



Mobility Talks Survey Results

District 4



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 2 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 4. 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 Four, 373 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.

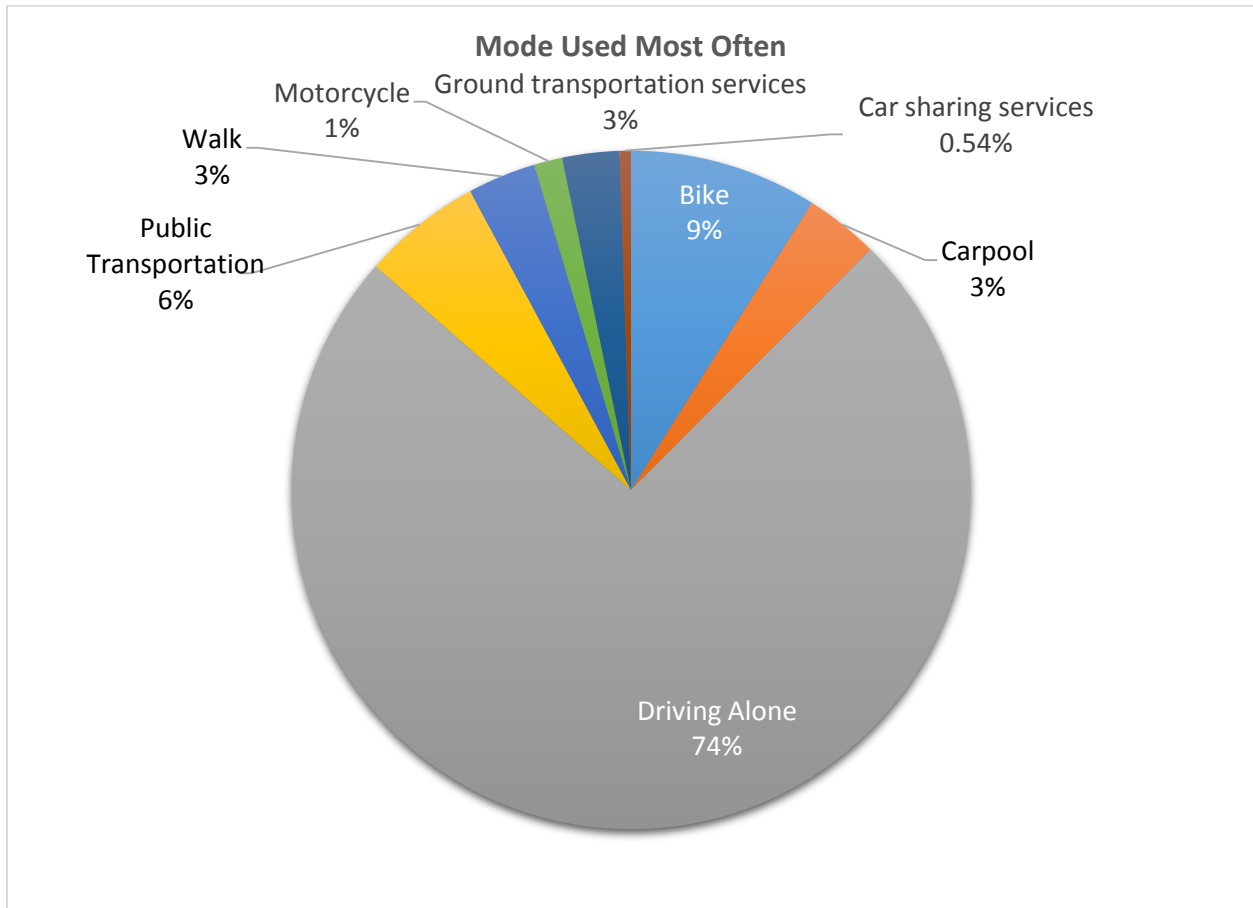
Improving the Quality of our Streets: Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

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.

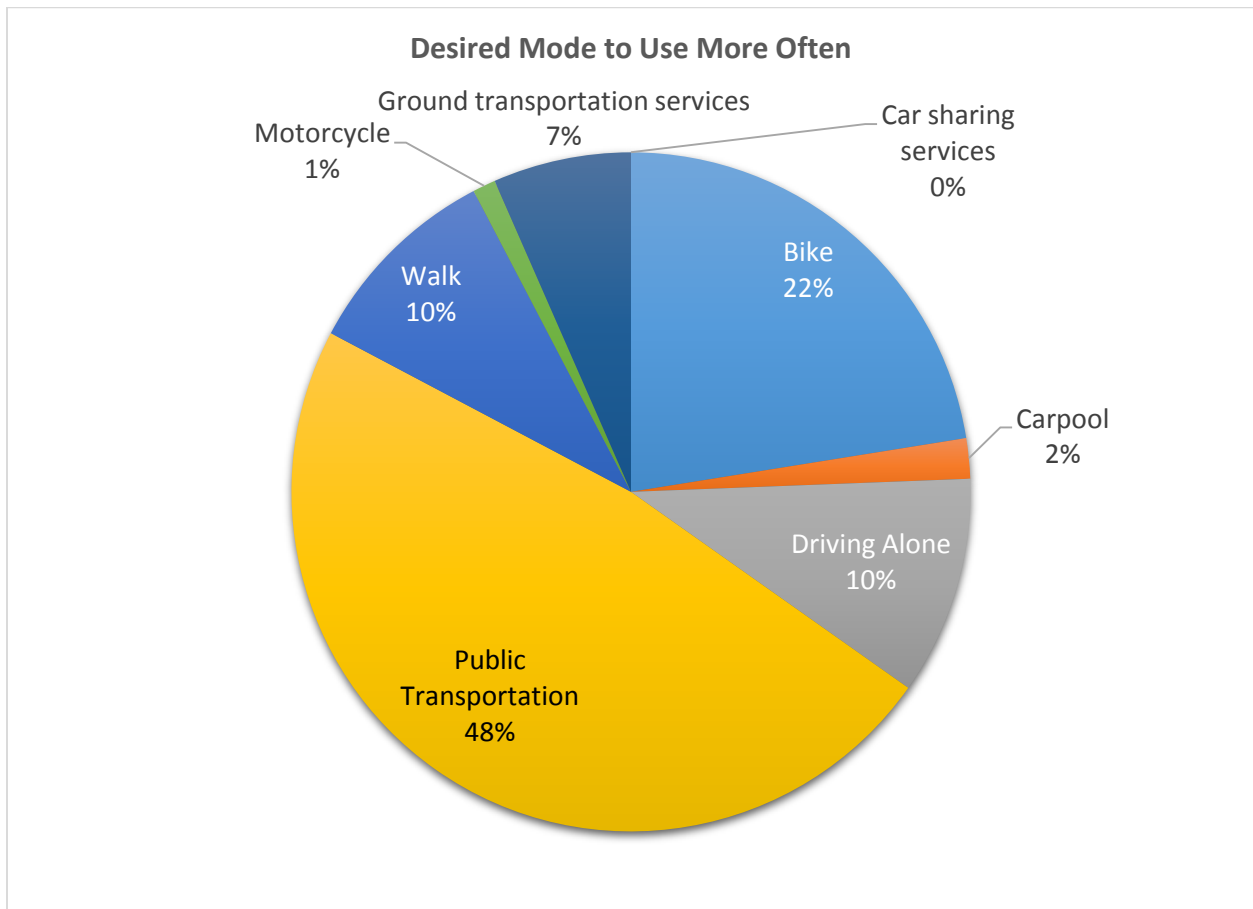
Demographic data of Mobility Talks Survey participants in District 4			
Demographic Category	Demographic Choices	District 4 Results	Overall Results
Race	Caucasian/White	77.2%	75.1%
	African American or Black	1.6%	2.1%
	American Indian	0.3%	0.5%
	Asian/Pacific Islander	1.9%	3.1%
	Other	5.9%	4.8%
	Prefer not to answer or skipped	13.1%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	14.2%	10.4%
	Prefer not to answer or skipped	12.9%	16.3%
Age	18-34 years	37.0%	29.7%
	35-44 years	28.2%	23.5%
	45-54 years	15.8%	17.6%
	55-64 years	8.6%	12.7%
	65+ years	6.4%	9.0%
	Prefer not to answer or skipped	4.0%	7.4%
Gender	Female	49.6%	45.2%
	Male	44.5%	44.5%
	Other	0.5%	0.6%
	Prefer not to answer or skipped	5.4%	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 4 Results:

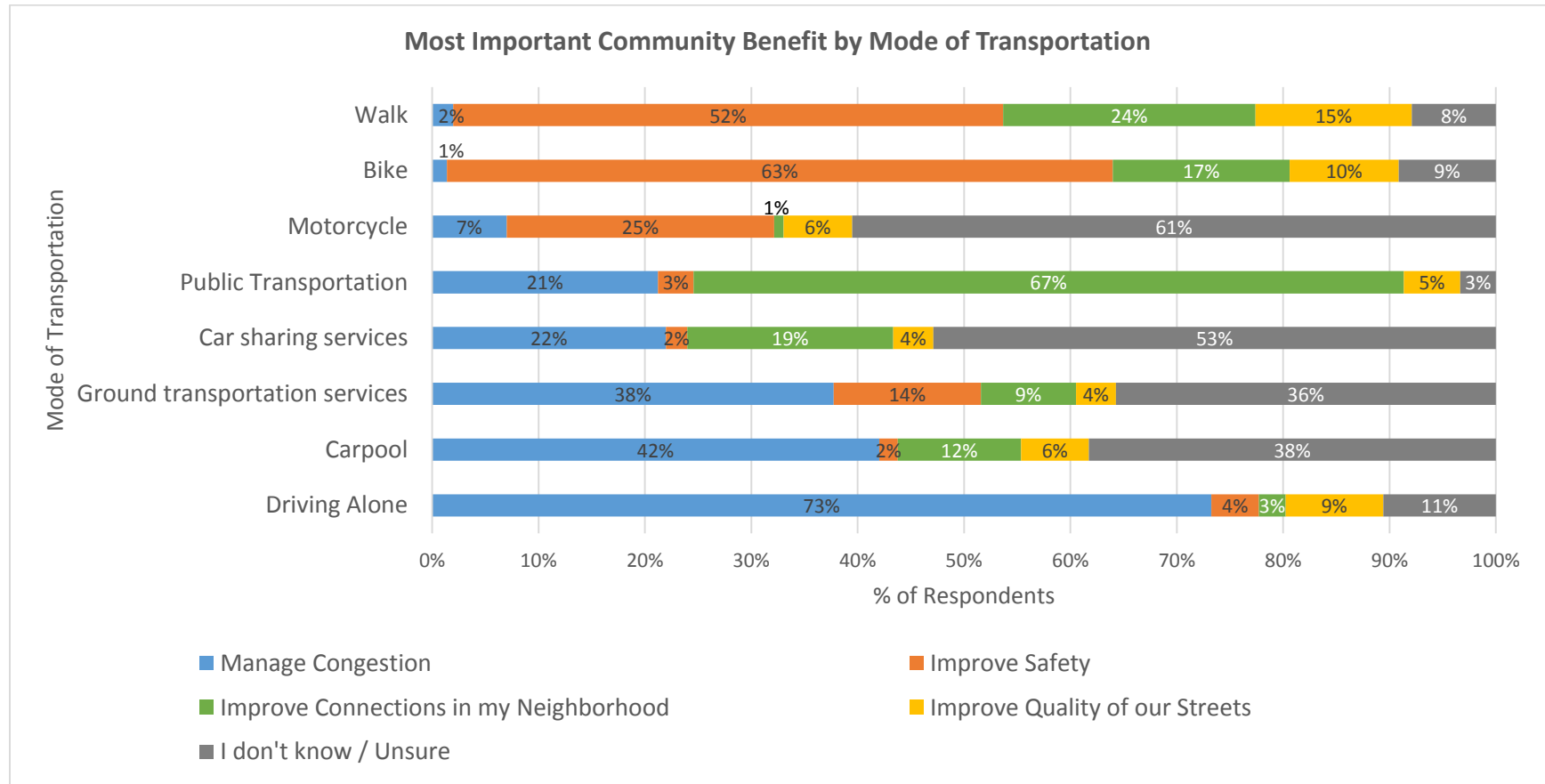


Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 4 Results:



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 4 Results:

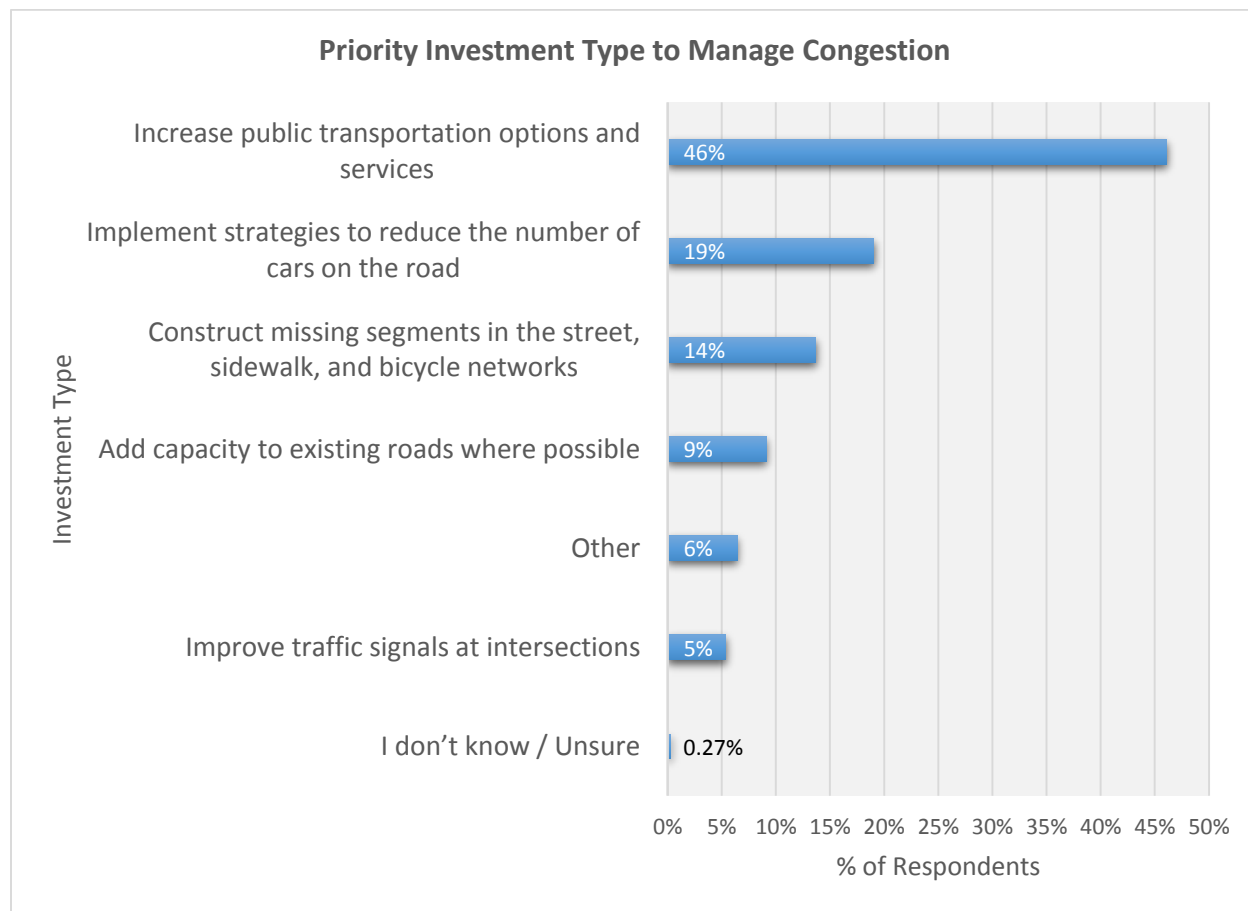


Priority Investment Types

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 4 Results:



Other:

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

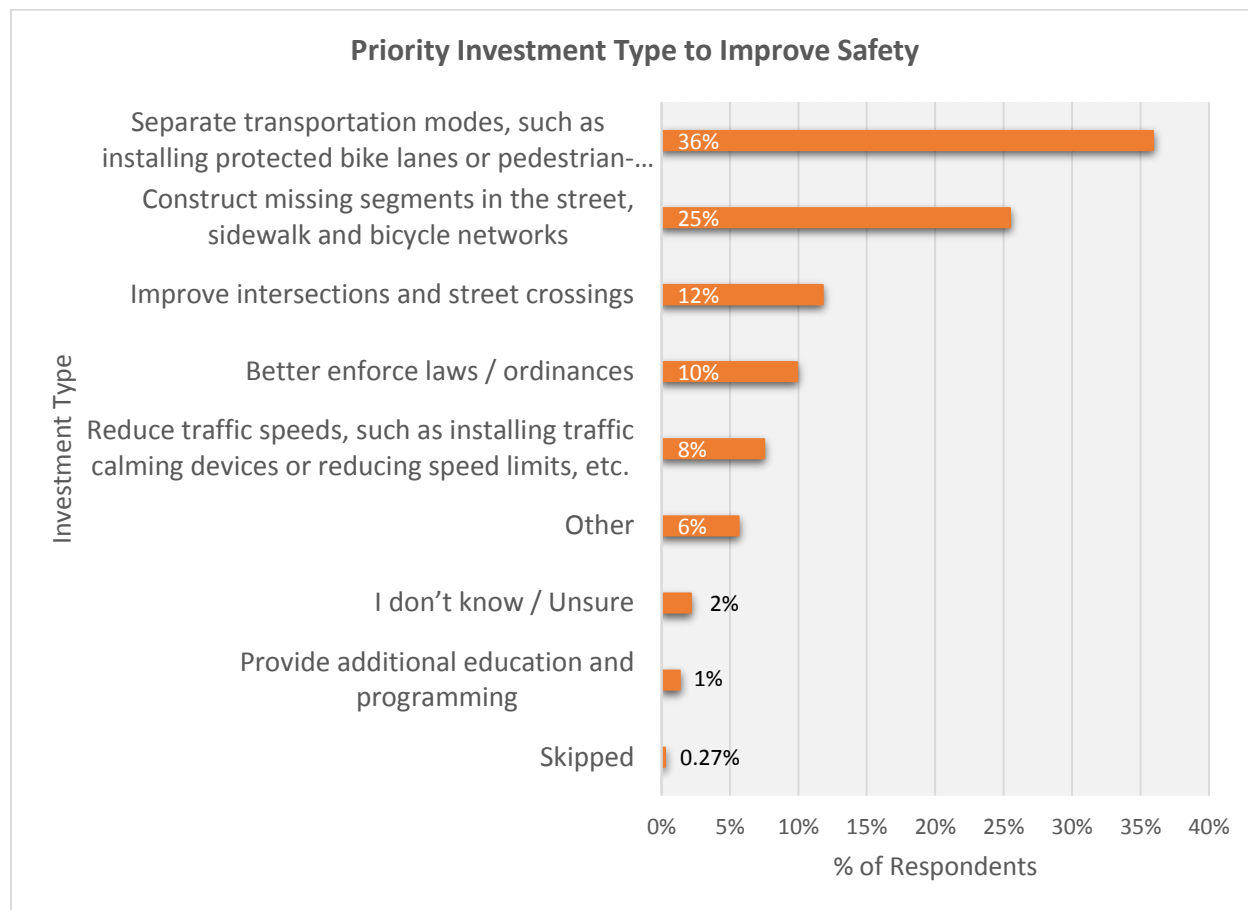
I can't choose only one. I'd say top priorities are time signals more efficiently, add capacity where possible, and increase public trans options
Improve capacity AND connections for East to West, West to East specifically
accommodate uber/lyft so less active cars are on the road

Put all City, County, and State employees on a staggered work schedule / allow more telecommuting to reduce rush-hour congestion.
Bring back Uber, Taxis are unreliable, hard to get, and expensive.
Reward people for using shared mobility
We need more rail and train transportation
Get busses off the streets! Fix crossing gates at rail crossings so traffic is not stoped and there is no train in sight.ing
better bike ammendities
Increase public transportation rail options
Create better Metro Rail routes for people to easily get throughout the city.
Add rail system so that we have quality, fast public transportation available.
I want to pick (3) - Increase public transportation options and services, Improve traffic signals at intersections, and Add capacity to existing roads where possible
Stop reducing 2x2 lane roads to 1x1 with a turn lane. That is not increasing throughput.
Stop building frontage roads
Make 183 to Ben White to 360 to 183 a loop with minimal or no lights
Please prevent oversize loads from travelling during rush hour. This happens several times a week on 183 between 8:45 AM and 9:30 AM, taking up both lanes in one direction.
Circulator Technologies, and especially Urban Cable should be considered to add supply to congested routes. The Wire is the smartest thing City of Austin can do for its future !!! And anyone that supports it has my vote in the future :)
Dedicated bus lanes through the entire city and investment in street cars
Elevate train tracks above busy roads so they don't stop traffic and create more congestion (they were supposed to make it better not worse). Example: the rail across Lamar at Airport Blvd.
Improve metrorail crossings, e.g. @Airport & Lamar
Construct missing segments in the street, sidewalk, and bicycle networks AND Increase public transportation options and services
Remove toll roads.
It is impossible to specify only one thing....the traffic signals desperately need improving and adding capacity to existing roads would help in some places

Improving Safety

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

District 4 Results:



Other:

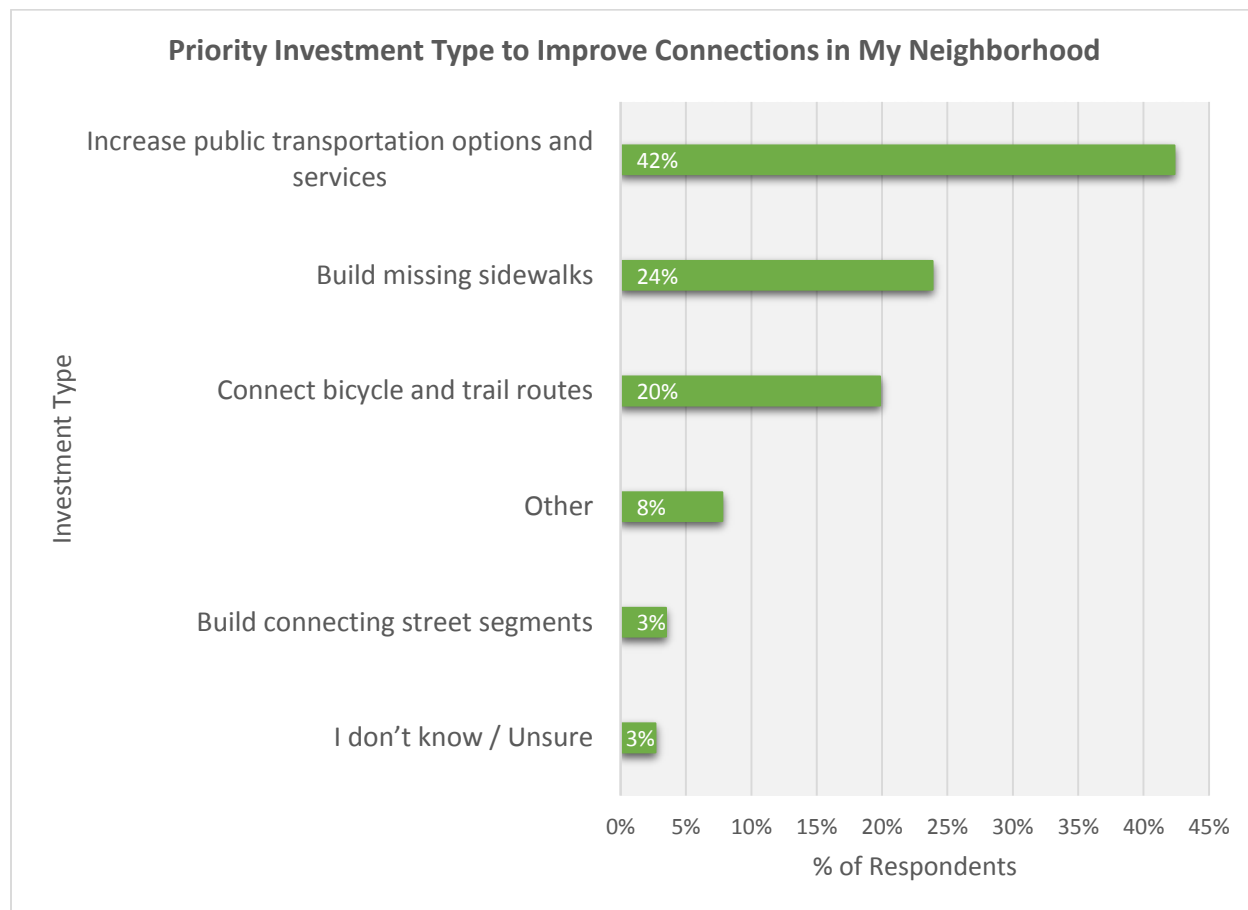
Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

accommodate uber/lyft to reduce drunk driving and increase ease of transportation
MORE ROADS!
Safety would be improved if I could get an Uber instead of driving drunk, oh well, time to tip one back.
There's a heuristic people use private transport. It's flexibility, comfort and safety. When these reasons become more balanced for shared or alternative transport, they will continue to be less favored
Stop people from running red lights
building roads that arent shitty toll roads

add post lamps , it's hard to see people crossing streets in the night, and dangerous for people who walk
sidewalks along ALL of Jollyville Rd.
Add police presence.
improve communication among all commuters during the commute
Improve quality of existing infrastructure
Crossing signs! There is a pedestrian walk by the Capitol and I have almost been hit a couple of times!
Stop building frontage roads. Too many access points resulting in significant traffic conflicts.
Urban Cable !!!!
Better enforce Laws: Namely the hands free ordinance while driving
Put all 18wheeler and through traffic on SH 130 - OFF IH 35
Target uninsured drivers. Big clue is the paper dealer plate that has been on the car for a year.
Enforce distracted driving laws, enforce left lane for passing law
Improve intersections/street crossings & construct missing segments in street/sidewalk
All of the above!!!
All of the listed options are equally important and all must be implemented to realize the goals of Vision Zero.

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 4 Results:



Other:

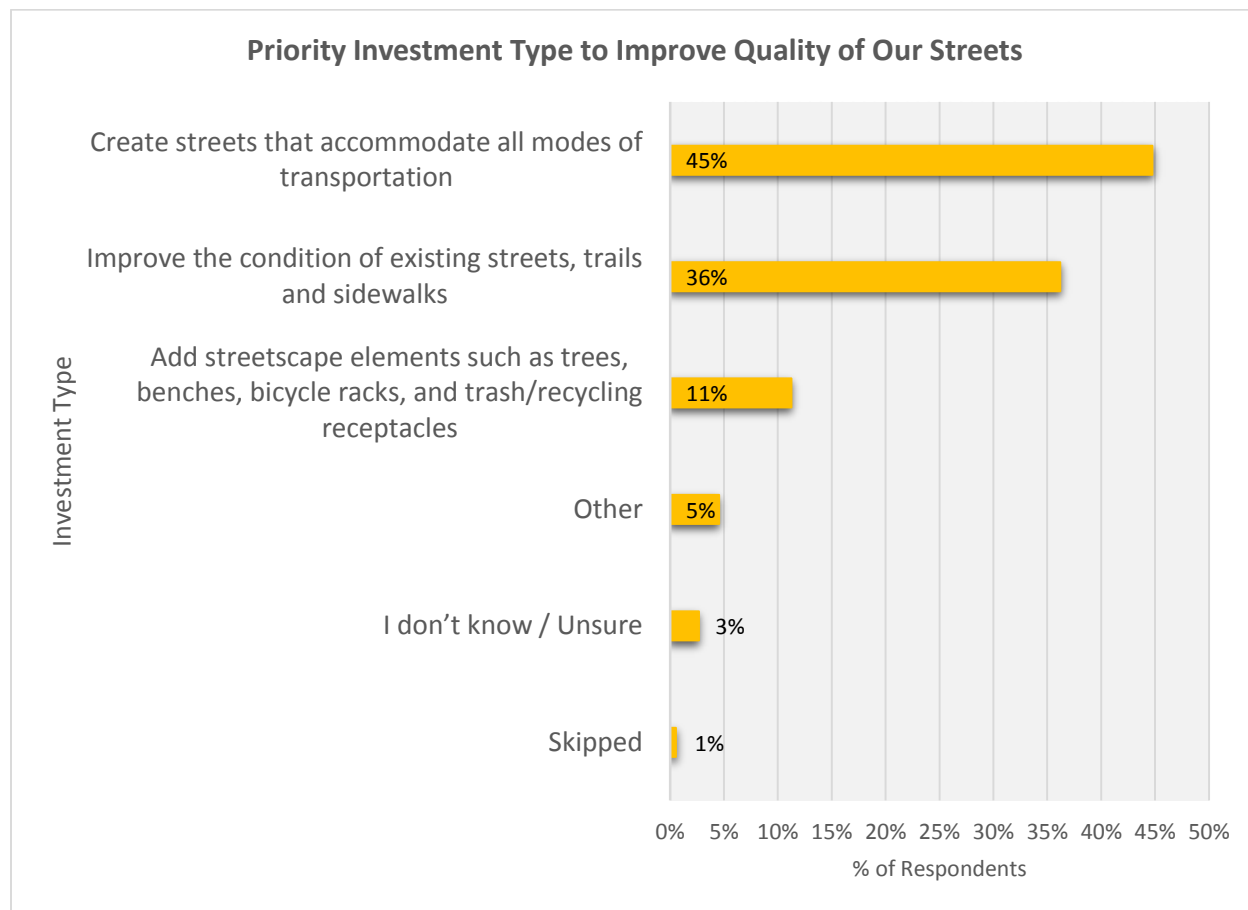
Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

None of these apply to my particular neighborhood. There are lots of public trans options around me, but the issue is that they don't connect to where I often need to go.
Reduce neighborhood speeds to 20 MPH city wide
additional rail options
Reduce TNC regulations to allow better service
Deregulate TNCs
MORE HIGHWAY LANES

With the construction on MoPac, traffic on Shoal Creek is TERRIBLE. Cars speed up and down the street day and night and drivers never follow the posted speed limits. In addition the majority of afternoons, traffic is backed up from the four way stop at 45th and Shoal Creek to almost at the top of the hill making it impossible to get in and out of your own property drive ways.
Transportation connections "WERE" improved by Uber's efficiency, then you took it away to play politics and regulate something for the sake of having your job. Stop trying to fix non-existent problems.
Need to have a better transfer service. I would love to take a bus to basketball games, in order to arrive at the Arena I would need to transfer to another bus. There is a long delay for the transfer and it is quicker for me to drive.
Available parking at MetroRail stations
Metrorail stop on Anderson Ln.
Increase public transportation rail options
innovate more efficient use of spaces that are already connecting everything
Pour concrete roads already
Stop reducing the number and width of existing lanes.
Extended hours for the rail, service on Sundays, park-and-ride at Crestview Rail Station and park-and-ride included in long-range plans for Highland Mall site. At present, we are not allowed to park at Crestview if using the rail, which undermines rail use.
Develop rail network
street lighting
Improve/extend dedicated bike lanes
Run the light rail later on weeknights
Transportation connections are fine in my neighborhood (North Loop/Northfield), but need to be improved on the other end of my commute where I work just west of 6th & Lamar.
trains should run more frequently
Urban Cable !!!
More rail lines, and later service!!! I LOVED taking the Red Line when I lived in Cedar Park but it was always hard that my day basically ended before 7pm. Plus, after I moved to north Austin, it does not go anywhere useful to me. I miss it terribly. Other major cities have amazing rail or subway lines. We can't even manage more than one. I really liked the idea of the Gondola system that Michael McDaniel & Jared Ficklin showcased at TEDxAustin: https://www.youtube.com/watch?v=55TDpeU3l2Q
Open Morrow St. at Lamar to two-way traffic again (like it used to be).
improve interaction between traffic light & metrorail crossing blocks at Airport & Lamar. The rail crossing guards are activated far too cautiously, making this intersection a pain to cross through. It is a critical pathway that is hard to re-route around and must be traversed for a majority of my car trips.
Build missing sidewalks & increase pub trans options/svcs
All of the listed options are equally important and all must be implemented to realize the goals of Vision Zero.
cruzar la N Lamar

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 4 Results:



Other:

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

Do something about the drainage issues on North Lamar that doesn't make the right lane impassible.
Streetlights
quit wasting money on bike lanes/stripping
add lanes!!!
For a pedestrian trying to cross Lamar-from 183 N to Braker is a death defying act. A road such as Lamar needs a median and one that is attractive, landscaped appropriately. I thought that is a street was designated a blvd. there would be an attractive median. I know the Lamar is a state road, I think it is time to negotiate with the state to make it an Austin Street, otherwise nothing will ever get done.
Improve sidewalks
no one needs trash and bike trails for fucks sake. build roads.

We need safe bike lanes and bridges that are connected.
Metro Rail
Repair and repave streets.
Add more driving lanes, less traffic lights
better information on bike routes and how things connect
Adding capacity and new roads would be the best improvement in the quality of our streets
Urban Cable !!!
Improve the condition of existing, AND build more streets to connect all the new communities
Complete unfinished sidewalk sections and fix old sidewalks
Buy ROW to make a new freeway or invent teleportation

Geographic Scale

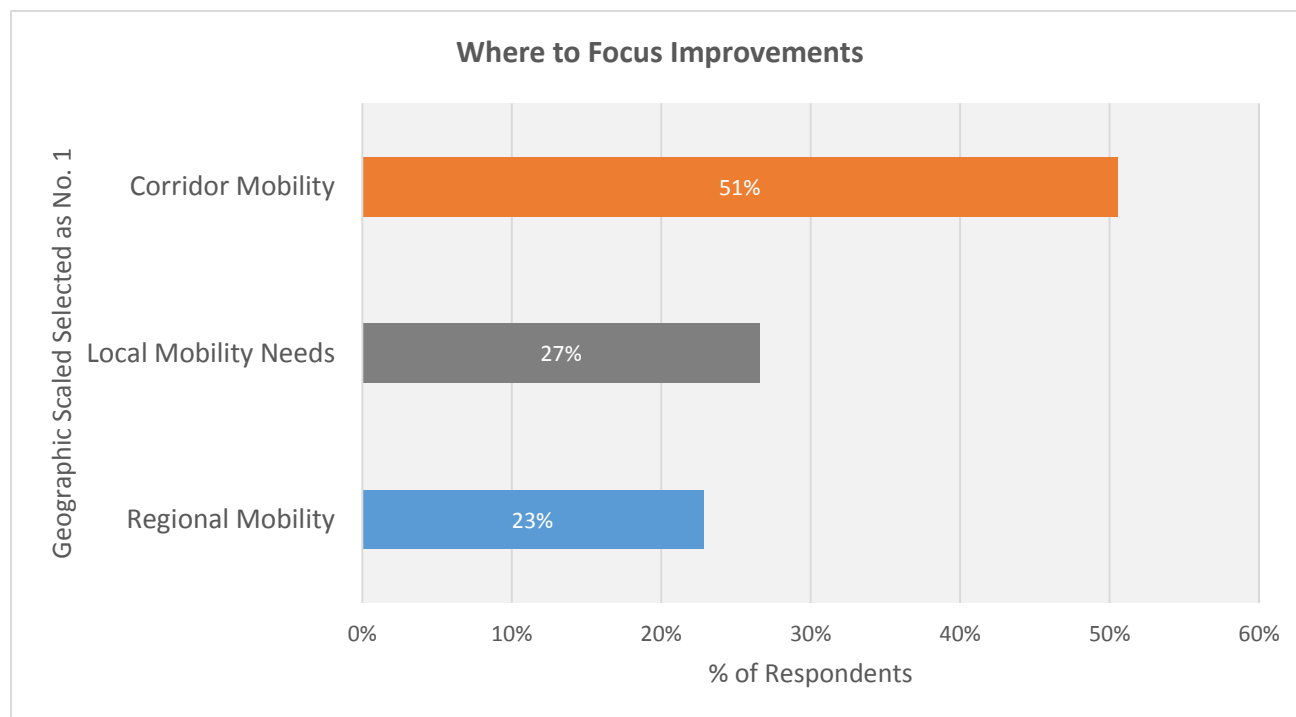
Question 8: Given your answers, where do you feel the City of Austin should focus improvements?
Rank in order with 1 being the most important

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.

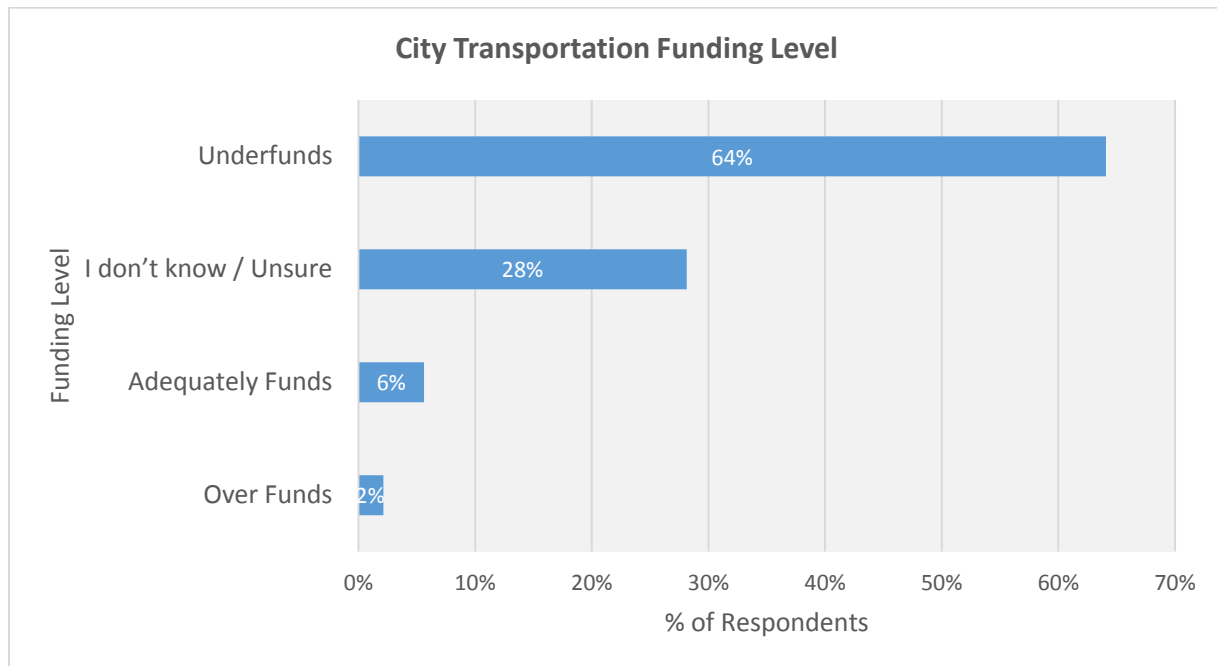
Local Mobility Needs: projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 4 Results:

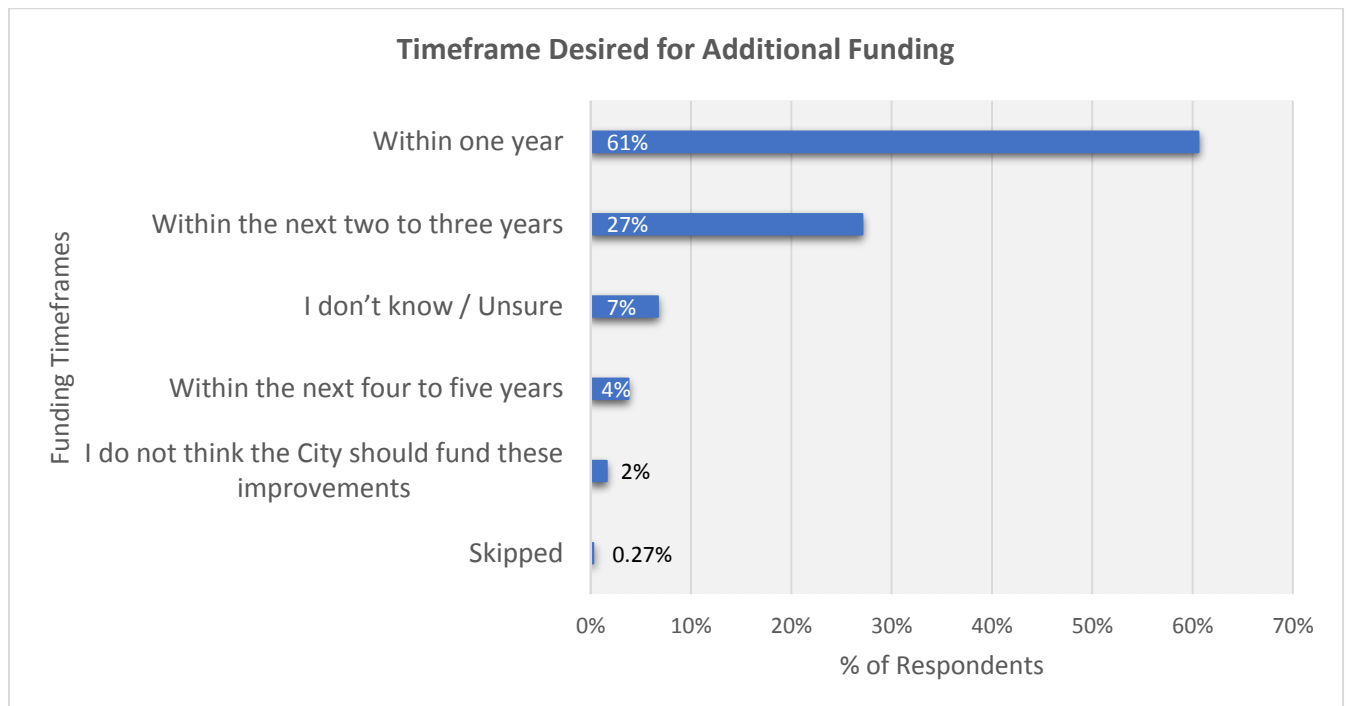


Funding

Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs? District 4 Results:



Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified? District 4 Results:



Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here. District 4 Results:

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

Look at other major cities that do public transportation well such as Seattle, Portland I would ride light rail! Quit sinking money into busses. The light rail plan did not pass because of its poor design. It needs to start and end in places the public are actually going
Bring back ridesharing companies OR improve public transportation availability (night schedule and more options!). I don't drink and drive, I need options to get home safe afterhours. Consider that Austin has A LOT of nighttime events, it's the music capital of the world! We need this. Extend the bike lanes and trails
Bike use in Austin is at an all time high. There is a huge population that would commute by bike if the proper infrastructure was in place that would allow a lot less cars on the road
A real commuter rail system would be fantastic. I don't believe the last proposed plan went far enough, and packaging it along with so much road improvement may have been misguided. Regardless, it has not been adequately sold to the public. This should be a top priority.
There needs to be a pedestrian bridge crossing Lamar near Rundberg. It is a high traffic area and there are two schools at that corner. Children need to be able to cross safely and cars should be able to traverse less impeded to improve traffic.
Accommodate uber, lift, bring taxis from the dark ages by deregulating and undo the mess that's about to unfold over the next year.
Austin is the 11th largest city in the USA by populations and smaller cities have much better transportation options, especially for public transportation. An objective evaluation of how well people move around in those cities, then modeling Austin's transportation solutions on those would be more important than opinions of random citizens. Existing infrastructure in Austin encourages unsafe driving.
Follow stakeholder plans to eliminate outdated restrictions for all modes of transportation. Add a REAL commuter rail solution.
Recent TNC regulations were ill advised as shown by cities willingness to disregard them as newer companies arrived. Need to return to 2014 regulations.
Finding a way to enable Lyft/Uber to come back is a HUGE concern to me. I voted AGAINST Prop 1 even though I like their services and used them regularly. They should be humiliated at how shortsighted their handling of this issue was. That said, since it's the best interest of both the people of Austin and the companies, surely there has to be a compromise to get them back here in town.
I am grateful of the new district representation. It really helps our voices feel heard.
You should not group Taxis with TNCs. TNC's were my mode of transportation besides driving my personal car and I will NEVER take a taxi.
I think sometimes the city could get more bang for its buck. Showcase projects like the pedestrian bridge over Lady Bird Lake and the light rail use a lot of funds, and needs like making it more possible for pedestrians and cyclists to get across I-35 or 183 don't get met. There needs to be some middle ground between "that's just for poor people, it doesn't matter how well it works or how it looks, they don't have a choice" and "maybe if we make it really super trendy the hipsters will use it."
Walkability improvements are of particular concern in areas that have become more densely populated by both residents and commercial spaces, for example the Burnet Rd. corridor.

Better light timing should be the number one priority. Having to stop at every intersection encourages people to speed and run red lights. Also being stuck at a red light with no cross traffic only adds fuel to the road rage 'fire'. I've driven in many cities... this one is the worst!!!! This shouldn't cost too much. Just replace the incompetent people currently doing the job with someone that cares.
Sack the entire Austin city council. They are corrupt and do not have the best interests of the city of Austin at heart.
I live in the North Loop neighborhood and I would love to see improvements that make walking a safer option. We lack adequate sidewalks and there are problems with cars speeding and using residential streets as cut through access. There are frequently cars that run stop signs. Just this weekend two cars collided in front of our house when one failed to stop at a stop sign. I would love to see more stop signs, slower moving traffic on residential streets and improved sidewalks.
Definitely need to improve public transportation options, a rail system throughout the city would be ideal. With the population growth in Austin, it's time to begin to map out options to reduce traffic and offer option aside CapMetro to move throughout all of Austin. The current rail system was a first step but for the amount of tax \$ invested, it should serve everyone across town.
It would be nice if surrounding cities/suburbs that contain workers coming to Austin would actually help pay for road improvements and lane additions. Why should the City of Austin and its residents pay for everything?
1) The state of the sidewalks throughout Austin is terrible. And, having to compete for a Bond to allocate funds for such a basic city necessity is ridiculous. I want to see baseline funding established in Austin to repair our sidewalks. 2) Rideshare provided an integral component to transportation in Austin, and allowed many of us to operate without a vehicle. Essentially, rideshare added routes when it was not possible to take a bus or ride a bike. I feel City Council was in the wrong by placing additional restrictions on rideshare and not considering the safety built into the Lyft/Uber platforms (GPS tracking) that Taxi services lack.
It is very embarrassing that Austin does not have a proper rail system. The MetroRail currently doesn't help with traffic congestion because it can barely fit any people on it. Visiting Portland, OR recently was mind blowing to me that they had such an amazing rail system. People would use a rail/street car option if it was available.
I do not believe the City of Austin should pay for federal highway improvements that encourage car use. I would like to see our local dollars invested in local transportation infrastructure that encourages mode shifts, such as bicycle lanes, accessible sidewalks, and mass transit.
Making city transportation departments more accountable for acting and completing projects on time. Start from the top down. If more funding is needed then cut top management salaries to minimum and build incentives to complete and finish jobs within budget. That does not mean increase budget. It means improve productivity. We all complain about government but it is the lack of productivity and accountability in ALL government jobs to perform at the highest level. "You're fired" should happen more often to get rid of dead beat workers.
Don't screw your citizens with bad regulations

<p>If the city doesn't make driving a car inconvenient, people will continue to drive alone and we will continue to expand our roads network. I actually prefer to not drive; however, it's most convenient for me to drive my car. If it were more convenient to jump on a train or safely bike, I would choose those modes. Unfortunately, the time it takes to utilize the public transportation network prohibits me from using it. For example, if I want to go downtown from home it would take me no less than an hour. I'd have to walk 1/2 mile to a bus stop, take the bus two miles to a train station, then take the train to downtown. OR I could walk 1/2 mile and take the bus downtown. Either way, it's about an hour and I only live about 4 miles from downtown. I urge the city to consider making car use less convenient and instead focusing on making other options more convenient.</p>
<p>1) We need easier access to cross the river. The getting North/South is extremely difficult. 2) Bring back Uber/Lyft. I have no idea how I'm going to get to ACL or any other events this year because it was my primary mode of transportation for any high congestion events.</p>
<p>Two priorities should be safety and convenience!</p>
<p>The city is wasting taxpayer dollars by regulating a business model that is more efficient, and works better than taxis. Nobody likes taxis, taxi drivers, taxi prices, or being told what they can or cannot do by corrupt government politicians regulating something for the sake of their jobs. Let Uber and Lyft enhance the city's transportation network without disrupting the very people's lives who voted for you. You are the reason people hate politicians and government. You are supposed to help enhance people's lives, not waste time on pointless regulations and restrictions.</p>
<p>How about not raising my property taxes or gas taxes or any other taxes to have your programs get implemented. Work within the budget you have and work smarter. Quit raising my property taxes the take away ride sharing because you aren't getting the taxes you want from that service.</p>
<p>I think this "survey" was put together by people who don't have much experience using the alternative modes of transit. Using alternative transit always involves multiple reasons, some logical, some emotional and economic. The survey should have reflected that reality. Schludermann@gmail.com</p>
<p>Why isn't there public transportation going to and from the airport?</p>
<p>I'm especially interested in improvement of east west bus service - (cross town routes)</p>
<p>I fully support the Bicycle Master Plan proposal, which would include funding for 220 miles of protected bike lanes, 50 miles of urban trails, and hundreds of miles of missing sidewalks. I am hopeful that my City Council will promote these much needed safety and connectivity improvements to our walking and bicycling network.</p>
<p>We desperately need public transportation in the form of Rail and trains. I love the metro rail but it's not enough.</p>
<p>I am a full time bike commuter, and I commute with my kids to and from their school (3 miles) - they are 6 and 9. Safety for bikers is my top priority, so I would like to see much more bike lanes/paths that are separated from roads, much like what has recently been done on 51st street between Springdale and Highway 183. That's an example of an almost perfect accommodation for bikes - thanks for doing that!</p>
<p>1. Question 10 is really dumb!! 2. Create bike lanes where there has been a demonstrated need. For instance, I've lived in northeast Austin for 12 years and drive on Cameron Road south of 290 very frequently at all times of the day and night. I have seen one, count 'em, one bicyclist in the bike lanes since they've been implemented. So what was done was take two lanes each going north and south and change it to one lane going each way with a middle turn lane and bike lanes NOBODY uses. It was just dumb!!!! 3. The ethnicity questions, 14 and 15, are dumb also. If I answered 15 as white, why do I have to answer 15?</p>

Our infrastructure is collapsing all around us. Put priority on life and safety above amenities like hike and bike trails. Streets are decaying. Storm drainage systems are decaying.
using public transit creates anxiety and depression
While I would like to see more improvements in the urban core neighborhoods, I'm concerned this will further gentrify these neighborhoods. I would like to see more work done in conjunction with affordable housing initiatives so that further improvements do not compromise housing for local residents. (I am not a local, but concerned that the neighborhoods I like to frequent because of their cultural flair are quickly being replaced by fabricated trendy places.)
We live in a city that is super spread out and gets super hot. Walking and biking are always going to be of limited use in those conditions. Period. And that's made worse without density as people live too far from work to realistically utilize those options. Even taking the bus is a pain in the rain or heat with the vast majority of stops being unshaded or protected from the elements in any significant way. The rail is overpriced to build and grotesquely limited in scope or range, there's little hope for subways or even many subterranean walkways. It seems these surveys always focus on options that fail to address the fundamental realities of living in this town. Yes, make better roads, prettier medians, and more sidewalks, but the urban spread and heat will always undercut most efforts.
More rail options and more bike lanes!
Marc Ott needs to be fired. He is only interested in serving private toll companies and the taxi lobby as per his actions. Austin's roads are only able to accommodate < 25% of our current growth. We are desperately in need of mass transit systems throughout the city. Austin has become a transportation nightmare with traffic and safety issues, all thanks to Marc Ott's corruption. We need improvements to our bike lanes (which are currently unconnected and unsafe), and NO more toll roads! It is suspected and has been suggested that Marc Ott has designed this traffic nightmare to be able to serve special (toll) interest, so that Austinites will accept paying for toll roads, and has taken kickbacks in order to make sure More toll roads are implemented here. Austin is not Houston, nor do we care to be. Something has to be done. People and businesses are already leaving to to this tremendous traffic problem, which has become one of the worse in the country!. Marc Ott does not serve this community. He only serves himself and special interest. Corruption in the transportation committee should no longer be tolerated. This city will have to implement a much better rail system in order to sustain this growth. The current rail system is a joke in that it only serves < 2% of the public's needs. Also, representing the Taxi lobby at the expense of TNC's is an outrage. This is one of the hardest drinking cities in the country, and DUI related accidents and deaths are sure to increase if TNC's leave. And both Marc Ott and the transportation city officials need be held personally accountable for any increase in deaths due to DUI's. Corruption will not be tolerated. We need a Competent and trustworthy transportation committee, not a corrupt one.

<p>Increase the ***FREQUENCY*** OF THE BUSES!!!!!! 15 min. intervals 5:30am-7 or 8pm, not more than 20 min. intervals 8pm-3:30am-ish, 30 min. intervals 3:30am-ish-5:30am <i>*every* day!!!</i> Waiting 30-40 min. for a bus -- esp. if you have a connection, or are coming home (or going out) in the evening/at night is a HUGE WASTE OF TIME! (it's also potentially dangerous in the summer, w. the extreme heat we can have, and no shade at many stops!) For example, last. Sat. It took me FIVE HOURS to run errands on the bus -- if I had a car, it would have taken me only <i>*one*</i> hour!!! I can't do these errands during the week because I'm already getting home <i>*very late*</i> because of the bus, and to add <i>*any*</i> additional trips would <i>*easily*</i> add <i>*at least*</i> another hour to my trip, even when the errand itself takes only a few minutes! Most of my time last Sat. was <i>*wasted*</i> in <i>*WAITING*</i> FOR THE BUS and walking to my destinations (mostly along an east-west line, and several blocks off the bus routes). And 'Commute' hours should run to 7pm, at least! Increase the number of <i>*east-west*</i> routes, so you don't have to go <i>*so faaaarr*</i> out of your way to <i>*make*</i> a connection. LISTEN TO YOUR CORE RIDERSHIP!!!! Everything does NOT revolve around 8-5 and not everyone even <i>*has*</i> an 8-5 -- they work other hours and do other things besides go to and from one destination on weekdays only. If you want people to ride the bus, <i>*MAKE BUS RIDING ACTUALLY _USER FRIENDLY _!*</i></p>
<p>The city needs to focus on rail solutions. All other developing countries understand rapid transit is the only viable solution for large urban populations. The city can keep pouring money into bus solutions, but the middle and upper class that causes traffic congestion do not ride the bus and will not ride a fancier bus. Any solution that focuses on vehicles, such as buses or even self-driving cars, will be limited in long-term viability. Vehicles still take up space, will need parking, require more roads, and require lots of road maintenance.</p>
<p>There has been little improvement in traffic patterns in Lamar/Braker adjacent neighborhoods. Way too much cut-through traffic without addressing the underlying traffic patterns that create this: i.e. no right-turn lane on I35 frontage road to Braker, no right-turn lane at Lamar from Braker. This creates a very unsafe traffic cut-through the neighborhoods. We are told it is a SPEED issue, and it it a TRAFFIC PLANNING issue.</p>
<p>We need better public transportation. If Austin invested in a better more efficient public transport system. Think about possibly expanding the rail. we would not have as many issues with traffic</p>
<p>Do not force public transportation on citizens when the City of Austin is incapable of providing adequate mass transit b</p>
<p>We need to have rail for Guadalupe/Lamar on the ballot for 2016. It is a must, along with our bicycle master plan, to improve and manage congestion, which is our #1 problem.</p>
<p>The way streets are designed is not the only factor in how people commute. We need to rethink programs/services and systems that address people's needs so that they even have the option of changing how they want to get around the city.</p>
<p>I am also a fan of the Don't Block the Box initiative. When my parents were visiting, they would constantly say to each other, "be careful not to block the box!" so I know that it catches attention and at least reminds people to stay aware of intersections. But I would like to see signs added to major intersections that prevent turning right during rush hours. No right turn on red or no right turn from 4-6p, etc., because I've noticed an increase in cars turning right and taking up space while drivers who are trying not to block the box are stopped at the intersection. I hope that makes sense. Basically drivers turning right are "cutting" in line in front of drivers who might otherwise have been able to cross before the red light. And if you refuse to turn right and cut people off, the drivers behind you get very angry.</p>

I do not think there should be any more toll roads. i-30 toll has done nothing to improve city traffic. If more money is needed, offer municipal bonds and other forms to raise capital. I believe the upper deck of i-35 needs to be extended south of Slaughter Lane (something similar to what was proposed back in the 80's). Traffic signals in this city need a lot of attention!!! 360 is a joke how bad they are, and streets like Lamar need help badly! I LOVE THE NEW 183 improvement plan. I am not a fan of the toll part, but you are offering several free lanes (which I already pay for with my tax dollars mind you) that by-pass the street lights. You are finally doing something right. Last piece of advice. OVER-PLAN!!!! We have had anywhere from 50-200 new people moving here every day for the past so many years. By the time you get improvements done, you will need more. Do something DRASTIC. Our wonderful city needs it. Please contact me if I can help provide my opinion in any other way!
Adam W (512) 299-3103 texasgolfer111@gmail.com

Light rail on Guadalupe Lamar ASAP

About a year ago, I found out about a project called The Wire, which would construct gondolas all around Austin. This is the most brilliant solution to the travesty of Travis County's terrible transportation system. Busses are great, trains are great, light rails are great, but they take up massive amounts of pre-existing infrastructure, tear up the roads, take decades of time and outrageous amounts of money. If not built with the city, it displaces so much of what already exists in Austin and congests even more. The Wire gondola plan is a project I would wholeheartedly support, campaign for, and even educate fellow Austin citizens about. Most importantly, I would actually take a gondola system to get all around town, since it would be fast, efficient, always on time, and get me to where I am going on time. Austin likes to tout its ego about being weird, unique, intelligent, and forward thinking – but our current solution to transportation is "build bigger highways," which is a 1950s approach. Or, even worse, build toll roads. Who are we, Dallas? Houston? No, we're Austin. And it's time to start acting like we're Austin. Gondolas are beautiful, they let everyone admire our beautiful city, and get around with style and with fashion. Please, please, please support The Wire and let's make our city lovely again.

our neighborhood has been paying taxes for over 60 years, and we are trying to create a cohesive community which is impossible without sidewalks!. Shame on the builder who neglected building these much needed items and shame on the council that allowed him to do so. I understand that the city needs one billion dollars to deal with the sidewalk issues in Austin: How did Austin such a progressive city allow this to happen? Roads are always wanted and will continue to be and the more roads you build the more you need the public seems resistant to educating themselves and looking at the short and long term consequences of auto only transportation. Sidewalks, paths all across the city would increase mobility and help combat the growing obesity that affects this city and all American cities.

Many bike lanes come to an abrupt end. This is dangerous. Vehicle traffic often ignores crosswalks on larger roads. Install more button-operated crosswalks.

Quit installing so many traffic lights

Traffic light control needs to be improved. It is incredibly frustrating when a single vehicle at a traffic light causes 50 or more vehicles to have to stop as soon as it arrives. What's also frustrating is not having all traffic lights synchronized to allow for better traffic flow throughout the city.

Please consider park-and-rides at the rail stations! Specifically crestiview and Highland mall's future development.

Using mass transit as your sole mode of mobility contributes to depression

The red line runs right behind my house but I don't have a station within a mile of my home and there is not a safe route to bike or walk to an existing station. It is very frustrating. The rail exists so enhance it and invest in it.

<p>Within 10 years, I will probably be too old to drive. By then, I would like to be able to (1) walk (and bike, I hope) safely and catch a bus downtown, even in the evenings, and (2) when it is more convenient, order safe, prompt, affordable, and clean (SPAC) door-to-door service (perhaps, on-demand, self-driving cars). Good connections to SPAC regional rail and bus transportation would be a fantastic bonus.</p>
<p>Public transportation needs better focus to make the city accessible to all.</p>
<p>All highway intersections in town need to be connected with flyovers and all directions. For example if you were going northbound on 183 you should be able to take a flyover to get to northbound I 35 instead of getting off on the access road and sitting through stop lights. However the flyover connecting North I 35 to N. 183 is a complete disaster that kills traffic on northbound I 35 during rush hour. Someone desperately needs to look into that. It is not feasible to have all of those different lanes of traffic converging in that spot – people going north on I 35 are trying to get on 183 and also exit Rundburg; people getting on I 35 right there are trying to either get on I 35 or get on 183. Too much is happening there and it's a disaster. Basically the entire 183/35 interchange area is a complete mess and desperately needs to be evaluated. I know that's probably not even a city issue but I'm saying it wherever I can. There are also lots of little things that can be done to alleviate issues. Like when there are exit only lanes they need to have exit only painted on the street way before people need to get over, because people don't notice the 5 million signs saying same. All of this kind of signage should take rush-hour levels of traffic into account. If the light is backed up for a mile but the sign telling you there's a turn only lane is only a few feet from the light, that doesn't make any sense.</p>
<p>We need more bike lanes and bike routes to encourage more bike use.</p>
<p>I would love to have the option to ride my bike to work or, living closer to my employer, walk to work. There is no public transit option available for me to get from home to work. The lack of sidewalks and crossing points along most streets in Austin is very dangerous. Along Lamar there are very few options to cross without having to walk a fairly long distance to cross the street. I would like to see Austin become a truly bike- and pedestrian-friendly city, with reasonable options for public transportation. Cars rule the road here.</p>
<p>There are two goals: A. is focused on reducing traffic congestion, B on increasing transportation accessibility for those who do not have access to a car. If we do a great job on B, then it may help with A, because if you do a GREAT job on transit then everyone will use it. If you do a minimalist job then only those who have to will use it. In any case, the goal should be to set things up so everyone has a transit option within a reasonable walk. If you do THAT then folks who have a car may choose not to drive. I commute from N Austin to Georgetown right up I-35. I would LOVE to be able to take a bus, but there is nothing that duplicates I-35, except a once-a day CARTS bus which makes one trip a day and thinks of itself more like a greyhound than a commuter bus. IT takes an hour to go 15 miles in NO traffic because it stops and waits 10 minutes at each stop! . I have voted against all the rail proposals to date not because I don't want rail, but because the focus was on A rather than B.</p>
<p>Need more public transit!! Trains, trams, street cars, trolleys! Anything to get people and cars off the roads.</p>
<p>The city of Austin, you may already know, is the 11th largest city by population in the US, yet the public transportation options are terrible compared to smaller cities. The population has grown to the point that we should no longer rely on the handful of citizens who turn out to vote on a referendum to make decisions on this matter. We democratically elect city council members that can hire a 3rd party expert to plan better public transport options and the council can vote on the best plan.</p>
<p>Transit Priority Lanes!!!!!! More connections across the river Expansion of east-west cross-streets Expansion of Bike Share program</p>

Austin needs some form of urban rail in its major corridors to help get public transportation out of traffic congestion. North Lamar seems to pretty clearly be the best place to start, but there are many other corridors that it should then be expanded to. The green line and Lone Star Rail would be good for commuters and possibly decrease congestion at rush hour. A commuter rail line should also be seriously considered for the MoKan corridor, as this would serve a significant number of jobs and large (and rapidly growing) populations in downtown, east Austin, Pflugerville, Round Rock, and Georgetown. This line would be a success from day one due to the existing population, and would allow for smarter growth in the areas it serves. I think it would be a shame to waste a right-of-way that would be perfect for commuter rail.
Light rail needs to be built ASAP
My answers about the funding are unsure, because I am concerned that the funds that are available are not always used wisely. I am all for funding being allocated for transportation needs, because they have to be. I'm just not in favor of throwing "good money after bad" as they say. I don't mind it being spent, I just want the citizens to get a reasonable return for the money.
I think you should explore bringing back the Cap Metro Trolleys to help encourage less downtown traffic.
Congestion is difficult to address given the type of roadway system Austin currently has. Part of what adds to congestion but is more of a safety issue is the frontage roads. While existing ones would be difficult or nearly impossible to remove, additional frontage roads should not be created. If frontage roads served as true frontage roads, it would not be a huge problem, however, in Austin, they connect to private and business properties which all access the frontage road and at the same time access to on/off to highway (e.g. IH 35). Huge safety conflicts going on continuously. This will likely not change, however it is something to think about for the long term.
Where do you find information about how the city funds programs? It'd be useful to all locals that you provide links to this information on the actual survey.
The new light on Cameron at 53rd St causes severe back ups in both directions, but especially southbound on Cameron at all times of day.
I always felt if there was a major Bike Highway, Austin residents are so active, people could bike to work from the north or the south and 10-15 miles would not be too far of a commute. But biking that far sharing the road with cars is just not safe. Drivers are too distracted to be able to pay attention to someone that is a foot or 2 away from the actual road. Bike lanes are not safe if a car is capable of driving or parking in the same lane.
Relieving congestion needs to be top priority. Parks and libraries make little sense when people cant use because they lose so much time in traffic.
Building more roads for cars simply induces demand for more cars. While mass transit options like rail should be pursued, I think the most efficient use of resources is to improve bicycle infrastructure.
Hours for MetroRail are not extensive enough to be useful to me as a potential public transit commuter. If hours were extended by 1-2 hours at the end of every day, I would use the service more frequently.
It seems that we're a car focused culture, but I'd love to see more people on bikes and taking public transportation. Thanks for looking into this.
I would have liked an option focused on the common places I require transportation to get to, mainly work. I think my neighborhood where I live (North Loop/Northfield) has good multi-modal options, but the area near my office (just west of 6th & Lamar) does not have good bike or bus options based on where I travel from at home.

Develop bikeways to induce people to start cycling, but also induce more skilled cyclists to use the regular travel lanes. Mixing more experienced cyclists with traffic will naturally create conditions for more calm traffic, assisting other traffic calming measures, to create overall more civilized traffic, not all the cyclists penned off from it.
As a blind Austinite, who primarily walks and uses public transportation, the lack of sidewalks or broken sidewalks is a big hazzard. This often creates an obstacle that forces me to rely on paratransit or other transportation option that are more costly to myself or the city. If could rely on the availability of sidewalks in good condition, I would be able to walk and and use the regular fixed route bus system more often.
Fund the Bike Master Plan, reduce speed limits / enforce traffic laws and change some 4 way stops to traffic circles.
My neighborhood and street has so many kids (Corona Dr. Off Berkman) and with a school closely, children are walking. I'm scared to walk across Berkman (to walk to the park) or 51st street (to walk to HEB) with my child in a stroller. Or to go for walks on Corona with my child because people drive so fast down my street and there's no sidewalk.
Better coordination between city departments (transportation, utilities, drainage) to coordinate work and eliminate wasteful re-work. In one neighborhood, street resurfacing was followed by water line work, leaving the streets worse than they had been. All work on major thoroughfares should include improved bicycle access and completion of missing pieces. Currently, bicycle lanes disappear and reappear, leaving us in heavy traffic lanes (Guadalupe north of UT, 51st Street between Lamar and I-35). No parking in bicycle lanes, ever. Keep bicycle lanes swept and free of debris.
I think simple things should be done first. Let's make sure current bike lanes are correctly painted and documented and that the bike lanes themselves are kept clean. It does no good to invite people to use bike lanes, but then you find the bike lanes full of debris and potholes (Mesa Dr, Cameron Lane out near Howard are 2 such examples). Let's improve the documentation. You see bike route numbers all over the city, but there are no point to point maps available to help you understand where these routes go and how they connect. Finally, let's build more bike/pedestrian friendly paths and trails.
I'd like to see data on the pros/cons of eliminating tolls on 130 to relieve congestion on 35
East side (I live in Windsor Park) needs far better public transportation options! Hopefully the Mueller build-out will result in better bus routes (it takes an hour to get home from downtown via bus). I would love to take public transit but it's not realistic with current service level.
With the rate of construction in the city, fees should be in place to support the additional traffic before the buildings are complete.
With the culture that we have in Austin we have an opportunity to lead the nation in safe and abundant cycling - which has many benefits to the community. Don't blow it.

wow- where does one begin? it seems as though those involved in Austin's development (and this responsibility falls mainly to City staff) have never understood that land use and transportation are inextricably linked- two halves of the same coin- and that the two were reviewed/considered separately (by separate, siloed, competing departments vs. a comprehensive, cooperative, integrated approach implemented by land use planners, and planning commissioners that [truly] understood transportation). now we have a jumbled mess that can't be fixed in any meaningful way, on a large enough scale to make a difference to the biggest issues we're faced with (lack of right-of-way (or money) for rail and land uses separated by distances too great for most to travel by any mode other than automobile, to name a few). sound dire, like i'm not actually proposing anything useful? here it is. automobiles are not the future- even self-driving ones and computer-controlled traffic signals and the gadgetry one can imagine. this Smart Cities stuff is a waste of time. it's all a band-aid and fails to address the root of the Problem, which is driving [single-occupant] cars! cars are for inter-city, inter-state travel- long distances- not for intra-city, urban travel. mass transit IS. the future is the past. Rail, bike, bus. Austin never wanted to grow up- thought it could be a sleepy college town forever and that if it didn't bother making investments in real, big city things, it just didn't have to be one (slacker?). it is time for Austin to put on its adult pants and grow up; what that looks like is [its leaders] coming up with the fortitude to sell (and weather the obvious backlash of) taking a vehicle lane from Lamar/Guadalupe (and then Burnet, MLK, Airport, Riverside, Stassney, Slaughter etc) and putting in rail.

We desperately need bike lanes on North Lamar between 5th St. and Koenig. I am sick of riding my bike on the small, curvy, crowded sidewalk parallel to Pease Park. Thank you for this survey!

Do something to improve public transportation. For decades we have put up initiatives for light rail, generally are shot down from the left because the plan isn't big enough, shot down on the right because it cost money. At some point we need government to step up and start something. Buses add to congestion, they stall the right lanes of every road, cause drivers to recklessly speed around them, etc. Buses are as big a nuisance to transportation and safety as they are a help. We need an alternative. Who cares if it is too little. Start.

We need to increase density in order to ease congestion and create the conditions under which public transit can be successful. Clearly, public transit is the best approach: it's efficient, better for poor folks, better for the environment, and helps build the community. Y'all don't appreciate, though (or at least not in your public comments), that this isn't simply a matter of giving CapMetro more money or whatever: the success of public transit depends to a large extent on the way our neighborhoods are built. And that—zoning—is something y'all can take on proactively. Cut parking space requirements, allow density-focused development, all that stuff. The thing is, we *know* that the suburban-commute-single-driver model is dead. But a great, lively, walkable city doesn't just appear out of thin air. You've got to *build* for it, and you can't paper over the structural problem by spending more money on buses—nor can you blame CapMetro for flat ridership when you are actively standing in the way of structural density and other neighborhood improvements that would actually create the conditions under which public transit can succeed. This is the future, guys and gals. Get on it.

I believe that if the toll roads were open, I 35 will have less traffic. These highways should be annexed to the federal authorities and become a part of the interstate highway system

PLEASE EXPAND CAPMETRO WEEKEND SERVICE.

The city WILL increase the capacity of our roads and highways. It will be less expensive and easier if they stop the delaying of those increases

Urban Cable and other Circulator technologies that could offer meaningful Mass Transit options seem to not be discussed or considered. The City of Austin should consider these modes and look into the Wire One concept and others technologies. "let's look at Urban Cable like The Wire!" "let's build Wire One!" Urban Cable is what the public has been asking for years ???
I feel very strongly that we need more rail lines that run later in the day. As I said before, I LOVED taking the Red Line when I lived in Cedar Park but it was always hard that my day basically ended before 7pm. Plus, after I moved to north Austin, it does not go anywhere useful to me. I miss it terribly. I wish I could use public transportation without having to plan every moment of my day out and factor in 2x or 3x the amount of time it would take me to drive. Other major cities have amazing rail or subway lines. We can't even manage more than one. I also have to say again that I really liked the idea of the Gondola system that Michael McDaniel & Jared Ficklin showcased at TEDxAustin. I LOVE that it would run continuously so you can be spontaneous with your plans. As a disabled female, it would also mean a lot to me that I could avoid people or situations that feel unsafe, simply by waiting a few minutes for the next gondola. It looks absolutely brilliant and I wish this were already in place. https://www.youtube.com/watch?v=55TDpeU3l2Q
Equity is important; some parts of town have adequate bike, pedestrian and transit facilities and others do not. Affordability should be an important consideration. If the city focuses on TNCs and high-tech solutions, many people will not be able to afford them. The city should focus on bike, pedestrian and transit facilities that everyone can afford. All of the safety measures are needed, and which one is a priority depends on the location. You should not ask people to choose between them. The city should prioritize transit by adding bus lanes wherever possible as well as signal priority and queue jumps.
increasing traffic in neighborhoods is not helpful, keeping traffic from cutting through neighborhoods is a priority for where we live here in crestview, i.e. not opening up the cross through traffic from highland neighborhood, or mid town commons - to use morrow street as a feeder street is NOT appropriate
Eliminate all the unused bus routes. Utilize smaller vehicles like vans and SUV's on little-used bus routes during commuting hours only, instead of running all the huge empty buses all day. Our city is too small for metro-rail. Rail in Austin is slow and expensive, and the trains are mostly empty all the time. We should suspend metro-rail completely as a failed project, and then re-evaluate metro-rail as an option when Austin reaches 4 million residents.
Bike riders need to observe the same laws that we do.
City collaboration w/ County and State to ease IH 35 - (which over flows into my residential area unsafely and regularly). Also, more electronic messaging to re-route stuck traffic, as possible.
The rail system should be designed only to reduce traffic congestion. At busy intersections like the rail across Lamar at Airport blvd. are an example of where the city has entirely failed with the rail plan. The train stops traffic on Lamar constantly and backs up traffic sometimes as far north as 183. The city should elevate the tracks over Lamar so it never impedes the flow of traffic on the roads. The rail should never make 1000 people late for work so 20 people can be on time.
Too much talking, not enough action
how about you and the damn idiots on the city council build some damn roads. you have been trying this damn, dont build it, they wont come bullshit for 30+ years, AND GUESS WHAT!?!?!? I hasnt worked. get your collective heads out of your asses and build roads, because the people are here
The downtown corridor congestion on I-35 needs to be addressed.
Please make North Lamar safer for pedestrians and people taking the bus. I'm afraid for their lives due to bad driving, impaired driving and inadequate infrastructure. Thankfully, Council Member Greg Cesar is aware of these concerns and is working to address them.

More options to get to central austin and not just down town, shopping and business areas.
Austin needs an combination of incentives to reduce the number of cars on the road (tax incentives for companies to support work from home programs for example) AND improved public transportation (read: Light Rail). Surface street congestion has paralyzed the already sparse bus system so that's no longer a viable option for most. Bicycle use remains unsafe for inexperienced riders due to the lack of protected lanes, the EXTREMELY high incidence of distracted driving and near zero enforcement. Add the lack of safe bicycle storage and on-site shower facilities, and bicycle commuting isn't a practical alternative. Some other thoughts: 1. Abolish the paid express lane and make it a HOV lane like just about every other city? That should reduce the number of cars on the road (car-pooling) AND increase capacity. 2. Real mass transit - our existing train is only an option for a tiny % of the city's population. How about connecting East/West communities to a central hub? How about increased parking & secure bike lock facilities at stations along the track? How about line-sharing along MoPAC for commuter light rail? It's not going to get any cheaper... 3. Allow lane filtering for motorcycles so motorists may consider exchanging 4 wheels for 2?? Again, more road capacity without increased investment.
Why can't the city of Austin create public transportation that would pay for itself over time? If public transportation was convenient, people would be willing to pay for it.
For the love of god, please extend hours and give better parking options for the metro rail. There are zero parking options at the location near Lamar and Airport intersection. Also it's not helpful getting downtown for drinks during the week or weekends. More stops would also be handy as would adding subway. More buses aren't going to help if congestion is already bad on the street, and they never get anywhere on time because of congestion anyway so not many people take them. We need something else. Trains, subways. We're not a small town anymore.
Please, please, please resurface N. Lamar Blvd. and add bike lanes. Another thing that would really help traffic movement is if the Cap Metro bus stops were out of the traffic lanes.
We need rail/train lines going further north, further south, then east and west. Places to park'n'ride on these rail lines, and increased service hours to 3am or more to accomodate bar/club partygoers from downtown. Doing something now is important, congestion has gotten ridiculous. Provide more bus routes in more areas that go east and west as well as north and south. More bus stops, more frequent service.
The number of toll roads around Austin make living outside of city limits unaffordable. Tollways 130, 290, and 45 inhibit the construction of non-toll roads in their surrounding areas; which at the moment of this survey are also some of the most affordable places to live in and around Austin. If the city could build more regional roads out to these areas or expand existing ones (removing stoplights), this would go a long way in addressing the Austin housing affordability crisis.
I live 3.5 miles from work and would love to ride my bike to and from, but the section of Cameron between Rutherford and Coronado Hills (maybe a quarter mile or so in total) is the most dangerous, and tragically, is the only section lacking bike lanes on my commute route. If this section were safe to cross I would feel more comfortable riding my bike into town, and that would be one fewer car on the road on average, per day.
The condition of some of the neighborhood streets is abysmal, and it includes streets in affluent areas - not just the less affluent parts of town. The traffic signals desperately need improving - especially the areas around 51st st., Airport Blvd., Lamar.....the east/west traffic north of the river is not managed well, especially during peak traffic times. There should be more options for cyclists, and more protection for cyclists and pedestrians - that includes educating the public and creating media campaigns to address this concern. There are people that are intolerant of cyclists and pedestrians, which is a problem. Education and campaigns could help with this immensely.

<p>It's amazing to me how many streets in Austin have no sidewalks at all. Too many new developments (Domain, Mueller, etc.) focus on car as a means of transportation, and practically ignore those who walk, bike or use public transportation. I used to walk regularly on the south end of Burnet. There are some portions where it seems there are more driveways than sidewalk! It's scary both as a pedestrian and as a driver. I live near a busy road where traffic calming was done, modifying a two lanes in each direction road to one lane in each direction, one middle turn lane and two bike lanes. Driving on it is so much better now! While I don't bike on it as much as I should, walking on this road is so much better. That small bike lane pushes the cars away from the sidewalk, making it feel safer, much more calm and enjoyable to use. Thank you for that!!!</p>
<p>I have no confidence the results of this survey will be anything but skewed in favor of the bicycle lobby, however I have answered with my honest opinions. I write this as someone who was seen their neighborhood collector streets shrunk to dangerously narrow lanes only to accommodate ridiculously over sized double wide bicycle lane that are used almost exclusively for pedestrian traffic, making it therefore, MORE DANGEROUS to pedestrians who do not have the protection of a curb. Rest comfortably, city planners, that even though more people will be maimed because of your over-engineered solutions, at least you were trying to do the 'right thing' in the face of clear contradictory evidence.</p>
<p>I would like to see a monorail or other similar system installed. It's far cheaper and less invasive and limiting on current road systems. This should be done on a very small scale, just downtown. It has consistently been seen that once a small system is in place, people want more of it.</p>
<p>We need more routes and options for bus travel. There are destinations 15 minutes away, but "you can't get there from here" on one bus. If you are serious about getting cars off the road, this must be a priority.</p>
<p>Please try and study functioning public transportation buses, subways and rail cars and replicate that in Austin.</p>
<p>Can rail please run on Sunday and earlier on Saturday?</p>
<p>Capping IH35 is important for mobility (as it creates more opportunities above the highway than without a cap), but it is also critical for the future of our city. IH35 is an eye sore and a literal socioeconomic divide separating opportunity. Funding a cap would put Austin at the forefront of urban planning as it would create green space out of thin air. Let's commit to something great!</p>
<p>Figure out some way to fund improvements other than through property taxes. Corporate taxation of all these tech firms might be a start.</p>
<p>ROUNDBABOUTS! MORE ROUNDBABOUTS! Two have recently been installed in my neighborhood and have greatly improved bikeability. I set my route to UT to turn at two in Hyde park. Please consider replacing four-way-stops with roundabouts. Stop signs on hills are brutal for cyclists, which encourages us to run them. Poor design.</p>
<p>CoA overfunds areas which are not designed to alleviate congestion or provide alternative transportation solutions.</p>
<p>It would be helpful if there were more frequent trains and also more park and ride opportunities near trains - I think more people would take the train if it were more easily accessible by car, reducing traffic during rush hour :)</p>
<p>double decks on i35.</p>

I'm moving away from Austin, but you guys definitely need to look at European Metro Areas of a similar size and scope to Austin. (Perhaps Prague/Helsinki/Stockholm/Copenhagen/Hamburg). I feel the updates to Guadalupe, where there's a bike lane with space for parking along the DPS vehicle storage area is the right kind of direction for the city - it's absolutely critical there's safety for bicyclists and pedestrians with real workable solutions. (Prior to the car space being marked out, it was impossible to keep your bike in the bike lane and you had to go into car zoned areas, this is the kind of critical thinking required to make the city safer for alternative means of transit.)
We should think about having funds that correspond with the level of growth. That way it's not a set number but a sliding scale. Infrastructure needs are a must in order for Austin to function.
More bike lanes and more bike only trails/roads!
I feel lots of money are wasted, or even, making things worse. I live in 78723, and drive on Cameron road everyday. Cameron has become a nightmare AFTER the new passage that connects frontage/51st/Cameron finished. Metro bus route 37 now adds another 10 minutes to go through Mueller from where I live to downtown, and the frequency did not increase. While the new bike lane is nice, what really needs improvement is 51st between I-35 and airport. I do not know the details of funding situation, so I don't know if it's lack of funding that causes stupid decisions or people are just not competent.
Some bike routes are unsafe and should be removed. Ex: Burnet Road N of 183. Braker Ln E of Kramer.
Stop removing lanes to add bike lanes that seldom get used.
In terms of funding - affordability in Austin is a huge issue so levying funding for transportation improvements on property taxes is not an option for me. My property taxes went up 15% last year. Stop giving corporate tax breaks to incoming businesses, especially in the tech industry - they don't need them! If everything to better life in Austin is dependent on property taxes, there is just no sustained change without pricing the life blood out of the city.
What you guys did to Kramer Lane in North Austin should serve as an example of what NOT to do. If they had done to Braker Lane what they did to Kramer then something might have been accomplished.
At the Kramer train station: The city owns close to 20 acres that is used by Austin Energy and city services to store vehicles. We spent millions installing a suburban train stop that has no parking. I would like to see the city move the storage lot to a less valuable area. Sell the land for development into mixed use, with some housing units designated as affordable housing, and a tax break given to the developer in exchange for building a public parking garage that can be used by train commuters. I am very involved with my neighborhood association and there is public support for something like this. I can be reached at (409)781-1525 if you have any questions.
It would be great if the bike path along Airport Blvd continued all the way to Mueller. It would also be helpful to connect the Domain to Lamar along Kramer via bus route.
Besides creating complete streets that accommodate all modes of transportation, we need to ensure that the contractors who perform road maintenance work are not providing sub-par workmanship. Too often I see hastily filled potholes reform within months because the original repair was not done with care and thought to the conditions that created the hole in the first place. Enforcement of our speed limits needs to increase either through additional traffic cops or more traffic calming devices and road diets. Every time I drive, no matter what street I am on, I am constantly being passed by traffic going well over the posted speed limit. Speeding is the leading cause of so many collisions and yet I never see any officers around to enforce the speed limits and our roads encourage speeding. The driving culture here says if you're not going 5mph over the posted limit you're going too slow and that is due to the fact of how rare it is to actually get stopped for speeding in Austin.

Austin desperately needs more and better public transportation!
I honestly don't understand how I pay nearly \$500 a month in property taxes for my average Austin home which means everyone around me is too yet the city seems to not have the funding to improve our roads without building toll roads. Seriously, where in the world is all that money going??? It's absolutely crazy.
What I want to see is: 1. Bike lanes that are safe and protected and extensive, and allow me to really bike-commute without fearing for my life. 2. More sidewalks 3. Reliable, frequent buses with good shelters.
Stop spending money on poorly designed roads and highways, and start providing usable public transit options. The buses don't come often enough, don't allow for travel between non-downtown destinations, and are often backed up by traffic. The train stations are too far apart and are not conducive to walking to and from stops and destinations. Reduce traffic by providing realistic and efficient alternatives, not by making more parking lots like I-35 and Mopac. Provide incentives for using public transportation, or make it much cheaper. Increase bus routes between non-downtown locations, and add express routes between popular destinations. Provide shelter and more seating at all bus stops. Create car-free areas. Stop pandering to drivers.
I wish traffic laws would be enforced against bicycle riders - I see them constantly running lights and stop signs and cutting between lanes.
While sitting in traffic on 2222 for an hour during rush hour, it is maddening to hear about the council's constant bickering about ride-sharing and STR's. Neither negatively impact me nor the majority of Austinites while we all suffer through our city's inadequate infrastructure. Do your job.
I feel that the city concentrates too much on bikes. Streets around my neighborhood have had an reduction in lanes to accommodate bikes but there has not been an increase in bike usage. If anything, it has made biking more dangerous because now people on Berkman drive in the bike lanes because one lane each way is not enough now that the Mueller area is so congested. There are only a few months out of the year that the weather is suitable for biking so increasing ridership should not be the city's primary focus.
We need much better public transportation options.
TOLL ROADS ARE NOT SOLUTIONS!!!!!!!!!!!!!!!!!!!!!! Where does the \$10 fee for roads go to when every single driver renews their drivers license annually? That should be a considerable amount of money that goes to what part of the "roads and bridges"?????
The cheapest, easiest, and most effective thing to do to make bike commuting more attractive would be to actually maintain the existing bike lanes. They are constantly strewn with broken glass, nails, and other debris that makes biking in them impractical. Also, if traffic police actually did ANYTHING AT ALL about cars habitually driving in the bike lanes, that would be nice. But, in the long term, the best use of public transportation budget would be expanding the rail service to include more lines and more frequent trains.
I am HAPPY to have my taxes raised if it means better roads (I lived in places where it snowed and we had smoother roads), more bike lanes, more buses/trains, and less congestion.
Build more sidewalks. Going Northwest, there are some areas that have sidewalks, and then it just stops. It's such a hodgepodge. Sometimes you have to walk through a parking lot, sometimes on the street, sometimes you have to walk through a lake just to get to the curb.
Resident wanted to express that there wasn't enough emphasis on transit in the survey she took online. The resident feels that the city can do more to improve transit even though the city isn't the transit agency (i.e., bus lanes).

This concludes the results from the Mobility Talks Survey for District 4. For more information, please contact the Capital Planning Office at 512-974-7840 or capitalplanning@austintexas.gov.