



Mobility Talks Survey Results

District 9



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

District 9 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 9. The Mobility Talks survey launched March 21, 2016 and collected input through 12 a.m. May 8. The survey was re-opened May 12, 2016 at 7 a.m. and closed May 13 at midnight. The survey was completed by 6,787 people. In District Nine, 955 people completed the survey.

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

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

Introduction

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

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

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

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

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

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

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

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

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

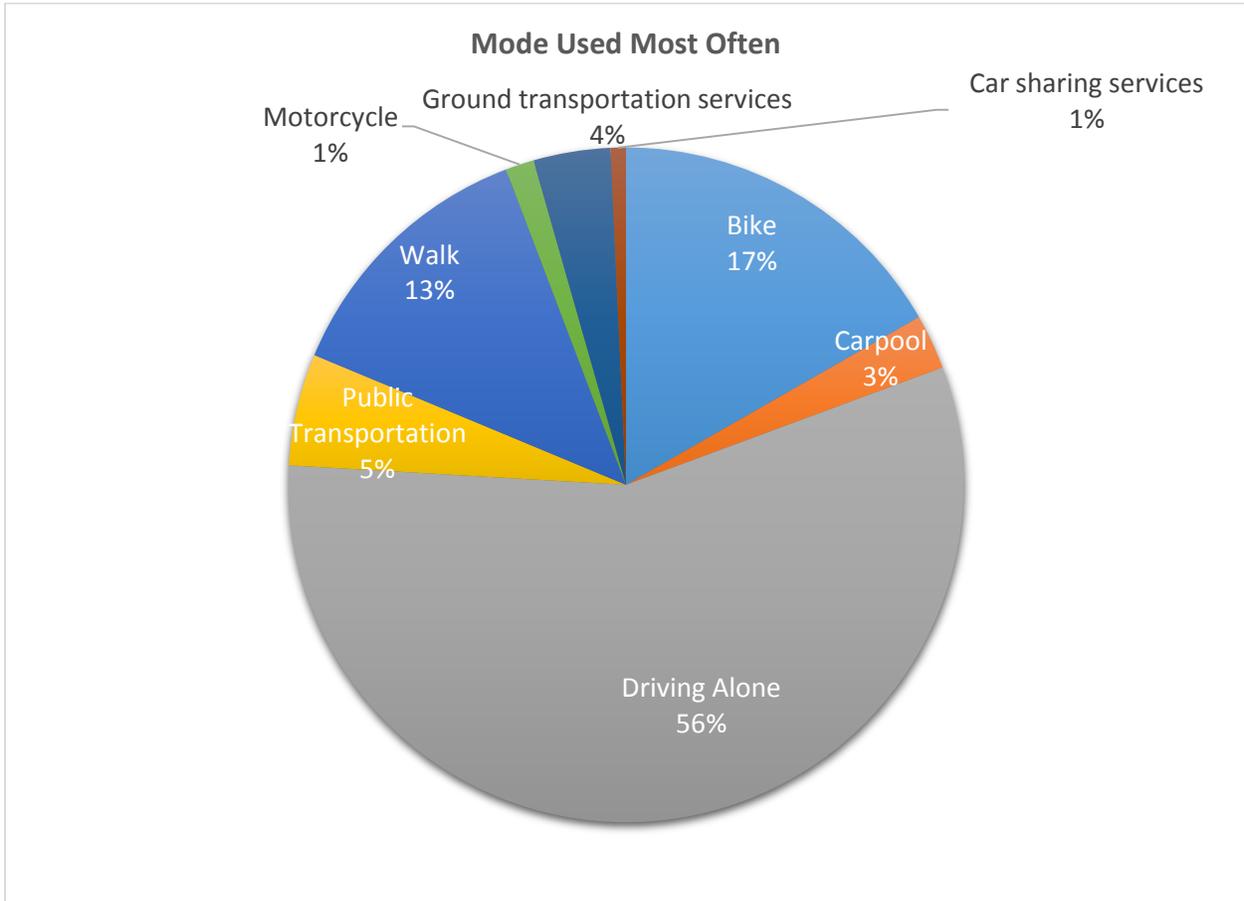
Improving the Quality of our Streets: Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

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

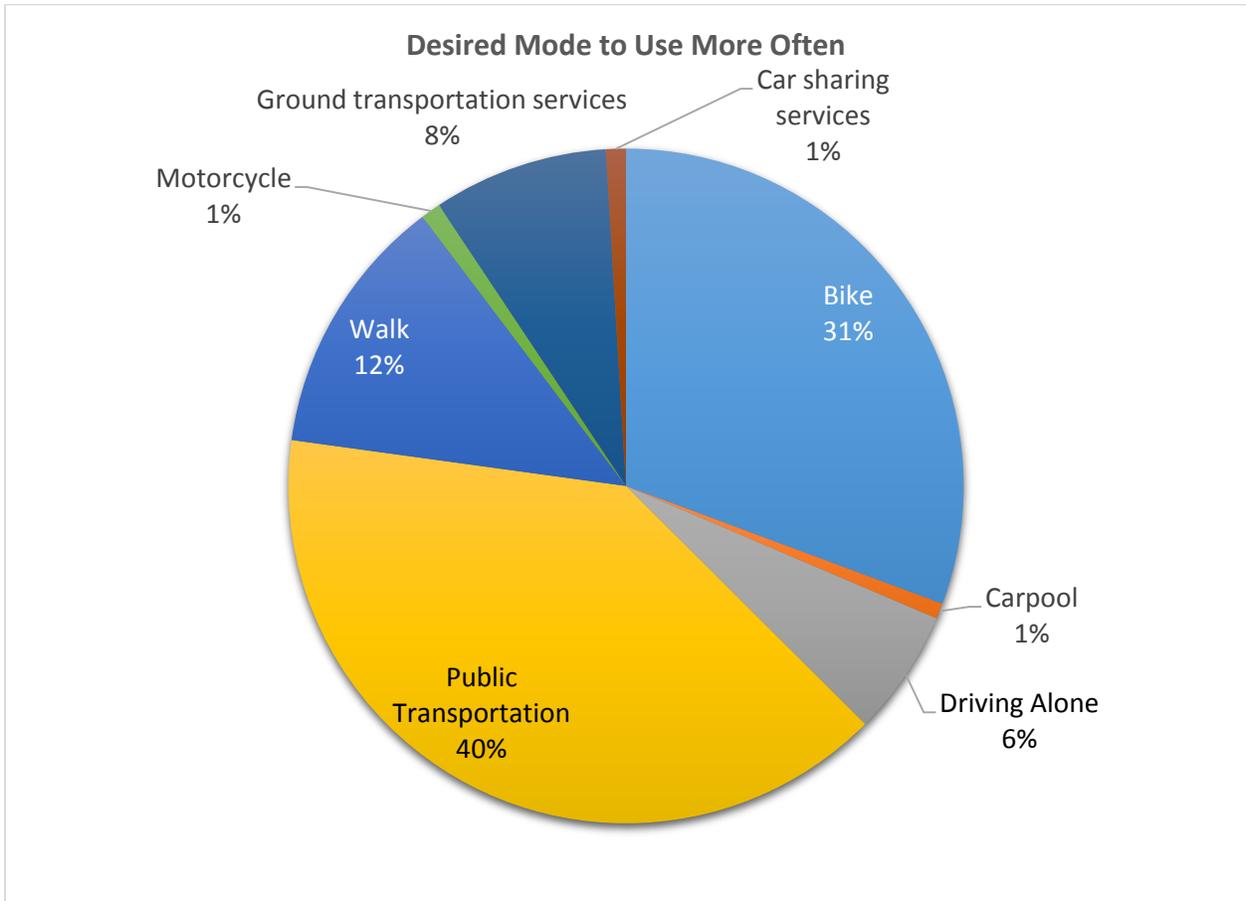
Demographic data of Mobility Talks Survey participants in District 9			
Demographic Category	Demographic Choices	District 9	Overall Results
Race	Caucasian/White	80.3%	75.1%
	African American or Black	0.7%	2.1%
	American Indian	0.7%	0.5%
	Asian/Pacific Islander	2.8%	3.1%
	Other	4.3%	4.8%
	Prefer not to answer or skipped	11.1%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	10.1%	10.4%
	Prefer not to answer or skipped	13.5%	16.3%
Age	18-34 years	39.5%	29.7%
	35-44 years	19.4%	23.5%
	45-54 years	18.1%	17.6%
	55-64 years	10.7%	12.7%
	65+ years	7.6%	9.0%
	Prefer not to answer or skipped	4.4%	7.4%
Gender	Female	44.5%	45.2%
	Male	48.8%	44.5%
	Other	0.7%	0.6%
	Prefer not to answer or skipped	6.0%	9.6%

Transportation Mode

Question 1: Which mode of transportation do you use most often? Rank in order with 1 being the most used or select N/A if not used. District 9 Results:

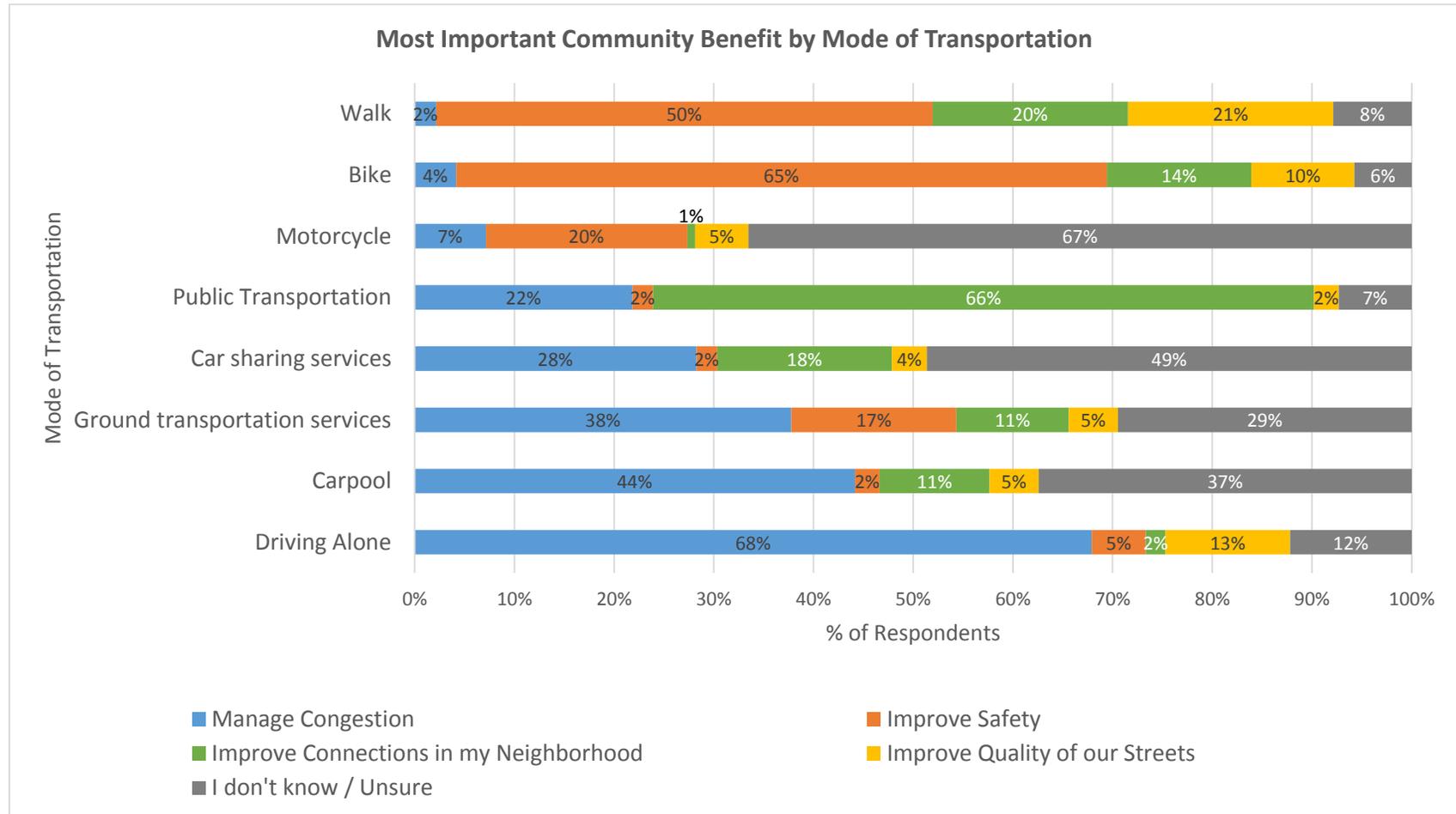


Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 9 Results:



Priority Community Benefits

Question 3: For each of the modes of transportation listed, choose one of the four categories listed that you feel is most important to focus on. District 9 Results:

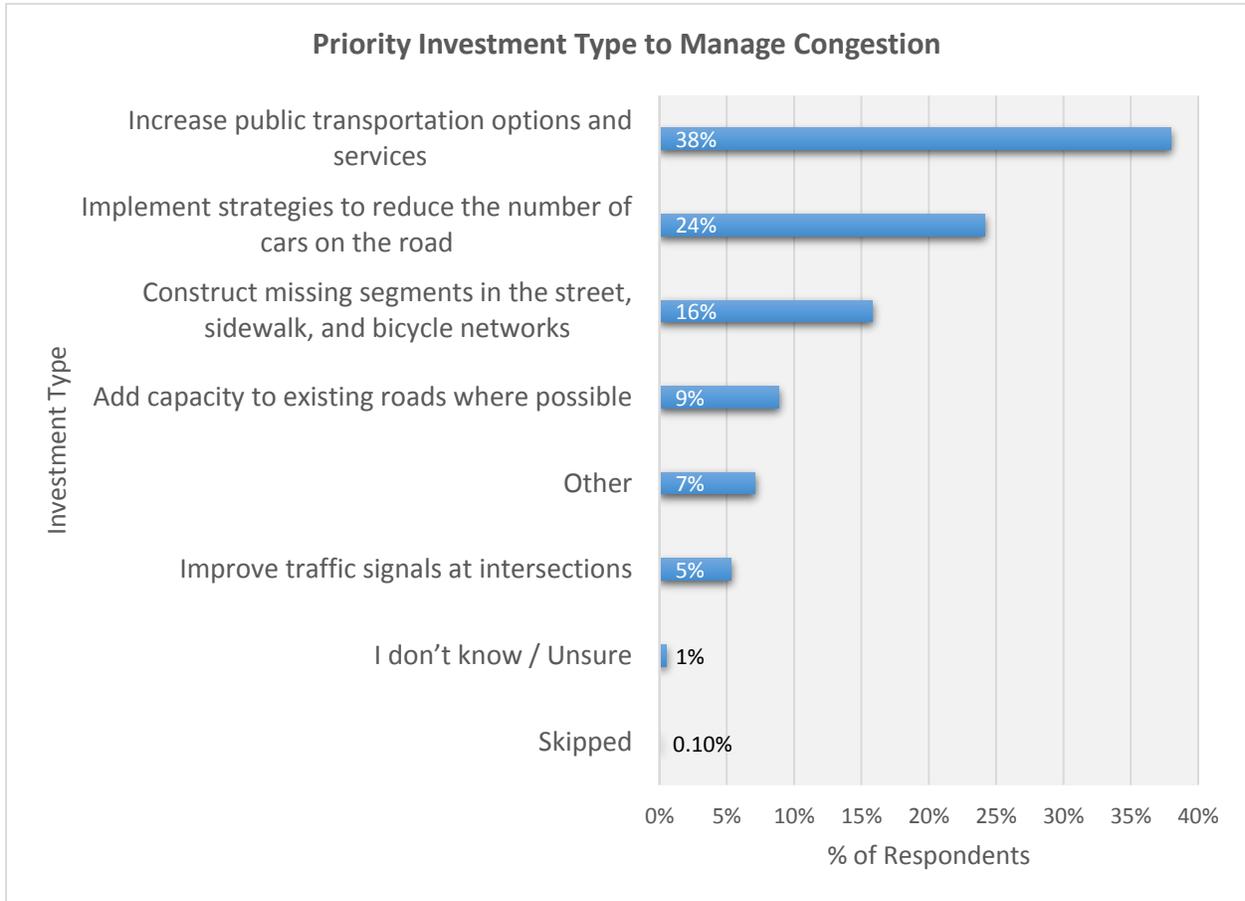


Priority Investment Types

For each Community Benefit, survey participants selected their top priority for investment from a list of types of investment. Respondents had the option to select “Other” and to write in details. The information provided for those who chose “Other” is provided below each chart.

Managing Congestion

Question 4: Of the following options to manage congestion, which is most important to you? Choose One. District 9 Results:



Other:

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

Stop new residential construction in the city UNLESS there is a traffic alleviation plan in place for the specific development's traffic impact. Also, charge new-resident fees to fund projects and dissuade immigration.
Finish all the construction. Improved/Smart traffic signals.
Get the TNCs back by eliminating senseless, useless regulations.

Get back ride sharing with regs that do not require TNCs to regulate down to the lowest common denominator (cabs). Cabs are a monopoly so it's nonsensical to talk about providing cabs an opportunity to compete on an even playing field--cab monopoly is the barrier to level playing field.
Expand light rail and don't just put it in trendy, hip, rich-ass white places.
Dynamic tolling (congestion pricing)
bring Uber and Lyft back
I'm afraid you are going to think I would ride a bus. I won't. But I love the train.
Bring back Uber and Lyft. This is the most outdated approach I've ever seen in my life. You had the opportunity to manage 2 companies, now you have created a peer to peer black market. Your idea with a TransportScreen is ridiculous and I wonder if you even own a cell phone! TV's were implemented by airlines 30 years ago. How many steps back are you willing to go?
Bring back Uber and Lyft, so that people are sharing rides rather than driving themselves. This reduces the number of cars on the road.
Stop being assholes and rescind the fingerprinting ordinance, asshole.
Ride sharing, please!
Add new roads, including raised roads, tunnels, etc
Expand rail service
Austin NEEDS Uber and Lyft.
stop building housing that has no road infrastructure, i.e., Lamar Blvd.
Use Uber/lyft to reduce needing to drive/park
Create a regulatory landscape that TNCs want to operate in
Force pedicabs and bikes to obey traffic laws.
Encourage the use of Ridesharing
Allow Uber and Lyft, etc back in my neighborhood.
More ring roads with no signals and limited access
Simple strategies: adding right turn lanes and freeway entrances/exits, lengthening the time of green lights, synchronizing lights
Bring Back Uber and Lyft
More on street parking or lots, especially downtown, to reduce the number of cars circling looking for spots or waiting while someone goes into a building. Remove useless sidewalk extensions and lane blocking devices to free the flow of auto traffic.
Bring back Uber and Lyft
Trike usage for neighborhood transportation for pleasure and errands, eliminating some of the under 2 mile car trips.
More light rail! No more group hugs...just do it.
Lower bus and rail fares
Increase downtown parking.
Congestion pricing for sov in the central area
also need to add capacity and improve coordination and cooperation with other transportation entities and political jurisdictions.
Bus only lanes. People will only take the bus if it gets them there faster than car

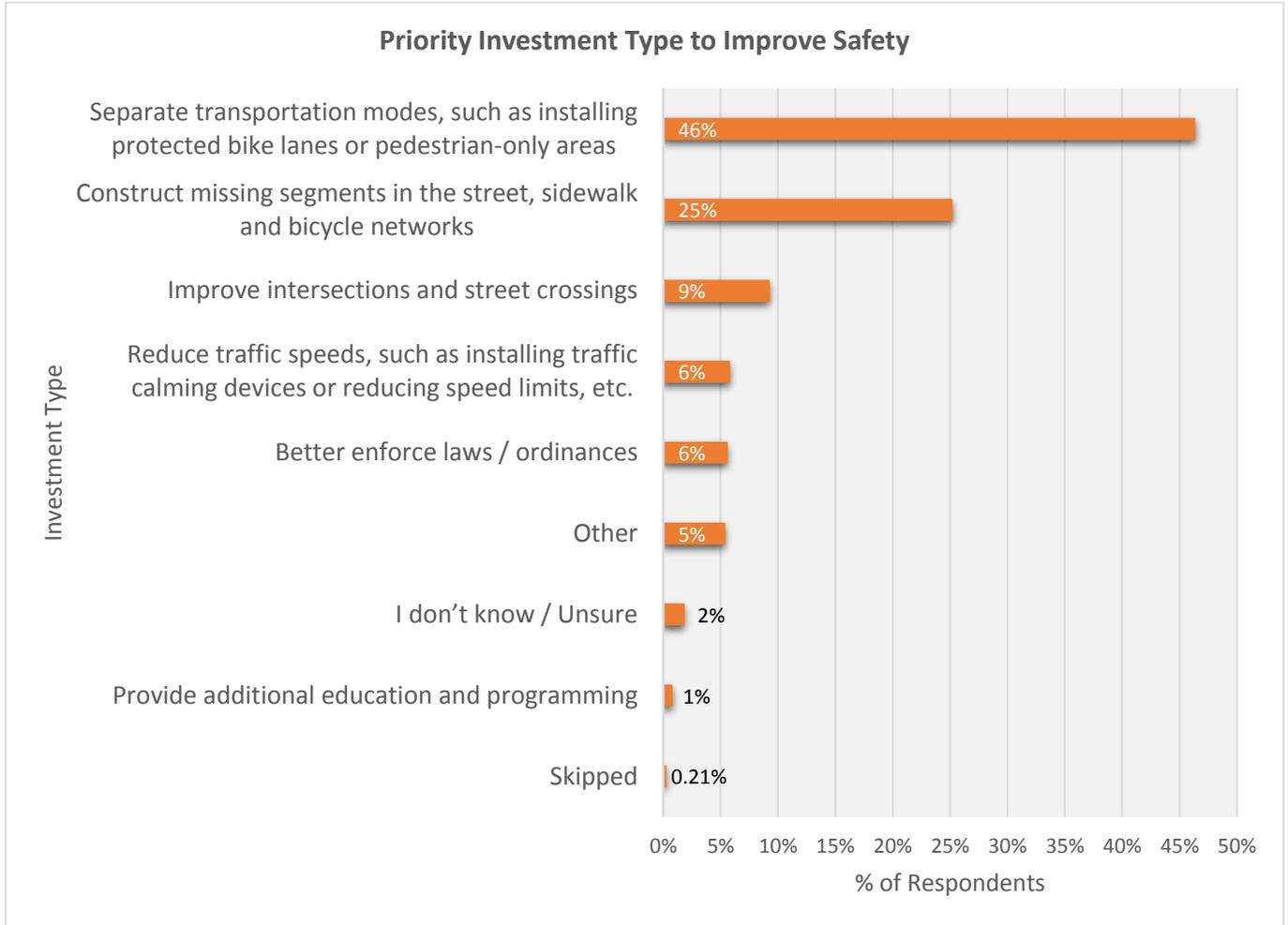
I think you should mandate a little education for the massive amount of people who move to Austin from giant cities and tiny rural communities to learn basics of how to drive in Austin/ettiqueette. I think it is the intersection of this variety of drivers that make the traffic so bad. Also I think you should really try to increase the amount of roundabouts in the city.
stop reducing the number of lanes on roads
Quit restricting car access to major corridors by adding bike lanes and buses. They are serving a minute portion of our city yet you are enhancing the problem by catering to a small minority.
Urban Cable!
Tell the developers to stop building high density places in highly congested areas! Tell Californians to move back.
Integrate land use planning with infrastructure discourage cars
More protected bike lanes
create separate bicycle only system
get a train operational from southern and northern bedroom communities
Build a complete bike network for 1-4 mile trips
While reducing the number of cars on the road would be great, it would be better to not allow cars on certain streets, thus allowing those streets to be "bike and bus only" streets. Example: Guadalupe around the UT area.
The city could/should replace 50% of the stop signs and stop lights in this city with roundabouts. This will improve road capacity and safety, and reduce idling and emissions and congestion and cost. This is simply a NO-BRAINER! Meanwhile, do not authorize another new stop sign or stop light before a study is completed to determine why a roundabout alone is not sufficient.
expand park and ride options signifitantly
Many more buses leaving from neighborhoods at regular intervals during hi traffic hours
Keep long-distance traffic out of the local stream
Urban Cable! Move people without eating into traffic lanes, use our urban space creatively! Build stations into new highrises on second or third floors, over intersections, etc. Medellin Colombia can do it, why can't Austin???
Circulator Technologies, and especially Urban Cable should be considered to add supply to congested routes.
Build complete streets
Install priority or dedicated transit lanes along the most congested corridors.
Traffic signals should be consistently timed (short) across the entire city. Inconsistent/long signal times = anger & aggression.
Build a damn light rail network already
leverage smart technologies to 'orchestrate' the congestion and spread out the vehicles
ENFORCE RULES ABOUT TALKING/TEXTING WHILE DRIVING!!!
Dedicated bus lanes
Find ways to prevent cut-through traffic in neighborhoods by people avoiding congested thoroughfares.
Motorcycle lane sharing/splitting
ensure bike lanes and don't let the public decide on rail options. we've had two options and you are so far behind
Combination of things needs to happen in the long-term, but IGNORING major road construction in the short-term is not one of them.

Improve train system
Make bus cheaper
Improve access to Uber / Lyft
Buses aren't going to do it, we need a cohesive lightrail system. Not just a line or two. This would reduce the number of cars on the road.
Subway system
I don't really know. I would suggest that experts on this provide some suggestions. I may say improve traffic signals, but I don't know if this would be feasible or work.
Add HOV lanes instead of tolls (rewards those who conserve resources)

Improving Safety

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

District 9 Results:



Other:

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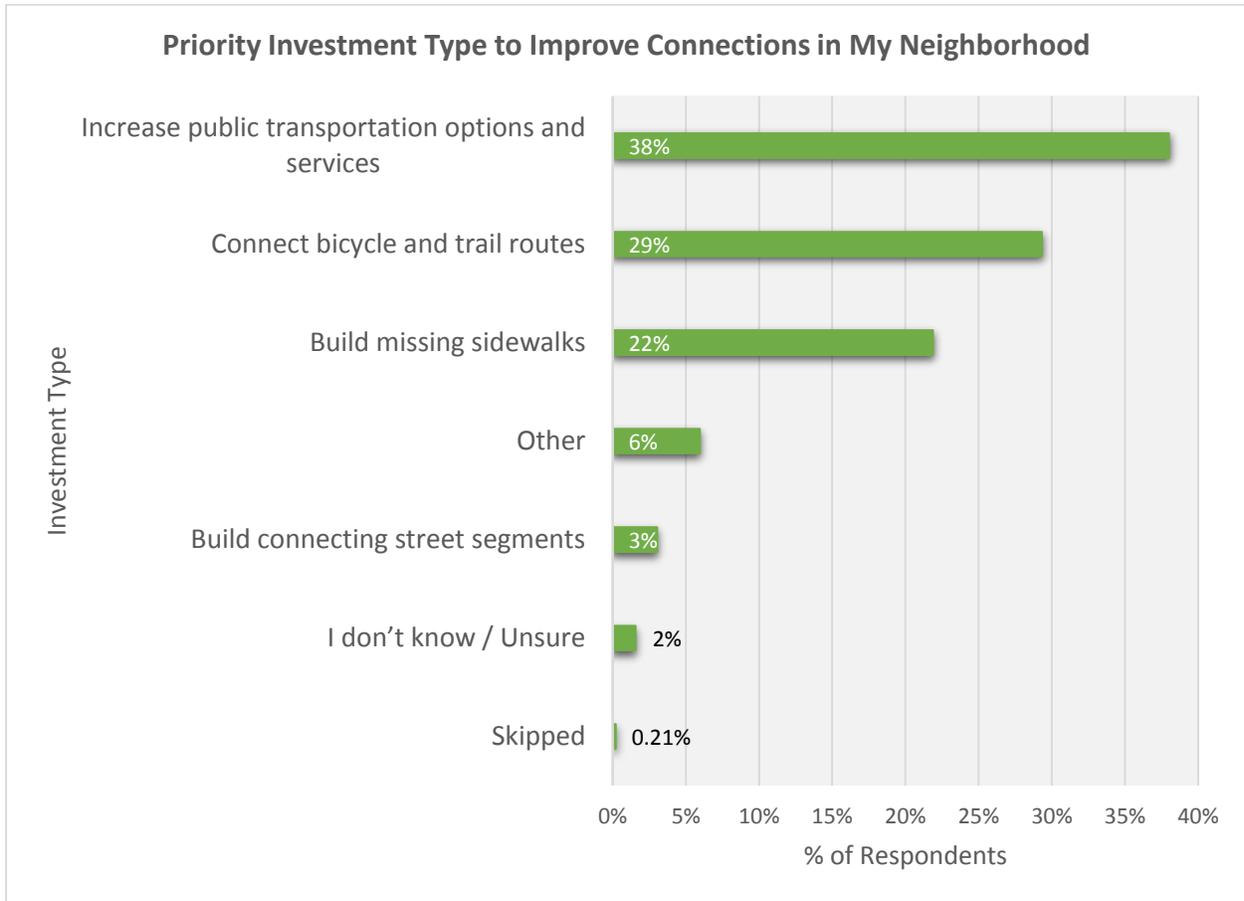
Too many people on drugs in the street. Too many people harassing for change.
Get the sketchy TAXI drivers off the road! Their current vetting process is unsafe and those drivers are among the worst in the city! We need more Uber/Lyft drivers -- they are safe, reliable and friendly! Uber/Lyft DEFINITELY help reduce drunk driving!
uber
bring Uber and Lyft back
remove Ann from City Council

Bring back Uber and Lyft. None of the options listed above improve safety. They should be standard within our city.
Bring back Uber and Lyft, so that people who have been drinking have a safe way to get home and people who drive late at night are not endangered by drunken drivers.
Work with ride-sharing companies to make sure they're operating in ATX in order to reduce drunk driving/increase my chance of getting a ride.
enforcement of pedicab rules, stop uber/lyft from stopping in traffic (RAINEY ST is horrible example)
Allow Uber and Lyft to operate so people don't drink and drive.
Uber/lyft to decrease DWIs
bring back Uber and lyft
Enforce traffic laws, especially handheld devices by drivers and bikers
Eliminate the use of sidewalks by bicycles
Allow Uber and Lyft, etc back in my neighborhood.
Figure out your own fingerprinting ordinance and get big TNCs back in town
BIKE LANES!!!
Better enforce ordinance on cell phone use by drivers.
Bring back Uber and Lyft
Reduce bicycles, pedicabs, horse buggies on roads, enforce traffic laws on bicycles
Add road capacity
Outlaw right and left turns on red lights - get bicycle riders off downtown sidewalks
Subsidize and encourage Uber and Lyft.
Improve lighting on streets at night for walkers and improve safety of taking taxis/lyft/uber with better background checks and add some sort of app or accountability component to taxis
Less cars, more public transit, more light at night. Lighting in this city and as in other american cities is only provided for cars (this is, really poor lighting), but not for pedestrians or bikes. If you want a more walkable and bikable city, target cars as your enemies and improve safety for pedestrians and bikers both at day and night.
especially important to enforce laws etc. for bike riders, and should consider banning bikes from arterials and during rush hour traffic.
The bus stop can be super hella creepy. The amount of sexual harrassment is horrifying. Homeless people should be able to chill wherever, but I think they shouldn't be allowed at bus stops. Seriously, I have to walk to different stops because some dudes is habitually masturbating or sleeping or doing drugs. It makes the decision to take the bus hard. Which is one of hte reasons I hugely support Lyft and Uber. If I don't feel like I can brave the bullshit at the bus stop I can just get a lyft. Also some foot patrols of police officers at the most busy streets where there are bus stops, like on Lavaca Guadalupe, etc would also help
Dedicated bus lanes
Safety hasn't ever been a major issue. Unsafe drivers cause accidents. I have had friends killed on bicycles and in cars. DWI enforcement. Texting enforcement.
better lighting
Two times when 911 was called for a traffic accident - the caller was transferred to 311 (because it was "minor") and then was disconnected (accidentally). This is not good for public safety.
Create separate lanes with strong barriers just for bikes
Decrease cars/increase bikes and public transport

Dutch-style bike lanes and enforce the laws -- there is almost ZERO enforcement of traffic regulations right now.
I have been hit & ran, and almost gotten in so many car accidents because (mainly) uninsured Hispanic people. Enforce the freaking car insurance laws for drivers, because so far I am paying for their carelessness. I'm absolutely sick of the traffic conditions and safety in gentrifying areas (east of I35, south of the Colorado).
Separate transportation modes, such as installing protected bike lanes, but pave them! Road bikes cannot ride on gravel and this limits many "bike paths" for commuters.
Build complete streets
High performing Transit options
More sidewalks and protected (or clearly defined) bike lanes
better wheelchair access including sidewalks, curb cuts, etc. Making speedbumps wheelchair friendly
Implement the City's Vision Zero Action Plan by funding it. (All of the above)
Implement more roundabouts
More bike lanes
Get APD to actually ticket red light runners + Intersection cameras
sidewalks in urban neighborhoods
reduce speed limits, but no calming devices that force bike and car to the same choke spot
actually just better outreach - I think the biking safety is pretty good here, but it's daunting when you don't know where to go; and often I'm told to take the hike and bike trail, but that's not good for road bike tires. My understanding is that there is a huge network of paved routes that include back alleys that are not well known, and I don't know where to get this information. And perhaps there is no signage or lane markings either to offer clues when in the wild.
Provide advantages for transit and RESTORE LOST LOCALS on the 1 corridor.
Narrower lanes, slower speeds, less emphasis on throughput, more on place
Reduce congestion. My sense is that traffic congestion is the ultimate cause of danger.
Expand the train to go more places. Austin is big enough for this now, and it is very needed! But you need to make the upholstery water-proof and make the trains not be freezing. Also, there should be seats facing different directions in each car (all accessible) and not up a few steps, which makes no sense and which are inaccessible to those w/ disabilities, which is a problem if a person has to sit the way the train is going to prevent motion sickness (me). Someone should look at the newest subway cars in NYC to see what works best.

Improving Connections in My Neighborhood

Question 6: Of the following options to improve transportation connections in your neighborhood, which is most important to you? Choose one. District 9 Results:



Other:

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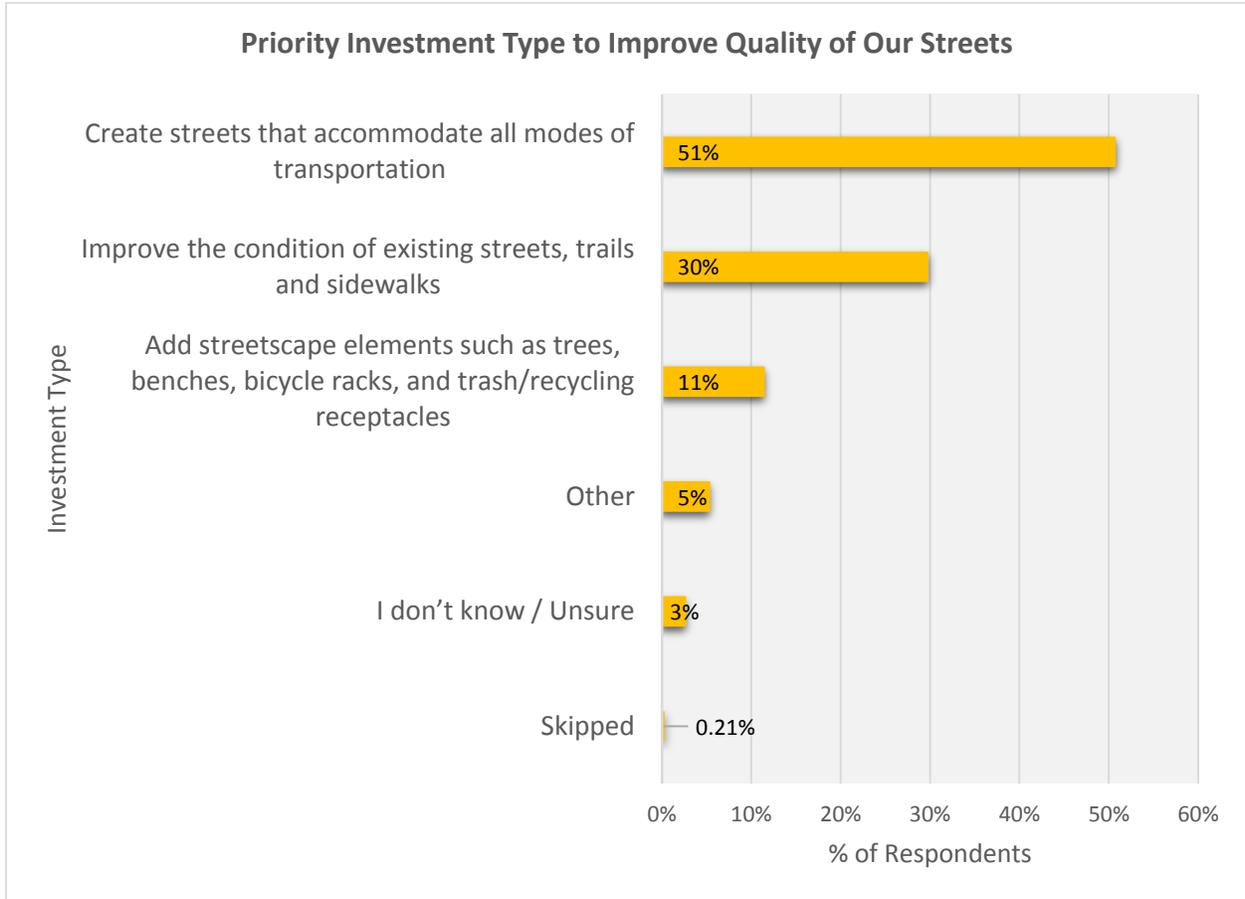
Get the TNCs back. They're the best form of transportation we had and do not cost the city a penny.
Build connection between Bouldin neighborhood and S Lamar somewhere between Mary and Barton Springs (improve condition of informal trail)
Bring Uber and Lyft back
remove Ann from City Council
Stop creating stupid regulations that drive our providers.
Expand urban rail and facilitate ability to easily get downtown without a car.
UBER AND LYFT
More train stations!
Remove restrictions for ride-sharing companies

I need Uber and Lyft so I can actually get a ride somewhere.
Pub transit and sidewalks
Ridesharing: Uber & Lyft
Uber/lyft for ease of getting to places without trying to park
bring back Uber and lyft
Extend Rainey St to Red River
Add a left turn signal/lane on westbound Cesar Chavez to Red River Street
Allow Uber and Lyft, etc back in my neighborhood.
My neighborhood is fine
Bring back Uber and Lyft!!!!
My signal light to turn takes a long while to turn green; Signal should be yellow blinking so we can proceed with caution to the main road.
Both sidewalks and bike/trail routes
Bring back Uber and Lyft
Add road capacity
TRAINS! and rapid transit options that combine suburban and urban options.
Widen existing substandard sidewalks on major arterials
Add Hancock stop to red line
Turn one-way streets downtown into two-way, create dedicated turn lanes instead of cars piling up into one lane e.g. 12th street heading west at Red River could be THREE lanes! (right, left, straight) if CoA would just paint stripes the on the street. This is an easy immediate fix to alleviate congestion. There are several similar, inexpensive, common-sense fixes that can be made all over town!!!
also should remove unnecessary stop signs and speed bumps within neighborhoods.
connect rail out west
Create a crosswalk in front of each bus stop!
NO to all of these
The transportation problem is not in the neighborhoods. When you choke the main corridors people looking for alternatives reroute through the neighborhoods. That's the problem. Fix that before adding more buses or removing capacity at the expense of unused bicycle lanes.
Building missing sidewalks AND connecting bicycle/trail routes. These aren't mutually exclusive.
More traffic calming and speed humps
Making sure Uber and Lyft don't leave.
Build bike/pedestrian designed to connect to areas/ bike lanes further outside of the downtown area.
Fix all the lights so that they are timed. Also, install stop lights at busy intersections such as 28th and Guadalupe
make Congress ave fewer lanes and fewer turns off Congress
I have seen evidence of Austin definitely improving this aspect. Example: the green pedestrian bridge over mopac that will eventually connect to downtown trails.
STOP BUILDING PARKING LOTS AT THE AIRPORT AND INSTEAD HAVE GOOD PUBLIC TRANSPORTATION OPTIONS. (yes, I'm yelling)
Connect Pressler south to Lamar Beach Park
All of the above!
provide safer crosswalks using lights, signs and then ENFORCE them.

Sidewalks AND safe street crossings
More protected bike lanes
building sidewalks and curb cuts, better crossing signals that give you time to get across street
More convenient and efficient public transit options
Keep cut-through sliders in cell phones from using neighborhoods as shortcuts to avoid congested thoroughfares.
Legislate/educate regarding carpooling options, such as easy-to-use carpooling apps that already exist.
Widen sidewalks / provide railing
Add more train lines
Repeal the ridesharing fingerprint ruling
All of the above
Slow the cut through traffic so walkers & cyclists are safer.
Subway system
Toomey Road sucks during events. That's all I have... people also tend to block the road at times, so perhaps parking along the road needs to be restricted more/enforced with high visibility (and unambiguous!!!!) signs. I can't tell you how many times I've been confused by no parking signs in austin (esp the "loading zone" and weekend-specific ones near pay-kiosks). It's like just add a few words and things would be much clearer.....
Build connecting street segments - require enhanced connectivity with all new development, and no more gates please.

Improving Quality of Our Streets

Question 7: Of the following options to improve the quality of our streets, which is most important to you? Choose one. District 9 Results:



Other:

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Negotiate - bring back TNCs. Just b/c their lobbyists did a horrible job and they didn't bribe city council like the taxi cabs... Help us pls!
There are too many potholes that for smart cars is a problem. Many have gone unfixed
Uber
Bring Uber and Lyft back
remove Ann from City Council
Bring back Uber and Lyft
Add new roads (see above) and reduce constant construction of existing streets which stem traffic flow

Rail and bus transport. Get your heads together and stop funding highway projects that are obsolete by the time they're completed.
bring back Uber and lyft
Enforce laws and thereby reduce frustration and road rage
Use traffic sensors to control traffic more effectively
Allow Uber and Lyft, etc back in my neighborhood.
If we can build a lane or have a priority lane for motorcycle; I would drive it more.
I really like the 3rd street bikeways...we need more of those including on Congress Ave. - the only north-south street with no steep hills
Restore on-street parking downtown.
Bring back Uber and Lyft
Add road capacity
Light Rail
Stop subsidizing unsustainable growth.
Add on street parking downtown.
Why is CoA so unable to pave/repair roads? It's worse here than in the Northeastern US..
Ban cars from driving on some streets in downtown
More Bike lanes
NONE OF THE ABOVE--stop spending so much \$\$ on unnecessary transportation options TAXES TOO HIGH
moped and motorcycle lanes, or signs for "mopeds to front" at downtown area lights
Teach drivers not to run over cyclists and pedestrians.
add capacity for cars and developed alternate "lanes/trails" for bikes and pedestrians.
(a) Remove back-in parking. It is a failure in all aspects and slows traffic. (b) A street is either 1 way or 2 way - it's not 1 way for 2 blocks and 2-way for the next 5. (c) it is unsafe and ludicrous to have lanes that wander back and forth, have 3 different kinds of parking within the same block (d) fire the city transportation staff and have people submit and meet with staff with actual solutions. I have about 30 very specific solutions.
Improve the condition of existing streets and sidewalks
guadalupe near UT is a disaster! I'm sure you know how many times i've nearly had my door taken off here. what a mess.
Once again, having restrictions on what streets that cars can go on would greatly improve all transportation as well as make the streets safer for everyone.
Invest in green infrastructure in the ROW!
All of the above
Safe, designated bike lanes
tax transit trucks that pass though Austin
My primary complaint here in roadway widening. Many areas (especially north Austin where I live off of burnet, the 4-lane road without a center turn lane make left turns into or off Burnet complicated if not flat out dangerous. I've had to repetitively take right turns and then u-turn at the next intersection to simply go left! This adds congestion and danger of an already congested traffic situation. It's highly illogical.
Increase road capacity

Depends on context. Row is limited. Priorities change with context from neighborhoods to corridors to downtown/centers
Improve the condition of existing streets.
increase wheelchair access to sidewalks, trails, and improve their condition
Enforce laws like pedestrian jaywalking and other stupid moves like driving on cellphones.
maximize capacity, designate bus only lanes, and provide bus transportation to and from where people live, with nodal options, if needed so people who can't walk 1/2 mile can use public transpo
add HOV lanes on interstates
all of the above, potholes need to be filled, lines need to be repainted, we need more streetscape elements to make it nicer for walking, more bike lanes, etc.
narrow street lanes and reduce the number of lanes so our entire city isn't automobile dependent.
More rails
Build dense multifamily and walkable communities
Potholes, uneven areas
I do know that there are NOT ENOUGH BIKE RACKS
All of it? Our local streets should accommodate not just multiple nodes, but multiple activities. They should be safe, interesting, useful and comfortable.
Create pedestrian-only streets, like ALL of downtown, not just 6th street in the weekends.

Geographic Scale

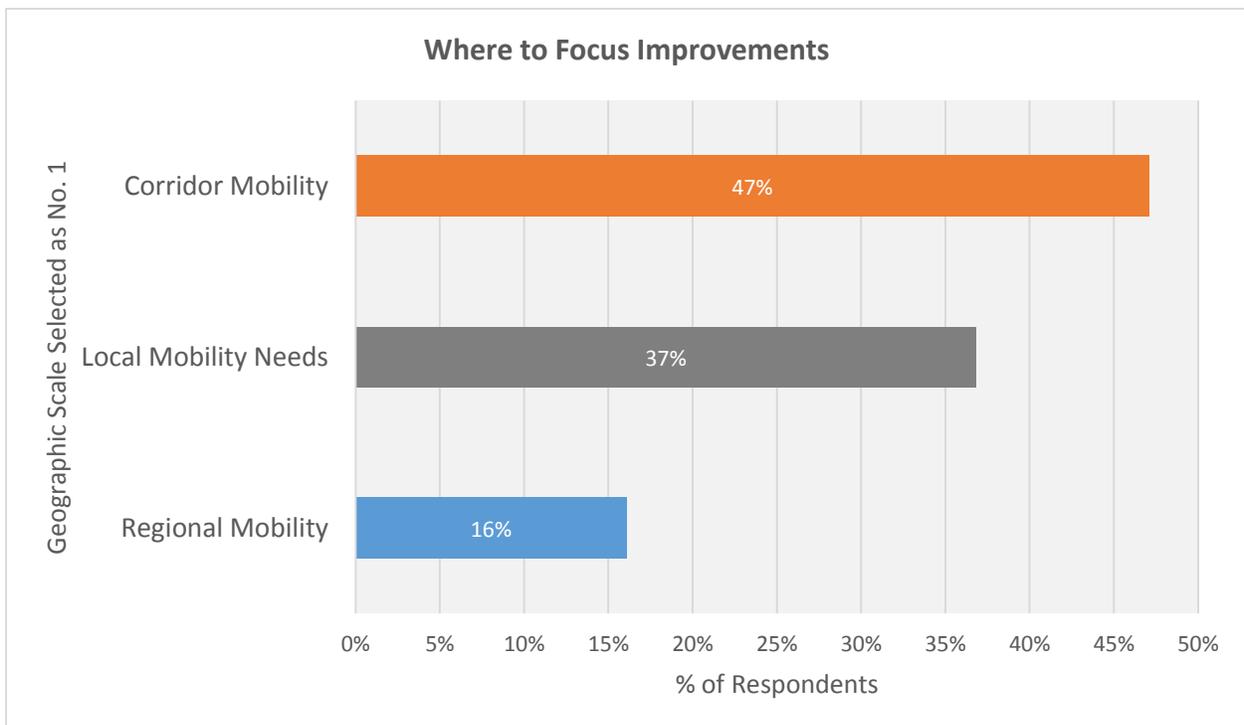
**Question 8: Given your answers, where do you feel the City of Austin should focus improvements?
Rank in order with 1 being the most important**

Regional Mobility: projects and programs that benefit mobility and safety along regional corridors, such as highways and regional public transportation.

Corridor Mobility: projects and programs that benefit the mobility network throughout the city, such as major corridors like Lamar Boulevard, Riverside Drive, Burnet Road, Anderson Mill Road, etc.

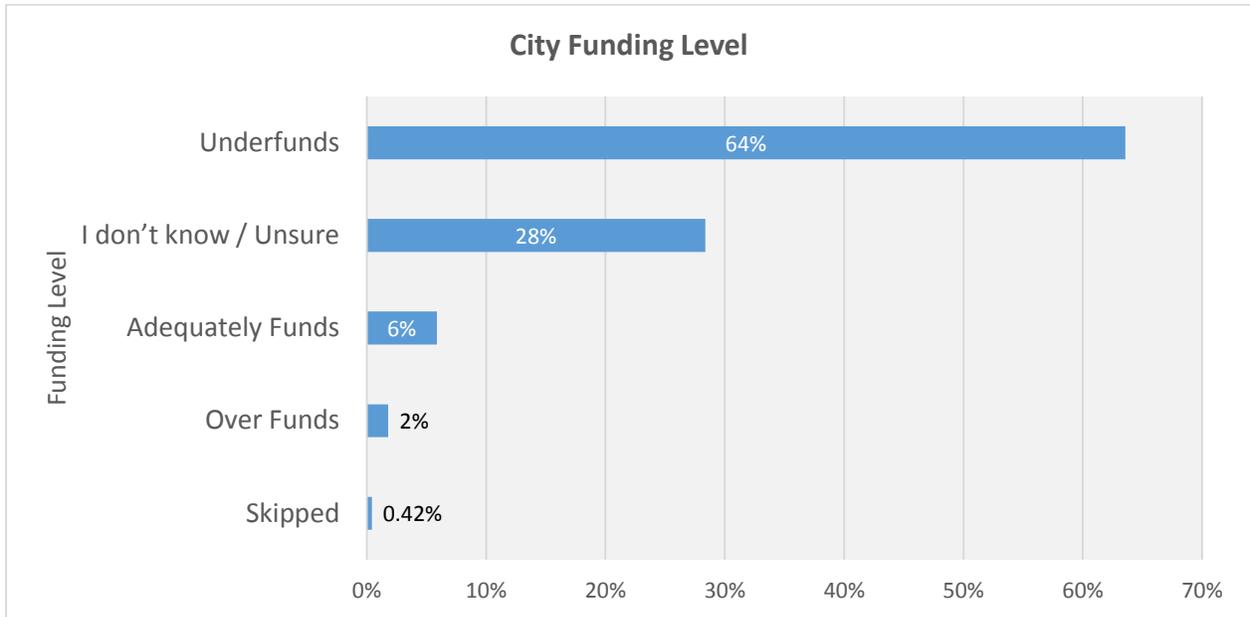
Local Mobility Needs: projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 9 Results:

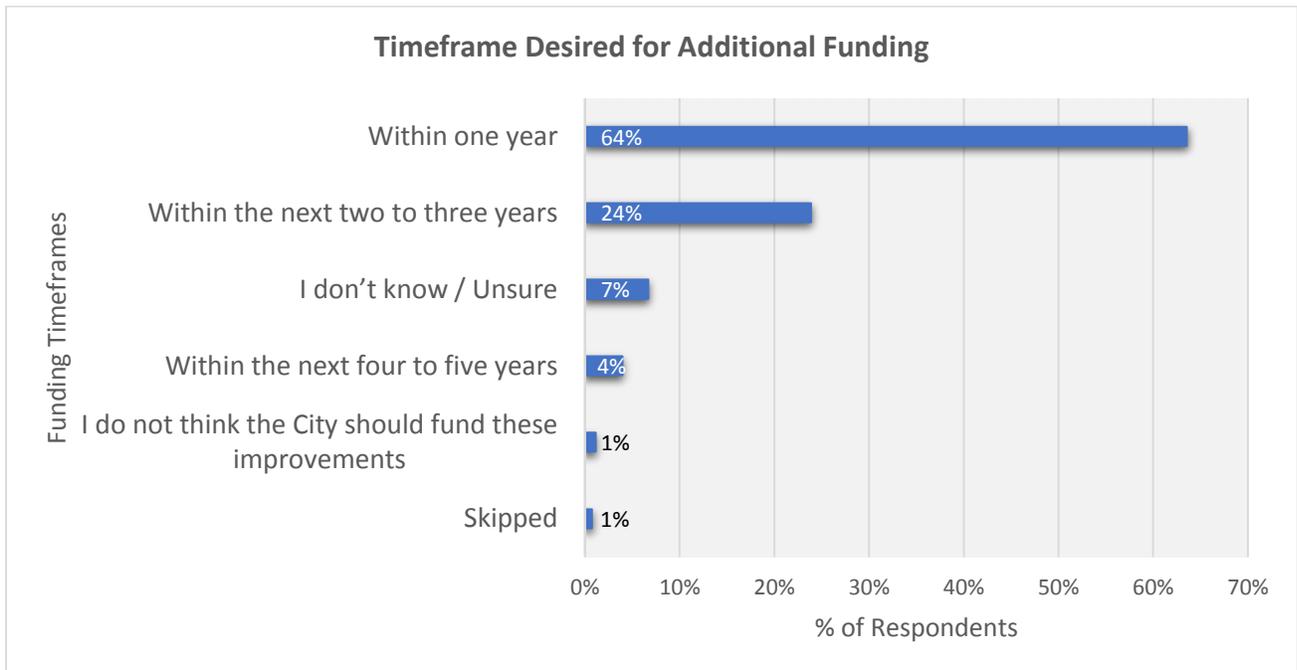


Funding

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



Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified? District 9 Results:



Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here. District 9 Results:

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

<p>If Austin wants to continue it's economic development, it must address alternate means of transportation. When high rise buildings proposed and being built are completed, the city will be in total gridlock and Austin will be much less attractive to companies. Some companies may decide to leave when workers cannot get to their employment and return home in a reasonable amount of time. It does not take a city planner to see that Cesar Chavez at 5:00PM now has the maximum numbers of cars it can handle.</p>
<p>Such a forward-thinking city that leads many to relocate here (mostly from the tech industry) should adequately address a component that's woefully lacking and that is "light rail". Many cities of similar size (i.e. Portland, OR.) have embarked on programs that offer 'hub-and-spoke' systems that transport citizens around and within major corridors of importance (airport, city-center, shopping districts). Folks, it's already 2016 and let's face it - the days of 'oil and gas mentality' are over !! Large scale developments should NOT be approved unless issues of mobility and traffic congestion are adequately addressed. The reasons for dramatic growth and migration to Austin will generate the exact opposite at some point and cause 'moving to Austin' to be a detraction UNLESS this city faces reality.</p>
<p>BRING BACK UBER AND LYFT</p>
<p>Look into bring Hyperloop into Austin. Many cities closes some their city roads to cars, would like Austin to start and take back some of its city roads, allowing for pedestrian only... I don't get me wrong, I have a new care and drive too, but I hate I driving.</p>
<p>Move traffic off IH35 to 130. Why a truck going from Mexico to Chicago drives within 10 blocks of the State Capitol, the University of Texas and all the residential neighborhoods is mind boggling. Look at the European model of Highway bypasses. It has been built as 130 but due to the funding is not utilized. Toll IH35 thru Austin for thru traffic and make 130 free.</p>
<p>I live in Hyde Park and work at the Lady Bird Johnson Wildflower Center. This is literally NO WAY to take public transportation to my work. I think a lot of our staff would take a train or shuttle to work if it was available.</p>
<p>I miss Lyft and Uber for a multitude of reasons... Quick. Affordable. I'm not going to get a DWI. I'm going to get home safe. I can afford to take a Lyft and I know they will show up and I feel safe.</p>
<p>We desperately need affordable and plentiful ride share to offset our lack of parking and transportation options, especially around events and nightlife involving downtown and alcohol. We will no longer attract conferences and live music without it.</p>
<p>I was drawn to Austin in 1998 to attend college and ride BMX bikes. Austin is one of the world's meccas for the sport and has been since the early '90s. The traffic issues we are facing today are in direct correlation to the city council not addressing this very issue back then. Nothing is new — nothing will change. It's all way too late, and each and every new city council will do nothing about it all while letting CTRMA toll the whole place into the ground. I will continue to ride my bike from my Bouldin neighborhood every single day until I am pushed out of this town due to the increasing cost of living that will inevitably surge past my affordability limit. Austin, I love you, but you're killing me.</p>
<p>The single most important step to improve transportation is to install a viable rail network, one that provides service to a majority of residents.</p>

<p>There is an unfortunate focus in the City of Austin on expanding our roadways for cars (and trucking), instead of taking a longer term view that would improve the city overall and for the long term while reducing pollution, and improving quality of life for everyone. Namely, by investing in city-wide light rail, expanding alternative transportation projects like protected bike lanes, and increasing (not cutting) bus routes and schedules.</p>
<p>The perception is that things are getting worse, not better. Also, kicking uber out didn't help. I live downtown and now I have to buy a car.</p>
<p>Don't regulate businesses that are improving transportation. Just because the city did not invent or fund it, does not mean it needs to be regulated. The marketplace will regulate itself by letting people vote with their dollars.</p>
<p>The city should charge a fee on top of current rents and transportation costs to NEW residents who move here. Those fees should directly apply toward traffic improvement, public transportation, and improvements. The city should listen to actual USERS (not non-using elitists) when it comes to issues such as Uber/Lyft, public transport, safety etc... The city and uninformed citizens who don't even use ride sharing have put this city in a very bad position now. I see first-hand the INCREDIBLE benefit of services like Uber/Lyft. The City better not dare compare them to Taxis -- taxis are utterly useless, unsafe, unclean, and unaffordable in our city! The City should be humble and recognize they do not have the interests of real users in mind and retract needless, unproven, burdensome requirements imposed recently on Uber/Lyft. I am a long-time Austinite -- 25+ years. I have seen council after council ruin our city with special interests and pro-establishment policies. Set aside the greed and megalomania, for once! People need affordable, accessible, safe rides - it's simple!</p>
<p>Finish all the existing construction before starting new projects. Too many bottlenecks in the city create this situation. Also, you need to get Uber/Lyft back to town, and quit trying to make them into taxis.</p>
<p>Fully funding the Bicycle Master Plan is the most cohesive, concrete way to improve safety, congestion and quality of life.</p>
<p>We spent or currently spending an extreme amount of money for projects with little community payback: Town Lake's boardwalk, the pedestrian bridge at Mopac & 360, and the concrete walls alongside Mopac. For the money, I prefer more bike lanes and sidewalks. At least the City isn't suggesting light rail anymore, which I feel both an outdated form of transportation and much too expensive. By far, the thing that will help all of us the most and won't cost the city a penny is dropping the ordinances regarding the TNCs or figure out a way to help them even more. And if that isn't politically feasible for the staff, then how about adopting San Antonio's solution of voluntary finger-printing, and dropping the data submittal issue and the fees?</p>
<p>No election has ever immediately downgraded my quality of life like the results of the Uber/Lyft battle. I hope that since we've snuffed out the most effective private transportation option this city had, that we're feeling the pressure to double down on important publicly funded transportation projects.</p>
<p>Bringing back ride-sharing by de-regulating the taxi industry should be priority #1, and light rail should be priority #1A.</p>
<p>Many of the bike lanes are not fully connected. bike routes just end with no connections. Downtown and central core need more protected bike lanes.</p>
<p>Make it safer for bikers and walkers. Too many stupid drivers not paying attention or taking right on red when there's a crosswalk light on, following to close to bikers, etc.</p>
<p>Biggest problems: ubiquity and consistency of public transportation. Bus arrivals/departures sometimes wildly vary from projected schedule.</p>

<p>The possible rail line to Manor and Elgin is an excellent idea and hopefully will be funded. It would be wonderful if it could include a spur line to ABIA designed within the new Route 183 re-do. Also, please reduce speed limits all around. Psychologically, when people are stuck in traffic and see speed limits posted at 60-70 miles per hour, their anger and anxiety spike and are more apt to drive aggressively when there is an "opening". The same goes for extremely long traffic lights. Keeping their timing shorter and consistent throughout the region should minimize aggressive/dangerous behavior. And there is the added environmental benefit of keeping traffic moving rather than idling.</p>
<p>Honestly hard to choose most important issues here- but I think car-bike-pedestrian safety improvements would be huge. I understand it has to be a multi pronged approach (more public transit to reduce vehicle numbers, drunk drivers; more well cared for and connected bike lanes, broader safer streets) but above all PEOPLE NEED TO BE HELD ACCOUNTABLE for hitting cyclists and COPS NEED TO ACTUALLY TRY TO HELP INJURED CYCLISTS. I hear waaay too many stories of friends getting hit by cars and 9 times out of ten the cops give them the brush off and/or DO NOT do due diligence to seek drivers who hit and run.</p>
<p>Let the consumers choose if they want to use a ride sharing company that doesn't fingerprint</p>
<p>I think that the sidewalks budget needs to be greatly expanded. It is obvious that waiting for builders to do it isn't working. When road construction occurs, crews often do a sub-par job patching the area they have removed for work. This contributes to the unsafe ride for bicycles and motorcycles in the city. A bridge fell that connected between the baseball fields at Pleasant Valley and Roy G. Guerrero park. It remained down for the last 7 months i lived in the area and made my daily commute not only unpleasant, but unsafe. I hope that Parks and other departments can do a better job in the future of addressing something as important as that bridge in a reasonable time manner. If we can hire an unlimited amount of overpaid police officers, then i think we should be able to fix a small bridge.</p>
<p>You quibbling and inertia is fucking this up royally.</p>
<p>Uber and Lyft need to come back to the city. Not only does it provide jobs for people that live in the city, but they are quicker and more convenient than cabs. I feel they greatly reduce the risk of drunk drivers as well. I see lots of uber and Lyft cars out after a night of drinking downtown. Yellow cabs? Not so much.</p>
<p>Make the train run after 6pm on weekdays, and during the day on Saturday and Sunday.</p>
<p>Bring back Uber and Lyft! Our household has to buy another car now that they have left; terrible for our quality of life. I also feel fingerprinting is unnecessary.</p>
<p>This City Council has embarrassed Austin. It has consistently strangled and delayed viable and innovative options in the name of control and regulation. It can not move at the modern pace of technology and transportation demands. By the time the City of Austin considers a solution, it is outdated and the people of Austin suffer. I have no faith that the City Council is capable of even understanding, much less solving, the chasm between modern demands, modern solutions, and their outdated expectations.</p>
<p>I am completely opposed to spending any money on I-35 unless it is to install high-capacity regional rail. I would also like to see dedicated / separated bus lanes on Guadalupe from Koenig to MLK.</p>
<p>It's time to realize that we need to spend a whole lot of money on a project that will take an incredibly long time to actually improve the traffic conditions on the road. We need to make Austin an friendly destination for innovative companies who provide services that keep our streets and our people safe. Come to a compromise with TNC companies and do it quickly. A well designed mass transit system combined with ample taxis and ride-sharing vehicles will do wonders to reduce traffic on the road during the day, and increase the safety of public during Austin's night time activities. It's time to plan way way ahead.</p>

<p>Lyft and Uber leaving are a severe hardship on my family and others. Bringing them back should be priority #1 for mobility in Austin that reduces drunk driving. Also, 360 should be a highway.</p>
<p>I'm a die hard (and I guess I'm dead for now!) rail/trolley/something-on-the-rails fan. So, let's get on with it.</p>
<p>I think the city is focusing resources on projects that will not make a large enough difference, such as the Mopac changes. There was a very large community of people, centrally-located, who were passionate about the recently turned-down proposal for a more integrated railway. I believe that the reason this failed was because voters in suburbs didn't want their taxes spent on something they wouldn't use. I think maybe it's time to having voting based on smaller communities, because we are desperately needing a better mass transit system for those of us closer into town, and cannot continue to rely on the growing mass of suburbanite community members to help us.</p>
<p>COA has wasted money on the wrong projects directed by the wrong people for the wrong reasons. If you want to see improvement step away from the in-decision process and stop attacking logic.</p>
<p>Funding assumptions are that General Fund & GO Bond money go to local projects. Regional projects should be based on user fees such as tolls.</p>
<p>Bring back Uber and Lyft. This survey is the most outdated approach I've ever seen. Adler and the leadership is an embarrassment to Austin and it's innovation.</p>
<p>Punting on public transit improvements created a desperate situation in Austin. It's that desperation that brought rise to Uber and Lyft, and created a scenario where our city could be bullied and manipulated. Please stop allowing development if you're not going to support alternative transportation infrastructure. Please stop annexing neighborhoods that will vote against alternative transportation infrastructure that the whole city needs.</p>
<p>The traffic flow on Red River between Driskoll and Cesar Chavez was recently changed. Not for the better. When you turn right off E. Cesar Chavez onto RedRiver, you run the risk of hitting someone sitting at the light in the left hand lane of Red River because they made the lanes too close for comfort. You must make a controlled tight turn to keep from hitting.</p>
<p>All improvements to public transportation are constantly being shot down. The busses are slow. Yellow cab/taxis while not show up (even when ordered a day in advance). Commuter train goes right by my house but does not stop anywhere nearby. The city has shut out Uber and Lyft, which were the only two reliable sources of public transportation available within the city.</p>
<p>Bring back Uber and Lyft</p>
<p>I would like to see more space between the sidewalk and street on streets with higher speeds in neighborhoods, such as South First and South Lamar. It is dangerous to walk right next to the street with cars at 35+ mph. We've almost been hit several times when walking down South First with our 2 year old son.</p>
<p>Austin in in dire need of a better mass transit system to take the burden off of highways. Urban rail projects are routinely shot down by suburban residents not wanting to foot a bill for this improvement, at their own detriment via woefully bad traffic congestion on all highways and major streets. Getting anywhere reliably in Austin without a car is major problem, and when taking your own car, parking options are extremely limited. It is a mess, and the city needs to understand that we are late to the game on a proper mass transit infrastructure and have major catching up to do. Meanwhile, the population keeps booming...</p>
<p>I would love to see more frequent public transportation along the major corridors, and better links between north/south and east/west routes. Better bike routes would also ease congestion, especially on North Lamar, where people would love to bike to Barton Springs.</p>

<p>You have our tax money already. Stop wasting it and do your job. Don't make me wait 1+ hours for a taxi, don't make my commute 1+ hours, and don't dare add another useless light rail that doesn't allow me to park and leave my car.</p>
<p>You want to improve transportation programs, yet you drive out our best options in Uber & Lyft. Do you have any idea how long it takes for a yellow cab to arrive, if at all, since they can pick up any fare on the way? Do you realize how rude dispatchers are? How ridiculous the prices are? You just brought Austin back into the Stone Age...congratulations.</p>
<p>Study after study concludes that building more highways leads to more traffic. Countries in Scandinavia have already figured this out. If we focus on making Austin a more walkable and bike-friendly city, that will significantly reduce number of cars (and pollution) on our roads. I know for a fact I would bike nearly everywhere if I thought it would be safe enough. It's pretty treacherous out there right now though.</p>
<p>Austin needs a transportation system like San Francisco so that you can get from one part of downtown to another and to outlying suburbs</p>
<p>Fix the public transportation system even if it means a complete overhaul of the current system. Use NYC as a model. Expand services on Sunday nights, I am constantly getting stuck somewhere after 9 PM with no way to get home because I took the bus to the place I am at and nothing runs late enough.</p>
<p>Let's consider putting streetcars back down the center lanes of Congress/S. Congress to Ben White and 6th St./E. 6st. That will move a lot of people through the downtown area and is the sort of public transportation people like riding within a city. They're also charming and don't pollute like busses. I live in Travis Heights and could get to and around downtown much easier with north/south and east/west streetcars.</p>
<p>Infrastructure is the number one thing that is holding Austin back. It needs to be the top priority of the city of Austin to improve road congestion, especially during peak traffic times.</p>
<p>I worry that the traffic congestion in Austin will push people out of the city. There is simply not enough room and adequate infrastructure for our city's needs. I think the City of Austin needs to focus a little less on recruiting businesses to the city, and a LOT more on meeting our transportation needs now. I fear that we have missed the boat for truly improving mobility in the city, as it is something that should have been addressed 30 years ago before the city's growth. Nevertheless, if we want to claim to be a progressive and creative city, we need to prioritize revamping our transportation and considering alternative options. Now if only we could get underground transportation like cities in the northeast and Europe...!</p>
<p>Lets begin a recall campaign to remove the Mayor and City Council. They have failed to provide any type of leadership, sold Mopac to a toll company and allowed lanes to be closed when they promised not too, ran Uber out of the city, harassed private property owners renting out their homes, sold public spaces to private interests for endless events without covering costs, failed to improve the permitting process, allowed property taxes to skyrocket and failed to provide affordable housing.</p>
<p>I have a young family and live close to Enfield Road and feel unsafe walking, cycling and crossing. I have to cross to access the closest two parks to my home and often drive purely to ensure safety.</p>
<p>Two huge issues that I think of daily: (1) bring back TNCs and (2) get disabled vehicles out of the travel lanes quickly. Number 2 means working with APD to block fewer lanes for investigated incidents and to move minor incidents OFF the road quickly. Other cities do this so well - what is wrong w APD that they can't get it done?</p>
<p>I moved here from Boston, MA. The public transportation system is inadequate and I have had to rely on Uber an Lyft. Now that they are gone, I will have to drive my car more and that is hard as I am 72 and do not want to drive on I-35 or other interstates that are over-congested.</p>

<p>Rainey Street needs many upgrades and I believe that the local bars/restaurants should contribute through a local business fund. Starting with trash cans, which currently are nonexistent.</p>
<p>1) Public transportation routes do not adequately serve commuters. There are regions of corporate office parks in the north and west that do not have any bus routes. Instead of focusing on rail which will take decades to implement, expand and improve bus routes, add another MetroRapid line. This will get cars off the road. If you don't have the \$\$, you need to sit down with the corporations and get into public/private partnerships to fund shuttles and additional commuter routes. I hear Apple has a lot of money - maybe they could use a bus stop. 2) It is imperative that the City Council reach out to and negotiate with Uber and Lyft. If Dallas can have a workable solution with them Austin can and should. The Council continues to make this town a laughing stock. The Prop 1 debacle was covered globally, right up there with the barbecue smoke. If you think that all the people who have moved here in the past five years are going to leave because you push out TNC's if favor of cabs you've got another thing coming. We are here to stay and eventually we will take your jobs. It's only a matter of time.</p>
<p>We need to focus on a real public transportation system beyond buses. We can't be afraid of committing to a bigger infrastructure - small improvements may feel good in the moment, but they aren't progress, they're just kicking the can down the road.</p>
<p>You have to make it more difficult for people to own and drive cars in order to decrease people's dependence on them. But, at the same time, you have to offer additional modes of transportation, including better bus routes (and more frequent and later service hours), better sidewalks and lit streets/walking areas, and better ride-sharing opportunities, since Uber and Lyft have left. Many people don't want to drive at all, but they don't perceive having any other options.</p>
<p>Uber/lyft is a concept that encourages citizens to enjoy all the downtown activities safely. It helps students get to class and avoid parking citations. It impacts DWI arrests and deaths. It is something the city should encourage-not vote on.</p>
<p>Maybe audit the transportation department? Anyone can see that the road crews waste an incredible amount of time and resources. Our roads are a fucking disgrace, and no one is help accountable.</p>
<p>1. If you could make this town as bike friendly as Portland, OR is, you would see a HUGE drop in congestion. Safety, however, is a major issue with biking in this town. You need to increase the number of bike lanes and improve safety in the current bike lanes by making such lanes more pronounced. 2. The increase of traffic is causing people to cut through what used to be quiet neighborhoods. The cut-through drivers are going well above the posted speed limits and creating an enormous hazard in neighborhoods like mine (northern Hyde Park). Installing something as simple as speed humps will greatly reduce this safety hazard. Please do something before someone gets hurt!</p>
<p>Given Austin's growth and projected growth, we badly need rail, but the voters have spoken and this will not happen. In most world-class cities, public transportation is a given. Until we have realistic public transportation options, I believe that, sadly, we will see the continued balkanization of Austin.</p>
<p>bring back Uber and lyft</p>
<p>Hire external consultants who know something about traffic management because clearly the folks in charge in Austin haven't got a clue.</p>
<p>Given that APD is understaffed, it would be a good idea to find another way to implement much more enforcement. I am thinking particularly of texting/cellphoning/etc while driving any time and any where and also excessive speed and careless driving in residential neighborhoods.</p>

<p>I have lived downtown for over 20 years and use all types of mobility. I feel that Cap Metro does not know it's customer very well. For example, using the Flyer Airport 100 the drop off and pick up areas are not conducive to someone with luggage having to wait out in weather. Perhaps a more public area downtown, such as Whole Foods, where people could wait safely to be picked up or grab a Car2go, etc. would make more sense. I believe this would increase usage, especially during SWSW or ACL. I personally would love to use the Flyer much more but the stops are what is stopping me. Thank you.</p>
<p>Stop over regulating local transportation options. That is a failure. Allow alternatives to thrive.</p>
<p>Breakup the taxi monopoly you just created. The ordinance passed and now in effect intentionally kicked out TNCs that provided better safety measures than out-dated taxi franchises that are historically anti-consumer and anti-competition. I'm ashamed that the taxi lobby wields so much power in this City, and now thousands of drivers are without jobs, and the consumers are left in the cold. The first priority should be bringing back TNCs. Everyday TNCs are not operating is another hit to our perception as an innovative City.</p>
<p>Ridesharing reduces the number of cars, reduces the need for parking, and reduces the incidence of DUI. The way the City Council has handled the engagement with Uber and Lyft is a disaster for the City and its citizens and visitors. 15,000 citizens have now lost the opportunity to engage in self-directed part time employment, the entire population of the City has lost a creative transportation option, and the City itself is losing the funding that Ridesharing was and is capable of generating for the City.</p>
<p>Austin gets billions of dollars for a light rail system that is hardly used. We need more lanes in corridor roads. People like to drive in this city.</p>
<p>Our public transportation is lacking and now that we have lost the two top ride share programs other modes of transportation besides driving my own car are unfeasible due to lack of connectivity or operations in my area and I live at airport and IH-35. I can't imagine what life is like for someone farther away from the cities center.</p>
<p>You guys - or gals - look ridiculous right now. You should have been ready once the votes were counted - or perhaps before - with a plan that would SIGNIFICANTLY increase cabs on the street and process the fingerprints you require so the people who voted for you are not left hanging. You've got a disaster in your hands and look stupid for not addressing it head on. Get your shit together. If it's not your job to figure out enforcement, you'd better start explaining whose job it is and always they are not prepared.</p>
<p>Austin needs to be more cyclist friendly. We need more bike lanes, cyclist are hit far to often. Airport only has a bike lane on certain parts, but as you go east none at all.</p>
<p>My main form of mobility is biking. I really love the protected lane on 3rd Street. I would like to see this idea implemented along as many streets as possible, including corridors like Lamar, Burnet, Congress, S. First, etc. Give the bikers a space of their own at stop lights!!! A sidewalk needs to extend on both sides of 969, East of 183. You truly need to get the street sweepers out more often and perhaps increase the fleet. Bike lanes along streets like Loyola, East of 183 are disgracefully littered and dangerous, even the paint for bike lanes are wearing away, and nails and screws are everywhere! Pay more attention to the street-scaping. It would be wonderful to see more trees being planted, as to shade streets, and this would in turn help keep the temperature down. Plant fruit trees in the parks & along the South Walnut Creek Bike Trail- put more trash cans/ pet poo bags out on the trails & maintain them. Create clean-up crews that pick up trash along Loyola, 969, 183, S.Congress (south of Ben White). Thank you!</p>

A subway system for moving people in and out of the core of the city, including regional rail to move people to and from surrounding heavily populated residential areas: Manor, Elgin, Round Rock, Bastrop, etc.
Current roadway designs create very hostile conditions on most streets for cyclists and pedestrians. The speed limits are too high, and there is too little enforcement even for those. The freeways create giant barriers for cyclists and peds., and in an urban area seldom actually function as freeways - better to convert to tunnels or eliminate altogether.
Fire all personnel involved with sequencing street lights. Are they all blind idiots? No offense to the blind intended, but a blind person could do a better job.
Please add transit-priority lanes on the Drag, the S. 1st bridge, South Lamar, etc.
The Longhorn Dam crossing of the Butler Trail and Pleasant Valley Road, needs to be made safer, through short and long-term improvements, for both cyclists and pedestrians.
light rail or improved public transit options should be made available in all fast growing neighborhoods surrounding the city core to facilitate movement in and out of the city center.
Bring back Uber/Lyft and more ride-sharing options
I am most interested in a rail system that connects more neighborhoods and options for stops. The current light rail is nice, though does not go to main areas of downtown, Zilker Park or South Austin.
To decrease the overall need for cars on the road, I believe there would need to be more options in the greater Austin area for commuters outside of city limits or incentives to encourage those outside of city limits to use alternative forms of transportation. I am fortunate enough to live within walking distance of my workplace (and take advantage of it), but rising rent costs are making it difficult to maintain this lifestyle. If there were some sort of incentive for living more localized, that may help people make a greater effort to live closer and rely less on cars for transportation.
Why are bicycle lanes considered "local"? We need connections regionally, like the ability to ride from one part of town to another. Anywhere there is space we should be looking for opportunities for dedicated facilities, like along 360 and 290 west.
Texas needs a more progressive tax system. That is the main impediment to progress. Please consider burying I-35 and MoPac.
Public transportation in Austin is at a "sketch" stage - bus and trains are clearly not priority among major city projects. Some large mobility corridors are underused by allowing cars to have fully access, while public transportation should have major access and mobility - e.g. Lamar, Burnet, Riverside, MLK. By clearly prioritizing public transport, the City will move part of the population to use it; moreover, they will demand for more lines, identify necessity of expansion etc. as long as the city remains "timid" in implement large and audacious projects, public transportation will remain underused and inefficient.
It would be great to take a wagon to the Fresh Plus grocer on West Lynn from the Pemberton Heights/Old Enfield Neighborhood, but there are no safe crosswalks over Enfield to take a walk to the grocery store and return home safely. If there are sidewalks, they are disconnected and/or not wide enough. This forces us to use our truck to take short trips to the store when we would rather walk but use the car for safety reasons. There are many instances like this in our neighborhood. Walking our children to Casis during their elementary years was not an option since the sidewalk is completely disconnected at the Windsor/Hartford intersection and the trees on the corner create a wall for oncoming traffic to not see any walkers attempting to make that turn west from Hartford traveling north. It's just too dangerous for an adult let alone children, so sadly we are forced to use our vehicles.

I work at Travis County and the work that I do; I can do at home. We have a building downtown that can be lease to another company and save on cost and traveling. Work from home is the best option for my job.
There should be more of a focus on fixing streets and intersections, than building bike lanes, pedestrian bridges, and car-to-go parking. It is the streets and congested intersections that need attention with road repair and expansion. It is these areas that are causing problems and accidents.
Inclusion/creation of more transit priority lanes, but which also don't preclude the mode shift to rail when ridership supports the infrastructure investment ON THE SAME CORRIDORS! Please don't try to shift the emphasis to new corridors just to get a new mode of transportation. Incremental shifts in mode are completely feasible and financially responsible without changing routes too much.
You have waited to long. Now you need to do as much as possible as quickly as possible. Please change 183, 290, 360, 620 into limited access roads. Bridges, no stop lights, and more lanes. I35 to 183 needs more lanes and overpasses. I35 upper and lower is loud and ALWAYS congested. Needs to be buried.. but can only happen after I35 South to 183 South overpass is created and 183 is limited access highway to bypass I35
If we are going to get inadequate public transportation, please work to bring back the only significant improvement to public transportation made in Austin in the last 20 years, Lyft and Uber. Austin and it's leaders need to quit fighting progress and manage our inevitable growth. We are no longer the hippie college town some want us to remain. That's why transportation has slowly become an unmanageable nightmare.
This question needs more context! How much are we spending now? What percent of the budget is that? How does that compare with other cities with similar characteristics or with better mobility?
The recent redesign of streets, especially downtown, to put in bike lanes, widen sidewalks to take up former traffic lanes, and elimination of on street parking without providing a replacement, as well as eliminating the requirement that buildings provide adequate parking, has cause damage to businesses downtown, increased pollution and delay (circling cars), and left vast parts of streets (i.e., "bike lanes") underutilized and wasted.
The city needs to work to bring Uber and Lyft back into the mix. There will no doubt be a massive increase in drunk driving as young people can't get to and from the social areas of the city. Having lived here for 10 years, I've seen first hand what downtown was like before Uber and Lyft, where you were more likely to get run over by a cab than actually hail one down. Uber and Lyft provide a tremendous benefit to the community in terms of economic opportunity for their drivers, safe transport for their riders, and business for the myriad establishments those riders frequent. I fear the city deliberately pushed through legislative specifically targeting Uber and Lyft to benefit Taxi and other entrenched interests at the expense of the greater good.
Buses need to run later hours. This can be done in a few days! City needs to get behind INNOVATIVE solutions such as PRT! City needs to de-regulate Taxis and ride sharing companies and let them become more affordable.
PLEASE work with CapMetro to provide more frequent buses along with additional capacity during special events at Aud Shores and Zilker Park. I used to live in the NYC area and at the end of special events there would be several waiting subway trains and buses when an event ended even if it was a weekend or late night when services are usually less frequent.
I would like to use ground transportation services more, but with Uber and Lyft leaving the city, it has made it increasingly difficult, less safe and less affordable.
Bring back Uber/Lyft and stop trying to over regulate the industry.

<p>The city's #1 priority should be a high-capacity urban circulator RAIL line (aka a street car or light rail) on the Guadalupe / Lamar 1L/M line. This is central Austin's transportation spine and building rail here that doesn't compete with auto traffic would efficiently move thousands of people every day. The time for delay on this has passed and its frankly disappointing that we as a city have put off such an obvious necessity. Thanks for your time.</p>
<p>Living just north of UT in a house I would like to make sure that IH35 is still accessible for Central Austinites and not just the satellite suburbs. IH35 reduces local traffic when used correctly.</p>
<p>Please develop a new light rail plan and this time actually prepare a campaign to explain to the voters how it was developed, why it is important, and why they should vote for it. We need more public transit options, but especially light rail and not just to relieve current congestion (that may never happen), but so any new development going forward can be transit oriented. As we redevelop parts of town, such as the east riverside corridor (and hopefully eventually South Lamar despite the expense), we need to make sure that it includes planning for public transportation, and ideally light rail. We will never likely reduce congestion, but we can make plans to add less each year. Let's start planning for the future!</p>
<p>the city council let us down by forcing the uber/lyft battle to a showdown that the city "won". what did we "win"? - using uber/lyft allowed us to get rid of one car - we will now be returning to the ranks of the two car family and adding to the city's congestion. we'll be sure to buy outside of the Austin city limits so some other city gets the sales tax.</p>
<p>Appreciations to the City Council for helping eliminate a mobility option - Uber and Lyft - from our city. Please ensure the next round of negotiations are successful and are not a knee jerk emotional reaction. As for safety, I think the existing rules -- speed limits, stop signs, and traffic lights are adequate. What I feel needs to happen is enforcement. As a cyclist, I can generally cycle within 10 mph of the posted speed limit, but if cars are going 10 mph above that limit, then the difference is amplified. I also must be very cautious at stop signs and traffic lights to ensure cars actually stop. In my small 3 mile commute I see at least a dozen cars running red lights and 'yielding' at stop signs. Certainly the police could do a better job of enforcing the rules if that was prioritized.</p>
<p>This survey, City funding, and City actions are 10 years behind! The City needs to act immediately.</p>
<p>I'd say that my access to the greatness that is Austin is severely limited due to mobility issues. We don't want to go out b/c the combination of traffic and parking issues is just preventative. Buses aren't fun/useful. Who wants to wait in the hot sun w/ a baby and another kid in tow and putting a stroller on and off a bus is annoying. We need park and ride that utilize a real transit system that a top tier city (we are #11 in population) should have. We are bigger than Boston and growing 10x faster. Why don't we have an underground rail for the interior areas (even LA has this) and real regional commuter lines? This is table stakes for a city of Austin's realities. Secondly, we need way better bikable streets ala Europe's models. The things we've done to the Trinity/3rd Str areas in downtown is a great start, but I still have to get from north of Uni to downtown. how do I do that easily? (and get home going uphill?) The realities for family biking is just not there. So I end up driving to the lake and pray for parking.</p>
<p>Austin needs to stop subsidizing unsustainable growth. It also needs to refuse to cave in to transplant suburbanites who want to live in huge houses with huge yards and drive their huge flabby bodies in their huge cars everywhere--more roads will not fix anything and instead will ensure the continued decline of quality of life/reversion to the hellish Texas suburban mean in this town.</p>
<p>I would like to see the Bikeway Master Plan fully funded, since my main means of transportation is the bicycle.</p>
<p>We are just starting to look at how we can bring trike riding as a means to encourage healthier living and less auto travel within Mueller ... a great starting place. Ani Colt.....AniCAustin@gmail.com</p>

Addressing the safety of our pedestrians and cyclists should be an immediate priority. We also need to be providing options that make alternatives more attractive than driving alone, esp. during rush hour.
It's not just a question of funding overall, but what type of funding. We are underfunding active transportation/transit and overfunding SOV travel. We need to make safety job 1 with lower speed limits, safe neighborhood streets, and improved access to transit for all. We can't solve congestion, but we can manage it so that we improve our quality of life and improve access to our neighborhoods.
The bicycle plan need to be fully funded. We need to get on with more light rail, NOW (starting with rail to the airport, rail straight down the middle of Congress from the Capitol to deep south Austin, along MOPAC and I35 with with on/off platforms or stops at strategic locations). We can never build ourselves out of our current transportation issues by continuing to build roads for cars, not gonna happen. Bike lanes need to be continually re-stripped regardless of when road work is scheduled and they need to be permanent, real bike lanes, not part time (confusing to drivers and bikers alike). Thanks!
Apparently, funded projects take a long time to fully implement.
watch the movie Urbanized.
Bus service needs to run later with more all night between downtown and surrounding neighborhoods. Also bus service needs to be made safer with a single fare structure for the 801/803 and local buses. Sidewalk gaps are a huge problem for pedestrians. I recently bought a car because the 350 bus isn't safe even during daylight hours and neither is walking.
We need sidewalks in order to be connected to bus routes... for kids to get to school safely...for people to get places. This is something that has been on the public's priority list for years- since the 1980s for sure. Why can't we have those sidewalks before investing in other expensive forms of transportation?
Use roundabouts at intersections instead of stop signs and stoplights. Remove ALL speed bumps and replace them with other traffic calming devices, including speed cameras. Required that all pavement cuts be repaired within 1 week, to a level equal to or better than the condition of the road prior to the cut. All bus stops should be recessed out of the street so that buses do not impair traffic flow.
More and safer bike lanes! (and how about a commuter rail)
Austin is very inefficient in performing street improvements. Colorado Street between 7th and 9th Streets has been dug up and put back together and dug up again continually over the past two years. It is just ridiculous. The entire downtown area is a mass of orange cones and barricades all the time, as construction projects are always allowed to take over entire travel lanes. Our city has become the most dangerous place to walk of all cities I have visited in the world.
Bike lanes around West Campus etc are very poorly maintained and should be serviced regularly. Eventually they all need to be transformed into protected lanes that will keep out the endless vehicles parking and driving said bike lanes.
Uber and Lyft increase congestion by adding more car trips to the roads. Get them the hell out of Austin. People need good public transit, not bootleg chauffeurs.
Improving and expanding Cap Metro would benefit the community most. The City must adapt to our growing central Austin population and expand Cap Metro to be 24-hours a day and the buses need to better serve East Austin and all other parts of the city, just as they do the UT area.
I live in a part of town with excellent public transportation access -- downtown austin -- but have to drive to work because there are no convenient bus stops on 360. I'd take the bus to work every day if I could, especially if it had WiFi. It would help make my commute more convenient AND help out all the people commuting in from Cedar Park by getting my car off the road and out of the way.

<p>Replace downtown parking removed from the streets. Require parking with all new buildings. Create parking under city property and parks. Design for conversion to transit hubs in the future.</p>
<p>Fire every person responsible for traffic light sequencing. They are a bunch of morons.</p>
<p>1) Allowing lane splitting is probably the cheapest way to increase the number of motorcycles and two wheeled vehicles, thereby decreasing congestion. (May be a state issue though) 2) Continuing to increase the number of bike lanes 3) Probably the most expensive, but continuing to expand the lightrail</p>
<p>There seems to be an issue with the number of semi-trucks on the road during peak times. It reduces visibility and creates increased traffic. Also, some drivers think it is okay to exit and re-enter the highway at each exit, which seems pretty dangerous.</p>
<p>if you're going to kick ridesharing out w increased regulation.. please provide useful alternatives for public transport!</p>
<p>I am a PhD student in mobility visiting from Barcelona, Spain. I am really interested in these topics, so as I will be here for another month and you have events or seminars regarding transportation in Austin I would be really interested in attending or taking part. My e-mail is xavi_kramer@hotmail.com. What I have noticed in this city, as in other american cities, is the evidence of the city being planned around the car. Even though Austin is highly pedestrian-friendly and bike-friendly in comparison to other cities such as Houston, it still has a long way to go. Lighting is an example of this: you need more light at night in public transit stops and streets at night if you want to see improvements in ridership of transit at nights, and also walking activity and biking. But other than this, congratulations on your efforts to improve the transportation system in Austin! I am really looking forward to visiting this city again in a few years to see the evolution. Kind regards, Xavi</p>
<p>More east-west bus routes Increase bus frequency in areas outside of downtown Increase reliability of bus schedule - look at Philadelphia! Dedicated bus/HOV lanes</p>
<p>1.) Major improvements to traffic flow can be made immediately, easily, & inexpensively. Many smaller one-way streets downtown can be made two-way: this would increase traffic flow in/out of central downtown. Lavaca & Guadalupe are excellent examples of major one-way through ways; keep them as they are. 2.) Several wider blocks should be re-stripped to force turn lanes. e.g. 12th street heading west at Red River piles up all the way back to the service road b/c drivers don't form three distinct lanes: L to turn south on Red River, R to turn north on Red River & Center to go straight west on 12th. There is ample room for this to happen. 3.) CoA needs to outlaw homeless soliciting handouts on roadways, underpasses, and at left turn lanes, it is dangerous for them and slows down the flow of traffic. Why does CoA allow this to continue? It disrupts traffic flow and violates the loitering and no sit/no lie ordinances and caused increases in litter and debris on roadways. 4.) Austin is not a bike-friendly town, I haven't felt safe riding my bike on Austin streets for 8-10 years. Stop promoting bicycle commuting until you fix the roads.</p>
<p>The potholes are getting out of control and dangerous. We need more protected bike lanes. We desperately need more train options and the trains need to run late enough and provide parking options so that people will use the train as an alternative when they are going out to drink.</p>
<p>I feel that safety can better be implemented is to have more motorcycle cops giving tickets downtown would help. With all the tourist, someone will get killed downtown as long as it is not being monitored</p>

<p>I feel unsafe biking and walking along roads in most areas of Austin. Drivers do not seem to understand the intended purpose of crosswalks or pedestrian right of ways when the walk signal is present at intersections. Some desperately needed improvements: 1. A signal at the pedestrian/biking crosswalk at the 35 frontage road and 4th St downtown 2. Connections between Metrorail stops and business parks/centers 3. Later running Metrorail trains (and on Sunday) to accommodate a wider range of schedules. Many people work later than 5:30 PM. 4. Alternative sidewalk plans during construction. Cesar Chavez sidewalks west of 35 have been closed for months, a plan should have been created to allow people to continue to use this main corridor downtown during construction. Sidewalks were closed on both sides of Duval Rd at the Mopac frontage road for weeks leaving the only alternative for bikes/pedestrians to go several miles out of the way to cross the street. Makes the city seem very unfriendly to alternative transportation not to mention people with disabilities. 5. Additional bike lanes and pedestrian crossings (with signals since drivers otherwise do not stop) in high traffic areas to cut down on preventable injuries/deaths. 6. Better planning/re-work of existing roads and signals. For example the connection from 35-N to 183-N is a total nightmare with the lanes crossing since it is also an entrance to 35-N from the frontage road. This should be one or the other. I've seen so many preventable accidents in this area. I suggest closing the entrance from the frontage road to 35-N and having them use the earlier or later entrances. 7. Re-evaluate turn lanes that make no sense. The right lane of 5th St and Brazos is a left turn only lane for no reason at all (pretty sure it was left that way after construction ended). This causes slowdowns/close calls when people try to get over at the last minute when it is totally unnecessary since there is an open lane across the intersection. 8. Add pedestrian only crossing times during really busy intersections. For example Congress Ave at Cesar Chavez should have a minute where all traffic signal lights are red and all pedestrian crossing signals are on. Then the pedestrians signals should remain at "don't walk" while cars have the signal in order to speed up left and right turns in this area. 9. I have lots more where that came from. Feel free to reach out if you want more suggestions :)</p>
<p>For the metro bus system the price should go up for those visiting for SXSW or other events that are not just for the locals. If it is not yet in place.</p>
<p>Question 10 does not offer enough reasonable time period choices. FLAWED SURVEY DESIGN Because survey participants are self-selected, rather than randomly selected, this survey is flawed. I strongly suggest that you try using a survey design that will give a truly statistically representative results, rather than this self-selected approach.</p>
<p>public transit should focus on the needs of riders who depend on it for mobility, and should have rates that minimize general subsidies to riders who can afford to pay for the service. only buses, no rail.</p>
<p>The main goal should be to transition away from car-centered transit towards rail for intercity transit, rail and bicycling for intracity corridor transit, walking and bicycling for local transit, and the occasional car-2-go for trips to rural areas. Buses are also fine.</p>
<p>In most European cities there are clearly delineated highly efficient pedestrian and bike lanes that are both on and off the street, as circumstance dictates. We have huge amounts of unused land (sidewalks and the parkway between sidewalk and street) that could be used to provide these wide, safe lanes for peds and bikes. Instead we use streets for those, at the risk to bikes. And cyclists that know that risk then use the sidewalk, which puts them and peds at risk.</p>
<p>If CodeNEXT rezones the urban core to create more density, it MUST have a plan for building sidewalks; otherwise, neighborhood streets will be lined with cars on both sides, and pedestrians will be competing with cars for mobility. Visualize: a grandmother pushing a baby in a stroller!</p>
<p>We need a robust network of protected bike lanes around UT.</p>

Rail needs to be back on the table and not the ACC Highland mall route.
My wife and I would like to see an increase in car-sharing opportunities in central Austin, especially in downtown. We love using car2go and zipcar. We would love to see an expansion of car2go's service area and an increase in the number of zipcars available for use. We would also like to see the Austin bicycle master plan fully funded and implemented. We also love that the B-Cycle program has taken off, especially in downtown. It would be great if more B-Cycle racks could be expanded to more neighborhoods, so that more local residents can use them as an alternative to driving a car.
It would be nice if City Council and others responsible for mobility planning for Austin cared about what residents want. Instead we get tolled disasters like Mopac that will do nothing to alleviate traffic. Nothing will change as a result of these surveys. I would rather city leaders not even acknowledge our traffic issues versus acknowledging them and pretending like they're working on the issues with the public's input and best interests in mind. They clearly are not working on things with the public's input and best interests in mind, but Austinites are used to that by now.
Thanks for the opportunity. Please complete the north bound bike lane on south congress between mary and monroe streets.
Bikes and buses please! And more late night transit options!
I feel a lot more people (particularly women) would use public transportation if you focused on making the streets and bus stops safer. For how many individuals who are brave enough to walk or take public transport, there are 20 more who are driving in individual vehicles. The recent murder of a young college student 5 blocks from my house, is just an example of the bullshit decision I have to make, should I walk home or get a lyft to go 5 blocks because people are living on the street and doing drugs and violence. Improving housing for homeless people is crucial if you want to improve public transport. We need to house the homeless both because it is the right thing to do and because it is the practical thing to do.
More bikes, less cars. Burn fat, not oil.
Cycling is still dangerous. Suggestion: in Germany bike lanes and sidewalks together and separated from the road. Similar to the short stretch along Barton Spring Rd near the Palmer Events Center. Buses are still unreliable for professionals. Suggestion: at rush hour provide service every 10-minutes on main arteries N/S and E/W? Bus stigma issue: Most middle class Americans do not think the bus is for them - why? Persuasion campaign? Car use in city center: limit access to the center, like Athens and other urban areas. Create pedestrian precincts with convenient mass-transit hubs down town. Use trams/buses/rental bikes for quick trips across the center. Create effective sub-urban park & ride hubs around Austin
I come from New York City, where I never needed a car. Where I live the # 7 stops by my house and I use it to go downtown or to UT. But I can't go to a supermarket, CVS, Library, etc., by bus. I'm 80 and would like to stop driving but I cannot. I am not at the point where I qualify for special services that come to my house. The bus system is inadequate and some changes have increased waiting times and distances between stops. To cut down on car traffic, buses should come very frequently and have many more routes. Don't keep widening the roads for cars.
One of the biggest problems I see on our highways, esp. MoPac, is the on/off ramps. I'd like to see improvements like metered on ramps to allow vehicles to merge onto the highway without slowing down the moving lanes. Spreading out these merging cars would help. Also, the off/on ramps that allow vehicles to exit to the frontage then enter right back onto the highway in order to bypass slow or stopped traffic needs to be addressed. People are constantly doing this, which only serves to slow traffic down more because of so many merging vehicles.

<p>The MetroRail system is underutilized and has tremendous potential. Ideally it could be 24x7, or expanded hours, as a minimum. For example, I'd like to use it to get to a concert on Thursday evening at the UT Frank Erwin Center. It's not an option, however, because: the last train departing downtown is at 6:30 PM; the concert starts at 7:00. Additionally, I've often desired to go 'clubbing' on Friday or Saturday evenings, but would like to take the train home AFTER midnight. Again, the train schedule does not allow this. It would also be convenient (and reduce traffic) if expanded bus and train service were coordinated with downtown special events. Lastly, it would be great if the expansion of the train routes could again be presented to the taxpayers for approval. Without expanded service, traffic will ultimately stop Austin's growth; it's reaching maximum density now.</p>
<p>We need to start building an urban rail network in Austin to provide truly rapid public transportation that doesn't have to sit in Austin's ever-increasing congestion. North Lamar/Guadeloupe is the obvious route to start with, as soon as possible. Once this route is planned and approved, work should be begun to expand the network. The bicycle network also needs to be improved, with more protected bike lanes and better road conditions in the bike lanes. The condition of the pavement in many bike lanes is pretty bad, and gravel, branches, trash, etc. Generally build up there and are not cleaned up properly. Better separating the bike lanes may alleviate the buildup, though proper cleaning is also necessary.</p>
<p>Austin desperately needs to fully connect pedestrian and bicycle segments, build protected bike lanes throughout the city, and build rail. Without these, plus improvements in CapMetro bus connectivity, you simply won't get people out of their cars.</p>
<p>Hundreds of families (and inexperienced teen drivers) are driving on Mopac every day from South Austin to take their children to Magnet middle and high schools (Lamar Fine Arts, McCallum Fine Arts and LASA). Lamar MS and McCallum Fine Arts Academy DO NOT provide bus transportation for students which unnecessarily clogs the road with extra commuters. Can AISD partner with Cap Metro to create a point to point min-bus shuttle in mornings and afternoons? Pick a central spot here parents can bring their children to catch a shuttle bus that goes to McCallum HS. Same thing in afternoon. I also think the city should offer tax incentives to companies that have a certain percentage of workers telecommuting or working on a flex schedule so they stay off roads during peak hours.</p>
<p>Everyday when I leave my office downtown at rush hour, I see beer and food trucks unloading their wares in local bars and restaurants downtown. Everyday, these trucks are blocking a lane a traffic. Often for a significant period of time. Why are they allowed to do this?</p>
<p>I would like to see a rail system appropriate to a city our size, but I have little hope for that at present. Things will get worse and worse and there will be talk about rail again at some point, but the forces necessary to push this through just don't seem to be there. Sad.</p>
<p>1)Every other block of downtown streets should look like 3rd street improvements with the dedicated protected bike lane and large sidewalks. 2) Eliminate right turn on red downtown and make all traffic directions stop at the same time while pedestrians walk through the middle of the intersection. This works very well in Auckland NZ. 3) Express bus lanes should have a dedicated lane that is not combined with a turn lane and does not intrude on the bike lane. A better setup seen any other cities is to have traffic lanes for cars to the far left, dedicated bus/rail lane, dedicated bike lane, and then dedicated turn lane on far right. There should be a "platform" for pedestrians between the bus/rail lane and turn lane mid way up the block, with a cross walk painted over the turn lane for safe access.</p>

<p>I would love to see more protected bicycle lanes, complete sidewalks, and expanded bus service. An example: my work at 290 and I-35 is 4.5 miles from my home in East Austin. Taking the bus there would send me in the wrong direction before sending me toward it and take almost 40 minutes. Biking there involves riding on an unprotected feeder road or on the sidewalk, which intermittently stops and becomes grass. Therefore I mostly drive. Thank you for the survey!</p>
<p>Austin should exert more control on CapMetro. CapMetro should not prioritize premium services at the expense of people who rely on transit. The frequency on local routes 1 and 3 should be restored. And it shouldn't take 4 years to fix this obvious mistake.</p>
<p>Strictly enforcing the no cell phone law would greatly improve how safe I feel while driving. Every time someone cuts me off, or swerves, or is driving in a way that obstructs traffic, when I pull up next to them they are talking on their phone or texting. We passed the damn ordinance, enforce it!</p>
<p>Please fully fund the Bike Master Plan, Urban Trails Plan, and high-priority sidewalks: these improvements will increase safety, mobility and equity for all Austinites.</p>
<p>Austin's mobility improvement is dependent not only upon the physical quality of the streets and the dependability of transit, i.e. the things specifically mentioned in this survey, but also upon the compactness of the urban fabric, for these two are fundamentally related. Any talk of mobility should necessarily include discussion of increased concentration of uses within the urban core and severe limits on development towards the fringes. If hundreds of cars a week continue to be added to the region's highways and roads as people move to Austin's suburbs, improvements in the core's 'mobility' will be largely futile.</p>
<p>I really wish the light rail initiative had passed! But barring that, more frequent bus service would be nice. I've very much enjoyed my trips on Cap Metro and will continue to use it regularly.</p>
<p>I'd like our streets to look like the ones designed in this article - http://www.citylab.com/cityfixer/2014/09/when-adding-bike-lanes-actually-reduces-traffic-delays/379623/ I want the city to stop grant fee in lieu of sidewalk...NOW. The argument that it will promote stranded islands of sidewalks is moot because this already exists. Feels like no one at CoA is awake and evaluating all the new builds in my neighborhood. There have been lots of places where they should have had the builder put in sidewalks, we'd be 1/3 of the way there already. Give the transportation engineers new guidelines. If we complain about speeding or difficulty crossing the road, the measure and say it doesn't reach their criteria. But the speeding still exists! And they "don't like crosswalks" because they feel it emboldens pedestrians when traffic is not stopping for the painted crosswalk. Yet nothing else is ever proposed or done with the requests by residents. Feels like the land of "No."</p>
<p>Improve the pedestrian experience on every corridor + every 1 mile around a bus stop = Create proper sidewalks (wide enough) and most of all crosswalks at least every 1/4 mile on corridors. Dedicate specific lanes to the buses on the corridor, all the way long, and prioritize the transportation lane at each traffic light. Last thing : please have a one-price ticket on all buses and transportation + make possible to buy 10-tickets or 1-week pass on the App. Thank you!</p>
<p>I would like to see more protected bicycle lanes in Bouldin Creek and better maintenance on the ones we have.</p>
<p>Bring back more frequent #1 bus service. Since the change to MetroRapid, I am forced to drive.</p>
<p>Please consider more roundabouts throughout the city.</p>
<p>I live in west campus and the roads and sidewalks are super dangerous/non existent. Tons of pot holes, cracks, and missing sidewalks</p>
<p>Consider expanding congestion-proof solutions such as trains and bikes before inducing demand with more expensive roads!</p>

Happy to support more funding, BUT it has to go towards better mobility for people...not roads for people driving alone.
All of the money that is poured into widening lanes and corridors still won't be enough; it's time to think LONG TERM and begin implementing a wide reaching metro system. The solutions are there, you just have to put the right minds together and work to find them. If the only impediments are cost and construction (and their combination), then please think again--- the difference won't be much if at all when compared to the constant and evolving needs of the roads and highways, especially over the long term.
RAIL, RAIL, RAIL!! Nobody wants toll roads, building super highways has literally never worked. Stop trying to invent the mobility wheel.
TAXES TOO HIGH IN AUSTIN
-You have to work on marketing efforts. -You have to realize that almost anyone over 40 won't give up their car...so let them sit in traffic. Work on ways to improve mobility and target younger demographics by making sure they know there's not a need for a car. -Monitor and ask commuters what would help them. Most people don't use rail b/c there's not enough space and not enough options for getting home post work when someone wants to stick around for happy hour. -Look at ridership...it's down and you give the CEO of capmetro a raise? WTF -Remove the word rail from your vocabulary. We are Austin and full of great thinkers and startups that can address these issues if you open up the option to them. Rail won't work in this city. It wasn't built for it and the time/cost to construct a system will not keep pace. -Allow private investors to start building projects in select areas for ways to 'hack' new transportation systems of the future. We have a unique opportunity to showcase what a future city looks like...so get rail out of your head. It's an 18th century technology.
Take rail to where people are and people want to go. Stop letting developers and business owners route rail away from existing population and commercial centers where people need it most. Also, please keep improving the roads for people who currently bicycle on them. It's nice to be ambitious about cycling, but don't believe the futurists who tell you that we have to achieve a Dutch utopia of calmed traffic and fully separate lanes before cycling starts to matter as a form of transportation. There are people cycling for transportation right now, on existing streets. We're real people, not imaginary, and traffic engineering makes a big difference for us! Every small step to improve intersections and lights for cyclists makes a real difference to real people, and we appreciate it.
* the city build nice bike lanes, but then the lanes are filled with water, debris, and broken glass, and trees and bushes are blocking them (e.g. 6th st x Patterson (glass and debris), Melridge Pl (trees and debris), 3rd x Baylor (water), Barton Springs between 1st and Dawson). Building is not enough, the lanes have to be kept in good conditions. * not a fan of the two way segregated bike lanes. They are too narrow and not suitable for a commuting pace (~15mph). They feel unsafe, cars have one more direction to pay attention to, and almost never do. * bike lanes without side walks leads to pedestrians walking on the lanes. * fund the sidewalks and bike lanes proportional to the traffic.
Safety for walking and bike riding is a big problem due to lack of sidewalks and bike lanes.
The streets and urban highways should be designed to reduce speeds, discourage motor vehicle use, and improve the safety and quality for non-motorized transportation. The current designs encourage aggressive and dangerous behavior and make streets very unpleasant for everyone, in a car or outside.
I love Austin! More bike lanes and protected bike/pedestrian lanes and a simple 'mopeds to front' sign at area traffic lights would make a huge difference. Moped/ motorcycle lanes would be....dreamy
Improve streetscapes on our corridors

<p>Regarding question #10, I would like to see existing plans expedited to complete within a year or two but any future vision to be completed sometime in the 5 year time frame. I'm mostly concerned with my child's ability to safely ride his bike to his friends house to play. This requires connecting bike paths, adding striping and in some cases shielding him from car traffic. If it can't be done in time for my son let's make sure the next generation can get where they want to go safely.</p>
<p>City spends too much money on items that benefit too few like to Mopac pedestrian bridge. Huge boondoggle for a few bikers. Does not focus on fixing existing problems. Put rail where people are now. Not downtown.</p>
<p>Also new roadway additions where possible - not just improving existing. Public transit will work better in corridors with adequate capacity. transit won't work otherwise.</p>
<p>In Basel, and some other cities in Europe, they have a hospitality fee that is paid at any hotel, airbnb, etc, which goes directly to public transportation infrastructure. In return, all guests paying to stay overnight in the city get a pass for unlimited use of the public transit network for those days. Its a great way to put money and ridership into our public transportation system. Put smart traffic lights in. Its crazy to me that we still don't have them everywhere (or at all maybe?). What a waste of energy and time to sit at a red light when no one is around. Make bike boulevards as alternatives to Lamar and other major car arteries. They can go through adjacent neighborhoods and use bollards to prevent through traffic of cars (Berkeley, Seattle and many other bike friendly cities do this). Enforce bike lines as traffic lanes. I regularly have to go into car traffic because a package delivery truck or waiting car are live parked in the bike lane. There is a pickup truck on West sixth (nearly every day) by ZTejas that is too long to fit in the reverse angled parking, but does it anyway, and blocks the bike lane. Why is it acceptable to block a bike lane but not a car lane?</p>
<p>We need urban public transportation options that are out of traffic, and I think rail is the best option. I would also hope that the possibility of rail on the MoKan right of way would be explored. Maybe it could help relieve congestion on I-35, or at least give people an option other than sitting in that traffic.</p>
<p>n/a</p>
<p>Please, stop building roads, its counterproductive. Also, stop caring so much about the regional needs and focus instead on city needs.</p>

I CAN'T GET A JOB IN AUSTIN (for two years, now), BECAUSE: a) public transportation does not serve Austin extensively, frequently nor reliably enough to reach job locations; b) employers will not hire people without "reliable transportation" - meaning "own motor vehicles" - EVEN IF the employment locations are on Capital Metro bus routes; c) I cannot afford to own/operate my own motor vehicle; d) the City "plans" for more traffic lanes (and allowing more vehicular traffic) instead of creating more and better public transportation and thereby encouraging or enabling more cars to be off roads. It may be too late to remedy this situation, but implementing more thorough and efficient public transportation would also encourage (or, would have encouraged) more responsible growth of Austin, along public-transportation lines. Austin's public transportation situation is a joke. Not only that, the bus drivers are surly, even combative, with riders. Each bus itself "yells at" riders with its LOUD public-address announcements of "NOW APPROACHING . . . !" and "STOP! REQUESTED!" inside the bus, as well as the speaker bellowing announcements outside when the door opens. For the reasons bullet-pointed above, anyone without a car in Austin is screwed out of employment opportunities. If I could leave this city, I would, but since I can't get a job, I can't save money to do so. Adequate, efficient public transportation is what makes any great city "go," makes it truly "liveable," but Austin's mediocrity is directly reflected in, if not caused by, it's risible, pitiful Capital Metro system. Oh, and while I'm at it: Last year, I quit riding my bicycle for both transportation and recreation, because every other time I'd ride it, some idiot driver would try to make a right turn or cross a bike lane on top of me. Vehicular traffic has grown terribly perilous for cyclists, even those who know their place in the road and obey all traffic laws (as I do - or, did). This peril is caused both by reckless, perhaps phone-distracted drivers and by the recent influx of many more drivers in this city. Not only that, but last year, I was almost run over SIX TIMES by drivers making irresponsible left turns as I crossed the street on foot. Getting more cars off the road might seem a good idea, no?

City (at all levels) needs to pay much more attention to traffic/transportation impact when considering new development (and the permits, zoning changes and waivers that go along with that).

Worst survey ever. You need to be a transportation wonk to decipher and understand the meaning behind the choices you've asked respondents to make. We need to do a better job of putting these important questions into a context the average person can understand.

The City missed the opportunity with the last rail initiative. Tying to force a route down Riverside instead of a transportation corridor like I-35 or MOPAC was a huge mistake that will take decades to recoup from. That said, the City should go back to work to bring rail to the community. Fixing problems for commuters will improve conditions on local streets at the same time.

I would like to see then city create short-term, mid-term and long-term strategies. ST would focus on quick wins like improving traffic signals. LT would focus on changing code to focus on denser communities and lessening parking space reqs (discourage driving).

Austin's public transportation system needs to catch up to the times and to the increased size of the city. Light rail in certain corridors would create a significant improvement. The bike network should also be improved and we should aim to make the city more walkable.

Reducing the number of cars on feeder corridors (290W, I35, 183, 71, 360, MOPAC, 2222, Bee Caves) - cars bringing people into and out of town for work would reduce the number of cars in the city's core. Rapid buses, bringing people into and out of town. Changing the traffic light signals that traffic doesn't stack up for blocks. AND, if there are dollars for rail eventually - rail should bring people in and out of town (not just up and down Lamar Blvd) - into the core of the city - from all points east, west, north and south: Cedar Park, Round Rock, Manor/Elgin/, Bastrop, Kyle/Buda, Dripping Springs, Bee Caves/Spicewood, Lakeway

<p>We don't have a funding problem. We have a leadership problem. We are squandering massive amounts of money on fewer and fewer people instead of addressing the problem for the large majority. The city needs a comprehensive reassessment of their transportation priorities. That plan should include public transportation - a model that not only addresses the needs, and is scaleable, but doesn't do it at the expense of the majority. Instead of trying to force people into one mode or another, come up with solutions that work for everyone. Don't show us an absurdly expensive light rail plan that doesn't travel a SINGLE major corridor and starts in an completely undeveloped part of Austin that has zero traffic and tell us that will solve the transportation problem. You lose all credibility when you do that. Don't spend millions on a new boat house on Town Lake and then propose a plan to run a bridge across the top of it that would remove it.</p>
<p>I hope that Austin is looking at how to make public transit available to low income communities and communities of color. Also, I hope Austin is looking at how increasing public transit may lead to increased gentrification.</p>
<p>Austin seems to plan to much and not take action soon enough. By the time action is taken, have to plan again. Austin also seems to try to be all things to all people, need to focus on what is best for the city overall. Rail is a good example. Capital Metro seems to have a lot of authority and doesn't get the input needed or look at the outcomes of its plans and actions and how they affect the city overall - they seem too project focused rather than working to improve transportation overall.</p>
<p>I think I-35 should be put under ground. Dozens of neighborhoods in Central and East Austin would benefit tremendously. Especially East Austin could actually become bike-friendly then. I think The MetroRail system should be expanded to serve all areas of the city. A street car system would be ideal to connect South Congress, downtown, Congress, and the UT campus areas. Every single new street, every extra lane for cars, every new parking garage is a step in the wrong direction. It will only attract even more cars. The only hope for Austin, IMHO, is to radically push walk- and bikeability. Everybody would benefit tremendously, including the "remaining" car drivers.</p>
<p>Austin has the talent and impetus to be visionary. Why not try innovative modalities not even mentioned in the survey like gondolas, restricted corridors with self driving and parking cars, (even local ferry rides on the lakes), trams etc? Let us try weird options-- not the same old expanding roads, adding bigger buses etc!</p>
<p>183 needs to provide high speed bypass of I35 so we can gut I35 and provide real. Solution to congestion and noise</p>
<p>The city needs to be more realistic about costs. What they charge for sidewalks is absurd. When they reflect costs it has way too much fluff in it. Run the city like a business, not like a fat government. Get rid of the fat.</p>
<p>I've always wondered why trails along some creeks that go to Townlake are not built as part of a comprehensive system of trails that help mobility as well as recreation.</p>
<p>The current rail system and proposed increased frequency of stops in addition to the new station plans for downtown and Saltillo plaza are incredibly frustrating and seem like a waste of resources for an already poorly-used and poorly-designed line that doesn't seem to reflect current or future development and commuting patterns. The current transit system could connect much better to UT's main campus, where over 40,000 students and faculty need to get to on a daily basis, oftentimes outside of UT shuttle service hours (i.e. evenings, weekends). The shuttles are fine within the university calendar, but outside of that it is not functional as a commuting option for many staff and students.</p>

<p>Car2Go is a neighborhood nuisance! The Car has 8 LOUD and sharp beeps to indicate that it is locked or closed or dropped off or something. Ever since Car2Go was allowed to have their cars left in neighborhoods - our neighborhood (Hyde Park / Hemphill Park) has been disturbed MANY times FREQUENTLY with the Car2Go loud sharp beeps. Please change the policy for them to be able to drop off the car in neighborhoods or tell them to change that alarm. Also - I am not a fan of UBER - the company is a bully. I grew up here. I am disappointed how Austin's character has changed. Don't let them bully Austin.</p>
<p>Light rail is a waste. Improving the bus system is the best answer to our mobility problems....we need more short direct-connects, or shuttles, that ferry people from point a to point b. They should be frequent, cheap, clean and smaller than the mega buses currently in use.</p>
<p>City need to address uber and Lyfy (TNCs) sending trip requests to the driver while the car is in motion thereby forcing the driver to ignore the trip and be penalized or break the hands free law and touch the phone while the car is moving. The apps can/should sense the car's speed and send trip and uber pool & LYFT line requests when the car is not moving. Both taxis and TNCs should only pick up send drop off in designated areas...there is too much obstruction of traffic by ALL!!! Uber can force the riders to go to pick up areas throughout the downtown area as done during SXSW but they seldom turn that restriction on. Many taxis and TNCs sit and wait for riders in a thru lane!!! They also wait for trips in no parking areas causing safety issues.</p>
<p>Connected trail systems for long-distance bike commuting should be a priority in order to reduce the number of cars on the road and limit congestion</p>
<p>Many of these questions were too complex for the format And Thank you for trying</p>
<p>Our major corridors that serve multiple purposes (destinations like retail, restaurant, office, as well and traffic pass through) should be made more friendly to people who actually spend time there. We should invest in the amenities that serve people walking, biking, and using the businesses. More outdoor seating, more trees, more benches, etc.</p>
<p>Austin is a beautiful place to live. Please help out the folks who want to live life at a slower pace. The less I use my car, the healthier and happier I feel. Thanks!</p>
<p>We should shift spending away from cars and toward the various other transportation alternatives that our car focus is crippling.</p>
<p>The investment the city most needs is not listed among the available options in Question 8 "Investment Preferences": LIGHT RAIL</p>
<p>I would like to see additional stops on the commuter rail, for instance at 51st or 45th and airport. I would like certain corridors to become more overtly usable for bikes, like Nueces and Shoal Creek have become, so that safe bike travel is easier and less stressful. More frequent buses would also encourage my use of public transit.</p>
<p>The city adequately funds - or overfunds- roads and road maintenance, but there is no dedicated funding for bikes and sidewalks. There definitely needs to be a shift in priorities.</p>
<p>Less toll roads, more public transportation! We need a well connected mass transit rail.</p>
<p>Metro rail needs expansion. More cars, increase frequency on existing... and more routes which get people across the river.</p>
<p>We should focus on creating a complete alternative transit system. Uninterrupted bike paths / lanes and sidewalks that allow someone to actually go from point to point without sudden interruptions. We also need a real public transit system, but I don't see it happening anytime soon.</p>
<p>I would like to see areas near schools made a priority for biking/pedestrian/multiple transportation safety improvements. I believe one way to reduce congestion on roads is to make it safer and easier to bike throughout the entire city and promote working from home (as during Obama's recent visit) or a 4 day work week.</p>

<p>You could raise a lot more money by issuing tickets to people parked on the wrong side of the street which is everywhere all the time, by issuing tickets to people who don't ever cut their bushes and lawns so the public side walks are unpassable and nail people who blatantly speed through red lights. So many ways to raise money and improve the aesthetics of the city</p>
<p>Improve options for underprivileged citizens.</p>
<p>Austin is a bicycle friendly city. Let's make it the BEST cycling city. I think if there were more major, safe, quick bicycle corridors in all of Austin, it would entice commuters to consider bicycling as a serious alternative to driving.</p>
<p>I do not own a vehicle, but my boyfriend does. I Love Car2Go and I wish the service area was expanded and more cars were available citywide. I Would Use b-Cycle if it reached all the way to Mueller (where we live) and if it was cheaper, but it seems to be popular with people visiting town. I bike but often feel unsafe on major roads, especially where bike lanes disappear and reappear. I wouldn't dare get on a bike lane on a major road like Guadalupe. I think cities that designate car-free zones to emphasize pedestrian and bike routes are amazing. It's 2016, we should be able to see where buses are in real (or near-real) time; the biggest wildcard/deterrent for public transportation is the time wildcard: Will the bus be 10 minutes early? 5 minutes early? 5 minutes late? 10 minutes late? When you arrive at a stop it isn't clear if your bus came and went of if you haven't caught it, and I can literally walk up Manor in the time it takes between 20 buses in the morning (not a complaining about the time interval, but ultimately it's not worth the wait due to the uncertainty of when it will get there. On Uber and Lyft you can see where the vehicle is and judge if you want to wait or if you need to get going, and something similar would greatly help the bus system. The "Text to see route times" is more or less worthless in terms of gauging your ride. I think that with buses reliability isn't as big of a deterrent as uncertainty. I've heard that one reason they don't have this feature is for safety concerns (I have no idea if that's true), but that seems absurd, as buses run reliably enough that anyone who had ill intentions could enact them with or without a real-time system (if that is in fact the reason we don't have a tracking system).</p>
<p>Was this survey piloted across the community? I found the questions very hard to understand and I have a PhD, I can't imagine that a wide cross-section of the community was able to complete this.</p>
<p>Austin would greatly benefit from more public transportation options, such as light rail and bus routes that have more east-west connections, more frequent routes on weekends, and more frequent late-night routes. I have found that Uber has been a great benefit in safe, affordable travel to access downtown and special events. I will never go back to cabs again! Uber has been cleaner, safer, faster, cheaper, and more reliable than cabs in Austin.</p>
<p>Improving Bike and Ped mobility will help transit which will help overall mobility. If you give more bike, ped and transit mode options for short trips, you reduce vehicle lane demand to help those making long trips. If young and low income people have options where they don't need to support two cars or even one car, they can save enough each month to live closer to the central city. My wife and I are in our 60's and we did one car for many years and I used bike/walk on commute - even when our kids were young! They learned how to use the bus! The lower expense helped a lot to fund our retirement.</p>
<p>If we tried Austin could be a leader in bike usage instead of smog makers.</p>

<p>Sorry for this disorganized lump of ideas, but im rushed. Please build more lanes for future use along i35. Please redesign main corridors, like Airport and 183, to have no traffic lights. The improvements for mopac are insufficient for long term. It really needs more lanes, like 8 or 10. Increase park and ride options for out of town commuters and connect all park and ride locations. The rail was a nice idea but maybe we need to add electric streetcars. Please take a look at Boston ' s MTA where they have streetcars connecting suburbs to major hubs like near universities. I would love to ride a motorcycle instead of drive but I feel it is not safe here because of the congestion and drunk drivers. Please add HOV lanes wherever possible. Please allow motorized mopeds and bicycles, especially electric ones, to lock up at sidewalk bike racks. Please stop hindering bike cabbies from doing what they do.</p>
<p>Thanks for the opportunity. Car culture in Austin has far exceeded our ability to control it. It would be great to see more of an effort to reduce the number of cars(and street access of those cars) as well as increase bike/public transit accessibility.</p>
<p>I live near the Muller development, and if I want to take public transportation to my job downtown, it would take at least 45 minutes (vs 30 min to bike and 25 to drive by myself/park/walk to the office), assuming the bus comes on time. I would love to see better/faster public transportation from our area to downtown so that on days when I don't want to bike, public transportation is actually an option instead of driving by myself.</p>
<p>In a good weather city like Austin, there is so much untapped potential in biking, car sharing and public transport and people don't need to drive individually.</p>
<p>When I chose "safety" as a concern for ride-sharing I meant that the City should recognize that these services make our roads safer, not that I am paranoid about the drivers being unsafe.</p>
<p>Links between east and west of i35 need to be made safer for cyclists, especially manor road, 32nd street, and 38 1/2.</p>
<p>One of the biggest needs to be addressed is improving the quality of bike lanes. Some are full of ruts and glass and make it unsafe to bike in them. There are a lot of bike lanes, which is great! But they're not always maintained. In particular, Duval has a lot of potholes</p>
<p>I think the city has successfully identified much needed improvements and connections through the urban trails master plan and should continue to prioritize bike and pedestrian safety. Protected bike lanes, shaded sidewalks and streets to reduce the heat island effect and promote health and safety should be a top priority. Road and trail improvements should leverage green infrastructure as much as possible. Small improvements that can happen quickly and tie in to the nature and character of Austin are the order of the day!</p>
<p>In my mind, many of these issues have overlapping elements, so it was difficult to choose which is most important!</p>
<p>A consistent network of protected bike lanes would let me cut my driving time in half - creating safe lanes is my number 1 priority.</p>
<p>I do not feel that providing additional funds for highway improvements will improve traffic congestion in the city.</p>
<p>If Austin can add more protected bike lanes, I think many more folks would bike. Also, if the train runs later, I know many more folks would take it to/from work -- the fact that the last trip home is so early eliminates a large group of people who have to work late and/or have after-work events that would keep them downtown later.</p>
<p>Bicycles and public transit should be absolute priority. Creating pedestrian/bicycle avenues in downtown and reducing or eliminating the amount of cars in the city center is a smart, affordable solution to the congestion and chaos downtown and in the surrounding area.</p>

<p>I think I heard that the City recently approved construction of a dedicated bike lane along Riverside, but I can't find the details online. Would love to know how far east this is planned to extend and would love to know the timeline. Certainly a dangerous area to bike now.</p>
<p>Bicycle infrastructure has created an enormous growth in bike commuting in Austin. In addition, protected cycle paths have provided safety for many youth groups that regularly ride in Austin including the Kealing Middle School Bike Club, the Ghisallo Organization and the many schools that work with them. I would also like to see the City of Austin take a stance against allowing parking in the bike lanes, that creates even more danger for cyclists and cars alike. Thanks for 'listening'!</p>
<p>While I am a cyclist/runner/walker, I believe that the most important improvement Austin can make is to design and implement a system that reduces the number of cars on the road. By providing an effective light rail system that connects the regional corridors to local corridors and then downtown Austin, this can be accomplished. Good luck.</p>
<p>Attempting to maintain and expand roadways to keep pace with congestion is a losing race. Alternative modes of transportation--walking, biking, busing, etc.--must be a vital, if not the most important, piece of this conversation.</p>
<p>In my opinion, the best way to improve traffic congestion and transportation safety is to remove the number of cars on the road by increasing the accessibility of bicycling, walking, and taking public transit for all persons. Thank you for taking the time to ask the questions!</p>
<p>Sidewalks would make my neighborhood more walkable, eliminating the need to use cars or bikes. Sidewalks in Cherrywood Neighborhood are old and some suddenly stop forcing your to cross for less than a block then cross back. Specifically on E 38 1/2 street between the railroad tracks and Cherrywood Road along the south side of the street. There is small section with no sidewalk even though the city installed new sidewalks two doors down. Makes absolutely no sense.</p>
<p>Overall top priorities and timing needed: 1) Build out sidewalks & bike routes to connect neighborhoods to existing amenities and public transit; 2) Begin investing in truly dedicated/express mass transit through central corridors (e.g. Guadalupe) -- ideally this would be a subway, but also acceptable would be 'subway-like' performance such as dedicated lanes, minimize traffic lights (more so than today), would be more frequent (8 min peak, 15 off-peak) and could have fairly fixed commute times during rush hour (e.g. 15 min 38th st. to Ceasar Chavez)</p>
<p>I think that the city should allocate their sources more wisely. I am a student who is very concerned with safety for pedestrians and bicyclists, and I haven't seen very much change that benefits either. However, I constantly see highway construction for tolls, which benefits a very select population. I want to see funding going toward education regarding sharing the roads with all users. I constantly see cars cutting off pedestrians or blocking the crosswalk, and that behavior is unacceptable. Police should start implementing fines for cars who don't respect the rights of pedestrians and bicyclists. Only then will they actually start to exhibit respectful attitudes.</p>
<p>Connectivity is key. Make everything a grid. Fix old neighborhoods that are gated or don't connect to nearby streets. Car connectivity is lowest priority.</p>
<p>spend more on in house design and actual construction, and less on consultants and expensive plans that are obsolete in a few years.</p>
<p>People continue to walk and bike more. Offering separated facilities and a elevated rail option will provide a safe fast and effective way to move people and reduce congestion. Say no to more roads. You cannot build your way out of congestion with added laned.</p>

<p>The way the lights are timed in Austin is a disgrace. There also needs to be a greater effort to put stop lights at extremely busy intersections where people are constantly trying to get from one side of the street to the other ex: there needs to be a light on 28th street and Guadalupe where people frequently cross 4 lanes of traffic to get to Torchys. Additionally, there needs to be more stop signs at one way streets to prevent people from driving the wrong way!</p>
<p>Cyclists downtown break all types of laws and are dangerous. The streets are paid for by drivers not cyclists so to take out lanes for cycling which a majority of taxpayers can not use to go to work is a theft of the public commons. Also, elderly people need additional CapMetro ride services to doctor appointments, etc. They cannot count on a bus if they are frail. UT has run an "regional" bus system for decades. Use their system and make the buses safer, not housing for homeless. Also, in Vancouver, there are bus pullouts so when the buses are loading and unloading, they don't block traffic.</p>
<p>The City of Austin's maintenance of roadways is frankly insulting to taxpayers. We all know well by now that the City chose to pursue an "if we don't build it, they won't come" policy 30 years ago, making major city corridor roads all but impassable during four-hour-long rush hours every day. It regularly takes me more than an hour (on the Rapid bus) on Friday afternoons to get from Fourth Street to Dean Keeton on Lavaca/Guadalupe. I could walk that distance faster. But refusing to widen out or build new roads is at least a political choice. What's really inexcusable, to my mind, is that these manifestly inadequate roads are not even maintained. Riddled with potholes, poorly lit, lanes not even painted in so that you can see them during flooding and heavy rain! (At least the central city streets don't generally flash flood during normal rains, like both 183N and 290N tend to do.) I have nearly hit multiple bikers in Central Austin due to a combination of low visibility and inadequate bike lanes. If you're not going to spend money on widening out the roads, at least make sure that they are driveable at all. For example, the right-hand lanes of Lamar, both north- and southbound for virtually the length of it from the river to 183, can't be comfortably driven on at more than 30 mph—meaning that even when traffic is moving at all, it can't move quickly. As property taxes, like property values, continue to skyrocket, shouldn't that money be spent on making sure the city remains liveable for residents? Addressing transport and affordable housing should be at the top of the City's list.</p>
<p>Transportation is both a mobility and an equity issue. Not everyone can (or wants to) drive a private car. The city of Austin must recognize the need to accommodate more kinds of transportation, not only because it will decrease traffic, but because it will make the great parts of our city more accessible to the folks who live here.</p>
<p>Please, please, please - use roundabouts instead of stop signs and stop lights where ever possible. I say this both as a cyclist and a motorist. Austin is in the dark ages when it comes to use of roundabouts. The benefits are proven and numerous, including reduced congestion, improved flow and capacity utilization, reduced idling, improved air quality, improved intersection safety, reduced cost and maintenance, improved speed control management, and improved intersection visual aesthetics.</p>
<p>The congestion of cars is reducing quality of life in Austin. I am thinking of moving in order to escape the congestion in traffic. As far as bike lanes, we need protected bike lanes. I know far too many people who have been hit by cars. Please help reduce deaths/injuries by increasing bicycle lane safety.</p>
<p>STOP BUSES FROM RUNNING RED LIGHTS. I see it often and just saw the 832 or 932 run a light by old library. He could have taken out a crowd of walkers!</p>

<p>This survey was confusing and the groupings didn't allow enough specificity. For example, on funding, Austin overfunds road construction and underfunds public transportation investments. I35 needs to be addressed because that is a Local corridor (even though it is under regional/federal oversight). Please get I-35 cut and capped or swapped with SH 130. Just adding tolls is a lost opportunity to really improve Austin. Thank you for asking!</p>
<p>We need to treat our streets as much as places as thoroughfares.</p>
<p>Question 9 should include option for missal location of funds: too much is spent on roads and not enough on transit, and bike/ped infrastructure</p>
<p>I feel unsafe riding my bike on the bikeway because of where it crosses the 2 streets. Cats do not look or care CROSSING THE BIKEWAY.</p>
<p>Mobility is what freeways provide. If you live in the city you need access which is more often compromised by the existence of the freeways. Bury the freeways and recreate optimum access</p>
<p>I think the City Council has put the city in jeopardy by its handling of the TNC debate.</p>
<p>Austin should really look to Tokyo, Chicago, New York and San Francisco for public transit Ideas, and Europe in general for traffic control.</p>
<p>I bike commute or walk to work and it's scary how aggressive drivers have become. The police do nothing to enforce the laws -- double-parking is now common on Congress Ave., forcing cyclists into the middle lane, and drivers all over town ignore crosswalks, speed through residential neighborhoods, and run red lights with impunity. A friend was told outright by an officer that they don't get any points toward promotions for issuing traffic tickets, so they don't want to waste their time.</p>
<p>Biking is such a significant mode of transportation in Austin and citizens have proven the need for increased safety and connecting bike routes. Please take alternative mobility opportunities into serious consideration.</p>
<p>I love the improvements being made to bicycle infrastructure but people need to drive their cars better. Also, uber and lyft drivers are dangerous in downtown areas and have little regard for human safety. I would like for police to enforce traffic laws on these drivers, and also enforce no parking in bike lanes.</p>
<p>Enforce driver insurance laws, especially in gentrifying areas. Otherwise the citizens of Austin will have to continue paying for their carelessness (as I have repetitively). Other than that, make main roads practical - holding up one of two lanes for a mile back because the car needs to turn left is unacceptable. Then the buses stop on the right to pick people up and the whole road is at a complete standstill. This happens literally every day, multiple times a day, and easily adds 20-30 minutes to a 20 minute commute.</p>
<p>If the city expanded the Public Transportation options/Bus routes it would make it much more desirable to me. I work for the State at the TCEQ, and am forced to drive every morning because the bus routes do not go that far north. It would also be nice to see the bus hours run longer than midnight, as this option would decrease the amount of money people need to spend on taxis/ubers and increase the amount people spend at local businesses! Additionally, if there were more bike lanes to and from downtown/north side that would be an additional bonus. I would far prefer to bike/bus than to drive, however due to the options available to me I am currently stuck driving. Bike Lanes/Buses = Less congestion on the streets! Thanks for providing this survey to the public.</p>
<p>Congestion on our roadways needs to be addressed by 1) redirecting through-traffic from highways that serve commuters 2) providing much better service to/from the airport instead of building more parking lots 3) incensing businesses that want to move into the center of town to instead consider the outskirts (so we don't get additional commuter traffic)</p>

<p>Shared public transport using more modes for local routes offers benefits. Making biking and triking more attractive can help. Two of us are working on this later one.</p>
<p>I think local rail would be a huge asset to Austin. I'm unclear as to why this hasn't already been developed. When I went to UT, it seemed like a go. Then I lived in NYC for 11 years before moving back. I can't believe it wasn't further developed in that time. What a HUGE miss.</p>
<p>My main concern has been the increasing cost of transportation. Not only are property taxes increasing (in part to transportation costs), but also the cost for things like parking versus cost of taking a public transit. I do a lot of solo driving because it's cheaper for me to drive my car (spend about \$25-\$30 on gas per month, plus \$2 to \$5 on random parking each month), than it is for me to pay \$41 to \$96 per month for a bus or commuter pass, especially when the travel options are rather limited. Perhaps making these public transit options more affordable should be evaluated and considered as well in order to create more of an incentive for someone like me to personally reduce my solo driving time, and take advantage of the existing public options.</p>
<p>The last 5 years the COA has prioritized new condo, apartment, and luxury living construction without any supporting bike and/or pedestrian lane or alternative transportation options. Please catch up with the growth and needs of all our citizens! Bike lanes, protected lanes, even new side walks in many high-frequency neighborhoods are in disparate need of safer methods to get to work, school, grocery stores, etc. Thank you! We know we can be better than where we are now. :-)</p>
<p>It's difficult to talk about mobility without talking about reducing the number of single occupancy vehicles. This is best accomplished as culture transitions away from personal car ownership. I believe our best chance to reduce personal car ownership is though incentivized, on-demand carpooling. Connecting people in shared rides in an easy, incentivized manner will help fill empty seats and allow people moving here to avoid bringing their cars and some to give up their cars. From the passenger side, you need to ensure you have a ride when you need it and for a price comparable to owning a car. From the driver side, it needs to be easy to participate without commitment and incentivized. This is no simple task and requires a cultural change stemming from a large user-base, technology, and support. Additionally, quite a lot of money is needed to get the word out. Luckily, we have companies with huge support and plenty of investor money attempting to solve this problem. When you look at features like Lyft Line Destination Filter, Lyft Line Hotspots, UberPool, UberCommute, etc... you see these companies testing "how can we get the most people sharing their cars, and how do we properly incentivize people from both the passenger and driver perspective?" No one really knows if \$0.54/mi is a good line for incentivizing drivers. If \$0.60 cents per mile gets more people carpooling, it sure would be nice for them to not have to get a duplicative fingerprint background check that would disincentivize them from participating. Not everyone wants money either. These companies, with many partners, can find out what drives people to get them to share rides: payment via Lyft/Uber credit, airline miles, money for charity, etc... Replacing Lyft and Uber with companies whose goal is to "compete with taxis" rather than "compete with personal car ownership" is a disgrace to mobility and innovation. When you request a ride with a service like GetMe, it sends a mass text to every driver, and whoever claims the trip first gets the trip, regardless of how close the driver is. GetMe hasn't figured out A-B and we think they are the ones to help reduce traffic and get people ridesharing? Embrace that these companies currently have unlimited budget, and let them PAY AUSTIN to help create the ridesharing culture which will lower the price of shared rides to around the cost of car ownership within a couple years. Thanks, Kyle 512-739-7623 kyle@ridecares.com</p>
<p>FOCUS ON RAIL!</p>

<p>Please seriously consider Urban Cable for at least part of the mobility solution for Central Texas. It is an option which would require far less disruption to construct along existing right of ways, can carry large numbers of people (see for example Vail Colorado's system which I believe carries more people than Austin is projecting to carry on an urban rail system). "The Wire" Urban Cable proposal is a great place to start! While we may also need other mobility improvements, Urban Cable could really jumpstart the transformation and help create a more user-friendly, fun and popular urban transport system.</p>
<p>Urban Cable should be considered to add supply to congested routes.</p>
<p>more people, less cars; make our streets people places</p>
<p>Our major corridors should reflect great places for people and businesses, not just cars.</p>
<p>A starter rail line down Guadalupe Lamar is absolutely necessary for the investment in our city's future. Alongside it, connecting our sidewalks and bike lane master plan, while orienting toward more pedestrian-oriented streets, is not just a need, but what will keep our city competitive in the future. We must act now.</p>
<p>We need better alternative transportation modes--bus, bike, sidewalks for walking.</p>
<p>Implement better public transportation options. I just came back from Boston where the infrastructure was amazing and convenient. Traffic moved through the city, and it was incredibly easy to get around without a car. AND the population is far larger than Austin. Infrastructure and city planning is much needed here!!!</p>
<p>Parking is a major concern regarding mobility especially in my neighborhood of Bouldin. Bus route expansion- Taking my bus #5 to downtown, then wait, then transfer to get to the east side which is 3 miles away, is time consuming and frustrating. It would be great if my route would include all directions and not require the transfer. This would encourage people to use it since it would be easier than driving. Service hours- It's not reasonable for buses to stop running around 11pm during the weekend, extended hours (with limited pickups) is necessary. Shuttles - We need to bring back the 'dillo or something similar. Shuttles would greatly help on streets like S. First, S. Congress, S. Lamar, and the downtown area. This time, charge for the service and it will pay off.</p>
<p>The most important thing the city can do to invest in its transportation future is to stop accommodating the car at the expense of other transportation options. Pedestrians, cyclists, and motorists should be treated equally, with programs to disincentivize single-occupancy vehicles in favor of other modes. Replace minimum parking requirements with maximums.</p>
<p>Streets have been restriped to eliminate too much on street parking and automobile lanes downtown. The elimination of hundreds of parking spaces has hurt retail and restaurant businesses and added to congestion by causing people to circle endlessly looking for parking spaces. Meanwhile bus and bicycle lanes are unused or underutilized, wasting right of way resources. Few ride bikes in 100 degree weather.</p>
<p>Must gain cooperation from businesses on reducing worker traffic during peak hours.</p>
<p>Any meaningful improvement to our transportation problems will require a multi-faceted approach. This survey would better reflect that reality if it did not limit respondents to a single "priority item" for some of the previous questions. For example, we should not be forced to choose between "more multi-use (car/bike/ped) roadways" and "increasing capacity on existing roadways" - and the city should most definitely be using both these tools in its toolkit.</p>
<p>Building more capacity for cars simply isn't sustainable. It induces greater demand, resulting in the same level of congestion. We need to prioritize moving PEOPLE over moving cars. We also need to densify central neighborhoods and corridors to have an efficient and high-ridership transit system.</p>

<p>Bike lanes around downtown are segmented and only partially complete. Example - Bowie St. between 3rd and 5th Streets, it is only striped for half the length and then it becomes a shared lane. Huh!?! Another, Seaholm area 3rd between West Ave and Bowie St is now much busier and will be even more so when new residents move in yet there is no bike lane. There are not even designated cross walks for pedestrians. How can all this development happen and these critical pieces be missing. This has now become a very dangerous place for pedestrians and bicyclists!!! Boggles the mind really...</p>
<p>I think the idea of having a gondola system above the street was genius. I also think burying I-35 where possible HAS to happen.</p>
<p>It's wonderful the city is soliciting so much feedback, but I encourage planners to remember that mobility is a long-term problem, and this feedback comes from humans, who are short-term thinkers. Every bit of research ever done on mobility shows that more roads and more cars are never the answer. Our only choice is public transport and alternatives like bicycles, which have a huge range of other benefits, too, in terms of community and economic mobility. Instituting this will require real and difficult leadership to counter the short-term perspective common to humans while also building partnerships with the business community to normalize travel-adjacent amenities like locker rooms and storage.</p>
<p>Project Connect plan for a Green Line to Manor-Elgin is a very good idea. Please work with the 183 improvement project to include a spur to ABIA. As tourism increases, visitors are more comfortable with rail over bus transportation and reducing the number of rental cars, taxis, car-shares and buses bringing tourists downtown is absolutely critical in the coming years.</p>
<p>This city needs east-west corridors through the center of town. There wouldn't be near as much traffic on the north-south corridors if people get to their destinations more directly without having to go miles north or south (out of their way) just to get where they need to be.</p>
<p>I think the problems lie more in priorities than in funding.</p>
<p>Build the Guadalupe-Lamar rail line proposal that's been proposed about a billion times.</p>
<p>The city doesn't spend too much on transportation, they just consistently spend it on projects that don't benefit the greater good and that have little impact on mobility. That has to change.</p>
<p>We need light rail on the Lamar/Guadalupe corridor!</p>
<p>I don't feel like the city is thinking about projects outside of transportation that may still have a positive effect on the transportation experience within the city. For example, I work in the Seaholm power plant, a building that was very recently renovated, and is OWNED by the city. And yet this massive building project seems to have taken no consideration for bike commuters. I don't understand why new buildings within the city are not required to provide adequate, protected bike storage and showers. In a city looking to be an example for the future, this should be a part of every new major construction project. I cannot stress to you how many more of my fellow employees would ride a bike to work if there was a reasonable place to store their bike and shower once they got there.</p>
<p>More people would utilize the public transportation in this city if it were more reliable. I cannot trust the bus or train to arrive on time for work or appointments. I have to leave an hour or two early if that's the case, which forces me to often drive or bike to be on time. If the trust was there for public transportation (more train cars, more busses, more frequent times), people would drive less which would create less congestion. Younger generations are actively seeking this out and want a city that is connected. They're looking to live cheaper and smaller. Not to expand the roads for more cars, but to pack the busses and trains so we can get more routes.</p>

<p>Get cyclists off main roads and onto the hike and bike trail. Educate cyclists that all laws apply to them. They do not get to choose to abide by either pedestrian/vehicular laws depending on their mood or what is convenient at the time (ie running red lights, crossing intersections at pedestrian crossings, talking on their cell phones, etc...)</p>
<p>I use my car most of the time because there is no bus that will take me to HEB, CVS, Yarborough library and many other places. When I can take the bus to where I want to go, I do take it. There should be more bus routes, shorter wait times, etc. so that buses are convenient for people. That will reduce congestion.</p>
<p>Driving in Austin would be easily improved by at least 50% if people followed the traffic laws that already exist – laws regarding speeding and laws regarding talking/texting/reading while driving. I have spent a lot of time in India, and honestly Austin reminds me of Mumbai, where traffic is basically like a giant stampede of cattle racing in a lane-less gridlock to get to a destination. They have traffic laws in India that would prevent that situation, but nobody in Mumbai (including the police who would enforce it) follow the traffic laws. In India it is because the police are corrupt. I have no idea why the Austin police do not enforce traffic laws, but I hope the reason here will be more possible to correct than corruption is, otherwise we've essentially and in practice come to function like a third-world country.</p>
<p>Tax breaks for those of us who can prove that we don't drive much at all might be a major incentive to get people out of their cars.</p>
<p>Wheelchair access continues to be needed throughout the city; a lot of good work has been done but a lot more is needed. I don't just want to focus on MY neighborhood in these surveys, I go to work visit friends care about people in other parts of the city. Things like Cars to Go provide no access for people with disabilities and yet they get all these amenities downtown. Same with the bike rentals. Uber provides wheelchair rides now, but won't commit long term; Lyft and the rest do nothing. Taxis are not very reliable for wheelchair users which is WRONG! Uber et al should be slapped down for their rude treatment of the city and Ann Kitchens in particular; they are totally out of line. (I don't want to give a pedicab driver a heart attack trying to tug me in my motorized wheelchair so never mind about wheelchair access there). Crossing signal controls are hard to reach often and don't give slower pedestrians time to cross, why so much consideration for bicycles but not for pedestrians? People in wheelchairs should not be given a hard time for using bike lanes, bikes use sidewalks and sometimes there is no alternative for a wheelchair user than the bike lane or the car lane. Congestion of traffic is bad, very bad and needs to be addressed but I doubt pedestrian and wheelchair issues are getting enough comments.</p>
<p>Better BRT- dedicated lanes for buses, HOVs, and bikes/peds- even if it is at the expense of the single-occupancy vehicles. HOV lanes for buses and cars on all major highways/thoroughfares to promote public transit and carpooling. It is foolish that Mopac will not include HOV lanes. Better bus routes- Cap Metro buses are often empty. Focus operations where ridership exists and make service more reliable and efficient. Austin has a long way to go. Very disappointed by current transportation program.</p>
<p>There are tons of Austinites living in places with excellent public transport access (e.g. Downtown) but with no stops near work (e.g. Loop 360). I would personally love to take the bus to work, especially if it had WiFi, if only there were stops along 360.</p>
<p>The bike network is pretty good so far, but there are definitely improvements to be made especially in connectivity. Going north to south on buses is pretty easy, but trying to do east to west has always been very difficult and unpredictable for me.</p>

<p>I think it's almost a universal given that mobility planning has to shift its priorities from those that enable car-dependent sprawl, and instead focus on local, multi-modal solutions for moving people. In the urban core, that means better-connected and safer bike and pedestrian networks, and an eye towards giving mass transit the edge over single-occupant vehicles. Funneling our scarce transportation dollars towards regional highway projects increases pollution, traffic, and is a handout to non-Austinites. Focus on this city, its residents, force more accountability at Capital Metro, and don't chase shiny, billion-dollar plans cooked up by the Chamber to help develop rather than improve mobility. Also, I would love to see Austin follow Atlanta's lead and appoint a "bike czar."</p>
<p>I answered "unsure" to the question about funding, because I think that while our mobility and transportation programs are probably overfunded, I don't believe that the funds are being utilized well.</p>
<p>I think mobility funds should be used to encourage more people to leave their cars at home. That means focusing on improving bike infrastructure, seriously expanding our public transportation system, and making sure that our city officials rethink the current car-centric way our code operates.</p>
<p>The city has made tremendous improvements in bicycling infrastructure over the last 10 years. The final frontier is either retrofitting (or finding parallels) to major corridors and providing bike infrastructure outside the urban core.</p>
<p>The last mile is extremely important and it is there that the importance of sidewalks, bike routes, TNCs, etc. come into play. I'd take buses even more often than I currently do (which is every day) if I could more easily/economically figure out the last mile of my trip.</p>
<p>The city can make some very inexpensive changes by timing ALL lights, and adding smaller busses to feed to large busses. The city has spent way to much time and money on crapy ideas that go no where</p>
<p>There are many improvements that the city and state can make to decrease congestion in Austin. 1 - Force trucks not stopping in Austin use SH 130 bypass instead of I35. 2 - Bicycle 'highways' connecting neighborhoods (see Chicago's 606 trail). 3 - Regional high-speed trains (Austin, San Antonio, Dallas, Houston all connected) 4 - Corridor light rail (Riverside, Lamar, Congress, Guadalupe, Red River, Manor, Bee Cave Rd)</p>
<p>My quality of life has been adversely affected at my home by the traffic that cuts through my neighborhood to avoid congestion on Riverside Drive heading toward I-35 and the tourism traffic on S. Congress. Drivers are speeding through blindly in cell phones or lost and blocking access in and it if neighborhood due and lack of parking at local businesses. Pedestrians routinely jaywalk, blocking my ability to use protected turns to enter or leave neighborhood. Frustrating!</p>
<p>We have already gone too far to make significant improvements when it comes to the traffic problems in Austin. However, we have infrastructure to make some changes, namely with public transportation. Having more options, buses that actually run on time, and things such as wireless on all buses would greatly increase my ability to take public transit to and from work.</p>
<p>If people are having a hard time living more sustainably, biking, walking, and taking transit then you're not doing your job. Let's be an equitable city and focus on the transportation needs of people, whatever their mode choice. I think its clear that we haven't been doing that enough, and there's no better time than now to change. Prioritize sustainable transportation modes MORE.</p>
<p>don't spend anything on high expense and low rate of return modes such as rail; use funds to improve public transportation options for low-income and elderly (1st priority) and existing residents (2nd priority) before devoting any money to transportation to serve new development.</p>

<p>No billion-dollar construction bond will have a significant impact on congestion. Every major city still has gridlock at rush hour no matter how much they spend on construction. All studies which suggest better commute times from construction are conducted by people who benefit directly or indirectly from construction dollars. The ONLY thing that would have an impact is decreasing numbers of cars on the road during peak hours. And that will ONLY be accomplished by legislating behavioral changes for business, such as required levels of carpooling or staggered work hours, at least for downtown. Provide incentives (property tax break?) for documented carpooling—even if the city helped subsidize such incentives initially, surely the dollar amounts would be smaller than pointless construction, and the long-term benefits of institutionalizing such habits would be huge. Don't be profiteering construction assholes & try to sneak a bond in during a Presidential cycle. Do what no city has had the balls to do and legislate better commute habits.</p>
<p>All improvements need to be made...regionally to locally. If it takes a bond to do it, let's get it done!</p>
<p>I try to bike to work and other events as much as possible. It is discouraging and dangerous to do so, however, with the way that the streets are currently set up. I understand it is hard to undo this, but additional bike lanes that are large enough (which is as important as them existing at all!) would be greatly appreciated!!!</p>
<p>Motorcycle lane sharing/splitting is a great way to implement something that improves congestion and safety and will not cost anything other than maybe some billboards to promote the campaign. It may also lead to more people using motorcycles which will further reduce congestion and gas consumption. It works great in California and basically all of Europe. A quick fix for congestion that is ever growing.</p>
<p>I think some sort of north/south rail from 183/Lamar down to South 1st/South Congress is needed to improve mobility through the core of the city.</p>
<p>The traffic was so wonderful the friday that the president came to visit (March 18, 2016), and all it took was encouragement from the mayor for people to work from home. Different work hours or city officials working from home would be the most (and most cost effective!) improvement to our congestion.</p>
<p>Please work on adding to public transportation. Bus service is generally good, but we really need a larger scale public transportation system that connects major hubs/points of interest in the city.</p>
<p>It is sad to me that we had an opportunity for an elevated rail back in the early 2000s. That was a bargain deal at the time in relation to what can be done now. You are way behind and the city needs proper guidance to help with transportation. You can't let selfish individuals vote for something like this. Go travel. We are way behind. It's an embarrassment for a society with such wealth.</p>
<p>I grew up in Houston, TX and spent two years living in Los Angeles, CA. While I support initiatives to not turn Austin into an ugly concrete jungle – which is achievable – I'm absolutely appalled by the lack of quality and speed performed by the contractors you all hire to build and manage our infrastructure. I regularly return to Houston to see family and it's mind boggling how quickly that city can build high-quality, long-lasting concrete infrastructure in months (not years) compared with Austin's asphalted nightmares. More roads HAVE to be built. There's no getting around it. It would be one thing if Austin was a high-density city on a small piece of land like Long Island... but we're not. Austin is smack in the middle of our state's economic triangle. Between business travelers, 18-wheelers, and the landmass that is Texas – cars are going to be around for a long time. Deal with it and stop letting our crooked council get in the way of progress.</p>
<p>Having recently moved here from Vancouver, BC, CAN, and having used cycling as my primary means of inter-city transportation because it was comfortable, efficient, and safe, I do not feel comfortable cycling around Austin and do not see it as an effective means of transportation. I would like that to improve by filling in the gaps in the cycling network and making bicycle transportation safer.</p>

<p>No improvements should be funded to solely benefit the single occupant vehicle driver. We need to focus on alternative transportation modes, bike, walk, transit, carshare, etc. in the way that other cities like San Francisco and Portland have done successfully. Congestion is a strong economic indicator that things are going well in Austin; there is nothing that we can do to reduce or eliminate it if people continue to utilize SOV's as their main source of mobility. Stop thinking in terms of how many CARS we can smash through a corridor and start focusing on how many PEOPLE we can successfully and safely move through these corridors - people using transit, bikes, sidewalks, etc.</p>
<p>Focus on bike routes and bike safety, put together a light rail plan, get cars off the road.</p>
<p>I'd ride the bus more if they were pet-friendly.</p>
<p>Run the buses more often! I don't know how on earth Cap Metro does not get this. No one is going to ride a bus that only comes every hour. Yes this may lose money, and the city should be subsidizing it because it is a public good. Build out the bicycle plan, and please do something about Airport, especially the intersection with I-35, it is a nightmare to try to get from Hyde Park to Mueller on a bicycle.</p>
<p>COA should work to reduce congestion by reducing wasted space that could be used for additional lanes such as parking lanes along Guadalupe. There should be an emphasize on creating at least one permanently accessible lane. As now, the right lane is often taken by slower moving traffic including buses and bikes, while the left lane is blocked by drivers turning left without a protected left turn lane. While this occurs, there is an entire lane which is devoted to parked cars which do not move through the city. If these people feel that they need to park, they should do it at the expense of parking garages or local business parking. We do not have the infrastructure to support sitting parked cars on some of the busiest roads in Austin. Furthermore, if a road is heavily congested, we cannot afford to leave a grass filled median with what could be a turn lane to keep traffic moving out of the core. Secondly, to reduce congestion, it is imperative that we find ways to easily transport large suburbanites into the city's core.</p>
<p>Street connectivity should be restored whenever possible. Things like the gate and one way connectivity at the Lamar intersection on Morrow St blocking neighborhood streets are a step back. Sidewalks need be improved and added in several areas but something useful to walk to/from should be considered in regard to things like CodeNEXT and development and planning for buildings.</p>
<p>Having dedicated, paved bike paths would be great. Pedestrian paths are fantastic as well, but they make bicycle commuting difficult and dangerous for the pedestrians.</p>
<p>I believe there can be increased multi-modal transportation options if we focus on the IH-35 downtown corridor and depressing the lanes, rather than modifying the current lanes. If we can cap parts of IH-35 downtown, I believe we can see increased east-west mobility without the use of cars.</p>
<p>There are so many unsafe areas for pedestrians in the Travis Heights neighborhood - especially near South Congress. Lots of missing sidewalks, too many cars parked on the street, and people driving too fast on certain streets.</p>
<p>More sidewalks.</p>
<p>I think it Austin is going to need a regional train system if it continues growing. Also making more corridors for safe biking, I love the protected bike lanes on third st!</p>
<p>Please sync traffic signals in Austin. Will improve traffic flow and mean less idling/stop and go traffic. Also, people drive cars. Please acknowledge Austin is growing and build roads. We need more bridges over the lake (or more lanes on the bridges).</p>
<p>Mobility, traffic and infrastructure have had critical needs in this city for a number of years. I see next to nothing being done to truly help the average person and it disappoints me to see projects like the toll lanes on Mopac. While I support public transportation options like rail, there must be cheaper and effective ways to reduce the number of cars on the road.</p>

<p>Survey should not have asked only about transportation needs where people live, it should also ask about transportation needs where people work. For me mobility limitations near my workplace are more limiting than mobility issues near my home and I doubt I am alone in that. (Both home and workplace are within the city.)</p>
<p>Please consider increasing public transit priority lanes throughout the city corridors - it takes such less investment than rail, and emphasizes it's use by inherently increasing priority, and decreasing the existing throughput for single-occupant cars.</p>
<p>The City of Austin should establish transportation infrastructure as the highest priority and move monies from other programs into this fund. Without adequate mobility infrastructure all areas of Austin will decline at a progressive rate.</p>
<p>The city needs to consider moving some of the programs it funds through bonds to a general revenue stream. But, the funding for many essential changes/improvements to the city are imperative and need to happen this year.</p>
<p>Rank order scaling does not reveal the distances between ranks. Try to use anchored scales with strong examples and give respondents more sensitive scales.</p>
<p>1. Foster availability of and competition between ride-sharing services (Uber, Lyft, etc.) to reduce space needed for parking and drunk driving. 2. Expand / develop pedestrian-friendly elements (wider sidewalks, lower speeds, etc.) in downtown-adjacent neighborhoods (S 1st, east side, etc.) 3. Develop "Shuttle" train stops that have frequent, direct service during rush hours and provide parking outside of downtown and connect to existing train infrastructure.</p>
<p>Please make more dedicated bike paths and not just side lanes on streets; Like the Netherlands.</p>
<p>Walking as a mode of transportation has become extremely dangerous in Austin. I believe that all right-turns on red lights and left-turns on red lights should be made illegal within the urban core. In addition, the traffic circles that seem to make the roads safer for bicycle riders make the roads much less safe for pedestrians. Too much time/effort/money has been spent on increasing bicycle use in the last 5 years, while pedestrians have been left to fend for themselves in a hostile environment.</p>
<p>I am nearly run down on a fairly regular basis while crossing legally with the right of way/signal. It would be great if there was a way to prevent people from attempting to run me over in the crosswalk. I've been hit several times, and each time I had the right of way, while the driver was simply not paying attention or just didn't care. I'm disabled, so I have no choice but to walk most places. Thanks for your time.</p>
<p>Coming from Chicago, I really miss the ability to quickly navigate to areas in the nearby city without having to access a car. Would love to see a downtown streetcar system to make accessing UT, east sixth, west sixth, etc. more convenient.</p>
<p>The Austin region spends waaaaaay too much on mega car infrastructure--giant highways like I-35, highway-like streets like Burnet, overengineered billion-lane intersections like S. Congress and Riverside, but it doesn't spend nearly enough on the humblest and most basic of transportation needs: the sidewalk. Don't start with enormous mega-projects. Start with allowing people to use their own 2 feet to get around, put people and destinations close together so they're in walking distance, and half of those overengineered car trips can just disappear.</p>
<p>Traffic cops should ticket tailgaters and aggressive drivers more often. Allow motorcycle lane splitting.</p>
<p>Most voters now know they made a horrible mistake rejecting the last rail initiative. Now that gridlock is real, it's time to put together a solid, can't-miss, late-better-than-never rail proposition.</p>
<p>I would love to see utilization of alternative transportation methods; e.g.: above- and under- ground rail systems.</p>

<p>I think there needs to be a train stop at Hancock, the train goes right by there! Why is there not a stop there? Its ludicrous! Or how about adding a bike trail all the way from like 2222 to Downtown, a nice straight shot. something where I don't have to fight with cars and feel like I am going to die. There should be a bike highway. Also I think there should be more traffic circles, they are great at keeping traffic moving, and their benefits are well documented.</p>
<p>Improve major corridors to be more pedestrian and bike friendly. Build bike lanes and wide sidewalks. Continue policy of taking cars off road by reducing parking availability and focusing on alternative transportation. Focus in density and not sprawl.</p>
<p>Remove the fee-in-lieu sidewalk exemption from the residential code (25-6-354), or make the fee 1.5x the cost of the sidewalk. Austin neighborhoods desperately need sidewalks and the city has been too slow to build neighborhood sidewalks outside of the major corridors. There are so many major renovation and new construction residential projects going on that, had this code not been on the books, our neighborhoods would be 25-50% closer to being completely connected.</p>
<p>The pay lanes in the Mopac project should be converted to carpool lanes; increased regional transit should be more aggressively pursued (rail in particular needs to be expanded significantly, our pitiful options are mediocre at best); our buses need to be overhauled and rapid only lanes need to be instituted as our rapid buses end up getting caught behind non-rapid buses.</p>
<p>In a lot of cases, it feels like buses are causing more congestion than they're eliminating. Blocking off an entire lane of major roads such as North Lamar and Guadalupe often halves the throughput at major intersections, in addition to causing cars to make unsafe lane changes to avoid waiting for the bus to move. I think ideally, the majority of bus stops would either occur on less active side roads or have a bus-only pull off so that main traffic lanes are never blocked.</p>
<p>Please make more protected bike lanes and bike corridors! I would love to only get around via bike, but often don't feel safe biking on the streets of Austin even if there is a bike lane. For instance, there is a bike lane on S Lamar, but it needs to be a protected bike lane, cars on that segment of road move too quickly and there are too many commercial businesses with driveways where bikers could be easily hit.</p>
<p>Please no more money on bicycle transportation.</p>
<p>I prefer to ride my bike everywhere. Most times its faster than a car due to traffic. We really need more bike lanes and to implement the "Idaho stop".</p>
<p>Too many people have died on bikes in Austin. Please make it safer to bicycle so more people will do it in stead of driving!</p>
<p>Too many questions where I had to chose one option rather tan ranking them.</p>
<p>Please consider adding bicycle sensors to the Comal St. intersections crossing 6th, 7th, and 12th streets.</p>
<p>I would be so happy if the MetroRail ran later into the evening. I would gladly take the bus and train to work every day. My employer even offers free rides to my workplace from Howard Station, however the southbound trains stop at 5pm which leaves me with the ability to get TO work, but not home FROM work! As such, I am one more car on the freeway every day.</p>
<p>As a precursor to rail, I would like to see studies of true dedicated bus corridors that can be converted or shared with rail without being stuck in corridor. Even one dedicated north-south central corridor would be able to serve more remote areas to the North and South. This would pull cars off the road as it could be a faster option to get around town.</p>

<p>I have seen some very good progress on allocation of funds for local mobility recently (right-sizing, intersection improvements), but city streets are still predominantly auto-focused so walking and compact & connected need to continue to be addressed through improvements in pedestrian comfort, connected streets, low speed design and a focus on improving corridors. Assuming this survey is looking at options for a 2016 mobility bond, I would be remiss in not saying this is a major opportunity for the City to take a leadership role in IH35 (it's a corridor, after all). A study of the north central IH35 corridor should be conducted (and I'd like to see it assess the future of that corridor without upper decks) --not just from a TxDOT "throughput" study but in a city-led quality of life assessment. I also support considerations of using bond money to depress IH35 for future capping, redesigning frontage roads according to Great Streets standards and looking at funding opportunities to promote the Bicycle Master Plan and critical elements of the Sidewalk Master Plan. I have no interest whatsoever in the city spending money to add vehicle capacity. It will only make more traffic and more maintenance funding woes down the line.</p>
<p>Prohibit bikes on some streets. Make sidewalks better usable for bikes. Bikes on South Lamar is insane. Left and Uner only ADD traffic and discourage bus use</p>
<p>I do not feel that local, regional and corridor mobility options are mutually exclusive. By improving sidewalks, cycling options, bridges, etc., across Austin, traffic can be reduced if people can get from one place to another easily without getting into a vehicle. The folks that have to travel a greater distance will get there faster simply because fewer vehicles are on the roads. Please also consider our exploding senior population who may want to age in community. Providing safe, easy to use transportation options will invigorate our community by being inclusive, not exclusive.</p>
<p>Please don't raise property taxes in traditionally low income areas to fund these projects. Sales tax or perhaps a state income tax should be discussed to create something like this.</p>
<p>Public transportation at present makes it very difficult to move both East-West and North-South simultaneously. For instance, moving from Hyde Park to the area east of 35 is very difficult with public transit. I understand the difficulty of making these types of trips more manageable, but I think it is important for Austin's future that we put as much effort into addressing these needs as possible.</p>
<p>1. congestion tax 2. bus stop quality - we need shade and benches 3. improve bus connections or add more direct cross town routes 4. we need a 3-5 line light rail masterplan. aimed at currently busy corridors. be willing to build new rail. sharing lines is not working. - purchase the lot south of republic square park from TravCo as the master rail hub - north line: lavaca guad lamar - north west line: mopac & 183 corridor - east line: riverside to the airport - southwest line: south lamar to 71 to acc oak hill</p>
<p>I35 is an absolute disaster. How is there only 3 lanes going through downtown? Traffic all day and night</p>
<p>We desperately need a subway system</p>
<p>For funding, the amount of funding is not really the issue. It is how funds are spent. The \$1B light rail plan is a good example. The light rail would have cost a lot of money, but the plan for how it was to be spent was not a good use of funds. \$1B for a train that basically went nowhere. So, it is very important for you to come up with a good way to spend funds, not just spend funds.</p>
<p>I never go near downtown. I am very selective about where and when I travel in the city, especially if I have to cross the river. Just getting out of the city on the weekend can be very difficult. If there are big events I avoid that area.</p>
<p>Interesting that response items are "in your neighborhood" but no way to indicate which neighborhood that is. Need sidewalks along minor traffic artery, W. 34th between Guadalupe and Speedway. There are none, to get to Hemphill/Adams Park it is a dangerous walk. This has been requested many times. Also repair sidewalks on Speedway, west side, between 34th and 35th street.</p>

<p>need better/safer crossing options for crossing I-35 east/west at various overpasses near downtown.</p>
<p>Public transportation is still very uneven in Austin. Bus routes (since I don't imagine expanded and comprehensive train/light rail will happen in my lifetime) should be analyzed more fully and perhaps changed to fit a growing population in areas of town that are underserved. On the other hand, it can be frustrating to drive in Austin and realize that the "no phones" ordinance is not enforced. Have had several near encounters with drivers also on their phones.</p>
<p>I personally am OK with tolls on Mopac because I have money. Not sure how much rail costs, but perhaps we need more stations. Perhaps increase parking fees to help fund expansion and discourage driving into the city, or something like that. I really am not an expert on this.. whatever decisions are made, they are not be influenced by cronyism which stifles competition and increases our costs.</p>
<p>We have a great city for bicycling, but it feels really unsafe. Our bike lanes are not protected and are often blocked by parked cars, overgrown landscaping, or other barriers. In addition, our options for getting across town are very limited and need remedy, for everyone, but especially for cyclists. Crossing I-35 is scary and some protected lanes and lights would be very helpful in encouraging more people to bike.</p>
<p>There is only one bus route anywhere near where I live, and it takes a long time to get anywhere and is often not on time or goes missing entirely. Improving public transportation coverage and quality is a very very close second to improving connectedness for biking.</p>
<p>I want more dedicated bike lanes separated from car traffic. Dedicated bike anything I'm in favor of.</p>
<p>It would be great to see businesses invest in infrastructure around their places of business. Perhaps at a 50/50 split with the city? Private ownership of certain areas seems like a great path to increase the funding without increasing the tax burden. These improvements also disproportionately benefit businesses near them, so it would make sense to prioritize projects by what businesses feel they are important/beneficial enough to chip in.</p>
<p>We need better 24-hour public transits.</p>
<p>Austin cannot sustain the current level of downtown development without improving the transportation infrastructure. New condo/apartment towers and offices are drawing more people into the city, but it's becoming impossible to get around given the current level of congestion. It's incomprehensible that a city of this size doesn't have a metro/rail system apart from a single commuter rail line that doesn't even connect downtown with any major destinations (airport, campus, etc.). There has got to be a way to expand transportation options WITHOUT putting more wheels on the road. If installing ground-level or underground tracks for a subway system/extended commuter rail service is problematic, then perhaps it's worth considering elevated tracks and/or monorails? See how Las Vegas and Sydney are using monorails...this could be the solution Austin needs.</p>
<p>The lack of walking, biking, and rail infrastructure in Austin is really a huge issue for me and is one of the main reasons why my husband and I plan to move back to Portland before we have kids. When living in Portland, we were able to get all around the city comfortably and quickly and safely without a car. I felt completely safe moving around Portland on a bike or by walking. Though I didn't focus on it in this survey, I also feel like there needs to be better enforcement of the traffic laws here. I see people blow through red lights at almost every single intersection, they drive in bike lanes, don't stop for pedestrians, etc. It's scary. I hate driving here and I feel like I have no other option.</p>
<p>Austin needs better public transportation. Too many cars on the road, existing subway service does not serve the needs of the people. We need more trains, more stations, better routes. Not the flimsy service offered. Too much congestion, 1-35 is a joke. If we want to keep growing we need to do better.</p>

<p>We cannot build enough new roads or place improvements on the ones that we have to equal our current traffic demands, much less those we will see in the next 10 years, so we must be smarter with how we deal with mobility issues. A better funded public transportation system with routes that go everywhere in the city (not just through a few major corridors) and are reliable is how we deal with this issue best. Since this would have to include better sidewalks, so people can easily get to the public transportation, it will also help with walking and bike use.</p>
<p>No toll roads! Also, I understand adding bike lanes - but taking away vehicle lanes to do this is counterproductive. So many sidewalks are cracked or missing sections. Finally, quit talking about improvements/spending money on consultants and make the improvements. Been here my whole life and now that everyone and their dog wants to move here - we need to fix transportation NOW. Think it's pathetic that we spent money on super streets on 71 East, which is now gone because a toll road is being added. Guess we will never see that money again.</p>
<p>Austin Transportation needs to standardize street design elements; standardized elements should be the building blocks of road infrastructure. The people of this city have been complaining constantly about the way that projects are managed, poor construction quality, poor follow-through from transportation engineers, poor communication from transportation engineers, improperly placed signage, poorly coordinated traffic lights, solutions that cause more problems, etc. This degree of dysfunction is only possible within an organization that a) has no accountability b) lacks a commitment to excellence and c) fails to attract talent and/or stifles talent. There is no reason why I should be needing to rank priorities in this survey as though solutions are mutually exclusive. We all know that this city's sidewalk situation is abysmal, we know that bike lane safety is abysmal, we know that pedestrian safety is abysmal, we know that road conditions and potholes are abysmal, we know that traffic light synchronization is abysmal, and we know that transportation isn't holding the state accountable at state-controlled intersections. So what exactly is the purpose of completing this survey (which was terribly designed, much like our unnecessarily winding roads), when we know from experience that Transportation is utterly incapable of translating consumer and tax payer feedback into effective and high quality products and services?</p>
<p>I would like robust rail that connects home, work, and leisure.</p>
<p>As a person who must use a walker and who must also walk in order to manage rehab and health goals, the lack of sidewalks in Hyde Park is a serious impediment to safety. Additionally, parents allow their children to play sports and ride go-carts in the streets as if they own them when there is a perfectly wonderful park only two blocks from my residence (41 and Avenue G). Efforts should be made to prevent adults from endangering their children and interfering with proper use of roads in every neighborhood.</p>
<p>City of Austin should do what needs to be done and focus on the Lamar/Guadalupe corridor. Exercise oversight over Capital Metro to make them do this.</p>
<p>We live in the Mueller development, which is <i>*very*</i> well served by sidewalks and neighborhood bike facilities -- except for Berkman northbound, which is under construction. Bike lanes on Manor and 51st connecting to the Walnut Creek Trail are helpful, but need better maintenance, as gravel and broken glass make them hazardous. Safe bike lanes to nearby schools and the MLK Rail station should be high priority. We have bus service, but I've never investigated the schedule and routes -- shame on me. (I did just download the CapMetro app.) We look forward to the 51st St traffic circle. Capping I-35 in downtown area is a very attractive concept. Thanks for the opportunity to contribute to this survey. (But unless subsequent questions ask about respondent neighborhood, workplace(s), and school(s), I don't know how you'll interpret the data.)</p>
<p>I feel that people have no idea how buses work. All the buses need to have wifi and be clean. Maybe an ad campaign?</p>

<p>Emphasis should be on local streets and corridors. If we're going to be investing in a regional mobility project we should be getting what the city wants, not what TxDOT wants for the city. We have an opportunity to fund the bike master plan and the high priority side walks and we should do that immediately. Our corridor studies are useless without funding and this should also take top priority.</p>
<p>We need to increase mobility by piloting projects that make it safer for biking and walking and other means of transportation other than single occupant vehicles. Pilot Projects will gain public approval of projects quicker than surveys will.</p>
<p>Even though I would like to see Austin have substantial public transportation options available for all its citizens, I believe that car ownership should be an option for all now and going forward. Austin should prioritize reducing congestion and parking for its citizens. This means building roads and parking. I also believe that uber/lyft should be allowed to flourish in Austin and not be unreasonably hampered by city government. I say this as someone whose house was burglarized by an uber driver earlier this year.</p>
<p>We need to focus on infrastructure, particularly in the inner/urban areas of town. I work 2 miles from where I live, yet terrible schedules, construction and inefficiency make it impossible for me to utilize public transportation. Our neighborhoods don't have adequate sidewalks to walk. Traffic congestion is becoming so bad, it's difficult to go anywhere at almost any time of day. Make it easy for people to leave their cars behind. Run public transportation more often and for longer hours!</p>
<p>Before addressing any funding issue for anything specific, the city of Austin needs to look at salary levels for those at the top. There is NO reasons that Assistant City Managers (there are at least five of them) should be making over \$210k a year. Even people in high-level jobs with similar responsibilities in NYC do not make that much. No wonder our property taxes are out of control. And, as we saw with the Asst. City Manager who organized the ridiculous, sexist training, there is no guarantee that people in those positions are even qualified or can put together a grammatically correct sentence when speaking. Austin needs to not overpay people and needs to make sure that those who are hired are qualified.</p>
<p>I do not think the commuter train should be \$2.75 per ride if you are downtown taking it only 2 stops.</p>
<p>We should probably seriously consider an extensive urban rail network (this is only going to become more and more expensive to build in the future).</p>
<p>Please, please, please: Make Austin less car-centric by focusing on pedestrian access and safety. Add sidewalks, make them wider, add more bike lanes and make them wider, reduce traffic speeds throughout the city corridor, and stop letting developers get away with not adding sidewalks to residential areas in existing, older neighborhoods. The developers are ruining this city with the blessing of the city Council. Finally, please look seriously at replacing the city manager. He is letting developers run this city at the expense of everything else.</p>
<p>I want the focus to be within the city. It seems like the rail project only benefits people in the suburbs--some who opted not to pay but use it anyway up north. Let's have more east-west connections.</p>

This concludes the results from the Mobility Talks Survey for District 9. For more information, please contact the Capital Planning Office at 512-974-7840 or capitalplanning@austintexas.gov.