



# Mobility Talks Survey Results

## District 8



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

## District 8 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 8. 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 Eight, 612 people completed the survey.

Through the survey, participants provided information about how they primarily traveled, their priority Community Benefits based on mode of transportation, priority investment types for each Community Benefit, priority for geographic scale/location of where the City should focus investment, and funding priorities.

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

### **Introduction**

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

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

In response to the resolution, the City of Austin launched Mobility Talks on March 21, 2016 to get input from the public on the key issues and priorities surrounding mobility. City staff collected input online and in person through May 8, 2016, and then through an extension of the online survey May 12-13.

The Austin City Council expressed a strong interest in making sure that participants throughout Austin and from a variety of backgrounds had the opportunity to provide their mobility priorities. Staff met with each Council office, including the Mayor’s office, prior to launching Mobility Talks to discuss the engagement plan and district-specific communication needs. A cross-departmental team of staff from the Capital Planning Office, Austin Transportation Department, Public Works Department, and Communications and Public Information Office designed Mobility Talks to engage a large and diverse Austin population during a relatively short amount of time. Additionally, staff made efforts to coordinate with other public agencies, such as Austin Independent School District, Del Valle Independent School District, Capital Metro, and the Texas Department of Transportation.

The City sought information on four Mobility Community Benefits that describe capital improvement

outcomes that the City of Austin addresses through its current mobility programming. The Community Benefits are:

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

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

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

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

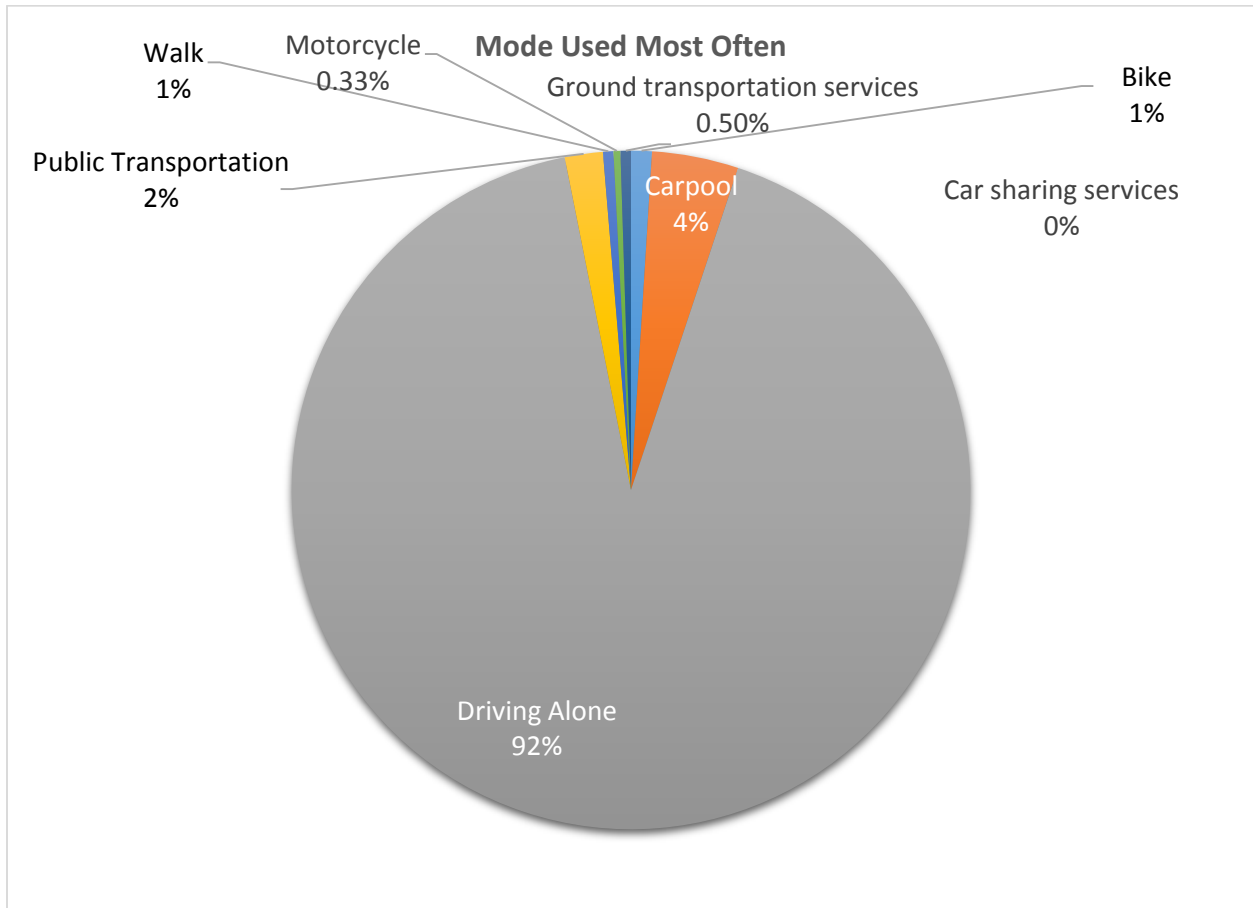
Mobility Talks is one chapter in Austin's transportation story. Information gathered through this effort will inform future plans, project prioritization processes, and department capital improvement programs, including the annual update of the City of Austin Long-Range Capital Improvement Program Strategic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

Demographic data of Mobility Talks Survey participants in District 8			
Demographic Category	Demographic Choices	District 8 Results	Overall Results
Race	Caucasian/White	77.5%	75.1%
	African American or Black	1.1%	2.1%
	American Indian	0.8%	0.5%
	Asian/Pacific Islander	2.8%	3.1%
	Other	2.0%	4.8%
	Prefer not to answer or skipped	15.8%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	8.7%	10.4%
	Prefer not to answer or skipped	17.5%	16.3%
Age	18-34 years	17.8%	29.7%
	35-44 years	22.7%	23.5%
	45-54 years	24.8%	17.6%
	55-64 years	17.2%	12.7%
	65+ years	9.5%	9.0%
	Prefer not to answer or skipped	7.8%	7.4%
Gender	Female	45.9%	45.2%
	Male	43.5%	44.5%
	Other	0.7%	0.6%
	Prefer not to answer or skipped	10.0%	9.6%

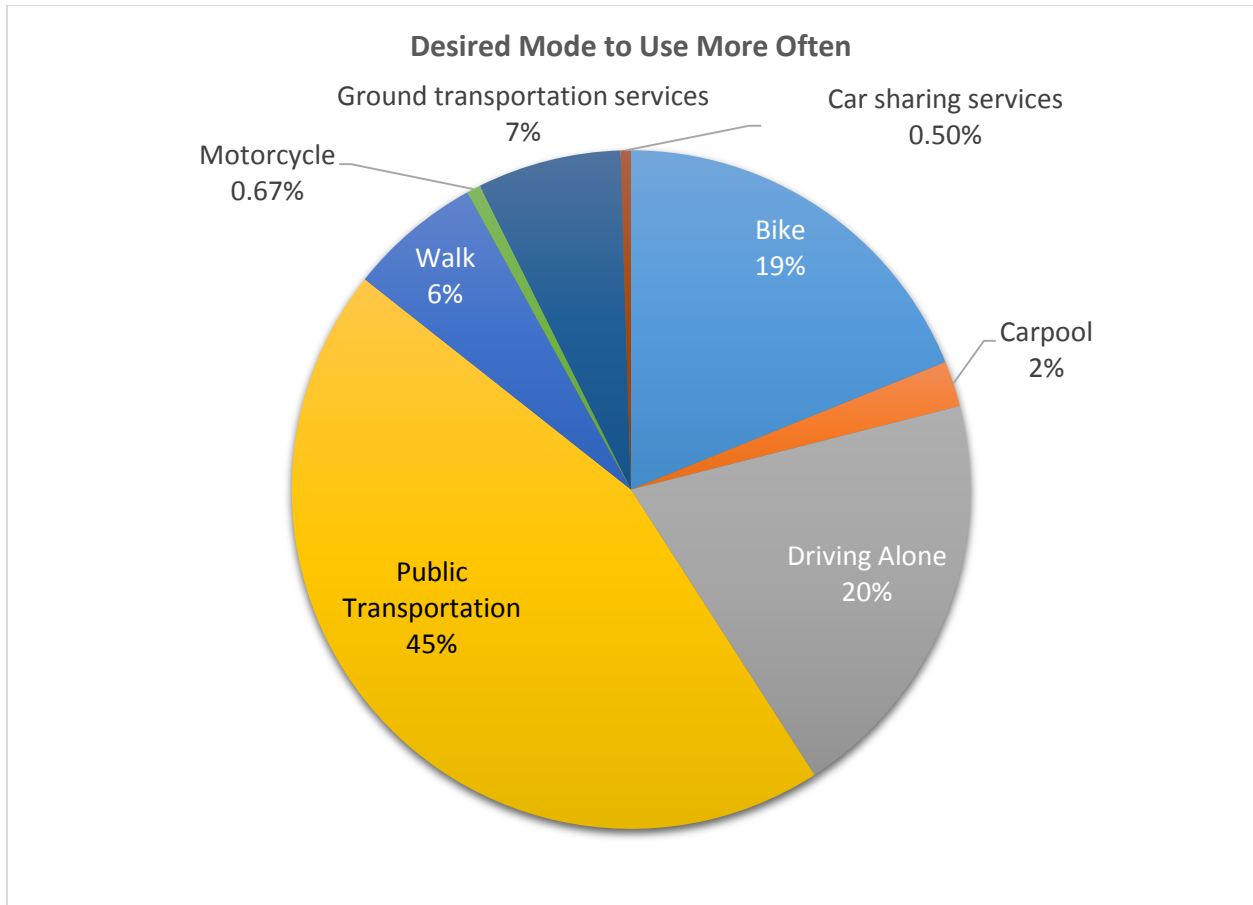


## Transportation Mode

**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 8 Results:**

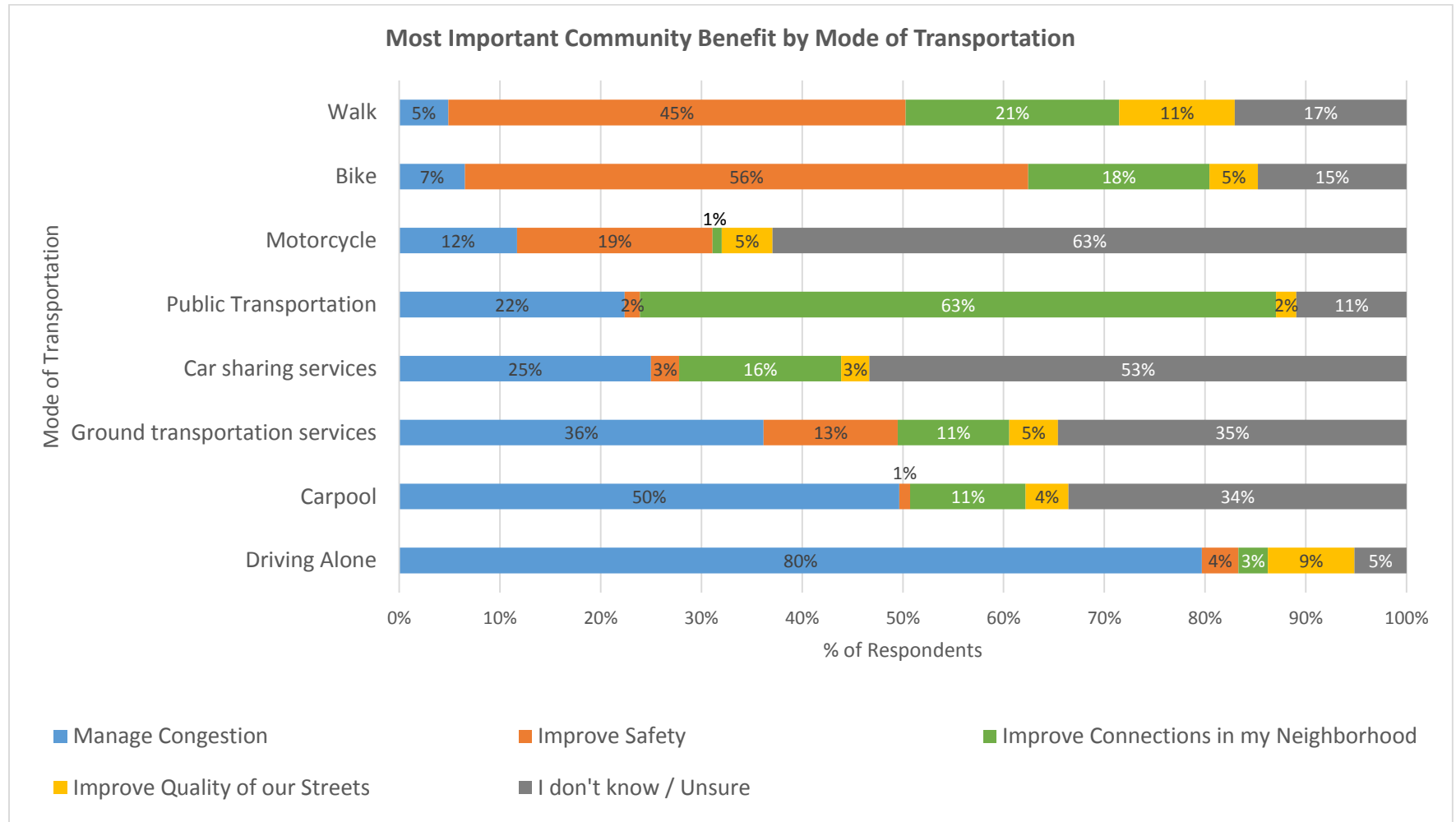


**Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 8 Results:**



## 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 8 Results:**



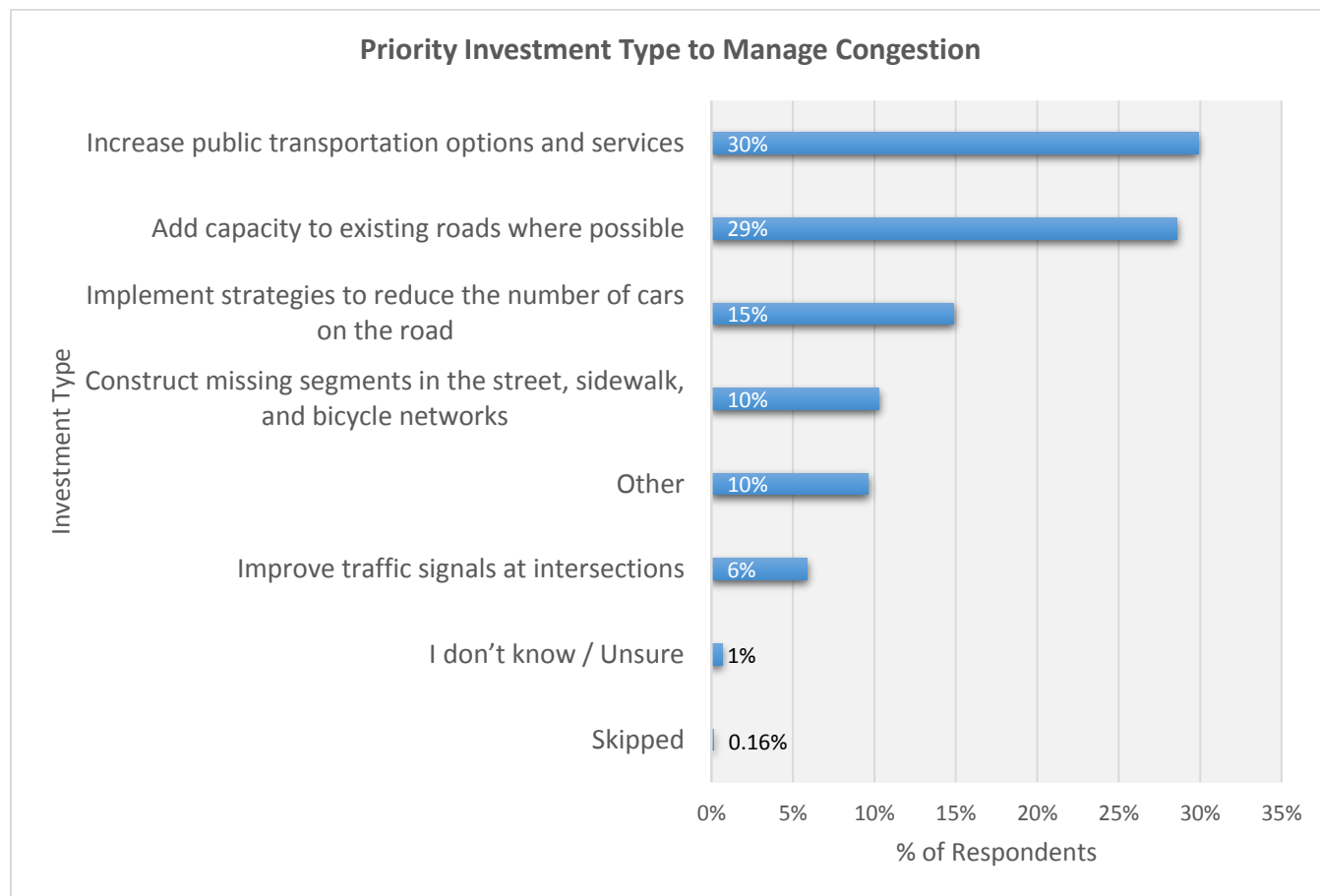


### Priority Investment Types

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 8 Results:



Other:

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

Encourage more companies to offer work from home as an option. We could reduce congestion a great deal that way and high speed Internet is readily available in Austin.
Allow Ridesharing companies to operate without oppressive laws written by taxi companies
Stop regulating options that improve quality of life like Uber and Lyft

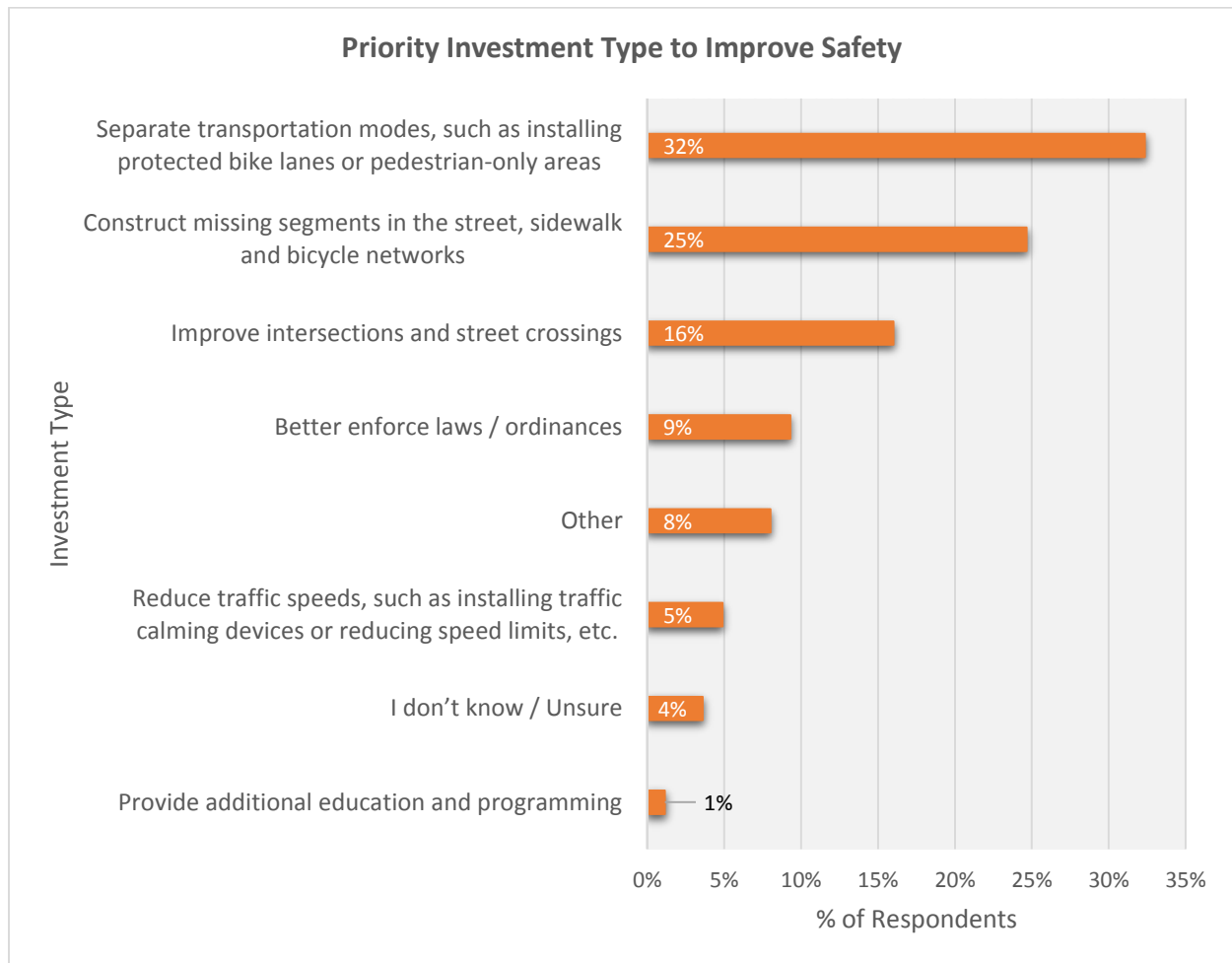
remove bottlenecks on existing roads e.g. 3 lanes reduce to 2 then go back to 3. Merges were 5+ lanes funnel to 2-3
We need trains/metro. Use Paris & London as examples and get ahead of this.
Negotiate like adults with Uber and Lyft.
build SH-45 to connect far south Travis county to MOPAC! It's 25 years overdue. No more Toll roads, they go bankrupt and cost too much.
Add east/west connectivity; add more bridges north/south - that would help traffic flow immensely. NIMBY does NOT work.
Make hwy 290 W 2-way east from Parkwood Dr. to Old Fredericksburg Rd.
Make sure proven rideshare options like Uber/Lyft are part of the solution
Must include adding capacity AND improve traffic signals at intersections!!
I would select improve traffic signals but I think we actually need to remove some of the signals and reduce the turning options to right turn only. This will greatly improve the flow on major thoroughfares such as 360.
Light Rail master plan
Remove all stop signs and stop lights and replace with roundabouts everywhere. Also install chairlifts and gondolas to eliminate taxis, buses, pedicabs, smartcars and traffic.
Improve traffic signals at intersections AND Increase public transportation options and services
Install sensors to moderate the flow of traffic properly
Increase Trails like the new Barton Creek-Sunset Valley Trail.
Circulator Technologies, and especially Urban Cable should be considered.
Urban overhead cable. Since it's obvious Austin won't add needed roads, they haven't in the 28 years I've lived here, then provide overhead Gondolas on cable.
HIGH SPEED RAIL!!!!!!
add capacity to existing roads with out making it a toll, remove tolls all together and just make everyting in Austin an open road.
these are all important and in most cases not mutually exclusive
With the thousands and thousands of motor vehicles on the roads and streets, you've got to stop pandering to a handful of bicyclists, stop taking traffic lanes away for bicyclists, make 'em use the sidewalks, and get the heck out of the way. Roads are for cars, not the gridlock causing bicycles.
Replace as many 4-way stop intersections with roundabouts as possible
improvements to road capacity should be #1. \$\$\$ for bikes should be safe bike lanes. Pedestrian improvements should be made in downtown and university areas as priorities.
More bike lanes and trails
real bike safety
Complete SW45 & MOPAC
Build SH45 South West Immediately making it Non-toll road
construct "clover leaf interchanges" where possible which eliminate the need for traffic lights. <a href="https://en.wikipedia.org/wiki/Cloverleaf_interchange">https://en.wikipedia.org/wiki/Cloverleaf_interchange</a>
Combination of methods...
Stop encouraging people and businesses to move here. IMO, it does nothing to improve the economic quality of life of native Austinites like myself who get nothing out of this massive growth besides an ever increasing property tax bill to accomodate the horrific traffic. Not a realistic answer as I know people want to live here, but do we have to keep asking them to come?

HOV Lanes and HOT Lanes
All are important. Increase scale of carpooling reduces congestion, demand for lane miles during peak commute and rail LRT and regional commuter rail for economic development and encouraging density
Add rail instead of toll roads
BUILD SW 45 and Expand MaPac South
Encourage modern, user-generated options such as voluntary ride and carsharing, uberpool. Stop thinking in terms of busses and trains. A fleet of vans that were available on demand are a better, cheaper, more user-friendly model for "public" transportation, but the City could just get out of the business entirely.
Add capacity and FINISH THE 45 EXTENSION PLEASE
build sh45 like yall promised my community 23 years ago.
don't add any more toll roads to MoPac - all lanes should be free
Tiny Transit—An Alternative Low Speed Network with protected lanes for Low Speed Vehicles and other low speed traffic. Talk to Susan Engelking and Dr. Katie Kam 512/413-7750
Build urban cable car systems above existing roads, like The Wire
Build the roads that are needed. Austin seems to think if they don't build roads people won't move here... they are already HERE and not leaving. Build the roads
1. Construct missing segments (SH45, hello??) but improving existing infrastructure is important too.
Real Freeways, not 360, 620, etc.
try to disperse peak time traffic by city/state and university hours being off peak
Reduce demand through better land use planning
Working with employers to stagger business hours
SH45 South Austin Needs to be built!
light rail to outlying neighborhoods
instead of toll lanes only for the wealthy, they should make them free to vehicles with two or more passengers
Dedicate South 1st to Bike traffic and similar route north.
Train or rail!!!!
Beecaves rd from Mopac to Rollingwood needs completed sidewalk
Charge bicycles a registration fee for using part of street for bike lanes
add capacity for vehicles, not bikes and increase capacity where possible without tolls
Please make adding traffic signals and PHBs an easier reality - we have been working with the city over the last decade begging for a traffic signal at a dangerous intersection at our neighborhood. We still continue to work with the city. Now that the Violet Crown Trail crosses this street, we hoped for more progress but progress continues to be slow. The city could benefit from having a more proactive approach to citizens' concerns and requests.
Remove traffic lights at heavily used intersections (i.e., Slaughter and Mopac, 360 and Mopac) by building ramps and clover leafs...
Stop drivers from running stop signs and red lights

## Improving Safety

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

District 8 Results:



Other:

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

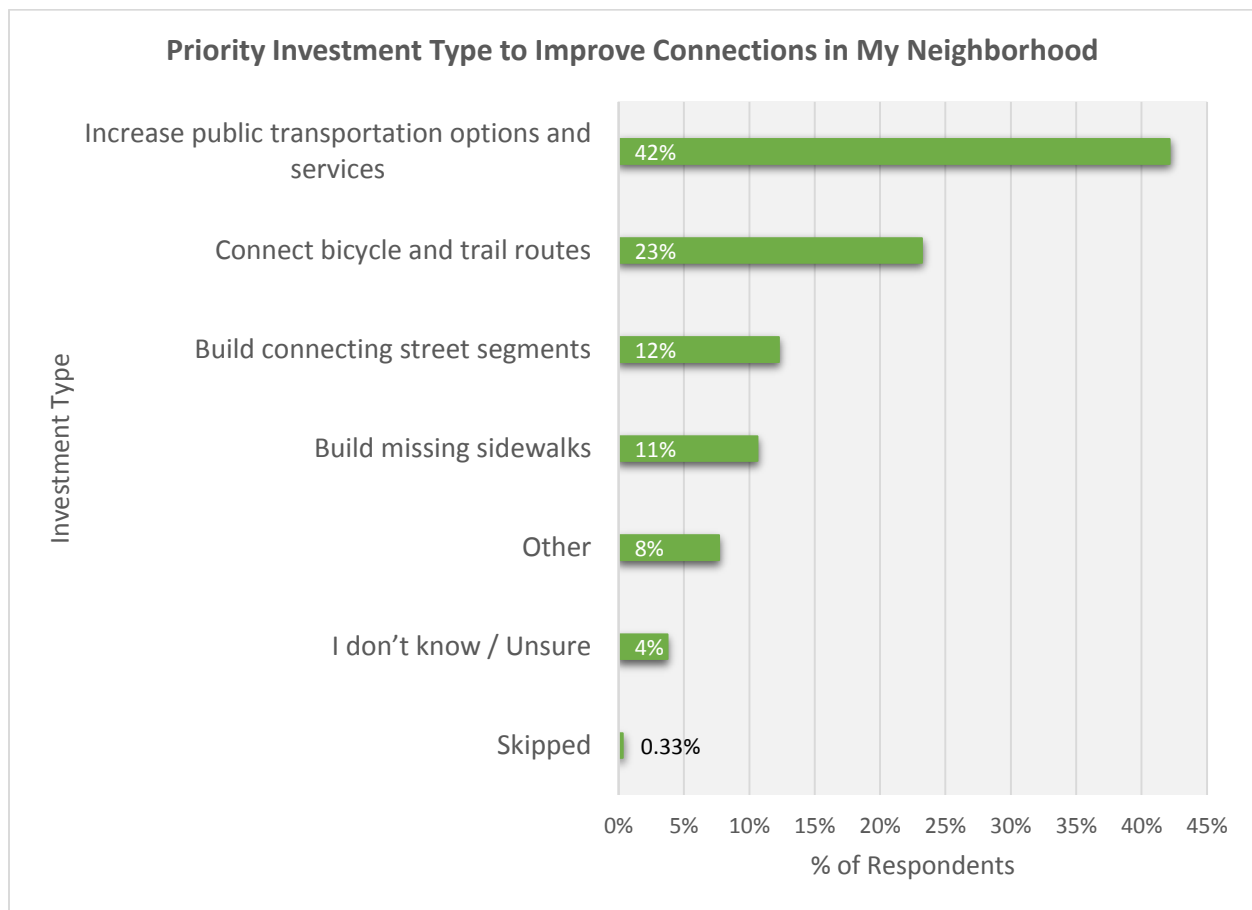
Allow Ridesharing companies to operate without oppressive laws written by taxi companies
Keep bicycles off high-speed roads. Ticket bicyclist for traffic violations.
Adding public transpo and sharing services will improve safety
encourage cycling
Install signs that all vehicles must yield to pedestrians, and enforce it.
Force bicyclists to obey traffic laws.
Reduce the number of cars on the road by allowing TNC's to come back
Bring back Uber and Lyft / no fingerprints

Embrace modern security standards like GPS tracking of rides, rating systems for drivers, 7-year background checks, cashless transactions, and modern car requirements. And negotiate like adults with the companies that provide those safe, useful alternatives.
More enforcement on bicyclists running stops/lights
finish incomplete roads and repair current roads faster.
Get on with improving existing streets for auto traffic and start construction on additional freeways, such as I-45. Stop wasting money on unnecessary bike lanes, bike bridges, etc.
Widen driving lanes back to original size on MOPAC. Widen driving lanes back to original size at Wm Cannon & Ben White prior to 'improvement'.
Uber and Lyft reduce DUIs
Deregulate ridesharing so we can access safe and easy transit
Loosen archaic "safety" regulations that proven partners like Uber/Lyft are placed under. Get back to negotiating table.
Remove all the bicycle lanes and open them back up for what they were originally designed for, CARS, you idiots. Put bikes on the sidewalks, or build bigger sidewalks!
light rail
Put street signs in spanish and lipstick. Strictly enforce all traffic keep right and left lane for passing only laws.
Please start ticketing drivers who stay in the left lane on highways or streets.
Improve lighting
Keep the bikes of the roads without reducing the number of lanes for cars
Urban overhead cable.Since it's obvious Austin won't add needed roads, they haven't in the 28 years I've lived here, then provide overhead Gondolas on cable.
Work diligently to customize traffic light speed changes. People get frustrated when the lights are timed the same all day and should be different to accommodate the traffic needs all through the day.
Enforce traffic laws on bicycle riders.
Stop the 'traffic calming devices', they actually cause the opposite effect, they don't calm me, they irritate me, and also interfere with emergency vehicles.
Using roundabouts rather than signals/signs will improve safety at intersections.
Complete SW45 & MOPAC
Build SH45 SouthWest Immediately making it Non-toll road
More saftey for bikes like isolated lanes even with plastic barriers
Better street signs
Improve intersection, street crossing and use technology to ensure lights are timed for maximum volume of traffic flow at all times. Reducing speed and increasing volume of flow would be a big help. Force all through traffic onto SH130 as promised.
Please, fix the timing on street lights!
safety is fine; don't make it worse
Safety differs if you live downtown vs the suburbs.
Tiny Transit (see prior answer) plus all of the above
To improve safety we need to reduce congestion/bottlenecks. This frustrates drivers and leads to bad decisions and therefore safety issues
Clearer lane markings incl. intersection striping and U-turn lane signage
Real Freeways, not 360, 620, etc.

Get rid of bikes on our streets and make them pay for their way
Stop letting cars park in bike lanes
Education: like how to merge lanes properly (by taking turns like a zipper like they do in Germany) extending turn lanes or center turn lanes so those turning or peeling out of traffic get out of the way faster.
Left turn lanes available for all turns into neighborhoods off busy streets/highway.
Stricter enforcement of cell phone and block the box rules
Increase penalties for DUI/DWI.
Pass laws for mandatory yields to pedestrians in crosswalks, and provide police enforcement with traffic tickets.
need more enforcement with bikes, especially down town. Need more enforcement with Motorcycles. I see an increasing amount of motorcycles white lining, putting themselves in danger and other vehicles. it is not legal in Texas so drivers aren't prepared to look for it or expecting it.
Taking away traffic lights at major artery intersections will go a long way to ease traffic backups and delays
Keep Uber and Lyft - reduces drunk driving

## 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 8 Results:



Other:

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Allow Ridesharing companies to operate without oppressive laws written by taxi companies
Let the free market provide options
Bring back Uber and Lyft
Run rail to the airport!
ridesharing options
My neighborhood is just fine. Don't waste the tax payers money here!
No need in my neighborhood.
light rail
See 4 above.
Uber

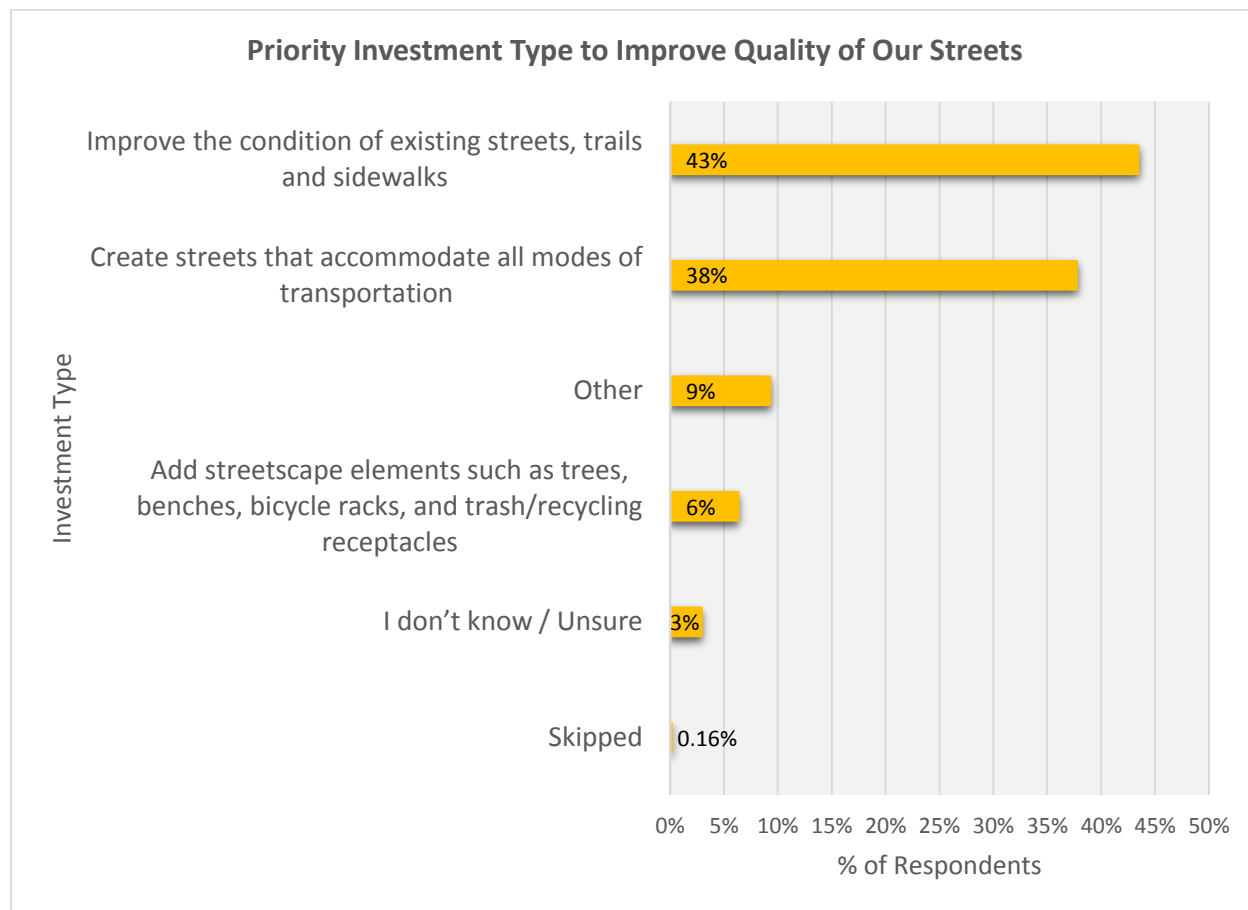


Need a PHB installed at a critical intersection (Escarpment and Oliver Loving) to allow for safe pedestrian traffic.
Deregulate ridesharing so we have some options in our neighborhood (no bus or car sharing options available)
Install a network of Chairlifts and Gondolas to and from main streets to eliminate all forms of downtown traffic.
I would like to ride my bike to work, but there are no bike lanes along Bee Caves or if there are, they disappear shortly in to Rollingwood. They have a plan to expand this street, but it's taking forever..
Urban overhead cable.Since it's obvious Austin won't add needed roads, they haven't in the 28 years I've lived here, then provide overhead Gondolas on cable.
Add and more frequently clean bike lanes - most have potholes or road debris that makes them LESS safe than riding in the lane.
use bus pull-offs so buses do not block traffic
Slow down traffic on Escarpment Blvd., south Austin.
I live off South MoPac and take the Davis Lane exit. There is a stop sign at Davis Lane and MoPac which creates massive backups the linger on MoPac because the traffic exiting from MoPac has to stop at the stop sign and let a small number of cars traveling East/West on Davis go through the intersection. Thousands of cars are delayed daily so that a few East/West traveling cars can make it through that intersection.
Light rail throughout the city.
these are all important and in most cases not mutually exclusive
Get rid of bike lanes and allow bike traffic on improved/connected sidewalks.
Build SH45 SouthWest Immediately making it Non-toll
very limited bike lanes! I would ride more if more bike lanes were added
Fix the traffic signal at Slaughter Lane and Escarpment
Sprawl generates congestion reducing local mobility. Compact and connected is one option but dispersed job centers encourages keeping local traffic local, reduces demand for road construction and congestion - fewer lane miles driven per capita
Reduce the traffic on Bordie Lane South of Slaughter.
Build missing sidewalks, and make it ALOT easier for neighborhoods to have resident-only parking to reduce nuisance non-resident parking which is a safety issue and increases traffic congestion.
We have no public transport options on south Brodie lane
Build SH45SW
Tiny Transit (see prior answer) plus all of the above
Roads in my neighborhood lack the needed capacity for morning/afternoon rush hours.
General: Connecting street/highway segments (SH45, please?) Specific: Brodie Lane is main/only option North out of Shady Hollow but is dangerous/difficult to use on a bike.
To improve bike and pedestrian safety and connect bicycle and trail routes, we need a PHB where the Latta Creek Greenbelt crosses Escarpment or where Oliver Loving Trail does.
Real Freeways, not 360, 620, etc.
Pedestrian/bike options at the "Y" in Oak Hill, including protected sidewalks, safe options to cross 71/290 at important businesses like Jack Allens, HEB, Starbucks
light rail to connect outlying neighborhoods with each other and to downtown
Quit building condos and apartments!!!
I would like a 290 toll where I live, which is southwest Austin near the 290/71 interchange

Force Rollingwood, Westlake, and further west to allow bus routes past Walsh Tarlton.
Rail or trains
help get 45 South approved and under construction. The stated environmental concerns don't add up or out weigh the existing concerns created by the use of the existing surface streets without any environmental protection in environmentally sensitive areas.
Methods for reducing speeds on the cutthrough streets through our neighborhood and installing traffic lights to make it safer for pedestrians to cross busy streets.
My neighborhood (Treemont) has good transportation connections.
Removing traffic lights at major intersections
Accessible/clean/safe rail service
Would like to be able to walk to more, including upcoming developments nearby that would require sidewalk routes

## 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 8 Results:



Other:

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

Build missing sidewalks, fix broken sidewalks - get children and their parents OFF the sidewalk when there are bike lanes available.
Allow Ridesharing companies to operate without oppressive laws written by taxi companies
Add trees and wildflowers, especially where they have been torn up for roads.
Reduce traffic on streets by adding better public transpo and ride sharing
Build missing sidewalks.
Increase street capacity
Create non-toll roads
create blocked off bike lanes (by a curb) ticket cyclists not using these

stop putting bike lanes on the street mixed with cars. it is too dangerous because the cyclists don't follow the stop lights and many are texting or talking on the phone. cyclists don't pay attention to their surroundings adequately.
Add better and more pedestrian sidewalks
Creste streets and freeways for trucks and cars. Suggest you restrict 4-wheelers from using the inside, "hammer lane" on I-35. That would allow trucks to move on through the city without being blocked by the 4-wheelers trying to figure out how to enter and exit freeways.
get rid of bike lanes
Widen driving lanes to improve drivers safety. Add medians to high speed roads to improve safety (290 west).
Need a PHB installed at a critical intersection (Escarpment and Oliver Loving) to allow for safe pedestrian traffic.
Improve streets to accommodate motorized traffic!
Ditto on removing the bicycle lanes from the roadways.
open up more streets particularly in south austin between Buda and Austin
Remove Stop signs and Stop lights and install roundabouts. Convert all one way roads to two way roads.
Stop wasting money on making things pretty when the infrastructure is so far behind
speed bumps desperately needed in bannockburn neighborhood
compassionate consideration for handicapped
Instead of taking lanes away from motorized vehicles, like downtown, we should be adding lanes.
Improve condition of streets
Improve the condition of STREETS - don't keep dumping money on trails!
Use "silent asphalt" on all roads needing repair.
Build SH45 SouthWest Immediately making it Non-toll
Better thought into traffic management (turn lane placement, intersection design, bike lanes & sidewalks..)
Eliminate the use of "chip seal" on bike lanes. Very dangerous, uncomfortable, and a deterrent from riding
more bike only lanes!!!!
I would rather see bicycles off the streets and bike lanes next to the sidewalk above the curb as they do in Berlin
Sweep The Bike Lanes!
Make New Streets and Toll Express Lanes Where they Do not Currently Exist
sprawl creates uninteresting streets - just parking lots. Let the new LDC help create and transform legacy development into denser more people friendly PLACES. Malls and strip centers don't do it.
More lights and sidewalks.
Build the sh45 road from Loop 1 to 1626 A.S.A.P.
Fix and maintain existing streets. Dont add new streets and trails when the City isn't able to properly maintain and police the existing ones.
Add streetscape AND increase capacity/fix turn lanes so that the turning cars don't block other lanes IE Willam Canon and Brodie.
So far the questions have been all about improving biking which will not improve traffic for majority of residents

Tiny Transit (see prior answer) plus all of the above
Reduce cars on the road by creating bike-only trails and freeways, and public transport such as The Wire cable cars above existing roads
Improve safety and travel time by separating modes. Outside the urban core, mixing cars and bikes is unsafe, negatively impacts travel time, and decreases capacity.
Build connecting street segments
Bike roads for bikes, Car roads for cars.
Get rid of texters and cell phone users
Increase capacity of the roadways!!!!!!!!!!!!!!
The city has to actually identify problem areas (which I think they have done), but then actually spend the money to add capacity or modify those areas so things flow more smoothly. Turn lanes, u turn only lanes over bridges, one way streets so left turns across traffic are eliminated, etc.
West 35th Street is in bad need of major repairs
There are ample hiking and biking trails where I live in Southwest Austin. My main focus is getting my son to school on time, and his school is located at 2222 and Mopac. With the congestion on Mopac, this is becoming a daily frustration that is eating away at our quality of life. I would love a toll at 290 where it intersects with 71. If I could take that to Mopac and then if the express lane on Mopac actually gets finished, that would greatly improve my quality of life!
The roads are terrible, many potholes/ruts, uneven surfaces (crap company chosen); many turn lanes cannot handle the amount of cars in them--make them longer; properly time traffic lights to keep traffic flowing instead of constant starting and stopping
better lighting!!
More Streets!
add more capacity for cars
create and improve streets that better accommodate vehicles. The primary users of the streets are vehicles.
Treemont streets are okay, but other city streets need improvement and ongoing repairs.
Removing traffic lights at major intersections!
reduce traffic; the aesthetics don't matter if we are moving at a decent rate
Complete construction project rapidly

## Geographic Scale

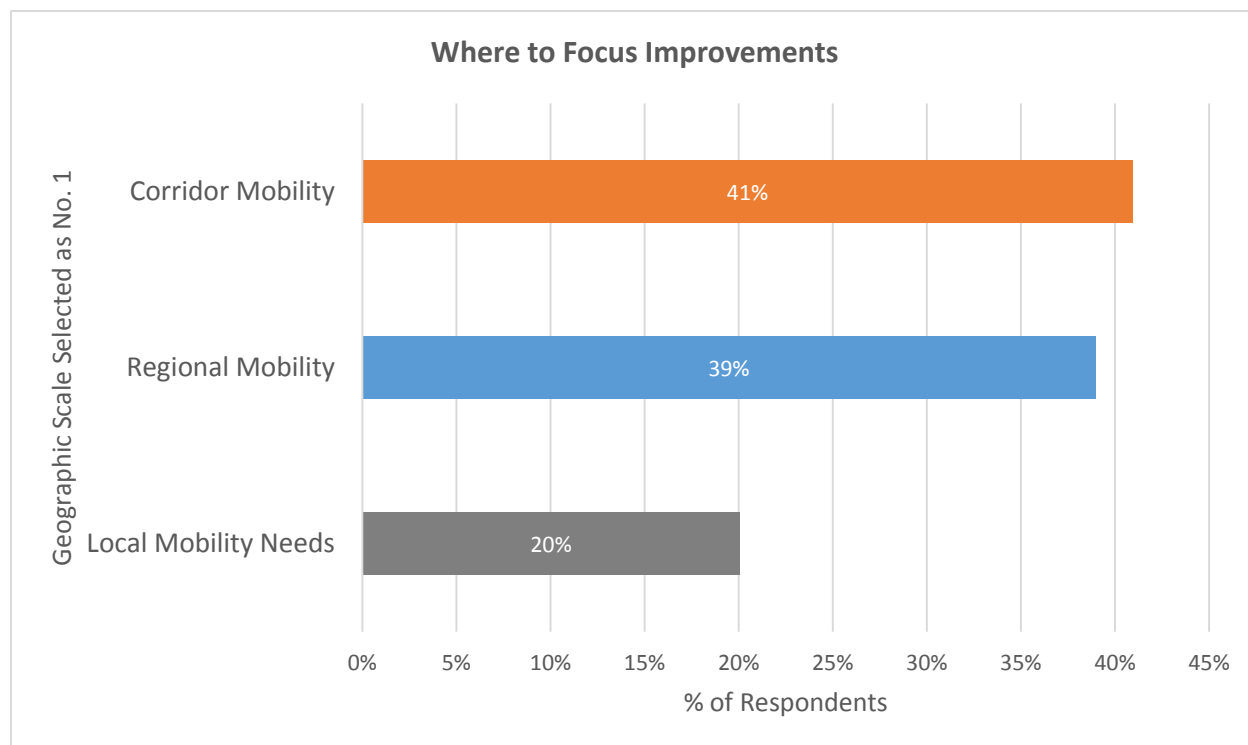
**Question 8: Given your answers, where do you feel the City of Austin should focus improvements?**  
**Rank in order with 1 being the most important**

**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.

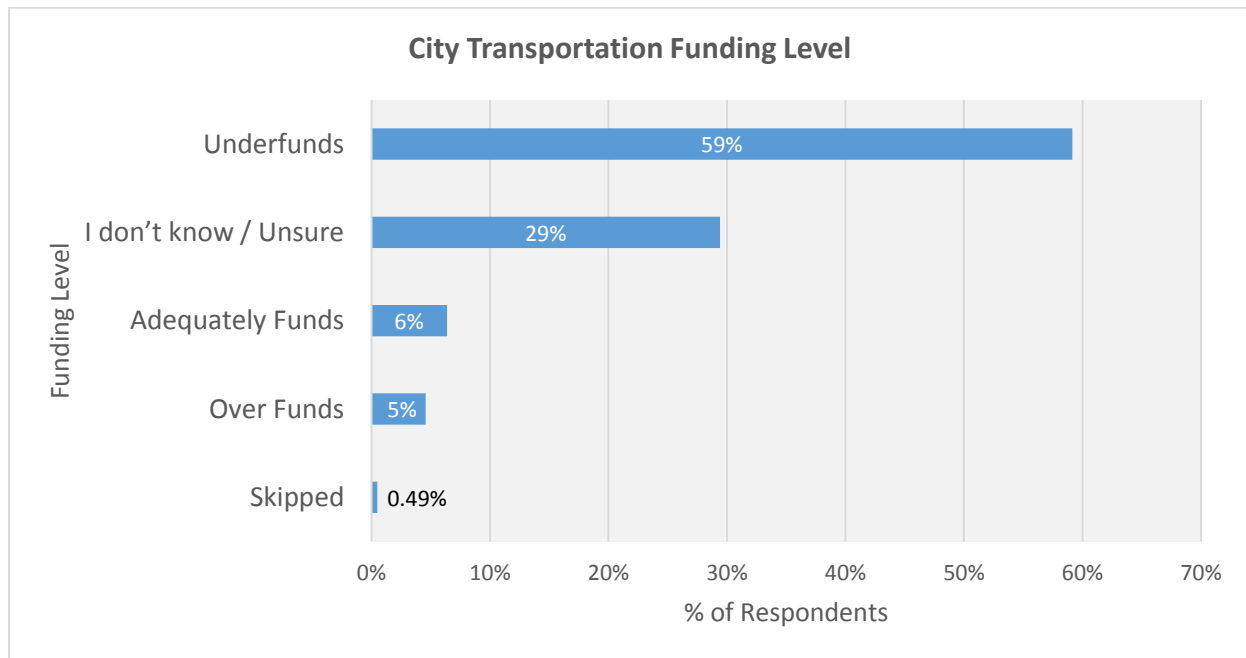
**Local Mobility Needs:** projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 8 Results:

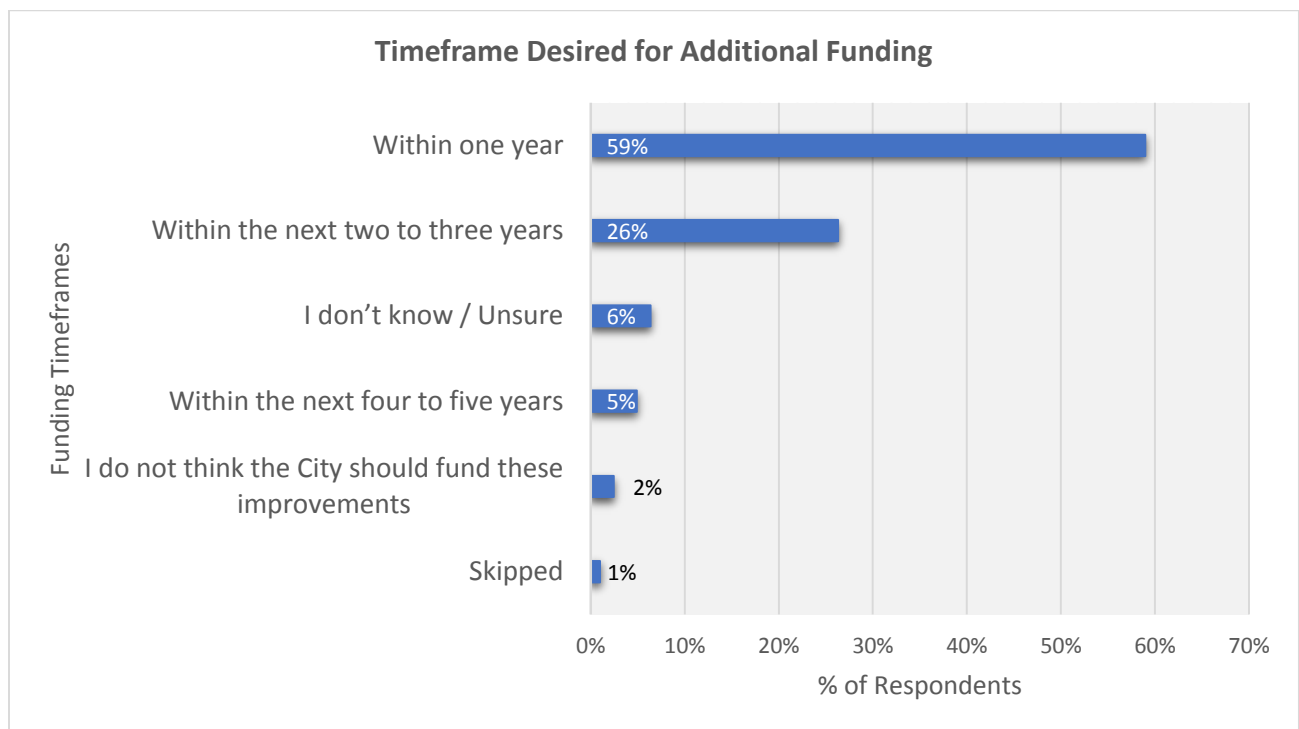


## Funding

**Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs?** District 8 Results:



**Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified?** District 8 Results:





**Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here.** District 8 Results:

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

I have worked for three different companies where work from home could be easily done. Encourage this - it would cut way down on traffic.
I'm looking forward to a future using light rail and a very safe and well-connected bike infrastructure, as well as increased frequency and number of buses throughout the region. Look at Minneapolis!
Austin City Council needs to get real about transportation in this city. Reject the ownership of taxi companies. Allow innovative ride share companies to operate under their successful business model, not outdated taxi regulatory capture. Build more roads. Stop creating solutions for bicyclists only.
This survey is FULL of assumptions intended to skew the results to show additional funding is required and all modes of transportation should be fully funded.
Please do something about the intersection at Davis and Westgate. It is so dangerous, literally a 16 way stop-sign. There needs to be a stop light, and better lighting at night. It's impossible to see who stopped when, and there are so many lanes of traffic coming to the intersection.
If "highway improvements" means tearing out all the wildflowers and many, many trees, I am against it. Loop 360 between Mopac and Bee Cave Road is a prime example. Trees and wildflowers make a city liveable, and those that are removed for highway construction should be replaced ASAP.
Bring Uber and Lyft back... whatever that takes.
We need to jump ahead into the future on technology on public transportation. We've failed miserably to keep up with status quo with other cities that are similar demographically (educated, tech, more liberal), so we need to be innovative. I believe transportation will bring to head a future economic bubble if not corrected. People have already purchased and leveraged their homes at the new high values and if our city isn't proactive we'll put people upside down in their homes. The mopac expansion has been a debacle and the city council now losing uber and Lyft is an embarrassment. It would be one thing to show them the door with their ridiculous demands if our transportation was even on the radar of adequate. I think losing them has added to the laughability of our infrastructure.
Transportation-related needs in southwest Austin have ignored by the city for many years. Brodie Lane used to end at Eldorado Trail in Shady Hollow; it's now a major cut-through to FM1626, with the city fighting 45 as much as it fights any real solution to the congestion at the Y in Oak Hill. There are no bus stops convenient to my neighborhood of Westcreek. Why would I drive to the park and ride and leave my car outside all day? I've heard that we might finally be getting some missing sidewalks completed along the 290 frontage road, so that's a plus. People are forced to either walk in the road or through mud, weeds, and trash in too many neighborhoods throughout the city.
Stop trying to fix problems by regulating people and businesses. Many of the problems and issues we have are because the City and state have been in charge of transportation needs by law. Allow free market options and services to flourish by deregulating them.
Desperatly need public transportation and sidewalk improvement SO needed

<p>The city has wasted a lot of money on projects the have been underbid, ran into trouble then either walked away (mopac-s/290 flyover) gone over budget (mopac toll) and provided little benefit after long waits. The biggest problem of Austin roads is poor planning due to interrupted lanes on highways, pathetic merges or on/off ramps and overall lack of consistent flow. MoPac southbound as it reaches lady bird lake is a mess because 3 main lanes and 3-4 feeder lanes reduce to only 2 thru lanes at 360. This is absurd. South MoPac (northbound) has a cluster**** due to 1 merge adding to 3 main reducing to 2 thru adding to 5 merge (2 from SW parkway, 2 from 290E ramp, 1 from 290W). It's like highways and merges were never planned and just thrown in wherever needed at some later point with spill over on surface roads. I-35, MoPac and 183 have exit and on ramp lanes that move faster than main traffic lanes because of the bottlenecks the merges create as cars leave the highway then squeeze back into traffic later. The MoPac toll project is the biggest waste of space and money I've ever scene. With the amount of added space that has been given for a single toll lane than will ultimately still bottleneck at it's exit point, 2-3 additional lanes of capacity could have been added and eliminated all the problems. Once open the MoPac toll is going to fall flat on it's face.</p>
<p>bring back uber &amp; lyft! ask adler to resign.</p>
<p>Other states have flashing crosswalks for pedestrians in many locations. Austin has them in few locations; add them. The Travis Country neighborhood in SWAustin, with 1507 homes, has many, many stores and restaurants win walking distance, but no way to safely walk to them, so EVERYONE drives. About 3000 cars. There could be sidewalks, flashing crosswalks, etc. to help a very congested SW Pkwy, Brodie, S. MoPac, 290 W area.</p>
<p>I've always believed we need light rail along all the major corridors.</p>
<p>I strongly believe the city of Austin underfunded road construction for the last two decades leading to today's pathetic state of road capacity. The only way to begin to catch up to all those years of neglect is to "go big" with the most aggressive of programs to increase road capacity every year for the next ten years. Other cities like Dallas and Boston have shown how successful big thinking turns out in road expansion. Instead of targeting increases of 25% or 33% which will be inadequate at time of completion, all major road plans should be doubling and tripling capacity. That means Austin needs to leverage imminent domain as is done in Houston and Dallas to increase road capacity. A handful of homeowners immediately next to a major highway shouldn't be allowed to hold the entire city of drivers hostage by thwarting road expansion.</p>
<p>I wish Lyft and Uber were still here, but I think them leaving was their own fault. We should incentivize new ride-sharing companies to set up in Austin and not try to bend the city to their will.</p>
<p>Buses! Specifically, more MetroRapid-style buses, please!!! It is such a huge increase in usability when a bus line runs so often you never have to check for the next arrival time or worry about missing it, and the most you'd have to wait is 15 minutes. If I were running the circus, I would take all of the money planned for building the (awful/stupid/classist) toll lane on MoPac and spend it on beefing up the bus coverage and frequency in Austin. Honestly, how far could we get with that money? Pretty damn far. And we would be creating more jobs and also have a utility that can evolve and respond as residential patterns change, instead of something stuck and permanent like an extra street lane or a rail line. I dream of an Austin with abundant, rapid, *free fare* bus lines! What better way to improve daily quality of life for Austinites? How much would we have to raise property taxes to have free buses for all, covering all parts of town with usable frequency? Really, really, it would be worth it to get a healthy, hearty bus system and break down the traffic. More buses, please!</p>
<p>Uber &amp; Lyft don't just change the dynamics of cars on the road - they change parking dynamics. I want to Uber to places where I know we have insufficient parking.</p>

People in Austin do not know how to drive. Reeducation is needed. I hate living in Austin and the only reason is how people drive. I've had my car hit several times since moving here, and now have a severe driving phobia. It's incredibly debilitating. Please, reeducate.
If only you had acted in the interest of the greater good. Instead of this stupid election that you wasted money on you could have spent all that time, money and effort on a program like Kansas City is doing. It's called BRIDJ. It's an on-demand shuttle service that provides for her smile and laugh smile coverage. It is said to be similar to Uber. And if you had done this you wouldn't have put 10,000 people out of jobs and somewhere close to a half million people stranded without ri it's an on-demand shuttle service that provides for her smile and laugh smile coverage. It is said to be similar to Uber. And if you had done this you wouldn't have put 10,000 people out of jobs and somewhere close to a half million people stranded without rides. In just a few days since the election I have talked to a handful of people that said GetMe "blows." It gouges people and everyone is suspicious that Ann Kitchen's buddy Ed Kargbo is the CEO. That would explain why the identity of the CEO is a big secret. That would be considered antitrust, I believe
We need expanded roadways. No one will be commuting on a bicycle 35 miles in a suit in 95-110 degree weather. We are thirty years behind population growth with our roadways. And forget the toll roads and lanes. We pay plenty of taxes for highway and roadway building and maintenance. Quit giving billions of dollars away to consultants when you should use that money to solve problems.
Please find ways to make these types of surveys available and accessible to to a true cross section of Austin residents. As with most public surveys and or meetings coducted by the City, only a small interest group of the same ole folks will dominate the discussion leading to outcomes that the vast majority of Austinites disagree strongly with. You know what I'm talking about.
Too much is being spent for minority use such as dedicated bike lanes, and \$10M for a bike path across 360. Eliminating traffic lanes at 360 and Walsh Tarlton when a major development is being initiated that will certainly dictate increased traffic, particularly on 360 doesn't make sense. Use the money to fix the roads, not create bike baths for a small number of vocal users.
Allow Uber, Lyft and similar companies to operate freely to reduce traffic and drunk driving. Quick catering to taxi companies even if they do contribute to your campaigns. Discourage people from moving to Austin since there aren't adequate roads for them to begin with, never was. Require 18-wheelers to use the toll road rather than I-35 if they're just passing thru. Quit decreasing the size and volume of roads by adding bicycle lanes esp. where they are rarely used--this "feel good" crap does no one any good.
<b>BUILD THE \$% EXTENSION THROUGH HAYS COUNTY!!!!QUIT SCREWING AROUND!!!!</b>
I believe that adding capacity for cars only encourages more cars on the road. All funds should be directed at alternate modes of transportation. If traffic gets so bad that people can't deal with it anymore they will try alternate forms of transit (bike, bus, train, carpooling, etc.)
I have lived here 16 years, and traffic has only gotten worse. I wish we had light rail service to the SW part of town, but I probably will not live that long!
We're in a big mess caused by growth and negligence on the part of the city and state. I currently see no hope for improvement in any aspect of transportation in the city.
Negotiate like adults with TNCs. Run rail to the airport.
More and better public transit. Make rail an effective method of getting around the entire city. Bring back Uber/Lyft. Make rail an effective method of getting to DFW, Houston, and San Antonio

The city is not adequately meeting the transportation needs of the citizens. They encouraged growth but don't build the needed roads fast enough. But they jumped through hoops for Perry to build the 130 Toll road which only has 5000 cars a day after 5 years. Then they allow idiots like SOS to stop construction of a much needed road, SH -45 for 25 years. Which means we have to pay for multiple EIS and pay more for the road due to the inflation after 25 years. I'm seriously disappointed in COA, CAMPO and TXDOT. PLEASE get this road built in my lifetime and close the damn gate, Austin is full already. LOL
Cap Metro and Access Metro services need to be in West Oak Hill area along highway 290. I'm visually impaired and don't live by a bus. The closest bus stop is 3-4 miles away from where I live. Access Metro won't pick me up because I'm not in their service area. Public transportation is a problem for me, which needs to be resolved. Sidewalks need to be put along highway 290 for pedestrians.
stop doing study after study and DO something. And stop pandering to the small group of bike enthusiasts and make improvements the rest of the city can use. Stop adding public transportation options where it already exists and focus on under-served areas outside the city core. Partner with surrounding communities. This is a regional problem. And stop wasting my tax dollars on stupid things like unnecessary bond elections.
Bring back ride share
We need more public transportation options from suburbs to get into the city, particularly from south Austin. And what is the point of having a passenger rail line if the hours are so ridiculously limited??
I am not up-to-date on how much funding is available. I do believe way too much money is spent on studies especially "environmental". Just go build it. Who cares about the "yellow breasted" whatever. How much taxes does it pay?
Expansion of the rail lines to the south side of town to get downtown would be extremely beneficial.
Please please bring Uber and Lyft back. Find a compromise where everyone can save face and where Austinites win.
You morons already sabotaged the best mobility innovation in decades. And on top of that spend hundreds of millions on bike lanes? Idiots.
Some of my answers focus on increasing public transportation options in my neighborhood. Specifically, I am referencing SW Austin. For example, the 111 bus route only runs two times a day and not at all on weekends. Also, SW Austin is never mentioned in discussion of CapMetro rail expansion. This is why everyone is on MoPac in their cars jamming it up. A park and ride near Slaughter and MoPac should be strongly considered.
Please please please coordinate the southbound traffic lights on Lamar and Guadalupe during 5 o'clock rush hour. East/west traffic sails along, but I sit in the southbound lanes (trying to get south of the river) as the lights run through their cycles with only 1 or 2 cars getting through because traffic is so backed up due to the uncoordinated traffic lights. It's so frustrating.
Bring back Uber and Lyft. That this got to an election is a failure of leadership by the city council
Encourage private or public businesses to decrease the traffic by providing incentives to work from home, ride share, bike to work, etc.
I lived in New York City and exclusively used public transportation. I moved to Austin and wanted to use public express buses for my kids to get to school from SW Austin. I am stunned by how few choices are offered for a "green" city. Question 10 is moot because mobility projects should have been funded and completed already, yet we are still answering surveys. Lack of mobility options has negatively affected everyone's quality of life in this city.

I strongly believe that any long-term solution to our transportation issues with current technology must include mass transportation that does not rely upon the same arteries as our cars. To put it another way, we need more trains, both commuter rail lines and trains that can get people around within the city. Also, we seem to have implemented projects to "calm" traffic on several arteries within the city, without providing alternative avenues. It seems to me that the goal of reducing traffic within the city needs to combine both projects to create faster arteries, and slower streets. In other words, slowing traffic down doesn't reduce traffic unless there is somewhere for it to go. Adding lights and narrowing lanes is just mean unless other roads have lights removed. Please see the case of 15 street as an avenue to travel from the east to the west. Without a viable way to get into downtown, and out of downtown, and across downtown, we are all just slower now.
put in elevated rail along all major roads!!
Some suggestions to reduce congestion now. 1. Cameras in all traffic lights to turn them green when no cars are coming, 2. NO construction projects requiring lane closure on ANY major artery street like Lamar during the daytime, using Mopac approach of working at night after rush hour ends. 3. If within city jurisdiction fix the traffic light timing where Lamar, 71, 360 and Westgate all come together because the wait times can be excessive. 4. Better signage re speed limits, lane changes, entire, exits, etc. In addition, let's start planning to add lanes to streets like Brodie and also let's see more/better mass transit in far south Austin. Why not a trolley up and down Brodie between 1626 and William Cannon?
- The toll roads are a boondoggle and must stop, you deserve additional money until this failed series of disasters stops - Why does the one rail system go only to Leander??? Because the toll roads forced that? Seriously stop with the toll road crap it's a horrible solution. - The MoPac Toll Lane is your latest failure and misuse of tax funds. Again, stop with the Toll Road Solutions!!! They do not work and you don't need an expensive survey to see that!!!
Austin is growing and needs to look to the future rather than just putting a band-aid on the current problems. We know the problems in CA, Seattle, and around the country. If we look to creating a transportation solution for the FUTURE, Austin will be a leader in the nation. Our solution needs to be different and sustainable.
Build more roads, and bring back Uber / Lyft!
Whoever thought that putting the bike lane in over 360 - and thus foreclosing the ability for the toll lanes to be accessed from 360/290/71 was STUPID. Traffic on 360 northbound was very adversely impacted by taking one lane for the bike lane, and now we have to suffer thru more roadwork to add the third lane back in. Whoever thought that building the sound walls along Loop 1 north of the river in such a way that additional capacity cannot be added without destroying those sound walls was VERY short-sighted. It appears that additional lane capacity could have been added, or, existing lanes kept at 12 feet. You will find that in rainy conditions there will be MORE accidents with 11-foot lanes than there were with 12-foot lanes. It is unfortunate that there does not appear to be any intent to add connectivity between Loop 1 and 290/71 where the flyovers are missing. That would help alleviate a lot of congestion. The City Councils that refused to require through streets (e.g. Convict Hill and Mopac; only one route in and out of Steiner Ranch) because of neighborhood concerns have condemned Austinites to horrible congestion forever. Yes, neighborhood streets should be neighborly, but there should be more that go through. If there were more streets that actually went somewhere, people would have more options than 1-35, Loop 1, and 360.
Educate drivers regarding traffic laws, including negligent driving (texting and using hand-held phones), illegal lane changing (not signaling properly), and TICKETING ALL who do not follow these laws.

This city has allowed our mobility and traffic issues to foster for years by not planning ahead. We are now behind the 8 ball and these issues have made it a less desirable place to live and work. We need to fix issues ASAP but also plan for continued growth as it will happen.
I am embarrassed that our city voted against Prop 1 and the City Council and Mayor should be ashamed of themselves. They think they know what's best for us citizens and have essentially taken away one of the best/most convenient transportation services ever created. It's a total disgrace. I hope you all feel better now that Uber and Lyft know that you are in a more powerful position, but you have totally screwed over the citizens you supposedly represent. I hope you all go down in flames in the next election.
I have no idea why the City of Austin sends out these surveys because when all is said and done the City does what it wants no matter what the survey concludes.
Build more roads!
With our mobility crisis it's unbelievable that the CoA has done relatively nothing to improve public transportation and couldn't negotiate a reasonable solution with Uber and Lyft. We need ridesharing and public transportation.
Austin has one of the worst congestion problems in the country and non-existing (in terms of % of population it serves) public transportation system. Fixing corridors and reducing speed is not going to solve the problem long term, reducing the number of cars on the road will. What are you doing about it?
We dont have bus routes here in sw austin, I dont have option but to drive into downtown...then theres always a parking problems. The bike lanes are inadequate and unsafe and isnt a complete connection in to the city.
None of these questions address the needs of disabled users who are very regular users of public transportation. What are you going to do to improve access for the visually impaired and the physically disabled?
The over regulations of Ride-Share companies (Uber/Lyft) has significantly impacted my ability to travel in Austin. I'm an active Voter and voted in the election (and encouraged other to as well). Austin must act quickly to replace the Ride-Share services before Drinking-and-Driving accidents increase throughout Austin! Drinking-and-Driving has decreased by 25% since Ride-Share started in Austin. De-regulating TAXI services only proves City of Austin has a vested interest in the TAXI companies and NOT in the welfare of the community.
Public transportation would be my preferred transportation option. The closest bus to my home is over a mile away. My elderly mother -- 89 -- who lives with me recently found out that if she wants to use MetroAccess she has to find a neighbor to take her half a mile down the hill in our neighborhood in order to catch the bus! If MetroAccess is for those who need driving assistance, that is ludicrous! How can CapMetro manage to provide bus service to Circle C, a couple of exits further south of me, but not to my neighborhood which is off Mopac at Southwest Parkway? There are so many priorities...I would also like to see our system of sidewalks completed and our bike lanes improved in such a way that fatalities are not a frequent news story. We say we are such a hip and outdoor-active city, but we have crappy infrastructure for those who want to take advantage of bicycling, walking or running beyond the Town Lake trail or something similar.
The PHB survey process focuses on past accidents/incidents. I hope it also considers the potential for future. Traffic volume and speed has greatly increased on Escarpment Blvd as SW Austin grows and people try to avoid 290 and MoPac. Children cross the road regularly at Oliver Loving as drivers speed around a blind curve heading North on Escarpment. A PHB is needed to give drivers warning there is a pedestrian ahead BEFORE there is a tragic accident.

The so called increase safety of fingerprinting transportation companies has ruined any thought of connecting SW Austin without driving alone. The bus system in SW Austin is a joke. My experiences with cabs have been more dangerous than Uber or Lyft, they're impossible to book and highly unreliable.
I am VERY unhappy about the ridiculous overreach regarding Uber and Lyft.
I am absolutely against toll roads and expanding MOPAC in any way. Keep Mopac local! See if you can limit the number of people moving to Austin. The music festivals have been a major factor contributing to the downfall of Austin. Roads are shut down, we can't use the parks, local musicians are left out, etc. And quit building condos! Austin is already ruined - don't make it worse.
I would love to see public transportation be a viable option. The way it currently stands many of the bus routes like 111, run so infrequently that it's just not viable to use as a working person who commutes. There needs to be more buses and more frequently running on the current schedule to increase ridership. This also applies to the Light Rail.
Enforce cellphone laws aggressively!!!
voting out all of the partying city council who supported regulating TNCs out of the city which will empirically result in increased motor vehicle homicide.
On Question 9, I feel that the COA adequately FUNDS transportation, but mis-spends the money on bicycle routes, beautification, and buses/trains instead of spending it on synchronizing street lights, putting more traffic enforcement police out, and adding lanes to roads where possible.
Fix the archaic regulatory environments surrounding taxis, TNCs, etc... SW Austin has very few mobility options and the city is not doing anything to address them. Get SH 45 construction going. Improve connections at Slaughter and Mopac. FIX THE Y, ITS BEEN A DISASTER FOR DECADES. This stuff is not complex, just needs funding.
I live in District 8, over in the Meridian and there is absolutely no public transportation options available. Yes, I chose to live south of the river due to great schools and home prices. However, our needs for some transportation should not be completely ignored. I would love to see options for rail that at least STUDIED our area- it seems that we are labeled as "sprawl" and never even included in the discussion.
Often, I look around Austin and don't see how we can add many more roads/streets. There's little space unless we start tearing up all the beautiful nature we have going on in this city. (PLEASE DO NOT LET MONEY-HUNGRY BUSINESSES EVER DO THAT TO US.) And the projects already taking place are all expressway/toll roads, which are freaking dumb and do not help congestion. To me, the city needs to start focusing on strategies to get people driving on different schedules, i.e., let's create some incentives for companies (public and private) to allow a their employees flex hours or some work-from-home days. Like maybe if a company allows 30% of their workforce to come in anytime between 7 am and 10 am and leave anytime between 3 pm and 7 pm, with working from home supplementing any hours, that company gets a tax break from the city or something. Sure, infrastructure needs to improve. But companies also need to realize that they make congestion worse by not being flexible and forward-thinking. The difference between when I leave for work at 7 am vs. 8 am or when I leave the office at 4:30 pm compared to 5:15 pm is insane. But I work for a company that is rigid in their 8 am to 5 pm schedule, so sometimes I get to work early to avoid traffic, but now I'm sitting at work longer than I want to. Figuring out a way to really get companies on board with flex hours and a more remote workforce has benefits to our roads, environment, and our mental health! :)
The city's hostile position to working, solution based systems like Uber and Lyft is embarrassing and hurtful. Work together to make this a better city. The council's approach to hugging the taxis and demonizing the rider share companies need to change.



Fully fund the Bicycling Master Plan.
I would like to see more commuter rail like Cap Metro Rail. As our city population continues to grow, we need to focus on getting more people to more places faster.
Cars are cutting through neighborhoods because our existing roadways do not have adequate capacity or links to get them to their destinations. Please focus on the high capacity roadways first then look at ways to provide mass transit to the outlying areas so people can get on a train or bus that can move rapidly to their destinations.
Build a sidewalk in between Monterey Oaks Blvd and William Cannon. There are hundreds of apartments on Monterey Oaks Boulevard and you have to walk through knee high grass and over a bridge (speed limit 50 with no shoulder) if you want to get a burger without driving in a car. Thank you for taking the time to get feedback! We love Austin.
Why doesn't CoA use eminent domain?
Disappointed in how the City Council handled Prop 1. The potential of losing TNCs will impact thousands without adequate transportation options.
It's time to admit that we're on the wrong track for Austin residents. Let's try a few new approaches, such as: 1. If bikes are going to have full access to our roads (their own lane), then they should pay a fair percentage of transportation taxes or fees. 2. It's time to end the (not so secret) plan to make traffic more congested in the hope that more people will switch to bikes or public transportation.
I think the traffic flow on 360 would be greatly improved by removing many of the existing traffic lights. I would recommend instead a system similar to that in New Jersey where many of the intersections are right turn only, requiring traffic from feeder roads to use occasional u-turn areas instead of left turns.
Roads are for cars, NOT BIKES. Sidewalks are for bikes and pedestrians. Bicyclists are a huge nuisance. Stop wasting dollars (like the mopac extension of the hike and bike trail bridge over 360, boy, you guys take the cake on wasting money on that bravo-sierra) Reduce the shoulders on the sides of the highways (like on mopac/360/I.H.35, etc.), remove some of the traffic lights on Loop 360 (which is much more like a regular ol' street with traffic lights every 4 or 5 blocks), or drill some holes in the median and pour some concrete supports like at 183 & N. I.H. 35 and double deck it. Not sure what they're doing out there on 360 right now, but it's a waste of money and time it's looking like.
Consider encouraging more EV driving and reward EV car pools and perhaps even EV ride sharing services. Encouraging more telework days would also be very helpful. Perhaps even offer companies incentives to provide telework options for their employees. A fast, more frequent, greater coverage light rail system should also be re-examined and compliment existing bus routes. Even Saturdays are turning in to rush hour style traffic days on Mopac! It would be so WONDERFUL if the South Mopac Flyer operated on weekends. There is so much time waste and pollution from car traffic on weekends as well as weekdays. Perhaps try a pilot program to see how many residents use weekend services if they were made available, such as the South Mopac flyer and light rail. Thank you so much for reading this and for all the hard work you all do always trying to make our city better.
Within one year funding timeframe for city streets (corridor and neighborhood). The state/county/feds should fund regional mobility

Think outside the box. Traffic will only get worse as more people move here. So plan 50 years ahead. 1) Eliminate all stop lights and stop signs and install roundabouts at every intersection. Then and only then can you eliminate traffic. This will also eliminate energy wasted on traffic signals and automobile exhaust emissions. 2) Install Chairlifts and Gondolas throughout the city and suburbs linking the people with a cheap, eco-friendly mode of transportation. Operating costs would be nominal and profits substantial. This would eliminate buses and taxis and most other form of transportation. 3) Make all highway signs in Spanish as well as English. 4) Increase speed limits and Enforce....Slower Traffic Keep Right, and Left Lane For Passing Only. Teach people how to drive, merge with traffic and pass. Gotta Go Call me if you want advice on how to reduce tax dollars and your waste of resources. Jeff Burke 512-299-3268

I have no idea what the budget is for mobility and transportation programs nor do I know if the programs are worth the funding they're receiving. It feels like non-essential projects with more funding are started first over more local projects that could immediately resolve issues like the timings of lights. Lights on 360, Bee Caves, and streets along this path are absolutely horrible at timings! It's as if creating stop'n'go traffic is the goal and not a continual flow of traffic.

**FIX IT NOW**

It's incomprehensible to me why Mopac isn't also used for commuter rail. Excellent transportation systems exist, Austin must MOVE on copying and adopting what works and then generously fund broad schedules ( not limiting running times/locations of trains ) Charge every corporation and developer taking money from our city to improve it

The City seems to focus nearly entirely on improving mobility for getting downtown at the expense of relatively cheap (sidewalks, safe paths) alternatives within and between neighborhood areas. I would really prefer to walk or ride a bicycle for local errands, but there are no sidewalks along the major roads outside my subdivision. Capital Metro is useless in Southwest Austin; it only goes downtown and the nearest bus stop to my house is where I would want to go if I could take the bus.

Lengthen on-ramps and turn lanes, for instance, at Barton Springs and Lamar, during the morning commute, there are so many drivers attempting to go north on Lamar that traffic can not proceed on the path past those who need to be in the (practically non-existent) turn lane. This is occurring the exact same way in so many intersections across the city. Turn lanes and on-ramps no longer accommodate the growing number of cars (a number that is not going to lessen despite your alternate transportation attempts).

Please do anything you can to keep ridesharing programs like Uber and Lyft in Austin. The current public transportation and cabs do not adequately serve the needs of the community. Try to get a cab on a busy night and you will wait hours if you get one at all. Try to take a bus from south Austin to North Austin during commute times and you are looking at 2 hours each way vs 45 min in your own car. Ridesharing helps people get safe, convenient affordable rides while allowing the drivers to earn extra income. It's win win! Ridesharing wasn't broke, so please don't try to "fix" it.

Stop wasting money with paint. Build the damn infrastructure required by this city! Implement practical mass transit, not something people won't use. (How often will I really need to go to the airport from downtown? Seriously, a two hour bus ride from Oak Hill to the Domain? Cap Metro is brain dead!) Build turnouts for buses to get the F\*\*\* out of traffic when stopping rather than blocking traffic (especially when the drivers park on a street to take a smoke break or go take a piss.) Stop allowing massive building projects such as happened recently on South Lamar without investing in infrastructure along with it. This would have been a perfect place to run light rail from downtown to Westgate. But no, we had to propose a train to the airport so SXSW visitors wouldn't have to take a shuttle to their downtown hotel.

The proposed South Mopac expansion project is saturated in corruption, fraud, and ineptitude. And we have proof.
Monies spent on Mopac could have been better utilized by significant increase in public transport
Making the speed limits on MoPac and IH35 slower would probably help the rash of wrecks. I think it should be 55 mph during peak hours and 60 mph at slower hours (especially for 18-wheelers). Also we need to educate drivers so they don't tailgate. I was told once that if you can't see the back wheels of the car in front of you, you are too close and the risk of running into that car is inevitable if they stop quickly. People should leave at least one car-length between them and the car in front of them so they will have time to stop without running into the car ahead of them. Thank you.
Please focus on adding additional lanes for cars. Adding bike lanes and reducing number of lanes for automobiles is a waste of money and making traffic worse.
Neighborhood safety is a big problem in highly trafficked areas. We have no sidewalks or speed bumps, and our neighborhood is used as a cut-through for traffic at William Cannon and Brodie. There is a middle school in the neighborhood, and it's very dangerous to students and families to have no sidewalks and such high speed traffic. We have gotten on the list for installation of speed bumps, but the lack of available funding means we will never actually get speed bumps before our place on the list expires. Please address this important safety issue.
I feel deeply that the wrong approach to dealing with traffic and congestion is to build more roads. Instead, build ways to reduce traffic volume. (1) Create complete streets with local hubs of stores and restaurants, etc., thereby reducing the need to drive in the first place. (2) Build SIDEWALKS so people can walk to the local hubs, thereby reducing the need to drive. (3) Create ways for people to successfully use bicycles: We need networks like protected lanes, bike highways, quiet residential streets, all of which also need to extend from every public transit stop. (4) Consider tax breaks for purchasing ebikes to use said bike networks. What a great way to reduce traffic volume, improve community health, and increase social capital!
focus has been on increasing downtown / central mobility. it should now shift to increase corridor access between / among those centralities and the suburbs.
BUILD MORE ROADS. The solution to Austin's traffic is shit simple. BUILD MORE ROADS. There you go, I have solved all issues. You are welcome.
Let's do more to fund alternate mobility such as separate trails, hike and bike paths, etc., so we have alternatives to driving a car!
Please give us more public transportation options into and out of South Austin, especially Oak Hill. Thank you!
I would fully support Car-Free neighborhoods or zones where focus was on pedestrian, bicycle and alternative mobility options
Circulator Technologies especially Urban Cable should be considered.
I think that the city has made significant improvements in expanding safe bike paths the last few years. Thank you! The Mopac pedestrian/bike bridge is a great example. I look forward to it opening. I live in Circle C and work downtown and would love to commute by bicycle. There is safe access to Southwest parkway from Circle C (Escarpment-William Cannon-Southwest Parkway). A safer connection from Southwest Parkway to the new Mopac pedestrian/bike bridge would open the door to thousands of residents in Circle C. There is currently unsafe bike access at the Southwest Parkway/290 intersection that prevents a safe bicycle route from Circle C to downtown. Improvements in that area would be beneficial. Thanks again for the efforts in bicycle safety over the last few years. It makes Austin a place that people want to live in. Dan (dan.gallant2@gmail.com)
Reconsider special transit routes to best benefit disabled.
Rail to south austin and airport

South of the river and north of 2222, we need highway and major street lanes that change direction to suit demand for that time of day. Lanes going into the city are empty in the evening and lanes coming out are empty in the morning.
Austin is being very shortsighted in traffic planning. Stop expanding highway lanes out to the burbs. It only increases traffic. Instead acknowledge the growth and fund high speed rail along existing routes (Mopac, I35, 360, Lamar, etc).
It's a matter of great shame that City of Austin never believed in introducing high speed rail network! Rail track alone can ease the traffic congestion to great levels! It's high time they put this priority at earliest . No amount of Mopac toll lanes is going to solve any problems! It's just a additional burden on commuters which is simply avoidable! High speed rail /Metro Rail/ or any rail network is the ONLY SMART solution!
Something needs to be done very soon. This can't continue. More and more people are moving here. We can't wait 3-5 years to do this. People already here are going insane dealing with traffic TODAY!!
Please increase the frequency of bus service.
I hope that the city can work with cap metro and other partners to make more transit options available.
It is very difficult to see my city constantly attack those of us who use automobiles to get around. It is equally frustrating that I pay an exorbitant amount of property taxes and can never come downtown to enjoy the events my city offers because there is no parking. I think you fail to take into account those of us who are working-class stiffs contributing large amounts of our hard-earned money through property taxes and other fees to the city only to be treated like we aren't important. You cater to students and while I think it is right we consider them can you stop doing it at the expense of the people who are paying for this city? I have a disability. I must travel by car. I need a place to park. To help the environment, I won't get out of my car but will make sure my next purchase is electric but I still need a place to park it. How about an eco-friendly parking garage where the bottom floors are for the disabled? Or just some nice garages - maybe a restaurant on top with a big revolving guitar to create an iconic symbol of Austin like the Arch does for St. Louis? I do not think it is much to ask for those of us who need our vehicles to have our city use our tax dollars to improve parking, improve the quality of our streets and to address why it takes over an hour in rush hour to get to your job that is less than 20 minutes away from your house? Everything in this city is just talk and no action. Unless there is some relief, I, like many of my neighbors, will not be able to afford to live her much longer because we are being taxed out of our house in a city that has curbed our ability to participate in the events we pay for due to its lack of planning for parking. It is very, very frustrating and unfair to Austinites.
Add roads and lines for vehicle. Stop trying to make other alternatives and doing studies. We waste too much time and effort studying problem vs building the roads needed. Austin city government is wasting our tax money when they do this.
keep Austin green, less cars more bicycle and electric mobility
STOP adding bicycle lanes to the detriment of car lanes. Congestion is bad and this is making it worse. Need more law enforcement & ticketing for crazy drivers. Add bus pull-off lanes so that city buses do not block traffic.
Question 3 is poorly oriented. Bicycles and walking can allow improvements in multiple ways; by improving safety, reducing congestion, community involvement, improving roads (from lack of recurrent damage), improving air quality, improving overall health of residents, reducing health care needs and costs. Nothing that Increases motorized transportation does anything to address those issues.
Need to adopt the Bicycle Master Plan

Please make walking and biking to work and school safer!
Austin has seen significant growth and this is a continued trend with the city encouraging more companies to relocate here. During this same time the city has been very neglectful in growing the infrastructure to support that growth. Major improvements belong minor toll roads needs to be given a priority if this city is going to continue to be a functional place for residents.
I think we provide adequate funding for these efforts but you use it for projects that have very little impact. I have to drive from Circle C to Northwest Austin every day to take my 5 year old daughter to a international school (not available in south austin) and to work ( I have flexible hours). I am now having to take my daughter out of a school she is thriving in because she cannot stand to sit in the car 1.25 hours each way. She loves her school and is tri-lingual thanks to her studies. However, she says to me every day that she is so tired of riding in the car, can she go to a new school? The public schools in Austin don't provide this kind of multilingual education, so I have make a decision to take my child out of a school she is thriving in without any viable alternative because of traffic. I love Austin, but is this really the kind of situation we want to put our citizens in?
Southwest Austin is overlooked in most of the plans that have previously proposed. A good, sensible rail plan that can help the people who live and pay taxes here is tantamount. People with children do not have good options other than driving themselves. I will not spend hours using the bus system to then have to walk to get to a destination 2 hours later. Carpool and ride share are not options with kids. Rail can work but not just downtown to UT and to one suburb.
For the love of god, build a dedicated ROW rail system. Should have done it 25 years ago.
Raising taxes isn't the answer, better use of the higher then usual taxes already collected is the answer. Transportation needs to be about reaching those who need it, not those who think it is a cool idea.
A plan to stagger work start and end times is free and employees would welcome it. Also, expand light rail and bus routes. Thank you for gathering this data.
Bicycle lanes are creating hazard driving conditions because the lanes have been narrowed. William Cannon is an example. It is a curvy road but was fairly safe until bike lanes were added. Rarely does one see a biker on the street but safely on the sidewalk. The lanes on some of the streets are very confusing. This is just one example of many problems of transportations in our beautiful city and neighborhood . But more laws are not needed. We need less bike lanes and more street improvements for drivers of all vehicles.
Encourage businesses through tax incentives or other stipens to allow work from home options or staggered work shifts. Look what happened to traffic when President Obama was here for south by and the roads were much less congested. Many in our area can work from home, we just need to figure out how to encourage employers to see the benefits to alls quality of life.
I drive Loop 360 every day and the traffic conditions seem to be getting progressively worse. This congestion seems to be primarily driven by traffic signals. I think there is an easy solution here that would increase flow by removing some of these lights and establishing right turn only options for the feeder roads and U turn lanes in the median - particularly the Courtyard light and the light at the BeeCave road shopping centers. While it may inconvenience a few along the route, I could see the overall flow of traffic improving to a more tolerable level. Not to mention the reduction in environmental impacts due to the reduced daily commutes and congestion.
It takes entirely too long for highways to be built. This includes too much time and too many environmental studies which delay the processes.
Stop stalling vital projects with dubious environmental studies.
Funding seems to be focused on bicycle improvements, but not vehicular improvements. Major focus needs to be on public transportation. We need to take steps to expanding the rail network.

Where is the streetcar or light rail project for downtown?
Add HOV lanes to MoPac and I-35. Add light rail from downtown to the airport. Enforce traffic laws on bicycle riders--for their safety and ours. Encourage employers to increase telecommuting.
(a) there is no transportation network in Austin that I can see; (b) treating the problems and solutions as discrete and mutually exclusive is, at best, short-sighted; and (c) provide viable alternatives to using a car before making it even more difficult to use a car (for example, going from my apartment (near MoPac and US290) to my office (near Riverside and TX71) takes 15 minutes on a bad day but 75 minutes by bus on a good day - completely unacceptable)
I hope this is an expandable block - first of all, the idiots that designed Loop 360 (what an oxymoron that is), and then stuck traffic lights every 200 yards, should be run out of town (or the State) on a rail, with some tar and feathers. A 'LOOP' has been turned into just another traffic jam, gridlock, at the peak travel times. And now, on 360, "Peak Travel Times" seems to be all day long, in that 'stop and go' traffic (more stop than go). And now I see that the State is doing some kind of grading and leveling of Loop 360 near Barton Creek Mall. Not sure exactly what that is all about, but how about this: get a contractor to go out there with a great big drill, drill a bunch of holes in the ground right there in the median, and build the forms (like the elevated portions of 183 around Anderson Lane), put in the concrete spans and have a HIGHWAY, with no traffic lights, and FEW on and off ramps. Stop it with all the high-dollar PEDESTRIAN bridges (like the one going over Loop 360 at MoPac), and concentrate on putting the dollars where it produces the most bang for the buck. Let's put someone out there on that stupid 'hike and bike' trail and count the number of people commuting and using that thing, they won't stay busy, that's for sure. Now, get someone (you'll need a bunch of them) to count all the cars that are stuck in traffic. With the overhead roadways, you'll move that traffic, and the frustration with the planners and the bureaucracy will subside. Use the existing Loop 360 roadways for neighborhood and local feeder traffic. Have you used the W/B Ben White Blvd (start of Loop 360) going down that steep hill lately? If you haven't, don't even try it. This is a very dangerous area, especially for cars coming down that hill and having to stop when the light changes. That light should be removed - PERIOD! And the lights at Loop 360 and MoPac should be removed and an overhead ramp (for N/B to W/B) put in. Come on, drill some holes, and stop playing in the dirt with the grading machines. But you've got to STOP PANDERING TO THE BICYCLES. This isn't China for gods sake. A handful of bicycles has successfully brought this city's traffic to its knees. The people that pay for the roads can't use them, that is, the cars, via gas taxes, registrations, inspections, more and more taxes, they ought to be able to use them, not be cut off at the knees because some bureaucrat, feel good, do gooder thinks there ought to be bicycle lanes all over the place, taking away valuable traffic lanes. And how about just a little bit of common sense on figuring out these problems? And what difference does my nationality, etc. matter, or my age? I'm an American first, and a Texan second.
Eliminate wasteful spending on park and ride facilities on outskirts of town. Focus spending where the most people live and work: in the downtown and UT campus area neighborhoods. To extent money available, add spending along Guadalupe, Lamar, Riverside, and Burnet. Demand Cap Metro shut down wasteful Red Line.

<p>The city does not require enough contributions from developers that are building and increasing traffic congestion and the stress on our infrastructure, especially as compared to other large Texas cities. Developers are required to pay an unbelievably minimal amount (compared to their multi-million projects) towards improving the roads and intersections where their development will further burden the already congested areas. Not to mention the strained water line systems that are further stressed from the development. This city pursues and/or welcomes development without considering the ramifications. Developers need to chip in to keep the city up to speed with the growth. For example, a large development approved near my neighborhood was only required to pay 5 figures towards intersection improvements; however, the project was a multi-million dollar project. The traffic study plainly stated that the project would turn a failing intersection into an even more failing one (and the D intersection to an F). The money they contribute will go into a "pot" and sit there waiting for the city and the taxpayers to make up the difference. If we don't get that money pulled together by a certain time and/or those improvements don't make the cut, that money from the developers reverts back to them. Residents feel cheated. This system is hurting our city and the transportation issues are getting worse and worse.</p>
<p>The area south of the river is completely ignored for any rail or public transportation improvements</p>
<p>less tollways and need to finish overpass and exits everywhere, keep bicycles off major highways. they can ride so many other places!</p>
<p>Improvements to the Y area have made a HUGE difference. It's not perfect yet, but getting through at rush hour is much faster than it used to be. Also wanted to mention that better enforcement of traffic rules as they apply to cyclists would make a huge safety difference, especially downtown.</p>
<p>The city should stop developing street-level bicycle facilities (i.e., bike lanes). The percentage of the population that uses bicycles for transportation is negligible. Bicycling is not a feasible mode of transportation in this city and never will be. If the city wants to fund such healthful activity, it should provide an appropriate number veloways located around the city to allow for such exercise away from traffic.</p>
<p>Please review 360 and Mopac as well as 183 and Mopac. A think I fly over would have been money better spent than the wall and walk/hike trail around the greenbelt.</p>
<p>A number of on and off ramps onto Mopac and local intersections such as Slaughter and Brodie have become so dangerous, in my opinion, that I take alternate routes to avoid them. The challenges with on and off ramps could be solved by a public awareness message about the dangers of exiting and entrancing on and off Mopac to simply avoid, "waiting in line". The problem on Brodie of narrowing 2 lanes to one lane is more complex. The expansion of 45 to I35 would help considerable.</p>
<p>The City is overfunding, including major cost overruns, expensive urban trails primarily used for recreation. These are niceamenities for some areas, but major regional and city highways and roads must be a higher priority. Traffic gridlock must be addressed. Everyone can cueently find nice places to bike and exercise. Navigating the traffic is a HUGE problem and precious time waster. I often can't exercise because I lost time stuck in cross-town traffic.</p>
<p>Why are projects tendered without strict penalties for missing deadlines? Why can't we toll I-35 for trucks and remove the toll for trucks on the bypass? Why were creative ideas like the gondolas from a few years ago dismissed with prejudice? Instead, insanely expensive and obviously benefitting a few developer rail lines were proposed instead? Why are residents inputs discarded/trumped by developers? Why are traffic studies so poorly done? There are so many holes in the SH45 traffic study - wrong positioning for the measurements, and blatantly wrong assumptions about area growth... to go forward with a project that will only add a huge load to an already overloaded parking lot is really terrible and will only cause people like me to move away from Austin. Is that what you really want?</p>



Need more roads! Stop taking out lanes!!! It slows down traffic. These are decisions that have made traffic worse.
Build more tax funded roads - not toll roads. As part of adding capacity to new or existing roads, adding separated bike and pedestrian facilities is a very small cost which pays back for many years.
Bluebonnet and rio grande streets have great bike lanes. Small length though.
Bury IH35, widen 360 into 8 lanes, widen SH130, build SH45SW.
Build SH45 South West Immediately making it Non-toll road if possible. We who live off Brodie are inundated by traffic from Hays County which just keeps growing. Folks can't afford to live in Travis Co. so live in Hays. BUT still work in Travis Co. So they ALL drive up Brodie to get to MoPac to get to work. Please, you promised us this road 20+ years ago, please, please build it. Enough is enough. One guy on a bike was recently killed by a Hays Co. driver. We have karsts along Brodie that are being ignored and car pollution going into the Edwards Aquifer.
Just wait for me to move out of the City, then the liberals can issue more bonds and tax residents even more.. It's starting to feel a lot like I imagine it feels like to live in the People Republic of California!
Need to incentivize companies to have workers telecommute!
I talk to many people and find common denominator is for more bike only lanes for safety!!!
While it would be nice if city of Austin employees all lived close to work, that's not the reality, and cooperating on regional mobility is needed. SH45 being a prime example of a road that needs to be built in order to help many, many people who work in Austin but live further out due to home prices. I am a Realtor, and modes of travel other than driving myself and clients to homes isn't reasonable. I can't walk, bike or take public transit... There are so many people in the same boat. Build/support the building of connecting roadways such as SH45 SW. Thank you.
I support multiple solutions to the transportation problems in our city. I place a high priority on Public/Mass Transit (rail lines in and out of the city as well as light rail to get around downtown and the rest of the city) and walking and biking. We'll definitely need good, sensible improvements to our roads as well, but I would place a priority on the mass transit and walking biking because I feel those hold the most value and are by far the most lacking.
Please favor safe bike lanes and bike accessibility over more car lanes.
I get very angry when I hear transp. experts discuss traffic as if it is no big deal and it will work itself out. It is a very big deal for those of us who can't afford to live in central Austin and have to commute on mopac or I35. The lack of adequate planning to expand the roadways has caused massive traffic as the city and outskirts has grown. The traffic forces us to spend 2 hours of day in the car or to shift our driving to less busy times which in and of itself extends our time away from home. Forcing us to go into work before 6:30 am and to work till 6:30 pm to avoid traffic is not a solution. Add more lanes - the traffic is not going to get any better. Someone has been sleeping on the job for the last 20 years...
I detest toll roads and would love to see alternatives to that. That leads to a class based transportation situation. But we do need to find ways to fund roadways. If you proposed light rail that started with a link from the airport to downtown, it would pass and then you could build on that.
Improve bike lanes on major corridors like Barton Springs (where the bike lane abruptly ends), Lamar and Riverside.
Please push the bike corridor along mopac!

Creative alternatives are vital to deal with population increases: we can't build infrastructure fast enough. Partner with businesses to offer more options (telecommuting, alternative hours of operation, 4 day work weeks, etc). Incentivize trips/commutes by alternative modes of travel. Eliminate the toll on SH130 to move through-traffic and trucks out of Austin. Severely restrict the use of tax incentives to attract new business/industry to Austin.
Please stop using chip seal and instead have smooth streets. Chip seal makes it dangerous for cyclists and also loud for drivers.
Austin desperately need to address the lack of mass transit, especially light rail, for the south end of town to downtown. I am one of a large group that would use rail for my daily commute to downtown. Rail from Slaughter to downtown would be a massive help to reduce congestion on both MoPac and I35.
Help congestion in SW Austin and 290 out to hill country. The area is rapidly growing
COA needs better transportation planning that actually has funding and addresses real congestion. It needs to plan ahead for example the city allowed for all the new condos on South Lamar but didn't once think to widen the road even if just for bike lanes and now that traffic is horrible and there is no going back. This happens everywhere across the city. We have such poor planning and the council backers instead of actually passing real solutions. I bet half of them don't even drive outside of their districts. Ridiculous.
The City should Open Its Eyes to Above Ground Monorail. I think I could do a better job planning a rail system than all of the City staff that worked on it in the past.
Austin's legacy is inappropriate land use - "don't build it here" the environmental and neighborhood crowd said. Overly restrictive and capricious interpretation of the land development code made development approvals in the city unpredictable, costly and THAT spurred development in the exurbs. The City annexed some of those developments but providing public services proved costly to both the City and taxpayers. Where annexation was not possible, the state and county had to build additional lane miles to "reduce" congestion. That's akin to chasing rainbows. It also increased impervious cover increasing the chance of flooding as we've seen recently. No one at the city was connecting the dots between land use and quality of life and protecting natural resources. protecting this tree or that tree doesn't save the forest. Now limiting impervious cover to ten percent IN EACH WATERSHED is just too costly. Sequestering storm water up stream.offers some hope but where is THAT money coming from. It is sprawl land use that generates traffic congestion. A focus on roads, sidewalks and bike lanes, while necessary, does not reduce the miles we drive in SOVs. Local employment areas connected by robust transit BRT and rail will take cars off the road during rush hours. Long term that would allow our existing roadways to serve us far longer and potentially increase density where desired in our Imagine Austin town centers and regional centers. In a virtuous cycle those market forces just might improve our quality of life and protect our natural resources.
We need to spend public money on improving roads which 99% of the public uses to get from place to place, NOT on bicycle lanes & bridges and "Great Streets" which are used regularly by less than 1% of the public. We do NOT need more taxes, we need existing taxes applied to the needs of the 99% of folks who pay those taxes. We should look to see if "intelligent stop lights" with cameras to automatically adjust the light cycles based upon actual traffic conditions. Finally, why does this survey ask my race? Is my skin color relevant to transportation???
CAMPO doesn't seem to care about mobility for the entire Austin population. Instead, it is focusing on mobility for those who have more money (sliding scale toll roads). We love our cars here, but we definitely need more rail options. My office recently moved, and my commute has increased by an hour. However, if I took a bus, it would take me longer to get to work.
FIX IT, please!!!

Train service all over the city! Increased bike lanes!
Close Brodie Lane at 1626. The traffic is horrendous. Without a light at a Brodie intersection it's almost impossible to get onto Brodie. Until 45 is built it will only get worse for us out here.
The city has a bad habit of not being ambitious enough with projects. Everything is always a half-way measure gated by King Bunch. If the city would be together a comprehensive *expensive* plan - you may find there is more support than you expect. Build a real light rail system on the streets people want it! Put some life into the 'reconnectaustin' project to fix I-35. And for Pete's sake - tell King Bunch to drop the suit re: improving South Mopac and SH-45SW - that project is needed!
Build SW45 ASAP. I went south today at 7:15 am and witnessed the gridlock full length of Brodie Lane from 1626 to Slaughter. Normally I go north and am close enough to the North end that the gridlock on the South end does not effect my commute at 6:30 am.
The City of Austin should encourage citizens to take advantage of all the new, user-friendly transportation options being created by entrepreneurs which create user-friendly, user-specific options for transportation such as app-based carpooling, uberpool, etc. The City should force all through traffic on to SH 130 with heavy fines for violators, particularly for large commercial vehicles. The City should lead by example by practicing the following and rewarding businesses that do: tele-commuting, non-rush-hour scheduling, daily/hourly rental of temporary/satellite office space near worker's residences, and other modern solutions to reducing the number of miles people drive unnecessarily. Single route busses and trains are obsolete, as is being physically present for 8 hours a day in an office building miles from where you live.
CoA is being counterproductive by obstructing needed improvements- SH45SW and South Mopac especially. The idea that neglecting an area will prevent growth is wrong. It will just cause the inevitable growth to happen in unfavorable ways.
Why are 18 wheelers not allowed in the far left lane? The majority of 18 wheelers are traveling through Austin and not stopping. These trucks are forced into the 2 lanes where the most traffic interchange happens (entering/exiting the highway). They take up a huge amount of space and CREATE traffic because the smaller cars have to maneuver around them. All 18 wheelers traveling through Austin should have to stay in the far left lane. Get them out of the way. Getting on and off the highway is difficult. Don't add a huge vehicle to it.
(1) focus on repair & maintaining existing streets, e.g 38th St or William Cannon between Brodie & Manchaca; (2) please stop making mobility worse, e.g. MoPacalypse & William Cannon / 290 intersection; (3) stop eliminating lanes for cars downtown; (4) stop attacking Uber / Lyft with taxi-protectionist policies;
It will be very difficult to fix Austin Mobility issues without a major impact to all areas of town and billions spent on expanding infrastructure because too much time has past with inaction. The city and residents have never wanted to make the hard choices to improve the roads. The current mopac projects will not help because it does not fix the bottle necks on south bound mopac. The best use of resources now could be used to improve the timings of lights in many parts of the city. They are so bad on many streets they only make traffic and pollution worse.
Build SH45SW which was originally approved and funded 35 years ago.
Even if one had access to transportation to the downtown, the parking is a nightmare, and there's not public transportation that gets a person around downtown easily once one is there. Please invest in more Go to my PC licenses for City employees so they can telecommute and motivate the Managers to encourage telecommuting when possible.

Please contact me at 512/413-7750 as soon as possible. I am cofounder of Tiny Transit, a proposed low speed alternative network that accomplishes many of the City of Austin's objectives not only for transportation and SMART Cities but also affordability, public safety, economic resilience, lower cost to taxpayers, and a host of other benefits. I would like to speak directly with the person who is compiling these results. The cofounder is Dr. Katie Kam, a traffic engineering researcher whose 2912 dissertation in civil engineering was a feasibility study on this concept. We have expertise, passion, and can help the City accomplish its objectives.

Fortunately I am retired and don't have to deal with daily traffic challenges. When I did work, I telecommuted and didn't have to go into an office. The city needs to work with employers to allow more employees the options of flex-hours and telecommuting. I would love to have public transportation from my neighborhood dependable. There are simply no options at all now, which is inexcusable.

I am exasperated by the fact that no one seems to be addressing the dramatic changes that have taken place along SW Parkway in terms of traffic and accidents. The SW Parkway and Mopac area has become a terrible nightmare and a standing parking lot not only in morning rush hour, but this intersection has also gotten much worse at lunch time and in evening rush hour. Foster Ranch Road and SW Parkway has also become a dangerous intersection with the addition of the turn lane in and out of St. Andrews. Additionally, the speed limit on SW Parkway is too high. I find it ridiculous that the city spent all this money to create the bicycle bridge over the greenbelt but provides no safe access to it from SW Parkway. SW Parkway desperately needs a bike lane as numerous bikers use it unsafely. Why didn't they look at creating safe access to the bridge before building the bridge? In addition, there is much brush and debris that needs to be cleared along the shoulder (which there really is no shoulder at times because of brush) and along medians (some medians have overgrowth into the lane blocking views). I have lived off SW Pkwy for over 15 years and have just recently become extremely troubled by the dangerous route it has become. If things don't improve, I will be moving and be sad to have to leave a great neighborhood.

CoA should take over existing FM roads within the city limits from the State i.e. Lamar, etc. This will allow more local control. Turn off the new pedestrian lights on major roads during rush hour, i.e. Congress Ave. Increase law enforcement, particularly during the daytime and on areas like Mopac central. The actual presence of law enforcement during the day in construction zones. Enforce the Move Over state law. (If in an accident, move your vehicle to the shoulder). Actually write a ticket if the vehicle owners does not comply. Zero tolerance during rush hour. Allow private investment for monorail system from area like Circle C. Rail is great but you have to have connectivity. Address narrow roads like Enfield/15th St. Address budget issues by tightening the belt and address essential needs of the city. Don't stop funding libraries but quit funding things like art. Just put a moratorium only it until essentials get addressed. Let private money fund the arts. Quit the stupid fights with uber/Lyft. How much CoA attorneys did that cost to fight. CoA pay for overpasses at the Y. Maybe state road but city can pay for it to be constructed. Push to funding the construction of 45SW. Austin is the only city of its size without a true loop. Then advocate for it to actually connect to I-35 rather than stop at FM 1626. I know it's a state road, but the CoA can advocate for it. Remove Ann Kitchens from the transportation (mobility) committee. Not effective leader and does care about the wellbeing of this city. Let her chair the issue to address the homelessness which is her background. Ban pan handling on city streets and intersections. Let Ms Kitchens advocate for fingerprinting pan handlers, talk about a safety issue.

Biking as a commuting method is not reasonable in a city with 5 months of 90+ degree weather per year. Toll roads are NOT a solution. Existing highways (IH35, Mopac, Loop 360) should be improved and expanded.

This city needs a proper public transit network. Whether it's a system of streetcars, a traditional subway system, or something innovative like the Wire Austin project, something has to be done. Yes, immediate work can be done to alleviate current car-induced traffic congestion. But we must look beyond being a highway-oriented metro area if we are truly to become a world-class city.
Please consider cable car systems such as in La Paz, Bolivia and The Wire
Have you ever considered The Wire? It looks like a viable idea.
There is not an item mentioned in this survey that doesn't have a large need, and the neglect of basic services in this community makes it hard to prioritize them.
We really need to get light rail going in this city. Maybe try an elevated rail system. Bring back the dillio to increase mobility downtown and stop taking all the bus routes through downtown. It needs to serve south Austin not just north of the river. I have few options but to drive. The rapid bus (803) does not have a park and ride options.
There's no way major improvements could be funded in one year, hence the 4-5 year answer. Our substrate is perfect for subways. But I also think we need to pioneer self-driving cars (as a public transport fleet). In the mean time, I would LOVE to take public transport (used to live in UK & experienced their lovely transportation systems) if it didn't take me 3 hours to get places.
Leave Uber and Lyft alone. Recall Ann Kitchen.
1) Please fix mopac south of william cannon by restripping and adding lanes to shoulders..then add toll lanes if needed. 2) I35 add a exit ramp just past william cannon ramp on southbound so folks can use empty feeder road. 3) use the closed lanes from woodward to stassney on 35.. they are sitting there ready to be used..look at it on google maps and you will see 6+ lanes sitting unused.
I can't answer question 9 re: City of Austin funding of transportation as I do not know how much the city spends versus the state, or the feds. It is also outside of my experience as to how much different forms of road infrastructure costs - which I'd expect is the case for most people participating in this survey. I will say that after living here for just under 20 years I am, overall, discouraged by the state and future of transportation infrastructure in our city. There are bright spots - some great bike lanes, trails, paths, etc - but getting around town has gotten consistently more difficult and projects to address this are either delayed (Mopac improvements, Frate Barker widening), don't do enough to mitigate congestion (290E to I35S flyover, Rail, Manchaca south widening, and arguably the south end of the Mopac improvements), or linger for years and years without every starting (SH45). I don't think transportation planning and management for a city such as Austin is easy. It is difficult. However, I do have the feeling - I hope, incorrectly - that we've let our 'transportation debt' grow to a size where we're unable to manage it effectively. Austin is a great place and deserves better than that.
The city of Austin needs to cooperate more fully at the regional level, and accept that the same solutions are not applicable across the entire city. Multimodal solutions are effective in some areas, while adding lanes and new roadways are effective in others. Current data tells us that the majority of Austin residents prefer to drive alone rather than use public transportation or bike. Folks have kids and doctor appointments and groceries to buy, and there is no method as reliable or convenient as a personal vehicle. Plus, it is too hot most of the year to bike or wait on a bus and remain presentable. This is our current reality, and the city needs to implement plans that help improve it by addressing connectivity, safety, and capacity issues.
Increase public transportation routes and frequency from the suburbs (particularly in the south and southwestern parts of Austin into the downtown area. Using public transportation from Southwest Austin to get to work in Central Austin takes FAR LONGER than driving my personal vehicle even with all of the traffic congestion.

As we add roads, we relieve congestion only temporarily because as commute time from location X is reduced, people see living at location x+some distance away from the city as acceptable, and then the congestion returns. I think we really need to focus on finding ways to remove the cars from the roads.
I drive all of Mopac every day. A contributing factor is not having 3 contiguous lanes that are not interrupted. Going south, the center lane at 183 turns into the right lane, then the center again, then the left lane and then it ends at William Cannon. Having to change lanes frequently contributes to congestion. Also, there are far too many entrance ramps. Moving congestion onto the frontage roads would impact fewer drivers.
You face a monumental task. I think the City is coping as well as can be expected, given the growth rate of the metro area, but it is frustrating to commute to work in gridlock. I quit a job north of town because commuting from MoPac/William Cannon became untenable. MoPac --> 290 interchange improvements of 2014 are a huge help. MoPac north is a mess but will be better when new lanes open (When????), but the 360, which was my time-saving alternative in 2011, just keeps getting slower as construction gallops onward. I avoid I-35, Lamar and downtown at all costs. I turned down a job at 6th & Congress because of traffic.
I would like to see how the budget is allocated, and have the City do a broad analysis of ways to reduce spending and other expenses, i.e. time and other resources through process streamlining, policy updates. Cross-functional team recommendations in various categories could generate ideas.
I agree we need protected space on streets for bicycles, but we should not take away car lanes to do this as it adds to congestion on a large number of streets. Bicycle lanes should be in addition too, not in place of. The roads are very dangerous these days and it is very scary.
Start now by driving a large vehicle with a big pole atop it and take out every light on 360, 620, Capital of Texas, and all those other "Loops" we are supposed to have. Put overpasses where those lights used to be. Make them big freeways with signs explaining what the passing lane is for. Patrol them only for unsafe lane changes and tailgating from unmarked cars only. Jail those responsible for whatever that "improvement" to the 'Y' (Why) was all about.
Keep concerts and Presidential visits, extra congestion away from Austin. Put it in Circuits of America. Move the new businesses outside of Austin to avoid more crazy drivers and congestion. This is outrageous.
The city should have considered rail options to serve S. Congress area or the Rt. 290/71 corridor and rail to the airport.
The city populace needs to understand the near and long-term impact of not improving our infrastructure - more lanes, better public transportation options (e.g. light rail, additional bus routes, etc.), other development. People will complain about temporary inconveniences if they don't understand the net benefit for the city. I would gladly have to add 30 minutes to my commute if I knew that in 1-2 years my commute would be cut to a few minutes, or that I could utilize light rail, or that traffic in general was lighter due to increased public options, more lanes, etc.
Speeding is a problem on Anderson Mill between 620 and Spicewood Parkway especially. Many accidents and broken walls from collisions. We need more police supervision; possibly lowering the speed limit to 35 because of the sharp curve.
Property taxes should not be increased to meet the transportation demands. Nor should toll roads be constructed.

Quit worrying about the FOUR bikers and creating bicycle lanes everywhere. Create wider roads instead of taking away lanes. Stop building toll roads that are managed by foreigners. If you are stupid enough to ride your bike on a busy street you can't complain when you end up in the hospital. Austin is too freaking hot 9 out of 10 days of the year. The cost for those few bicyclists do ot outweigh the the needs of the many.
I lived in San Antonio for over 30 years and was never once on IH-10 without major construction. I have seen it all, including three older ladies standing beside their car crying because of the traffic. Little did I know what the hell the architects, and I use that term lightly, here in Austin could do on any given highway. I absolutely hate Austin because of the traffic. Good going, Gov. Perry!!!
Stop letting cars park in bike lanes.
Wish my neighborhood would support use of public transportation, I live in Circle C. A nice area, other parts of city need more work. I'd like to see less reliance on individual cars, but i am retired and do not commute. It's got be easy, inexpensive to build. Smaller more frequent buses? With commuter parking lots, and secure bike racks scattered thru residential areas? Something like how nicely the parking & shuttle buses work at the airport. Or the buses from Burger Center for the Trail of Lights - that was great! Austin is too spread out for rails all over.
Why is the signal timing in Austin so bad? Access roads on the highways are especially egregious. Also, improving access to public transportation would help a lot. It takes me 15 minutes to get to work by driving alone, but if I were to take the bus, then it would take me at least 45 minutes. That is not an incentive to take public transportation! Finally, the proposal to charge for employee parking at City Hall is not a solution to reducing congestion. There are many people who do not have access to viable public transportation, so this would just end up irritating and demoralizing the City workforce here and not persuade them to find alternative modes of transportation. Do not try it!
More intersections with "Block the Box" signs and have police officers monitor and write citations for those drivers who do not comply.
The city could reduce congestion and raise more funding for transportation improvements by ceasing to offer tax incentives to giant developers who don't care about the liveability of our city. The city could also find a way to cut down on the number of out-of-state property investors who are just sitting on vacant lots and/or hiking rent prices.
Toll roads are regressive and the companies managing them are untrustworthy. Avoid them in all solutions. Overall, the river is the biggest traffic bottleneck in Austin. Getting a single rail line to transit the river could take many cars off of the mopac and I-35 bridges during rush hours. For a cheaper solution, park&rides that focus on crossing the river could work. Lastly, more effort should go toward reducing bursty traffic hours in the first place. Educating (and possibly monetarily incentivizing) local business to shift their work hours AND/OR allow employees to work remotely would massively reduce traffic without requiring extremely expensive construction projects.
Timing street lights would help a lot! Start thinking about future growth off 290, 71, 620 and 360.
Please make Highway 360 between FM2244 and US 183 a higher level priority. I once read that during heavy traffic it takes 30% longer to get from point A to point B. I think it is at least like 300% longer. From Barton Skyway at Mopac to Justin Lane at Lamar takes about 16 minutes without traffic. During evening rush hour it takes almost one hour. Is it possible to request/require that companies stagger their work hours? E.g. 7am-4pm, 7:30-4:30, 8-5, 8:30-5:30, etc. Also, the city should stop giving incentives for new companies to relocate to Austin. We have enough people and we do not have the infrastructure to accommodate any more people. And it looks like it will be YEARS before we can fix the traffic problems that we have now without encouraging more people to relocate here.

<p>You have given tax breaks to big businesses only to spend the money we have left from real individual taxpayers on non-significant projects that does not help increase capacity of our roadways. Your planning has been awful! Do you even have transportation planners? You have fallen behind big time and now is the time to catch up. Bite the bullet and build new roadways that can handle the traffic that you have generated! Do not listen to the handful of bicyclists that think bicycles and transit will get us out of this mess you created! It has not worked in the past so quit repeating yourself!</p>
<p>It's not just a regional, corridor, local issue. They are all interconnected. You have to identify problem areas. Those cause 80% of the congestion. Here are a few examples (I'm sure there are dozens). I-35, north bound entrance ramp north of William Cannon until exit 230, when it runs under Stassney. If the city just extended the entrance ramp into a new lane, that then became the dedicated exit lane for exit 230 it would relieve a huge amount of traffic congestion and merging. Do the same thing on south bound Mopac between the Barton Skyway entrance and 360 exit. Less forced merging of traffic = less congestion. Entrance ramps should stay lanes until the next exit. Mopac does this north bound from 360 to Barton Skyway and Bee Cave, why not south bound? There are lots of small improvements like this that should be cheap. Thank you</p>
<p>So many streets around me are cut off and do not connect to a main road.</p>
<p>If you could get Bill Bunch and SOS off of everybody's backs and build SH45 in South Austin along with stop spending \$300,000.00 dollars to relocate one, one oak tree! Use some common sense and use the money we have funded now to build roadways, highways and safe side walks for children and the public to use. Wake Up!</p>
<p>The streets should be changed to be more cycle minded.  <a href="https://www.google.nl/maps/place/Groningen/@53.2117773,6.5635807,3a,75y,143.5h,90.92t/data=!3m7!1e1!3m5!1s_XyiLJSyUwTo6HkCi9I3Qg!2e0!6s%2F%2Fgeo3.ggpht.com%2Fcbk%3Fpanoid%3D_XyiLJSyUwTo6HkCi9I3Qg%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D72.417976%26pitch%3D0!7i13312!8i6656!4m2!3m1!1s0x47c83286b462cca7:0xcb4b5086f9a6c8dc!6m1!1e1">https://www.google.nl/maps/place/Groningen/@53.2117773,6.5635807,3a,75y,143.5h,90.92t/data=!3m7!1e1!3m5!1s_XyiLJSyUwTo6HkCi9I3Qg!2e0!6s%2F%2Fgeo3.ggpht.com%2Fcbk%3Fpanoid%3D_XyiLJSyUwTo6HkCi9I3Qg%26output%3Dthumbnail%26cb_client%3Dmaps_sv.tactile.gps%26thumb%3D2%26w%3D203%26h%3D100%26yaw%3D72.417976%26pitch%3D0!7i13312!8i6656!4m2!3m1!1s0x47c83286b462cca7:0xcb4b5086f9a6c8dc!6m1!1e1</a> It's also time for better mass transit, a complete rail system throughout all of Austin. Also change should start within the COA. Employees should be charged for parking to discourage driving.</p>
<p>Improve Capital Metro. Study cities with good Mass Transportation like NY, SF and Boston. Implement what works there. Redesign all the bus routes and add convenient rail.</p>
<p>Almost every city street I see has the room already within the right of way to add PROTECTED bike lines, sidewalks, or a dedicated transit lane that enables true BRT. The lanes dedicated to cars are way too wide, we need a city wide road diet! What's the hold up to narrowing lanes? Just make it happen!</p>
<p>Rail connection from Bergstrom to Downtown. Rail line from Circle C to the Domain with bus transfers along the route. If Toll Lanes are necessary then a free lane should be included in construction.</p>
<p>Improve the dangerous intersection at Slaughter and Brodie. Connect 45 to MoPac.</p>
<p>Just adding toll roads is not a great answer, plenty of other cities with similar size and geographic restrictions have found solutions that use a variety of options to reduce congestion. The city undoubtedly has all of that information available already, I hope you use it!</p>



<p>We live in Oak Hill, and have lived here for 15 years. We are INCREDIBLY frustrated with the lack of improvements over the years. I worked downtown and on the east side for almost a decade, and I would have loved to have been able to take public transportation to work, but the limited schedule and long commute times (almost 2 hours each way) made it impossible. And, while the continuous flow intersections have helped tremendously, there is still way more traffic than the area can handle. It often takes us 10 minutes just to get from Scenic Brook/Hwy 71 to William Cannon. Over a decade ago the city forced businesses to move from along the Hwy 71/290 corridor, and then did nothing with the space. Restaurants and small businesses moved out only to have the lots remain ugly concrete for many years. No new businesses will move into the Y because of the unknown of what's going to happen with the highway, and it's been that way for over a decade. The Y is a gateway to some of the fastest growing areas, yet the strip malls at the Y remain vacant and outdated because of this problem. Given the volume of people that pass through every day, the area should be booming.</p>
<p>More public transportation options! Trains, buses! Make them attractive options for getting downtown. Thanks for working on this -- we need this!</p>
<p>I have lived in Austin for 22 years &amp; have had to move further &amp; further out of the city due to cost. Commuting into the city is a nightmare! I can only describe it as "DEADLOCK". Unfortunately there are many people who cannot work from home &amp; who do have to work 8-5. Traffic going south on Mopac is the worst &amp; needs to be a focus! The fact that Mopac has 2 lanes going south at 360 IS the bottleneck and is absolutely unacceptable for a city this size. I had to change jobs because I could not do the South to North Austin commute as I was spending 3 hours a day in the car!!!!!!!!!!</p>
<p>Public transit. Please. This needs to start with the people in the heart of downtown - let's find a way to make it so they don't need a car to live. Right now, the majority do. Then we can expand to get people from the suburbs into the city during the work day, because at this point they can get around the city with ease, proper route frequency, etc. Now we have less stressed regional roads that everyone can't stand (:</p>
<p>Build roads not take away existing capacity and width for mostly unused bike lanes.</p>
<p>Stress work from home for companies whose employees are equipped to do so!</p>
<p>Austin desperately lacks a strong public transportation system. I'm from Louisville, Kentucky and it blows my mind that Louisville still has a better bus system than ATX. We need to spend less on expensive infrastructure enlargements and spend more on making our public transit something to be proud of.</p>
<p>In my opinion, the city leaders made huge mistakes promoting Austin to developers and others who don't know about or care about Austin. Every "improvement" has ruined Austin more and more. Musicians, artists, etc. can no longer afford to live here. Gentrification is horrible. There is barely any more live music other than big festivals. And traffic is so aggravating when you are someone who used to easily drive across town at 5pm. More and more condos are being built and more people are brought here, and there are no resources for anyone. I live in an area where the response time of firefighters is way over 8 min. I shouldn't have to move, but I would consider it if my kids weren't in school. So, I don't really care about spending money on improvements bc I plan to get out when I am able.</p>
<p>The roads have become so congested. Is someone taking money to hide exactly what is going on? I grew up here but lived in Dallas for a while. Bigger city there but the roads were never this bad. QUIT inviting so many out of towners to live here until the roads get fixed. The city council has embarrassed Austin once again.</p>
<p>We need to depress i35 through downtown Austin and add a park on top like Dallas.</p>

Please please please increase capability on Mopac and 290 in southwest Austin. We have tried biking to the bus, which takes us into downtown, but now congestion is so bad, we never get to work on time. Now we carpool with other southwest Austin neighbors to get to downtown and to get our son to school at 2222 and Mopac. This morning it took one hour and fifteen minutes to go 12 miles. Our son wakes up very early to make it to school on time, yet this morning he was still late. We are really at our wit's end down here and desperately hope that the city can improve our quality of life. More capacity, more tolls, more roads. Please!
Fully fund the Austin Bicycle Plan. Keep adding sidewalks in key areas. Don't let developers get away with fee in lieu, actually make them build sidewalk and other transportation improvements. We need to find a way to better fund public transportation. Cap Metro really can't expand with their current sales tax revenue.
I have said this in previous surveys. Fix the traffic lights to allow automatic change to green when no traffic is coming in any other direction. Also, stop ticketing unless driving is truly reckless. Also, do not allow large street lane closure during peak traffic hours. If MoPac can have most work done at night so can Lamar, South First and others which move people (closing Slaughter and Lamar lanes during rush hour traffic is nuts).
Maybe some of the big companies that are moving to town and not paying their fair share of taxes could fund these projects.
Walkability is most important to me because having to drive almost anywhere in Austin is a frustrating activity. Beside the heat, it is the least appealing aspect of the city and one of the most common reasons I have heard for leaving.
I'd like to see the horrific situation on IH-35 fixed. I'd like to see it lowered, add lanes and cover it with a cap deck that is a multi-use park and adds additional transportation modes. Without fixing IH-35, any additional fixes are just bandaids.
On the safety options, I would also add better trail lighting at night throughout the Town Lake trails as well as connecting trails. This would make me feel safer walking to and from my home at night and help reduce my likelihood of driving.
Part of the problem seems to be leadership with the will and strength to get something done. The council just argues like a bunch of school kids and the mayor does not strong arm or negotiate enough. We need to bonus road improvement completion. We need to use City gov't influence to pressure change in State law regarding licensing, e.g. license renewal every 5 years and required driver training that includes courtesy and common sense driving.
Please stop putting in toll lanes that do not encourage ride sharing. And improve the bus routes/times!
Please stop giving large companies/corporations tax breaks, you're putting the weight of revenue generation on the shoulders of the citizens and our wallets--that's not OK. Timing of traffic lights is a HUGE issue; It feels as if they're purposely mis-timed; constant stop-and-go traffic is bad for gas consumption; carbon emissions increase; adds to the stress of commuters who are stressed out enough as it is. A constant, steady stream of traffic alleviates stop-and-go traffic, lowers emissions, lowers stress, and is more efficient. Roundabouts/rotaries are the best to keep traffic flowing instead of traffic lights.
Dedicated bike paths that do not share a path with cars is a great way to decrease the numbers of cars on the road. If we had them, more people would opt to take their bikes to work and back. Perhaps an elevated bike path over South 1st for a southern route.
Need to initially focus on the critical capacity needs. Majority of funds to be dedicated to street capacity, with bike, pedestrian, etc as lower priority. Safety needs to be addressed, but needs to be focused on the critical areas.

1. Provide the true cost to taxpayers of subsidizing Cap Metro buses. 2. Provide the true cost to taxpayers of subsidizing light rail trains. 3. Build more roads, not more toll roads.
STOP constantly trying to discourage car driving. You can encourage less car use by providing incentives to employers to allow tele-commuting. Put less money into improving bicycle stuff for the 1% of residents who can ride a bike to work and more money into increasing road capacity for the 99% for which that is not an option.
Let's stop trying to use tolls as the solution. Variable tolls act to force traffic back ONTO free lanes as traffic increases. The rich get faster commutes; the rest of us get increased congestion relative to increasing numbers of non-tolled lanes. Using high occupancy lanes instead of tolls reduces the number of cars on the road. Bring in more park and ride locations to reduce traffic in the central city. Trees and benches are lovely, but we need to get basics in place first.
With the rapid growth of Austin, regional mass transit is the only way to manage the congestion. It needs to be established soon or we will continue to be car-bound and overcrowded as our development will continue to grow around car-based transportation rather than transit.
Please look at cities that have successful commuter transportation options like London, Amsterdam, New York, Atlanta, and San Francisco. Amsterdam is especially great as the bike rules the streets there. London is great because the rail system is easy to use and can take one to a great variety of places and there is no need for a personal vehicle. This city needs a rail system that can take one to all parts of Austin and works at all hours unlike what is currently in place. Also, the bus stops can be better protected so that adverse weather conditions are not an issue.
The mentality of, if we don't build it, they won't come, is not working. Please invest in building out infrastructure primarily on I-35, Mopac, Loop 360. Traveling North and South is near impossible at rush hour and unpleasant at best other times.
Stop living by the old Austin way. Just build the streets.
CoA needs to focus on where public transit options would be best utilized. There is a huge population in the Southwest part of the city that has little options for public transit. SW Parkway, where my neighborhood is located, has virtually no option, and is continuing to see increased growth. Instead of a light rail through downtown to the east side, a commuter rail/light rail option servicing Travis Country, Circle C, etc. would be a better use of tax payer dollars.
The traffic light timing in the city are horrendous. One of the intersections I pass through everyday is the William Cannon and 290 intersection and they have the new left turn traffic added and not sure if this has improved the wait at this light. The lights are not properly timed and not sure who controls it, sometimes I have to wait 3 to 4 lights to get through the intersection
Please address the number of limited and flyer routes that service south and southwest Austin. Having just 2 choices to catch the 111 in my neighborhood is ridiculous. I wouldn't have to drive to any bus park and ride if the 111 ran more than 4 times a day. Not everyone goes to work at 8:00 a.m. Please consider adding another bus that services the 9-6 people who work downtown or go to UT. Perhaps utilizing a shuttle to take people to the 803 Westgate station would also be a great idea. Also - the Oak Hill Flyer's last bus leaving downtown could be later than 6:30. If you need to work late, you're only option is to ride the 803, which requires parking off street and finding an "unmarked" spot in the Westgate shopping mall lot.
This survey is pretty skewed against capacity and improvements for cars. The city places too much emphasis on bike/ped. I'd like to see my taxpayer dollars used for improvements that will benefit the vast majority of Austinites - those of us who drive our cars. The city is a lot larger than the downtown area. Please start considering the needs of those of us who live outside of the downtown core.
Am someone with physical mobility issues which impacts my options. Also live in D8 inside CapMetro's deadzone.

Bicycle lanes important as they are - are only 1/2 the problem. Education of drivers is a larger chunk. A bicycle can be ridden on any road but most drivers aren't aware of that. Lanes help, education, laws and rules are more important.
The ideas all outlined in this survey are all great and grand. The only hindrance is getting to constituency to fund these projects.
We MUST be able to get from our homes to our workplaces with public transportation. There is no way for me to take public transport from Oak Hill to the HHSC complex on 49th & Lamar. With the cost of housing in the city, there are many of us who work for government who are being pushed further out. Our transportation needs are not being met. Light rail. More buses. Did I mention rail?
Austin is 30 years behind where we need to be. Get right-of-way for corridors between parts of town and start clearing for lanes and future cars.
More cooperation between the city and TxDOT for closing gaps in the bicycle and pedestrian network on TxDOT managed roadways. So much of Austin is split by freeways and frontage roads with no alternative safe route for pedestrians or bicycles.
Double deck Mopac from Slaughter to Round Rock - there might be enough lanes to handle the traffic. Adding one toll lane each direction from Cesar Chavez to Parmer will not be worth the money or grief it has cost the city.
Just want to make a plug for Lyft- it is a great service that helps reduce drunk driving and road congestion. We need this service to continue being made available in Austin. Thank you for helping keep Lyft here!
If you have to have a temporary sign on NB MoPac stating "Stay in your lane; keep moving" then something is wrong. Drivers should be able to safely drive one of our major highways without basic driving advice.
Having lightrail and other public transportation options in South Austin would be a great addition.
Austin is no longer a small town/city. Traffic is becoming life altering, which is a big problem. It is time to get a plan for a rail that makes sense, going into downtown, from all parts of town. The Bus system here is a joke, it is so undependable. It makes it very difficult to rely on it to get anywhere. Busses are also affected by the traffic, so a rail is really needed. Thank you~
I would not want to see any increase in property taxes, they're already too high. If they get any higher transportation in Austin won't be an issue for me because I'll have to move out of Austin. My income isn't increasing at the same rate as my property taxes. If any more rail proposals are considered, make sure that the rail is accessible for all Austinites - not just a few in a select part of town.
People will ride busses/transit if they are faster than driving, go to where they want to go and come frequently. Right now there is very little incentive to ride public transit since its just as slow as driving, anywhere outside the corridor they are so infrequent and have such limited destinations it's not practical to commute via public transit. I was an every day public transit commuter for 15 years before I moved to Austin and I am sad I had to buy an additional vehicle just to live in this town.
Before additional funding is implemented, I think there should be a thorough investigation to make sure that the current projects and budgeting are being managed well.

<p>When I say mobility and transportation programs are "over funded" it is not because I think the budget is too large. It is because you guys spend so much money on useless projects that do so very, very little and smack of political back-scratching. Cut that stuff out and I think we can accomplish quite a bit city-wide with the money we have. Oh, and you should all hang your heads in shame over the entirety of the Mopac issue. Gain the courage to do something bold or don't do anything at all. You're just throwing money away, inconveniencing the city, and accomplishing so very, very little. Stop pandering to the wealthy. It's not even subtle. One last thing. Toll roads are the worst and exhibit a lazy, mindless refusal to properly budget and plan. It's taking the easy way out at tax-payers' expense. I already pay for those roads to be built. Don't double-dip into taxpayer pockets because you guys are failing to properly do your jobs. OK, seriously the last thing. If you want truckers off of I-35 and onto the toll road bypass then make it free for them or, at the least, cheap (think \$5 or less for the whole trip). Increasing DOT presence and training in order to more heavily harass truckers within city limits is a shady tactic and doesn't accomplish the intended goal. Stop being greedy (more pandering) and get to actually fixing problems with realistic, altruistic ideals. Your actions reflect your true intentions and no amount of lip service can hide that. (I still hate that it is a toll road at all--the State of Texas should be funding this as it benefits the entire state to improve transit and commerce on such a crucial artery. They should step in, buy it out, and tear down the toll booths.)</p>
<p>Improve timing of traffic lights on roads to keep traffic flowing. Construct sidewalks and crosswalks to connect the large Travis Country neighborhood to the many nearby shopping and restaurant areas. It's currently not safe to travel to them via walking or bike due to no sidewalks or crosswalks.</p>
<p>Walking on Beecaves Rd is dangerous. I walked from Mopac to Walsh Tarleton, but the sidewalk on the south side stops part way there and there is no shoulder. Cars zoom by and I had to wait for a lull and then run on Beecaves and then jump off when a car zooms by. The side if the road is grown up with weeds. It would be great if sidewalk was extended down Beecaves from Mopac to at least Walsh Tarleton. Thank you!</p>
<p>Too much money spent on graffiti stick to traffic issues and get bikes the hell off the streets. Charge bikes the same as auto to use the street lane. They use part of lane as automobile</p>
<p>I would like to see more connections to and from my neighborhood (Oak Hill) to downtown, shopping areas like South Congress, and the UT campus during the midday and evening hours. (As far as I know, rush hours are adequately covered, but I try to avoid transportation of any kind at those hours.) I would like to take public transport to access activities in these parts of town, and not have to worry about traffic and parking, but it's really not practical with the current level of service.</p>
<p>The focus always seems to be on helping the minority modes of transportation, which often further impedes vehicle traffic. Then we focus on the latest crisis area created by approval of new apartments or condos that dump 200 plus new vehicles in an area and never focus on the outer edges of Austin that have been suffering for years.</p>
<p>Focus more on the peripheral mobility around Austin rather than funneling all traffic through and into downtown Austin. Most of the congestion throughout the day is from people trying to get North, South East of West from Austin.</p>
<p>We have to do something about traffic rather than wishing more people wouldn't move here or less people would drive.</p>
<p>COMPLETE, connected streets! More capacity will not solve our traffic problems--just look at Houston. Austin needs more and better connected options and ATD needs to modernize their "more cars on more streets" out look to walk the multi-modal walk of Imagine Austin! *crowd goes wild*</p>

Funding has been a big setback as well as access to engineering time to reach a solution that works for our neighborhood. Our neighborhood has been working 10+ years with the neighborhood to come up with a solution that makes our neighborhood more pedestrian and bike friendly. Progress has been slow and at times our efforts have felt futile as we've been given the constant run around. It would be wondering if the city could take a more proactive approach to address concerns of the residents in various neighborhoods (especially concerns around traffic speeds in a neighborhood, as well as concerns around making an intersection more safe to cross - whether on foot, in a vehicle, or on a bike).
Austin is quickly catching up to larger metropolitans like Chicago/ SFO in terms of population. we would NEED to have public transportation in place to keep up with the demands. A light rail system/subway seems essential.
I would like the City of Austin to revisit the urban gondola project. This mode of transportation is cheaper and more efficient than trying to build on the existing metro. The urban gondola project was proposed a few years ago and there is no information as to why the City of Austin did not pursue this project. I would be more willing to pay for bonds for the urban gondola that would reach my neighborhood in SW Austin. I will not help fund a metro rail at billions of dollars of which I will not be able to use the metro because it does not come to my area. The City of Austin needs to focus on residents trying to get to the city for work, versus trying to build transportation infrastructure in and around downtown.
We need to make 360/ Ben White/183 a true loop by getting rid of the traffic lights. We need to add light rail to our major corridors. If there was a light rail along Bee Cave Rd to downtown I'd take it.
Most of the communities in Westlake are confined to our cars due to lack of pedestrian bridges and walkways that cross major thoroughfares (360, Bee Caves Rd). We are unable to connect our communities, schools, and retail services. Example: thousands of motorists living West of 360 drive <2 miles twice a day to get to the local schools.
We need more ways to cross the river and get into downtown. That is where everyone works, but we do not want to live in condos downtown. The lines to get onto Mopac are a joke, and the street lights change way too fast, slowing down progress. Help!
We need better, wider and more roads to connect the north and the south of Austin. We can't be in traffic every morning for 45 minutes or more to get to work! It's horrible!!!
I would love to be able to get to other areas of Austin more easily via a rail system. Please improve the current system and spread it out all over Austin (including South). Parking downtown is getting prohibitively expensive and hard to find. Traffic is a huge pain. I really miss the cities I've lived in with a decent light rail. Please invest in the infrastructure our city needs to accommodate the fact that we are adding more and more people every day rather than waiting to fix the transportation problems after they arise.
Please don't get rid of Uber and Lyft -- Austin doesn't want to be on the national map with this kind of ridiculous move to push ride sharing out of our City. My family and 5 other families I know rely on this income source. Additionally, I strongly believe Uber and Lyft keeps more drunk drivers off of our roads.
Need to improve connections between south and central Austin over the river. Adding another bridge would be ideal.

Funding is only part of the issue. Efficient use of funds and appropriate allocations of funds are equally important as the AMOUNT of funds available. I think this is where COA can improve. I often see use of funds that simply doesn't make sense. Over-improving certain areas of CBD while neglecting desperately needed transportation infrastructure. Riverside drive between congress ave and I-35 needs major attention, as does Rainey Street district, while other areas of downtown are getting more than their fare share of funding and attention.
Some of this would fall to the city, but some of these options would not be the city's responsibility (35).
Would like to see more quick action taken towards improving mobility around the city. Am most interested in relieving congestion on South Mopac, which is getting worse and worse. Let's get stuff done - not sure if more funds are needed, or just more emphasis on this, but it is a growing issue.
Austin's mobility problems stem from the fact that we encourage growth without planning for its impact on traffic. Or maybe it's not that we don't have a plan it's that the the implementation of that plan is too little too late.

This concludes the results from the Mobility Talks Survey for District 8. For more information, please contact the Capital Planning Office at 512-974-7840 or [capitalplanning@austintexas.gov](mailto:capitalplanning@austintexas.gov).