



Mobility Talks Survey Results Open-Ended & Other Comments



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.

Open-Ended and Other Comments

This report contains the open-ended comments submitted by respondents of the Mobility Talks survey who either skipped Question 12, “In which District do you live.” or who answered that question with “I do not live in the City of Austin.” In this document, the open-ended comments are separated by the survey question that provided space for participants to write in comments. Four of the questions allowed respondents to select “Other” and had room to specify what the respondent meant by “other.” Those questions from the survey are:

Question 4: Of the following options to manage congestion, which is most important to you?

Choose one

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

one

Question 6: Of the following options to improve transportation connections in your neighborhood, which is most important to you? Choose one

Question 7: Of the following options to improve the quality of our streets, which is most important to you? Choose one

Survey respondents could also provide additional comments or feedback for Question 11.

The full Mobility Talks Public Engagement Report is available at MobilityTalks.org.

Introduction

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

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

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

Participants were not asked to identify their highest priority Community Benefit, but to identify the highest priority Community Benefit based on mode of transportation whether it applied to them or not. For driving and carpooling, the majority of respondents prioritized Managing Congestion. For bicycling and walking, respondents prioritized Improving Safety. For public transportation, they prioritized Improving Connections in my Neighborhood.

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.

Managing Congestion

Question 4: Of the following options to manage congestion, which is most important to you? Choose One

Other (please specify)

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

Bring Uber back, you dumb folks
bring back Uber and Lyft
Turn wide one lanes into two lanes such as the feeder of S35 just past Southpark Meadows...
Uber/Lyft
Make taking public transit more comfortable e.g. Shelters at most stops that protect from Sun or Rain, benches
Build more roads
all of the above. Just fixing one won't solve the problem.
Let the market work and quit interjecting into it!
Bring Uber and Lyft back
Bring back uber/lyft
Personal Rapid Transit
Stagger government hours so offices are open later
extend light rail hours of operation
increase public transportations options and add capacity to existing roads
EMPLOYERS ALLOW TELE WORKING
Build roads!
Make above grade mass transit with provisions for bike and walk paths. Too many deaths due to traffic.
more mass transit (especially rail) to serve south austin
Return the 11th Street section back to two lanes between Trinity and Red Rive going East. This is causing alot of the congestion in leaving downtown Austin in the evenings.
Coordinate traffic lights on the access road of I-35 so they are synchronized. Now because of this the access roads take just as long. Increase trains and busses. Use all the techniques above and more.
Return MoPac Lane widths to wider widths!!!!
Build more light rail infrastructure. Toll roads do not solve the congested roads issue.
Rail
Add a loop around the city
We need new thinking in public transportation like the Wire! Buses will not do it and light rail is too expensive.
Incentive businesses and employees to telecommute!!
Finish 45 and rail spur to south Austin/Southpark Meadows
Get the big trcuks off of I35! Make them use the toll
no new taxes please
Rail service up and down 35 and mopac

add to our rail system is the most important. Why couldn't the metro rail follow the I-35 corridor and MOPAC with stops along the way.
Option 1 including considering urban wire service
reduce toll costs so more people could and would use them
build SH 45 SW
urban wire!
Are you kidding with this survey? Where's the ridesharing option?
Please Build Urban Cable on South 1st Street it will do all of teh above
Remove bicycle lanes
Get rid of toll roads, open the lanes to free on 130.
Light rail from airport to downtown
if possible, no more condos!
BUILD RAIL!!!
This doesn't seem like a problem that one strategy can attack. Adding capacity to roads is great, but if the signals at intersections aren't also improved to let the additional traffic flow better, what's the point? Better public transit is in the same situation (see the recent signal upgrade at Lavaca and MLK for busses, for example.)
Construct a proper loop without tolls
reduce bicycle lanes that impede traffic flow
Promote metropia
J
nothing, situation is hopeless and leadership is feckless at best.

Improving Safety

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

Other (please specify)

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

fix road conditions. very dangerous for motorcycles!
Bring Uber back
Uber/lyft
These options are rigged--Decrease bikes on busy streets!!!
Offer more lighting and emergency buttons for pedestrians. Move homeless away from downtown and stop accommodating every homeless person that is bussed here from another city...
Education and enforcement of driver-pedestrian interaction
Build more roads
UBER, LYFT
Improve your street signs and add warning signs to accident prone areas a good distance before. Make the signs BIG.
Bring Uber and Lyft back

Personal Rapid Transit
Better constructed roadways to prevent congestion wrecks, and add traffic safety
get the panhandlers off the roads; buy a street sweeper and clean up the roads once in a while
Build roads!
Make push buttons and sensors more responsive to peds/cyclists
ticket bike riders who do not use available bike lanes
Make above grade mass transit with provisions for bike and walk paths.
city to promote a robust and effective "dont drink and drive" campaign; and or responsible drinking campaign
78% of Austin crashes are cellphone involved.
Improve traffic signals and consistency. Right now every intersection is different and it's very confusing. Left turns should be on arrows only (no Yield or flashing yellow arrows). Signs should be more clear indication which lanes turn, with plenty of time in advance to be in the correct lane.
Better enforce laws/ordinances for offenders on bikes
Stop trying to make every street meet every need for every mode. The great/complete street philosophy shouldn't be applied to every street. Develop a street system hierarchy so that people can take different streets for different purposes; e.g. traffic wanting to get in and out of town quickly know where to go, and those that just need to circulate around downtown aren't using the same streets. High volume/higher speed streets need to be considered as well as local circulation patterns.
fewer cars because public transportation is so efficient
Smart laws, not ones that encourage worse behavior.
More rail
Put up signs saying "bicycles allowed to use full lane"
no taxes
Light rail for those of us who can't afford to live in Austin, but have to work here.
Quit building apartments
Keep bikes off major roads. They are exercising. NO-one rides their bike to work in Texas - it's simply too hot.
Make signage less confusing. Eliminate merging lanes.
Instead of encouraging bicycle usage, discourage it. It is making our roads dangerous.
build SH 45 SW
urban wire
You're not giving me all the choices. Who wrote this survey?
Remove bicycle lanes
more lanes on mopac and I35
Reducing congestion will improve safety for the vast majority of the traveling public. Further consumption of lanes with bicyclists (i.e. Exposition) only decreases mobility and safety for the vast majority of the traveling public.
Enforcing "texting while driving" laws and increasing Police presence at "block the box" intersections. Both are extremely frustrating to deal with on a daily basis.
Take the bike lanes out of the road and make it a car lane again!!!!!!
require cyclists to same standards as car drivers
Red light cameras. Running red lights is rampant across Austin.

Improve lanes on south & north bound Mopac so lanes dont' bottle neck down to 2 lanes.
Roundabouts
The city downs nothing to reduce bottlenecks and roads making safety an issue due to congestion and frustration a disaster just waiting to happen
there is no improving safety. people are individualistic and will always lie/cheat/steal to get ahead.

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

Other (please specify)

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

Bring Uber back
Neighborhood is fine--it's just getting there from main roads
bus stop id 3829 jollyville @ 183 is Unsafe, cant catch bus there.lot not maiantained, overgrown, trashy, dark at night,rapes in area
Uber/Lyft
Sidewalks throughout the city for safety to connect with public transit
STOPPING SPEEDERS!!
Both: increase public transportation AND connect bicycle trails
Build more roads
UBER, LYFT
Personal Rapid Transit
Use yields with follow through lanes at all intersections instead of old out of date basic 4 way signal lights or stop signs, also remove bike lanes, this has done more harm than good and caused major problems and traffic congestion
establish bikepaths away from roads and vehicles
Build missing sidewalks and increase public transporations options
Build roads
build more roads and quite reducing property that will be available for future lane additions
Connecting bike trails and increasing bus service are equal for me
More than one is needed: better bus, rail routes, better sidewalks, separate bike lanes are all important
FYI - we live in Westlake
Increase rail and busses and make them low in cost.
Improve time to complete construction projects
build a loop around the city
Build more roads
Improve the roads coming into town
Create safer deceleration lane off of 71 onto Old 71.

Quit allowing more apartment complexes
Increase rail routes and parking at rail stops
build SH 45 SW
urban wire
I reject this survey and all your leading questions
The problem is not getting to the bus or train in my neighborhood, it is not being able to get to work from the train station or bus route!
Remove bicycle lanes
stop installing bike lanes. they take up too much space and nobody uses them.
N/A
I live in Dripping Springs, but work in Austin. Improvements to SH 71/US 290 in Oak Hill are long overdue and would make my commute quicker and safer and more enjoyable!
I'd love to take a bus to and from work, but increasing my commute by 1.5 hours a day (without exaggeration) or having me walk or drive 2-3 miles to catch a bus when I live 8 miles from downtown is as ridiculous a proposal since urban rail was on the ballot.
Train!
More roads
Create bike lanes where they do not currently exist (Such as Westlake Drive)

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

Other (please specify)

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

Bring Uber back
accommodate all modes of transportation without increasing capacity for except automobiles
FREE public transportation – a public service paid-for out of the existing sales tax every time you buy a soda-pop or chicken sandwich: Grab your cell phone and say “take me somewhere”, a car and driver will be minutes away, there will be other people in the car. Imagine a 4 lane road with 100 cars on it. With 30% of us using rideshare. Add back 5 rideshare cars, and we can remove 25% cars from the road, freeing up 1 lane on a 4 lane road (2 lanes on an 8 lane road). Hiring the toll-road people to add another lane to the 2400 miles of Austin roads would cost 3 Billion dollars - we can do-it with free rideshare. We the VOTERS, DEMAND that the City of Austin devote the 1% of sales tax we currently spend on public transportation, to pre-paid GPS RIDESHARING, and the remaining funds to highway construction, expansion of freeway lanes, off-road bike trails and sidewalks.
Quit building medians, quit building businesses directly on major thoroughfares, and widen the roads if you're only going to have a N/S highway system in this over populated city.
Stop wasting space with bike lanes. Less than 1% of people ride, stop wasting our money on it.
Build more roads
UBER, LYFT

Limit semi truck access to some streets
If feasible add turning lanes
Road diets--de-emphasize auto travel, implement traffic calming, and make streets more attractive and safe for pedestrians and especially people with disabilities, bicyclists, and transit users.
Personal Rapid Transit
get all those empty buses off the roads
Build roads
I am unhappy with the way this question has been limited by the definition.. I don't want benches and trashcans - we need more capacity and more lanes. And we need to eliminate dedicated bus lanes that serve a tiny percentage of Austin's population while greatly increasing traffic congestion.
We need to get cars and bicycles off the streets
better traffic management; Cap Metro bus stops with pull-outs to get stopped busses out of traffic lanes
Improve the bumpy quality of newer streets, especially on 620
See previous comment. The suggestion in the first answer above is that streets should handle all modes. WRONG! Especially when we have limited space. The Drag is a good example of trying to do too much in a limited space. From my perspective this is one of the most unsafe areas in town due to the mixing of modes in tightly constrained areas.
Traffic calming, reduce auto capacity and increase capacity for disabled pedestrians and bicycles
fewer cars more public transportation
Better rail system like many European cities will get more cars off the roads
A mixture of some streets that accommodate all modes of transport and improvements to the condition of existing streets.
Fix the potholes
Fix pot holes and repair street surfaces
Decrease bike lanes to allow more vehcile lanes and street parking
build SH 45 SW
urban wire
Listen, people will choose cars if you permit them. Deal.
The problem in this city is that lanes end and cars are forced to merge or turn onto a wrong street, so cars MUST stop and crisscross each other in order to get into the lane they need. Capital One exit on 183 S is a prime example, as is the reverse, getting off the 183N bridge and merging with cars on Research Blvd N
Remove bicycle lanes
Get rid of the bikes!!!! Cars belong on street and bikes belong on trails!!!!!!
quit adding cycle lanes & narrowing mtor car lanes
More roads
Increase alternate routes n/s e/w and eliminate bottlenecks all throughout the city
more tolls so less people are driving

Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here. Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

<p>The red line helps but it does not move enough people (i.e. get cars off the roads) to help reduce congestion. It should run every day and be flexible enough to drop and add train cars as the load increases or decrease during the day. Most frequently I ride the 8:27 from the Howard Lane station to MLK and connect to campus. The two cars are standing room only when I get on and stay that way until MLK. It is quite difficult for more passengers to get on at Braker, Crestview & Highland Mall. I would like to go to the city center on the weekends and evenings via public transportation for my convenience and to reduce the number of cars on the streets. But the schedule does not work for those times.</p>
<p>Please bring back Uber and Lyft. I am concerned that there will be an increase in impaired/drunken driving in our community.</p>
<p>What a stupid mistake to make Uber leave Austin. They reduced traffic (ride sharing) and reduced DUI arrests. This is going to bite the city of Austin. Dumb with a capital "D".</p>
<p>bring back ridesharing options! city is too congested to be without it! must more at risk now with drunk drivers, elderly and disabled people being out of options. There was no problem before, why create one!</p>
<p>I would like to see the city utilize its current funding to support our traffic issues and public transportation rather than raise our taxes. We already pay insanely high property taxes and cannot afford any further taxation if we want to keep living in Austin!</p>
<p>The City Officials' need to wake up. If we could only have the old 7 member council back. The current council is filled with short sighted people.</p>
<p>Biking to and from Austin from the outside communities like Bee Cave/Lakeway is unsafe and impractical. I'd like to see plans to connect these communities to make biking an option for all ages.</p>
<p>Partnering with other agencies on improving regional mobility would be a high priority for me IF it focused on public transportation systems and using existing highways. The option could be interpreted to include building more highways, which I am strongly against. Because the regional mobility option in question #8 combined highways with public transportation, I did not give it a high rank. It would be better to re-write the option to get a clearer picture of citizen opinion. Thanks for listening.</p>
<p>Desperately need off-road bicycle/walking routes.</p>
<p>Metrorail needs to run more frequently. Service stops around 6-6:30pm most weeknights and doesn't run at all on Sundays. This makes no sense at all since people still go downtown during these timeframes.</p>
<p>Please add more protected bicycle lanes such as those located on Guadalupe near the UT campus</p>
<p>How about adding to the existing commuter rail system instead of trying to build an additional system. I would use existing light rail if it went places I would like to go, like to shopping malls or downtown entertainment venues.</p>
<p>This is the worst survey I've ever read, truly. Quit trying to justify your agendas. Don't pretend to listen to the people or give a damn about the cities needs. You are trying to justify proposed plans with biased data. This is a joke.</p>
<p>The city needs to put a ban on any business breaking ground and let them take an existing property. No more building new places with others can be utilized - not to mention it's too over populated. Enforce all state workers to telecommute or switch shift other than 8-5. You're all governmental - enforce this!</p>
<p>There is a need for additional handicapp services. When calling an accessible Taxi, it can take quite a while to get a ride to you</p>

<p>need incentives for people to carpool and take public transportation. more people would take the bus if it was easier to understand how to use the system. its so confusing! There are no covered waiting areas so its too hot in the summer and in my area at bus stop id 3829 its so overgrown and never maintained, trash, grocery carts, boxes, its dangerous, especially at night. i wont use the bus anymore when i have to catch it at this stop.</p>
<p>We want Uber and Lyft to stay. I don't care about this survey. It's pointless. You guys took something away that was helping our economy. You took thousands of people's jobs away. Then you guys had a party to celebrate, smiling and laughing while thousands of people we're suffering immediately after you played God. How dare you people laugh at people losing their jobs, disabled people relied on this for transportation, single parents, struggling students and your neighbors that need extra money for their kids. You guys hurt everyone of us in Austin. None of us will ever forget this or forgive you guys. You don't use Uber and Lyft obviously or you would realize that these people are good people, they are your people. You chose cab drivers which are mostly immigrants over your American citizens (local Austinites). You are not patriotic. When the election comes we will all vote you out.</p>
<p>Trains would be great!!! Better public transportation within the city!</p>
<p>The efforts at improving the transportation infrastructure in this city are a joke. Stop trying to force light rail and bike lanes on us. The city is 30 years behind in development.</p>
<p>Stop the childish behavior with TNC's. They are a far superior transportation option than the taxi system as it is currently run. We all know that safety was not the issue that the ordinance was pushed as. The taxis want to maintain their hold and were losing the battle. If you are not as good then your business needs to adapt. Print media didn't adapt and they are going by the wayside...blockbuster didn't adapt and they are no longer around. TNC's are cheaper and safer.</p>
<p>Improve/Adjust traffic signal timing during morning and evening rush hours</p>
<p>When Uber returns, a portion of the tax revenue should be targeted toward transportation improvements. Austin's traffic problems will not improve unless alternates to 1 person driving him/herself are more efficient (quicker), more pleasant (short wait times, shelter for sun and rain) and cheaper and better experience.</p>
<p>Public transportation (train, bus, rail) is very sparse in the Austin area. Transportation needs to the city are forced on the car as the transportation mode. Bus service is a joke. Ridership is not good and the times they run are too long for most riders. Typical runs to Austin central city on a bus are over 1 hour for most service. The train does not service most of the population. The times it runs are not convenient to most people who spend time in the city and need a ride home after entertainment functions. People are willing to pay for the service...it just does not exist.</p>
<p>With all the new construction of residences along the Metro Rail there is a desperate need for more trains. They need to run more often, and have more cars to accommodate the large commuter crowds.</p>
<p>If you guys would just add more parking spaces at the Howard park and ride for the train, I can promise you ridership would increase. (You need more capacity overall, but I know adding more train cars is a larger issue.) There have been so many days when I've gotten the last or next-to-last spot and watched dozens of other cars have to leave.</p>
<p>I commute from far north Austin to downtown on the train every weekday. I would love it if the train could run later. As it is now, working late or staying downtown after work to shop or go out to happy hour is not an option for me. I would love for that to change.</p>
<p>The City of Austin and surrounding jurisdictions should partner with Capital Metro to enhance transit connections and service. This includes investment in regional transit corridors connecting Austin and local suburbs, transit priority lanes and shared-use of tolls lanes, downtown circulator, additional park & ride locations, and transit-oriented development plans for various stations.</p>

Build more roads. And more lanes on existing roads. Turn bike paths into roads. Turn light rail into roads.
Deregulate taxi and ride-sharing and get Uber and Lyft to come back.
City Council should not be so horrible and work to make Austin safer not ensue on their own political beliefs. Lubbock and Dallas can work with Uber and Lyft. Apparently our council is too busy pushing their own political agenda.
I'm blind. I can't really use the bus because it changes constantly, among other reasons. Uber gave me more freedom of movement than I ever had, but y'all took that away. The most important things to me are: fix the sidewalks; make street crossings safe for everyone, make the bus fully accessible and of course, give me back my ride-sharing and my freedom.
Bring Uber and Lyft back. Traffic is getting VERY BAD in Austin. Please help!!!!
I have not lived in Austin since 1998, but I do commute each day from Caldwell County. I say a prayer each morning as I leave that I will arrive back home safe and sound to be with my family. My commute is really one of the easier ones, but Austin traffic is challenging and there are many rude drivers who tailgate and changes lanes erratically. Not to mention texting while driving. The fatalities have risen and I hear about them daily. I work with people who have recently arrived here and they do mention the traffic and the lack of transportation. I work with many senior citizens who need to get to doctor appointments and it is hard to find any services for them that work well. Many are on fixed and low incomes and have mobility issues. We have to rely on churches that assist with these needs in many cases. Austin is not just a trendy city for techies...it is also a destination for many senior citizens who are moving here to be with adult children. Within 20 to 30 years, you will have a high population of senior citizens and not all can afford ride sharing services. Thanks for the opportunity to comment.
Drivers who do not pay attention while driving are a huge problem in Austin. Ticket distracted drivers who sit a light for 20 seconds before moving! Lollygaggers on the freeway are also an issue.
Bring back uber and lyft, implement an optional fingerprinting option if needed.
Fully fund the bicycle master plan (including urban trails) and high priority sidewalks, please.

Austin should not be expanding roadway capacity, and should fight the CTRMA and TxDOT forcing more freeway/tollway lanes on Austin. We need to emphasize expanding public transit hours, frequency, routes and modal options (especially building a light-rail network) and park-and-ride opportunities. We cannot attract new users if there is no convenient service! This requires a substantial investment of public money, and to find that funding we have to have community leaders who are willing to get out in public and advocate for transit as the real solution for commuters. [The road builders are in league with rural land developers and real estate developers, and they agitate for more, wider roads to handle peak commute demand. Transit is not available in many areas, and there's no park and ride options for people coming into town. Austin needs to take back its roadways from out-of-town commuters who stress our limited roadways and contribute to air pollution and noise that impacts public health of our residents.] "Free" parking and minimum parking requirements imposed on commercial and residential landowners need to be reduced or eliminated, but only once the transit alternatives are provided. Critical to the long-term conversion of Austin from an auto-dependent city to a transit-dependent city will be construction of a light-rail backbone that traverses major traffic corridors, and streetcars on heavy traffic areas not suited for light rail. Dedicated on-street lanes for buses and rail vehicles are essential, if only during peak travel periods. Although this entails eliminating lanes for autos, it is the only way to ensure that transit becomes the preferred mode of travel citywide. If people find that they can reach their destination faster by parking their cars and taking the train or bus, they will do so. The only way to overcome the political resistance to eliminating lanes for autos is for local leaders to educate residents why this is the solution, and they will have to advocate for raising funds to build and operate a 21st century system.

It takes too long getting approval for major highway projects. It's like going from an idea to turning dirt in a lightning speed of 8 years :(By the time a project actually gets to construction stage, it's almost obsolete.

Please consider Personal Rapid Transit! I know City Council and City Employees have tough jobs and we appreciate your work! Thanks!

Please help improve bike mobility. There are a lot of scary areas where bike lanes disappear into very high volume traffic. Nobody is ready for that cars or bikes the signs are SMALL and few cars notice them. I live in North Austin (wells branch area) and I have no real safe way of getting downtown on my bike (which I'd love to do as i can easily bike 30 miles one way just for fun). I am also afraid to commute to my work, which is East of I35 as it is unsafe for me to cross under I35 on my bike on the roads. There are missing or no sidewalk, and no crosswalk under I35 to get across. Part of it I have to get OFF my bike to hop up a curb to stand on some grass then hop the curb again when no cars are present to get back on the road. Its very dangerous and I cannot commute like that every morning due to fear of getting hit by cars. Bike lanes should be more separate from cars. I see to many cars that use the bike lane as their own lane (metric), or they drift into the bike lane because of cell phone use and not paying attention. Can the city add those flexible posts to keep cars in their own lane and Bicyclists more safe? I also feel North Austin is not as heavily invested in, but that is where a lot of your traffic is from people going from north to south to work and for leisure. If you had more bike lanes that were easy to use and got you downtown fast (convenient on more direct corridors) it'd be better. Try to use google maps to plan a "commute" from north to south. Then use the satellite images to see how dangerous it is, you have to plan your route very carefully and know ahead of time when bike lanes will disappear and re appear where sidewalks end etc. If you look at how hard it is for a cyclist to plan they're route you'll see why more people don't cycle. Bike theft is also a huge deterrent for cyclists. So safe bike storage (not just locking up outside because you need a 10 lb chain to safely lock up your commuter bike and no commuter wants to add 10 lbs to their ride) downtown is essential to people who commute. Roads/sidewalks/trails need to be large enough to accommodate cyclists, because being in the road is dangerous most cars wiz around cyclists very close. My #1 wish would be One Central bike/walk ONLY trail that took you from the north to south Austin with 2-3 East west trails crossing it and the 2-3 east west trails connected to frequently used up kept SAFE on road bike lanes. This would Dramatically increase mobility. The city should also see if they can collect data from companies like Strava and other cycling/walking apps. Or see if you can use other traffic data maybe google navigate data or something to find out how people commute. This would let the city see where people concentrate their commute. How they commute and when. And plan transportation improvements in those specific areas.

I live outside of Austin and commute to the city for work. I want a rail system that would allow me to live in an affordable place but continue to do the work I love in Austin.

There is a more effective way to spend transportation dollars to improve congestion than adding more roads or lanes: improve major intersections. Grade-separated interchanges are not cheap, but they are cheaper than adding toll lanes.

I believe the funding is generally adequate, but the project prioritization is not correct. My general belief is that far too much money is spent on alternative transportation means, and not enough is spent on adding the capacity required for vehicular traffic.

Adding trains in rush hour and late mid week service is important. Also please extend the train networks, it's much too limited now. Look to London and Paris. We'd spend more time downtown in the eventing if we could return on the train at nights midweek. Safe bicycle networks are more important though, but both are essential. The city needs a master plan designed for the overall benefit of the community, items which won't pass if taken to voters only concerned with their pocket books and whether it benefits them personally/immediately (as their short sightedness prevents them from seeing the overall benefit to the community). Strong leadership with vision is needed as well as major investments. Perhaps getting businesses that set up outside the city limits to contribute to the infrastructure as their employees stress the traffic with their commutes and jaunts into the city?

This a good method of knowing how people think about our city transportation
I favor fully funding and implementing the bike master plan and associated pedestrian infrastructure improvements. I also favor transit in dedicated lanes in the highest-ridership, congested corridors.
City of no brains leadership Austin should be spending all of their time efforts and budget on Mobility... Everybody at the city's mobility and transportation dept should be fired immediately they have FAILED!!!! Fix these roads where you have severe backup and congestion, remove any stop lights from all major "highways" you should not have to stop at any lights on a highway unless you have exited to the feeder or service lane period point blank!(HWY183 is a JOKE this is not a highway it is a street with continued problematic signal lights) Stop taking away actual driving lanes to add bikes lanes, this has got to be one of the stupidest ideas ever, now there is even more traffic and congestion in the one car lane on mostly all major roads as a result of this, pure genius idiots. Use overpasses and ramps to avoid signal lights etc. and stopping for cars that traveling straight through to avoid congestion. Take up grass areas and replace them with actual usable lanes create Upper and lower levels on major roadways Upper for non stoppers, and lower for actual drivers patronizing businesses. Add additional exit and entrance ramps to major roads and highways (I-35, Hwy183, East Hwy290, HWY71) to ease signal light congestion. And very Importantly which almost every citizen has exclaimed add more lanes and quit adding damn Tollways to existing roads and highways that were free and were already paid for with taxpayer dollars... All Tollways should have a free or pay option to travel with an following feeder road, stop halfway building stuff...Just plain old DUMB. This shows the lack there of and complete carelessness of city leadership, mere stupidity. I can't give the city mobility dummies all the answers otherwise I will be doing your jobs and you will have to PAY me for that! The problem can be fixed very easily if you would quit scratching your heads partaking in city antics and follies and start actually solving problems and addressing citizen concerns. Make solutions not excuses!!!!
This survey is very difficult because it is hard to chose between sidewalks and traffic signal improvements. I am blind and both are currently hazards in many parts of our city for persons with disabilities.
I don't think that increasing the number of lanes on highways is going to adequately address concerns, especially since it then increases output onto the feeder roads further compounding concerns. We need new multi-pronged solutions.
There is need for trail building to make biking safe beyond inner city. State funding too?
Corridor congestion is our biggest problem. I-35, Loop 1, Ben White, 183, Lamar, Airport and Guadalupe are all swamped which speaks to the idea that more roads is not the answer. More roads = more cars. Look to Chicago and The Chicago Transit Authority. That is where Austin is headed. We need a city-wide rail system and buses serving both Austin and the surrounding areas. Build up, Austin could have it's own "L" Train.
Build SH 45 SW.....Brodie Lane is a dangerous mess and more homes are going in south of Manchaca into Hays County. It is just getting worse. Get people off Brodie Lane, people that don't live there. Since the city is about to annex Shady Hollow, they should do more to help its' residents. I've been here over 18 years and the traffic is a mess. This is not what people want. Build SH 45 SW to get people off our neighborhood streets. Before someone gets hurt.
Stop funding useless shiny rail trains to nowhere. Use existing bus transit to run regionally like the senior buss root on Burnet Road. Run roots to get workers from their suburban neighborhoods to high tech locations.Find better ways to relieve traffic conjection and get individual cars off the road.

<p>Austin needs to make investment in regional mobility projects a top priority. While lower-cost sidewalk and bike lane projects may be smaller feel-good efforts that allow leaders to "check that box", the long-term future economic and social health of this region will rest on whether we're able to keep the region moving, or seize up into gridlock. Woe be to us if we happily walk tree-lined streets, looking for a job that doesn't exist because major employers decided to locate elsewhere.</p>
<p>Consider adopting no right turns on red during afternoon rush hour in the downtown/state building corridor. This is causing back ups when folks who have a green light sits back to avoid "blocking the box" and when traffic starts to move, a car will jump in and turn right and then cause the car with the ROW to suddenly be stuck blocking the intersection. Also, getting out of downtown in the afternoon is a nightmare and we need more govt offices to do more staggered off time or work from home.</p>
<p>focus on shelter (not necessarily seating) at bus stops. We get hail, extreme sun, and rain. providing protection MAY promote usage of public transpo. Look to cities (European) have proven improved usage of bus systems since we won't be going to major rail improvements.</p>
<p>I can't stress enough...Metro Rail, Metro Rail, Metro Rail. Include it on the East of I-35 as well. And at least have it connect has far north as Hutto to start. Curious if Austin has been in touch with mobility/transportation gurus from other big cities such as LA, New York that have established rail systems to somehow connect to major areas of the city.</p>
<p>Put the city's firefighters in charge of cleaning, mowing and maintaining the city parks, the road medians and the rest of the right-of-ways that the city refuses to clean up. If they get a call, they can leave their mowers and edgers behind along with one guy to pack things up. Now instead of playing video games and watching porn all day, the firefighters could be out beautifying our town.</p>
<p>I would like to take the light rail into down town but find the operating times to be restrictive.</p>
<p>The area of FM 969 past Toll 130 is in severe need to road and sidewalk expansion and improvement to meet the booming residential grown that is taking place in that area. This area currently has no public transporation options what so ever.</p>
<p>Texas as a whole does a horrible job with Bike Trails. They could learn a lot from Minnesota or Oregon. Same with Austin - look at what is done in Minneapolis/St. Paul or Portland, Oregon</p>
<p>We need roads. Our road system in Austin is now the laughing stock of the nation. Your past decisions are now affecting e-commerce for our hard working citizens. The sad truth is even if you approve road projects today it will be ten years before they are in place if ever. Your citizens have lost faith in you. If you build one more f'g bike lane We needed road construction ten years ago and our city officials have completely failed us and I have no hope that this mobility survey will do anything but build more bike lanes. I drive 35 miles to work everyday and occasionally see a cyclist and I guarantee you he's not cycling to work. Pull your heads out of your asses.</p>
<p>Plan for the future, with trains and buses from the suburbs.</p>
<p>Would love to see train services to reduce load on 35</p>
<p>Move 18 wheelers off of I-35. Require pedicabs to obey stop signs. Quit taking traffic lanes and making bike lanes. The great sidewalk program is a big disaster. Quit allowing new buildings to buy traffic lanes for valet parking.</p>
<p>Look at cost/benefit and the number of people being served. The effort to bring people back downtown was successful, but now roads and parking are being eliminated. Stop trying to socially engineer Austin into something that is isn't. This is still Texas, and we like our cars. Last time I saw the return on investment for the bus service, I was horrified. Put that penny on the sales tax to work building roads and providing parking. Move municipal and county buildings out of downtown and into an area with parking - you're creating part of the congestion. Recognize the fact that to the extent people have chosen an alternative form of transportation, it's Uber - not the buses or the bike lanes or the sidewalks or the benches.</p>

<p>There are some good ideas floating around but, I don't want to cut ourselves short by under building highways. If we are going to sink IH-35, 4 lanes in each direction is going to accomplish nothing. We need to plan for the future by building enough lanes to grow into. Mopac South also needs to be built right the first time instead of having to go back and widen it again in 10 years. Believe me, the vocal minority shouldn't be stronger than the quiet majority but, it always happens in Austin because people are too lazy to speak up. That is hurting our quality of life.</p>
<p>The infrastructure needs to be addressed before more growth is allowed. At this rate we will never catch up. Stop waiting for more people and cars to move here while doing little to improve mobility. Those of us who have lived here for a decade or more, are choking on this irresponsible growth.</p>
<p>The city of Austin and surrounding area need to plan for a safer and cleaner future by funding a mass transportation system for rail cars or individual pods. If rail is chosen add bicycle paths to get bikes off the street. No matter how many bike lanes are added bicycles and cars do not mix. Get creative with funding!</p>
<p>Amenities at bus and train stops need to be addressed in addition to these initiatives. Specifically, restrooms and refreshments should be made available at train stations, even if they involve a fee, like in Europe. I love the trains, but the limited connectivity and lack of amenities nearby make them inconvenient.</p>
<p>Provide shuttles from the Kyle/Buda area.</p>
<p>Ride sharing works. Can you not run it out of our city?</p>
<p>More mass transit is needed for South Austin. Can the City work with Amtrak to provide train station stops along south Austin and into downtown? Can the City do more to support and promote the Lone Star Rail Project? Thank you.</p>
<p>1. Austin should really invest in serious subway studies. There is a reason that major US cities use subway for mass transit: it moves a tremendous amount of people in and out of downtown with minimal impact to properties at the ground level. 2. South Austin needs a rail service similar to Cap Metro's Redline from the north. 3. Cap Metro needs bus pull-outs so busses are not stopped in traffic lanes. Busses stopped in traffic lanes adds time, frustration, and congestion for commuters. 4. Building roads and adding traffic lanes does help with congestion and should be implemented along with other comprehensive mobility solutions. For example, if we take away a lane on South Lamar then traffic will be worse, so the reverse is true that if we add a lane on South Lamar it is sure to have a positive impact. 5. Mobility solutions should be simple and intuitive. "KISS" is a good philosophy. Diverging diamonds and non-intuitive traffic management should be avoided. They cause confusion and are not safe. 6. I think 1-2 additional bridges across Towne Lake/Colorado River would also help solve mobility issues. The current bridges are extreme "choke" points because of limited capacity. 7. Driverless cars are not really a solution to traffic and congestion. 8. Public transportation should not be seen as a "free ride" for drinkers and party-goers. I too want to see Austin survive and thrive. Thank you.</p>
<p>Someday discussions to expand the redline should happen</p>
<p>These are huge project requests which all cost a lot. I know resources are limited as well. That's why I think working local projects (like improving sidewalks) would be the "low hanging fruit" to go after first and thereby establish some successes.</p>

<p>I feel like a review for the morning timing on the lights along 620 is needed, and that the intersection of 620/2222 needs a total revamp. I sit at that light for 5-20 minutes each morning, and people either do not understand when to merge, or refuse to wait in the left hand turn lanes (onto 2222 from 620/4 points) and will attempt to merge into those lanes at the 2222 light, causing huge problems. There're also tons of wrecks from people pulling into the Target from 2222 at that same intersection, because the left hand lane is stopped, while the right hand lane is empty, and people have very poor visibility on that entire stretch.</p>
<p>1, Elevated rail. light rail makes ghettos & kills many. Elevated rail can run in floods & be built/maintained cheaper. can be buiot over streets quickly or new paths with safe bike trails. rent out retail space underneath tracks..... look at the seattle monorail, its brilliant. City of Austin always tries to make a liberal plan like Seattle or Portland but we live in a conservative state. These plans are doomed to die or get downgraded. Make plans that say "for business" but are really for people. Piggyback off state & fed money/ projects. Stop the big city political infighting since youre all small potatoe nobodys with delusions of granduer. get something done</p>
<p>I would like to see more focus on how to get commuters from Cedar Park and Round Rock in and out of Austin more quickly.</p>
<p>A comprehensive plan to ease traffic frustration needs to be created immediately. The traffic in Austin at rush hour is similar to that in NYC! Implement all strategies that make sense to ease traffic including synchronizing traffic lights, especially along the frontage road of IH-35. Also, whose idea was it that cars back into diagonal spaces???? This not only takes longer as people are not adept at doing this but is dangerous!! Thank you.</p>
<p>Please improve safety of roads and freeways in Austin. Drivers on the freeway are too aggressive (speeding and lane changes). Also driving on the streets is very confusing. We're frustrated that each intersection seems to handle left turns differently. It needs to be consistent: left turns on green arrow only. Not that we have to approach an intersection, read a small sign and try to figure out when we are allowed to turn. The flashing yellow arrow is confusing to people. The arrow should be green or red. Austin is too crowded now to allow people to "yield" on green (or flashing yellow). Signs that show which lanes turn, need to be bigger and more visable and placed further back so people realize what lane to be in. Driving in Austin is starting to feel like bumper cars - it's scary!</p>
<p>Please consider running the express buses (982,983, 987) to UT during the weekends on limited basis. You can have a couple of buses going in the morning and another couple late afternoon. Thank you.</p>
<p>It is ridiculous to think that the majority of people would actually ride a bike to work over the course of many miles and when the weather can get well over 90 in the summer. Even Jeff Ward makes fun of that thinking. You need realistic concepts that people will employ to get from point A to B instead of pie in the sky. One reason I don't ride the rail or the bus is that I can drive my car here 25 minutes faster each way as the connectivity from the drop off point or the enormous number of stops makes the ride longer on public transportation.</p>
<p>I believe that I-35 should have an upper deck that should start north of Georgetown, with exits at 51st street area/ Capital Plaza area, an exist near downtown, an exit at Woodward St. or Slaughter, in order to help move traffic along faster that is moving or simply passing through Austin headed to San Antonio.</p>
<p>Building infrastructure for alternative forms of transportation (i.e. bikes, walking..) would help reduce traffic, or at least offer an option other than driving. To kickstart people to start using trails or routes after construction, offering some kind of incentive to use a bike to get to work could help change people's commuting habits.</p>

<p>A big thank you to all of you that work tirelessly on these efforts to continually improve Austin and for all of you who work on all these efforts to improve our wonderful city. I'm not sure how you do it, but would love to see overall more bike trails that connect from South to North Austin and the outskirts of each of these areas; and to improve 'traffic flow'; it seems like 'much of the congestion' around town is due to inefficiency in synchronization of the traffic lights/flow-- improvements in this I believe would make a big difference. From the North; I-35S towards San Antonio through downtown has been a major 'choke hold' for the nearly 18 years I've lived in Austin; never figured out why. as most of the time it is day or night.....addressing this to make it a 'smoother flow' would be great!</p>
<p>Austin is a great city and is moving towards being more accommodating, a bicycle highway would be awesome to reduce overall traffic, bicycle highways can be built with a roof to protect from rain, encouraging more people to cycle. Car sharing with electric cars that charge when not in use would also have a huge impact on traffic, air quality, and parking.</p>
<p>Keep up the good work!</p>
<p>Day train route that passes through Austin and connects all the way to San Antonio. Change law to allow bicycles on side walks because they really aren't comparable to vehicles and are often accidentally killed ON streets.</p>
<p>With the increase in population and car traffic on the roads, Austin is becoming less and less bike-friendly. Although I appreciate the Metro Rail, service is inadequate, as is parking and most of the stations. If the city wants to encourage alternate methods of transportation, there need to be safe and convenient ways for people to get around other than driving.</p>
<p>Light rail is the best inter city option. The present light rail infrastructure needs to be expanded. A better light rail system will remove many drivers off of the congested Austin roadways. This should be a Travis County concern not just the City of Austn.</p>
<p>Regional, corridor, and local transportation strategies need to be developed and implemented as a comprehensive system of improvements, not choosing one strategy over another. This includes the funding strategies to implement all three layers. For far too long, the City of Austin and the greater Austin region has ignored its transportation infrastructure needs. All levels of government are to blame, not just the City of Austin. But the City frequently presents itself as the opponent to meeting these needs. Either by criticizing efforts by others or by showing lukewarm (at best!) support for transportation improvements. Recent efforts to develop the Imagine Austin comprehensive plan and to revise the development code illustrate how the City has focused more on the land side of the mobility equation, ignoring the transportation improvements that are necessary to support the increased densification and concentration of the land side improvements. This week's presentation to council regarding the development of the South Central Waterfront virtually ignored the mobility/transportation needs of people who would live/work/visit this area. Amazing that we continue to ignore the realities of our growth and the ever increasing mobility/transportation needs. This community has been in denial about its growth for far too long. We seem to think that "someone else" will provide the necessary funding to pay for major transportation improvements. The reality is that we need a longer term view of our transportation improvement needs AND a parallel conversation about how to fund these improvements. Your question about additional funding was limited to a five year view. While I do believe it should take some time (2-5 years) to develop and present the funding plan, the plan should respond to a 25-50 year view of improvements. We cannot do this incrementally without the understanding of the longer term view. So develop the plan, identify the costs, and then develop the overall funding approach using all the funding tools available.</p>
<p>Increase toll roads</p>

Can't say that this will help. All COA pays for is paper help. Chunk it .
The city is making a huge mistake focusing on the Smart City grant process. You should be focusing on increasing public transit service and coverage. A light rail system is essential.
This survey has a blatantly missing element -- one relatively inexpensive way COA can mitigate traffic and mobility concerns -- stop approving these huge, overly dense and regional-draw developments (Grove, Easton Park, etc). Tell COA planners their job is to enforce the land use codes, Imagine Austin, etc -- not to "help the developer get what he wants", which is a quote from one senior planner. Creating regional draw centers, with large quantities of office, lots of bars, large retail etc is what generates traffic coming from all over the city and outskirts.
More rail. The current train is great. It needs to go throughout the city. Make 183 and 360 freeways completely. Make a loop. Get funding for a high speed rail that connects Austin Dallas Houston San Antonio el paso Lubbock amarillo
Austin is way behind other cities in terms of mass transit. I would love to see more light rail, but even though Austinites defeated the last referendum, there much that can be done with buses and HOV lanes. On MoPac, will the toll lane be free to carpoolers and buses? It should be. Buses should run much more frequently and connecting routes considered more carefully. We need more park-and-rides in the city. I work downtown and would use bus service if I could park near a bus stop (e.g. partner with stores with underused parking lots like Randall's on Lake Austin Blvd.). Long ago, my father, a fourth generation Texan, long-time native Austinite and state regional planner, suggested building light rail where Mo{ac is today. Before adding toll lanes, light rail in the middle could have been considered. Sadly, Texas is a car culture.
Build a loop, increase bus routes around the city, drop the trains.
If Austin is serious about being an innovation hub for the country, then this is the perfect opportunity to experiment with completely new ideas in mobility and mass transit. As a tax payer and very proud Austin resident, I would rather the city spend tax dollars forging new ground in transportation regardless if a program fails or not. The city needs to think like a startup - agile, fast, and experimental - until it finds some new approaches to transportation for high growth urban centers. Once you have identified good concepts, validate with programs/prototypes, then build small and expand with success. Instead of taking years or even decades just to evaluate programs and/or proposals, seed LOTS of feasibility studies and experimental programs with very modest or even frugal budgets. The most promising transit candidates then get another round of funding to implement a small scale proof of concept and validation. Validated concepts that provide tremendous value for their implementation costs get green lit and scaled over time with additional gated funding rounds. This isn't rocket science but if we wait for politics to determine who wants to be seen gambling with tax payer money then we will be another 20 years down the road with a transportation infrastructure that is 40 years behind our population growth. BE BOLD. BE BRAVE. It takes both to do anything meaningful in this space. What about a city level XPRIZE to encourage the incredible business and creative talents of Austin to develop new forms of mass transit or even just circulators for corridors and downtown as businesses??? Let's use this an opportunity to create a slew of new businesses and transit services by enabling the private sector to jump and do things faster by avoiding the quagmire of politics or at the least shielding bold, new ideas from it. BE BOLD. BE BRAVE.
Areas of small businesses and wide sidewalks have become wonderful places for locals and people from out of town. Money spent on greenery, boardwalk areas, and play scape and small parks and pavilion returns so much quality of life. Also a big fan of splash pads. Necessary in our climate.
I wish you would quit narrowing traffic lanes to make bike lanes!!!!

<p>More bus service to more places more often. Create a world class bus system. IT CAN BE DONE Austin is the perfect place to make riding the bus the next cool thing. Bus service all the time to most places. More buses.</p>
<p>More rail lines is my number one wish.</p>
<p>express lane to divert through traffic and discourage lane change, car pool lane during rush hours</p>
<p>1) Traffic congestion is top priority. It makes everything else worse, i.e., safety, access, etc. 2) Study why there are times when traffic is lower, e.g., summer, spring break, winter break, between January and March, etc. 3) Give incentives to employees and businesses to work from home. 4) Give incentives to employees and businesses to try staggered work schedules, e.g., 9 hour workday, an extra day off every 2 weeks. 5) No matter what, understand people's motivation, which is, 1) they respond to incentives, and 2) you can't force them to change behavior that goes counter to incentives, even if illegal. E.g., saying "texting is illegal" just makes people hide it, which makes it even more dangerous. Instead, reward people before using a hands-free car mount.</p>
<p>I live in Hornsby Bend, I've tried for a year to arrange van pool with no luck; there is no bus service and to my knowledge no area for parking for rideshare or riding the bus if one were available. I know a bus goes at least as far east on 969 as Ed Bluestein.</p>
<p>How about privatizing?</p>
<p>Rail: extend services</p>
<p>I rated regional mobility as 3 in question 8 as the question misses the rail option. Had the rail option been included in regional mobility, I would have rated it as 1.</p>
<p>Hello, Overall I feel the city of Austin has made good strides and is trying to improve the whole traffic and mobility issues the bike trails are great I use them a lot. The bike lanes are still frightening especially when they just "disappear into traffic." I do think that there should be some more outward thinking. Look to other cities countries etc more to see what they're doing and how it works/doesn't work. Because building sidewalks, is fine and dandy, but if there is nothing people do in those areas that have sidewalks, nobody will use them. A more robust public transit system, more robust bike routes and smarter bus to bike and walk options would be most beneficial. The Train here I think could be improved as well. I came from another city that had a fantastic huge train, was fast convenient comfortable and charged people depending on where they got on and got off it was still way cheaper than driving and faster. There were also fantastic convenient bus terminals at most of the big train stops where you could hop on a bus to get somewhere locally. Buses also went on the highway in the carpool lane with freeway/highway overpass styled stops that had park and rides close by. I could get to work in less time using public transit than driving and I always chose it because it was fast, convenient, comfortable and there were buses on a regular schedule so if i missed one it was ok I knew there was another one in 15 minutes, these buses were also packed. Sure its not perfect, but Austin can take elements of this design and improve upon it. Thanks for all you do keep up the good work building trails and helping with the congestion problems.</p>
<p>Use existing infrastructure and roadways to improve mobility throughout Austin and suburbs. There is no need to spend huge amounts to add more roads. Provide more buses on the same roads, instead of trying to add more lanes to accommodate more cars. If the public transportation is reliable and convenient to commute to work and back, more people will use it. We are fortunate that Austin is one of the most eco-conscious cities. Let us help citizens keep it that way!</p>

<p>I know that daring to speak of 'another' taxing authority is considered blasphemous, but please, please, PLEASE find a way to make rail work by sharing the burden between Williamson, Travis, Hays and Bastrop counties. Regular people cannot afford to live in the beautiful neighborhoods in the core of the city--and by core, I mean everything between Parmer, Loop 360, Ben White, and just-east of I-35. We can't even afford the not-so-nice ones. We drive from Hutto into downtown every day. Gosh, it would be nice to have a rail station somewhere around I-35 and Hester's Crossing which could take us to the Brackenridge/Dell complex--or better yet to within a block of the Capitol Complex. You should consider a survey of Capitol Complex employees to see how many ZIP codes come from Williamson, Hays, and Bastrop counties....</p>
<p>We need light rail that connects to all parts of town</p>
<p>Recently went to Melbourne Australia and loved their train system that connected the city and surrounding areas, would love to see that in Austin to get rid of car transportation. That's something Austin should really focus on as we keep growing. Also I was recently in Thailand and noticed the mobility of motorcycles in traffic to weave through the lanes and it made the streets safer and less congested.</p>
<p>I ride/comute south Lamar, bike lanes for part of it, then they disappear. I don't feel safe when there is no bike lane. I end up in my car because of safety issues.</p>
<p>Street debris always gets pushed into bicycle lanes, creating hazardous conditions. More street cleaning is needed. I feel that the commitment made by the city for street cleaning has been ignored.</p>
<p>We need to expand the public transportation</p>
<p>Protected bicycle lanes offer the fastest and greatest ROI of any development our city can pursue. Most people I know would bike if they thought it was safe.</p>
<p>Traffic really isn't that bad. We're a major city now and we need to get used to some traffic. The bigger problem is the lack of accessible and appealing public transportation, particularly 5+ years from now. 75% of our efforts should go to building sustainable shared/public transportation for the future and incentivizing people to use those options. 25% of our efforts can focus on tinkering with what we have today. People need to learn that they can't drive alone in a car and expect wide open roads in the future (in ANY city). The best way to do that is to get their friends riding a train or a pod every day and preaching to them about how convenient it is at happy hour.</p>
<p>Build a viable and comprehensive lite rail and/or a subway already. Why is this city SO far behind every other major metro area in the US? And quit messing Uber, we cannot have a terrible and corrupt taxi monopoly.</p>
<p>Perhaps the transportation matters should be placed in a new regional transportation authority with its own taxing ability to pay for regional projects (regional Bus BRT (Bus Rapid Transit) with regional mega Park-N-Ride garage complexes in outlier communities and dedicated lanes on federal, state and county corridors).</p>
<p>Separate bike and walking lanes are good but cyclists need to be encouraged to be visible at night. As a cyclist myself I still come upon an unlighted bike with rider in dark cloths at night before I even realize it. If I can't see you, I can't avoid you!! There ARE good lights out there!! rechargeable too</p>
<p>We need fewer cars on the road. We really should have built that light rail system from the 90s. That rail system would be fully functional and paid off by now and there would be fewer cars on the road.</p>
<p>truly believe that light rail that follows the I-35 and MOPAC corridors would greatly improve traffic congestion in the city and metropolitan area. I believe more people would use rail and many are not interested in buses. If ther was the ability to accomplish this many more people would leave their cars home and take rail to work. Thanks</p>

Bicycle infrastructure solves so many problems, please make it a priority! I lived in Denmark for almost two years and I have seen the future. Bicycle transportation improves fitness, pollution, traffic congestion, affordability and more!
Austin needs to focus on connecting North Austin above 183 between MoPac and I-35 with central Austin. Central Austin has good bike lane coverage and connectivity. Above 183 is severely worse.
Multiple east/west freeways. Outer and inner loops. Require bicycle licensing and plates if for commuting(I am a lifelong cyclist) smaller buses on lightly used routes to prevent the damage they cause. Fund more police for traffic patrol, way understaffed. More parking garages downtown.
Start controlling area growth. Get trucks using the new toll roads and off I-35. Promoting bike use down town a joke.
Please address traffic and transportation issues on Brodie lane between Slaughter and 1626. Too much traffic is cause for safety concerns of people living in the neighborhoods. One bicyclist has been killed this year because of traffic issues. The environment and natural arras off Brodie in this area are being overlooked. Construction on Mopac/45 connecting to 1626 needs to begin immediately. This was approved years ago. This was budgeted for years ago. Please help. It is only going to get worse and possibly more deaths will occur if nothing is done.
Would love to have some public transportation options in west austin / Bee Cave area. The only option I have is to drive myself into downtown every morning. I have thought about using the Oak Hill park and ride, but it is almost a wash from a time standpoint. And the last bus heading home is at 6 pm, and I am rarely leaving work before 6 pm.
How is providing bike lanes which are primarily used as exercise and not commuting having priority over expanding lanes for automobile traffic flow? This is seriously troubling as the City has not provided adequate infrastructure for transportation mobility in the first place. Having lived in Austin for 38 years and seeing road after road squeezed down to one lane for bike access is seriously frustrating. Who determines these decisions?
The City focuses too much on bicycle transportation at the expense of car transportation. In the last few years, we have lost too many lanes of traffic and parking to accommodate bicycle transportation and we are risking the safety of bike riders by encouraging them to ride in heavy traffic areas. Such focus hurts our mobility tremendously without much gain except for a small sector of our population.
Build SH 45 now.

<p>I live in South Austin and have been waiting for YEARS for SH 45 to be built. I live a block from Brodie Lane. It's a major traffic jam many hours of the day. If someone in charge drove through this every day, they would be trying to get something done. But City and County leaders don't live around there (now I know why!) so nothing ever gets done. When there are not many cars on the road, people are driving too fast with little law enforcement present. I get frustrated with people cutting through neighborhoods, not stopping at stop signs. Their needs to be more enforcement too. I almost got hit by an Uber driver at 8:40 AM on Slaughter running the red light at Wolf Trap the other morning. Of course, no police around. I know they can't be on every corner, but we don't seem to have any enforcement around. Enforcement can't show up till an accident happens. Frustrating. I work part-time, from home mostly and have 3 15 year olds (triplets) that are about to start driving. I'm not looking forward to my kids even driving the 5 minutes to high school because of the dangers on our roads. My husband drives downtown to work every day and has to deal with lots of traffic. He can't work from home, he can't work flexible hours. His state employer doesn't allow it. Unless the city blocks the roads due to some festival and they know their employees won't be able to make it home. We have no bus service out here. We have no parking area if we are to drive to a bus stop and ride in. And then it takes the same amount of time for the bus to get to downtown as for him to drive, with less flexibility as having a car at work. My husband has lived in Austin all his life, 50 years. I have been here 25 years. It grew, changed and the politicians in charge didn't do things to adjust for the growth years ago. They ignored it thinking it wouldn't happen and now we are all dealing with it and they have probably moved on. I don't understand why new neighborhoods are moving into places that are supposed to over the Aquifer and why it has taken so long for SH 45 to be built. There is a neighborhood there now. What the heck?? Why can a neighborhood be built and a 4 lane, no exit, no businesses road can't be built?? I will admit there have been improvements, but it seems to take FOREVER. How can we get road improvements to happen quicker?</p>
<p>Please do something to address congestion on south MoPac, Slaughter Lane, and Brodie Lane.</p>
<p>I think we spend too much effort on other modes of transportation. I'm all for biking and walking, but this is Texas and we're too spread out and our climate doesn't lend itself for these to be viable options for the majority of the year. This will always be an automotive-centric city and we simply need to add the necessary lanes and new roads to accommodate it. We're simply so far behind as it relates to travel lanes that we must do our best to increase them. Taking them away (like we did downtown) for bikes and public transportation is going in the wrong direction...we should be spending the money at a 1:1 ratio when compared to travel uses (automotive, walking, biking, etc.).</p>
<p>Please build SH 45 SW. I am handicapped and need to use my car. Brodie is very dangerous with all the traffic from Hayes county. thank you</p>
<p>Build public transportation options south. I hate buses (I can be in my own car if I'll be stuck in traffic) and would love to ride light rail around town....except I'm in SW Austin with no options.</p>
<p>Support Tiny Transit!</p>
<p>Please consider urban wire! It is cheaper and more efficient and effective at moving large numbers of people.</p>
<p>This whole survey was so leading. Clearly you have a goal, and the questions are written so people have no choice but to agree to your premises, and not choose what Austin clearly needs. Get off your high horse and let the people choose their cars, or ridesharing, or smartening up and moving themselves and their businesses out of Austin.</p>
<p>If the 130 toll road was reasonably priced it would take a TON of congestion off 35. Truckers don't want to drive THROUGH Austin but they can't afford to go around it.</p>

Currently Urban Cable and other Circulator technologies that could over meaningful Mass Transit options are not being discussed or considered. The City of Austin should consider these modes and look into the Wire One concept and others technologies.
I would like to suggest that the Austin Transportation Department work with CapMetro to extend service further into Southwest Austin area with Park and Rides in Lakeway/Bee Caves and Circle C areas, possibly working with the Hill Country Galleria or other private entities to share parking. I also feel that employee parking in City Hall should remain free to City Hall employees and guests.
No train. Please drop urban rail.
I came from Missouri, and I cannot believe all the unfinished lanes and how bad the traffic light timing is. I gave 2 examples of places where the flow of traffic MUST be improved. 1) I get off on 183S to Capital One and need to go across the intersection. The sign shows left lane turn left only, and the middle lane straight, and the right lane Cap One S. turn. What is ridiculous is that if I go straight (East) in the left turn "only" lane I have a perfectly good lane I can go straight on. Instead everyone politely waits for a spot in the middle lane since they obey the sign that this is the only lane that goes straight across Cap One. Naturally, I propose you make the left lane sign indicate straight or left so cars can easily cross the intersection in pairs. 2)Going off the Mo Pac bridge toward 183 N, I prefer to take Research Blvd and stop at the Whole Foods complex sometimes, Target, or Vit Shoppe or Costco, but when us drivers get off the right lane of the bridge we are stuck trying to get across 2+ lanes, and other cars coming from the World Market bend want to go left to Cap One South, Others want to stay straight. What a mess! I propose you put a traffic light up at the top of that ramp and the other light stopping cars across from the World Market parking lot. 3). Coming from Cedar Park to downtown, I take 183 but stay on it because if I get off on Research, the traffic lights (timing) is horrendous, and ALSO I can get stuck in a lane which "forces" me to either turn left, or signal "right" and move over to get in line. Where that Aquarium is a good example of that problem I think. In so many places there is room to re-mark the lanes and let cars go straight on Research easier. Same thing with traveling on the 183 highway, especially between getting off the Mo Pac bridge and just past Seton North Hospital. The merging and crisscrossing of cars is bad, and it looks like the highway can be marked or extended just a few feet for one more lane. Also, the traffic signals dont let enough cars go through, like going South on Balcones (@ Mc Donalds) and trying to get across Research going South just before Big Lots. You need to take a helicopter to these locations and see from above to get the full effect of what I'm saying.
We need real pubic transportation. I am considering moving, and a main consideration is the gridlock.
Cost sharing with surrounding suburban jurisdictions is key.
I would like to use a bicycle, but it's too dangerous. Bike lanes are not continuous, not protected from cars, bumpy and full of debris. I would like to use public transit, but the schedules don't work for me, it's difficult to buy passes, and the commuter parking lots are always full. The only alternative is a solo drive.
Bicyclists cause so much trouble, they do not wear helmets, they do not obey traffic signals , stop signs, they drive beside cars, their bicycle should be registered,safety stickers, inspection stickers, should be patrolled by APD, given tickets just like a motorists If they are going to use roads!
Just an observation, Austin's traffic is larger caused by commuters coming into town from outside Austin city limits. However, Austin seems far too focused on the areas within the city rather than working more proactively with other cities and counties on solutions for commuter traffic. The efforts to address congestion in the metro area are disjointed and only loosely coordinated despite CAMPO. More effort needs to be put into addressing congestion on a regional level, not just a city by city level.
Get the through-traffic of 18-wheelers off I-35. It is dangerous and at times the truck traffic reaches absurd levels, sometimes taking up the entire middle lane for miles and miles.

<p>More police on IH 35, reduce speed limit on IH 35, give citations to all trucks and busses that drive on left lane. Build a circular highway around austin so that out of town traffic can drive on that to get around austin instead of filling up the downtown area with traffic...similar to Hwy 1604 in san antonio. Also build turn around lanes for every intersection on IH 35. Encourage trucks to take the toll road by offering a 50% discount on tolls. Restrict IH 35 to cars only once you reach the toll road in Buda and Round Rock unless you have a delivery in Austin.</p>
<p>build more roads. expand existing roads.</p>
<p>Traffic in Austin is terrible, because the government and the residents said if we don' build it then they won't come. That was a terrible mistake. We need to build many more major roadways and add lanes to Mopac, I 35, 360, 183, 71 and 290 and all other major roadways in the area, quickly. Thank you</p>
<p>Austin desperately needs to stop listening to the voices stuck in the past. People have moved here, people are moving here, and it is time that the roads and public transportation catch up. There is an overabundance of nice to haves like emergency lanes and bike lanes that are great for PR. When money is tight it needs to be spent on the biggest bang projects and adding lanes, improving intersections, improving on and off ramps, and adding public transportation capacity are big winners.</p>
<p>good survey. well done.</p>
<p>In the big scheme of things, too much emphasis and money being focused on recreational style urban trails through greenways, rather than more direct mobility improvements to move people from point a to B to achieve the highest life responsibilities related to work, education and family. Austin is fortunate in offering many options for recreation and exercise in comparison to the much greater challenges of moving through a congested city to meet real life demands and responsibilities. Please separate the "nice to do's" from the actual demands for true mobility if our increasingly congested city. The format of this survey serves as an example of the extreme lack of balance that is in large part the result of special interest groups and competing city departments.</p>
<p>The absolutely worst part of Austin is the traffic and the drivers. The urban planners of this city do not consider the increased traffic volume when they approve new high-density developments without improving the roads one iota. This has created untenable backlogs that have turned my 20 mile commute into 1.5 hours during rush hour.</p>
<p>We need rapid transit to Hays County where I live. Here's the problem. Once I get off rapid transit in Austin, I still need to take 3 buses to get where I am going. That's not good enough or fast enough. Rapid transit needs to go fast enough and have enough connections that within 5 minutes of getting off a train, i can catch a connecting bus, maybe on transfer (waiting less than 5 minutes to get where i am going. that service needs to be available M-F, 6 a.m. to 9 p.m. It needs to run fast and efficient like the subway systems in New York and DC. If the rides are not fast and that well-connected, no one will ever use it -- like the bike lanes installed all over town. Austin is now a commuter town. You need a commuter train system and not just based from north Austin to downtown. Lots of people live in Hays County and come up. But if it is not convenient for us, we will not use it. We'll stay in our 1-person cars.</p>
<p>Significant pressure needs to be put on Capital Metro to address the horrendous Metro Rail service currently provided. Trains leave only every 35-40 minutes and the trains are so crowded that they are very dangerous to ride. There clearly is demand for these services and Capital Metro is making no attempt to speed along the process of acquiring and adding trains to the rail.</p>

<p>The traffic on 35 & Mopac is ridiculous & will only get worse as Austin continues to grow. Maybe build a 2nd level to those highways like I've seen in Queens NY. Something drastic needs to be done soon. God forbid Austin grows anymore! You won't be able to get anywhere. It's already near impossible to get anywhere in a timely manner anytime after 2pm. We can't widen the highways therefore our only option is to go down or up. Also having a train that stops goes south from downtown would help tremendously. A stop in Kyle, San Marcos (help with drunk driving), New Braunfels, & San Antonio. Texas needs more public transportation options. Not just a daytime train that goes from the Domain to downtown. Think bigger. There are more people who need to be serviced. Also a train going east & west would help as well. We need options to get people off the roads & ease congestion</p>
<p>Austin should be the most innovative and progressive when solving our need to utilize and create more public transportation. There needs to be more accessibility so that I can easily pop on a tram of some sort where I live (45th and Burnet) and take it to the lake to run or to south congress for dinner. I think most of us would enjoy a traffic free commute to work or social activities. I would enjoy more of Austin if I wasn't trying to avoid traffic. As much as I love my neighborhood, I don't want to feel trapped.</p>
<p>There really should be light rail or an equivalent public transportation system in ATX (I'm not sure how the route for the existant train system was picked originally, but I never used it because it is not remotely useful to me. It didn't go where I go and I couldn't catch it anywhere remotely close to where I am.) There should be more access to public transportation systems in general with an emphasis on making Austin greener by waging an intense education campaign on alternative/public transportation, and a HUGE effort to make major areas walkable (and by walkable I mean safe AND pleasant; walking on South Congress for example, surrounded by gas fumes and traffic jams and desperate people searching for parking spaces is not what I mean by "walkable"). There should also be separate bus lanes so buses can actually move around the city with something resembling alacrity. Overall, the creation and implementation of a traffic and public transportation infrastructure that acknowledges that Austin is no longer a little burg but is instead a major metropolis, and some serious thought given to reducing car traffic overall in favor of more environmentally sustainable transportation, is warranted. I moved out of ATX for a few reasons, one of them being how difficult it is to just *live* there anymore. So I'm glad for this survey, because it is a step in addressing these important issues...so thank you. (Also, there should be a serious commitment to maintaining adequately affordable housing, since there basically isn't any in Austin anymore...but I realize this is just a transportation survey. :)</p>
<p>survey should take into consideration not just people who live in Austin proper, but people who live in outlying areas who commute into Austin to work every day</p>
<p>The cost of living has pushed poorer people out away from the city. You must work with regional partners and cities to create an infrastructure that benefits all that travel to city center for work and play.</p>
<p>I don't live in Austin anymore, but I am here frequently for work.</p>
<p>Highway 183 between MoPac and 620 is very congested; this issue must be addressed comprehensively in a way that provides a viable solution for all members of the community. For example, adding single toll lanes in each direction is insufficient. A short-term solution to consider to help with southbound traffic is to close the 183 onramp near the Catfish Parlour since merging, around a corner, on a hill is apparently very challenging for most Austin drivers.</p>
<p>Seriously light rail, subway something to reduce the need for driving in Austin would be a godsend. It is only going to get worse as time goes on and might as well start investing in it now. Also more of a focus on providing services for lower income residents, instead of another underused toll way for those in cedar park to get to the airport/downtown more quickly.</p>

<p>Austin is growing too fast, we need more metrorail timings/options, we need to build more metrorail railways and make metrorail easier for ppl to use. have restrooms in metrorail stations so ppl are ok to wait a bit longer when needed.</p>
<p>I appreciate the City reaching out via this survey.</p>
<p>Improvements or added capacity to US 290/SH 71, South MoPac, Southwest Parkway, Bee Caves Road, Lamar Blvd., Enfield Rd., 38th Street, 45th Street, William Cannon, and IH-35 are badly needed for not only city residents but for commuters/residents from surrounding communities who work, do business and recreate in the City Austin. Would be fabulous to take commuter rail around A-town and/or from Bee Caves/Lakeway/Dripping Springs into the City of Austin one day!</p>
<p>Traffic is insane here. It's amazing, though, how much the streets improved the first day or SXSW when companies were asked to encourage telecommuting. Please incentivize telecommuting. It made a huge difference.</p>
<p>I feel like there have been SO MANY mobility and congestion issues that have never come close to a resolution. It seems the only thing that gets accomplished in a timely fashion are toll roads (fees), pay stations (fees), bike lanes, and more sophisticated pedestrian and traffic equipment all under the guise that these are supporting our infrastructure and transportation initiatives. Rather, they've simply increased the number of people looking at and studying these issues rather than actually solving any of the daily commuting woes so many of us encounter. True, meaningful change should've begun years ago instead of promoting an urban rail system in a city with 12,000 people living downtown as opposed to 1,000,000 in total. How many years did we lose trying to negotiate these plans when we could've attempted to tackle actual daily, local/regional mobility issues, such as overall commuting time, traffic calming implementation, working with Cap Metro on expanding bus service, promoting flexible work hours for employees citywide (not just during SXSW), signal timing review for Austin's busiest intersections, coordinating street construction on major arterials during the summer, and ensuring construction and right-of-way activity does not block roadways/intersections at peak travel times (includes city workers and projects as well). Its disconcerting that a City as progressive as Austin has been in nearly all social and community areas is not only unable to solve these issues, but has appeared to be unable to even attempt to solve them. Quality leadership and direction is required for significant community problems to be managed effectively and timely. Maybe the problem isn't a lack of imagination or funding, but a lack of realistic competence, honesty, and leadership to approach these issues within the Transportation department.</p>
<p>Remove I-35 between 71 and 290. Many other cities have done this and it has worked out very well. It would force traffic onto 130, 183 and MoPAC which are all becoming tolled roads. http://gizmodo.com/this-is-also-going-to-happen-in-rio-de-janeiro-brazil-1551943479 http://www.planetizen.com/node/23300 Turn it back into a back into East Avenue. And in some cases put back the green space like the big dig in Boston. The project could be paid for from the tax gained by selling just the surface road area to developers. http://www.bing.com/images/search?q=east+avenue+austin+photos&view=detailv2&&id=579093EB17C5E944CF2497F0E7E845A41FC3FC71&selectedIndex=2&ccid=wL5zcTV3&simid=608029978338593132&thid=OIP.Mc0be737135774b298eec335c865b5881o0&ajaxhist=0). It would solve any further repairs to that section in the future.</p>

<p>Fix the problems to allow traffic flows from north to south. Build tolls roads that make sense and do not route you outside the city to come back in to the city limits. Get rid of bikes on the roads! Have the police effectively patrol the streets instead of the intersections. This would not be a problem if the city could time lights effectively. Reconfigure city hall again to have it make sense instead of going around the block to enter. Have APD patrol the W Hotel in the evenings (everyday) to make sure that they are not utilizing a lane of traffic flow for their valet parking.</p>
<p>need more enforcement of block the box. works awesome when the cops are there!</p>
<p>Abandon any discussion of operating light rail on city streets. It will never pass. Focus resources on a rail corridor into the city to a central transportation hub. Install elevated trams in the inner city that connect to buses on the outskirts of the downtown to get the buses off of the downtown streets. Provide free parking on the outskirts of downtown to encourage walking/cycling or tram ridership into the city. This will eliminate the congestion of downtown and promote more people going downtown to shop and view entertainment.</p>
<p>I think there should be more segmentation/granularity in your survey. I want to see a significant investment/expansion in rail- light rail, regional etc, but i don't have any interest in buses etc. The same is true for ground transportation. I favor ride sharing, but am so sick of the lack of service of our cab/taxi companies. These should be split out to provide more specific feedback from your survey participants. It is also imperative that additional bike lanes not be constructed at the expense of existing corridors- i.e. take a 3 lane road, and convert to 2 lane road with bike lane. This is counterproductive.</p>
<p>If the proposed 620 improvements don't happen, it'd probably be best to toll the entirety from 71 to 183. 360 might also need it.</p>
<p>I am an Uber driver and would like to be approved for ThumbsUp. I already hold a Texas Insurance License, so I have already passed a fingerprint background check.</p>
<p>Increase public transportation to steiner ranch</p>
<p>Many of your residents are desperately searching for alternate forms of transportation to get off the road. If they do not live around the city proper, it becomes very difficult. The bus system needs to be expanded, a subway would be a very effective use of transportation, and a bike road going North to South with protected lanes East to West would be incredibly beneficial. If you build it, they will come. The only way to get people off the road is to give them options to travel differently than by car.</p>
<p>This survey is top down biased and forces one to choose options not necessarily useful in moving traffic. Cyclists do not and should not have access to all city streets and motor traffic lanes should NOT be narrowed as is common practice to further increase cycle lanes on busy corridors. Cyclists need to meet same standards if they use city streets such as licensing cycle, insurance, visual/reading testing, etc.and behaving with pedestrians always having the right of way as well as obey traffic rules, current lanes allowing cyclists to proceed straight next to turn lanes is very very poor planning</p>
<p>We desperately need public transit- and new ideas. Whether it is a lightrail or an overhead rail or a ride that goes above traffic with small carts like an amusement park-- we have to be able to move people without using individual cars.</p>
<p>Make IH35 wider and two decks, top deck toll road no trucks or buses</p>
<p>More protected bus-only lanes which would be able to evade the flow of traffic and thus to incentivize more people to take public transportation which would theoretically be faster than driving one's own car (which would be subject to congestion)</p>
<p>Initiatives need to be developed to aid in less congestion by offering some kind of incentive for business that allow teleworking for its employees.</p>

<p>Stop being reactive and build roads in a proactive manner. Stop focusing on alternate transportation. People are not going to get out of their cars so please build roads accordingly. Our major highways are years behind the amount of traffic and improvements in place or scheduled still will not come close to being adequate for the number of cars moving here daily. Mopac choking down to 2 lanes is ridiculous and should have been addressed before now. We are too focused on possible beetles and lizards being in caves (to only find out they are not there after all) and too much green space and tree conservation. We need road infrastructure now. Austin can't keep it's head in the sand pretending to be small and having a mind set of "if we don't build it, they won't come". They're here and they keep arriving daily. Infrastructure should have already been in place and the City policy slow downs make it worse.</p>
<p>light rail is necessary, move to the south as well as north</p>
<p>Roundabouts. Bicycle routes on main corridors, but not in neighborhoods where they increase accidents. More frequency for public transportation.</p>
<p>We have to improve our streets and highways if we want to improve congestion issues. We have to improve and expand public transportation to make it a more viable option for the most people possible. This would take more cars off the streets and highways and reduce congestion. We also need to be accommodating to ride sharing services such as Lyft and Uber. They provide a valuable service by keeping dangerous drunks from driving, and as more and more people use Lyft Line and Uber Pool, can also reduce congestion.</p>
<p>It's the way Austin SPENDS the funds that is at issue!!!!!!</p>
<p>the leadership of this study has no power or ability to improve conditions. things will not improve in the short or long term.</p>
<p>More bike ped options.</p>
<p>there needs to be more public transit extending to San Antonio</p>
<p>Please do something about MOPAC. What a nightmare!</p>
<p>https://www.youtube.com/watch?v=FoQmgSOB9n0</p>
<p>I would love to see the legislature approve staggered scheduling for state employees. The strict 8-5 makes for a mad dash in the evening rush hour.</p>
<p>I feel that the city planners and folks downtown don't really care about outlying areas. I rode my bike yesterday on Avery Ranch Blvd and it was a rubble filled mess. 311 tickets take weeks to get responses, and you are left feeling that the only safe way to travel if you don't live in "Austin proper" as some people would call it is via a car. Why we were asked about car sharing when a good chunk of the city is out of the service areas for these providers is silly, either it should cover the entire city + ETJs or none of the city at all as it's more tax transfers downtown from areas where we can't get ARR to come sweep the bike lane or wait weeks to get limbs cut out of the right of way. Cap Metro doesn't give a damn about us, they won't put transit on 360, Parmer, or anything other than methods to get downtown. There is no safe connectivity from Parmer to the train station. People have literally died trying to get from Apple's campus to a bus stop, but we can't be bothered to put a bus on Parmer - an area with heavy employer presence that people might want to use transit to get to, but the nearest bus stop is literally miles away.</p>
<p>The city of Austin is in dire need of high-speed rail that connects Georgetown to San Marcos at the least. Not everyone works in downtown Austin, and as affordability in Austin becomes nonexistent, people are forced to move to the suburbs, thus causing major congestion on I-35, 183, and Mopac. In addition to easing congestion, these major thoroughfares would become safer because commuters would no longer have to leave at 6am to arrive in time for work.</p>

Ordinance that allows for outdoor adverts to fund bicycle facilities and shelters similar tp Paris program vela. Current City bus shelters are not adaqueate for ATX climate. Make more climate Appropriate. Bi-articulated buses, can hold a lot more people, 270. Get more people off the road, greater flow traffic. Real time passenger information, allows folks to know when bus arrives and when arrive at destination. Establishing a standard for traffic data sharing and can benefit other cities/companies. Companies: One bus away, via space analytics, transit time, transit you see. Local, limited, and express bus lanes, cue jumping capacity at transit stops. Reduce dwell times at transit stops with fare prepayment and multiple doors and at grade openings. Dedicated bus lanes. Show demonstration projects. Austin has good weather for getting funds for demonstration projects. Health benefits of commuting: reduce risk of heart desiease and asthma... Ask for EPA funding, ozone reduction. Medical studies in conjunction with CDC, Medicare, UT school of public health and medical school. Active transportation reduce health risks and reduce healthcare costs. Robert Wood Johnson Foundation. Pilot study, with txdot, Feds, use of highway shoulders for bRT service during peak time. Dept of commerce and interior, build vertical parking garages in surrounding communities, to create a dedicate transit system into downtown: marble falls, lake way, San Antonio, Waco, dripping springs, San Marcos, Buda, Kyle. Partner with private companies. Create a greater Austin transit authority Create transit hub and iconic building on south shore water front. Separated modes. Pilot study with gps (cell phones) to find movement of people to establish bus routes. License plate recognition software, collect data to ascertain flow of traffic. Chamber, Austin growing, need mass transit. Procurement benefit to companies close to town. Especially for bus manufacturers. Economic generator.

Need better transportation options for senior citizens!

This concludes the Mobility Talks Survey results for open-ended comments by respondents who skipped the question regarding what district they live in or do not live in the City of Austin. For more information, please contact the Capital Planning Office at 512-974-7840 or capitalplanning@austintexas.gov.