a non-traffic light location, literally causing first a complete stop to traffic and then a flashing red light stop for the next several cars. South Congress is a prime example of where these are highly inefficient (ex. South Congress Ave. & La Vista St. near El Gallo restaurant, South Congress Ave. & between Nellie St. and entrance to Texas School for the Deaf near the Wax Museum). The thing about these installations is that they are triggered whether it is a sole pedestrian or a group of ten. Surely we don't need to halt traffic at a non-traffic signal location for a single pedestrian, right?

Separate bikes from cars.

The number goal is to reduce the number of cars on the road. Please also consider moving I35 to the 30 Toll Road, UP railroad off current tracks, more park and rides, car free zones, telecommuting, limiting development in sensitive environmental areas, and partnering with Fed, State, Counties, and cities to improve the quality of life for future generations.

I would like to see more bike accessibility on east riverside drive between 183 and 1-35. The bike trail through Roy Guerrero park is completely washed out, has no lights and is not safe at night and the bridge to access Kreig field from the trail has been collapsed for months. There is currently no safe street access for bicycles from Montopolis to downtown. I also feel that public transportation is necessary to help ease automobile congestion, expanding the rail system and incentivizing it use should be a priority for Austin.

I used to work for the City of Austin, and I know how these things get done. There are only a few people who really make the big decisions (often unelected) about transportation strategies after a lot of other people do great work coming up with fact based alternatives. So far, they've clearly made a cacophony of mistakes which have put us years behind where we should be. The city needed to think on its feet, but instead we just pumped money into adding a toll road on Mopac and a toll road around the city that no one uses. Not to mention the failed light rail line, I voted for it because I knew we wouldn't get another chance at one but everyone knows that line was half baked. The city needs to stop with these big transportation fixes that cost millions (if not billions) and focus on small, local, low budget fixes that improve safety and decrease congestion by removing cars. If you add 10 bikes/pedestrians a day to local roads, that's 300 less cars every month, and 3,600 less cars every year. That can be accomplished through the re-striping of roads and outreach, which are the cheapest alternatives. We can't give up on light rail, but we have to stop with all these proposals for long lines. That's not long term thinking. Build multiple SHORT local lines that go from downtown up soco to oltorf, west out to mopac down enfield, north to campus along guadalupe. East side already has a line, so maybe have that one turn south down Pedernales which has tracks already in the street. Build the rail like google fiber is building their network, one piece at a time. Once a line starts becoming popular, add to it and expand the network. The majority of car single driver trips are taken within a few miles of a person's house. Austin's greatest population density is near the downtown area. That's where the majority of these local trips are happening (also were the majority of money is, people can afford tickets). Give these people access to light rail alternatives and they will use them. Don't worry about the suburbs so much, if people didn't want to drive a while to get to work they wouldn't live out there. This isn't a difficult problem to solve. With the right attitude, outreach, and plan, the citizens will get on board. It's like climate change, there is no magic bullet solution. Combining different technologies and strategies is the best way to relieve congestion. I'm a landscape architect and urban planner, I would love to sit down and talk about my ideas. Please contact me if you would like to chat (ludwigt6@gmail.com).

they need to stagger work hours and work from home of state workers and city workers and mandate this for new business locating in town and receiving tax credits

Intersection at 7th and Pleasant Valley has been a grand canyon for over 2 years. Why is this not being improved?

We need solutions like the Urban Cable and other Circulator technologies that could offer meaningful Mass Transit options

Please stop removing car lanes to add bike lanes. While it is important to improve safety for bike riders (I am one of them), it is counterproductive to reduce street capacity. We drive. That's not going to change any time soon. The summer is too hot for most people to be able to bike to work.

<p>So, first, thank you for the work you do! Great strides have been made and we're just getting going! Small sidenote: this survey should have allowed for multiple answers. I have a hard time understanding why we have 2 million people here and have basically the same infrastructure we did when we had less than half that population and the growth is NOT stopping. On a mirco level: we need streets where people cross to have good access for crossing so we bring down our car/pedestrian run-ins. South Lakeshore Blvd is a prime example. The street needs either stop signs or speed bumps. All intra-city corridors need to have more public transportation available along them. Not buses, but RAIL. I am happy that we have the beginning of rail but it really needs to join the 21st century; south and east, especially to the airport from downtown. And finally, regional transit (which to me means within the state) needs to be seriously addressed. Regional trains between our largest population centers would (hopefully) help alleviate some of the heavy traffic on our state roads. This of course, will require a state-wide effort, so it's not an Austin-specific issue. Austin does not need to re-invent the wheel with any of this. There are dozens of cities in the US and the world who have successfully created very workable, infrastructure programs. Let's hire someone with great experience to help us here. I am proud of our Metro but again...it had some quirks that were not necessary. Whether we like it or not, our city is becoming a World Class City and we NEED world-class solutions. Small town thinking is no longer an option. Thank you for all you do! - Hope Tackaberry, hopetackaberry@gmail.com</p>
<p>More bike lanes connecting south of Ben White to the north side. As well as improving safety of current bike lanes. The bike lanes on Lamar are terrifying since the lane is so small. Adding a protective barrier or divider would increase comfortable usage for cyclists.</p>
<p>I recently moved to Austin thinking I could get rid of my car after hearing that the city is so bike-friendly. Instead, I live 4 miles from work and I am having to drive twice as much as when I lived in Memphis. I work off of Mopac and I can't bike to work, take a bus to work or even take a Car2Go to work. I don't like cars and the traffic here is completely insane and is making me miserable. It is the only aspect of Austin that I do not like. It makes me want to move to either move to a bigger city or a smaller city. Although, I really appreciate that the city is sending out this survey.</p>
<p>Wickersham Lane is very dangerous because it is windy, hilly, and has a high speed limit. A lot of the apartment complexes have blind exits/entrances where you can't see cars coming (at speeds between 35 and 50 mph) until you're already sticking out. A specific example would be Verde Apartments at 2314 Wickersham Ln. It would be wise of the city to close off the 2nd entrance because I have already witnessed one really bad accident a few months ago. Also, we need low and middle income housing/apartments close to central Austin. Too many aristocrats spending their families money downtown are pushing out working people in the city, which makes traffic worse.</p>
<p>I like all of this. Please declare a state of emergency. Prioritize bus and bicycle. Dedicate lanes that exclude single cars. Abandon or reprioritize away from rail - rail is 19th century and is the opposite of flexible adaptive mobility. put that all into bus. Exempt commercial vehicles carrying cargo. Put a number on money being lost due to car traffic congestion.</p>
<p>#8 misleading - all three areas are important for transportation network - regional/municipal/local need to happen simultaneously.</p>
<p>I believe with the rapid growth Austin is experiencing and lack of infrastructure to accommodate rail and buses, the city needs to consider alternatives such as The Wire that could easily integrate into the existing layout of the city.</p>
<p>I voted to extend the Metro. I would like to see improvements to the rail system, and options for bicycling to rail. I would like more bicycle only lanes separated from the main streets for safety. I would like the conditions of the road improved with less potholes and clearer lane separation lines painted.</p>

<p>If you want to learn the issues then invite a friend that does not know the streets here, and ride around with them for a day. Fresh eyes may make you able to see how many stupid things are set up to cause issues on our streets. Then visit the bridges over the highways and see how many cars are exiting just to pass congestion and then causing congestion while they merge back in, in front of the cars that were ahead of them. Summary- Get the busses out of the lanes. They often sit for minutes closing the lane causing mayhem behind them. Get rid of mandatory turns on lanes longer than 1/4 mile. It surprises drivers and causes "emergency merging" and disruptions in flow. Make people that exit the highways, actually exit, not just zoom past delays and force their way in further down the road. This is all inexpensive and would make noticeable changes in flow in the Austin area.</p>
<p>Far above everything else I've noted, I would strongly recommend better east-west access in the City, especially in public transportation. All MetroRapid routes run north-south. If I want to head north-south in Austin, I have little worry about relying on buses (which I do whenever possible). However, I have appointments in Clarksville, events off Springdale Road, and nights out on East Cesar Chavez, and for the purposes of running from one to another (and living in south Austin) I give up on using the bus. It's not that it's impossible, but the time and the hassle are more notable and discouraging. I have heard that 7th Street is going to be seeing traffic calming, and while I am for traffic calming in some cases, that's the one major, multi-lane east-west thoroughfare going through downtown, and I find it preposterous that we would wish to impede one of the few reliable methods of making those trips given the general lack of non-local access routes. The divide between East and West Austin (in all respects!) is well known and well ignored, but I would think that at least increasing gentrification (and nightlife) on the east side would lead to higher demand for good east-west transportation options. Calming 7th Street is itself a very bad idea, when if anything we should consider making it another Lavaca/Guadalupe-like corridor for mass transit. My second priority would be to make Austin much safer for cyclists, which is why I don't ride in the first place.</p>
<p>Old South Austin, south of the river and north of Ben White, is rapidly changing. Developers are making a killing, and yet they are not required to build sidewalks on new construction. We add density with duplexes and four-plexus on these formerly single-home plots of lands. But no one is building sidewalks! There is plenty of money, but the city council lacks the will.</p>
<p>I think asking about what type of public transportation people are willing to use or give up their cars for is important. Also, how frequently they would want that type of transportation that it would be worth leaving their cars at home. Affordability has a lot to do with this issue. When people can't live close to where they work, they use their cars and get stuck in traffic for an hour, the cycle continues. So asking about work-life interaction is important.</p>
<p>RAIL SYSTEM!!!!</p>
<p>Its not all about infrastructure, education and promotion are essential in creating a safe and efficient transportation system.</p>
<p>The City Council should focus on roads, sidewalks and public transportation. The City Council should FORGET bicycles of all kinds, cars to go, and trails.</p>
<p>We need a more extensive rail service - get cars and busses off the road. Extend the hours. You miss people that are within a 3 mile radius of the downtown area because there are no convenient ways to get downtown, especially in bad weather conditions.</p>

<p>We need mass public transportation options in the City; a good place to start would be to expand and improve the BRT system. We should extend the protected bus-only lanes to outside the downtown area to make taking the 801 or 803 more appealing to people, because the buses will not be caught in traffic. We should also expand the BRT network to include a line down Riverside, E. 7th, S. 1st, MLK, 2222, and in and around Mueller. Rail would be the ideal option for public transportation, but an efficient BRT system with protected lanes would be a less expensive option that provides nearly as adequate a service as rail would. Former CM Martinez mentioned such an expansion during his run for mayor in 2014, I would like to see such a program explored and implemented. It would greatly benefit our City and allow more people to move around without needing a car to do it. Bicycle and pedestrian paths need improvements, with improved sidewalks and managed lanes for BRT should come protected bicycle lanes on all our major corridors. Ped and bike only networks should also be explored for safety, and for a general expansion of transportation options in Austin.</p>
<p>A comprehensive, affordable public transportation network, leveraging connecting bike lanes (and bike storage) with bus stops and train stations is critical for people to utilize these transportation options. The currently existing options are very limited in efficacy for those trying to use public transportation such as the train system to commute on a daily basis (not enough coverage of highly populated corridors) and limited hours making it impossible to use to go out for a night.</p>
<p>We need to stand up to the Austin Neighborhood Council and start putting some real money into making our city safe, accessible, walk-able, and full of abundant housing and services. "If you don't build it, they won't come" hasn't worked. Lets be a leading force in the next 5 years of a city that is able to rapidly adapt to become a thriving urban oasis, and stop listening to those who want to keep it a card dependent suburb. We must stop sprawl to preserve our natural environment and doing that will entail building dense housing all over our city and walkable and bikable housing, offices, restaurants, and public amenities. The age of the car is over. Lets start acting like it.</p>
<p>Austin needs a rail line with a good route that will pass a bond election.</p>
<p>We really need to think long term, better thought out rail systems than what has been proposed thus far. If I could make a suggestion, has the thought come up of having the tech community come together to fund the project? This could be an opportunity for Austin to be innovative. Dell alone contributes to a large portion of the city's congestion.</p>
<p>I firmly believe that if we do nothing to improve our transportation systems, our city will suffer greatly. We must meet the growing population of austin with better transportation solutions.</p>
<p>Improvements to 35 and Mopac cannot happen soon enough and shutting down lanes "temporarily" (for 6 months) is NOT a solution. I won't pretend I know the better solution, but I'm not a civil engineer! It is unacceptable to be locked in a traffic jam at 11 p.m. or noon on a weekend EVERY time you're on a highway.</p>
<p>Please please when asking for more money from the taxpayers in the form of bonds, restrict the bond proposal to only highway/street funding and not mix it with rail. Last time that was done, the bond failed. Have one bond for Rail related improvements, and one for highway/street related improvements. Furthermore, no more studies about IH35. All of us citizens know that 35 is a problem and a traffic nightmare. How about we use any available money to improve it, physically, instead of throwing it away on another "traffic study". Lastly, if rail is considered, please agree or put up a proposal that will benefit the majority of the population in the city versus only the downtown folks. The previous rail proposal failed because it was narrow-tailored and did not benefit anybody outside a 2 mile radius of downtown. How about we propose a spoke system...ie. have a line run from SW Austin to DT, SE Austin to DT, NE Austin to DT, etc.. That way it benefits the majority of the citizens in the city. I guarantee a proposal like that would pass with flying colors.</p>

<p>In my opinion we will never solve these issues until the City and other agencies accept that there is no way we can adequately build enough infrastructure for cars. And in turn other modes of transportation are sacrificed.</p>
<p>The light at 4th and Red River is timed poorly for cyclists. Please take the following specific steps to fix: 1) Bicycles and pedestrians (and for that matter cars as well) should be able to drive parallel to the train as it goes by. If you're worried about people turning into the train, put up a sign that says "Hey Stupid, Don't Turn In Front of Train." As it is, most cyclists use the train as an opportunity to safely cross Red River and it would be nice to all us to do it legally. 2) The bicycle light is timed poorly. Going west on 4th, the bike light lasts for 10ish seconds, but going east it lasts for 20ish seconds. I don't know if those times are accurate, but I know for sure that eastbound traffic has much more time. Meanwhile, east and west-bound cars are times with the east-bound bikes, so it's just westbound bikes that are expected to wait. It doesn't make any sense and I routinely see bicyclists run this light. I've even seen a pair of APD officers on bike run this light. 3) North and southbound traffic on Red River has a much longer light than east and westbound traffic on 4th street. There are routinely large breaks in the north and southbound traffic during when it makes sense to instead allow east and westbound traffic. Instead, I routinely see pedestrians and bicyclists run this light crossing Red River. In short, please adjust the light cycle at 4th and Red River so that east and westbound traffic on 4th street does not have to wait as long. The wait is long enough that I regularly see bicyclists and pedestrians run the light and based on what I've seen of the traffic at this intersection, these changes can be done with minimal negative effects to north and southbound traffic. The vast majority of my experiences with this intersection occur between 8 and 9 am and 5 and 6 pm.</p>
<p>Thank you, whoever is sifting through sll of these surveys, for helping make Austin better, stronger and faster. Much love!</p>
<p>More broad reaching and accessible public transportation would be great. More (and safer) bike lanes.</p>
<p>We recently relocated to Minneapolis, MN after several years in Austin, TX. The difference in available city AND suburban public transportation (buses, light rail, dedicated bike lanes, dedicated walking lanes, rush hour express buses to suburban park & ride facilities) is staggering. While public transportation cannot solely solve the entire problem, many people are flocking to Austin only to be hit with a harsh reality of a severe lack of public transportation, therefore making a vehicle mandatory for errands, work, and social events leading to congested roadways. Will it be expensive? Yes. Please do not let the price tag scare you away from building the infrastructure Austin so desperately needs.</p>
<p>Build roads, increase roads capacity, especially for "regional mobility". Stop wasting tax money in ineffective measures with the false believe that you can convince people not to drive and the number of cars on the road will decrease. For Austin's central area create an aerial mass transit system such as urban wire or elevated tram system. Austin's central roads are already super congested and quite often one can see an empty Austin Metro bus holding back 15 cars and increasing the congestion. Stop bringing the wasteful and ineffective light rail project on ballots, Austin citizens already told you no on that.</p>

<p>1) I wish you would extend the bike lane that starts at 4th St. under I-35 through all of downtown. It would be nice to have a way to cross through the entirety of downtown on a bike easily. It currently stops around Trinity, and then you have to mix in with the cars to continue down 4th. It's a beautiful city bike path, I wish it extended all the way west so we'd have an artery to get through downtown safely. It would be extra great if we could have a few of these arteries for getting across downtown on a bike, but I think at least having one main, direct artery would be a good start. 2) I wish there were more bus options to get to Westlake/Rollingwood, specifically. Especially now that large office complexes are being built along Bee Caves. It would be great to have options to take public transportation to work. Currently there are limited stops, so if you do want to take the bus out to that part of town, you have to walk, normally half, to a full mile. It also takes quadruple the time on a bus that it would to drive, so no one has an incentive to take the bus. 3) I think we should look to cities like Edinburgh, Scotland as an example of how bus systems can be extremely useful and efficient in cities that don't have rail systems for getting around the city. 4) I think employers should receive incentives for subsidizing their employees use of public transportation. This would increase revenue for Cap Metro by drastically increasing the number of people who use the service, giving them the funds to help to ultimately expand and improve their services, while also, obviously, getting cars off the road.</p>
<p>Developing a rail network, sidewalks throughout the city, and separated bicycle facilities would provide the greatest quality of life benefits.</p>
<p>Build a bike lane over Longhorn Dam before Oracle moves in, or someone will die.</p>
<p>The city needs to make sure sidewalks are safe. Everyday I have to walk on the sidewalk on Guadalupe between W 28th Street and Fruth. There are several businesses like Torchy's that essentially use the sidewalk as a parking lot. The city of Austin should not allow them to do this. We also need more lights/pedestrian crosswalks on places like Riverside near Montopolis/Ben White. There are bus stops along the long blocks but no place for people to safely cross.</p>
<p>The city needs to focus on traffic engineering, correcting lights and using a lot more roundabouts to eliminate unnecessary lights. Partner with DOT to put roundabouts on 183 and not just make it wider. For public transportation focus on corridor bus routes. More simple East or West routes with clean fuel buses at a much greater frequency. People will walk to a simple, frequent and high volume bus route. Do not put stops within 300 feet of a corner.</p>
<p>I think rail should have been funded a long time ago. No time like the present.</p>
<p>I commute to work via the capmetro bus. The number one excuse I hear from coworkers for not taking public transit is "the schedule doesn't work for me. If you miss a bus you have to wait over 30 minutes for the next one." I think many more downtown employees would utilize capmetro if we could increase reliability and frequency.</p>
<p>Please put a proper light rail (not just commuter) through the areas of greatest population density. You would do well to implement the rail route on the ballot in 2000. You need to bite the bullet on that, instead of letting developers choose the rail route to provide gold-plated amenities to their new projects. The city has hyped itself for years without paying for an infrastructure to match, and so now fixing the problem is way more expensive. Classic fiscal conservative pitfall. Question 9 is overly simplistic. You're a big organization. The struggle is effective use of the funds you do have.</p>

<p>Please start ticketing cars parked in bike lanes and people that leave their trash cans in the lanes. These are dangerous and an easy way to make some money for the city. I prefer the new protected bike lanes (like on 3rd street) to the lanes that have a row of parked cars for protection. Cars park in the lanes and it is hard to see a cyclist behind the cars if you are trying to make a right hand turn (as a car). I have had many close calls on Guadalupe. I also totally support red light cameras and/or stricter enforcement of red light laws. People run red lights more in this city than in any other city I have lived in.</p>
<p>Possible Improvements: -Enforce bus only lanes DT (Lavaca and Guadalupe) -Better transit options, or more bus service. -Clear bike lanes.</p>
<p>Driving here sucks.</p>
<p>Public transportation is the answer!!!</p>
<p>Try again for light rail down Riverside.</p>
<p>Additional options for park and ride at rail locations.</p>
<p>We need safer bike lanes. A lot of the bike lanes in my neighborhood (Pleasant Valley/Oltorf) are extremely dangerous to ride on. Can we get a bike lane on Wickersham? It's wide enough.</p>
<p>Network of bike lanes very scattered and poorly connected - many streets have bike lanes that do not logically connect popular destinations and population centers. This results in underutilisation of bike lanes. One big example is the fact that the bike lane along Guadalupe, one of the most utilized in the city, disappears around 28th street (by Torchy's), forcing bicyclists to merge unsafely into traffic. Many side streets could benefit from switching from four-way stops to roundabouts. Especially in cases where multiple streets merge together, such as 51st/Bruning/Duval and 30th/Speedway/San Jac. The intersection of Pleasant Valley and Cesar Chavez needs to be reworked completely. It is one of the few river crossings in the city, and as such, receives a disproportionate amount of traffic due to funneling. Especially when I-35 has an accident or is closed for presidential visits. Bikability of many parts of the city could be greatly improved by installation of more bike racks. Even downtown, which is supposedly the most bikable area, has a shortage of them. City should focus primarily on dealing with commuters, as they make up the vast majority of vehicle traffic during rush hour. More park-n-rides that cover a larger number of suburban commuters combined with a more robust downtown public transportation would make public transport more viable for suburban commuters. As downtown/campus area continues to densify, a subway system becomes very necessary. Buses are too unreliable and get stuck in surface traffic, and are not a good option when weather is bad. Subway should at least connect S. Lamar/S. Congress/S. 1st neighborhoods with downtown and both campuses. Many popular destinations are popping up in the S. Lamar/S. Congress/S. 1st region and making those regions subway-accessible would remove a great deal of vehicle traffic, not to mention that those areas are experiencing a great deal of population growth which leads to more congestion on the bridges across the river, which are the most critical chokepoints in austin traffic.</p>
<p>I think the overall plan should be: -Implement multiple strategies aimed at reducing the number of cars on the roads. DO NOT BUILD ANY MORE LANES on our highways--this is proven not to make a dent in traffic and in fact can encourage MORE people to get behind the wheel, which is entirely counter-productive -Support reasonable compromise between safety precautions and continued operation of Lyft & Uber to cut down on auto ownership and drunk driving -Invest in supporting driverless cars (Google pilot program, etc) -Connect sidewalks and bike lanes where they disappear entirely, linked with strategies aimed at adding trees (read: shade) and separating bikes and pedestrians by physical barriers from car traffic. Together this will encourage more people to walk and bike. -Eliminate all "stroads" (http://www.strongtowns.org/journal/2013/3/4/the-stroad.html) - Identify and re-work or build a higher-speed East/West through-way connecting Mopac and I-35</p>
<p>Please repave the Veloway!!</p>

<p>Seriously, better designed on ramps and off ramps. Too many are quick mergers, short distances to red lights, quick exit only, no sense of speed needed to get to in order to merge, and in some places, too many exits. For example, on I35, why is there an on ramp that quickly turns into an exit for MLK? There's not enough room for a proper merger if need be. Or the exits to 38th street or so that end in red lights after a short exit ramp. There's not enough time to slow down and if anything happens at those lights, it backs up the highway. Or the on ramp south of 6th? Who designed that sharp of a turn, that blind of a merger (you can't see on coming traffic to match speed), and that steep of an incline? MoPac North 35th street exit is outrageous also. There's not enough road way to handle the intake of all the exiting traffic on top of the terrible light placement.</p>
<p>Street lighting is very poor (East Austin). Turn only lanes are not signed adequately, resulting in last minute lane changes. Left turns with multiple lanes could be improved with painted "desired path" markers; often it is unclear where a turning lane should proceed.</p>
<p>Mobility is the biggest problem facing our city and it's only going to continue to get worse. City leadership is completely dropping the ball.</p>
<p>Explore alternative transportation options. Elevated rail, arial tramways, subway, monorail, or personal rapid transport. EXTEND RAIL TO THE AIRPORT</p>
<p>Government is incompetent. Turn this over to the private sector.</p>
<p>There are too many people in this city that should not be on the road. They are a hazard! I believe every person that wants to get a Texas license should need to retake a driving test.</p>
<p>I bike often, using the hike and bike trail as my main route. Biking on the majority of the downtown streets is a terrifying experience, particularly in the late afternoon and early evening. If the sidewalks were a little wider I'd use them exclusively to avoid the streets - large trucks never seem to share the road. I feel safer in my car navigating rush hour traffic than attempting my travels on bike.</p>
<p>#9 - It's not a matter of HOW MUCH IS FUNDED - it's a matter of HOW IT'S WASTED!</p>
<p>Neighborhood roadside drainage is atrocious, my house (owned since 2004) has almost flooded every year since 2012 from the street drainage forming a river down my driveway, my house is right next to/ downhill from a single drain that takes rainwater for the entire block uphill from my house in 3 directions and we have to sandbag to try to protect our property from total loss YEARLY. I believe this could be helped by increasing the amount of stormwater drains uphill on blocks in the emerald forest area of Southwood. And then I could finally get some sleep during flash floods in Austin for the first time in years.</p>
<p>Question #10 is leading... there is a better way to word the question you are trying to ask.</p>
<p>Moved here from Chicago and public transit may be the one thing Chicago does better than Austin. Seems crazy that there isn't either an elevated rail or some equivalent public transit system.</p>
<p>We need a mobility bond now!</p>
<p>I can't stress the importance of making biking more safe. So many people do it, and currently my commute going from the East Side (Near Riverside) to Downtown is really very pleasant until I hit 35. The bridge next to 35 there is just awful, and the subsequent journey through the Downtown streets is at once dangerous and needlessly congested. Why aren't there more bike lanes downtown? It seems as if it would be a necessity. That being said, I still appreciate the efforts. Austin is far more bikeable than, say, Houston where I lived previously.</p>
<p>Most needed might be a) more/better E/W arteries, as we have few options, and/or b) more/better places to cross the river. Each of those suggestions are major chokepoints in our daily commute.</p>
<p>More reliable and fast public transportation!</p>
<p>Publish results of this survey. Publish how you plan to fund this. Be honest about using these results to make improvements. Be honest and ethical throughout the process. If you are in government you should take ethics courses.</p>

Our neighborhood is seriously congested, particularly Thornton. We need more sidewalks so my kids can play/walk outside safely, and we need more restricted parking so people don't get trapped on Thornton during busy times. I'd also love to see more bike lanes throughout the city.
Maybe not *the* most important thing for improving safety, but definitely an ongoing concern is the lack of citations for motorists hitting cyclists and pedestrians. If there are repercussions, why would motorists change their behavior? At the absolute minimum, all drivers should be cited for not maintaining 3 feet.
Yall need to get the fuck away from these stupid toll roads and do some serious focus on a light rail.
Make it safe and feasible to not drive a car. Let's get away from a car centric society.
SXSW this year: the first Friday, when Obama spoke downtown, Mayor Adler suggested that people just stay home and telecommute. People did, and I heard from a lot of people that traffic on Mopac and I-35 were significantly better on that day. Perhaps a coincidence, but perhaps not. Maybe the City could institute a pilot program to reward businesses and individuals that figure out ways to incentivize telecommuting on a regular basis.
Please do not fund via additional property taxes. That burden is already high. Either add city income tax/sin tax/ bonds/etc.
Please don't raise taxes again.
More protected bike lanes and trail connections, please!
More density please!!!!
There is no way for people in my neighborhood (Knollwood On the Colorado -- I live on Hester Road near Kingsland Way) to safely get to a bus stop without either walking across a 6-lane highway or going far out of their way. All Austin neighborhoods should have a bus stop nearby that they can get to safely.
Hire Houston or Dallas contractors that know how to finish a project in a timely manner ... Over/Under passes on 360 (like Beecaves Rd.) ... additional bridge lanes across Lady Bird and Lake Austin ... realize that, like it or not ... there will always be cars ... Initiate a program to inform bicyclists that they can drive on sidewalks outside of city core (Barton Springs Rd is good example) ... better a bike/ped accident than bike/auto ...
I'd like to take the opportunity to thank you for asking for feedback to make improvements. One area of concern in my neighborhood on the East Side is that often times cyclists choose to ride on the sidewalk on E. 6th Street and can be quite aggressive at times. I, and others, have had cyclists push us off to the grass while walking our dogs and they are aggravated by our being there. (I had one man scream at me with obscenities to move out of the way.) While 7th Street has a designated bike lane and far East 6th Street has very light traffic, these cyclists continue to use the sidewalks over the street. This happens mostly in the morning hours but also in the afternoons. I'm not sure the solution to the problem but hope this comment reaches someone who can promote some change. Thanks again!

This concludes the results from the Mobility Talks Survey for District 3. For more information, please contact the Capital Planning Office at 512-974-7840 or capitalplanning@austintexas.gov.