



# Mobility Talks Survey Results

## District 10



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

## District 10 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 10. 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 Ten, 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](http://MobilityTalks.org).

### **Introduction**

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

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

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

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

The City sought information on four Mobility Community Benefits that describe capital improvement outcomes that the City of Austin addresses through its current mobility programming. The Community Benefits are:

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

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

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

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

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

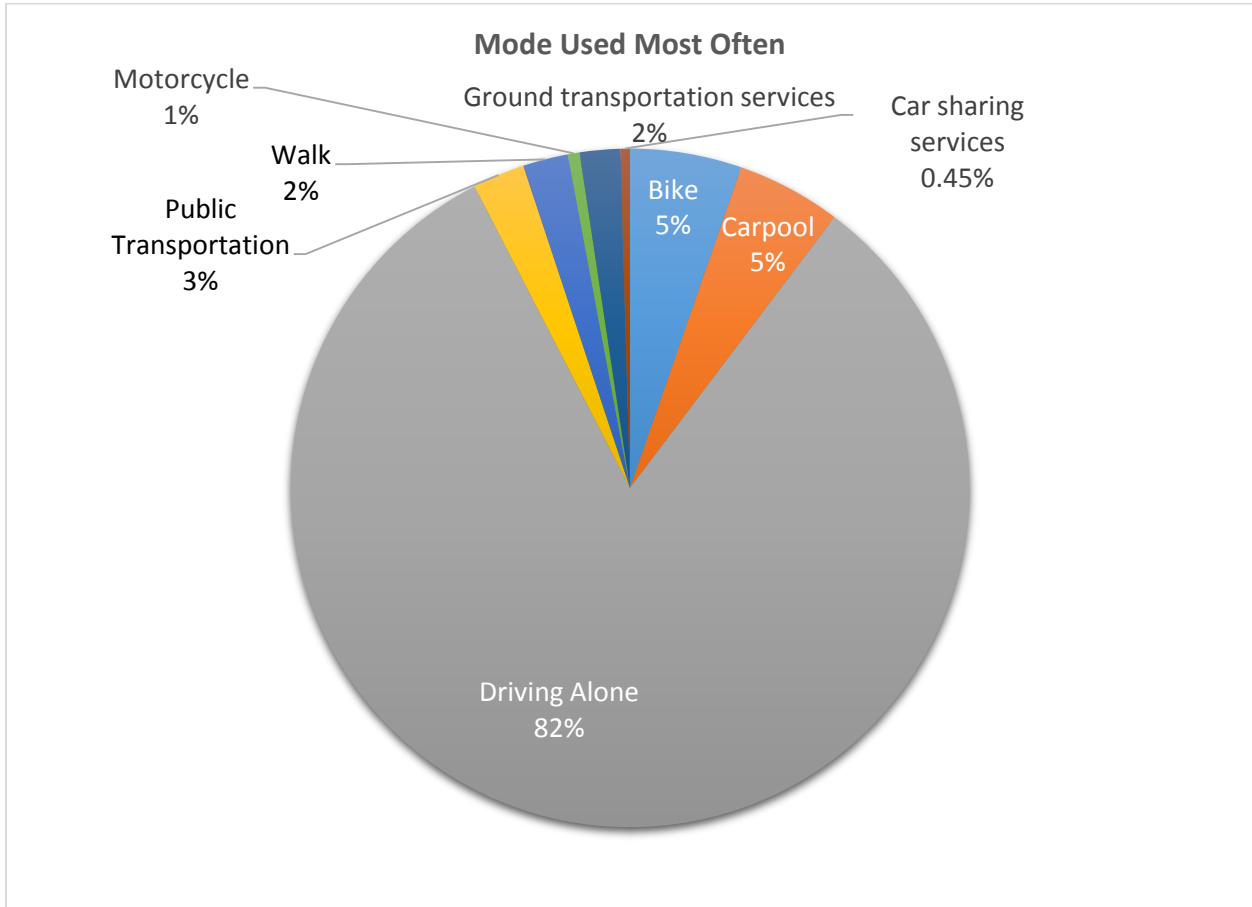
**Demographic data of Mobility Talks Survey participants in District 10**

<b>Demographic Category</b>	<b>Demographic Choices</b>	<b>District 10 Results</b>	<b>Overall Results</b>
Race	Caucasian/White	74.9%	75.1%
	African American or Black	1.3%	2.1%
	American Indian	0.4%	0.5%
	Asian/Pacific Islander	3.6%	3.1%
	Other	3.6%	4.8%
	Prefer not to answer or skipped	16.1%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	5.8%	10.4%
	Prefer not to answer or skipped	18.9%	16.3%
Age	18-34 years	19.1%	29.7%
	35-44 years	20.0%	23.5%
	45-54 years	22.7%	17.6%
	55-64 years	15.4%	12.7%
	65+ years	13.4%	9.0%
	Prefer not to answer or skipped	9.2%	7.4%
Gender	Female	43.0%	45.2%
	Male	44.5%	44.5%
	Other	0.9%	0.6%
	Prefer not to answer or skipped	11.6%	9.6%

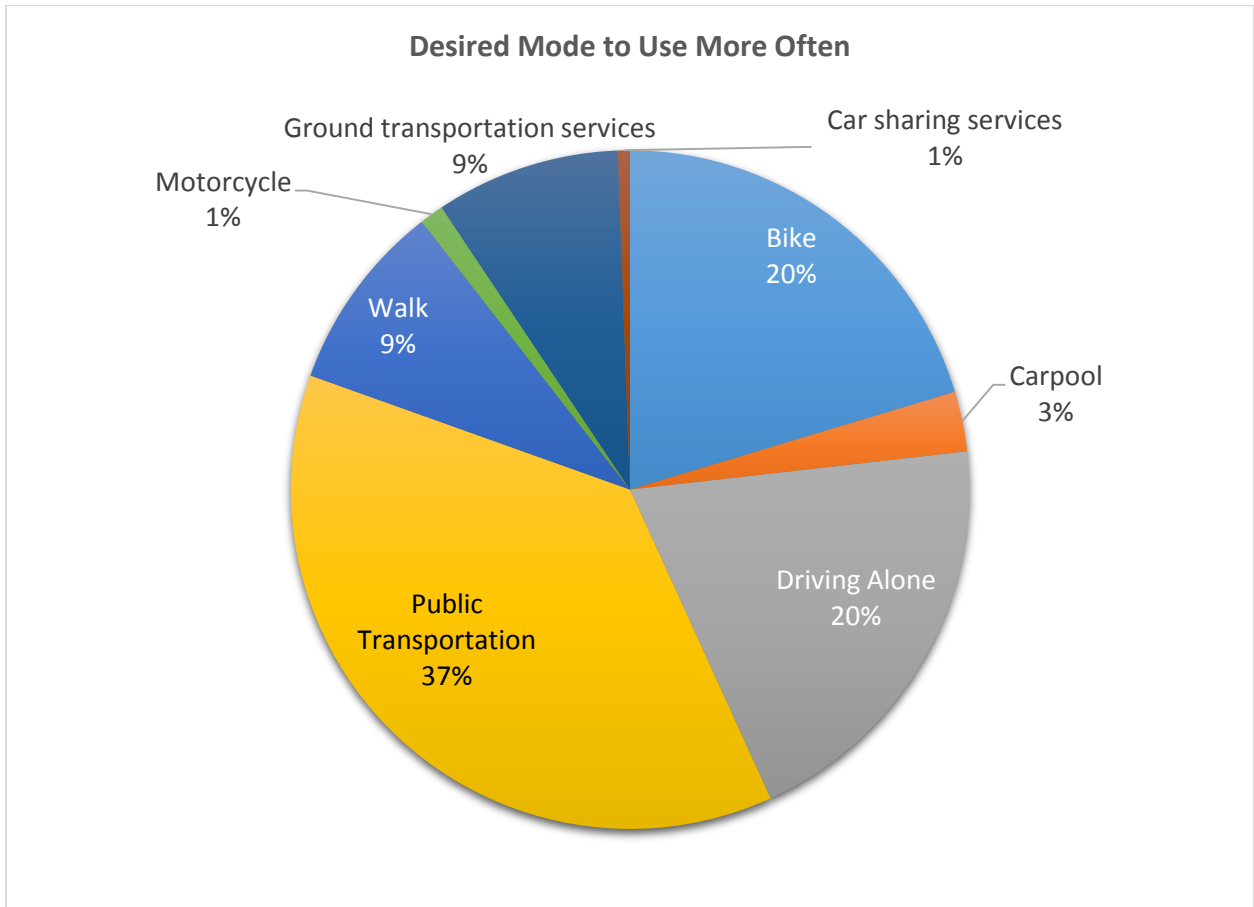


**Transportation Mode**

**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 10 Results:**

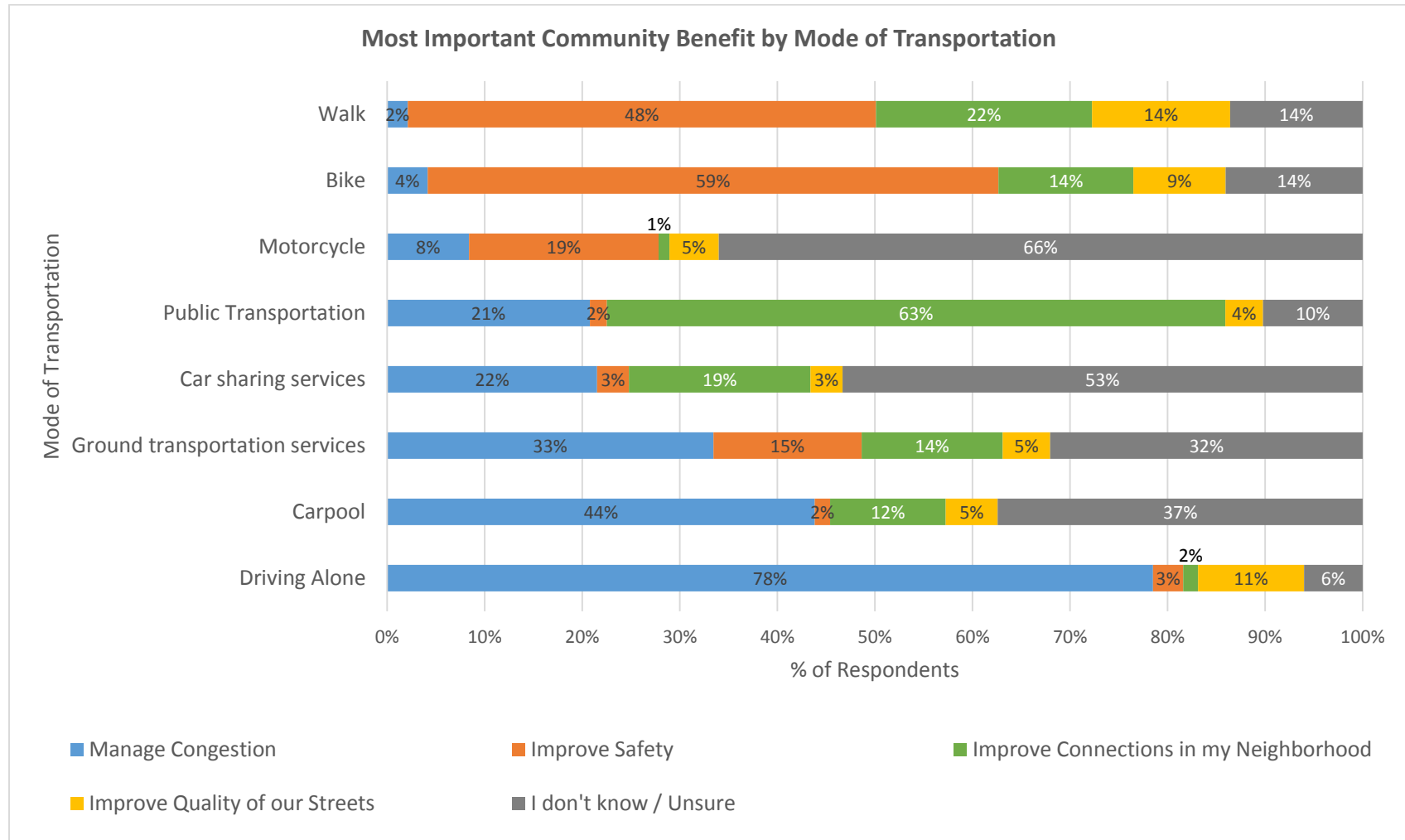


**Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 10 Results:**



**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 10 Results:**



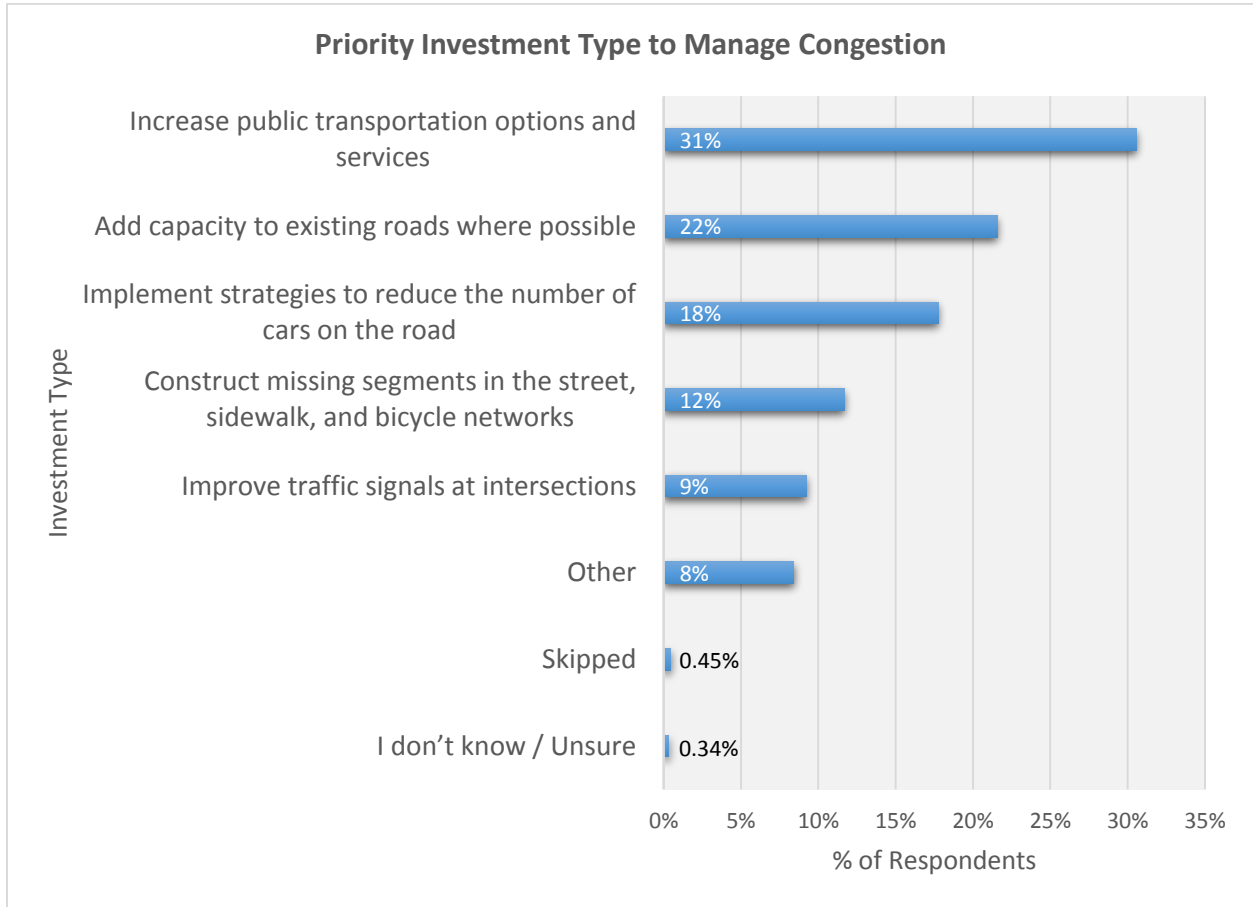


### Priority Investment Types

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 10 Results:



Other:

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

reduce car traffic by having safe bike routes
Bring back Uber/Lyft... don't push them away
Bring back Uber and Lyft!!!!
Paratransit that is dependable for disabled
Get cars onto major roads and off residential streets

Find a better, unique public transportation method. Buses just add more traffic.
Bring back UBER & LYFT
Bring Uber BACK!
shift all large truck thru traffic to Highway 130
Allowing TNCs to operate without COA interference.
Add 'express' options to existing roads (no lights on 183 or 620 or 360)
We need to develop the infrastructure needed for all modes of transportation to be faster, safer, cheaper, and at least as convenient as driving one's self. Then people will begin to use alternative modes of transportation.
The reason the proposed mass transit plans keep failing to obtain funding is because they require huge infrastructure and cost. I have been saying for decades that we should install gondolas. They could be solar/green, produce no sound pollution, require very little infrastructure in comparison to a rail, would not require the purchase of more land and could hover over existing highways and rail lines, would not affect privacy because of location, are enjoyable, could have wifi/allow for more production, etc. PLEASE LOOK INTO THIS SERIOUSLY <a href="https://www.youtube.com/watch?v=fUL011b7z2s">https://www.youtube.com/watch?v=fUL011b7z2s</a> . Happy to take part in this effort too- 512-744-3886, Teresa
Manage/control development in the inner city.
Offering Uber & Lyft
raise speed limits
CapMetro took away bus route in our area (Tarrytown) because of underuse, but for those of us who want to use public transportation in this area, it is difficult/impossible. Austin needs rail.
Bring back Uber and Lyft
Modern transportation options, not the same old things (busses, trains, bicycles, etc.)
remove stop lights and stop signs
ultra light trains/trolleys on MoPac and Hwy 35
back off of Uber and Lyft, they were awesome. GetMe is NOT safe.
Develop hub downtowns/destinations outside CBD
Stop Austin Oaks PUD. Limit uncontrolled growth in our neighborhoods.
Fully implement bicycle master plan and build all high priority sidewalks
Provide pull outs for bus stops allowing traffic to pass
pay truck drivers to use SH130 and not Loop 1 or I35
Capital MetroAccess is unreliable, unpredictable
credit-based congestion pricing
Add capacity to existing roads without making toll or HOV lanes and build new east west corridors.
suggest we research best approaches from experts in field to find out what would be most strategic
More light Rail!!!! Better light rail hours!
Stop making all the streets two way downtown -- causes more delays and LESS SAFE for pedestrians.
Make all streets one way traffic.
Stop development that adds cars to roads
elevated rail
City needs to be honest with stakeholders that we can't add capacity for single-occupancy car to solve problems; need major investments in car alternatives

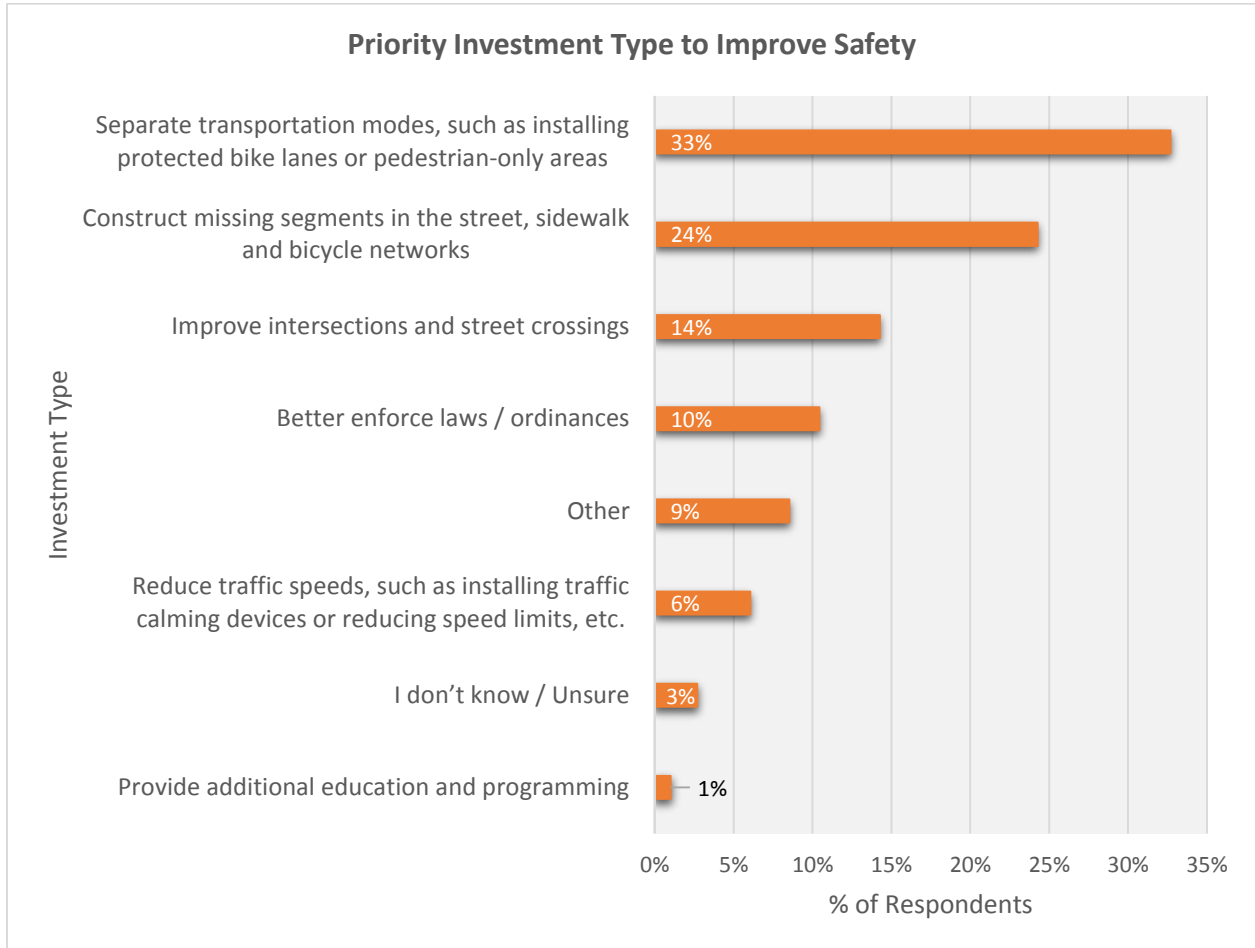
Metro system
more bike lanes
Install Tolls on all roads feeding the City of Austin with variable congestion pricing to discourage peak usage.
make FM 2222 near Loop 1 and Mesa area walkable!!
I know we have public transportation options in Austin, but when I see huge busses with few passengers and the rail with few passengers, it makes me think that we need to find out what people want/need before adding more. However, it does seem like a good way to reduce auto traffic. It just doesn't seem to be working as it is.
Increasing public transportation options and services and constructing missing segments in the street, sidewalk and bicycle networks.
restrict development -> less cars
Keep up with repairs
Implement the proposed idea of The Wire with metering, car2go, lyft, carpools, bike lanes protected by parked cars, more sidewalks, and an emphasis on work from home incentives for companies.
Build new roads. Fix existing.
Install smart traffic signals that do not cycle to lanes that have no vehicles waiting.
we don't need the city "To implement strategies that make driving more difficult"
Build NEW bigger wider better roads?!
2222 and Northland to Mopac interchange / flyover
More roads
Increase public transportation: Rail
Voting against the Austin Oaks PUD
Get rid of bike lanes and bus lanes
Free City wide Parking for motorcycles
Improve Cap Metro conduct. Drivers stop and read paper after we've paid fare. They smoke, talk on phone, it wastes our time. and makes our trip unreliable. Dangerous for other cars that have to drive around us on congested roads.
Bike lanes are NOT the answer!
Add a few interchanges where they're needed most
<b>BUILD ENOUGH ROADS WITH ENOUGH CAPACITY TO HANDLE THE NUMBER OF CARS ON THE ROAD</b>
Partner with Metropia
Implementing strategies to reduce the number of cars on the road is most important. We can achieve that by adopting an aggressive TDM strategy through our land development code. The next most important thing is building out the high-priority bicycle and sidewalk networks.
Add capacity to N/S roads by adding untolled lanes. Better coordinate signals downtown.
Put in rail services above or below ground
The wire
delete bike lanes; reroute them off main roads
Implement metered on-ramps for our freeways LIKE THEY DO IN SOUTHERN CALIFORNIA!!!! It's a simple effective system and works beautifully for high-congestion roadways.
Driver's education and stricter traffic law enforcement for reckless driving.
remove bicycles OR make bike riders obey laws

Provide pull outs for bus stops allowing traffic to pass
They are not mutually exclusive. We need safe walk and bike routes to get to bus. And the bus cant show up every 28 minutes. It needs to meet the min decent frequency (15 min)
Complete light rail system.
fix the roads we use while you experiment -steck, shoal creek, rockwood
Improve traffice controls and eliminate/neutralize bottlenecks
Manage/improve road designs to reduce bottlenecks

**Improving Safety**

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

District 10 Results:



Other:

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

Fix the road system. People drive crazy because the road system is the worst in the country.
Bring back Uber and Lyft with regulations like San Antonio has
Bring back Uber/Lyft... don't push them away
Uber already helped safety, but were run out of town. Sad. Best thing that happened to Austin. Drunks were using the service hugely.
Fix the terrible roads in our city
Add extra roads. By reducing the choking congestion, you make the roads safer for everyone.
get the impedaments to smooth traffic flow off the commuter streets.Like bikes busses and large trucks.

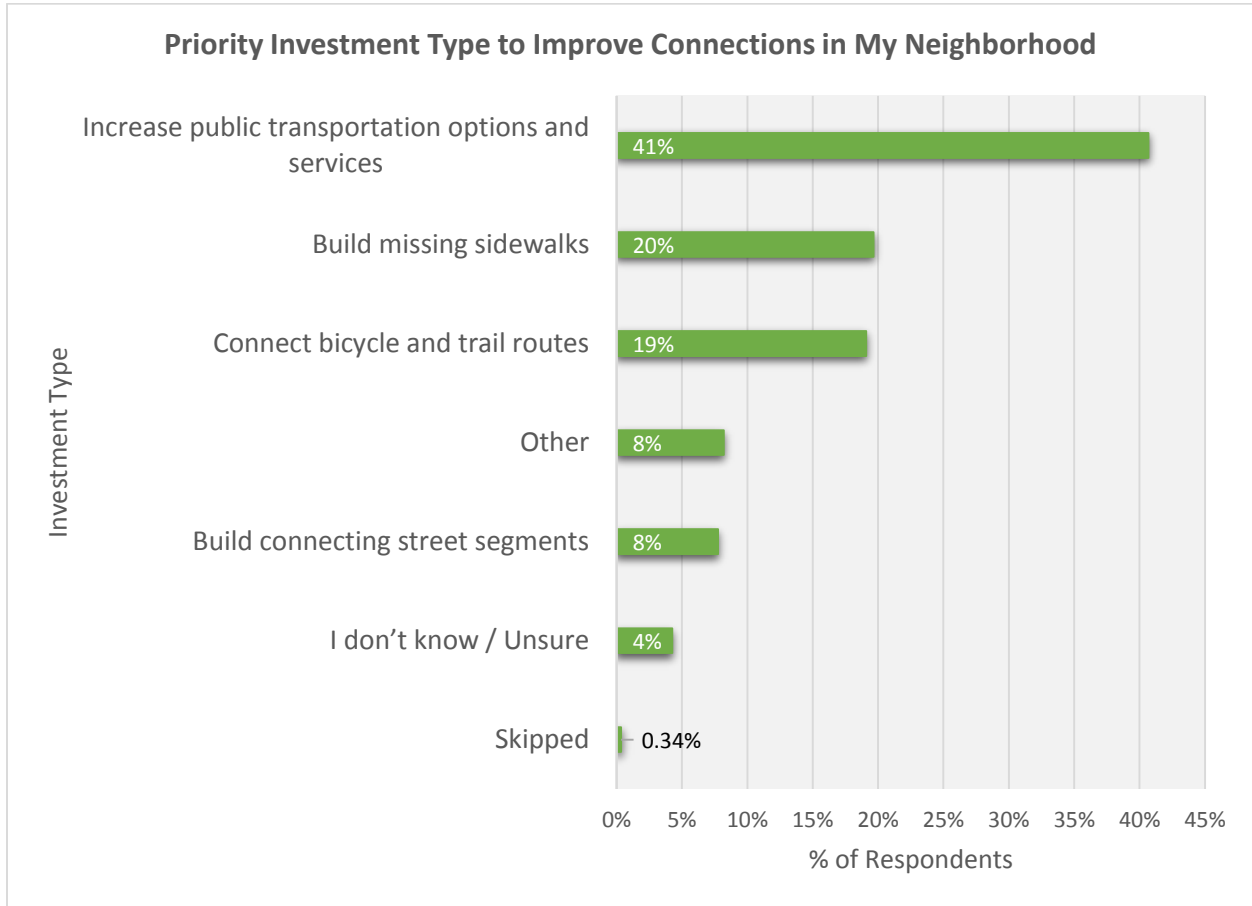
Improve street signs on local streets and on freeways. Add more speed limit signs.
Add capacity to roads wherever possible.
allowing ridesharing companies to operator to reduce DUI's
Uber and Lyft were great to keep drunk drivers off the streets but you got rid of them. Drivers texting and talking on the phone are also a huge problem that you don't seem to be taking seriously.
Bring back Uber and Lyft
Adding sidewalks to all areas.
make fingerprinting for Lyft and UBER optional.
raise speed limits
This survey is defined to be "pro-bike" Bikes help NOTHING in traffic - WAKE UP
Cyclists need to accept their responsibility in our shared responsibility for their safety. Too many of them drive like they're entitled to do whatever they want and then get angry if a driver doesn't see them or if the cyclist interferes with traffic.
Allow freedom of choice
Auditory crossing signals for visually impaired at all intersections
get rid of useless bike lanes that are used for recreation
Bring back Uber and Lyft
Driverless vehicles
remove stop lights and stop signs
Hire more policemen and get them out on roads
don't take existing roads and turn them into tollways
Increase capacity, time lights better, stop micro managing Uber and Lyft
Just say NO to Austin Oaks PUD and uncontrolled growth in our old established neighborhoods.
Teach people how to merge properly & ONLY use the left lane for passing.
Better enforce speeds in neighborhoods.
add additional capacity
Just maintain visibility by trimming trees, shrubs, etc...near intersections
reduce window tinting, incentivize big-vehicle owners to shift to smaller vehicles, add automated enforcement cameras to catch those with really dangerous behaviors (as videotaped on freeways & busy streets)
Require bikers to ride inside their designated lanes
Better inforce laws/ordinances. Including bicycles.
Pretty much all of the above
get people off their phones
Have Uber and Lyft drivers go through background checks and fingerprinting to ensure safety of riders
suggest we research best approaches from experts in field to find out what would be most strategic
Make all streets one way traffic.
need paradigm shift away from auto-dependency and enable other modes
Provide incentives to use public transport and regular service to get people around once they get to an area. (ex: Armadillo Shuttles)
sidewalks
Increase visibility by lighting up roads, decrease speeds and ambiguity of signs and streets

Reduce single car usage with metro options at four points
extend light rail hours of operation and increase route
FM 2222 from Loop 1 to 360 is highly hazardous, no one can walk or bike without extreme danger. People drive too fast and don't look for cars coming from intersections without a light. Most highly liveable place in Austin, and we have to drive cars everywhere, it's insane.
Separate transportation modes, such as installing protected bike lanes or pedestrian-only areas and constructing missing segments in the street, sidewalk and bicycle networks.
If public transportation is improved with rail I believe our streets will have improved safety.
Traffic lights at dangerous intersections.
Remove door done bike lanes. Add sharrows and Bikes May Use Full Lane signs.
Make background checks and fingerprinting mandatory for all ride sharing providers
Build sidewalks.
safety would be improved by adding more neighborhood sidewalks, in lieu of upgrading existing sidewalks already in the CBD
Traffic cameras at lights and speed cameras like UK
Take Bikes off major/highly traveled roadways
Most of the people on bicycles in my neighborhood are only doing it for sport. They are really nasty people and a menace to the neighborhood. They aren't improving congestion.
Build more roads
Self driving vehicles only, mad soon as possible
Enforce "block the box" at 12th & Lamar
enforce laws against hand held devices in cars, no stopping in streets for TNC to pick up riders
Conduct of cap metro buses which waste time
Make sure that law enforcement is enforcing laws for cyclist
Tighten traffic volume ordinances and enforce them
Don't put bicycle paths on roads that are already congested and makes it dangerous for the bicycles and cars. ie. Anderson Mill Rd
Provide walkers/bikers with lanes with physical separation from cars
Better/more consistent lighting on sidewalks at night
The wire
Driver's education and stricter traffic law enforcement for reckless driving.
Enforce traffic laws for bikes
Better timing and visibility of stoplights.
Outlaw the use of bicycles on public roads.
license bicycles on the road!!
This isn't a concern
Educate public and enforce existing laws/regulations
Not allow highway cut-through on neighborhood streets under the guise of connectivity (l.e. 360 and Davenport ranch)



**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 10 Results:



Other:

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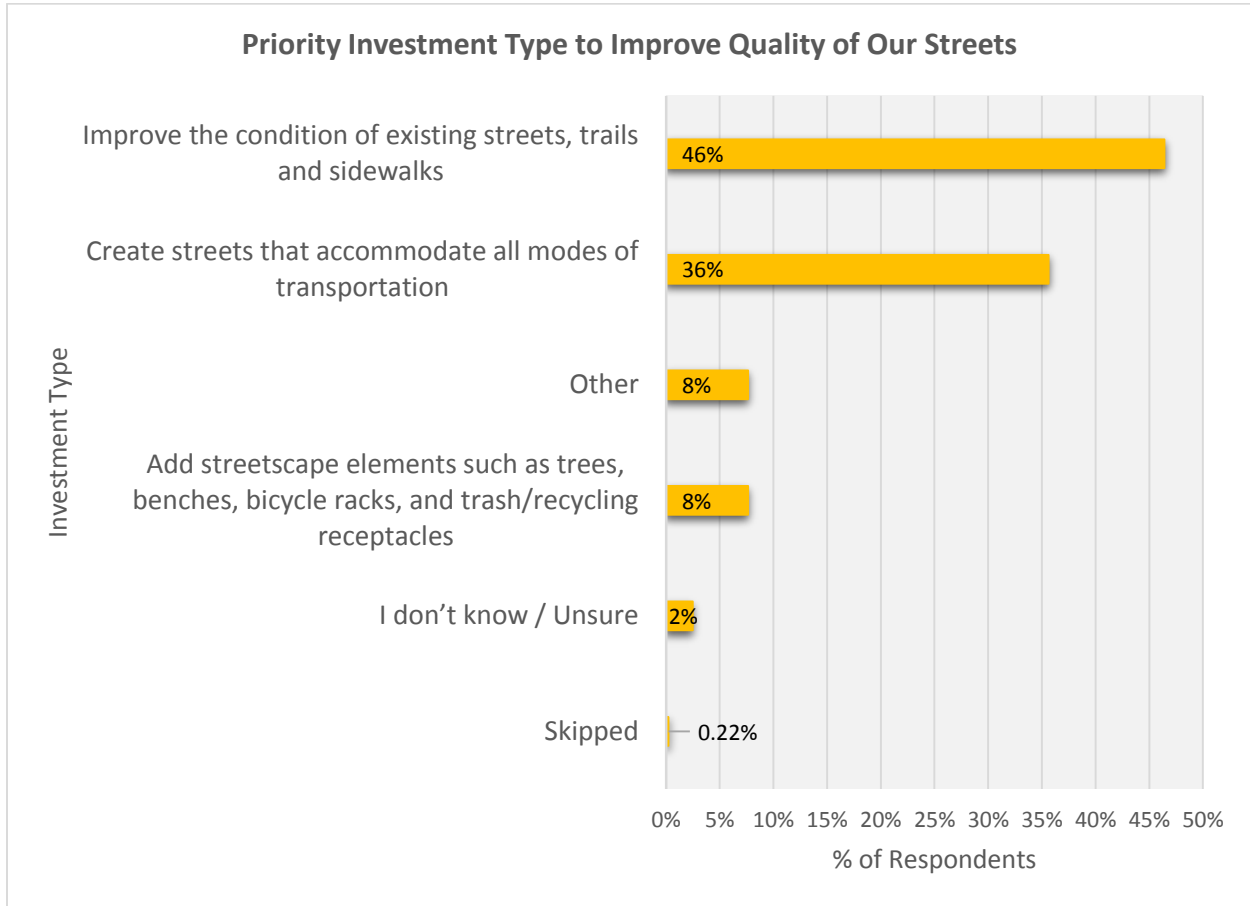
Bring backed Uber and Lyft
Bring back Uber/Lyft... don't push them away
improve bike to bus/park and ride accessibility
Light rail that goes from the various suburbs to downtown, Domain, South Austin, etc. I would vote in favor of light rail if it went anywhere useful to me and my neighbors.
No appropriate option
where am I supposed to park my car on south side of town to get on capital metro?? I will end up towed!!!
\
Reduce access to residential streets.

By building more roads and adding lanes to existing roads, you will reduce the cut-through traffic in neighborhoods.
Get Mopac fully open again!!!!!!!!!!
Bring back UBER & LYFT
GET UBER AND LYFT BACK
My neighborhood isn't served by public transportation or connected via bikepath to downtown. Allow TNC to operate freely so I don't have to risk drinking and driving or spend 4x on taxis.
get Uber & Lyft back
Unfortunately, I live off 2222, so walking and biking is not an option.
Stop the connected city procedure
Improve intersections and street crossings
Better support technology such as Uber and Lyft
This survey is defined to be "pro-bike" Bikes help NOTHING in traffic - WAKE UP
Make it easier to know how to find/use them
Make a commitment to light rail!!!!!!!!!!
Get Uber and Lyft back in the city ASAP!!
get rid of bike lanes - they are used for recreation
Modern transportation choices
I live west of 360. Uber and Lyft were the ONLY thing that has helped. Taxis don't show up!!!
Connect public transportation modes
blocking cut-thru traffic by improving used throughfares
Eliminate new construction until traffic issues are fixed.
I would say it is that my neighborhood is good.
water transport on lake austin from west to east side and public transport
Expand the light rail!
Make all streets one way traffic.
Need to fix Mopac and Redbud intersections- too congested
have idaho stopsign law for bicyclists
Ridesharing Services
Leave uber & lyft the hell alone
Put buses on East/west cross streets even if narrow
also build missing sidewalks
rail
Crossing lights for cyclists/pedestrians Loop 360 @ Hwy 183 @ Arboretum. Painted stripes need lights. Drivers swoop through FAST.
Mass transit rail on MOPAC. The ACC Rail proposal seemed like another scam for ACC and its supporters.
Make it safe to cross FM 2222 - connect bike/trail routes and make pathways to cross 2222 to get to Mesa Dr. and other areas.
All four options are of equal importance to me.
fix the roads and streets we already have. Fix holes, road damage from buses, fix missing curbs
Disconnect pedestrian beacons

Specifically re public transportation: increase frequency of bus service and massively improve connectibiliy (please pass on to Cap Metro).
Fix existing roads.
More pedestrian friendly and pleasant connections. I drive in places in Austin that I would walk in Chicago. For example, walking from Arboretum to Whole Foods (across 183 along 360) is just not pleasant and does not feel safe.
same as 5 above
Voting against the Austin Oaks PUD
Reduce the Mopac to 360 traffic in our neighborhood.
Build more roads
Repair/rebuild streets re potholes, etc.
Elevated transportation system
Improve reliability of Capital Metro buses so they can't just pull over whenever they feel like it with passengers on board and paid up.
more park and ride to downtown; bring back the Dillo
we live west of 360 so they council has shown they won't do anything
NOT public transportation
sidewalks AND connected bicycle paths
mini buses that will pickup and deliver at the door the elderly living in their home or young moms with preschoolers who cannot walk the distance to a bus schedule by a text message while on a normal route within the neighborhood to the relail and office area running 4 times a day
I'm happy with the connections in my neighborhood except for the new bike lanes which are seldom, if at all, used.
I would like to see rail offered in more of the city, like west of the city
The wire
Close 35th at Oakmont Blvd. on the south side of 35th
Yall know these are not mutually exclusive -why write it like this?! I want safety and freq buses that dont all route thru downtn and UT insanely delaying me
Build a light rail station.
None of the above
eliminate cut through traffic
fix the roads we have
Focus all money on freeways!!!
It does not make sense for me to use the rail system because I have to go 45 minutes out of my way. It does not make sense for me to use a bus because it adds 2 hours to my daily commute. We need more options and more connections.
Against connectivity - keep highway traffic off neighborhood streets. Children live and play in our neighborhoods.
Reduce traffic speeds through installation of calming devices

**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 10 Results:



Other:

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

"early warning" street signs at critical intersections
Bring back Uber/Lyft... don't push them away
need smarter traffic lights/replace lights with round-abouts
Let ride sharing back in.
Streets that can actually service new density developments, like the Grove.
Stop narrowing lanes. This makes streets more dangerous to everyone. Bicycle lanes are used so infrequently that the extra danger is not worth it.
Stop reducing traffic flow by taking half of the traffic lanes on streets and making that space for bikes. There is Much much more need for car compacity than there is need for a relative few bikes!!!!!!!!!!!!!!

Find a better, unique public transportation method.
Funding is limited. I'd much rather you move people than build benches etc.
build sidewalks in neighborhood/install more traffic calming devises
Do well what you are already working on, Mopac is so dangerous because there are no white lines on several segments of it, for example the exit on Enfield.
improve 360 stop and go intersections by adding overpasses to those intersections
Stop connected city vision
More sidewalks for children if no one else
Just repave the existing streets only, the potholes are horrible in this town!
pedestrians and bikes separated from vehicles!
EVERY street needs a separated sidewalk.
Modern transportation choices, eliminate bicycle lanes and parking
remove stop lights and stop signs
too many bike lanes out in the suburbs
No one who lives in the hills can bike or walk. Plus it's 100+ degrees 2 months per year. Increase capacity and bring back Uber and Lyft!!!
Say "NO" to uncontrolled development projects like the Austin Oaks PUD.
All of the above - more trees along street thoroughfares, benches, bike racks, better sidewalks and separate bike lanes throughout
More traffic lanes for cars and buses
Improve the condition of the pavement (pot holes, base failures, drainage capacity) and evaluate striping alternatives to best utilize the existing pavement.
remove the bike lanes
the options are not mutually exclusive. Mindset of good transport is fast is wrong; good is safe & steady
add bike lanes or widen sidewalks (rather than having bikes trying to use very busy, congested lanes, which feels VERY unsafe)
Yeah, all this.
Your leading questions SUCK
Don't make cars the enemy of streets.
Stop converting streets downtown to two way - less safe and adds to congestion
Make all streets one way traffic.
fix places where light rail and streets are at grade
traffic calming - slow speeding cars
Just pace them so they are smooth and stop digging them up all the goddam time.
Add more reflectors to roads, they are hard to see at night
rail transit
Improve intersections and street crossings
I35 and Mopac have few underpasses with adequate bike lanes. connecting neighborhoods that are divided by highways with bike lanes would be amazing.
Improving the condition of existing streets, trails and sidewalks and creating streets that accomodate all modes of transportation.
Remove door done bike lanes. Add sharrows and Bikes May Use Full Lane signs.

Widen 24th Street through west campus!
North Hills east of Hart Lane is in awful shape from all the bus traffic (Cap Metro and AISD). Tree roots make parts of bike lane on Mesa unusable.
concentrate on getting at least one sidewalk before worrying about having one on each side or upgrading an existing sidewalk
Restripe sooner
Potholes and severely rippled pavement create dangerous conditions. Why do the roads not accomodate buses as the bus lanes get destroyed for other uses.
I used to live near the metro-rail and took that once to the Galleria and we had to walk a mile to actually get to the Galleria from the nearest stop and it was slow. I would like to see more routes, quicker routes, and routes that actually deposit you near where you want to be.....
Build more roads
MUCH More street lighting. Sidewalks.
Add capacity. Get rid of 4 lane connectors between major thoroughfares
Repair damage to primary travel routes done by mass transit, especially in bicycle routes.
Stop putting in bike lanes that no one use
increase capacity
Please require and add sidewalks... we need to stop using pedestrians, pets and baby strollers as speed deterrents.
Build some rail for crying out loud! Grow up with the population!
More public trans options. It's the only thing that matters. Everything else is window dressing and doesn't make any impact on the problems we face.
The wire
Better streets for vehicular traffic only
add dedicated turn lanes (right & left)to help traffic flow
Get Bicycles off main streets
Ped and bike safety first. Dont just say zero deaths are important. Plan like you actually believe that
Enforce minimum speed limits.
improve capacity
Fix potholes and bad roadway surfaces
Focus ALL money on freeways!!!
Capacity - the quality of our lives should come first. Keep highway traffic off neighborhood streets.
Reduce traffic speeds through installation of traffic calming devices

**Geographic Scale**

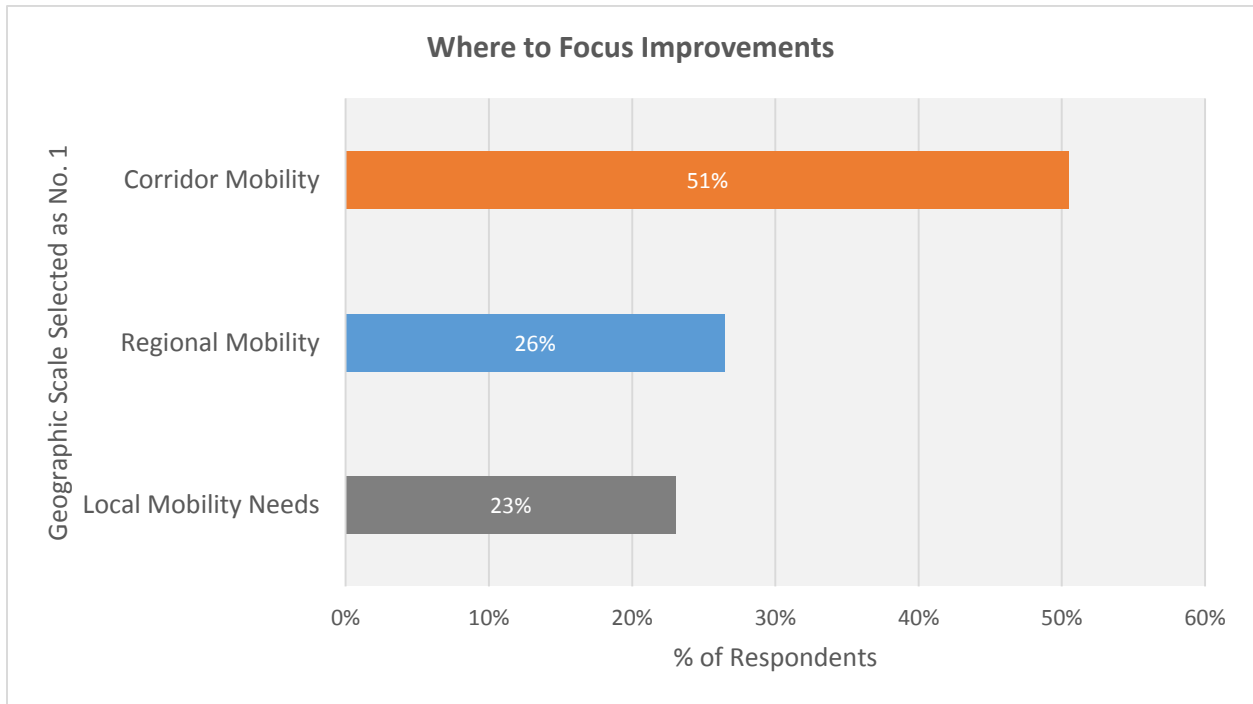
**Question 8: Given your answers, where do you feel the City of Austin should focus improvements?  
Rank in order with 1 being the most important**

**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.

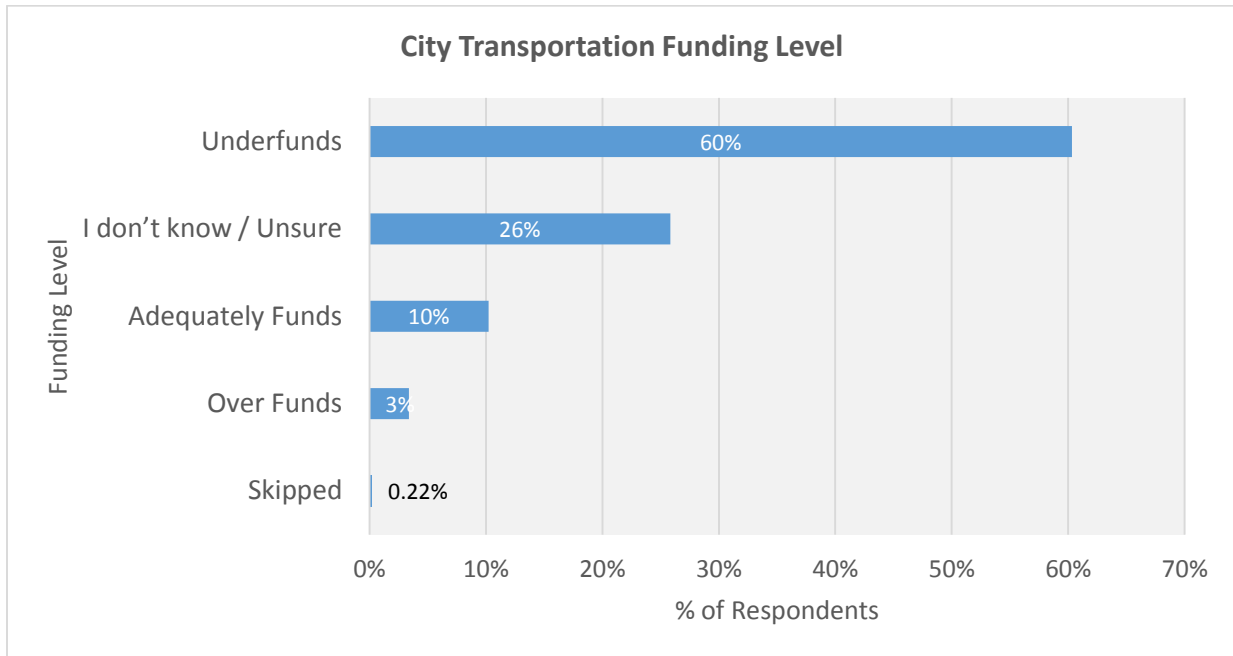
District 10 Results:



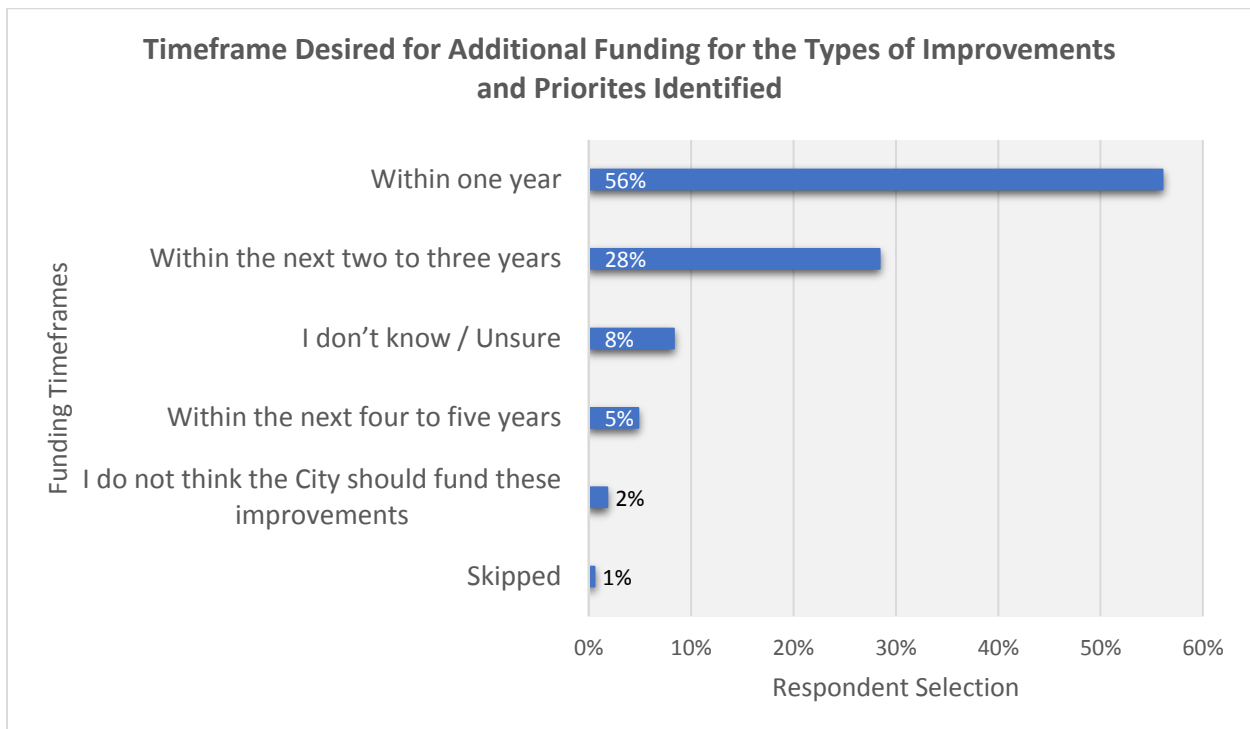


**Funding**

**Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs? District 10 Results:**



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



**Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here.** District 10 Results:

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

<p>You all are a bunch of idiots. How many surveys are you going to put out there for people to fill out regarding traffic?? In the last year, I've filled out three. In the 15 years I've lived in Austin, very little road improvements/expansion have been done which is ridiculous given the growth. Nothing has been done to 360, 2222 or 620, yet you keep approving commercial and residential construction along those roadways. It's insane. And Steve Adler's solution is to have everyone work from home. It's infuriating. If you don't want to build roads, stop approving new construction. You're ruining Austin. Traffic is such a mess now that you have to do something. Just DO SOMETHING. Stop creating surveys, stop hiring consultants. Start creating over passes, build more lanes, build flyovers. Do something. And then do something else, etc. Do it now before you completely ruin this city.</p>
<p>I would use the bus system if 1) the express buses ran more frequently 2) the cost didn't rise every year 3) i got to work faster with the bus than I do in my car.</p>
<p>The City of Austin's road and traffic system is the worst run in the entire country. You deliberately screw everything up. The Mopac project is completely ridiculous. You've now created merge lanes on the left and right sides of the highway ON A THREE LANE HIGHWAY!! How completely asinine is that?! The biggest issue is all the merging slowing traffic. You spend MILLIONS more to make Mopac into a tollway when all you need to do was just give residents a 4th lane. WHY CAN'T YOU JUST GIVE US A 4th LANE?! Any other city would see a problem and add the lane. Austin wants to make money. Uber and Lyft help people Carpool. Austin chases them out of town because they want money. You spent all this taxpayer money to convince all these suburbs people who don't even use Uber that they're this corporation skirting the government. YA'LL SCREW EVERYTHING UP!! Now you want to put tollways on 183. You can't do shit for your people. We flood you with our huge increases in property tax revenue and you do nothing but fuck us and make shit worse for us. Austin's road system and the people who run it are crooks and complete fucking pieces of shit who have no clue what they're doing. Close Barton Skyway southbound on-ramp and it'll improve flow south. That's easy to see. It's a redundant on ramp that serves no purpose, but causes tremendous congestion. You have all these people merging to exit and enter the highways ON the highway instead of a service road which is the ENTIRE PURPOSE OF A SERVICE ROAD.... taking the merging off the highway. You do nothing to alleviate problems. You only add more and try to get more money and go through the motions pretending like your solving shit. It's an absolute joke. Worst run mobile traffic authority in America, hands down. And i've lived and traveled to nearly every major metro city.</p>
<p>Bring back Uber and Lyft with regulations like San Antonio has. Deregulate the taxi company to make them more efficient. Level the playing field right not one vs. the other.</p>
<p>I am one of those that heavily relied on Uber/Lyft primarily because all public transportation methods are horrible around me (in Tarrytown). The bus (maybe) comes every hour and I can't get to other buses because of lack of sidewalks. I feel unsafe in the city taxicab service -- in the two times I've rode in it over the past two years, both times were terrible and frightening experiences. While I have a car, I hate driving. I come from a city in the Northeast with amazing public transportation options. Those on the road don't follow traffic laws and frankly, I'm terrified anytime I'm on Mopac or I-35. More sidewalks, more public transportation options that run late night, and ridesharing are what's going to help this traffic problem.</p>

I feel like this survey should separate out what people use as modes of transportation like taxis vs services such as Uber and Lyft. And then using that potentially address the accountability of such services...meaning, if I need a taxi, I expect it there in less than 10 minutes. If I hail a taxi, I don't expect a taxi driver to ask where I'm going before deciding if he's going to take me.
Turn toll roads into loops and connect them to main highway and expanding the highways by an additional lane
Question 8 was difficult for me to answer meaningfully. I voted FOR the expansion of rail, but the majority of my fellow citizens did not. I believe that we will not have a truly serviceable, sophisticated transportation system until we address the regional mobility part.
Bring back Uber/Lyft... don't push them away.
Work with Uber and Lyft so that they will come back to Austin.
I read that there was a budget surplus in the transportation department. I find this to be a slap in the face to struggling Austinites who can never get where they are going. As a pedestrian in South Austin I was hit twice by cars turning right in the crosswalk without looking. I endured 2 years of 4 hour daily commutes on CapMetro buses from William Cannon to Lamar/183. I currently live off Far West which has reliable service to downtown, but not to my job. On the bus it takes 1 hour to get from my work to home via an inconvenient route, that would otherwise be a 10 minute drive, even in rush hour. I have been ripped off by cab drivers and misled by dispatch and now Lyft an Uber has been taken away from the public as well. I do not have a car, so I am not contributing to the traffic congestion on MoPac, 35 and 183. I am rewarded for this with accidents, wait times and insane taxi bills. I have lived in Austin 5 years and suffered to manage transportation the entire time. I need for the city to find a lasting solution here.
In 2011, the Austin Chronicle ran a story about how the city and Capital Metro cut the voucher program for people with disabilities. Cabs are too expensive and para-transit is a difficult. The uber app was accessible for people who are blind. Now, uber and Lyft have left--fine. But they were filling a gap the city and Capital Metro never made up for. <a href="http://www.austinchronicle.com/news/2011-07-08/access-denied/">http://www.austinchronicle.com/news/2011-07-08/access-denied/</a>
I believe development/building permits should not be allowed until after the issues of inadequate parking and increased traffic congestion have been realistically addressed and resolved.
There are no viable, reliable, and safe public transportation options to connect different areas of Austin. Taxis are unsafe, unreliable, and there are not enough of them. The train does not have ample capacity. With ride sharing now eliminated, safe and reliable options do not exist. Stop with the multiple surveys and start with some action on public transport.

Grow up, Austin! How long do you think we can hang on to the old belief of "Don't build and they won't come." This head in the sand belief has gotten us in the mess we're in. It's time to jumpstart the fix by attacking traffic and transportation issues from multiple levels. Austin certainly has enough smart engineers and high tech population. It's a shame that we still suffer from 20th century problem that stemmed from in the box thinking. Here are some suggestions that need to be implemented together to make it all worthwhile for behavioral changes for the commuter. Incentives should appeal to the commuter on multiple levels: time saving, economic sense, exercise benefit, environmental consciousness. For the employers and area economy, there is improved productivity from time saved, better employee health and attitude, better connection between workers. This is a win/win for everyone if EVERYONE makes an effort at working together to that goal. Dumping a ton of bond money into one project like metrorail that only serves a certain area and population segment will not get the support. Need total involvement with the area's largest employers such as State gov., UT, Dell, Freescale, IBM, Samsung: employers need to provide incentives for workers to connect, carpool or use public transportation by giving rebates for leaving car home or rent out parking spaces, give free premium parking spaces for carpoolers, rent out parking lots to provide more parking -N-ride or transit connecting points for public transportation users. Encourage staggered workshifts when possible. Provide onsite lockers/shower and exercise facilities to promote earlier arrivals/delayed departures (employees actually can use the extra time to exercise instead of fuming in traffic jams - win/win scenario) HOV Lanes or free ride on Toll lanes will give another boost to the carpoolers and bus riders. More protected bike trails/lanes leading to and from transit connecting points and hubs. More bike carrying capacities on buses. (showers at work really helps here) More park and ride access points and connecting transit options to encourage people in the suburbs to leave their cars in the suburb and ride to town. Need more smaller maneuverable shuttle vans to take people from bus transit centers to walking distances of their final destination. This is the major hurdle for lots of people that prevent them from using public transport - they may be willing to park and ride from the suburb but the bus connection and drop off point is too inconveniently far from final destination to walk in this Austin heat. to make this work, you need to have good transportation data of where the majority of riders work. having more access/transit connect points (made available from area's employers renting out parking lots see above) will cut down on the walking distances commuters have to make to get to and from work destinations. More protected bike paths; more roundabouts to cut down on mortality (road to zero?) ; more intelligent traffic lights sensing oncoming traffic; metered entrance ramps to highways - limit the congestion to the access road and not clog up highway movement and momentum.

I miss Uber and Lyft already. They were much more accessible than cabs ever had been and I felt much more safe in their cars than with an abrasive, seemingly always agitated cab driver.

Get rid of the bums at intersections. I have seen them attack cars cut through traffic on foot and almost cause an accident. These people are dangerous. It's the number one reason why my family wants to leave Austin as soon as we can.

Ride sharing was saving lives as proven by data. Now they are gone. City government at its best

this survey does a good job of capturing what you want to hear but not a good job of capturing what people really want.

This survey is very slanted. It does not give adequate questions that address the congestion of our roads. Instead, the questions lean towards adding more things for cyclist and small neighborhoods. Austin needed to build the bike overpass at Mopac and 360 before overhauling the intersection as well as adding expanded turn lanes on 360. The process is flawed.

If the city council spent as much time creating viable alternatives to single auto traffic as it did in driving all viable TNC companies out of town we'd be in much better shape. Next election can't come soon enough.
I would like to see The Wire gondola transportation project fully explored and considered by the city.
Install red light cameras to cut down on people running red lights. This seems to have drastically increased in the last year.
quit spending the money to get a few more bikes on the road!! turning travel lanes into bike lanes causes delays that increase idle time and pollute the air way more than getting a few people from cars onto bikes. narrowing lanes to put in bike lanes causes hazards as cars drift into the next lane or can't get buy big trucks or buses. if bikes need roads, its time to license bike riders and collect fees from them to pay for the roads!!
Allow Richard Garriott to build his trams.
I just wanted to say that I have no idea what "construct missing segments" meant in one of the questions on this survey. Maybe you should clarify what that is referring to. Otherwise, all I hope for is that Austin will build roads its city can ACTUALLY use, NOT toll roads. It's not fair to anyone that the council has made a horrible road and is only expanding it for a profit. Please make this a public works project.
With Austin's increasing population, it would be better to address the issue sooner than later.
Services for wheelchair users are terrible. Cabs are very expensive, buses are unavailable in my area and there is nothing else cost efficient.
Sidewalks are desperately needed to help pedestrians stay safe, connect neighborhoods, and allow for less driving congestion (i.e. Along Jollyville Rd, 183). I have a patient who recently moved from Houston who is legally blind and was walking as a mode of transportation in Houston but cannot do that in NW Austin due to the lack of connected side walks.
The city needs to stop over development in the central core neighborhoods where transportation options are already over capacity.
Improve the major roads - I-35, 360, MoPac, 183. Add underpasses and overpasses. Add lanes of traffic. Get a rail option that connects the school areas and downtown and the AIRPORT to each other.
Better timed lights and more u-turns at lights (360 in particular and all highways and freeways) would go a long way in easing congestion.
Must focus on high -capacity transit throughout region. Implement BRT and/or light rail on Mogan corridor now.
We need trains or gondolas or some kind of mostly automated network.
<b>BUILD MORE ROADS. STOP NARROWING CURRENT LANES FOR BIKES. THIS IS DANGEROUS.</b> The growth in this city isn't a surprise, yet the city has done nothing to build adequate, free roads for cars. Shame on you.
Stop taking away traffic capacity with useless bike lanes and causing traffic nightmares and limited traffic capacity with very expensive toll roads!
Prop 1 was a disaster, the city cut off its nose to spite its face and it will exacerbate all of the mobility problems in the region. Do what it takes to get Uber, Lyft, and other ridesharing options back in Austin.

<p>Austin should look forward, not backward, on modes of public transportation. The city council clearly wants to create arbitrary rules that suppress new methods of transportation (I'll refrain from cursing), but perhaps they should start thinking outside of the box on modes of transportation. They hyper loop is a new concept that is coming. Perhaps that and/or other modes should be the focus of the City of Austin.</p>
<p>Please bring back UBER &amp; LYFT</p>
<p>Calling yourselves a mobility committee is the biggest joke. We are a laughing stock, being written up in Forbes and Inc. magazine (to name a few) for moving backwards and away from innovation. I look forward to heavily campaigning against Mayor Adler and the other members of the "mobility committee" come election time. Bring UBER and LYFT back.</p>
<p>Code Next is proposing density changes and less parking. What is the development community doing to improve mobility in this mix? (Please don't answer that they're forcing people to use transit. In affluent neighborhoods, that may not be the case.) We needed a traffic impact fee yesterday. We need developers to do more when they're getting increased density. We don't have the bonding capacity to do it all any more. We really need a REAL campaign to push flex hours and car pools.</p>
<p>Regarding funding, there may or may not be additional funds needed, but they need to be spent more on increasing public transportation options and availability than on adding toll lanes/roads. Also, grouping taxis in with ride sharing services will skew the results. I absolutely have no desire to increase my use of taxis for a multitude of reasons, not the least of which is they are an archaic business model that should go the way of dinosaurs and Blockbuster. On the other hand, if it were still possible in the city of Austin, I would continue to increase my use of Uber and Lyft because of convenience and safety.</p>
<p>I'm appalled by the city not putting together a good light rail route and very disappointed that you pushed Lyft and Uber out. I'm embarrassed by this city council. I hope you do something to make this city better.</p>
<p>I live close to FM2222 and Loop 1. In my area we have not public transportation, i.e. bus, except one bus a day to the 3M facility. We should be connected to major bus routes, if the ridership exists.</p>
<p>Enforce "block the box" at 12th &amp; Lamar, repave streets downtown, synchronize the traffic lights</p>
<p>1) Smart" traffic signal operations would be a significant factor in improving current traffic flow. 2) More and consistent traffic law enforcement will improve both safety and minimize traffic backup due to collisions and resulting flow disruption.</p>
<p>Running off Uber and Lyft screwed over a large segment of the population. You can argue that the voters spoke, but the city council purposefully wrote confusing language on the ballot and the original TNC ordinance was written specifically to hurt Uber/Lyft and help Yellow Cab.</p>
<p>There is no reason to have SIX prices for monthly CapMetro tickets. One realistically affordable price is enough. This pricing lunacy probably makes many people, myself included, avoid the service. You also need shaded, safe bus stops with benches in easy walking distance of where people actually are. Older people who need the most help with public transportation simply cannot take the local weather extremes, long periods of standing and waiting with no protection from the elements, and dysfunctional bus routes and schedules. Follow the lead of cities that have public transportation systems that work (that would be almost all of them). This crazy reinvention of the wheel Austin seems insistent on is a LOSING plan. The money's there but it isn't being used wisely or effectively.</p>
<p>The current plan for 183 south toll is under sized.</p>

<p>Now that my favorite mode of transportation has been removed as an option - Uber and Lyft - I can no longer eat dinner downtown without having to circle the city looking for a parking place, find a costly parking spot blocks from my destination, walk through questionable areas getting to my restaurant and walk back to my car even later when its even darker. My restaurant tab is going to be \$20 lower since I can't enjoy wine (less tax \$) and I have to cross my fingers that the drunks that used to use Uber and Lyft aren't driving themselves. Thanks for nothing Councilwoman Kitchens.</p>
<p>I live in the Arboretum and work right by the 360 bridge. I live nearly as close as possible to my office, but there is still no way to get from home to work but driving myself on 360. Even though I leave at 7:15 am, when traffic is meant to be lighter, the congestion from traffic lights is absurd. I'd love to see a bus route that was able to get me at least within walking distance of my office. It feels like a neglected part of the city.</p>
<p>In reading what the city required of Lyft &amp; Uber, I felt it was unreasonable. I am in favor of making it the user's ultimate choice to decide whether or not to use a service. If they feel it is unsafe, too expensive, or not convenient, they do not need to use the service. However, due to the regulations, now Austin does not have that choice whatsoever. I have lived in Austin my whole life. I used Uber frequently to go out to eat and drink with friends. I feel like I will now do this less because it was the most convenient and safest way for me to get to/from downtown.</p>
<p>I am really disappointed with how the city has handled this ridesharing debacle. Let's face it - it's a debacle! People on both sides are disgusted with the government - everyone I know is complaining! Ridesharing is a great option (everyone who actually travels around Austin agrees on that.) More regulation doesn't equal better regulation. Get a consistent message and pray it gets worked out to some extent before the November elections.</p>
<p>I would like to see a panel of citizens that live in the areas affected by commuting make decisions on How to spend the transportation dollars. I am tired of seeing brand new Capitol Metro buses empty circulating around town. Those dollars can be put to better use like adding free lanes to congested highways like HYW 360 loop, MOPAC, IH 35 and HWY183. Adding a toll lane to MOPAC is not even a solution for the traffic Nightmare that road is. Once again some out of town consultant thought it would be a great idea!.</p>
<p>More bike/trike parking; more options to mix modes (eg bike &amp; bus)</p>
<p>Property taxes in Austin are already too high. Improvements to transportation need to come in the form of gas tax. Tolls should be at level that makes them a reasonable choice for many drivers. To bypass Austin on 130 costs a ridiculous amount of money so companies pay for people to sit in traffic rather than pay the tolls - creating a hazard to all drivers.</p>
<p>I don't think additional funding is necessary. It seems like there is an inordinate amount of waste, too much overhead and no sense of urgency.</p>



Modes of transportation that compete with single patron cars have lots of opportunity for improvement in Austin. We need more park and rides with express routes. Why aren't there express bus services that run only on the major highways with stops only at major interchanges where riders can transfer to other routes that serve the immediate area? Last time I explored taking public transportation from my home to my office, it was going to take nearly 2 hours to commute 7 miles not including the ~1 mile walk to the bus stop. That speed rivals only walking the entire 7 miles. Also, it's really uncomfortable waiting for a bus at a stop in Austin. Why aren't bus stops equipped with abundant, comfortable shelter from the sun, wind, and rain? Same with rail service -- why are there not any express trains that run from park & rides nonstop to key interchanges, or just straight to downtown without stopping? Protected bike paths that run alongside all of the major highways and thoroughfares would make biking much more feasible. Why not have a 10 foot wide path completely protected from cars that runs the distance of Mopac and provides interchanges to the major neighborhoods and intersecting streets, as well as along Cesar Chavez? Why aren't the major arterials (Lamar, Burnet, Airport, Cesar Chavez, Anderson, Parmer, etc.) on timed traffic lights? There's lots to do, but nothing is going to succeed if it doesn't compete with people's cars -- it has to be as fast and as convenient as driving a car, while also being cheaper and safer. Then you provide a real value proposition to commuters to use alternative modes of transportation. Simply taking parking spaces away from downtown without improving transportation alternatives is a recipe for disaster.

I wish the city would actually fund items that would be the most useful. Like maybe... A rail line between the airport & downtown for our visitors to use in going to and fro for all our events. Or maybe not funding things like handicap access at intersections with NO sidewalks leading to them. Like the disabled are riding their wheelchairs down the road but oops got to an intersection, guess I'd better use the crosswalk.

STOP focusing on bikers and bike lines and make them pay taxes and obey the traffic laws!!

You need to focus on cars travelling in and around Austin. I don't want another damn bike lane until you fix the larger, more dire issues.

the city has enough bicycle, walking and buses. Expand east-west thoroughfares, use brains to figure out which ones are most needed, not what looks good, stop pandering to those who do not want growth, it is here and not stopping. There are times I wish Austin was the size it was 30-40 years ago, but take your head out of the sand and realize we need better, wider and MORE streets for automobiles! This is Texas and we are not giving up our cars!

Council better get its act together to get ride sharing services back! The referendum should not be seen as a blank check to over-regulate these companies. It was much more a vote AGAINST Uber and Lyft buying local elections, not a vote FOR city council's plan. Find a compromise and get them to operate in Austin again.

please get Uber and Lyft to come back

The reason the proposed mass transit plans keep failing to obtain funding is because they require huge infrastructure and cost. They are impractical and are not seen as solutions. I have been saying for decades that we should install gondolas and people are finally coming around to the idea. They could be solar/green, produce no sound pollution, require very little infrastructure in comparison to a rail, would not require the purchase of more land and could hover over existing highways and rail lines, would not affect privacy because of location, are enjoyable, could have wifi/allow for more production, etc. PLEASE LOOK INTO THIS SERIOUSLY  
<https://www.youtube.com/watch?v=fUL011b7z2s>. Happy to take part in this effort too- 512-744-3886, Teresa Holmes

You never touched on people using their phones while driving. Also "As great as Austin is, we struggle with transportation and mobility. Whether you drive, walk, bike, or take transit, the City of Austin is working on ways to make getting around safer and easier." Struggle? more like collapsing, how is it normal to spend an hour on Guadalupe driving from Wheatsville to 12th street?
I don't understand why some roads are re-paved frequently when it is not needed (for example, Mesa Dr. and Mt. Bonnell), and it's been years for roads that desperately need it (ie 35th St., many roads in Hyde Park).
Insisting on absurd and antiquated regulatory frameworks for TNCs to prop up an abysmal and undersized taxi fleet does NOT help. Do that LESS. Survey questions are NOT well written. Question 3 should be used as an example of how NOT to write a survey question, or on how to write one designed to deliver no useful data.
Do whatever it takes to preserve the nature and quality of our inner city neighborhoods which are under attack from excessive and bloated development which serves the few at the expense of the many. We can never get these neighborhoods back once they become high rise condos with mixed use retail underneath. Keep Austin from being yet another sterile and uninteresting real estate developers dream.
We need to have a better public transport system. The current one is a joke. It takes me 17 mins to drive to work, yet 2.5 hours via bus. Who realistically has this time.
Uber and Lyft provide invaluable services to residents. Taxis and the more expensive GetMe (backed by the taxi lobby) are not going to work. I cannot believe the City of Austin let these two ride sharing companies leave the market. Now, they want to deregulate taxis? Looks like City Council can be bought -- by the taxi lobby. The City of Austin, the Mayor, and the City Council should make Uber and Lyft a top priority,
Stop city connected vision and bring back Uber/lyft. Planning on voting everyone of you out. Worthless representative looking out for the taxi lobby and ignoring the constitute
I think self regulating Ridesharing, like Uber and Lyft should be available in every area of Austin. I just lost my job because I use Uber to get there everyday and I can no longer get a ride to work. It's really sad. Please do something about bringing them back. I don't feel I should be punished for not having a car.
Please PLEASE consider putting a light rail system on the existing tracks down Mopac. Year after year the light rail proposed routes are shot down by voters because they are always in a location that doesn't benefit most people voting. Mopac is the BEST solution for where to put a light rail. And the tracks are already there.
Doesn't appear that a COMPREHENSIVE plan is in place. We can add a \$14M bike bridge, but can't fix all of the the broken lights and sensors. Adding an express lane on Mopac is an expensive joke.
More bus stops. Very important to have shaded waiting shelters, as the heat of waiting is one of the major factors keeping me from using the bus.
Fixing traffic signals seems like an easy fix. Also when they are flashing why is there never police out there helping manage traffic? Finish Mopac before you start other projects. Mopac is messing up traffic all over Austin.
City should embrace ALL options to improve mobility. The Prop 1 elections was terribly managed. The question all along should have been how to make the Taxi companies more competitive like Lyft and Uber, not how to bring Lyft and Uber down to the Taxi Cos inefficient level. Ride share will return, but at much higher ride costs. Who is going to win there? Disgraceful and disappointing.
Clean up this city! Austin is the dirtiest large city in Texas. It should be that the streets get cleaned up on a complaint basis! Please, please go back to a regular scheduled of cleaning our city streets and roads. We look like we live in a pig sty and we have just gotten use to the filth.

<p>make fingerprinting optional for UBER and LYFT drivers. They are affordable and safe options that we no longer have as a congested city.</p>
<p>the current focus on biking and walking works best within a neighborhood. the focus between neighborhoods should be on mass transit (bus or whatever we can afford). for myself (in City Park area), please do not ignore the need for vehicle travel. Bus, bike, and walk improvements will never help us. I would spend more of my time and money in downtown if I could get there by car. currently, the disdain for cars makes me want to stay home or go anywhere but central Austin... you're losing my revenue!</p>
<p>I live in NW Hills, 2 blocks from a #19 stop, and I work in the Domain area. It's &lt;10 min drive, but if I try to take a bus it's three transfers! Please improve bus service along MoPac -- it's weird that you didn't even list in in the Q about major traffic corridors. Also, for god's sake, build safe parking at the train stops!! I would gladly take the red line when I go to the Convention Center area, but there's nowhere for me to leave my car.</p>
<p>Please stop asserting that lowering speed limits and installing traffic calming projects increases safety. They do not In order to increase productivity we should be increasing speed limits and enforcing that slow drivers stay out of the left lane. Also TNCs need to be allowed to operate according to the way they operate in 95% of the rest of the country which is without fingerprinting. Lastly, all of the construction being done on Mopac and I-35 that's been going on for years is making things worse not better. We should be investing in better intersection timing and such instead and creating more thoroughways from major streets that run east to west and west to east.</p>
<p>Eliminate additional restrictions on uber/lyft and let consumers decide what services they are comfortable using</p>
<p>The City Council is not looking out for the best interests of the citizens of Austin when it creates unnecessary regulations for ridesharing services such as Uber and Lyft. Everyone I know frequently used these services to get downtown or other areas with limited parking. Taxis are slow, unreliable and expensive. For a "high-tech" city, forcing startups out and adding cost to their business model is not a good way to promote Austin as a good place to do business. I am extremely concerned and appalled at the corruption in City Council and the power of the Taxi lobby.</p>
<p>Mobility is the most pressing issue in Austin for me. We already pay very high taxes so the funding should come from what is already existing and be redirected from other programs to fund mobility. I am very concerned that if mobility is not addressed then Austin will not continue to be a strong city with solid economic and social base. We must simultaneously think near term and long term in terms of improvements. The traffic issues (I live off hwy 360 near the Pennybacker bridge) have increased exponentially in the last 8 months. I feel frustrated and also unsafe at many of the intersections I have to navigate daily.</p>
<p>Austin needs rail to get us to and from downtown from all areas. Texas needs regional and statewide rail. We need bus routes where there are none.</p>
<p>Austin will continue to grow horizontally and vertically and with the increase in population, it is essential to have better public transportation options in the Greater Austin area to make provisions for -reducing congestion -reducing commute times across the city -connecting neighborhoods</p>
<p>We don't need more bike lanes, pedestrian lanes, etc. Unless you both live and work downtown, walking/biking to work is simply not feasible. For example, adding a bike lane on the frontage road of Mopac for the 360 exit was not only a waste of money, but it also removed a vehicle lane at that already congested traffic light, which is only going to make traffic worse. Your focus should be very heavily on fixing vehicle traffic.</p>

<p>My neighborhood has become trapped by traffic cutting through on a two-lane road (Old Spicewood Springs) to avoid 183. People living in far NW Austin, including Cedar Park, need better options so they can stop cutting through my neighborhood and backing up our sole ingress and egress for miles every morning and afternoon.</p>
<p>WAKE UP. Cars are not going away. Get off your liberal agenda and do something that makes sense.</p>
<p>Bring back Uber and Lyft PLEASE!!!!</p>
<p>We need more smart traffic lights. If we can't get any long-term commitment to real mass transit (as in light rail that goes where people need to go), and if we can't manage the volume of traffic on the major highways, at least we can make local driving more efficient, so that cars don't sit at red lights with NOBODY going through the intersection. This is especially true for east-west travel, where we can't seem to prioritize making an efficient path (like making 2222 an elevated highway-like road that connects with 290 East). FYI, huge kudos to whoever engineered the redesign of the intersection at Burnet Road and North Loop as part of the traffic improvement effort last summer ("July Improvement Project" or something like that). It has made a wonderful positive difference in traffic flow and has reduced stress and time (and probably safety) at that intersection. Cheers and thank you!</p>
<p>This city is gridlocked with traffic. Public officials have done a horrible job of anticipating and then planning for our growth since I moved here in the 80s. Road improvements that were eventually deemed unsafe and then discarded like the entrance ramp from 183 to Mopac South. But even more maddening is the traffic at 2222 and 620. Construction a few years ago to improve that intersection did absolutely nothing to remedy the situation at the intersection. Why was the right turn lane made so short? It should have been much, much longer to facilitate people turning right onto 2222. What happens now is people will stay in the left lane until the very last minute then cut over to the right turn lane when space opens up, cutting off the drivers in the right lane and backing up those lanes even further. But because people don't pay attention and let large gaps occur between cars, it encourages this behavior. So much wasted money on that intersection, and I can't even imagine how many times this has happened all over the city, such a shame, someone should be held accountable.</p>
<p>For a couple of years I was able to ride my bike to work. I would love to be able to continue to do this, but I no longer feel safe riding on 360 and in particular in the mornings and later afternoons.</p>
<p>I grew up in New York City and started taking public transportation alone when I was about 9 years old. I would love to see Austin kids grow up as independently as I did and have to chance to explore their city. We must improve public transportation. We live off Jollyville Road. My husband works on Huntland Drive. The closest bus terminal (Pinnacle) offers him a bus that takes an hour to get him to the office. He's willing to take public transportation but not at the cost of 1.5 hours round-trip vs. his car.</p>
<p>I think the question around transportation network company's was biased. None of the answer options address the problem. From my perspective the problem is over regulation by the city. The lack of TNC options is a direct result of the Mayor and Councilmembers interference. This has caused a significant disruption in my ability to get around the city.</p>
<p>Build roads!!!! Remove useless bicycle lanes that have been installed on roads never designed for them and only serve to reduce use of the roads making traffic and congestion worse for everyone!!!</p>
<p>We need to invest in multi-modal transportation. We need Uber and Lyft operating in our City.</p>
<p>Bring back Uber and Lyft</p>
<p>Encourage businesses to increase work-at-home opportunities for employees.</p>

<p>I can't believe you are fighting with Uber and Lyft. The reason why they were so successful in Austin is that Austin is bordering on a non-existent public transport system. And they were free to the city!!!! Didn't cost you a cent. There are no subways / trains to speak of (that one lonely light rail does not count), the bus options are pathetic and the taxi service is sub par with old vehicles and drivers who have no clue of where they are going. And please don't respond with "safety issues" Uber and Lyft are significantly safer than Taxis - I have a record of exactly who my driver was saved to an email they send at the end of the trip, they know where I am at all times and I can choose the route i wish to take just by putting it into the app! No one remembers the drivers name or license number hanging on a windshield, in particular those who are using Uber and Lyft as they wish to go out and drink alcohol. Every drink driving death will be a direct result as to this cities short sightedness in cutting off transport options to it's citizens. Austin is a good city and it has done well to grow but the backwards thinking on transport is letting it down and unfortunately it could see it stay as a sub par city trailing even San Antonio - such a shame.</p>
<p>Bring back Uber &amp; Lyft!!!!!!!!!!!! Spend money to take care of public landscaping on highways and trails. Fix the potholes. Lightrail is a must</p>
<p>Austin topology especially in the north and west sides of Austin allows for intersections without stop lights or signs. Eliminating the stop and go traffic at intersections would increase the capacity of the intersections by 3 to 4 times the through put capacity. 620, 2222, and 360 are good targets. Connecting River Place to Spicewood Springs would reduce 620 traffic. Connecting the back of the residential developments on 620 to Spicewood Springs would help 620 traffic. Connecting Steiner Ranch Blvd. to River place would help the intersection of 2222 and 620. Connecting N Quinlan Park Rd to Bee Cave would reduce traffic on 620 and is a safety issue for the next fire.</p>
<p>One suggestion is to make 360 like 183: with no stop lights with off and on ramps.</p>
<p>Safety should be issue #1. People do NOT pay attention to stop signs or lights and habitually break traffic laws in neighborhoods. Since traffic law enforcement is pretty much impossible, taking more cars off the road is the best answer, but if people drove more safely causing fewer accidents, that would help.</p>
<p>The decision to put the lightrail system where it is was just plain stupid. Why not put it where most of the traffic goes....to the University of Texas, downtown and the airport. 35 is a nightmare as is MoPac. How many people who live in Austin and surrounding areas use the lightrail to go to the convention center? People stay in hotels downtown when they go there! Also, the use of toll lanes on MoPac is stupid. The addition of the extra lanes should have been done several years ago. Austin is behind in planning. Just go up MoPac and you'll see hundreds of new apartments and housing areas going up, especially on 183 which feeds directly into MoPac and 35. Austin keeps drawing people here but they can't handle the ones that are here already!</p>
<p>The current options to Lyft are sub standard.</p>
<p>Decrease neighborhood speed limits. Build protected bike lanes. Enforce traffic laws against drivers. Get rid of on street public parking. Create safe passage for children to walk/bike to school. Very upset you did not support bike bond!</p>
<p>The Mopac and I-35 are unnecessarily congested. Really terrible traffic at rush hour. For sure, this is my vote for priority to fix first.</p>
<p>I worry that trying to get substantially more funding within one year will be too much for the voters to support. I think a mobility bond proposition would be better in two-three years.</p>

<p>Not for bike lanes, but for CARS, plus, what about the 1/3 of taxi drivers who failed Uber and Lyft's background checks? Taxi's in Austin are the worst. I have waited over 2 hours get get a cab. I live in the hills and cars are our only options so we used Uber and Lyft very often. I only had great experiences. I had a taxi driver get "scared" on City Park Rd. and pull over having a panic attack because he though he would "fall off the cliff" so I had to have my husband come and get me after midnight when on the way home from the airport. Our taxis are awful, and often don't show up. My entire neighborhood is up in arms. And, we vote.</p>
<p>I would like public transportation plans that include all areas of the city. Geographical scope seems to be limited. My drive to work is 20 min. With public transportation it is 1.5 hours, bus and walking.</p>
<p>We need more bike lanes and sidewalks. I live in Hyde Park. It is challenging to get to downtown on a bike. I always have to use my car or take an uber. I'd ride the train if we had one. Buses are terrible. You get stuck in traffic and you can't work on your laptop.</p>
<p>I am getting older and have trouble walking very far. I also have had income reduction drastically over the last 5 years. Older car becoming more unreliable and I would rather rely on public transport. If I can't get to work I will lose my job. I can't afford taxi and the walk to the nearest bus stop if almost too far. I can't afford a smart phone for accessing all the fancy apps to see where I am going etc and have not gotten an answer on the phone number listed at the stops. Some kind of simplified "how to use the public transport system" should be provided. The stress level on my first trip when my car broke down was incredible and thanks to wonderful bus drivers trying to figure things out for me I would have never made it to work. Thank you for all you do... don't mean to complain but feeling older every day and there seems to no be an easy way to figure out how to do that first level of beginning public transportation.</p>
<p>Let's extend the rail all the way out to the airport now before the East Side has been built out. Is there anyway Austin could install a street car or monorail going up and down Congress? How about a street car, train or monorail going up and down 4th?</p>
<p>I want to see major focus on moving vehicles rather than bicycles and mass transit as the priority. While we need those things as future priorities, vehicles are HERE NOW and our current REALITY and the items that cause our major difficulty NOW. Short-term needs are to move PEOPLE and TRAFFIC FASTER and SAFER and in NEAR TERM. After that, we can improve the other "nice to" elements of traffic, but we need help with the AUTO traffic/CARS RIGHT NOW in and near our city!</p>
<p>COA needs a lot of traffic improvements and needs to find a willingness to invest in the system for the future.</p>
<p>The loss of Uber/Lyft--which I blame the city for--and the lack of viable public transportation options in my area (NW Austin--Great Hills) is very unfortunate and will most likely make me think twice about going out downtown anymore. We used to take an Uber to the light rail (Crestview) and then and Uber home. It unfortunate that the city can't get public transportation and other non personal car driving options right (or really even an option).</p>
<p>Safe and convenient bus to rail connections are unavailable. More focus needed to manage peak traffic caused by school (particularly elementary school) schedule. Most people do not understand why building more lanes do not relieve congestion. Provide examples. This is a complex concept that requires more than one-liners.</p>
<p>Don't permit uncontrolled growth projects. Just say "NO" to the Austin Oaks PUD Preferred Plan. This won't cost you or I any money.....all you have to do is just say "NO". Easy, quick, cheap, and it is the right thing to do for people who have lived in the old Austin neighborhoods for decades.</p>
<p>The timeframe is ongoing. Maintenance and repairs cannot be neglected in favor of increasing traffic velocity.</p>

<p>Only CTRMA really trying to do something about major transportation issues in Austin. City of Austin is no longer in the business to be truthful</p>
<p>1. Focus on improvements which benefit neighborhoods other than downtown and outlying areas 2. Add traffic calming and speed enforcement to these neighborhoods</p>
<p>The City needs to stop wasting money on useless projects like a new DT library that so few people will use and redirect that money into useful projects like congestion reduction.</p>
<p>Bike lanes (it feels unsafe to bike on S. Lamar, it's not possible to bike on N. Lamar) are a priority. Guadalupe shared lanes are a step in the right direction. Also, sidewalks in neighborhoods would be a huge value add to promote community and increase the aesthetic of some of the older run down houses in many neighborhoods.</p>
<p>I live in Tarrytown and work at UT. I would like to ride my bike to work but there are no safe east-west corridors. I cannot safely ride on Enfield/15th or on Windsor/24th. I would very much like a bike lane on an east-west route that gets to my neighborhood. I have many neighbors who would ditch their cars if this were an option. To compound the problem, UT eliminated it's shuttle bus to Tarrytown years ago and the remaining bus option goes far out of its way, making it a loooong journey to campus by public transport.</p>
<p>I think the City wastes a lot of money on needless projects that do not serve the greatest benefit or solve the worst transportation problems of moving the greatest numbers the greatest distances in the least amount of time. Too much money spent on serving bicycle riders where there are few riders when cars are jammed on poor, narrow roads and cannot get across town. Money wasted "calming" traffic on neighborhood streets, when major streets need to be improved to carry more traffic across town in rush hours. We need improved crosstown MAJOR arteries to carry thousands of cars quickly. People aren't going to get out of their cars so build good roads to get them where they need to go!</p>
<p>Please start giving tickets again for accidents. If people are not paying in terms of dollars immediately, then they will continue to have accidents with little consequence. No trucks on the left lane on all highways leading into and out of Austin...including 183, 71, 290, Mopac, etc. Install the "No Trucks on Left Lane" sign at every bridge underpass. I find when construction happens, they forget to put those signs back on. Include "no buses in Left Lane" too. Build a complete loop around the city for regional mobility that we don't have to pay tolls for... And take out the lights or build overpasses on every intersection on Loop 360. Reduce the speed on toll roads. Make toll roads free to the public.</p>
<p>Stop wasting our money on incredibly expensive rail projects that do nothing for congestion and build some new lanes already - and if the government corruption can be taken out of it where fees ONLY pay for construction and reduced fees for maintenance once construction is paid for, toll roads/lanes are fine as well.</p>
<p>I realize that heavily used corridors are harder to maintain, but with the increase in the population it is that much more important. I would also like to see equality in the maintenance of Austin's roads. The less affluent areas have the worst roads, while repair seem to be on going for the wealthier aides of town.</p>
<p>The transportation problem in Austin is caused solely by the City Council's myopic focus on the Central Business District. Congestion would be alleviated if Austin allowed satellite business districts, or Edge Cities. By spreading out density, Austin would avoid funneling all traffic downtown via Mopac and IH 35.</p>

<p>The Bicycle Master Plan should be fully funded and built out as soon as possible. I am a 69 year old cyclist for transportation biking 17 miles per day to and from work as well as making trips to stores, etc. I have already been struck once by a car with severe injuries. I do not want to wait 30 years till I am 99 to see Austin build a safe, connected bicycle network for all ages and abilities. It can be done now with adequate bond funding and it will make Austin the premier bicycling city in the country bar none. Keep Austin at the forefront.</p>
<p>Please put more money into increasing capacity for vehicles (including personal cars) instead of removing traffic lanes for vehicles and reducing parking downtown. Please enforce our traffic laws. Please quit spending so much money on bikes.</p>
<p>Traffic light synchronization would be a good start for a city that is woefully behind in the area of transportation.</p>
<p>The City needs to invest in increasing capacity of the transportation network within and around the City based on level of congestion. I am frustrated by adding pavement to roadways for bike lanes that are vacant during peak travel hours. Roadways should not accommodate bikes separately, unless a funding mechanism is put into place to allow bike riders to contribute financially to the cost of adding separate bike lanes to the most congested roadways within the network. Bike lanes should not be added to already congested roadways, unless vehicular capacity is increased at the same time. Also, 11-foot wide buses do not fit into 10-foot wide travel lanes. CapMetro should contribute to roadway widening costs to accommodate their bus widths plus clear space in accordance with AASHTO requirements, or change their routes or purchase narrower buses. Removing a vehicular travel lane to accommodate bus only traffic plus a bike lane on our most congested roadways is not an acceptable approach. How about adjusting the schedule of UT classes to keep students off the road during peak periods?</p>
<p>This survey was biased toward biking, walking and alternative modes of transportation. The Council should focus on increasing capacity on existing roads. The Council's targeting of Uber/Lyft is a big disappointment.</p>
<p>I think adding more bike lanes and increasing efforts to educate drivers regarding sharing roads with bikes would be hugely beneficial to the city and the safety of cyclists.</p>
<p>Please make it illegal to park in bike lanes, even if this means only putting the bike lane on one side of the road.</p>
<p>If we can't get the funds to build more rail, let's use the existing infrastructure that we have which is roads. Flood the streets with buses, give them priority on the roads. If there were a bus that got me to work (or more importantly to happy hour) I'd take it, but our bus infrastructure is terrible too. The number of transfers and length of time it takes (over 4-5x longer) stops me from using the bus.</p>
<p>A significant percentage of the traffic congestion is created by vehicle movement into Austin from outlying suburbs, yet Austin citizens are burdened with paying for solutions to ease congestion. It would be more fair to get road users from outlying jurisdictions to pay for congestion solutions rather than those who live in the City limits and use alternative modes of transportation on a routine basis.</p>
<p>A key to minimizing congestion is to work effectively with employers to offer both tangible and intangible incentives to promote ride share/flexible schedules/car pooling/work at home/etc.</p>
<p>MetroAccess is not a reliable resource and needs expansion, but the disabled vote doesn't get honored much.</p>
<p>Allow car traffic to flow on major arteries without impediments of buses, bikes, or pedestrian beacons. Time lights.</p>
<p>We need light rail. Maybe if we have a plan that connects to the airport, it would have a better chance of passing. But we need to start it soon!!</p>



The traffic is so bad here. I know that Mayor Adler inherited this mess. He has to go big or go home. We need immediate attention to the issue of traffic. I have lived in other communities that have robust public transportation. I hope people say this about Austin and public transportation - We are ahead of the game.

The City needs to take a radically different approach to solving mobility and focus on the greatest good for the greatest number of people. The highest priority should be reducing cars on the road (i.e. congestion) by implementing rail and other strategic and logical public transit & bike routes. It seems to me there has been a vocal minority (namely neighborhood associations) that have stymied transportation solutions in the past. There needs to be total accountability and transparency into the existing system, stakeholders and their proposed solutions.

Stop building roads. Incentivize biking, mass transit.

Austin is woefully underfunded to tackle the mobility problems we are facing. With a growing population all modes of transportation should be available as density increases. Decades of an attitude that if we don't build it they won't come has caught up with us. As best I can tell, bicycle lanes are the biggest improvement I've seen around Austin in recent years. Paint is cheap. Sidewalk gaps and completely missing sidewalks are a huge need in this City. As a parent who pushes around a stroller, I prefer to keep out of busy streets, but often I have little choice. In some areas no sidewalks are available and I do not feel comfortable walking in the area due to safety. The street by our elementary, Austin Woods completely lacks a sidewalk and I greatly fear a incident due to the huge numbers of cars and children that must share the busy street at drop-off and pick-up. As for roads, I'm still in awe that anyone thinks the plan being executed to expand Mopac will make any significant difference in traffic congestion. It needs double the number of lanes, meaning building expensive sound walls shouldn't have happened until homes were purchased and bulldozed to gain that right of way so that proper feeder roads could be built and the appropriate number of new lanes could be added, both on feeders and on the highway. As one of Austin's major arteries, not expanding properly will have long lasting implications, both in wasted dollars in doing it wrong, and in wasted time of drivers who won't see significant improvement to their commutes, and in wasted years before we expand lanes somewhere North-South that will make a real difference. I hope when IH-35 finally expands, it will be done in such a way to make a real difference. I look to Houston and Dallas to see how they have completely taken out old infrastructure and replaced it with massive increases in capacity by purchasing right-of-way and widening roads. Buy the right-of-way before it gets more expensive! Additional thought should be given to creating a central West/East route. It should cross town from 130 to 620. I'd consider following 290/2222 with a full free-way. If lights were eliminated people may shorten their time transiting further north or south to cut across town, reducing congestion on many north/south roads.

A HUGE part of the problem not addressed is over-development. The city itself is very much to blame for our traffic problems because they constantly approve development permits that far exceed the capacity of the streets to support the increased traffic. Our neighborhood business districts are already saturated, and cannot accommodate the 5- to 10-fold traffic increases associated with more high-density apartments, high-rise condos and PUDs. Burnet road is a great example - in just 3-4 years the number of apartment units has increased by several thousand and traffic is piling up as a result. It has to stop, but the city is doing nothing to curb this problem. Neighborhoods are being overrun because developers and the city see nothing but money, and they both completely disregard the overall impact on the residents.

The battle against TNCs by the city has enraged me. The lack of planning, poor planning, focus on bicycles to the detriment of cars and inability to coordinate traffic lights is about what I expect from the city, which is incompetence.

<p>I think the most important thing the city of austin can do is to implement a light rail or subway system. I voted 'no' to light rail the last time it was presented because the routes suggested did nothing to reduce traffic, and only were aimed at helping the property values of developers. Stupid plan got voted down. Make a real plan that reduces traffic on MoPac, I-35, Lamar, etc. Make routes between downtown and the airport, to the University, etc. Austinites would vote yes for that.</p>
<p>It is not that COA underfunds vehicle traffic, but it underfunds the alternatives such that the balance is inappropriate. More protected bike lanes (safety) would dramatically increase my encouragement of my kids and wife to use the bike more often to get around our neighborhood and through downtown, as well as dramatically increase my own use of my bike. I am constantly surprised by how many Baby Boomers are fearful for me when riding my bike. They want me to be safe, so side streets etc., should have lower speed limits to encourage safety.</p>
<p>Quit building exclusive bicycle and bus lanes in already congested areas. Decreasing car lanes creates a funnel effect that try's to fit the same amount of traffic into a smaller area which does nothing but back up traffic even further.</p>
<p>Stop fantasizing about more people using the bus! Put the train where people LIVE and GO instead of along a corridor of nothing - - put link to UT campus, major neighborhoods like Hallandale, etc. Builders are adding thousands of people and cars, but the city's only response is to put a "rich people" toll lane on Mopac and not fill potholes on Lamar. Sad.</p>
<p>Our primary use of public transportation is to transport my severely disabled husband to doc. appts, etc. We use handicapped equipped cabs for this. I would prefer to use the Cap Metro service, but the application process is impossible for us to complete. He uses a power chair to get around. Going downtown several times to comply with their requirements is impossible for us.</p>
<p>Traffic is horrible and seems worst than all other cities we visit. This is definitely an area that needs MAJOR work.</p>
<p>10.. depends on what kind. Transportation not the cause problem... lack of enforcement of building only when traffic allows, therefore over building. Til you solve that there is not enough money.</p>
<p>Instead of attacking the traffic issue from the standpoint of better accommodating existing traffic, try to eliminate it. There's a large tech industry in our city which gives lots of opportunities for telecommuting. Instead of building more, larger roads, offer incentives to companies that encourage their employees to not be in the office. Encourage local workers to work from their home office by pointing out the tax benefits in doing so. Offer tax breaks to companies that create a work from home program that takes cars off the road, especially during rush hour. Or even offer incentives to companies that offer flex hours so people can work at non-peak times.</p>
<p>Make tax dollars work at Cap Metro</p>
<p>I've lived in numerous big metro areas, as well as smaller (100K population) cities, and Austin is *by far* the worst at public transit. It's an embarrassment, and it's also a social justice issue connected with access to jobs and services for underprivileged areas of the city. I feel angry when I hear Austin city officials claim that public transit is a wasted investment because nobody rides it. The reason for low ridership is that the system doesn't effectively serve the community - routes are poorly-planned, and city investment has not effectively built livable communities around the actual points of access.</p>
<p>The city needs to stop subsidizing sprawl. If that means dropping out of the MPO, CTRMA and Cap Metro, so be it. We need to focus on mass transportation within the city limits. I35, MOPAC and 183 don't help city taxpayers, they hurt us.</p>

<p>Do not support Agenda 21 initiatives. Build adequate roads to accommodate the 1,000,000 people we have in our populace. Improve the quality of our existing roads. I exited northbound Mopac this morning and headed east on Cesar Chavez, while driving the speed limit I drove over a pot hole so big it threw off my car alignment. The same happens to me on a daily basis while driving on Lamar Blvd, southbound, near People's Pharmacy/Central Market, near 45th street. You know what to focus on - so do that and stop surveying people to find out if we are going to ride the bus or our bicycles (Agenda 21) - NO, we drive, so please fix the streets.</p>
<p>These questions about which areas to prioritize for improvements seem like they should be asked of experts in the field who could make better predictions about which changes will give you greatest return on investment.</p>
<p>You guys seriously need to expand the light rail and make it actually useful for more than a few people. Also, keep Lyft and Uber in town by any means. They are awesome and make it easy for me to go out drinking without worrying about how I will get home safely.</p>
<p>Please partner with CapMetro on increasing rail service. I ride everyday from Cedar Park/North Austin and they trains are PACKED during the peak commute times. Then add in the additional riders for conventions or special events, there is no additional space. Also, a south rail option would be SO useful. I know getting over the river and to the Convention Center would be a huge obstacle, but there is a huge population in south Austin/Kyle/Buda who would benefit from the same options as the north route.</p>
<p>While managing traffic capacity and flow and working on the roads is important, please don't forget safety!</p>
<p>Decide and act swiftly.</p>
<p>Difficult to bike from different sectors of the city, and buses do not come frequently enough - from far west to dt</p>
<p>The questions in the survey are a little over simplistic especially for folks who are generally under or uninformed.</p>
<p>please stop taking out car lanes for bicycle lanes. bike traffic represents one half of one percent of the traffic on the road. way too many resources are being allocated for such a small percentage of this mode of transportation.</p>
<p>More emphasis on enforcing traffic laws especially speeding and mobile device use. Concerned about new commercial development along 360, MOPAC, and along Riverside creating more traffic and no new infrastructure in place. Our rail and bus options need to be fine-tuned before expanding those services. ( during SXSW I tried using mass transit to get downtown from the north. I understand now why people find it hard to convert to rail or bus.)</p>
<p>The city underfunds road improvements for cars all over Austin, and underfunds sidewalks in neighborhoods. The city puts too much money towards bike lanes. The city spends too much money and attention downtown converting one way streets that move cars through downtown into two way streets that slow mobility and are less safe for pedestrians. It's impossible to turn left onto many streets without protected left turns. There is too little parking downtown and it is killing the scant amount of retail you do have. Increasingly, people i know feel like it is too difficult to get around downtown because there is nowhere to park and the amount of time it takes to get a short distance. You've gone too far the other way - PLEASE DON'T TURN ANY MORE STREETS TWO WAY. Most people are not going to ride bikes anywhere when it's 110 degrees -- the amount of money spent on this is very disturbing to most of the taxpayers i know.</p>

<p>This city lacks common sense. We have too many bike lanes that are NOT used. We need to widen major streets like Burnet and Lamar. Explore rail with a defensible route. NOT Highland Mall to East Riverside. Fill the chugholes and sunken areas of all our streets. Work with the State of Tx to buy out Tx 130 and take off the tolls. Force semi trucks to use it. If the City Council thinks people are going to keep moving here with such a horrible transportation system. They are mistaken and put all the citiizens at risk on infrastructure implosion.</p>
<p>Available rail line makes little sense. Need to take an apporach like dallas and dedicate space for new rail paths to better serve the active areas of Austin</p>
<p>We should build a mountain bike / hiking trail system in City Park</p>
<p>I would like to see new pedestrian / bike trails that are completely separate from roads that allow safe transportation across the city.</p>
<p>A very effective way of reducing congestion in Austin would be to build 2 subway lines: One from NW Austin to the Airport and another one from north to south Austin. This will be the only real way that people will switch from cars: if there are enough stops within walking distance to work, home, park and ride, and if there's a regular service throughout the day. Light rail and other modes of transportation do not seem to work well in Austin. This is a 30-50 year-long commitment, will cost a lot of money, but eventually, it would make Austin the most livable city in the U.S.</p>
<p>This survey is horrible. Who designed this survey. Worthless. I hope the city gets its money back on this survey</p>
<p>I think the mopac project was a missed opportunity to implement some sort of public transportation option.</p>
<p>I have lived Austin since 1994. As a cyclist I have seen improvements on some streets but overall I feel the level of safety has consistently declined and I am increasingly concerned for my safety when I take to the streets on my bike. Prior to moving to Austin I lived in the Netherlands for three years. The Dutch have managed to make their streets very safe for cyclists... we can do much much better.</p>
<p>more bike lanes please, and can we please ask the Police to enforce basic rules like cars not stopping at stop signs</p>
<p>The sidewalks outside of downtown are treacherous for pedestrians, especially breaks in the sidewalk when trying to walk with a family including a stroller. Please keep promoting self-driving cars and Uber/Lyft as solutions to improving congestion.</p>
<p>If the city could expand the Light Rail to the airport now, before the East side is built out, I think people would be more apt to use it. We could solve a future congestion problem before it manifests. Additionally, I would suffer higher taxes and years of construction if it meant that I could walk to a light rail station in my neighborhood and ride to Downtown, the Texas Campus, the Erwin Center, Zilker Park, South Congress, South Lamar, etc.</p>
<p>Will this even act to sway the elected officials, really??? How many of the council people take public transportation -- or try to take it????</p>
<p>More east west bus routes and later public transportation in general</p>
<p>Do NOT allow this infill - putting more people and cars where there are already too many.</p>
<p>Bicycles should be taxed the way automobiles are taxed. Users of streets should help fund and support the streets.</p>

<p>I think that it's critical we make improvements to ensure our roads can handle the current and future traffic. With more people moving to Austin every day, we need take into consideration increasing the population growth impact in future efforts and make sure projects are sized accordingly. Because of increasing traffic problems and more time spent in traffic, I would consider moving from Austin in the future. Outside of the bigger city-wide problem of too many people on our roads, who doesn't want improved sidewalks and intersections in their neighborhood? I know it's a problem on my street (Hart Lane) where the sidewalk ends (kids walk Hart to get to /from school). Drivers speed up and down Hart to/from Mopac potentially endangering any pedestrians. I've personally talked to a few people to see if we could get a traffic/speed study done on the portion of Hart Lane that starts at North Hills continuing East towards Mopac. I would like to see that be a high priority improvement in my area -</p> <p>- improvements for safety around all public schools to make sure kids can walk and ride bikes to school / home in the safest manner possible. The crosswalks are also dangerous near Murchison Middle School on N Hill because drivers do not respect the pedestrian's right to cross. I could see a light being installed as a good way to solve that issue. My daughter currently attends Doss Elementary and I can attest to the high levels of traffic of parents dropping /picking up kids at school. The roads around Doss and Murchison are not equipped to handle the level of traffic they see. I'm guilty of driving 2 blocks to drive my daughter to school as it's too dangerous for her to walk. If new measures were taken, I'd gladly support her walking instead of me driving her.</p>
<p>The city needs to focus less on new roads (and more toll lanes) and more on appealing public transport options. Has an elevated rail system ever been explored?</p>
<p>I object to the parking on one side of the street in order to create the bike lanes; especially, when there is not proven bike traffic to warrant this plan yet. It is dangerous to have so many cars for both sides of the street parking on only one side and blocking the curbs and driveways of only one side and blocking the view for those trying to leave their homes with so much parking on only one side of the street. It is more dangerous than helping a FEW bicycles if they happen to come along that street once in a while. The other side of the street has NO CARS blocking the view. Terrible situation!</p>
<p>Cut the waste that leads to way overpriced infrastructure of roads, sidewalks, and trails. They should not cost as much as they do. Safety has been compromised with reducing lane widths and extremely poor pavement markings and signage. With the influx of new residents who don't know where they are going the markings and signage deficiencies are a root cause in our increase of accidents, injuries, and fatalities. Focus on improving mobility between east and west austin!!! I had public meeting at fiesta gardens 4-6p and another in NW austin on Spicewood springs 6-8p. It was hell and a vehicle cut 2 lanes over to turn left and almost wiped me out. One less survey response through attrition I suppose...</p>
<p>Funding is only the beginning; must complete the projects in a timely manner and stall.</p>
<p>Please bring to the voters a light rail starter line along the Guadalupe/North Lamar corridor. That line has already been studied for the 2000 election, it is the corridor most ideally suited for that type of transit, and it was not given as an option in the light rail bond for the 2014 election.</p>

<p>we are in desperate need of traffic-calming measures and cut-through traffic prevention. Improving regional mobility will help, but we have to slow down the cut-through traffic. Mapping apps are telling drivers to cut through our neighborhood to avoid congestion on major corridors which is causing big congestion on Mesa, Far West, and Greystone at peak times. Very unsafe conditions result and we've had children hit on their bikes and walking. It's totally unacceptable. Our children are barely able to play outside due to the high traffic volumes on our streets from the cut-throughs. We need traffic calming on Mesa between Cat Mountain and Greystone, on Far West between Hart and Mesa; on Greystone between Wood Hollow and Mesa, on North Hills between Hart and Mesa and on Knollwood between Hart and Mesa. All of the corridors are high ped/bike traffic areas for students at Murchison Middle School and Doss Elementary. Too many injuries, accidents and near misses are happening with children and it needs to be remedied asap. thank you</p>
<p>Stop using chip and seal as a surface. Keep up the good work on bike lanes. Good luck with Mopac - we are doomed with that road. Adding a toll lane was a joke.</p>
<p>More bus times and stops</p>
<p>I live centrally but I sure would like to be able to take busses safely and efficiently. I lived in Europe for years and I know how nice a well functioning public transport system can be. Austin does have an unfortunate geography for getting around town but has there ever been a discussion about an underground system? Or moving light rail up along MoPac? How great to ride from my house to, say, Zilker!</p>
<p>1. More accountability in use of existing funds for mobility improvements. We have enough funds, are they being used appropriately? 2. Not allowing ride-sharing businesses to dictate policy and conditions for doing business. 3. Focus on traffic-light sequencing as an immediate "fix" that can have significant impact.</p>
<p>Cap metro should implement BRT or light rail on Mogan Corridor. City should aggressively support funding for Lone Star Rail project to relieve IH-35 congestion.</p>
<p>Continue to accelerate investment in city corridor roads, burnet and local improvements, sidewalks, path connectivity.</p>
<p>Stop taking up valuable car lanes with low volume, traffic clogging bike and bus lanes. Get realistic about the need for many more car lanes of capacity as we are close to gridlock now, especially in the central business district.</p>
<p>stop spending money on mass transportation that has proven it is not taking vehicles off the road - use small buses rather than the large buses now in service and have more bus service that goes from neighborhoods directly downtown as well as another that makes a loop to the major malls and a small bus that picks up at the corners of street that are on through street of a neighborhood and makes a loop to the local shopping areas so that a bus can be scheduled using a computer for pickup and a small bus depot at the shopping centers knowing there will be a bus every hour and a half to return example a bus that runs on Northhills Dr. Far West Greystone, Hart, Mesa, West Rim, Burney every hour and a half to two hours between bus runs - even if this bus was only available 2 days a week and the other 2 days it would do Westover and another 2 days for Allendale. Doctors, Dentists, Library and Grocery shopping in each area would be the purpose. Every area of town could be served - yes, a fleet of Van size buses that would take several individually driven vehicles off the road without using the large lumbering size buses that are noisy and are hard on the streets.</p>
<p>Bicycles are overemphasized.</p>
<p>We need strong public transportation.</p>
<p>Improved timing of traffic lights would help GREATLY. For example, the traffic light at 360/183 is poorly timed for the left turn to 183 North. Consequently, traffic at this intersection is backed up at any time of day.</p>

Quit building bike lanes. They are useless. Expand MoPac and remove lights on 360. Make Austin roads like San Antonio, not Portland, Oregon!
I'd like to see a compressive rail network, not just a route from mueller to downtown.
Traffic here is a nightmare because we have no highway and corridor infrastructure. NOT BECAUSE WE DONT HAVE BUSES OR ENOUGH BIKERS, FOR CHRIST'S SAKE. The City of Austin needs to take a lesson from San Antonio. They have two major loops, three interstates, and dozens of parkways and 4-6 lane through streets with no stop signs. Texas is too big of a state to expect people to walk or bike everywhere, but the liberals in Austin want that, instead of addressing the true needs of its citizens.
Adding bicycle capacity will NOT reduce congestion - too many people live too far away, and 95% of those who would like to ride will not do it when it is 100 degrees outside, especially since nobody does not encounter at least one significant hill on their bike commute - the only way to reduce congestion is additional roadways
I rely very heavily on public transportation, but it's extremely frustrating that Saturday service is so infrequent that I have to drive on weekends. Whenever I take the bus, even on weekdays, they are overcrowded and there are often no seats available. Buses need to either come more often or be larger to serve the community.
I'm deeply frustrated by seeing all the ways the deck is stacked towards trying to build highway capacity and away from multimodal solutions, not only at the city level, but also through state and federal funding and regulations. Why is it that adding lanes to Mopac is a fait accompli, while any effort to build mass transit is subject to popular vote? For that matter, why is a fast train impossible in Texas, while the state will happily use eminent domain to punch pipelines through? I was in Portland last week, and Seattle last month. They've made the tough transportation decisions and are now reaping the rewards. Seattle has much tougher builder conditions than Austin, with greater density, earthquakes, big areas of fill over the bedrock, and substantial elevation gain, but they've just completed a subway system that's just fantastic. Gah! I'm venting at you and I know it's mostly the state-level meatheads that are the problem--the yokels who think that two coworkers riding in the same car is tantamount to socialism--but it drives me up the freaking wall. OK: I'm very happy about the trail corridors that are presently being completed. Please start enforcing the rule that requires new construction and rehab projects to put in sidewalks. Please make the existing sidewalks ADA compliant. Please allow motorcycles and scooters to filter through traffic, and particularly to the front of the queue at lights. Please stop selling valet parking concessions downtown.
Austin may solve the transportation problem by causing people to move away because of the transportation problems. Beyond ridiculous.
Universal sidewalks and much broader and more frequent bus transportation to all parts of the city could make Austin rival places like Seattle for public transport.
1) Want non-regional rail options; i.e. Urban rail on Guadalupe/Lamar 2) Improved cycling infrastructure for improve safety; fully funding the bicycle master plan
We need a better bicycle and pedestrian network.
Transportation is becoming an increasingly growing problem in Austin. Although traffic is one a characteristic of a growing, large city, a large and growing city must spend lots of time and money on it to increase productivity. Austin excels in the field of bike paths, and it needs to continue to do so, but cars are the main mode of transportation, so steps need to be taken to decrease the amount of cars (by making it less necessary for people to use them by making public transportation better like a metro rail throughout the city to major areas) and improve infrastructure for the massive amount of cars.

I don't support widening or funneling traffic down Anderson Mill. I do however support a better solution, possibly a flyover at 620 and 183 and improving 620 in order for 620 traffic to possibly go on up to 183 and avoid cutting through on Anderson Mill.
I support more and better public transportation but I also would love to see Austin become a more walkable city with designated means of crossing I35 and Mopac.
Getting around this city is extremely unsafe no matter the mode. You can reduce the amount of accidents simply by putting up street lights making it easier for drivers and pedestrians to see. Also reduce the speeds in some areas. I have also noticed that street signage is unclear. One minute the lane is going straight the next its a turn lane with little to no warning. Make signage clear, eliminate unnecessary road lane changes. With public transportation, the buses run too infrequently to make it something people would want to use daily. There is too huge of a price gap between regular buses and the other bus types. Often it is the poor, disabled and elderly that take the local bus and it seems like it is meant to punish the passengers, because they can't afford an express bus, by making it difficult to find stops, inconvenient to the places people want to go and making them wait long periods of times for buses. Sometimes you have to walk half a mile or more to get to the next stop. Buses should also stop at hospitals. I have had to take Uber to /from hospital appts because the bus stop is too far of a walk and/or in an unsafe area. Your system does not serve undeserved populations well. Walking is also unsafe as most places don't have sidewalks and at night there is no type of lighting, which puts you at risk of being hit by a car or a victim of any type of violent attack ie. rape, robbery. There also should be more of a police presence to reduce red light runners and drunk drivers.
The focus needs to be on ways to get people into the city center with public rail like options . 2222 & 620 area needs options to get downtown. Light rail is not utilized because of hours & locations. Focusing on Kyle as opposed to outer city limits is the known issue.
Timing of lights on all major roads would help. I often catch all lights red driving on the same road (for example going south on 360 from Mopac to 183) and the light at 360 and Spicewood Springs Road is a huge issue for traffic on 360. Traffic often opens up once you get north of this light but backs up past the river before that light going north.
I still feel that building an elevated train platform is the best option for transit in the city. Street-level interferes with traffic, underground is too expensive to dig, but above-ground would be the best balance, and it's crucial to me that Austin joins other major cities in building an effective train transit system for moving the huge influx of people around.
Should be emphasizing that virtually all of the priorities listed can positively affect congestion, such as making street connections. Questions imply that these are mutually exclusive.
I don't believe the issue is lack of funding. Rather, I think the issue (concern) is how the city how chosen to use the funds available. And perhaps my concerns are less with the city than with the State. Not sure. But Austin how routinely made really dumb decisions about public transportation and now traffic is worse than ever. It will never improve UNTIL public transportation options are better.
The best thing the City should do at this point is to coordinate traffic lights. People need to get into town quickly in the morning and out of town in evening. Let cars turn left onto a one way street even if from a two-way street on red - have the lanes marked for this. Eliminate lights at rush hour - for instance 9th at Lamar, Riverside at Lamar, even 10th and Lamar should be green for north-south traffic always. Make a small over pass at 6th and Lamar for the middle two lanes.



<p>We need to make biking/walking more attractive and safe. We need to have infrastructure that matches the needs of the huge number of people moving into downtown area. Not more cars, but the ability to move easily, calmly, safely throughout downtown and surrounding areas. Bike-only paths, incentives, jogging trails to move in between downtown, Allendale, Tarrytown, UT, Travis Heights, etc.</p>
<p>With such a high degree of urban housing development, strong downtown culture, and young population, Austin has the opportunity to set itself apart as a highly unique, pedestrian/bike-friendly city. Safely connecting the downtown areas with parks and major suburban clusters will allow access to downtown areas by bike or small motorcycles (125cc or less). This type of transportation would be in concert with both Austin's culture and resident profile, and help provide safe alternatives to driving and parking motor vehicles in more congested areas.</p>
<p>I like the idea of corporate partnerships to address mobility needs. One option could be to require companies opening new offices in Austin to pay a one-time mobility fee and/or provide evidence of telecommuting programs available to employees. A city-wide 'work-from-home' initiative could be interesting. This program could involve a variety of publicity components, advising on best practices for companies, training for telecommuting-friendly communications technologies like Slack, Google Hangouts, etc. We need a massive, city-wide effort to address these problems. Committees consisting of executives of major companies, non-profits, schools, universities, hospitals, etc. We need a Washington, D.C.-like wheel and spoke-shaped mass transit rail system (<a href="http://www.wmata.com/rail/maps/map.cfm">http://www.wmata.com/rail/maps/map.cfm</a>). If it has to be installed in phases due to funding, then the plan for those phases needs to be clearly communicated to city residents to assuage fears of access inequities. It should be funded by multiple streams including (perhaps temporary) re-appropriation of city funds from less dire public goods, taxes (not property; already too high), corporate sponsorships, major gifts from high net worth Austinites, revenue generated from public events, and even neighborhood Kickstarter campaigns--the funds from which to be allocated only to neighborhood specific sections of public transit system or neighborhood-based improvements to existing thoroughfares. Perhaps there would be an opportunity for competitions among neighborhoods (% of residents engaged, per capita \$ raised, most innovative mobility solution, etc.)</p>
<p>Please add more EXCEPT BICYCLES signs where needed, as in usual "Right Turn Only" lanes or Bicycle image on the ground to alert car drivers that they are in a shared lane. Thank you :)</p>
<p>We need much better public transportation! Bike lanes wouldn't hurt.</p>
<p>Let's make our city and region very friendly to pedestrians and bicyclers! i could/would easily use both modes of transportation about 80% of the time if I felt safe walking and cycling. As it is now, I use my private car 75% of the time.</p>
<p>I do a lot of bicycling but it is strictly recreational or for exercise. It too slow and I sweat too much to make it a practical means for everyday transportation needs.</p>
<p>The city imposes many improvements to the ROW via zoning plans. These plans are based on generalized research and new urbanist nostalgia. Great street programs are visionary, but pricey. There must be a more directed and individual approach to creating working neighborhoods. Can there be bike only roads? Why must all roads have all forms of transportation? If cesar chavez became bike only, I'd ride all the way to the airport!</p>
<p>If you use road sensors at intersections, you MUST ensure the sensors can detect ALL users, specifically motorcycles. It is infuriating to sit through multiple cycles at a red light, knowing it is illegal to proceed until the light turns green. Also, your whole survey is skewed towards the concept that the only solution is to discourage the use of individually operated motor vehicles. Enjoy your biased, self affirming results, and the additional roadway congestion.</p>

<p>Question #10 I do not think the city should expend more than it does to keep painting bike lanes, put in the lights on 360 @ 183 where the crossings are painted for cars entering and leaving 360 on the Arboretum (Southern) side, which cyclists use so much. I don't know what can be done to help get across Town Lake. I know that has been studied to death, already.</p>
<p>I regularly bike/walk to work and the biggest comment that I get from people is "I would love to do that, but I wouldn't feel safe." The idea that people won't bike here because of the weather is wrong, but unless you have protected bike lanes and sidewalks only the hardcore are going to do it.</p>
<p>Austin-ites need to discover, explore and learn the benefits of public transportation. Public transit needs to be incorporated in our infrastructure as closely as storm drainage, street lighting, parking, paved streets, sanitary sewers and utilities. People see it as a fringe option- something for those who can't afford cars or otherwise can't or won't drive, people in wheelchairs, and times when the car is in the shop. We need pedestrian, bike, transit designed mindfully for the people that live here- for example being able to stay downtown late and still get home, be able to get places in reasonable amounts of time, and some sort of motivation- probably has to be money, maybe a tax break for buying passes, less gasoline tax- using a points system like Randalls. Reward transit riders- make everyone want to be us. And cover and light the bus stops, make sure drivers are friendly &amp; helpful (they generally are here). And add rail- people like it better than buses so it gets them started in transit. A route from the airport terminal to downtown would be very appreciated- everyone raves about that service in other cities like Atlanta&amp;Chicago.</p>
<p>People should be prohibited from standing in street medians to solicit money. They are often perilously close to speeding traffic or walking between lanes to collect money.</p>
<p>Please offer 18 wheelers severely discounted fares (or no charge travel) on 130 during peak traffic times so they aren't part of the problem. This will allow them to conserve fuel, pass through Austin in a timely manner and reduce congestion.</p>
<p>Don't build any new roads for cars: put the amount of money you would have spent on roads into public transport routes of all kinds, including some sort of in-demand min-bus service for out-of-the-way neighborhoods like mine.</p>
<p>Absolutely no more "shared lanes" for biking and parking. I shouldn't have to weave in and out of traffic for private storage needs. Consider the width of a car when the door is opened into adjacent bike lanes as well.</p>
<p>More and safer bike parking needed, especially near public transit stops. Should consider sky-buckets along with rail.</p>
<p>When will rail options be expanded</p>
<p>I love biking in Austin, but right now my daughter is only five. How much safer can we make it for her by the time we toss the training wheels and she can start biking independently? In one year, in two, in three? We can make great strides for bicycling in even a short time. Also, we walk everywhere, and there is a major problem with sidewalks - bad condition or missing altogether. Please invest in sidewalks in a similar way that you invest in road construction and repair.</p>
<p>I live along FM 2222 across Mesa Drive on Creek Mountain/Bonnell Vista st. I have to navigate across 2222 with a car just to go to the store or other areas around on Mesa. I would love to just walk or ride a bike, but crossing 2222 in a car is dangerous enough. I cannot imagine trying to cross 2222 with a bike or on foot due to the fast drivers who speed up if they think someone is coming out of our subdivision or if the light at Mesa Dr/2222 might turn red. No one slows down. We need to have a bridge or some type of walk way connecting one side of 2222 to the other side so people can walk to areas such as Mesa Dr, Mt. Bonnell, without fear of being run over.</p>

<p>Regarding #9, I feel like there is funding for mass transit that isn't used. I think the money should be spent in other ways that will be used. I, personally, would use my bicycle for around town more if I felt safer, either with separate routes or more protected routes and completed bike routes. I don't feel like more money should be spent on mass transit because people don't use it as it presently exists.</p>
<p>I have always seen the city council make decisions that only provide a quick fix, but don't help anything, or perhaps make things worse in the long run as more and more people move to Austin. For example, I am not happy with how the city hires contractors who do a mediocre job repaving the roads. They are very loosely packed and tar flies everywhere. It is worse than before they started. I would like to see the council make more prudent decisions that shows they are thinking about how their decisions will affect the future.</p>
<p>I hope a rail system can be put back on the ballot and put in place. I also believe that bicycle lanes and routes will help with congestion.</p>
<p>Lots of talk about having affordable housing. Increasing taxes will only make property more expensive and less affordable.</p>
<p>There are currently very few legitimate options for transport in Austin. The first thing needing to be addressed is providing more options for transportation.</p>
<p>We need more SAFE bicycle and pedestrian routes. Paths separated from car traffic are necessary.</p>
<p>Please fund the bicycle master plan. That is the best bang for the buck to improve mobility across the city.</p>
<p>bike safety is super important. i commute by bike and almost get hit by a car 2x per month. we need better infrastructure, signage, and education. bike lanes that come and go (like on barton springs near zilker) are not okay. and buses should run more frequently.</p>
<p>Fully fund the Bicycle Master Plan, Urban Trails Master Plan, and high-priority sidewalks in the Sidewalk Master Plan, this year.</p>
<p>I am still pro having a rail/tram/local train!! I would also love to bike for transportation more often -- in many cases, the bike lanes don't conveniently get you everywhere.</p>
<p>I don't just drive to work and park...I drive as part of my work, every day in Austin and the surrounding areas so I am very familiar and have already done field tests in these areas. Don't pay someone \$300,000 for a study. Call me up I will tell you the results for free...ok here they are. 360 needs overpasses and underpasses from the Arboretum north to I35 south especially thru west lake hills and over barton creek. Ever seen the massive tall bridge over the lake travis dam area????!!.... I know it costs money right?! Well so does all the idle cars sitting on the road effecting the respiratory systems of the human beings in West Lake Hills neighborhoods. Don't tell me it cant be done. 620 and 183 needs more connecting overpasses to feed 620 and 183 then cars will divert away from Anderson Mill Road. Mopac will now have express lanes?!?! Seriously, whos ineffective idea was that, It just needs to be wider. Want to divert traffic away from Interstate 35 thru Austin, easy work out an offer with 130 toll to reduce tolls from Buda to Georgetown and vs/vs I would pay \$5 to divert but not \$25. (by the way if you are thinking of a north south route that would be like 130 toll between 130 and Interstate 35 running north and south??? Better do it NOW before that area finally goes from 1940's era housing to high rise east side metropolis) Next 183 needs to be non stop highway all the way from Interstate 35 to the airport. Last, STOP combining immediate proximity of Automobiles and Bikes, Separate them as far away from each other as possible...Bikes always loose. They may be in the right! But they always loose. OK one more thing, put a giant billboard in Gorogetown and Buda telling future residents that Austin has NO VACANCY and is CLOSED and not taking any new inhabitants. I've been here since 1979. Now listen for the sound of me holding my breath!</p>

Please do not pass zoning laws that permit developers to use neighborhood lands for large building projects that will increase traffic congestion. An example of this would be the Austin Oaks PUD zoning request by Spire Realty. Permitting this concentration of development will increase traffic in NW Austin so much that our quality of life will be substantially diminished. It only benefits the wallet of Spire Realty. That is easy and costs taxpayers nothing. The next thing is to explore building more light rails. I would locate cities in the US and all over the world that were successful at implementing light rails and consider implementing their successful plans here in Austin.

The city has come a long way with bicycle infrastructure, but there are some compromises that serve to decrease safety. In particular, allowing parking in bike lanes (such as Lightsey) and placing sharrows on busy streets (such as Rundberg) is counterproductive and a waste of money. Protected bike lanes are great but not always feasible, but let's do simple bike lanes right. Sharrows are good for wayfinding in neighborhood streets, such as S. 5th, but they are pretty meaningless on busy corridors. Congestion between the lake and Ben White is really bad and getting worse. We should consider a dedicated transit lane for buses, even just during rush hour, between downtown and the transit center at S Congress and Ben White. This would be one of the few instances where public transit in Austin is faster than using a private vehicle, and that would encourage ridership and decrease congestion. Lastly, please consider overhauling neighborhood parking regulations that cost the city more than it collects in income. Neighborhoods outside the most central neighborhoods should not be able to monopolize publicly-funded and maintained street space in front of their homes without paying their proper share. For example, there is a neighborhood street that does not allow parking for 9 hours on El Paso street - all to minimize parking in front of peoples' houses during a local restaurant's lunch rush. This is not good public policy. Instead of neighborhood parking limitations, we should consider metered parking with residential exemptions, rather than having road space that is funded by all taxpayers be monopolized for the exclusive use of a few homeowners at a cost to the city.

Ann Kitchen should step down or be recalled! Lyft/Uber provide a valuable service that allows an alternative to drinking and driving that a city with such horrible public transportation options requires! Who's paying her off?

I recently moved to Austin. I knew it was a car-oriented city when I chose it, but I greatly miss the wide access to public transit that I've had in other cities where I've lived for the past 30 years. I've checked public transit schedules to downtown from where I live in the NW hills area and the time penalty for using transit is significant. I know that transit service requires land use density and I can't expect 10 minute headways where I live. But if the city is truly serious about mobility, more investment in transit is essential.

(I assume the City of Austin has primary responsibility for the MOPAC improvements.) The MOPAC project is a disaster. The newspaper says it is well over budget and I know, because I live a block from it, that it is far from being completed within any time frame that has been announced in the most recent 5 years. This bungled project does not leave me with trust in the City to undertake meaningful transportation improvements.

Anderson Mill road is a dangerous stretch of road. It needs traffic signals to slow down speeders and protect residents turning onto the road from feeder streets in the neighborhood. The probability of traffic fatalities is high.

<p>Austin acts like a big city population-wise but it is stuck in a medium city mindset infrastructure-wise. It's time for a local sales tax to massively build out local infrastructure of all kinds, including mobility infrastructure. We aren't the sleepy, unheralded college town any more like we were in 1984. We are fast becoming a megalopolis. Start acting like one. And it's a fantasy to think that the vast majority of the suburban population that flows into and out of the central core will be willing to give up the independence and flexibility of personal vehicles. We may not like it, but we really really need to accept the reality and utility of cars and build for them as well as for public transit alternatives. A big city has all of the above and we currently have none of the above.</p>
<p>Increased funding probably means increased bond issues which means increased taxes and taxes are too high as it is...</p>
<p>I would prefer to see improvements funded up front so they can proceed quickly rather than piecemeal that keeps to roads impaired for years at a time.</p>
<p>Please fully fund the Bicycle Master Plan.</p>
<p>I am 74 years old, and I may have 6 more years of safe driving left before my children persuade me to give up my car...I sure hope by then there will be better public transportation. I have experienced better public transportation in London, Valencia, Spain, and St. Louis, MO, so I know it can be done. Austin is not as rich as London, but it certainly is richer than Valencia and St. Louis. So I hope for the best...if we have the will to do it.</p>
<p>Bicycle/pedestrian safety seem like such large bang for the buck propositions in terms of safety and cost that are already spreading across the country and seem to have irrefutable benefits. I'd prefer that we take advantage of some of these smaller and less ambitious changes instead of maintaining some of our outdated intersection designs. <a href="https://bicycledutch.wordpress.com/2011/04/07/state-of-the-art-bikeway-design-or-is-it/">https://bicycledutch.wordpress.com/2011/04/07/state-of-the-art-bikeway-design-or-is-it/</a> Public transportation proposals over the past few years have seemed both expensive and of limited use which is not a good combination. Mass transportation only works well in large cities because everything is connected. Not a single proposal I've seen in the 15+ years I've lived in Austin would have served me in any way shape or form (no parking at train stations so no park and rides, etc).</p>
<p>1. Use smooth asphalt on neighborhood streets to improve bicycle and pedestrian safety and minimize traffic noise. 2. More patrols of both neighborhoods and highways to encourage compliance with traffic laws 3. Rail or metro for the west side. We have nothing.</p>
<p>Support from City of Austin for the Central Texas Regional Mobility Authority and TxDOT are important for the success of any and all mobility solutions.</p>
<p>I ride public transportation all the time. I would love to see new stops being added (such as to Round Rock and Pflugerville) as well as more frequent runs.</p>
<p>Narrow streets. Get rid of parking districts to encourage more on street parking to make streets safer. No speed bumps, ever.</p>
<p>Part of the reason the regional roadways suffer so much is that the City has not done what is needed to its infrastructure, thereby, forcing everyone onto I 35 and MoPac. Upgrade your north-south routes and stop taking lanes for buses that are at less than 1/4 capacity. I am all for other modes of travel but not at the consequence of the mode that over 90% of the people choose and will continue to have to choose. Even in 20 years, there won't be sufficient bus/rail to service the suburbs and ETJ area where people are forced to live because of the affordability inside Austin. In the meantime, we can't get out of downtown, because you have clogged up the best north-south routes with buses and bikes that serve less than 2% of the commuters.</p>

<p>Implement The Wire as it is low cost and high efficiency. Metering would help offset traffic at peak times. If 18 wheelers could be incentivized to bypass I35 and go around town it would help. Bicycle projects would help me a lot but I won't commit more firmly to it till it feels safe. I have almost been killed numerous times by distracted drivers on their phone and I run a company I own and I am responsible for millions in revenue.</p>
<p>Bus routes to EAST and West sides of town are underserved. The quality of these stops are often low quality (no shading for hot and rainy weather). It seems like the city is improving bus routes to areas of town where there is wealth and ignoring more impoverished areas like the east side. This is disheartening. It is more likely that people will take advantage in these areas too. The north south premium bus lines are needed. We also need this for EAST to downtown. Please continue to improve bus routes and quality of stops in the East Side.</p>
<p>I strongly support improved public transportation, but I am opposed to rail that blocks traffic. Rail through downtown must be either elevated or underground so as not to interfere with cross traffic.</p>
<p>There are several areas that require little or no funding; for example: lower speed limits on winding streets and enforce them especially at intersections and red light runners, require businesses and builders to add sidewalks.</p>
<p>Thanks for asking - didn't know anyone at the city cared about improving transportation in our city.</p>
<p>these questions are poorly presented</p>
<p>The City Council always seems to be concerned over affordability. When people waste their time sitting in a car in traffic, that is unaffordable. Please get traffic moving. More people are moving to Austin, and traffic will get worse before it gets better.</p>
<p>Cap metro buses are too large &amp; empty &amp; destroy the roads - use vans for low ridership times &amp; routes. Metro rail &amp; pedestrian beacons block tons of traffic on major corridors- build bridges over roads for pedestrians. Stop running empty rail cars at huge cost. Use technology to control traffic light timing &amp; synchronize lights. Get trucks off of IH-35 &amp; onto I-30! Mandate telework &amp; flex time. Stop building when roads can't support existing traffic. Stop inviting more growth without proper infrastructure!</p>
<p>Please stop taking automobile capacity on existing streets to provide for bicycle lanes. The bicycle lanes are vastly under used for true transportation. It just creates more vehicle congestion which makes life worse for all of us.</p>
<p>There are only so many cars that can be fit into the downtown area. Other means of moving people around will vital to the health and continued growth of the downtown community. Outside of downtown more cars mean lower quality of life, more noise and air pollution and less safe streets for kids and adults. On the other hand more facilities for walking and cycling mean a more healthy populace and a better quality of life through friendlier streets. Bicycling and walking are key to a more vibrant downtown and suburban space.</p>
<p>Stop wasting tax dollars! Who paid for a half day off for city employees during sxsw. Build roads. Improve existing. For the majority, a car is the best (only) option. I can go to work via my car and take 15 mins or I can take a city bus and spend two hours.</p>
<p>The MoPac Improvement Project seems good for people living in the exburbs in Williamson Co. For those south of 183. Don't know if it's going to help those living south of 183. Beautiful groves of trees were bulldozed and green space paved. It's ugly. Time will tell if it relieves congestion. Austin is a victim of growth.</p>
<p>check speed limits on neighborhood streets - too high and dangerous especially in neighborhoods with no sidewalks = like 5800 and 5900 blocks of Highland Hills Drive</p>

<p>Austin should install smart traffic signals that will not cycle on a timer for E-W traffic if there are no cars waiting in those lanes. If the only cars waiting at the intersection are in N-S lanes, the signal should give them the green light. The technology probably exists, but I don;t know the cost. If Austin doesn't use such a system, gridlock will be the norm.</p>
<p>IMPROVE THE COORDINATION OF STOPLIGHT SO TRAFFIC MOVES BETTER! STOP THE ECONOMIC DEVELOPMENT GIVEAWAYS WHICH BEG PEOPLE TO MOVE HERE!! INCREASE, NOT DECREASE SPEED LIMITS AND TICKET SLOW DRIVERS FOR HOLDING TRAFFIC UP! ENFORCE THE LEFT LANE FOR PASSING ONLY!!! MAKE THE 350-183 LOOP INTO A CONTINUOUS LOOP AROUND AUSTIN WITH NO STOPLIGHTS AND 3 LANES IN EACH DIRECTION! WHAT IDIOT FAILED TO SEE WE NEEDED THIS 30 YEARS AGO?</p>
<p>the questions are designed to elicit endorsement for bike and pedestrian improvements rather than increasing car carrying capacity of our roads.</p>
<p>(1) Austin lacks walkable neighborhoods. Encouraging multi-use developments and pedestrian friendly roads/other connections would help. It seems that very few Austin-area residents have the option to walk to a nearby grocery store, for example. (2) An emphasis on affordable housing in Austin would help ease congestion. I don't live close to work and am forced to commute because I can't afford to live close to work, and know many others in the same boat. Even living on the outskirts of the city is expensive and only getting more so, forcing residents further &amp; further out. (3) Investing in public transportation is the only thing that will change Austin from being a car-dependent city. (4) Providing incentives for employers to allow employees to work flexible schedules and/or work from home could relieve traffic while long-term solutions are put in place.</p>
<p>These questions are "garage in- garbage out". Number 8 has no answer, its too general. Question 9 should be "Funds too much in CBD for upgrades to existing sidewalks and too little for places with no sidewalks. Funds too much for bike lanes, not enough for sidewalks" 10 wants to know when to pass a bond, but no one wants to pass a new bond, where are the existing results of past bonds? Why can't we figure out how to fund these without a bond. Provide a density bonus to projects ( including increased FAR to SF3) for mobility improvements. If the cost were offset by added density it wouldn't add to projects. But the city makes new development cost so much, every added requirement is another nail in the coffin of affordability. Let's figure out how to get development to pay by giving additional height and FAR; WITHOUT A ZONING CHANGE or neighborhood fight. Build into CodeNext square foot bonuses to offset mobility AND drainage improvements requirements. ASK developers and ARCHITECTS what is AFFORDABLE and doable without massive regulation cost. Eliminate the fee in lieu for sidewalks to get as much sidewalk built within reasonable cost ( \$50/lf)for the homeowner before the COA has to go in and build it at over \$200/lf.</p>
<p>This options for answers in this survey reflect exactly the mindset that got us into the traffic mess we are in. Get real--there are only going to be MORE people on our roads. We need both new roads and improved movement on existing roads, asap.</p>
<p>Austin needs more traffic lanes for automobiles instead of more bike lanes. Seniors don't ride bikes for transportation.</p>
<p>Because we have no mid-town E-W freeway (probably 2222-Northland-Koenig), neighborhood traffic pressure on Far West, Spicewood, Anderson Lane and similar streets like 45th, 35th-38th, 15th, Bull Creek Road are over capacity and heavy traffic and trucks are destroying the neighborhoods.</p>
<p>More people will use bicycles if there are separate bike paths much like those in most Norwegian cities. If bicycling can be made safe, more people will use their bicycles. Burnet Road between 183 and Mopac is a death trap. TXDOT knows this and refuses to do anything about it. The CoA should take over Burnet Road/1325 from the state.</p>

<p>The city has poured lots of money into transportation but there is way too much waste and poor execution. Review and revise how monies and mitigation of new development are (mis-)handled. The "pots" of money disappear with no improvements made. We need a new City Manager, not a new rail line that serves new development. Consider solutions that address the needs of the CURRENT residents of Austin.</p>
<p>Simple fixes such as coordinated light sequencing and street surface repairs when needed would be a good start!</p>
<p>The City of Austin needs to realize that Austin will continue growing and we need to provide alternatives to getting around besides cars. We need public transportation and better infrastructure to manage the increase in people.</p>
<p>The Austin Oaks PUD will dramatically affect traffic in Northwest Hills. It will kill us. Please stop it.</p>
<p>People who ride bicycles should contribute to road upkeep through license/tax/usage fees. Plus, they need to respect traffic rules just as automobiles are expected to do. I see far too many cyclists not stopping at stop signs and crossing streets against a red light.</p>
<p>Reduce congestion by making it easier &amp; faster to take buses and bikes around town. The dedicated bus lanes downtown are working well. To get more people out of their cars, create more dedicated bus lanes on the major central roadways to make buses the faster alternative to cars.</p>
<p>Consider TIF's or TIRZ's and consider a starter short 2 mile Urban Rail from DT to UT, and if the route is the one UT wanted, have UT pay for the capital portion of the route that abuts the UT campus.</p>
<p>The city continues to grant development and building permits and does not at the same time factor in mobility issues. Sidewalks to nowhere in front of a brand new building do nothing to ease traffic congestion or help us to walk or bike. How about with every new road and road improvement, be it a busy road or even a highway, and new development (all the new condos/apts along Burnet Rd now for example) a side road is built parallel to it to allow for walker and cyclists. And I mean along EVERY single road. You could have done this along Mopac along the soundwalls you are putting in. Look at German or Dutch cities for examples. Apparently 360 is up for enlarging (ruining even more) now - put in a small safe path along the side of it for cyclists and runners. It used to be a great road for cyclists and you still see a few folks taking their lives into their hands out on it. Build an AWESOME public transportation system, don't propose public rail that goes from nowhere to nowhere. Look at Washington DC, London, Chicago, Portland. It can be done! I will not use any public transportation until I can walk out my door and catch something (train, bus, tram) within 5 minutes and be able to get anywhere in the city within 45 mins with one transfer. You've really missed the boat actually. This should have been done 10 years ago when you caved to all developers and businesses that moved to Austin. You didn't build it and yet they still came. Now Austin traffic is HELL. I would love to be able to bike with my kids to their different events or send them on their own, but it isn't safe on the streets. Take up this pod idea that some guy has presented. It could be like the L in Chicago, but quieter and cleaner. Just do something that does not involve widening roads, adding lanes, encouraging more and more cars. Please!! Oh, and when we do eventually have a great public transit system, allow us to take our dogs on as long as they have a muzzle on. Again, look at awesome Euro cities as examples.</p>
<p>The bicycle people aren't improving congestion because they do it for sport. They have persuaded the city to cater to them and they are ruining neighborhoods. Plus, they are really rude and nasty. In blame the city for making neighborhoods in safe.</p>
<p>Is there a reason why all expansion of the urban area in North-South? There cannot possibly be a good enough reason. It is insane.</p>
<p>I don't know how much the City of Austin can do on its own to address what is a regional issue.</p>



<p>I would consider "outside the box" incentives like encouraging staggered workshifts with area's largest employers. Provide locker and shower facilities at work places to encourage bicycling and exercise to and from work. Employers offering bonus incentives for employees to leave car at home by renting out parking spaces. Make public transportation "cool" and comfortable, NOT a hassle to deal with. Synchronize traffic lights or use demand driven modes. Less traffic lights and more turnabouts which will allow for more continuous traffic flow, less time and fuel wasted at intersections. Improve flow of traffic on freeways at rush hours by use of metered entrance ramps. Why Austin hasn't got any HOV lanes? more park and rides locations; more connecting shuttles to/from transit centers to large employer locations.</p>
<p>The funding should be going to important things like additional traffic lanes on the most congested highways and not wasted on trains and buses that do nothing to improve traffic. Better management of light timing and better use of downtown streets would also help.</p>
<p>This survey is biased and is written to only give the responser the options that meet the ultimate interests of the department requesting the survey. I am a real estate attorney. This survey is poorly written to satisfy a preset agenda.</p>
<p>City should quit spending city money to get people to come to the City of Austin - and quit spending city money to encourage companies to come to Austin - as it helps "growth" which is causing the CONGESTION that everyone is complaining about.</p>
<p>Improving the IH-35 Corridor from the motor mile through the city, and improving Bee caves and 360. Maybe eliminating traffic lights in bottleneck areas.</p>
<p>The city spends enough, just on the wrong things. Austin isn't Amsterdam and never will be. Our transportation plan needs to get real.</p>
<p>The inadequacy of our rail system is a problem. There needs to be more lines going in more directions, prioritizing the airport. There also needs to be major improvement in the frequency of trains. I understand rail propositions have failed repeatedly, but the City and it's transportation partners need to find a solution. More trains = less cars and buses on the road. Traffic light timing is another issue that needs fixing.</p>
<p>No passenger rail.</p>
<p>Get it done now! Highest priority!!</p>
<p>Free parking and free toll rode use for motorcycles and scooters. More bicycle lanes, enforce laws against hand held devices in cars, do not allow TNCs to stop in the street to pickup/drop off drivers. More no-texting while driving signs. More do not block the box.</p>
<p>Get rid of Linda Watson and upper management at Capital Metro, they do not use public transit themselves. You need to demolish the reserved parking spaces at Capital Metro for board members. It is absurd they have reserved parking when they are governing a public transit fleet. They should legally be obligated to ride it as a condition of the position. The Mayor's Committee for People with Disabilities (currently hearing updates on the ADA sidewalk implementation/restoration project from the public works department) needs to be a part of this project too. Sidewalk restoration and implementation involves equity and mobility--this specific commission's jurisdiction. I am concerned and disappointed it was left off the project. Also that the Committee was not notified of the survey being developed.</p>
<p>Installing sidewalks can help not only the walkers, but the drivers... we need safe places for people to run and walk. Take some space out of the streets for sidewalks, and that'll slow down the drivers, making everyone safer.</p>
<p>I have noticed that the lack of school bus access for many Bryker Woods kids (and likely other kids) means many cars are on the road to take kids to school. BW kids from Rosedale do not have bus access for instance.</p>

<p>I feel like the City of Austin has focused mobility on one small area to the detriment of the rest of the city. Park and ride options do not seem available - there is no place to park in Austin to take the train. There are no park and ride options from northwest Austin to downtown. I also don't understand why there isn't a park and ride option nearer downtown - where we could park and take a shuttle like the Dillo to various popular downtown locations. The official bus lines are more difficult to ride - the free Dillo was easier and I don't understand why businesses downtown would not fund and support a Dillo-type free downtown shuttle.</p>
<p>the city had plenty of time to address this issues in the past and failed to do it. we cannot aim for long-term solutions anymore we need short-term results with targeted and efficient actions. Let's stop with the politics and focus on actions</p>
<p>Erase the "if we don't build it they won't come" mentality. Mopac south and IH45SW MUST be completed immediately and although this is not a City project, the City Council must bring to bear all the political pressure they can to stop the environmentalists from their continued delay of this critical project. The City Council needs to insist that TXDOT ramp up the priority for improving Loop 360. The Council continues to beat their chests about being attractive to new industry and assuring that we keep all the musicians and venture capitalist but they continue to duck their responsibility of when it comes to hammering TXDOT and the State of Texas about providing the infrastructure to support our community.</p>
<p>More public transportation is definitely needed! Mostly north to south options.. more pick up points. Also the metrorail needs to be be north to south, not ending at downtown. Tons of commuters have no access to this. I know dozens of people in Austin that commute and the MetroRail is not a feasible option for them... people need to get north to south, not just from north austin to downtown during rush hour... it is only getting worse.</p>
<p>This Mopac project is a mess and a PR nightmare for the city. It has made traffic worse over 2 years, is way overdue, and makes getting around Austin a minimum of 45 minutes to an hour if going north or south.</p>
<p>On some streets, like Enfield or Hartford, while riding my bike I avoid them as much as I can because I feel like I'm going to get run off the road! I was trying to turn from Baylor St onto Parkway and I waited my turn at the stop sign but almost got hit when I turned because the car couldn't see me! I think Austin needs to have bike lanes on busier streets so this won't happen again.</p>
<p>Protected bicycle lanes are terrible. Pedestrians treat them like more sidewalk, step into them without looking, make more road area unusable and limit bicycle escape options when something bad happens. The one on Guadalupe southbound in front of UT is particularly terrible and I cannot understand why the 15 parallel parking spaces were so important to keep along that stretch of road. Also, the bike lanes along bus corridors are completely trashed in the center of the city due to the heavy bus traffic.</p>
<p>Survey seems skewed towards the answers you want. Bike lanes are ridiculous and have made the roads more dangerous. Need reliable bus service with benches and rain covers at ALL bus stops. Need synchronized traffic lights. Y'all laid off people and now have one person doing it that thinks things are just fine. Need sidewalks, crosswalks, and adequate lighting at intersections. Need APD to enforce traffic laws.</p>
<p>As far as funding goes, if your going to take away lanes for car and make bike lanes, should the cyclist have to pay the same fee's as cars?</p>
<p>The ratio of cars to bicycles is far greater yet it seems like preference is given to bicycles.when it comes to the amount of the road that is allocated to each where there are bike lanes.</p>

<p>Do not stripe the roadways narrower than the Cap Metro buses. Throughout downtown, buses are unable to stay within their lanes creating a danger to other cars. Continue to enforce regulations concerning the blocking of intersections and enforce rules about bicycles on sidewalks within the CBA.</p>
<p>Instead of adding toll lanes which only benefit high income individuals, it may be more useful to create better bus connections, add park and ride locations and dedicate bus lanes on major highways 183, MoPac, and I-35. If it is faster to reach your destination than driving in a congested traffic, people would be more willing to take a bus. Buses don't require the investment a rail line does but with dedicated lanes can aid significantly in mobility.</p>
<p>Overall, the conditions of streets in the city needs to be greatly improved. Pavement that is falling apart is rampant throughout the city. The lack of walkable sidewalks in many neighborhoods is a huge detriment. And the lack of appropriate street lighting throughout the city is a big issue. Above all, I am vehemently against the construction of additional toll lanes, and will continue to oppose them at every opportunity. Toll lanes are terrible, short sighted solutions to existing traffic problems, and do not benefit the community at large. We need solutions that are effective for all members of the community, not just handing over our public roads to private companies.</p>
<p>Bid out projects correctly. Maintain oversight on spending and progress. No more useless toll roads which belong to private companies.</p>
<p>failed lights and new restrictions causing issues at City Park Rd/2222 and Courtyard/360. Timing of lights and capacity issues on 360 are really bad, but we, the citizens who VOTE but live west of 360 (Gallo's district) get NO RESPONSE and our neighborhood is pissed. Our city council only cares if you live in the heart of Austin and screw the rest of us.</p>
<p>I feel the city staff is generally unmotivated and inefficient. The city should fund these improvements by increasing efficiency, reducing waste and motivating their employees to work (or getting rid of them). I don't agree with borrowing money to encourage more bureaucracy.</p>
<p>Stop wasting money on additional studies. Stop pandering to special interests. Put tax dollars into things that will help everyone and improve the flow like smart traffic signals.</p>
<p>Sick of seeing some dogma pushed about public transportation. Buses BLOCK and impede traffic. They turn two lane roads in to one lane roads due to stopping frequently. But this is glossed over because the narrative is all about pushing public transportation. While public transportation is a magnet for derelicts and criminals it will not appeal to normal people.</p>
<p>Besides the obvious need for an increase in the roadway infrastructure to better move people, an area that needs to be addressed is parking. The City Transportation Dept has no plan to restrict the permitting process for special interests that submit permit applications to take up whole blocks of public parking. In my opinion, the worst offenders are the Moody Theater/ACL Live, and the new Marriott Convention Hotel. The consistently request prime parking locations on 2nd Steet, and other areas that are in the prime business sections of downtown, where signs are erected prohibiting public parking. The streets that should be granted as "special event parking" should rotate on a weekly basis, so no one business can dominate a particular section of roadway that prevents the taxpayers from having equal parking privileges.</p>
<p>I think the bike lanes in heavy traffic areas are very dangerous for everyone.</p>
<p>We desperately need to invest in rail systems that would allow the majority of Austin's to travel using public transport. Right now I cannot go from North Austin to the Dell campus using any type of public transit and that needs to change. Also, stop blocking uber and lyft. We have the worst public cab system anywhere and need a replacement.</p>
<p>get the parked cars out of the bike lanes. Maybe change this all over the city. This will greatly improve safety for those commuting by bike. Most especially, around schools. Thank you.</p>

<p>I feel like the district leaders are out for the improvement of their own districts and don't work cohesively when matters arise that could benefit Austin as a whole. The rail issue is always shot down due to tax burdens and inner district leaders fighting when, if they could come together Austin would benefit regardless if district (insert district) doesn't get any immediate benefit. I also dislike that there isn't some sort of fee that the surrounding towns should have to pay for the usage of Austins roads. 183 gridlock into/out of, the 'burbs infrastructure is paid for by non 'burbs tax payers and that's not fair. I'd like more walkability in my own area, finish out the sidewalks so I don't have to walk in mud or out in the street. If you want to encourage people to walk, make it a pleasant journey.</p>
<p>Please fix the timing on the intersection of lamar and airport. It is awful when the train comes.</p>
<p>One of my proposed changes includes widening the I-35 express lanes from Airport Boulevard to Riverside Drive.</p>
<p>Reminder, there is no SINGLE solution. Please focus on many things at the same time. Increase road capacity, improve intersections, add sidewalks on as many streets as possible, find ways to fund and implement light rail, make Austin more bike friendly, make sure that we keep Uber and Lyft operating. (Do NOT let the City Council run Uber/Lyft out of town)</p>
<p>I wish the City used roundabouts more as an alternative to installing traffic signals.</p>
<p>"multi-modal" should become the key planning concept - having choices of types of transportation modes in the same transportation corridor. Also "walkability" should be key for neighborhoods which have service amenities withing a mile or 1.5 miles of most residents.</p>
<p>I think city government should be honest with the population and explain that nothing we can do (other than driverless cars) will REDUCE traffic. A city that grows cannot outbuild the traffic it creates. So in the short to intermediate term, we should focus on local and neighborhood connectivity to try and get people to use other means of transportation like walking, bikes, etc... That being said i think we really do need to (as a City) think about the advent of driverless cars and how that may affect traffic patterns, parking usage, etc..</p>
<p>Incentivise a work from home program to businesses, providing different days of the week to businesses depending on location to ease volume in certain areas of Austin. Incentives for large vehicle (18 wheelers) to use I130 or travel at times out of rush hour times. Provide tax Incentives for car pools for school runs if not using school buses. Build a fully functional metro tram system.</p>
<p>We drive Mopac daily and it is an absolute nightmare at all hours of the day. I do not see how the addition of only one toll lane is going to alleviate much of the issue. Austin has had tremendous growth over the past 30plus years that I have lived here, and those in control did not plan proper infrastructure to address growth. This issue needs to be thought through by people who are willing to make tough decisions and think creatively about the future of our roads.</p>
<p>Question 9 is not granular enough. I believe the City overfunds some areas (new roads) and underfunds other (local multi-modal transportation needs, including safety, access, connectivity, public transit). Roads are WAY too highly prioritized.</p>
<p>Improve streets and connectivity throughout the region which serves the needs and choices of all citizens. This improves private vehicle, public transit, commercial vehicle, emergency vehicle, shared vehicle and provides improved quality of life for all.</p>
<p>This survey is difficult to understand and takes very close reading.</p>
<p>I'm not sure the city has really prioritized the critical needs of the city. Focus seems very scattered with nothing really getting done - most plans that are presented to citizens don't seem complete or well thought out. I think city funds are spread out in too many areas so not enough money to get any one thing done.</p>

<p>City needs to stop listening to neighborhoods and developers and do what is in the best interest of the entire city. It is disgusting how many roads are not complete because neighborhoods and developers prevented it from being built. Lack of connectivity is a major contributor to congestion in the city.</p>
<p>Why are tolls the only option? TxTag is terrible, how are they not under fire for all of the terrible management for the toll system? We need our leaders to do more research faster and move quickly as each day is critical to getting our traffic problems resolved.</p>
<p>Campo needs to address the problems we have now, not problems we might have some day. The last rail proposal is a prime example. Capital Metro needs to provide routes and service to get the most cars off the road, not increase revenues. Rapid buses are no faster and have decreased ridership.</p>
<p>Use the creek system to build miles of bike trails. Add a bike hiway next to mopac. Relocate the freight rail whether UP likes it or not.</p>
<p>Need to connect roads to provide alternate routes of travel. For example on 620, there are numerous developments side by side, where parking lots or roads are separated by a very short distance. But they are not connected, and as a result, everyone has to get back on 620. Similar situations exist elsewhere in the city. In some cases, I realize that certain roads are not connected due to green belt or environmental issues - but there is a huge environmental cost in terms of carbon footprint due to congestion. Incentivize development in areas where expanding roads and other transportation is easy, and dis-incentivize where adding infrastructure is difficult. A little common sense would go a long way.</p>
<p>We hear about millions of dollars for things like toll lanes and bike lanes, which only slow traffic by taking away lanes for the general public. We have a public transportation system that provides no place to leave a car to travel downtown on rail. As homeowners we pay horrific taxes and then developers are allowed to buy their way to skirt ordinances that protect neighborhoods from congestion. Putting in parking meters does not create new parking; it only makes doing anything cost more. For \$8000 a year in property taxes, I should be able to go to Barton Springs and not have to pay two fees to use the part. Public transportation needs to include downtown trolleys to get you where you are going. Is it really feasible to put bikes on public roads in the kind of traffic we have? Some just ride in the middle of the street to make a point, and get mad if someone safely passes them. Voters voted down the last mass transit proposal because the cost was 5 times what other cities are doing the same thing for. There is no master plan that is feasible and cost effective. Other cities have managed this, but Austin officials are not reaching out for real solutions. For example, this survey is only to confirm existing ideas, not solicit new ones. It does not ask things like, what is your main reason for not using public transportation? What do you think the main issue is? How about building a ride share app? How about parking incentives for ride sharing? You need to be thinking outside the box and these surveys should solicit ideas.</p>
<p>We must figure out how to motivate carpooling and taking public transport. The culture of one person per car is a real problem.</p>
<p>It's not that the COA underfunds transportation, they just do so very poorly. The bond proposal passed a few years ago described as a "transportation" bond, and sold as building roads, only to be found to build bike lanes and the ridiculously wasteful Town Lake promenade was a farce, much like the wording on so many of the questions in this questionnaire. I almost quit filling it out because it appears obvious how my answers will be misrepresented. Maybe people keep voting down rail because they are tired of COA and CapMetro intentionally lying about their intentions and presenting deceptively worded ballot items and literature.</p>

i like the efforts being made to encourage public transportation, which should be the city's long term goal in order to reduce congestion and pollution. that said, i think the plans and budgets are not transparent enough for citizens, who then feel like their tax dollars are being frittered away without any resolutions happening, which then result in short-term goals. if the planning were more apparent, at least citizens would be aware of the desired end result and less frustrated with the process. potentially even contractors/schedules would be more accountable for delays and budget changes.

Forget mass rail - few use it - it works best for singles - a Mom or Dad have several pickups on their way home from work - children, supper, retail store, cleaners etc. - those past 70 or young moms with preschool age children have a difficult time walking to the bus or train stop especially if the trip was for shopping. All this paying to drive the road is only sending more and more vehicles through neighborhood streets to avoid the fees - the roads are paid with our taxes - this is public domain being used by private companies for their profit and at our inconvenience - instead of giving away road space for a cut of the profits get a road bond that widens or double decks our roads - sure it takes longer but it is the city in control without solutions that work in Seattle, Atlanta, New York or Portland. We were a proud city that took care of ourselves till someone decided that cutting into our roadway would benefit them by selling the city a bill of goods that they could build faster and relieve the city of congestion - so as the Charter Schools have privatized education we have our roads privatized. This is shameful... Now they want more rail - the numbers do not show the impact equal to the cost much less the opportunity to even take a days trip to the end of the line and come back home in the evening. A bus trip for me means walking down and then back up a steep steep hill to a bus that I must change to another to get downtown - a trip of well over an hour that driving takes me maybe 20 minutes from my front door. On the way home I can shop for groceries, pick up something to eat and stop at the library regardless how bad or hot the weather.

More regulation and laws for bike riders. Also licenses for bikers so they share in the cost of roads in Austin.

Please provide more public transportation. The buses that pick up in my neighborhood are plentiful, but their routes are worthless. And they don't have their own lane so they are still in traffic like the rest of us. If the bus had a more direct route I would use them more often. Also, why is there NO buses at all the run up and down 360? That area really needs some public transportation as this is where I work and ALL of my coworkers have agreed if there was a bus they would take it, just to avoid the sheer mess that is 360.

The City needs to come to a new understanding of transportation. Transportation means moving people. Modes that move the most people in the smallest space are most efficient. Saving maintenance costs with fewer cars on the road (through increasing the number of people on bicycles, on transit, and walking, and through using TDM programs) could mean more investment in street sweeping, among other priorities. Additionally, speed is a huge factor in the quality of our streets. Neighborhood streets where cars speed by at over 20 mph are inhospitable places to be for bicyclists and pedestrians. Our city needs to welcome bicyclists and pedestrians. Twenty is plenty. Also, let's look to some great examples of TDM (as in Cambridge) that reduce the number of cars that take up space downtown, making a win-win situation for developers and residents alike. Developers don't have to spend as much on building parking and can earn more in rent, and residents can enjoy much more beautiful, car-free streets with attractive buildings rather than ugly parking garages or lots. Finally, street sweeping should not be limited as it now is. Los Angeles has a strictly enforced policy of towing cars that are parked in a scheduled street sweeping spot. In Austin, it appears street sweepers just go around parked cars, leaving a mess when those cars leave that just clutters the street again. And many more streets need sweeping than currently receive treatment. I understand this may be a budgetary issue; however, a city with clean streets appears to take pride in itself. Perhaps budgets should reflect that we take pride in the condition of our streets.

Let's get rid of the single driver model in this city by making public transportation viable. Mopac and 35 are zoos. We need to manage street population by building light rail.
Safer and connected bikelanes along north-south corridors (Lamar, Burnet, First, Congress, MoPac, IH35). I live near 45th and Lamar and would love to bike to work (IBM on Burnet), but even though there is a straight-shot up Burnet Road, it is far too unsafe. Add protected bike lanes up and down these corridors. I also used the train and got off at Kramer station. The infrastructure around Kramer station is terrible for pedestrians and cyclists. There is a demand to be able to walk/bike to the Domain/IBM/Top Golf/shops/lodging/food/etc around the Kramer station, but the current sidewalks and bike lanes are missing. An embarrassment. MetroRapid is also way too slow. I had to buy a 2nd car because MetroRapid was far too inefficient for my needs. Too much stopping and too often the drivers took long breaks. Also, more shade is needed at bus stations. The small coverings over most bus stations is totally useless in the summer. I wonder if the designers actually ever used the buses. In short, Austin has a long way to go to improve transportation. Much, much more infrastructure is needed for safe cycling and better walking in expanding parts of the city. I am someone who actually wants to ditch the car, but the current infrastructure in Austin does not make this practical for a busy and safe lifestyle.
The City of Austin has zero clue about where to put funds. They'll spend millions more for the ability to charge people. Mopac is and will be a colossal failure. Millions more are being spent for the ability to charge people. Just add the 4th lane and be done with it! Any other city would see a massive problem and just add the lane. Now it's delayed and it looks completely stupid. Like 2 exists at Parmer and 2222?? Who are the civil engineers who put this idea together? They should be fired. The problem with Mopac, I35, and 183 is you have people entering before people exit we creates a slowdown at every on ramp, people exiting and then entering the highway to jump traffic, and it just makes it worse. It's probably one of the worst designs I have ever seen for a roadway. You have 3 lanes, when someone enters the far right moves to the middle. 2 interrupted lanes out of 3. You need a minimum of 4 merge-able lanes. Adding that stupid toll lane does nothing and is widely viewed already as a lane for the rich. Way to make the city affordable Austin! Make 360 three lanes in both directions and change it to the "Michigan left" traffic management system. It works and you need to force people into it. I love Austin, but everything you guys do involving cars is so completely idiotic. You look at what other city's do and implement. You want to do some hair-brained nonsense that no one else does. You need to consult with realtors who drive all over the entire city and know the weaknesses in your traffic system. The toll road on Mopac is one of the dumbest ideas I've ever seen and you spent millions more doing it like that.
I wish that we had more USABLE computer train options. Going anywhere by bus takes too long. Sidewalks encourage people to walk.
Thanks for asking!
As a transplant in Austin I find that the drivers here are some of the worst/inattentive I have ever seen. I think a big safety factor is cell phone use. I'm not sure how to solve the problem but I believe cell phones/intoxication to be the main causes for accidents/pedestrian deaths.
Please tax me more! I want to provide a rail system - a completely separate metro system - to be in the same league as great cosmopolitan cities. I will absolutely approve and help any tax increase that would go towards this goal in a quick manner.
Fix 360. I'd be fine with not allowing left turns at every exit. Don't make it a toll road.
I travel on Anderson Mill Rd everyday, close to 183, with traffic going in and out of the retail area, there are many close calls and accidents -- something needs to be done there. Also, at the end of Pickfair Dr and Spicewood Pkwy there needs to be a 3 way stop sign

<p>I live in a Westlake area neighborhood off of 360. The signage and "improvements" going in at the present time are unnecessary and irrelevant to our area. Tourist signs that indicate the location of fast food? Why would this area of 360 warrant those? And turn/turn lanes with no correlation to traffic as it is today? It looks like someone planned 5 years ago and forgot to come assess in 2015-16 to see if those "improvements" still made sense. It's a mess.</p>
<p>I would definitely walk and bike more but I do not feel like it is safe. More bike lanes and sidewalks that physically separate cars from bikers/walkers are needed. Pylon barriers at street corners would also help keep walkers safe while waiting to cross streets. Speed calming is also needed. For instance, it seems like the City has tried several different ideas over the years to slow speeds on Shoal Creek Blvd, but nothing has been implemented permanently. As a result, I use my car to make short trips to HEB, the library, etc. that I could easily walk/bike, but I don't because it isn't safe. I've also heard that the City police will not bother tracking down cars/trucks that drive unsafely but don't actually hit anyone because no one was actually injured. If that is true, that should be changed.</p>
<p>I don't know anything about City of Austin's funding and whether it is reasonable or not. I do know that I voted no to the bond issue a couple of years ago (the one that lost) because it was an obscene amount of money to pay for very limited service. I think I am in the majority in that I would love to be able to take public transportation everywhere around the city, but it's woefully lacking. When it takes two hours to get somewhere via bus versus 20 minutes by car, I am going to drive every time.</p>
<p>City has funding available, but focuses on other 'projects' that should take a back seat to mobility issues. Funding improvements IS necessary, but budget items are not in the right priority, and should be addressed. Mobility issues cannot be addressed as a standalone issue. Focus on the bicycle program has far exceeded improvements for car transportation. It is too bad that such focus on bicycle paths within the city supersedes auto road improvements, which admittedly are more costly, but do address a majority of transportation issues. Even in neighborhoods, some auto lanes are being sacrificed for seldom used bike lanes -- to the point of requiring the driver of a 3000-6000lb auto to come to a dangerous halt to allow a 15lb bike to pass in a turn lane. Priorities are skewed toward the wrong mode of transportation.</p>
<p>We cannot meet our existing and future mobility needs without adding capacity with new roads or providing a better rail system that serves people all over the city. The very high growth rate of Austin demands that we spend more money on transportation NOW.</p>
<p>Austin drivers are the most inconsiderate and selfish drivers I have ever seen, More enforcement needs to take place such as the ongoing efforts to monitor high traffic intersections for "don't block the box". The narcissistic behavior of "it's all about me" contributes to the problem. People driving on shoulders, running red lights, blocking the box, cutting into traffic, etc. This behavior contributes greatly to congestion.</p>
<p>Minneapolis is a good city to look at to see how excellent bicycle lanes can be created that are safe and useful. They have a lot of lanes that are separate from traffic, which, when possible, is much better than squeezing a bike onto existing lanes of car traffic. Minneapolis is also a good city to look at for useful light rail. I cannot believe that the light rail in Austin does not extend to the airport. It also does not adequately serve UT football games or other highly populated areas/events.</p>
<p>Add extra lanes to loop 360 between 183 and MOPAC South or make it a Freeway.</p>
<p>More and more secure bike racks at transit stops would help those of us within bike distance, but not walking distance of such stops.</p>
<p>Traffic light optimization! Would easily fix so many back ups- frequently I am stopped with 3 out of 4 directions stopped, but no cars around for the direction that's green. Or waiting at a light for a couple of minutes only to be stopped again at the next consecutive block.</p>
<p>RAMP IT UP AUSTIN</p>



<p>entirely too much emphasis is put on bicycles in this town. They disobey traffic laws and we have lost 50% of transit lanes on busy roads. I am tired of being held to a different standard as they weave in and out of traffic and run stop signs and red lights and ride 4 abreast on residential streets.</p>
<p>We need to find other options for traffic management besides toll roads and lanes. Light rail would be a great option if the plan was designed in a way to go where it's needed.</p>
<p>Our City Council is directly responsible for the critical mass of congestion on our city roadways, because they simply rubber-stamp any and all development projects sent their way...With the excessive, gluttonous, unmanageable growth in property development comes a vast influx of people and cars, trucks, motorcycles, bicycles, pedicabs etc...Our City Council seems to have punted any sense of urban planning out the window, with the result that our little city is at critical mass in terms of traffic and people. It's completely unsustainable.</p>
<p>Austin is growing at an amazing rate. The city has done a great job attracting people here. The major issue holding this growth back is that it is not a world class city, mainly due to the lack of public transport options such as buses and a form of Subway / train system. If you look at any world class city it has affordable and useful public transport infrastructure. New York, London, Berlin, Tokyo, Paris, Rome. All have their congestion issues but have a proper public transit system to help the residents move around. Unfortunately for Austin you have no choice but to use a car 98% of the time as most of the streets don't even have a decent sidewalk and there is no public transport to speak of.</p>
<p>One VERY important thing that's contributing to the terrible experience of travel in this city - perhaps the most important - is one that's being too oft overlooked. The problems with congestion in traffic are rooted in the WAY that people are driving. We observe it every day. One person doesn't use their blinker to change lanes, the person he cut off has to slow down.....EVERYONE behind this person must also slow down. This becomes 4-7 miles of traffic jam on I-35 and Mopac. That's ONE example of how EDUCATION could be used as a tool to manage the traffic issues that we have. One that costs SIGNIFICANTLY less money and time to implement than new lanes on our highways or new railway systems. Please consider expanding programs for driving education, or new requirements for education to have licenses issued. Expanding enforcement of traffic laws would help with this - though to a lesser degree.</p>
<p>What are "mobility funds"? ...is that more empty busses clogging the streets? Is that more torn up intersections with ridiculous round-about? What are "transportation programs"...more tax dollars spent to accomplish less and further clog Austin streets with bicycles?</p>
<p>Within my neighborhood, I would like to see more sidewalks. City-wide, I would like to see more public transportation routes and higher frequency of the routes. My dream would be to have an intra, and inter city rail system.</p>
<p>The only reasonable solution to roadway congestion and safety is to advance autonomous driving technology. Austin needs to be a leader in statutes and programs that accelerate removing people from the responsibility of driving.</p>
<p>Please focus on the needs of the RESIDENTS of Austin, the ones paying the taxes instead of those outside of Austin. I don't want to pay for improvements for those that chose to live outside of Austin. Make it easier for the RESIDENTS to get around the city. Traffic lights are terrible. I previously worked for a traffic control company, and the implementation of traffic lights in Austin is horrible. Not sure where the traffic engineers came from, but they need some remedial education.</p>
<p>As a working mother of two children, most non-driving options are not feasible for me. On my way from home to work, I need to drop one child at school and one at daycare, in different locations. As it is, it takes me an hour and a half from home to work and I live in Austin. I would like to see the needs of parents and families considered in transportation planning. Even the options in the first question leave us out (I'm not 'driving alone', I'm driving with my kids).</p>

<p>Concentrate on making traffic work better with bus routes by adding turn outs for bus stops so other vehicles can pass a stopped bus. Make bus stops accessible by ensuring there are sidewalks to and from them. Provide shelter at more bus stops. Provide more dedicated right turn lanes to help traffic flow better at intersections. Coordinate traffic lights to help traffic flow better. Stop supporting rail which is so much more expensive and serves fewer people that do not have other transportation options.</p>
<p>This is slanted to getting more money for roads (question 10).</p>
<p>I would like to see improvements made to State Highway 360 and the intersections. It's hard to make improvements when you can't even get the traffic signals working with each other but having miles of cars backlogged and 30 minute drives to get to a high school 4 miles away suggests there is a huge problem. It's been 22 years since I moved here and I'm still waiting.</p>
<p>Walkability is something I'm very interested in. We spend so much time in the car, I wish I could walk to things from where I live! But between no sidewalks, having to cross highways, and distance in general, walking isn't something I can do for running errands.</p>
<p>Public transit in Austin is a JOKE. No one uses it because the options are so dismal and then the city doesn't improve the options because no one uses it. CoA MUST take initiative and improve the public transit network before people actually start using it. The extended hours and capacity for SXSU were a joke and almost non-existent. That doesn't mean don't do it again next year!!!!!!!!!!!!!! That means IMPROVE it for next year. Actually add capacity. Actually run the additional busses you said you would at a reasonable frequency. Add friggin train cars. Run more busses more frequently. I mean seriously... take any aspect of the local transit network and ANY part of it can be improved drastically. It's pathetic and I'm embarrassed to have to tell people how bad it is here.</p>
<p>we need to put housing close to jobs and jobs close to housing. there is no single fix for a city that cannot catch up to the population growth.....</p>
<p>Sneaky way to define things. I dont care abt hyped mythical "activity centers" but do care abt local street safety And it is not abt funding amt. it is abt plans/usage. How you handle money you have. As an example, we already did a zillion surveys and had experts say the 801/803 first class buses are not working and we should focus on bettering the 1/3. But you ignored the suggestion it seems</p>
<p>Stop focusing on improving the bus system. Make a solid commitment to laying down new light rail lines and getting stations where most people live. Start focusing on one solution instead of many different ones. The buses are fine. Make a total commitment to light rail and don't make it take 15 years!</p>
<p>I live in nw hills and would gladly walk to burnet but there is no efficient safe way to do this on 2222 between mesa and balcones. There are few sidewalks in the neighborhood as well.</p>
<p>You know you need a sidewalk when you see well worn paths in grass and fields. And having people walking in bike lanes is dangerous for the pedestrian, cyclist and automobile. Shame on Austin for being so progressive in some ways, yet backwards when it comes to mobility.</p>
<p>There is no bus up in our neighborhood - Spicewood Springs and 183 - west side - that has local stops. It would be nice if the bus went to the Domain, for instance, from our bus hub that currently only goes downtown.</p>
<p>I would love to see a gondola-type transportation system, which could be built above existing corridors, run automatically, with cleaner energy sources.</p>
<p>Removal of traffic lanes for bicycle lanes has caused extreme congestion and mobility obstruction in our neighborhood and on innumerable streets used to drive to the city center.</p>

Dedicated bus lanes along major arteries such as Guadalupe, Lamar, etc. Elevated rail so as to not add to existing congestion. Increasing frequency of current rail line, and/or expanding capacity at peak hours. Better synchronization of lights, including the protected pedestrian crossings. Any of these things would tremendously help to improve the nightmare that is traffic here.
The City tries to discourage roads like MoPac extensions. They should not!
I live three miles from downtown and I bike commute every day. However, due to gaps in the bike trails do not feel I can safely bike downtown with my kids. The new work along Shoal Creek will help, but the gaps on the trail downtown (between 4th and 6th) are the real deal breakers. The same is true for taking the Johnson Creek trail. Getting to the trailhead from from 35th Street requires some tricky navigation on one-way and neighborhood streets. Potholes along the bike lanes are also a real problem. I've called 311 to have those repaired and the usual response is a repair on the car side of the lane, but not in the bike lane.
Please provide better public transit options on 969, east of 183 west of 130.
License bicycles - they don't obey the rules - don't stop at lites, don't stay in lanes.
Because Austin is growing so fast, all our resources need to be used strategically to help freeways accommodate the growth. All the other niceties will need to come later.
Do not be an impediment to other choices such as Lyft and Uber. Consider light rail options for the masses, not just people who live in Leander, Cedar Park, and East Austin. It makes no sense whatsoever to not have mode choices along Mopac other than a tolled managed lane. Move toward rail and better bus routes along major corridors such as Mopac.
The transportation infrastructure is very heterogeneous in Austin. That makes it hard to commit to anything except the default: Taking my own car. Public transport takes longer than riding a bike, but there are too many non-negotiable areas on the bike. If we had public transport that didn't require you to sit in traffic (and block a lane), or dedicated bike-lane (or better bike road) with connectivity throughout town, then I would immediately stop taking my car, and I believe many others would as well.
Less studies and more action! Shift emphasis from attracting more people and developing downtown Austin and fix the problems created in the metroplex by poorly executed and badly coordinated prior plans. Those of us in the suburbs can no longer share in the lifestyle and all the central Austin offers ... can't get there and when there can't find a place to park affordably.
Please work on getting better public transportation to areas other than downtown. I work in the Mueller area and would love to take the bus from the Pavillon Park and Ride (Oak Knoll & 183) to Mueller but can't do so without tripling my commute.
I completely oppose the concept of connectivity. It is misused and misguided. Loop 360 cannot handle the capacity it currently faces and the lives of children who live in surrounding neighborhoods, in particular Davenport ranch, are at risk by the volume of traffic that is being pushed onto neighborhood streets. This must be solved before a life is taken. There is insufficient enforcement of the traffic laws in Davenport ranch. Such that the 360 traffic forced into the neighborhood speeds and runs stop signs. This must be prevented.
City of Austin should stop worrying so much about transportation within the downtown area. The problem is folks commuting in from the suburbs. Not everyone wants to live downtown.
Please consider completing the sidewalks on RainCreek Pkwy for the safety of walkers, bikers and all.

<p>We are having a serious problem with traffic in our neighborhood (Davenport Ranch) between 4-7:30pm. There has been cut through traffic starting at Bold Ruler Way, through Canonero Dr, Waymaker Way, Rive Ridge. These cut through traffic cars, that do not live in our neighborhood, drive fast and DO NOT STOP on all stop signs throughout. We have kids walking their dogs, playing ball and it has been very frustrating and dangerous. Also, we have had various car break-ins in the past month. We would like our neighborhood to be a gated community. Is that possible? What are the steps?</p>
<p>PLEASE Improve public transportation. Simple things will help, for example increase the time that the rail works. The rail should be every 20 minutes and not every hour.</p>
<p>LOVE that Austin is fairly walkable and more bike-able than most cities. Lite rail is too crowded to ride during rushhour - expand coverage. Bikelines need to exist on all streets - it's hard to ride a bike out of the neighborhood when the bikelane disappears randomly!</p>
<p>I stopped biking because it is too dangerous. We need entirely separate bicycle roadways. I am well served by public transportation but I think it could be much better regionally. How about removing all the parking in the city as many European cities have done? That would force people onto other models.</p>

This concludes the results from the Mobility Talks Survey for District 10. For more information, please contact the Capital Planning Office at 512-974-7840 or [capitalplanning@austintexas.gov](mailto:capitalplanning@austintexas.gov).