



Mobility Talks Survey Results

District 5



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

District 5 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 5. 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 Five, 983 people completed the survey.

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

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

Introduction

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

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

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

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

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

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

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

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

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

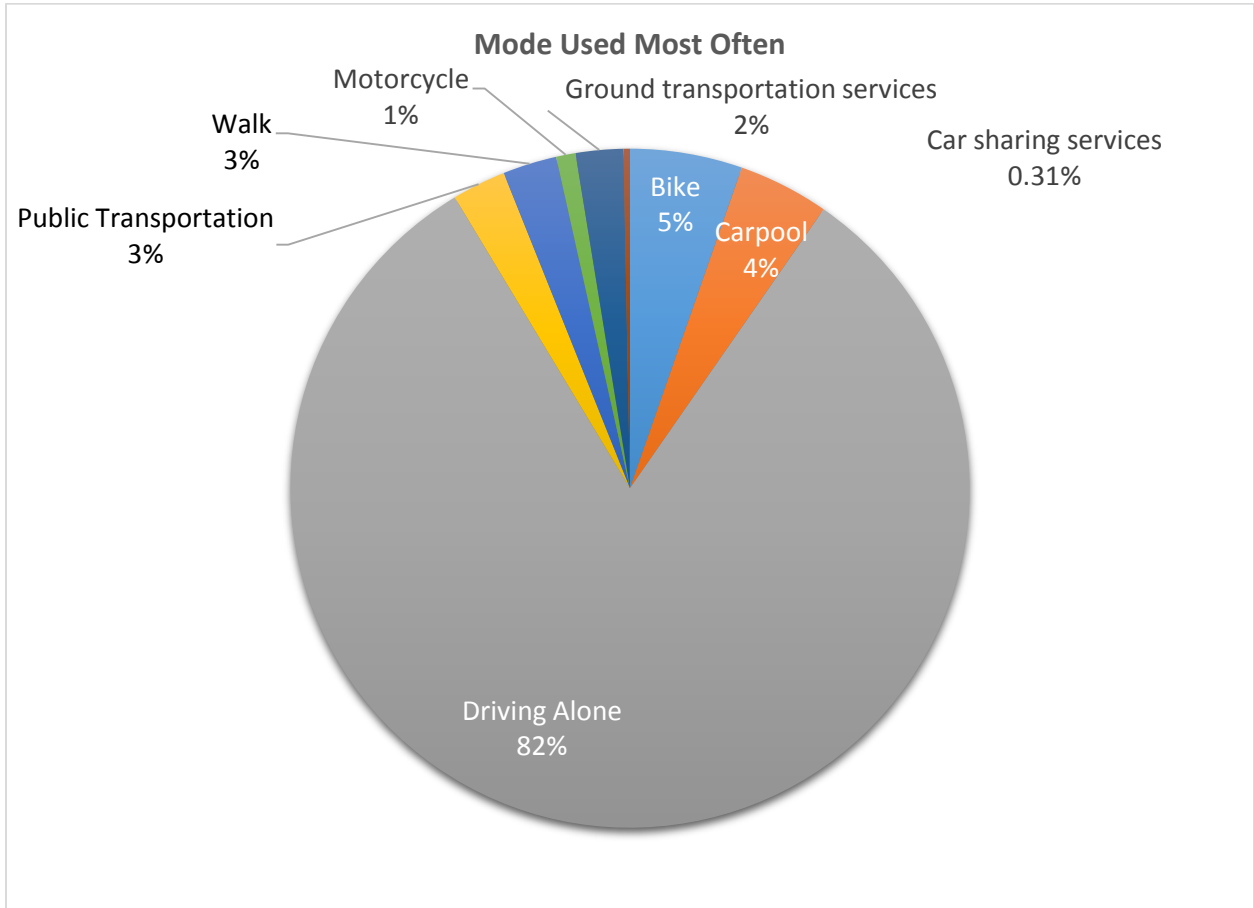
Improving the Quality of our Streets: Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

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

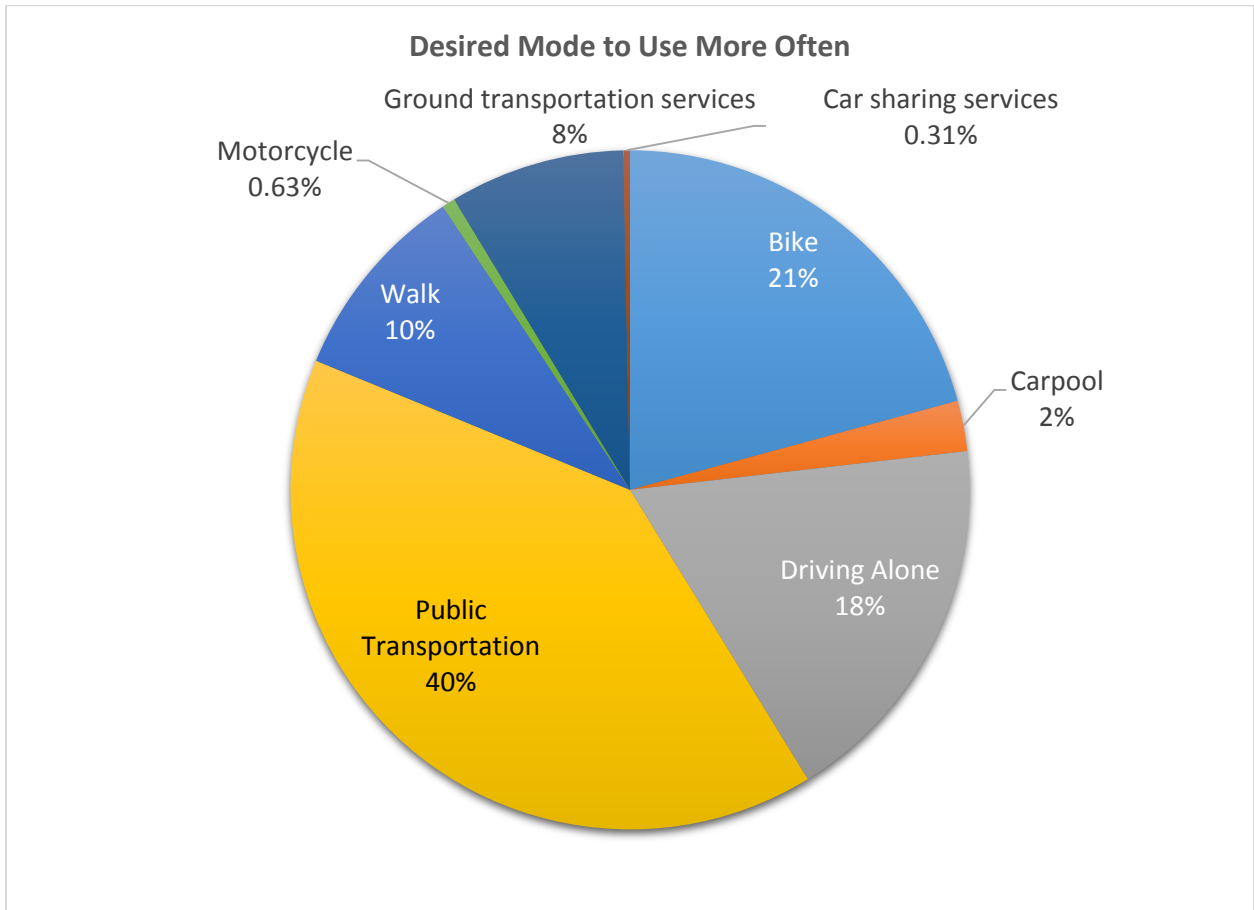
Demographic data of Mobility Talks Survey participants in District 5			
Demographic Category	Demographic Choices	District 5 Results	Overall Results
Race	Caucasian/White	76.6%	75.1%
	African American or Black	1.4%	2.1%
	American Indian	0.4%	0.5%
	Asian/Pacific Islander	1.4%	3.1%
	Other	4.6%	4.8%
	Prefer not to answer or skipped	15.6%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	11.5%	10.4%
	Prefer not to answer or skipped	18.4%	16.3%
Age	18-34 years	23.2%	29.7%
	35-44 years	23.8%	23.5%
	45-54 years	13.9%	17.6%
	55-64 years	15.0%	12.7%
	65+ years	16.1%	9.0%
	Prefer not to answer or skipped	7.9%	7.4%
Gender	Female	43.4%	45.2%
	Male	45.8%	44.5%
	Other	0.5%	0.6%
	Prefer not to answer or skipped	10.3%	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 5 Results:

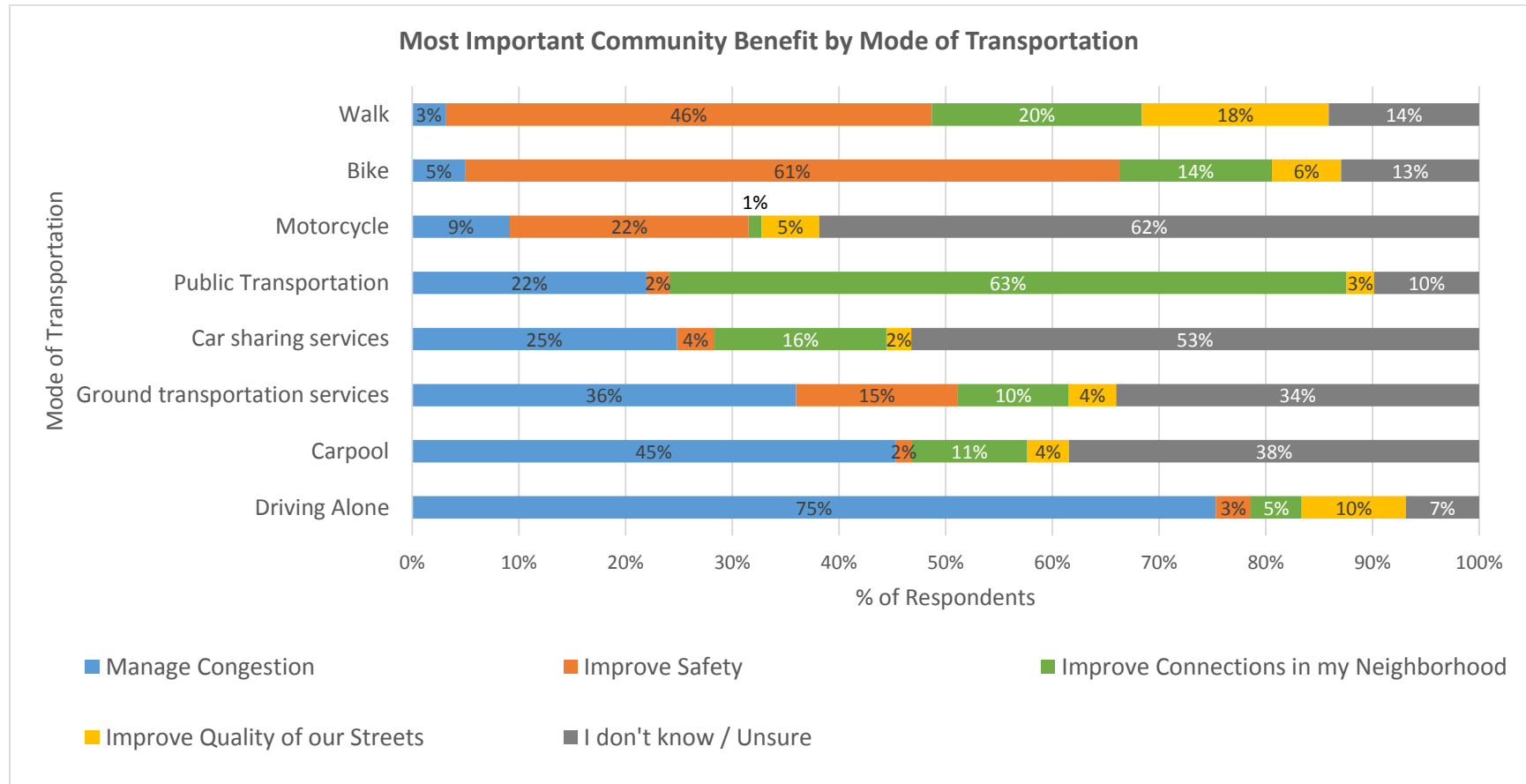


Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 5 Results:



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 5 Results:

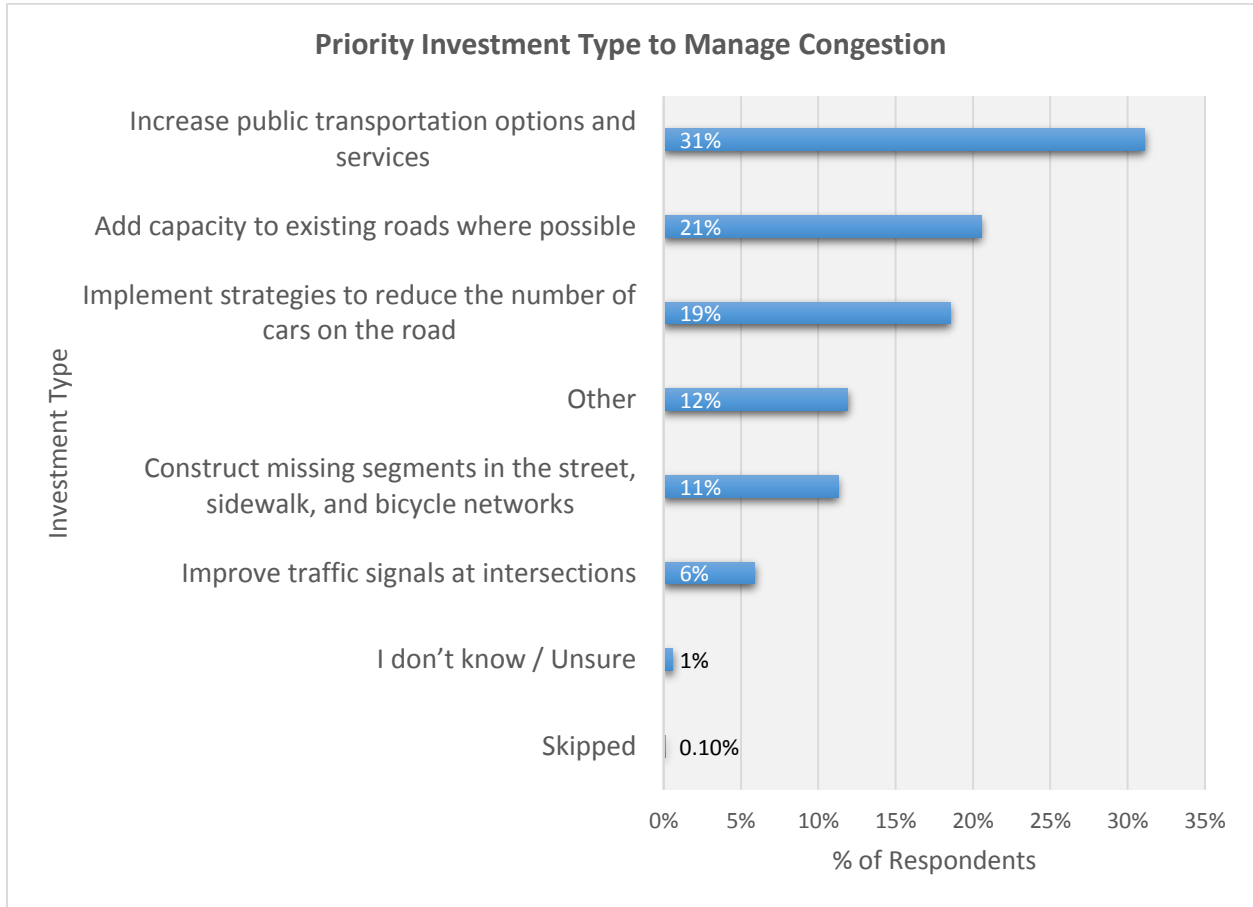


Priority Investment Types

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 5 Results:



Other:

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

No bus service on Rabb Road.
Construct train service south of the river
Get Uber/Lyft back to the table and back in Austin

Clearly placed signage of street access. If there was a sign telling people they have to exit from Ben white to the 35south access road in order to get to stassney, then Wm cannon at 35 would have a third less traffic. Also a u-turn at Wm cannon and 35 from southbound to northbound would really help traffic flow at that major traffic spot.
Sync the traffic lights
Improve transitions at merges, intersections, on/off ramps
Bring Uber and Lyft back.
Deregulate ridesharing to bring back Uber and Lyft
Bring back Lyft/Uber NOW
allow TNCs to operate without fingerprint requirement
Open SH-45 and take the strain off Brodie Lane/Shady Hollow.
Bring back Uber and Lyft!
Promote TNC carpooling — fingerprint free. In other words, stop wasting your time and my tax dollars trying to overregulate Uber and Lyft. Pooling in ridesharing is the best way to reduce congestion. It's cheap, it's safe, it's efficient. I don't care at all that they don't fingerprint. Anyone who does care doesn't understand the downsides of forcing it. Please stop falling pray to the flawed logic of fingerprinting. Please let consumer choice live. Please don't fall on a sword based on the false narrative of fingerprinting.
get rid of toll roads so more cars can be on the highway. then synchronize the lights on arterial roads for max throughput so whether I'm driving or biking I can get to work on time.
bus lanes
Consider moving state and federal buildings to undeveloped land so commute to them does not go through middle of city
Separate transit (rail), bicycles and pedestrians from roadways.
Adding dedicated bus lanes for on time service and increased speed vs driving alone
Fix the regulations so Uber and Lyft can function in this City!
Bring back UBER and LYFT.
Rapid commuter trains from San Antonio to Georgetown with lots of stations and good connections
Uber/Lyft
Improve mopac south near slaughter road to connect with 45 to improve flow of traffic in South Austin.
Improve signage. I am so irritated at how many times I will be traveling in a lane and at the last minute find that it is a right or left lane only lane. Alert us SOONER.
manage congestion by expanding roads. I know that mayor says that you cant pave our way out ot congestion, but its part of the answer and cannot be ignored.
Bring back Uber and LYft!!
Adding capacity to existing roads and highways, as well as improving traffic signals are most important.
Limit Semi-Trailer use of IH 35 to 1 Right Lane
Stop building homes until we get more streets!!!
Increase rail service throughout area.
Stop substituting existing traffic lanes for bicycles, etc., and form a comprehensive plan that works for both cars & slower forms of transportation.
Build a rail system. Quit scamming local citizens. Mopac expansion was failed from the get go like 130 was, like 71/35, like 71/mopac. Get people who know austin to manage austin. Not foreigners.

Build more streets, roads and limited access highways that are not toll roads.
THE WIRE for Public Transport- reconsider this project for Austin
Combination of increased/better public transit options and services as well as improving capacity and traffic signals.
Provide EARLIER and BETTER signage warnings on streets when a lane is going to be converted to a left or right turn only lane
Require bicycles to use sidewalks when there are no bike lanes. Prohibit bicycles on streets with 35mph and above speed limits. Prohibit bicycles on major arteries when there are no safe bike lanes separated by median, such as Manchaca, Brodie, South Lamar, Burned Rd.
I work/live in the missing middle of public transportation...west to east along Ben White. Driving is fast, but bus is slllloooooow.
Staggered work hours - take tolls off sh 130
Better enforcement of current laws.
INCREASE PUBLIC TRANSPORT! Commuter train from Austin to San Antonio to remove cars from the road, improve air quality.
Mandate thru traffic, including 18 wheelers, to SH130, with a substantial discount if vehicles go from Kyle to Georgetown or vice versa.
Allow more housing to be built in the central city and require developers to help create a more connected, pedestrian friendly street grid
Ensure adequate capacity when road projects are executed (see 183 and Ben White @ I-35 for examples of extremely poor planning).
Enforce distracted driving laws
improve public transportation with more options and replace Cap Metro with better management company
commuter rail and/or commuter buses; for inner city connective service, more and SMALLER buses
These are NOT mutually exclusive and we should know by know this style of thinking cannot solve our transportation crisis
Buy out the toll roads so they are free
we can't increase road size at millions of dollars foreve rand there isn't parkign for all those cars, nor should there be. A church for 400 needs a bigger parking lot than the church! space matters!
dedicated HOV/bus lanes on major North/South roads
Bus only lanes
Pprovide opportunities for Uber and L:yft
Reorganize CapMetro so that it will LISTEN to riders (& require CEO to ride its buses & rail) to improve service so that people want to use it. It doesn't go anywhere I need to go; it takes forever, and it costs too much. Fix that, and you'll take a bunch of cars off the road.
Use eminent domain to obtain more land to build out highways and freeways.
Build a bike highway around city with feeder roads into the city
Turn 183 E into a highway without traffic lights
Building an Urban Wire such as an elevated train/ shuttle/ metro/ subway system in the sky above street level.
all of the above except don't know or increasing road capacity. increasing capacity just induces damand according to TTI study. Reducing the number of cars on the road during rush hour will allow our existing roads to serve us better. Mode shift achieves the same goal.
ALL of the above; none can work alone.

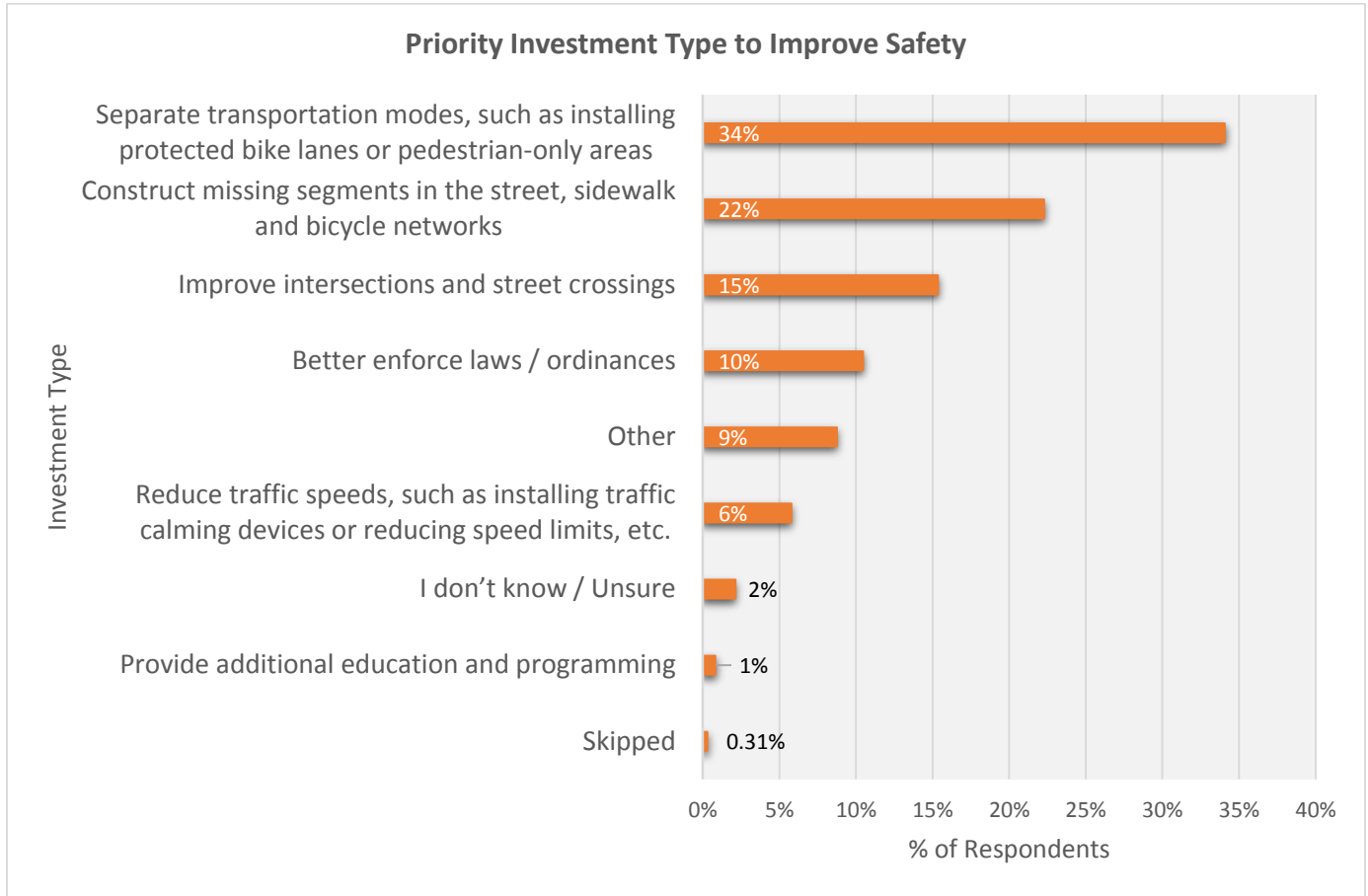
Stop giving tax breaks to encourage new businesses to move here
Implement strategies to reduce the number of bicycles on the road
Create a bicycle grid where cyclists have to follow a definite route, as they tend to just ride anywhere without observing signals, signs or laws. This creates congestion as cars cannot turn or proceed while waiting on bicycle traffic. Especially in the downtown area. I am choosing not to venture downtown as often as I have almost hit cyclists who have run red light or have not obeyed traffic laws. If your intent is to allow cyclists to deter motorists, you are succeeding.
connect 45 south to mopac
More bike lanes, ticket distracted drivers
This probably comes under "improve traffic signals, but I wanted to be specify this: if the traffic signals in this town were better synced--particularly in the downtown area--congestion would be less of a problem.
Give commercial traffic incentives to use toll roads and alternate routes around the city
Add capacity to existing roads.
Circulator Technologies, and especially Urban Cable should be considered to add supply to congested routes.
add capacity and build new roads in projected growth areas. Let's be proactive for once
Improve traffic signaling, improve intersections, widen roads, slap anyone who says "if we don't build it they won't come."
Aerial tramway like urban cable cars
Make 130 Loop a lower cost route for truck traffic to lower volume through the IH-35 Austin/Round Rock corridor
Better utilize toll roads by big trucks -- get them off IH35.
Add capacity on all arterials. Plan for future expansion now.
Build more roads!!!!!!!!!!!!!!
Use immanent domain aggressively to acquire right-of-way
Redesign on/off ramps. Look at the Wurzbach/Medical Drive exit in San Antonio, westbound on IH 10. It's great! Do that to the Wm. Cannon/Stassney exit.
Would love to bike/motorcycle but am scared of texters
Do everything. No one approach is going to work. Austin is so far behind the eight ball on this though that someone needs to step up and lead. I can't believe we couldn't do something as logical as the Lonestar Rail project. Oh, and pretty please don't forget about South Austin in your future plans.
get legislation to prohibit trucks during peak periods
Correct the entrance and exits on freeways.merging lanes are to short .
Look for a way to divert 18-wheelers and other large trucks off of 35 during rush hours unless their destination is in town. Possibly mandatory use of 130 and free toll.
add capacity to all congested roads and highways
Implement strategies to reduce the number of cars on the road such as RAIL/SUBWAY
Significantly decrease the number of buses! Empty or near empty buses run all over town.
stop channeling traffic thru neighborhoods on west gate blvd., especially south of william cannon
add capacity to MoPac south of river
rail, subway, whatever you want to call it. public transportation
Quit taking width out of existing streets and quit building toll roads on property that has been bought and paid for years ago to improve only for those willing to pay ie the so-called MoPac "Improvement"

I'm a huge fan of Urban Cable and the initiative called The Wire, which has been developing a good deal of support since the time it was proposed for Austin several years ago. Please consider these Circular Technologies to help ease the congestion of traffic. They've had years and years of testing in other places around the country and the world, so there's a ton of statistical information available on them already, and they work! :)
Both Increase public transit and reduce cars (connected)
Extend MOPAC to 1626/45South
A mix of reducing cars and public transportation, which should go hand in hand. Given efficient, reasonable options, I would not own car.
Add capacity and keep rideshare
Increase length of left turn lanes, add additional turn lanes
Prohibit bicycles on arterial streets, bikes should use sidewalks.
Fewer exits/entrances on major roads
Financial incentives to convince companies to allow employees to work from home
Adopt autonomous ride-sharing services. i.e. Uber/Lyft with self-driving cars
Build more transit priority lanes
Eliminate streets that go from 3 lanes to 1 or 2 or from 2 to 1. Eliminate roads that go from straight to must turn right or left. Eliminate opportunities for drivers to drive in a lane that is must turn all of them
All of the above options create induced demand, and will not solve any congestion issues. Instead, implement a "driving tax" - \$500+/mo for those that want to drive their car solo. This will price out those that cannot afford this option, thereby reducing congestion and forcing those that cannot afford to pay to look for their own alternative mode of transportation. Make traveling on our roads a privilege - not a right. San Fran/NYC/etc has real estate with no parking options. This means people rent/buy real estate and rid themselves of their automobiles, thereby reducing congestion, naturally.
Stop building toll roads.
Dedicated lanes!! Protected for bikes, dedicated for buses
Flyover at 360 and mopac
Force the 18 wheelers and over-sized loads that are not doing business in Austin to take the toll ways. The citizens of Austin would be more than happy to pay their tolls.
Get rid of Bike Lanes
Run the regular buses till 2am. Night owls are not effective.
Build more roads now, like 45 South to 1626!!
Stop promoting growth which does nothing but increase all problems.
you
Light Rail: South to North!!
Urban cable The wire austin
Add HOV/bus lanes to increase carpooling and bus ridership.
Las primeras cinco respuestas!

Improving Safety

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

District 5 Results:



Other:

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

Allow access to uber & lyft
many streets are posted 35 mph and can easily handle 40 mph
Eliminate Bike Lanes, which are never used and a waste of money
More traffic police. Any other change is a waste of time if people drive badly and this will continue until driving poorly gets them a tickey that HURTS.
Provide an HOV lane option that promotes car pooling
Bring back Uber/Lyft
Get unlicensed drivers off the road
Bring Uber and Lyft back.
Deregulate ridesharing to decrease DWIs

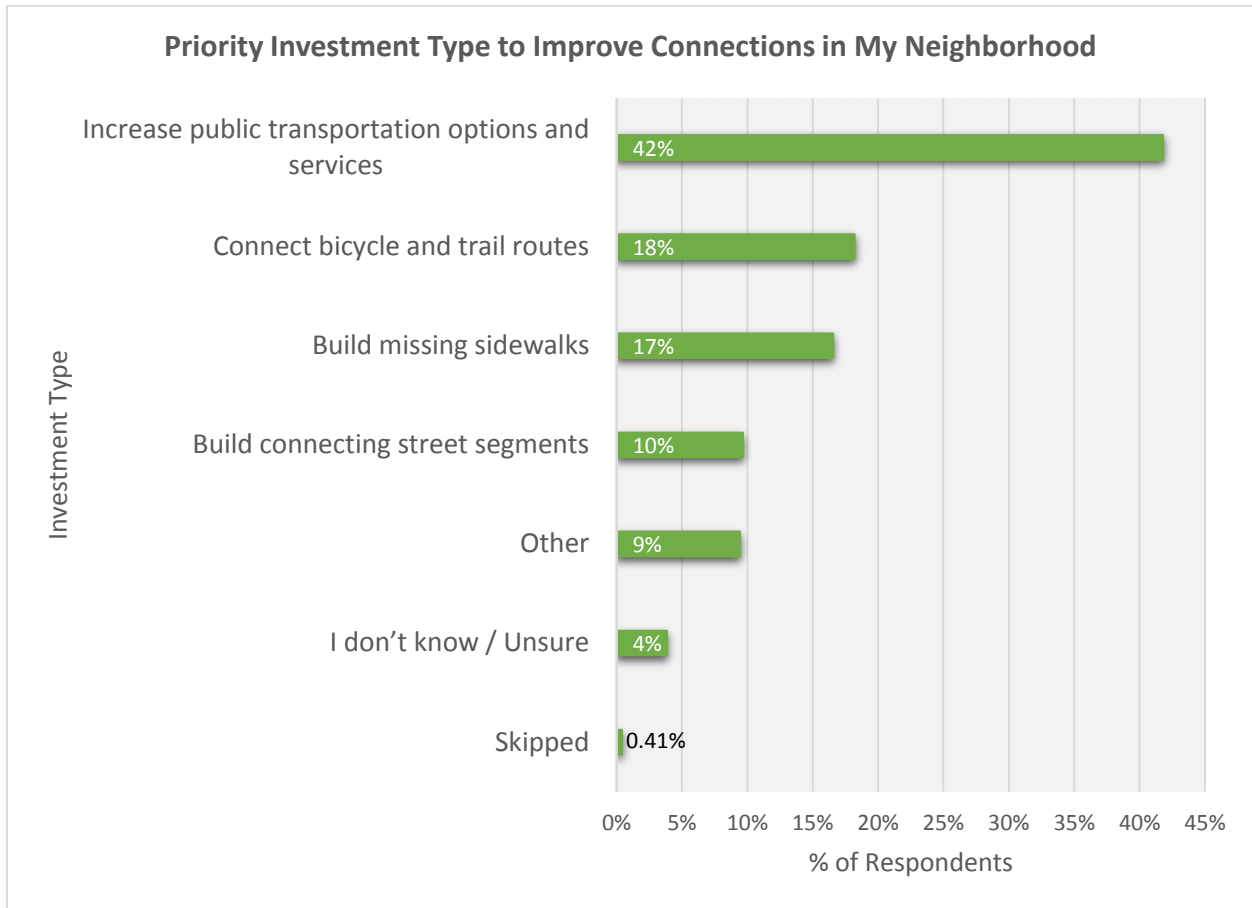
Bring back Lyft/Uber NOW - it makes us safer by reducing DWIs
allow TNCs to operate without fingerprint requirement, less drunk drivers
Take the congestion off Brodie/Slaughter.
Bring back Uber and Lyft!
Promote TNCs reducing DWIs in this community — fingerprint free. In other words, stop wasting your time and my tax dollars trying to overregulate Uber and Lyft. Pooling in ridesharing is the best way to reduce congestion. It's cheap, it's safe, it's efficient. I don't care at all that they don't fingerprint. Anyone who does care doesn't understand the downsides of forcing it. Please stop falling pray to the flawed logic of fingerprinting. Please let consumer choice live. Please don't fall on a sword based on the false narrative of fingerprinting.
More ride sharing companies
remove tolls, increase speed limits, add the ability to go right on red easily, everywhere, and synchronize the stoplights so there is no congestion. Remove the rapid bus lanes downtown- they cause congestion. Bring back Uber and Lyft. All of this prevents road rage and makes it safer whether I'm driving, biking, or walking.
build more and larger roads!
Bring back Uber
enforce rules for folks on bikes who go in and out of lanes and alongside cars then cut in front
stop the back in parking on congress st, this is terribly unsafe
Bring back the nations largest ridesharing services
Mandate Taxis have real time GPS that connects end-to-end with your phone and a central server. Fingerprints aren't safety. Realtime GPS is. TNCs keep drunks off the road.
Bring back UBER and LYFT.
You need to figure out how to get Uber/Lyft back to reduce drunk driving deaths
no bike lanes they are not safe
improve intersection at manchaca and slaughter. Lower speed limit might help.
Improve the streets and Freeways to accomodate traffic that comes with a growing city the
Add streets/lanes, put in sidewalks, stop building.
Improve painting of lines on roads and intersections & improve lighting on streets.
Construct missing segments in the sidewalk and separate transportation modes or pedestrian only areas
Widen existing thoroughfares like Mopac and I-35 and loop 360 so more cars may travel safely.
Please please enforce bicycling laws in this city. I want cyclists to be safe but the lack of uniformity in cycling practices and law enforcements complete lack of attention to this issue is alarming and unacceptable.
add capacity - congestion is the biggest problem
I would like a cable wire...anything to get over the river better
Add lane capacity to reduce traffic
Increase and add roadways to decrease congestion and thereby increase safety
Reducing the need to speed to work and then back home just slow your life down
Time the traffic lights with existing equipment using smarter methods
Ban cell phone use and enforce it
distracted drivers are the most dangerous thing on the road currently
Acknowledge non-stop growth and invest in the infrastructure to accommodate it.

Rewards for public transport use such as tax rebates (property/ purchases) for use. Also kill toll roads to get trucks on Tx 130--no tolls on Mopac but carpool only lanes.
allow bicycles to ride on uncongested sidewalks (other than downtown)
get bikes off the road
Building an elevated Urban Wire system will also address safety issues because less cars will be on the road. Also bikes should be allowed to ride on sidewalks rather than slow down fast moving vehicles. Pedestrians and bikes can share the sidewalks by communicating.
Missing segments AND Education!!!
I know this is a state issue but I can't say it enough, introduce a section on bicycle safety and awareness into driver's ed and defensive driving courses!
Get bicycles OFF the road! See how Frankfurt Germany dos this.
All of the above, protected bike lanes would be wonderful
I drive app. 120 mi a day to client visits. If I were not vigilant, I would be involved in an accident at least once a day. Hands Free is not working.
Encourage commercial traffic to avoid peak traffic times on highways in the city
synch lights
Bike lanes= none use by percentage= waste of money
better enforcement: people are flagrantly violating traffic laws (e.g. running red lights, turning across lanes of traffic, doing 3 point turns on Lamar bridge) in the downtown-Zilker area
I would like to see three of chooses done additional education and programming,Better enforce laws/ordinances,and Separate transportation modes, such as installing protected bike lanes or pedestrian-only areas. I work with children and our team educates them but, its the adult people that seem to not follow the rules or not obey the laws. So, the adults are the ones that need the education so they can be better exemples to their children.
Improve public transport to reduce traffic
Enforce cell phone use while driving more
increase network capacity.
Build more roads NOW!!!!!!!!!!!!!!
Get rid of the bike lanes and add auto lanes back. Separate bike to totally different street.
hurry up and fix William Cannon at IH-35!!!!!!!!!!
Slower traffic keep right, and left lane for passing ponly
stop shrinking driving lanes to create instant bike lanes that are rarely used and make the roads unsafe for drivers and bicyclers!
Remove unneeded traffic signals.
complete the southern extension of 45
remove bike lanes from major streets. The narrow lanes due to bike lanes no one uses are dangerous.
focus on motor transportation not bikes
Increase the existing capacity
I35 lanes that are both to enter the highway and exit; see Williams Cannon heading south
Encourage ground services like Uber and Taxis to address the concern for drinking and driving. Adequate, 24-hour circular technologies such as Wire One concept really do give people an alternative to driving when they're drunk.
Extend MOPAC to 1626/45South

More roads. It will upset people to have to give up land, but it needs to be done.
safer bike lanes
Provide adequate drivers ed. It seems like most Texans in the area have NO idea how to drive or how to obey traffic laws.
for bike lanes, add rumble strips.
Improve bike lanes. The bike lanes on Barton Springs are very dangerous in some places.
get the traffic moving, light synchronization
Arrest/Impound those that drive without insurance. Again, implement measures that treat driving as a privilege, not a right. Enforce "left lane for passing only." Texans, in general, are great about moving to the right for vehicles traveling at a higher rate of speed. Austinites feel they can cruise in the left lane because there is no enforcement. This causes congestion and safety concerns for those raised in TX, and know the rules by which we travel. For all lanes used as turning lanes only, install metal/concrete barriers that force drivers into said lane instead of the current setup which allows them to cut in line at the very last minute, thereby increasing delays/congestion.
better enforce laws. bikes do not pay attention to any laws. they are the danger. the police should enforce laws
Get the big rigs off 35 and Mopac.
Reduce congestion by encouraging companies to offer telecommuting options to employees
Build more roads now, like 45 South to 1626!!
Require licensing of bicycle riders, and enforce laws re. bike riders.
License Bicyclist and Bicycles so that traffic laws can be enforced
urban cable the wire austin
more light rail to connect outside areas to downtown

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 5 Results:



Other:

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

Build train connections & run trains 24 hrs a day
Slowing traffic speed of cars using neighborhood as a cut through
install traffic lights at S. Lamar & Toomey. Also at Barton Springs & Sterizing
Traffic calming - speed bumps
Get non-auto vehicles like bicycles off the streets
Bring back Uber/Lyft
Nothing
Ride share companied
Bring Uber and Lyft back.
Deregulate ridesharing to bring back Uber and Lyft. Accessibility is key.

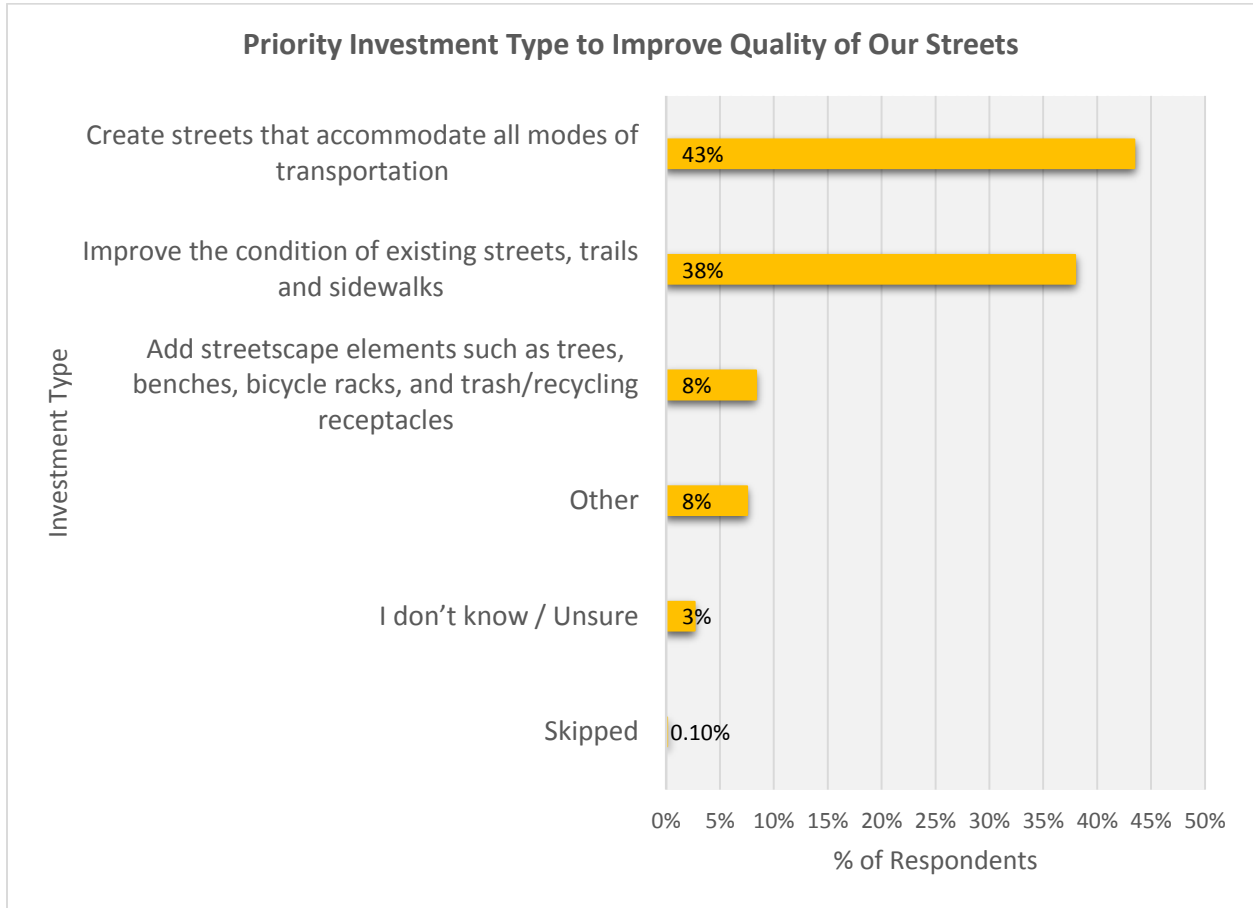
Bring back Lyft/Uber NOW - cabs aren't available as they don't like short trips
allow me to use Uber or Lyft
Construct SH-45 connecting Hays County to Travis County
Stop building in South Austin...too many apartments!
Bring back Uber and Lyft!
Promote TNCs that have cars available in my neighborhood (unlike taxi) — fingerprint free. In other words, stop wasting your time and my tax dollars trying to overregulate Uber and Lyft. Pooling in ridesharing is the best way to reduce congestion. It's cheap, it's safe, it's efficient. I don't care at all that they don't fingerprint. Anyone who does care doesn't understand the downsides of forcing it. Please stop falling pray to the flawed logic of fingerprinting. Please let consumer choice live. Please don't fall on a sword based on the false narrative of fingerprinting.
Build new and enlarge existing roads
bring back uber and lyft
allow ridesharing services to pick up
stop the back in parking on congress st, this is terribly unsafe
NO GATES
Add crosswalks
Fix the on-ramps and off-ramps onto I-35. They're too short and are generally terrible.
Bring back UBER and LYFT.
Encourage the increase of in-neighborhood, local businesses like neighbor markets and restaurants to whihc to walk to
speed bumps on residential streets
Increased options of private Ridesharing companies. Buses and Taxis are not the answer.
Bring Uber back !!!!!
Uber/Lyft
lower speed limit.
Get rid of the bike lanes nobody uses and add traffic lanes.
Increase width of FM 1626 to 4 lanes plus a turn lane from Manchaca Road to I 35
Fix I-35 congestion
first 3, all interconnected.
Remove bike lanes, increase traffic lanes, parking in front of our houses
Reduce "cut throughs"
Remove speed bumps and bike lanes that no one uses, add connections to existing streets
Increase roadways as the density increases. Folks always drive cars! Is is nuts to keep ignoring this.
fix our sidewalks
Monorail for long haul public transportation above grade
purchase ROW/widen streets for arterials and larger
We don't have public transportation in far south Austin
Insist that developers put sidewalks along with adequate parking on McMansions, multifamily redevelopments. Alsocharge hefty per diem fees when developers walk off or narrow road lanes during construction to accommodate construction trucks construction work and workers vehicles or narrow road lanes r

same as #4....need more and smaller buses, connecting into neighborhoods where we can either park or walk to the bus-stop.
quite overbuilding condos without proper traffic planning.
Again - poorly thought out -- why build sidewalks if they lead no place? It all works together
Uber and Lyft Services
More dedicated bike paths/bike freeways. See Minneapolis.
A commuter train that goes along SE I35 and slaughter. Park and Ride the train into the city
Increasing public transportation options to the very north and south end of the city is more conducive for an elevated urban wire public transportation system to help individuals have access to public transportation that they are paying for with their tax money. This means starting and ending stops need to be at Slaughtter Ln. and Palmar Ln.
I live in south Austin off of 1626, no one cares that we can't get out of our neighborhood due to high traffic volume. Create additional lanes, add a light. I have had to wait 10 minutes to pull out of my neighborhood due to oncoming traffic.
widen and clear existing sidewalks
Stop speeders and stop sign runners
Texans won't use public transit. To geographically wide spread.
These are all equally important to me.
Build the road that was slated to be built twenty years ago
I'd like to see Build missing sidewalks and Increase public transportation options and services. So, that when we get to our site we have great sidewalks to walk on to get to work, schools, stores or where ever we are trying to get to safely.
Decentralize the city to reduce the need for commuting
Increase the capacity of roads affected by growth in apartments
None
Expand arterials. Quit saying no to new roads
Improve on/off ramps.
blanket the city with light rail.
Same as above
Redesign of bridges and entrance/exit ramps to better handle increased volume of traffic
Install traffic signal at FM 1626 and Wayne Riddel.
SW45 connection to get commuter traffic off the neighborhood roads
reduce traffic thru west gate blvd. , especially south of william cannon
complete the extension of 45 on the south end
build more roads. I-35 has not been updated. Austin is the only major city in Texas with no "loop" system.
Na
Build missing sidewalks AND bike lanes (e.g., Davis Lane)
Better roads and more options
Stop trying to toll all of the roads which do connect my neighborhood
Keep cars from parking in bike lanes, on Barton Hills Dr for example.
Extend MOPAC to 1626/45South
None of the above are appealing to me as they would increase traffic flow through my neighborhood. I'd prefer traffic flow be decreased in my neighborhood

More parking off the street. Reduced parking on site has made a mess of neighborhood streets.
All of the above? In South Austin in particular, where the only connecting streets are massive proto-highways, more connections of all kinds are badly needed.
Safe bike lanes on Slaughter
have the metro rail start in Southpark Meadows
Rail from North Austin to past South Austin
do more grade separated bicycle and pedestrian intersection treatments, intersections are dangerous and prohibit more people from biking and walking
You can improve transportation connections by deleting the need for said connections. Improve zoning restrictions by allowing development to bring local businesses closer to where the connections are needed.
light rail is needed across the city
more B-cycle locations -- there are absolutely NONE on south lamar or 5th street west of Lamar, what's up with that?
Get the big rigs off 35 and Mopac.
All of the top 4 answers (connectors, increased options, more sidewalks)
Build another bridge over mopac. For cars. Make a major east-west corridor closer to the middle of town. For cars.
Build more roads now, like 45 South to 1626!!
All of the above. Much of the growth on the outside limits of Austin doesn't connect with anything (public transit, sidewalks, etc)
Stop holding events in my neighborhood
urban cable the wire austin

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 5 Results:



Other:

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

Many improvements have been made.
remve unused bike lanes and add another lane of traffic.
Fix the potholes like the one on my street thats been there for 18 months
Separate car and bike lanes
Bring Uber and Lyft back.
Remove unnecessary traffic lights/signals
Bring back Uber and Lyft!

Promote TNCs that allow me to cheaply, easily and reliably do work in the back seat while I am transported to work — fingerprint free. In other words, stop wasting your time and my tax dollars trying to overregulate Uber and Lyft. Pooling in ridesharing is the best way to reduce congestion. It's cheap, it's safe, it's efficient. I don't care at all that they don't fingerprint. Anyone who does care doesn't understand the downsides of forcing it. Please stop falling pray to the flawed logic of fingerprinting. Please let consumer choice live. Please don't fall on a sword based on the false narrative of fingerprinting.
expand existing roads and build new ones
get dogs off our trails
Uber and Lyft returning to Austin
add safe sidewalks everywhere
Fix the potholes and other issues with the streets. The options listed to "vote" for are most fluff items
Get rid of the bike lanes nobody uses and add traffic lanes.
Fix the congested intersections in S. Austin to better accommodate Hays County traffic using our roads.
More city thoroughfares
do NOT need more streetscape! really, people?
They have already come so Build It!
add additional auto lanes to existing streets
implement more roundabouts where possible
Add capacity, repair signal controls
Improve intersections. turn lane length
Remove unused bike lanes
Add capacity - do not waste what could be valuable traffic lane space on bikes, which no one uses
Remove bike lanes and speed bumps
Improve the roads, period. Get that done first then sidewalks. Let the other stuff wait.
purchase ROW/widen streets for arterials and larger
Require bike riders to obey traffic laws. Consistent ignoring stop signs and signals is dangerous. License plates on bikes would help identify offenders.
None of these is most important--it depends on the street you are talking about. I don't believe we should have streets that accommodate all modes of transportation. When I bike, I do not go on the same roads that I would use when I drive. For example, South Lamar should NOT have a bike path on it. There should be other connecting streets nearby that bikes can use. Streetscape elements would be good for some streets (like downtown, or where it is walkable) but those would not be needed on South Lamar, which is too busy to be enjoyable to walk on.
Widen sidewalks
quite decreasing street size to accommodate bikes
Create streets that accommodate all modes of transportation in conjunction with better public transport to reduce cars
Priority- repair poor street conditions throughout city.
fewer 2-way streets downtown
Reprogram the lights so that the 'right-turn' signal and the 'walk' lights are not on at the same time (see 6th & Lamar, 5th & Lamar for examples). That screws up traffic more than anything else and is unsafe as well.

More major thoroughfares north to south.
Focus on fixing the congestion instead of adding complexity. We have the same roads for 2 million people that we had for 500K, for Pete's sake. Adding bikes and trails does NOT help.
Build new and larger roads
improve capacity. Too many developments have been completed with no attention to the impact on two lane roads.
Build roads
Expand capacity. Eliminate bicycle/ped in areas that aren't used
add shoulders to the backroads where none exist (presents extreme danger to cyclists especially with elderly and young drivers behind the wheel in my area)
Build more roads
Remove through trucks to IH130
Increase auto lanes
Make them less congested :)
get thru trucks outta town!!
None of these! Need more multi lanes of streets connecting east and west to the main thoroughfares
Focus on the streets we have that can be widened and/or improved to take some of the congestion off 35 and mopac.
Quality will be increased when capacity is increased and people can get home faster.
close off residential streets as throughways
reduce traffic thru our west gate neighborhoods, especially south of william cannon
complete the extension of 45 on the south end
Build to allow better motor vehicle traffic
Improve existing streets and intersections
make streets that are made for autos and are designed to improve traffic flow.
Take pride in neater patching, fix potholes, stripe frequently with better and more reflectors.
The streets are not the problem, in my view. Traffic and congestion is.
Build more roads
traffic calming in my neighborhood
Extend MOPAC to 1626/45South
more lanes, don't remove lanes to add bike/bus areas only
Also, all of the above. I suppose the first is most important, as it contains both the other two options.
Sidewalks & bike lanes
Reduce the number and width of curb cuts and restrict turning radii so cars turn at reasonable speeds. Shade is also a must.
Motorcycle safety, share the roads, look twice for motorcycles and bicycles
All of the above, Need trees for shade, need continuous bike routes with designated lanes, and end use facilities for bikers...
Need sound wall on E. side I35, south of Slaughter.
u have made some roads dangerously narrow in order to put in bike lanes
Get the big rigs off 35 and Mopac.
Build another bridge over mopac. For cars. Make a major east-west corridor closer to the middle of town. For cars.

Build more roads now, like 45 South to 1626!!
urabn cable the wire austin
Las primeras tres respuestas!

Geographic Scale

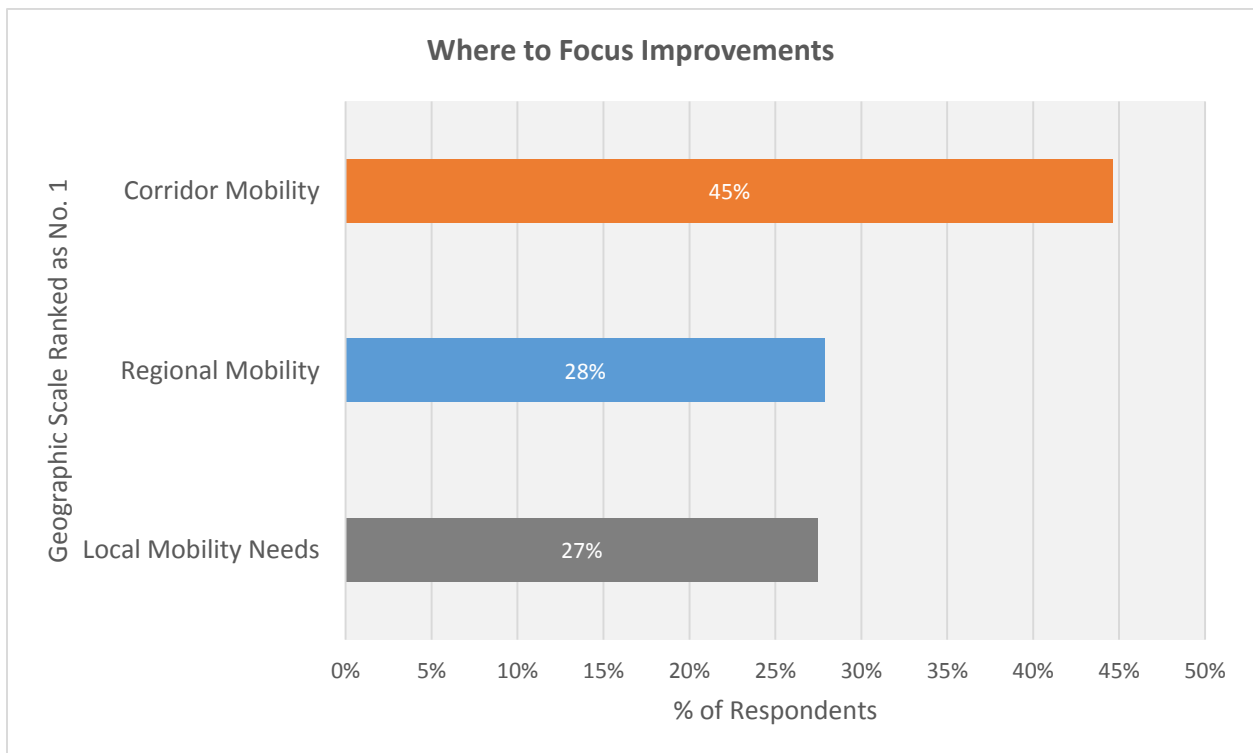
**Question 8: Given your answers, where do you feel the City of Austin should focus improvements?
Rank in order with 1 being the most important**

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.

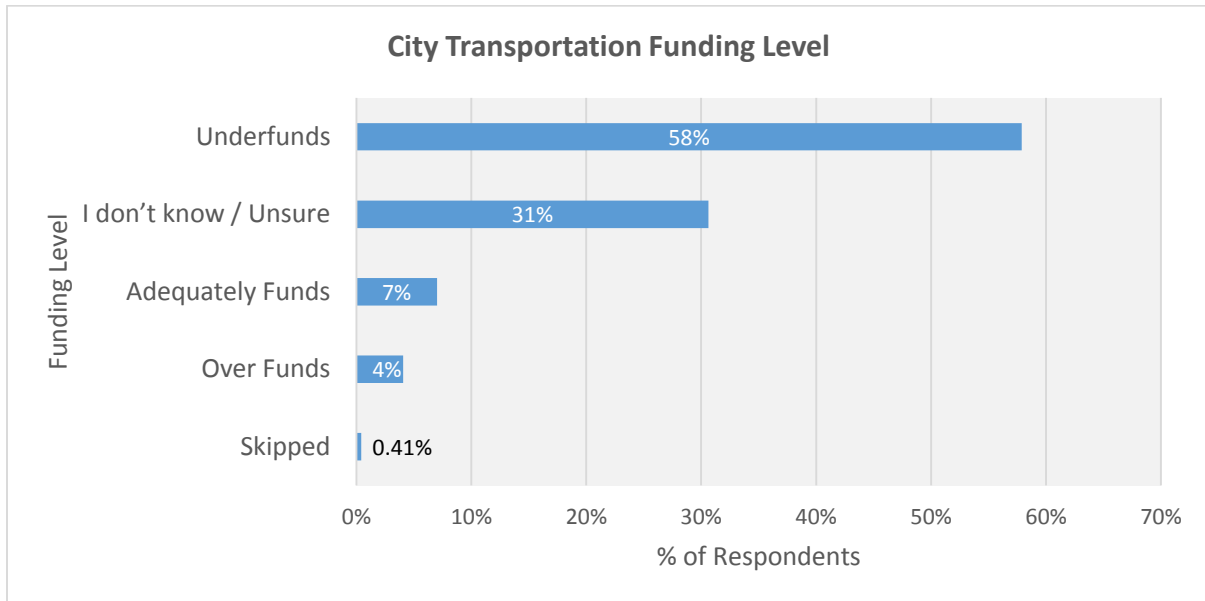
Local Mobility Needs: projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 5 Results:

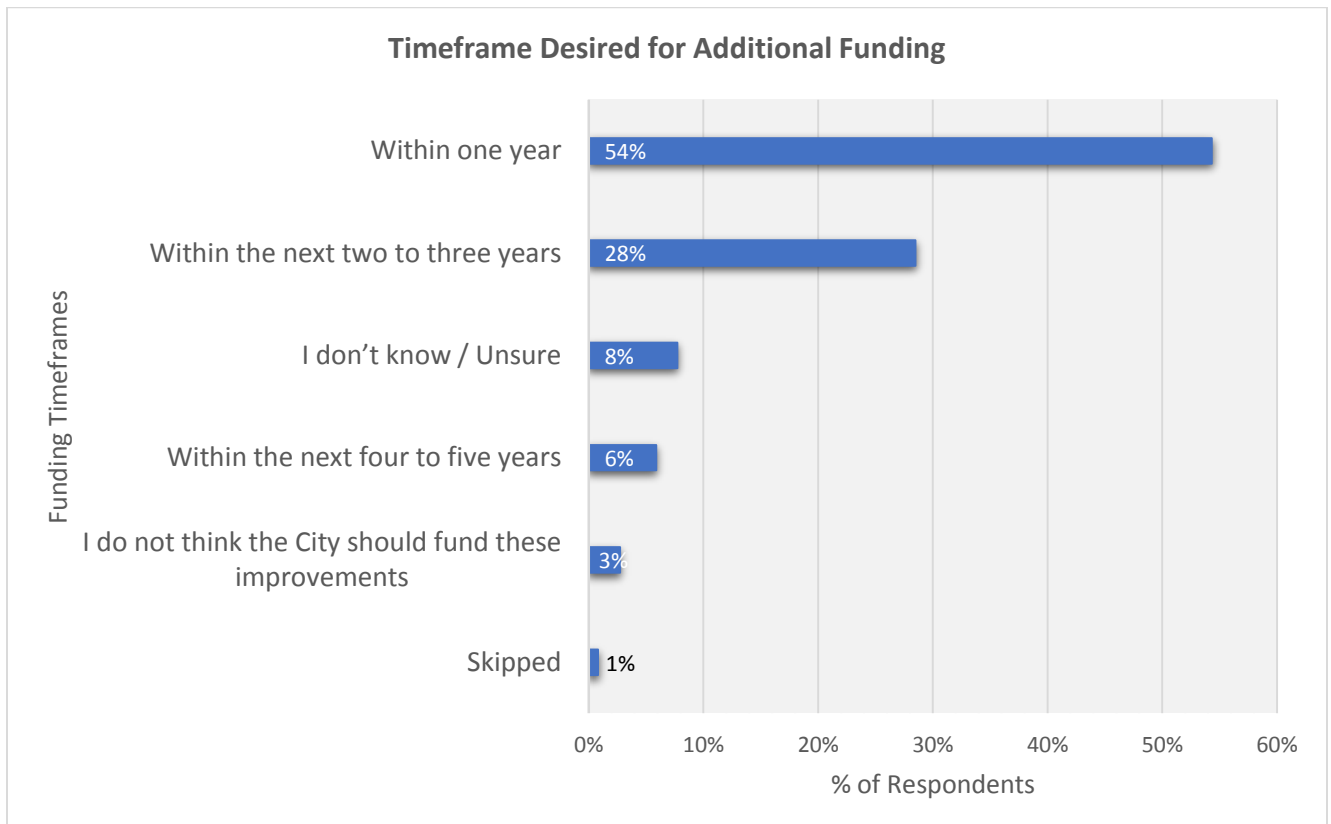


Funding

Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs? District 5 Results:



Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified? District 5 Results:



Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here. District 5 Results:

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

<p>There are other things the City and Cap Metro can do, such as put bus stops AFTER a major intersection rather than before; on main thoroughfares have places where buses can pull out of traffic when there are two or fewer lanes going in one direction to help speed up traffic; set turn lanes so that they are not activated unless there is a car in the turn lane; adequate parking near major bus stops such as the 803 (I think) that runs from Westgate to the Domain; widen roads for bike lanes rather than reducing vehicle lanes; and ensuring there are DEDICATED RIGHT TURN LANES when a former "country" road (i.e. Davis Lane) is redone to take more traffic. At 5:30 p.m. two days ago there were 64 cars in line to either go straight across Manchaca Road or trying to turn right. With no dedicated right turn lane, anyone wishing to turn right onto Manchaca Road may sit through multiple lights due to traffic crossing Manchaca Road.</p>
<p>I believe that funding is adequate, but not used correctly spent.</p>
<p>Bring uber & lyft back. Runs trains 24/7. Build train tracks south of the river. Emulate successful transportation plans. Nyc, Boston, or DC</p>
<p>The city council has done a disservice to Austin with how the Uber/Lyft situation was handled. While the votes were against uber/Lyft, turn out was low - With all the problems and dissatisfaction with the almost non-existing transportation options that are starting to bubble up- I would not be surprised to see high voter turn out come election time for most sitting city council members....</p>
<p>The city should work with federal, state and other agencies to move IH35 out of the city. It has been a disgrace in social, economic and security terms to have this highway crossing and dividing the city. It may be said the same about MoPac and the railroad. But, the priority should be first to move out IH35.</p>
<p>Efficient mass transit would certainly be helpful. I feel that our problem is not the absence of mass transit, but it is so inefficient and impractical. The closest bus stop to my house is almost 4 miles, and there is no place to park my car. Usually during the day I see these huge buses with maybe 6 - 8 people inside.</p>
<p>Please do not propose bike lanes, as they are colossal wastes of money. Please build additional road capacity to reflect the facts - there are a lot more people living here and they drive cars. Nothing you can do will change either of those facts. Also please eliminate the unnecessary regulations which ran off Uber and Lyft. I know the taxi lobby pays well, but you have taken away the one thing that actually made a measurable improvement in transportation in this city in the past several decades and if you actually care about your citizens, not just the taxi companies that gave money to your campaigns, you will repeal the ordinance.</p>
<p>Focus on the basics and quit trying to micro-manage business activity and infringing on our freedoms. The city spends WAY too much time on non-essential things!</p>
<p>Bring back uber and lyft! I take them all the time and couldn't care less about fingerprinting! The only people who care about fingerprinting have no idea how the app works. Drivers can be tracked and are not anonymous like cab drivers!</p>
<p>More commuter rail into the city. Lots of bike and car2go availability at rail hubs. Much later public transport (i.e. rail) availability. Redo bus lines a la Houston.</p>
<p>Enforcement of existing traffic laws like Williamson County does would help immediately and shouldn't be a cost.</p>

Change entrance and exit ramps to I-35 from Slaughter to Round Rock border, require 18 wheelers to use Toll Rd from 5 - 9 am & 3:30 - 8pm 7 days a week and let them use toll Rd free
I feel that Austin should press for state and federal grants, and partnerships especially for funding of highways, etc. but also for increased public transportation - specifically, light and/or elevated rail.
It doesn't matter what people say here, at city council meetings or at the ballot boxes. A small group of ex-hippie liberals have decided Austin will have light rail, buses, bicycles and all other modes of traffic are simply not considered. Do all of us a real big favor and stop wasting our time with silly surveys whose conclusions have already been reached.
Bring back ridesharing!!! This was the single most impactful transportation alternative that has now been removed by needless city oversight.
Our streets are unsafe for cyclists and pedestrians. Too many people get killed and injured every year. Speeding and running red lights happens way too often and needs to be controlled. Not sure how to do that, but it can be very scary out there. Thanks for any improvements!
Get homeless people off the streets for everyone's safety!
Look to Phoenix and other city's who had to deal with rapid growth challenges.
Bring back Uber/Lyft
I understand the City's arguments against, but I definitely think we need Uber and Lyft back in Austin-- not only to decrease congestion, but I have a ride home when I drink too much!
Thank you for soliciting citizen input. Austin streets don't feel safe anymore -- I know we can do better than this.
Am pessimistic about bonds, etc., because of the frequent delays in implementation, cost overruns affecting which projects can be done and others being dropped. How about some performance guarantees if we vote in another bond?
Please work with Uber / Lyft and bring their services back. (The alternates being offered by my Dristict's office (5) have below standard consumer ratings OR do not operate in Austin.)
City has done a dismal job managing infrastructure projects. Need more experienced professionals in the engineering office
Please remove bike lanes from busy streets and put them on less busy streets. An example of this is South Lamar. It would be safer to have bicycles on adjacent, less busy streets, but in order to do this you will need to make more connections in adjacent streets. The problem with South Central Austin is too many roads do not connect, and bicycles are not clear where else they can ride. However, Kinney is a good street to use, and other streets must be connected so that bicycles have other less dangerous routes to use.
Bring Uber and Lyft back.
I believe that getting more cars off the road is important. We do not have enough taxis to provide rides. Deregulating ridesharing would give the needed service so many commuters want and let them not have to buy or take their car to work.
TNCs like Lyft/Uber were working and you drove them off with totally unnecessary fingerprinting!! The alternatives like GetMe are TOO EXPENSIVE and unreliable!!!!!!
I believe that corridor and regional mobility need to include viable rail option to move the population. Stop just adding toll lanes!
Please work on bringing uber and lyft back by removing fingerprint requirements. Ridesharing is a no brainer to reduce the number of cars on the road, congestions, parking issues and safety. Less DUIs, DWIs, more visitors, better business. Move us forward. STop protecting the antiquated taxi companies.

<p>The City of Austin is misdirecting the use of transportation funds. Instead of bike lanes, side walks, and ideas of a rail system that are only narrowing an already limited roadway; maintain and expand the existing roadways. Austin B Cycle bikes are a fun tourist attraction, and convenient for a quick errand for those of us living and/or working downtown, but are in no way a contribution to alleviating traffic congestion.</p>
<p>Repeal background checks on TNCs. Citizens of Austin do not want to pay high taxi rates when Uber/Lyft will charge half of what a taxi will charge to go the same distance. Allow for citizens the option to choose, rather than have one, city regulated, expensive option - since public transit is limited as well. Additionally, make sound judgments on highway improvement (when/where/how). Citizens of Austin do not need another "MoPac" incident that is over budget and behind schedule.</p>
<p>Reduce or eliminate funding for projects which benefit less than 50% of the populace and redistribute it to the more needed infrastructure.</p>
<p>I would like to see at least one more car added to the current light rail system, instead of only two cars, especially at peak hours, and additional hours of operation for the light rail (earlier and especially later hours). I would also like to see unused railways in south Austin converted to bike paths, unless the City is planning to use them for increased light rail.</p>
<p>Please work to bring back ride sharing companies and improve public transportation options such as rail. This will reduce traffic, parking problems and accidents and drunk driving.</p>
<p>Glad to see the city begin trying to fix a problem that Uber and Lyft already solved. Hopefully you can figure out how to do it better while creating jobs for the people that now are in need of full and part-time work in order to live in a city with a sky rocketing cost of living.</p>
<p>Please mitigate cut through traffic in our neighborhoods. Make all streets accessible for all users, all modes, all abilities. Focus on neighborhoods and safe routes to schools and civic/community anchors. Separate trail system for bikes/peds NETWORK using waterways and drainage basins. Plan to connect neighborhoods, corridors, and REGIONAL trails and bikeways. Fully fund the Bicycle Master Plan and Sidewalk Plan ASAP. Make intersections safer, particularly on our clogged, surface level arterial roads. Bike lanes, Bike facilities, Bike Trails, MUP's, Network, Regional Bicycle Tourism !</p>
<p>Please connect the amazing new bicycle bridge over Ben White near Barton Creek and MoPac to south central Austin (Stassney/Manchaca area) so that we can safely bicycle to the central Austin area. Right now that path goes....where???? I can't even tell who could use that to commute. Insane cyclists sometimes ride dangerously along Ben White over the bridge on which Ben White crosses Barton Creek in order to get to the MoPac access road's sidewalk to go downtown. There's gotta be a better way...</p>
<p>Why are there no real public transit options in South Austin when there is a train that goes to Leander? Half the South Austin bus stops don't even have an awning and there's no bike lane on SoLa.</p>
<p>An adequate railway system going into town would drastically reduce traffic from personal cars, and also reduce parking headaches. Since this is not available, I have depended on ride sharing companies like Lyft. Now that Lyft and Uber have left, the city is in dire need of a solution to its transportation problem. We NEED to bring ride sharing back or construct a railway system that people will actually use!</p>
<p>Not one question relating to the disabled. Why do I use a car? I am disabled, but able to drive. There really is no other solution. Metro Access stinks. My aunt used it. All she did is wait and spend hours on the bus. For me, the nearest bus stop is barely in walking distance for me. The bus does not even go to the nearest grocery store. I would have to take a bus to get to the nearest Car 2 go site. As far as I can tell, if you live away from the city core, you are on your own.</p>
<p>We have a mobility crisis in Austin, and we need to look at the big, long-term picture, and do so ASAP. Would like a greater sense of commitment and urgency from government on this.</p>

Being back Uber and Lyft!
Fingerprint free TNCs are my #1 priority. If you would just give up on fingerprinting, I'm sure Uber and Lyft will come to the table on where they stop to pick up and drop off passengers. You are seriously throwing out the baby with the bathwater by trying to force fingerprinting with no real proof it's any better. I'm really upset with this ignorant and narrow minded crusade to force fingerprints many of you are pursuing. The FBI fingerprint database is not gospel. A hodgepodge of one-sided anecdotal stories does not make for material evidence. Seriously, I'm disappointed in your lack of critical thinking on the externalities and downstream impact of such an unfounded stance as "we need fingerprinting to keep people safe" on business models and the city. Do some real research. Understand how businesses work. Supply and demand. I say "you" overly broadly — the Honorable Zimmerman is, well, the man — he gets it. Shoutout to him for actually thinking pragmatically about this. In other words, stop wasting your time and my tax dollars trying to overregulate Uber and Lyft. I don't care at all that they don't fingerprint. Anyone who does care doesn't understand the downsides of forcing it. Please stop falling pray to the flawed logic of fingerprinting. Please let consumer choice live. Please don't fall on a sword based on the false narrative of fingerprinting. I believe you can turn this around, just stop sucking on this one — it's really easy, just wake up one morning and say to yourself: "You know what, my value to society is more important than trying to force fingerprinting in this realm. Let me focus on REAL problems and stop CREATING problems. I am a good person that can do good things, let's leave this fingerprinting issue in the past — I'm better than this."
Please don't give up on mass transit innovations like rail, gondolas, auto driving vehicles, etc. we desperately need increased density on our limited roads.
Deregulate txi companies and allow Uber and Lyft, etc to come back. That's huge.
Encourage telecommuting. Encourage TNCs, but not at the expense of safety. I voted against Prop. 1, but favor TNCs.
Streetscapes will cause significantly more traffic and safety problems than they help. Streetscapes minimize lane width that causes problems for commercial/industrial vehicles that use the roads at the same time as private vehicles. PLEASE do not consider them. I've been in several eastern communities that installed them and regret putting them in. Several are now removing them for the reasons above.
The city wastes an incredible amount of money. Lower my taxes. Remove tolls. Make these mobility improvements by spending the money we give you more wisely. It's ridiculous that a \$1.4 billion dollar rail system would have gone 9 miles and removed existing car lanes from riverside. Glad it was voted down. Lyft and Uber are tax free and require no wasteful government input whatsoever and were super popular. Bring them back. Keep government doing what it does best- build more bike paths everywhere (the elevated one for violet crown trail is perfect, as is the sidewalk on northbound mopac feeder road- more of those), synchronize the lights, build highways efficiently with my tax dollars. More speed bumps on residential roads near schools. Consider allowing motorcycle lane splitting as well. Consider "reversible" traffic flow: Some form of 4 northbound lanes + 2 southbound lanes in the morning, and the opposite in the evening rush- best use of existing capacity.
Quit being politically correct and build the roads
I see plenty of streets with spare room for a dedicated bus and/or protected bike lane. Let's do that EVERYWHERE.
Stop having street construction during the day. Move all road construction to night time only. This includes all underground utility work.
teh city needs to figure out how to get uber and lyft back

<p>We really need a public transportation system that is sufficiently robust and efficient that folks will stop driving so much. Traffic congestion is really awful, and I would love to use public transportation more, but it is so inflexible, time consuming, and does not go all of the places I need it to go efficiently. I would like to see MAJOR investments in a public transportation system that will adequately serve the city Austin is becoming.</p>
<p>There is no amount of extra roads or toll roads that will help transit. Something drastic should be done. For example, selling off municipal and federal buildings downtown to private businesses and using the proceeds along with perhaps bonds to rebuild east of town. Then improve the highway systems running east and west if needs be. This would reduce people who live in Round Rock, Pflugerville, Dripping Springs who have to commute into the city for tens of thousands of municipal or federal jobs. These people unfortunately cannot afford to live close to the center of the city but folks who work for businesses might be more able to. This would reduce the congestion going north and south in the morning as well as create additional tax revenues from the businesses and people occupying those buildings downtown.</p>
<p>Prop 1 was presumably about requiring TNCs to act like cabs, but it should have been the other way around. Require cabs to use a background check system that can provide an answer within 2 days; lift the artificial cap on the number of cabs; require that riders have the ability to provide individualized feedback on cab drivers back to the owners; require GPS tracking of all cab drivers, etc.. And, if there is any movement to classify TNC drivers as employees, that should be extended to cabs and require that cab company owners classify cab drivers as employees.</p>
<p>I do not believe there are any viable solutions for congestion that don't involve (1) dramatically increasing funding and quality of public transportation, and probably (2) fleets of self-driving taxi-like systems. In the short term, the best thing that I can think of for our city to do is introduce tolls coming in to the city from outside. The suburbs aren't paying for what they use, transportation-wise. Also, I believe that any tolls, fines, etc that we levy for transportation need to go toward mass transportation.</p>
<p>Please do not waste money on bike lanes. No one uses them and they add to congestion. No one will ride a bike in Austin in the summer. Also please undo the ridiculous Uber regulations the taxicab industry paid you to write. Uber was the only meaningful improvement to transportation this city has seen in twenty years and you took it away out of some misguided notion about corporate rule that was pretty rich given that the taxi companies paid you to write the regs in the first place.</p>
<p>I think all streets in Austin need to be improved. Better longer lasting streets.</p>
<p>Over the last 15 years I've seen the city grow with no leadership on how to manage that growth. It's time to recognize that ignoring transportation issues will not lead to less people moving here. Traffic is an issue in every major city, it's time we invested wisely in ways to manage it that are not toll roads. We have geographic issues that make the typical Texas model of 2 circular highway loops around a downtown core unfeasible. Find, fund and build other options.</p>

<p>Austin public transit is a joke; buses block traffic at all stops and take a ridiculously long time to arrive. We need a regional rail system, using existing track (to begin with), which means booting Union Pacific off of MOPAC: UP can bloody well go around the city instead of through the center of it and monopolizing the only viable commuter rail track in the region. Build bus stop turnouts to get the behemoths out of the traffic lanes when they stop. Ridiculous that you can get stopped behind one of them and that's the only thing worse than being IN one of them. Bicycle routes are dangerous and need flyovers of major intersections such as RE Lee and BS Drive. What is with that intersection???</p> <p>The Umlauf point retaining wall is leaning into traffic and there is barely enough room for turning lanes, much less bicycles and pedestrians; and one of the busiest pedestrian and bike crossing areas in the city. All of RE Lee from BS Drive to BH Drive needs to be redone: put the wires underground and make room for bicycle flyovers. We need separated bike paths into the heart of the city and not just rely on the increasingly overcrowded lake trail. Converge rail, bus and bicycle routes at the Amtrak station and connect the existing joke of a light rail system to the Amtrak station. Tax gasoline and high-rise development for funding before we run out of developable space and abandon carbon energy. Austin transportation is a real mess; can't believe you still allow so many high-density developments without even so much as lip service to transit.</p>
<p>More bus routes. More nighttime routes. More bike lanes. More bike-only paths. Expand Ridesharing to suburbs. Bring back Uber and Lyft. Remove protectionist taxi laws.</p>
<p>Bring back Lyft / Uber, and Increase Public Transportation options and coverage is a must, there are so many neighborhoods where the close bus stop is miles away and routes are not frequent enough. Not having these options just increase the number of cars on the street and make all other issues worst.</p>
<p>Bring back the Dillo. Or make buses smaller. You can barely fit in the lane beside one. Stop encouraging people to move to Austin. All of us have event/festival fatigue. Uber and Lyft were so helpful, get back to the table with them.</p>
<p>stop the back in parking on congress street, this is terribly unsafe and difficult</p>
<p>I live in an area where I could walk to everything I need, yet, I feel unsafe doing so. Sidewalks need repair and clearing; transients need to be regularly dispersed from underpasses (Manchaca and ben white, in particular), trees need to be planted on pedestrian thoroughfares to provide shade in the heat of the summer, and enforcement against speeders on Manchaca would help a lot.</p>

Dear City of Austin - I have lived in Austin since 1997, and have seen the explosive growth of the city and the insane congestion and amount of cars on the roads. When I moved here, all of the old trolley lanes that ran throughout downtown and elsewhere were still exposed. Then they were covered over to accommodate more cars, instead of being revitalized into a modern day trolley system. I still remember when the Armadillo Trolley ran downtown. It's sad to me that all of that could have been used then, and now we are scrambling to provide alternatives to cars. When I lived in NYC for two years after college, I didn't have a car, and I rode the subway or took cabs everywhere. It felt SO good to not have to drive for the first time in my life!! Now, I'm a single mother of two children, and I have to have them in car seats in my car, which I drive alone. If there were a reliable transit system like the subway system in NYC, I wouldn't have to drive everywhere, but, this is Texas, and we love our cars. ;) I grew up in Dallas, and in the 80's my dad told me that the city had bought the Santa Fe rail line that ran behind his office in order to build a light rail system, which became known as the DART Rail. Dallas planned ahead, and now the rail thrives and connects the entire city with a comprehensive mobility system through DART. I am a resident in SW Austin, and there are numerous intersections that are worrisome, and seems that the city has not addressed as being a priority. As Austin continues to grow, more and more people are moving SW and beyond (to Kyle and Buda), and the infrastructure is just not there to support or accommodate the extra drivers on the road. Of course, all of this could be solved if there was a light rail system that fully connected SW Austin all the way to North Austin, but let's get real, that's never going to happen.

1. Slaughter Lane: I understand that the Manchaca/Slaughter intersection has been seen as one of the most deadly intersections in town, and that there are plans to improve it, which is great. My main issue is with the Manchaca/Slaughter and the Slaughter/Brodie intersections. It is confusing as a driver when there are no signs that say that the lanes you have been driving in suddenly become left or right turn only lanes. Also, the traffic from Brodie to Mopac (both ways) is like a freeway, especially during am/pm rush hours, and trying to get my children to and from school (am/pm) sometimes can take up to 20 minutes to go 2 miles. Since Slaughter has such large grassy medians (from Manchaca to Mopac), and you know that traffic is as bad as it is there, why not add additional lanes, make the lanes clear to drivers as to what is a straight lane and what is a turn only lane, and provide better flow-thru? This makes no sense to me why this hasn't already been done. I've also witnessed multiple accidents (one fatal) on WB Slaughter (at Brodie) right in front of the shopping center where Maudie's/Starbucks/Whataburger is.

2. Southbound Mopac/290/William Cannon: I actually called the city and spoke to an engineer years ago, when the flyovers connecting 290 to Mopac were finally being built, in order to express my concerns about the converging entrances and exits at the above mentioned intersections. He said nothing converged at the same time, and that it wasn't a concern. Well, it IS a concern. Now that the flyovers are in place, this is the scenario: 290 flyover connecting to SB Mopac enters just before traffic from the SB access road enters Mopac, then the exit for William Cannon is right after that, PLUS there is traffic flow-thru from existing cars already traveling on SB Mopac. That's 4 points of convergence. Also, during pm rush hour, the traffic exiting for William Cannon is backed up halfway into Mopac, blocking the 290/SB Mopac entry, and the entry for the SB access road. It's amazing that more wrecks don't happen there. It's a very scary and poorly planned area of the highway.

3. NB and SB Mopac between Slaughter and 290: This section of Mopac needs to be widened and have a third permanent lane installed. Mopac is more than wide enough to accommodate a permanent third lane in both directions. Again, during am/pm rush hours, Mopac is like a parking lot. There's a short 3rd lane on SB Mopac, but it stops after Wm Cannon. Thank you for your time!

Best, Jenny Perkins

Removing vital ridesharing services from our city and made it worse.

<p>A proper city has lots of viable transportation options, including public transportation, viable bike and walking trails, taxis, TNCs, etc. It's important to provide as many options as are viable to people, who will have different needs from each other, and even different needs at different times. I will also say I applaud Mayor Adler's push for more telecommuting to reduce the level of traffic in the city.</p>
<p>I think there's a need for a north/south passenger rail line. I live in the south side of downtown but work in the north east side of town. Shifting work hours or taking a bus aren't viable options. A well-planned, reliable commuter train would free up my time and ease congestion for everyone.</p>
<p>Bring back lyft and uber. You have crippled transportation in this Austin, which is already a nationwide joke regarding that.</p>
<p>Public transportation is most important</p>
<p>Is it possible for the City of Austin to work with other cities such as West Lake or Buda to provide additional service to these places? I live in South Austin and work in West Lake and the farthest that any bus goes to is Walsh Tarleton, where I have to get off the bus and then walk 1.5 miles to work. Letting the buses go farther north would help a lot.</p>
<p>The City needs to do whatever possible to get Uber and Lyft to come back to Austin. It's completely unacceptable that CM Kitchen and others on the Council put their own egos before the safety and mobility needs of Austin's citizens. Since CapMetro is such a limited and unreliable service, we as a City need to welcome any safe available option to ease the nightmare that traveling in and around Austin has become. Expanding CapMetro/public transportation is the ideal option, but not enough is being done quickly enough to keep up with growth. We need solutions now, not in 10 years.</p>
<p>Utilize the current railroads and build it out!</p>
<p>Having lived in Chicago for a number of years I was disappointed to see the lack of public transportation in Austin. I know that it is inconvenient to build and update the existing system but it would be well worth it especially given the constant growth of Austin. It honestly should not take 50 minutes to go somewhere it should only take 15 to get to.</p>
<p>Stop fighting Uber and focus on the big picture. Wasted money and time on ride sharing services rather than a holistic look at the options fails the residence and decreases safety by removing safe rides home from the options.</p>
<p>I think we need to stop spending money on bicycle access. Emphasis needs to be on underserved communities - getting efficient public transportation to all neighborhoods in order to decrease cars on the road. This is not exclusive to poorer neighborhoods - but definitely includes them. Many more people would take buses if there were more of them that came more often and went closer to their work. Not that many people ride bicycles to work - it does not really decrease congestion. It is a small population that needs bike paths.</p>
<p>Please bring back Uber and Lyft. We may have to buy a second car without Uber and Lyft, and with a child on the way, I wanted to save that money for her college education, not spend it on a car.</p>
<p>I am VERY unhappy about the loss of Uber and Lyft. The cab service in this town has been horrible for years. By horrible I mean: they don't show up, they won't take you where you want to go, and charge too much. I also had a cab driver sexually harass me in the cab and try to follow me into my home after he dropped me off. The city has consistently shot down expansion of public transportation for years and has zero west side service. We need rail, TNC's that don't act shady or over charge (i.e. taxis and Get Me) and provide adequate alternatives for drunk drivers. If you want people to spend their money here, you have to provide the infrastructure that makes it easy for people to get around and get home in a safe manner. I have not been impressed with the dumb expenditures the city has made: like the train that quits running at 6pm and only helps a small portion of the city. As far as traffic flow goes, why not ticket cap metro drivers who "block the box" all the time. Also, why not put those signs at EVERY intersection instead of just a few?</p>

<p>It's really sad that the city chose to give in to the demands of the local taxi cartel instead of providing regulations that would allow innovative transportation companies to exist in Austin. The City Council has done nothing to improve safety and in many ways has set back the safety/DUI reductions that we've seen over the last few years. This will be remembered come election time.</p>
<p>No more money is needed. Enable ride sharing companies to function here in order to service those of use who need to access downtown and the airport without parking and without risk of alcohol related accidents.</p>
<p>Taxi services are woefully inefficient and impractical. Bring back ride-sharing services.</p>
<p>Please look at roundabouts as a replacement for traffic lights in busy intersections. They are much safer and improve traffic flow.</p>
<p>Ride Sharing has made the biggest positive impact on transportation in this city in my adult life. It absolutely needs to be the top priority of the city council to get it back in some way shape or form that is affordable and efficient.</p>
<p>Regional rail with lots of stations and good connections is the answer to I-35 congestion. The freight lines should be moved east of town and the existing rail lines should be converted to commuter rail. There is no good reason to have freight trains going through the middle of Austin.</p>
<p>The city council has proven that they will not pay attention to the responses provided by residents in surveys and thus will not utilize any of the data that I have provided in their decision making. This has been shown with the Mopac improvement project as well as the permanent water restrictions just recently put in place.</p>
<p>With our transportation problems being what they are in this city, I still cannot believe the City Council mucked up what was a good thing regarding the TNC's. My confidence in their being able to lead us to solutions was negatively affected by their mishandling of this subject.</p>
<p>My thought is to add more express buses and routes specifically to downtown. That seems to be the quickest, cheapest option to reduce the horrible rush hour traffic. It would provide immediate relief while waiting on these other options. Also solve the Uber/Lyft issue. Driver fatalities will go up without them. That is more important than the fingerprint issue or making the taxi association happy.</p>
<p>We need local government to concentrate on implement road/highway improvement to accomodate the large influx of people moving to Austin, instead of wasting tax payers dollars trying to micromanage Uber/Lyft and running them out of the city. Because of you intrusion, we have more drunk drivers on the road and the streets are not safe!! Lives will be lost and people will hold their local representative responsible, as they should!</p>
<p>Should have Uber/Lyft in this city.</p>
<p>Until The Mayor, City Council, COA Department Heads and Travis County officials regularly ride bicycles to work don't talk to me about alternate means of transportation. The COA with it's extremely high cost of living pushes people to the suburbs which in turn creates more traffic. Until Austin has a tax and City fee rate equal to or less than the suburbs the traffic problem will exist. The COA is it's own worst enemy.</p>
<p>Traffic is the number one thing that Austin is becoming known for. If affects the live-ability of the City like no other factor (except maybe the August heat). It limits our quality of life, and even our choice of employment. Rail needs a fair chance (which would mean it runs from more places to downtown, including nights and weekends. Let's get the Mopac improvements completed ASAP, and get started on whatever's next to get those commuter corridors functioning.</p>

<p>The City needs to create plans for alternative public transportation options (city-run ride sharing, light rail systems, etc.) that are deeply thought-out and well-designed, and then make serious efforts to educate residents about the benefits of those systems. There is a lot of misinformation out there coming from "taxpayer advocate" organizations and other more conservative, anti-public-transportation groups. The City, like many other public entities, doesn't do a good enough job educating and reaching out to its residents - especially the low-income residents that these public options would benefit the most.</p>
<p>City of Austin has TERRIBLE public transit options. There are many of us that would like to ride the bus/train and walk, but because of frequency and routes, it becomes so logistically difficult, that we end up driving. Creating more traffic.</p>
<p>Uber and Lyft need to be in Austin</p>
<p>Priorities need to shifted away from roads to funding more options.</p>
<p>Enforcement of property owners responsibility for landscaping overgrowth and adjacent amenities clear of pedestrian and wheelchair accessibility. Safety issues to be enforced, speeding, texting. bicycle laws and education, wheelchair accessibility with curbcuts, ramps, sidewalks (SAFE) would like to see more civilian enforcement or reporting programs for auto abatements, code violations, programs to help the City thru volunteers who would do the "foot work " and work with city employees as a partnership.</p>
<p>I have seen Austin approve so many bond votes, but then it takes years or never to see the fruition of that bond. Speed up the implementation of bond money.</p>
<p>This survey talked a lot about car bikes and sidewalks. But I don't see bike congestion anywhere, so why do we need to expand that. In areas where there are sidewalks I don't see a lot of pedestrians congesting the sidewalks. So why put money towards a problems that doesn't exist. And in the suburbs people just walk in the road regardless if there is a sidewalk or not. So we have no obvious problem with bikes and pedestrians clogging up sidewalks and bike trails. The obvious problem that we have is with the cars and not enough room for them. Mass trainset is needed, but must be comprehensive and efficient. I can't get to a bus without driving 3 miles. We need an elevated monorail system or Personal rapid transit (PRT), also referred to as podcars that uses a fleet of small, automated car-sized vehicles to transport passengers along a guideway from point A to point B, on demand and non-stop as Richard Garriott is proposing. That is the answer.</p>
<p>Offer tax incentives to "existing, already here" businesses to set up carpool plans for employees instead of offering millions in incentives to companies who "want" to come here already. Take care of those that are here. Ban large trucks from IH-35 during peak times. Give them free tollway access during those times as an incentive</p>
<p>Mandate that all semi-trucks use the right lane only from Kyle thru Georgetown. With the semi-trucks using the two right lanes all other traffic is essentially confined to a one lane road. This is about the only way to get the truckers to use 130.</p>

<p>Get connector buses that go north/south and east/west. For example, there's an express bus that runs north/south on Lamar. However, once you get off that bus, you may be out of luck to finish the last 1-2 miles of your trip to go east or west on a connecting street (e.g., 35th street). The connections are too few and far between to make it feasible to take the bus - it turns a 20 minute trip by car into a 45 min-1hour trip by bus. And I won't even talk about what that's like when there's a thunderstorm at rush hour or waiting in the dark at a transfer point. You might consider what they do on Whidbey Island - they have a light pole that a rider can activate at the bus stop so that the bus knows someone is waiting there. Really. Ever tried to see someone in the dark at 6 am? That would also improve visibility to drivers so that they are aware there are people close to the curb. And what about real bus shelters???</p> <p>We have benches that sit in the sun and get too hot to sit on. Or offer no shelter from rain or hail. And whenever a human gets off the bus, they're a pedestrian. Where are the sidewalks???</p> <p>And why are some of the sidewalks so narrow and close to the curb, so a vehicle can run over them if they swerve?</p>
<p>City Council lost a lot of votes for not negotiating better for Lyft to stay. Lyft helped the disability community and provided a good option from the grumpy Taxi drivers.</p>
<p>Austin, as everyone knows, has grown way too fast for the city's infrastructure. We are no longer a small city and cannot deny the need for major highway and thoroughfare improvements. Austin needs a plan that will quickly develop these improvements to mitigate our growing population well into the future. As an austinite that was born and raised here, I am saddened to not be able to move around my city with expediency throughout the day in both rush hour and non-rush hour times thought the day.</p>
<p>We need a rail system and more bus routes in south Austin. I mean way south near slaughter.</p>
<p>we need rail</p>
<p>Too much emphasis on those mobility projects (a \$17 million dollar bike path comes to mind) which benefit the least amount of people while neglecting the fact that many of our roads are seeing 4-5 times the traffic for which they were built. Right-turn lanes & double left-turn lanes need to be built where possible at the major S. Austin intersections on the main roads (William Cannon, Slaughter Ln., & Brodie Ln. come to mind).</p>
<p>The recent population increase in Austin requires a more efficient transportation system. Including options - bike to work routes, more buses/ improved routes, light rail (which connects more of the growing population i.e. south), employer benefits for offering flexible hours (keep more cars off the road at peak times). The people are here and will keep coming, transportation options need to keep up or the quality of life will suffer.</p>
<p>No right turn on red needed in intersections with don't block the box signage.</p>
<p>I don't own a car. It's actually possible!</p>
<p>The SOS people have screwed up the mobility in Austin for too many years. They do far more harm than good.</p>
<p>Impact of traffic should be analyzed prior to approving developments. If additional traffic lanes/roads are required to satisfy the additional traffic, the changes in the roads should be done by the developers.</p>
<p>I think equating buses and rail is a flaw in your survey. I will not support more buses, I would support a rail line down Lamar, or really, any central rail line. I have no need to get to Leander, but have taken the rail when possible and find it easy, pleasant, and efficient. I find the buses to be aggressive road hazards, and it would take hours to get where I need to go.</p>

Streetscapes are unsafe for all traffic. Moving "pass thru" trucking off highways through and on to toll roads by reducing toll charges and enforcing re-routes around the City. Extend public transportation to more areas and re-visit light rail to South Austin. Work with major employers to enforce flex time and remote work sites to lower traffic in the downtown area.
Well we finally have the first actual bridge overpass construction project underway at Slaughter Creek overpass. There was a half mile long stretch of trucks with lights flashing and equipment ready and naturally the obligatory lane closure to clog traffic. Of all that manpower and equipment only one truck and three people were actually working while I was there. If you travel the interstate either north or south all of the bridges and overpasses have been either rebuilt or expanded significantly with widened bridge main lanes and turn around lanes on both sides. It is only in Travis county that NO improvements have been made in the past 8 years and other than Mopac and Ben White and I35 and Ben White there have been no effort to make travel in Travis easier and more efficient for the citizens of Austin
Congestion on I-35 gets worse every day and the City does nothing but have studies. We moved to Austin in 1996 and there has been no improvements to I-35 during this period. Why does every major city in Texas have construction projects to improve traffic flow on the freeway system that serves their city but Austin does nothing. How many people actually ride a bike to work versus drive a car. It is probably 1000 cars for every bicycle yet The City wants to focus their attention on bikes. I-35 between Georgetown and Kyle is not usable during rush hours. Fire, police and EMS can't do their jobs due to the traffic congestion and yet you want to work on hike and bike paths.
The intersection at I-35 and Onion Creek Parkway (southbound) will become very dangerous during the time the Slaughter Creek Overpass is being rebuilt. Please paint the street with markers for straight and the U-Turn so that people in the U-Turn lane don't go straight and hit those of us turning left from the right-hand lane. Very dangerous. People in the left lane don't see the existing stop-sign on the right side of the road.
Funding. The priority should be taking advantage of state and federal grants, possibly bonds. No taxes!!
It seems most of money goes north, or into pockets of builders who don't keep to budget. South Austin needs streets, sidewalks, easier access to public transportation. Stop adding houses and businesses until more streets are built. What a nightmare! How many people have to die before the city recognizes and remedies problems down south?
Make neighborhoods less stressful by putting up sound fencing along I35 and Loop 1. Noise is great at night in the Parkside Neighborhood along south I35. We might be drivers if we get our rest at night.
I don't think traffic flow inside the city is being addressed. There are still too many intersections with no left turn signals and intersections with left turn signals that let only two to four cars through. Most are in the central, older part of the city. Also, on the east side of town, where I work, the lights on Pleasant Valley are not aligned to allow a smooth traffic flow. Because the light at Cesar Chavez & Pleasant Valley turns green at least 30 seconds after the light at 2nd street and Cesar Chavez, it can take 1/2 hour to get from 7th street & Pleasant Valley to Cesar Chavez and Pleasant Valley. There is no good reason not to have a left hand turn light for cars wanting to go East on Cesar Chavez from Pleasant Valley, especially since there is also no left turn light on 2nd and Pleasant Valley, where those who want to go East on Cesar Chavez are directed to turn. Most conditions on the east side are abominable compared to the rest of the city.
Fire the survey developers and put the savings into improvements.
The people in Onion Creek neighborhood have no access to public transportation. Driving a car is the only option, and then it takes an hour or longer to drive 12 miles to work on IH35.

<p>Too much emphasis on bike lanes is causing congestion and dangerous conditions for bike riders. Bike riders need to obey traffic laws which NEED to be enforced. Don't make bike lanes on city streets that: 1 reduce traffic lanes 2 make traffic lanes too narrow 3 remove residential parking in front of their houses 4 too much money is being spent on bike lanes with little or no use</p>
<p>We need to think in terms of removing drivers- better public transportation, strategies to encourage people to walk and bike, and for god sakes, work it out with uber and lyft.</p>
<p>In an attempt to be as detailed as possible (sorry for the lack of detail); Bicycles, trains, more bicycles, more trains, and on and on.</p>
<p>We needed to alleviate Austin's growing traffic congestion 20 years ago--at this time it is necessary to make improvements to help with quality of life so that people aren't spending 2 hours of their day sitting in traffic. I feel that Austin underfunds critical projects that would truly make a difference in traffic congestion, such as adding extra roadways or lanes to existing roadways, and overfunds projects that don't have as much impact, such as bike lanes. No matter how much Austin wants people to bike to work, it doesn't make sense for those who have to travel along major highways, including those who are commuting into downtown Austin from Cedar Park or Buda.</p>
<p>As one of the city's largest employers, the City of Austin should do more to create alternate work schedules to alleviate the traffic congestion created by the city's own workforce.</p>
<p>Austin suffers from lack of highways (for want of a better term) and of course, major east-west arterials. Dallas, San Antonio, Houston all have a network of major highways built by the nation, not the local entities. This is, in my opinion, a factor that exacerbates our local traffic. We also have a driving population that comes to town with driving habits from their previous locals, making driving even more chaotic. Two problems that I don't see addressed in your survey, perhaps because they are so difficult to fix.</p>
<p>Get Kyle and Buda off Brodie Lane!!!</p>
<p>Prevalent advertising/signage throughout Austin, on major corridors and highways, educating drivers about the rules of the road (using turn signals, driving in left lane, in particular). Anything that makes drivers realize their actions may contribute to traffic congestion. Lots and lots of signage is needed in order to reinforce these rules.</p>
<p>I think funding may be adequate. Your priorities are wrong.</p>
<p>Austin is a city, not a small town. Our entire transit system, from not having enough sidewalks to not having a highway system on the West side of town, is an embarrassment. Please just build whatever the hell we need and charge us later; no one is going to care how much it costs if we actually get a transit system that works.</p>
<p>We need more safe, protected bike lanes. Study the Netherlands where they increased daily errands from less than 10% on bikes to 44%. This means that 44% of daily transportation is done on bikes. Most of us can get on a bike to run to the store, but without safe lanes we won't because we don't feel safe and respected.</p>
<p>Get people who know austin to fix austin. Quit scamming us with low balling construction companies like those shills on mopac.</p>
<p>I wish I could bike to work or take a bus. I live on William cannon and work at MoPac & 360 and the congestion is terrible + no bike lane that goes East to West down here safely.</p>
<p>We have plenty of bike lanes, trails, public transportation infrastructure and options. We need more roads because roads move business which provides jobs and keeps Austin prosperous. We need an actual loop around the city and more east-west limited access options. We do not need toll roads.</p>

<p>Some of these questions could be more accurately answered with a scale of most important to least important, where at present there is only the option to choose one of the options as preferable. Also would like to see a Comments section on these. Also would like for someone to write this questionnaire that spoke 'everyday' language. It's framed too much like city gov't-speak and harder to understand as a result. As for funding, I have no idea how that works and don't know why that's included here, since it seems to be a matter of accounting or bureaucracy, not transportation issues that I face as a resident. Of course I realize money must come from somewhere, but listing obscure info about funding seems pointless.</p>
<p>Unless Austin gets dedicated transit lanes and the bus or train is passing you up as you sit in your car, no one will get out of their car. Might as well take my car if the bus is sitting in the same traffic as me.</p>
<p>Please reconsider the project called THE WIRE (Gondola System) to solve mass transit in the downtown area. This WIRE is cost effective and can move a large amount of people/hr; and improving roads is never going to solve the problem of moving 2 million people around this city on a daily basis!! STOP OVERFUNDING ROADS; especially ones that will only be for RICH/WHITE PEOPLE, e.g. Toll Roads. That actually is a form of discrimination.</p>
<p>Wonder if we are missing federal money through ineptitude or general anti-Obama sentiment in state government.</p>
<p>If you want people to use mass transit (and we should), focus really needs to be on better mass transit options and connectivity. It feels like the light rail is underused and serves areas of the city that do not meet the demands of its residents. A rail that goes no where is not a rail but instead a project in futility. Reduce driving by making mass transit a real, practical, and viable solution to transportation. I won't take transit that requires me to spend an hour or more waiting, riding, and traveling to and from bus stops when I can get in my car and fight traffic for a half hour and arrive in the same general area.</p>
<p>Reinforce speeding laws on I-35 early mornings! Get 18-wheelers off the freeways. Ticket folks going way under speed limit...they are a hazard! Horrible intersections such as Wm. Cannon/I-35 always bottlenecks. Traffic has doubled. Problem!!</p>
<p>Need improvements to FM1626 at Wayne Riddell</p>
<p>I would like to see progress on working with large businesses, corporations, and government to facilitate employees working at home and time shifting options in order to reduce and spread out our congestion issues.</p>
<p>Inform the public through newspaper article and include in Energy Austin newsletter, that it is legal to ride bicycles on sidewalks unless posted not to do so.</p>
<p>BUILD MORE LANES. Instead of wasting money on bike lanes and other "alternative" transportation options that no one will ever use (it is hot here in the summer, people aren't going to bike to work - it is insane to think they will), why not try building additional capacity for cars?</p>
<p>Please do not waste money on bike lanes or other alternative transportation modes. Add capacity for cars, add buses. Anything else is a colossal waste of money and will do nothing to address congestion - and in the case of bike lanes, make it worse and more unsafe.</p>
<p>Getting over the river in rush hour is very difficult. I think we need to build under the river with a tunnel for traffic. I also think it is worth looking at a cable wire (gondola). A cable wire may be a quicker cheaper option to move people through State buildings between 38th and 51st, UT, downtown and over the river. But for traffic really need a tunnel and if not a Gondola a subway.</p>

<p>The new bicycle bridge over 360 and Barton Creek will help SW Austin ride but not the Crockett High School / South Central area which doesn't really connect to it. I suspect there are more south central types who would ride for transportation (rather than just ride to Exercise In Spandex On A 5,000 Bike) in South Central than SouthWest. Connect us to the awesome new bridge and the nice safe route to downtown!</p>
<p>Please stop wasting money on bike lanes. No one uses them, they slow traffic for the 99.9% of people who drive, and are dangerous, not to mention a huge waste of time and resources. Build and improve roads and highways - it is not that complicated!</p>
<p>Pay attention to south Austin more.</p>
<p>I do not support denser development UNLESS there is more mass transit.</p>
<p>Put on the November ballot a bond measure to fully fund the Bicycle Master Plan. And dedicate some funding to maintaining current infrastructure. Many bike lanes are full of gravel and other debris, rendering them unsafe and undesirable to use. Do not invest in infrastructure that encourages use of single-occupancy vehicles. We cannot pave enough land to ever ease congestion so long as people find driving to be the most convenient choice. We need to invest now in giving people all over the city and region more options. There needs to be better public transit along the I-35 corridor, from San Marcos to Georgetown at least. As of now, many people must drive into Austin, because there's no other option, and that congests the urban core further. I'm deeply disappointed that Union Pacific has pulled out of the Lone Star Rail discussions, and I encourage Austin, as a partner, to continue exploring options for mass transit along the I-35 corridor, which I think will in turn reduce congestion in Austin. I'm not sure how having computers drive everyone around, e.g., the Mayor's Smarty City Initiative application, will do much to ease traffic problems. I suppose there will be a marginal benefit in that people will spend less time circling to find parking downtown, but otherwise it still encourages one person per car, for the most part. I know the competition is focused on innovative, tech-driven solutions, but Austin still needs old-school, low-tech infrastructure like protected bike lanes and rail. I would encourage transportation staff not to look so far in the future that they forget that Austin's car-centric system is stuck in the past.</p>
<p>Austin needs to wake up and realize that more and more people are moving here and conduct city planning accordingly.</p>
<p>Safety at bus stops is an issue as is parking for bus riders.</p>
<p>Is the City looking for real solutions, or are we just going to get more "Don't block the box signs" and their equivalents? Continuing to implement stupid ideas is worse than inaction. It insults everyone's intelligence.</p>
<p>Again, if you add density, you have to accommodate additional cars (except maybe downtown, which is already screwed). Parking is a mess also. Why don't we require this new development to have enough parking. Streets are not safe because of all the spill over parking from businesses and residential developments. My neighborhood street used to be safe. Now it is lined on both sides with business or residents parking on the street because there is no place to park in the development!!!!!! It is hell in my neighborhood to drive or walk due to this wave of spill over parking on streets. Get it? Folks own cars! Provide for them!</p>
<p>Funding needed to address our mobility problems caused by explosive growth should be paid for by those who prosper most from that growth and not on the backs of moderate and lower income folks through additional regressive taxes due to bond elections. A better mobility system is meaningless to those gentrified out of our city. Take care of those most economically stressed by our growth first by making growth pay for itself</p>
<p>Have a long range plan that evolves as Austin grows.</p>

<p>for question 9, i feel it is not over or under or adequate, but rather mis-prioritized spending. i don't know what the budget is, but i feel it is spent on roads for cars, rather than safe routes for people and bikes.</p>
<p>There were very few questions regarding regional rail access. Whilst the regional improvement question (#10) mentioned rail, the descriptor below only mentioned 1-35 improvements, which lead me to change my answer Other mobility concerns are linked to WHY people drive alone - for me there are almost no stores with in walking distance to my home (except to the gas station)..I prefer to walk and have always walked but the WALK ABILITY INDEX of my house is at about 30 forcing me to drive. If the city encouraged basic services on slaughter instead of more homes with no retail, the more people would walk. I livery in the 1400 block of strickling dr. and almost no retail is walkable. Please encourage WALKABLE retail near texas oaks drive and slaughter- not just massive housing developments. Stress mixed-use. It's basic urban planning (I have a masters in planning + years of experience I am happy to help).</p>
<p>I do NOT want Barton Hills Drive to change to (1) 2-way bike lanes or (2) parking on one side of street. We are now a cut-through road to MoPac due to the increased traffic on south Lamar and are also used as an over-flow parking lot for the seasonal events in Zilker Park. Barton Hills Drive has too many curves and dips to accommodate any of the suggested "safety" changes that have been suggested when the street gets resurfaced this year. I would much rather see speed traps (or even more preferably flashing speed signs that indicate the speed drivers are travelling) than physical changes to the street.Thank you for considering my concerns.</p>
<p>The most important thing to help congestion is to do something about all the blocked roads due to some sort of road or construction project. Roads are torn up and/or blocked EVERYWHERE. I would like to use public transportation. Instead of large buses and trains, Austin needs many small buses (the size of the Dillo or a little larger) that run often all over town to all neighborhoods or Park n' Rides. The ideal transportation, instead of train, is some sort of monorail (2 person, 4 person, mini bus) above the streets. Streets wouldn't be torn up during construction. They wouldn't add to congestion like buses. They could run on electricity, even with some solar. They would be a tourism attraction. Locals would ride them for fun. A great way to view the city from above. Without having to build separate station stops in town, their "stations" could be within floors of all these high rise buildings going up everywhere. There's room to build station stops when you get out of the downtown area. Perhaps the monorail that is being planned at UT could be a model. Don't mess with I-35, adding lanes, construction, etc. Add lanes to 183. Stop toll roads. Free carpool lanes.</p>
<p>I see more traffic congestion from a combination of poorly timed traffic lights and people on their phones (i've never seen the hands free law enforced) than anything else. Why don't we have traffic lights with sensors?? The person timing the lights is terrible at it. In addition, there are no lanes or programs encouraging carpooling. Not too late for light rail!!! We need some alternative soon or we're screwed! Dig a tunnel?</p>
<p>I think we need to think way more progressively, like Schwebb from BenWhite to Campus, and massive low cost, high use parking garages at the edges of downtown with pedicabs and bicycle rentals to finish commuters' commutes.</p>
<p>A considerable improvement in traffic flow on surface streets can be achieved by improved traffic light timing. We cycle the lights too fast here. The faster the lights are cycled, the more they approximate a stop sign. Everyone knows that stop signs cannot be timed. I should be able to drive for 3 miles without hitting a red light on any major corridor roadway. Why do we have to stop every 1/4 mile. Keep flowing traffic flowing longer by making the green lights last longer.</p>
<p>It is my impression that when a development is being planned, the city doesn't fully address how it will affect mobility and safety. South Lamar is a good example of this. It's become very unsafe in the last couple of years.</p>

<p>More community outreach/promotion about the ease of using public transportation. Public transportation still has a bad stigma with most people in this town. More people should be riding the metro rapid buses from south/north Austin into the downtown areas for work/school/entertainment. Also, work with restaurants/bars to offer discounts to patrons who use other methods of transport than driving to reach their establishments. This would reduce traffic, alleviate parking and cut down on drunk driving.</p>
<p>1- connected green ways between parks neighborhoods and retail business. 2 - strongtows.org</p>
<p>I frequently commute to San Marcos, and the I-35 corridor is obviously nuts through the city, which needs to be addressed. However, when getting around Austin itself, I would love to be able to bike to most places, or safely take the bus to further locations. Better, more accessible, more frequent, and more dependable public transit would reduce traffic congestion greatly, and safer, less-convoluted bike routes would encourage biking. Also the enforcement of regulations on bikers AND on cars dealing with bikers may help to reduce biker/motorist tensions which can cause safety issues. Thanks for the survey!</p>
<p>Our family currently uses both city and school buses daily. We combine tasks in the car to avoid wasting time and fuel and we walk and ride our bikes whenever we can. The city bus routes are confusingly long and circuitous. The closest bus goes into Oak Hill and sits for 20 minutes before going anywhere useful and the closest hub of buses at Westgate Mall has added signs to forbid parking near the bus which makes it far more difficult to ride from there. We would like to be able to bike to work/school/downtown but when HWY 290 was built it effectively boxed in our neighborhood so we can leave only by car.</p>
<p>Bicycles are where it's at!</p>
<p>I think the city appropriately funds the transportation options they manage. In fact, sometimes I think things cost a little too much. However cap metro, the state and the Feds are not pulling their weight. Does that mean the city needs to step in? My hope is we can fund public transit so people have a choice between a car and public transit because right now, most don't have a choice.</p>
<p>More mass transportation options with rail</p>
<p>You frame the questions to focus on most modes of travel OTHER than automobile. Please focus on the elephant in the room. Development has now been allowed (Lamar for example) that encroaches right up to the ROW line. ROW should be widened and expanded to allow for additional capacity and address the capacity needs. Buses, bikes, sidewalks are nice - but this focuses on a very small % of the traffic demand. And accommodating it at the expense of the auto demand makes the congestion worse, makes for more likely safety problems (squeezed lanes to shove in bike lanes, because won't/can't expand ROW).</p>
<p>This is the answer to question 10. The city and county should spend available funds in hand and prove their decisions are capable of improving traffic. The current effort at improving transportation has resulted in removing vehicle capacity and replacing it with less efficient transportation lanes, which increase the congestion.</p>
<p>There seem to be a growing number of options for commuters and traffic that goes from downtown to northern areas. Please address South Austin!!!</p>
<p>I am a fifth generation Austinite. Do something positive for my city. You all have encouraged great companies to participate and operate in this city, but have not provided adequate ways to commute to and from work. It takes an hour to drive 18 miles.... Why? And why build a toll road?</p>

<p>I feel that there is an undercurrent in current planning of trying to force people out of the cars through inaction with respect to infrastructure supporting automobile traffic. While improvements in alternative transportation modes are welcome and important, it is foolhardy to believe that the majority of people will give up their cars any time soon. We need to invest in ALL infrastructure in order to abate congestion which is rapidly making Austin unlivable.</p>
<p>Fixing Austin's transportation problems will take many of these strategies, and it will also take a lot of education. For example, some Austinites still think public transit is for poor people only--but those of us who have lived in other urban areas with great public transit see how far behind Austin is. There is no stigma for us to use public transit, but we see that there are huge gaps in Austin's system that make it hard to use. Also, I use the bus to get around town, but CapMetro's planning guide is not always helpful. When I try to map out a route, they will give me the routes with the least walking, but those may entail having to do a transfer. I would rather walk 1/4- 1/2 mile to go to a stop that will not entail a transfer, but this option does not show up. I even asked the bus driver about this--he didn't understand why I would want to walk even 15 minutes to a further stop so that I wouldn't have to transfer, and could not give me suggestions. Also, the express bus stops need to have an address associated with them, not just "sunshine station". I need to know exactly where the stop is if I am walking to it from nearby. On street connections--I think there need to be many many connections made so that access is shorter and quicker, especially for bikes and peds. Around the South Lamar neighborhood, there are so many wind-y streets--it makes it hard for people to walk places because they have to go way out of their way to get somewhere. I don't like the idea of "connector roads" like Barton Hills Drive and Rabb Road in my neighborhood--people have to use these roads because there is no grid to get around, but people are also tempted to speed through, creating dangerous conditions for everyone else. We need to have more connections between streets--and I know the planners know this, but it's a matter of educating the neighbors that making connections will improve conditions.</p>
<p>Yet another poorly worded survey, full of assumptions that I don't agree with, and not worth the time to argue about. Government inaction in action. Only a bureaucrat could appreciate these surveys.</p>
<p>Rail infrastructure is critical. The Union Pacific line through town would be a great commuter rail line, and would be used by many.</p>
<p>End pedicabs outside of 6th street. Their extremely slow rate of speed creates dangerous situations when they are on big roads such as congress, lamar, and Barton springs. they are awful.</p>
<p>City officials need to focus on improving the safety of all modes of transportation to handle our growing city adequately. We definitely have our current traffic routes overwhelmed with demand that has to be addressed to increase safety and efficiency.</p>
<p>Code Next reform provides a way to regulate construction traffic and construction related parking to ease congestion and improve local roadway/sidewalk infrastructure. Invest COA \$ to counter heavy Uber/Lyft spending on deceptive ads/advocacy to promote their measure, Prop 1, and undermine efforts to replace city officials we elected with other libertarian/conservative candidates who are tools of corporations.</p>
<p>I heard it once said we may want to move I-35 to the toll road and make what is now I-35 local access only (non-toll). The more I think about it, the more it makes sense. Perhaps re-name it East Avenue (what was there before I-35 was built).</p>
<p>We need to update and improve the traffic signals in the downtown area and other major corridors during peak use hours.</p>

I would like to see more street crossings and pedestrian islands across major corridors, as well as general pedestrian improvements to make our major corridors pedestrian friendly. Thinks like wider sidewalks and traffic calming measures like more crossings and street trees sound great on South Lamar. I'm trying to be patient, but crossing South Lamar (at Goodrich) to get to my bus means risking my life each morning as I stand in the center turning lane waiting for those few breaks in traffic. If I can't get a crossing, can I at least get a traffic island to stand on?
The longer we wait, the more it'll cost and the worse it'll get.
planning after the problem happens is not planning but just reacting (in this case a bit of over-reacting...)...
Make Austin more accessible! Improving roads is great but widening roads may not decrease traffic- it may just invite more cars. Austin is a modern city and I'd like to see that reflected in the transportation- allow citizens to safely bike, walk and create better infrastructure for public transportation. Driving is a privilege, mobility is a right! Let's make austin accessible for all modes of transportation (:
APD receives 44% of the current budget. Perhaps some of this could be reallocated to serve other needs, such as transportation, HHS, etc.
Vehicular traffic (cars) are the overwhelming percentage, by far, as the form of transportation in our city. Thus, the same overwhelming percentage of efforts to reduce congestion, and the funding of those solutions, needs to be spent on increasing the capacity of roads for cars.
It isn't about funding. It's about the will to use transportation dollars for complete streets/protected bike lanes/logical connections. As I watch people sit, frying on a metal bus bench in the sun, as they wait THIRTY minutes for a bus, and then hear we have low ridership, I wonder what you all are thinking.
Mobility problems in Austin will only increase and become more costly if we delay alternate transportation options. I hope that this survey brings about real change in the near future and enables the City to start producing alternatives. Thank you.
Pay business to get on flextime schedules. Less taxes for multi shifts options
I think "mobility" funds should not be confused or commingled with "street" funds. The two have very different purposes and priorities. When we need more streets - discussing ped/bike lanes is not productive. Would like to see additional enforcement along the lines of "don't block the box" and better education about right turn on red. People do not understand the concept!
I have done some math, to those that think rail is "too expensive", this is what the people PAY to drive, NOT counting parking, maintenance and more. 600,000 austin cars Average 20000 car, amortized over 5 years: (not counting interest) \$289 per month (3468 per yr) Insurance, average \$100 per month (1200 per year) Gas, average 15k a year, 25 miles per gallon, \$2 per gallon: \$50 per month (600 per year) = 3.16 Billion for 600,000 Austin Residents PER YEAR not counting parking, tires, maintenance, CAR SEATS, AND DEATHS due to cars which are the TOP over every age category. Road construction is millions of dollars and will never end. How "expensive" can public transportation REALLY be.
I wish our Austin area proper would embrace light rail more. Especially from all parts of the city to the Airport. I wish that the good'ol boy system with real estate development, or the UT machine didn't determine where rail should go. I love using rail when I travel. wish we could do it affordably here. Also wish we'd get rid of the scam going on with Toll Roads. The roads built before the past 3 or 4 years should be free... Entirely. We've already paid for them. The new toll lane on Mopac better not make the commute for the rest of us even worse. It's a crime.
The most pressing issue is the almost 2-fold increase in average commute time. Dedicated HOV/bus lanes on major North/South and arteries during peak/rush hour times would improve commutes.

<p>We need a light rail along the Guadalupe/Lamar corridor. Building more roads and continuing to prioritize car users is only going to add to future congestion problems.</p>
<p>Please don't give up on rail. We need a citywide rail system. Biking from William Cannon to Round Rock is not possible and bus lines don't offer the convenience and density of rail. The existing rail lines need to extend everywhere including west and south Austin.</p>
<p>Capitol metro does not listen to it's riders and makes decisions that have affected our part of south Austin (the 238 route is a joke) as it does not make viable(timely) connections with other routes at Westgate mall. The 338 used to go from south Austin (via Westgate Blvd) all the way to 45th Street via Lamar Blvd and on to the Hancock Center. We have gone to several "open houses" at Capitol Metro. We have left our name, address, phone number, and e-mail address and have yet to hear a word from them. We would love to see route 338 returned to it's original route down Westgate Blvd and turn around at Slaughter Lane. If Capitol Metro can afford to have new buses on routes 801 and 803, they could give us folks on Westgate Blvd a break on using public transportation (we hardly ever use the buses anymore as it is too inconvenient!) and give us our 338 route back.</p>
<p>Having previously lived in a city that successfully provides multiple public transportation options, I know it can be done.</p>
<p>I35 can be widened from Stassney to Onion Creek (south bound) today almost. Most of the road is already completed, why not go ahead and finish. there are also many other sections that can be widened with minimal work such as shifting lanes. Also, the block the box is a good way to fool us into thinking we as motorists are the problem. The real problem is not enough effort is put into helping improve congestion. Although blocking intersections is an issue.</p>
<p>We cannot build our way out of this mess, adding capacity will just add more vehicles and make commutes even longer. We need to give people more options for getting out of their cars and support them for doing so. Support businesses that want to use telecommuting. Bust CapMetro's balls for not serving anyone well at all. (Look at other cities that have growing transit ridership and see what they're doing right and bring that here. MAKE CAPMETRO'S CEO RIDE HER OWN BUSES AND TRAINS SO SHE CAN SEE HOW DYSFUNCTIONAL THE SYSTEM IS SO THAT NO ONE WANTS TO RIDE IT AND GET OFF THE HIGHWAY. Sorry for yelling, but it's such an obvious issue that no one will touch and I don't understand why. Make transit work, make it cool, and make it go where people actually need and want to go, efficiently, and for a reasonable price. You can do it in Boston and in New York, so why not here? So many of us could happily give up a car if we could just actually get to work on the bus in under an hour without having to walk sweating in the sun.</p>

I feel really strongly that the Metrorail should extend its hours to correspond to bar hours. The Parmer/Metric area, for example, has a lot of young people who live too far to drive downtown, have drinks and enjoy the city, then drive home. At the same time, there is a transit center within walking distance of MANY apartment complexes in the area. So why does the Rail stop running at midnight? I believe that extending the hours to 3 or 4 AM would serve the needs of the community, cut down on traffic fatalities, add revenue to our already booming nightlife economy and go a long way toward making people feel safer. Additionally, as a woman who would like to use public transit, I also think the Capital Metro Night Owl service needs work. In that case, the hours suit the needs of the public. The issue is the scarcity of the service. The times I tried to use the service, I felt extremely unsafe being in this huge throng of drunk people ready to seize their place on the bus. This could be alleviated by adding more buses to decrease desperation. When visiting large cities like San Francisco, you see people using public transit (like BART) because it works. It's easier and cheaper than driving. It's realistic. Austin is the Live Music Capital of the World. Several times a year, we invite folks from all over in for amazing parties like SXSW, ACL, Formula 1, X Games and the like. We're known for our beautiful green spaces and great night life. We need to do a better job of supporting both. Fixing our glaring transportation issues will serve the locals, serve the tourists, protect the environment and reduce traffic fatalities. I'm so excited to see the changes the Mobility Talks bring about!

You simply must build more roads

Bike paths and expanding the light rail should be priorities. As for bike paths, a great example would be along South Lamar Blvd. There is enough right of way to construct a 2 way protected bike path along the east side of the road and still have pedestrian walkways. With the number of new multi-unit residencies along this corridor from Ben White to Riverside, promoting an easy cycle route would help traffic congestion. Biking down this area right now is very dangerous. South Lamar is also in need of crosswalks. I see pedestrians running across the street all the time.

Stop working on feel good projects and focus on bread and butter ones. Things like improving MoPAC and I-35. When it comes to public transportation, stop wasting our tax dollars on Rail and focus instead on the rapid transit buses. As well as stop focusing on getting people to and from downtown and instead about people to their jobs. 80% of jobs in Austin are not downtown. Public transportation, like public education, is about providing opportunity. It is not about getting middle class people out of their cars.

Well, you folks have already screwed the pooch by letting too many new condos be built on S. Lamar, and I think the best thing you could do is spend some time working on the traffic light programming, build bus stops where the buses could pull out of the road and not block traffic, and get rid of the situation where a driver has a right-turn signal that goes green at the same time the 'Walk' signal for people crossing their path goes to 'Walk'. That's just plain stupid and unsafe.

The city's focus is misguided. There are very SIMPLE and OBVIOUS ways to improve mobility. For example, during nice days, Robert E. Lee traveling north toward Barton Springs Road is backed up. But the light is short even though there isn't much traffic on Barton Springs road. After 5pm, on Barton Spring's, traveling eastbound, is often backed up because that light is too short and there are pedestrians. Cars block the right lane because they need to let the pedestrians pass, which backs up traffic. Fix the lights. Secondly, during festivals, I got a ticket because I "blocked the box." Apparently, the city can fund a police officer standing during a somewhat busy intersection and enforcing that stupid rule instead of directing traffic around the intersection of Lamar and Barton Springs due to ACL, which took me almost 45 minutes to get through. Where are the priorities? This is simple stuff, people.

<p>Our transportation system needs to be balanced. We have spent the last 50 years dedicating our common wealth to one mode of transportation, the single occupancy vehicle, and neglected all other forms of transportation such as walking, peddle cycle and public transit. We should not continue to subsidize personal owned SOV at the expense of all other modes of transportation. Please eliminate the cheap subsidized parking in the congested areas. The SOV is responsible for 32,000 direct fatalities annually and contributes to national obesity, diabetes and other sedentary health problems.</p>
<p>I have lived in Austin for many years and can remember the day Capital Metro started getting part of the sales tax, that was to be a one time thing, now still with us. If a bus system is to be in Austin, it should be funded by ridership. Also, the light rail is not profitable, is it? I voted it down, please do not try to put it back on the ballot, its clear we do not want to pay taxes for it. On loops (ie. 360...), don't allow lights. (Please reference the 281 Super highway in San Antonio). The City of Austin needs to spend money where it helps the most people, not the "special interest" groups. By the way, the reason Austin IS UNAFFORDABLE, TAXES ARE TOO HIGH!</p>
<p>We need serious changes to Austin's roads and transportation programs. I drive down S. Lamar every day and it is a disaster. The buses are a good addition to the city, but with the lack of actual bus lanes the roads are even more congested since the buses are constantly stopping, forcing all cars directly behind them to wait 5 minutes each time they stop to pick up passengers. I moved here from Chicago where the public transportation is amazing. There are cities doing this right - we need to learn from them!</p>
<p>Commuter traffic. Create additional services for those commuting to and from Austin. INCENT companies to create commuter ride sharing services.</p>
<p>Please improve/increase the number of sidewalks! A walkable city is a livable city.</p>
<p>Traffic law enforcement is extremely important to the safety of the city for cyclists; drivers that are aggressive or don't exercise caution around cyclists must be ticketed before they hit/kill someone on the road. However, accommodating existing streets with high visibility bike lanes and cyclist signage is a necessity.</p>
<p>We need to enforce no handheld devices laws and start ticketing careless drivers who fail to use their turn signals. There need to be more physically-protected bicycle lanes.</p>
<p>Missing or out-of-repair sidewalks in city neighborhoods need to be fixed NOW. This city could be walkable, but it won't be if pedestrians must walk in city streets or go a half mile out of the way to get to a crosswalk (e.g. S. Lamar Blvd.).</p>
<p>Most streets I see in this town are wide enough to accommodate a PROTECTED bike lane, side walk, or mass transit lane. Is it really that hard to narrow or eliminate a car lane to make room for everyone else? We need a serious road diet in this town. Who's preventing that?</p>
<p>Considering the unprecedented number of traffic deaths in 2015, and the increased road congestion and health risk associated with our constant automobile use, I don't think the city can afford to wait to make improvements to our infrastructure. We need to encourage walking, biking, and public transport use now. Wider roads will only exacerbate our problems!</p>
<p>Commuter rail is needed on the UP line currently used for freight. It is mentioned in several neighborhood plans yet the project is going backwards. The City needs to prioritize this project and develop regional planning that address rail and other alternative modes.</p>
<p>Commuter train from South to the central city, modify 183 to have no lights so that people actually use it to go around I35, Make protected or alternative routes for Motorcycles, Park your car and ride your bike into the city.</p>

<p>Please highly consider installing an elevated urban wire or metro system above street level such as one like Chicago so it does not add traffic to the street by being on street level. By having the metro car/ monorail car shuttle operating above buildings would help to address a way to alleviate congestion by not being on the street.</p>
<p>Where are you guys asking about local rail service? That biases this survey. Yeah Austin got stung in their rail referendums but that's YOUR fault listening to special interests and the Old Guard money in Austin wanting the community to make them rich!!! INVOLVE AND LISTEN TO THE COMMUNITY ABOUT RAIL. This biased survey (failing to include rail in the options) checks off the box but asks the wrong questions.</p>
<p>I think that a more important factor than the quality or convenience of public transportation is the barrier to entry. It would be easy enough for me to take the bus to work or to go out on the town if I already had done it once before. I think that buses exist for what I want, but I don't know how to take advantage of them. I think this is true for most people who move here with a car; we may want to drive less but don't really know how to go about it.</p>
<p>I really hope the Lone Star Rail happens as I believe that would take a lot of cars off ih35. Austin could help make it happen!</p>
<p>Regarding funding (#9): Please quit funding efforts to choke existing roads with more bicycle lanes-- and get ride of existing bicycle lanes. Bicycles should NEVER be near 2000+ pound vehicles. Instead replace sidewalks with two paths, one for pedestrians and one for bicyclists. A bicycle/car collision is more likely to end in a fatality than a bicycle/pedestrian collision. And since we cannot expand our existing roadways, PLEASE keep them as free as possible for automobiles. I know the current cabal at CoA thinks differently. Have a vote! Bet you find the rest of the citizenry agrees with me.</p>
<p>Instruct city workers NOT to block dedicated and protected bike lanes by parking city service vehicles in those lanes. City workers (particularly Austin Electric) regularly block the bike lanes on Bluebonnet. It's impossible to see around those monster trucks, so I am forced into oncoming traffic blindly. I've seen workers park there, then cross the street to the convenience store to buy tacos for breakfast! Their breakfast is worth more than my life?? Also, city buses are routinely dangerous to cyclists. The city policy (and state law) of not passing within 6 feet is CONSISTENTLY ignored. Even when I call the City and complain of a near death experience with buses, I get only a canned response and no follow-up. This is true even when I have photos, time, date and bus number. Last, have the police write cyclists tickets for breaking traffic laws, including riding the wrong way against traffic direction and running traffic signals and stop signs. I say this as a cyclist . Cyclists cannot expect to be treated by motorists as vehicles if cyclists treat their bikes as toys.</p>
<p>I am often disheartened by the transportation decisions that are made. I voted for a bond issue to alleviate traffic and the city council voted to build a hike and bike trail. That serves no purpose to the majority of the residents of Travis County or those who venture into the city of Austin. I'm frustrated that bikers are often given preference over motorists, as I live in an area that is dangerous to bike (no bike lanes, no shoulders, too far away from downtown). Using Interstate 35 is a nightmare, and as such, I am choosing to shop in the towns south of me (Buda, Kyle and San Marcos), so that I don't have to encounter traffic jams and cyclists.</p>
<p>It would be nice to see more dedicated bus lanes, or expansion of the rail service. The Metro Rapid isn't very rapid when it's sitting in the same traffic as the commuters on S. Lamar. I just have no idea how that could happen. There doesn't seem to be much room to give for extra lanes.</p>

<p>Why do I get only one choice? I'd like to take the bus to work. But it takes too long - over an hour for a 20-minute trip. And there aren't sidewalks for when you get off the bus. Or I'd like to ride my bike - but it's unsafe to do so along Lamar (requires a death wish) and there are no good alternatives. The lack of safe places for pedestrians to walk and cyclists to ride is a serious issue. I use my car more as a method of carrying stuff (groceries, other items that have to go from one place to another) than I do to just take myself where I need to go. If I had safer alternatives, I'd get a trike with room for lots of stuff on the back and ride that to the store. Our streets and lack of sidewalks are abysmal. And if density increases in my neighborhood, we'll have no safe place to walk or ride.</p>
<p>so much good and safety could be done with a lot of paint delineating bike lanes....</p>
<p>Stop the talk, do something, I am getting hit a couple of times a week and being forced to go the emergency room on an ambulance and being forced to pay for it. I pay taxes to support EMS and still have to pay out of my pocket to cover costs. It is not safe here, all you do is let the growth go on, do not do anything to support and any improvements you expect the people who are already here and been here for 30 or more years to pay for. The growth should be paid for by the ones who are adding the need, get it together. This place is a death trap!</p>
<p>Start building safe & fast ways (bicycle highways) to commute into downtown from all four sides of the map (south, east west & north). Start building more bicycle infrastructure (that can be used to commute safely into downtown) in south Austin. Under no circumstance make South Manchacca a four lane street. Instead use the wide shoulder to build a protected (fast) bike lane. Provide better connections for bikes in South Austin (e.g. connecting Manchacca to Westgate). There's Davis St but it is too narrow and therefore not safe for cyclists to commute during rush hour and therefore useless.</p>
<p>Please help get 45south connected to Mopac. Thank you</p>
<p>Riding a bike is the most dangerous thing I've done in 28 years of living in Austin. I've been priced out of the zip code I've lived in all that time, and I'm reluctantly leaving Austin.</p>
<p>"Smart" traffic signals would also do wonders for congestion, but even if we could just get our lights in better sync, it would help a LOT.</p>
<p>Please improve safety for bikes to get some of these cars off the street and allow everyone to do it safely.</p>
<p>Bicycle transportation spending is currently biased toward expensive systems that are less safe or less convenient than well-maintained streets. Instead, the city should be focused on training those interested in cycling for transportation in safe practices. This would be likely to produce far more cyclists per dollar expended than construction of cycling facilities of any kind. Note the rough figures provided by http://www.warringtoncyclecampaign.co.uk/facility-of-the-month (click on REPORTS, then click on JANUARY 2011 ADULT CYCLE TRAINING)</p>
<p>Please focus efforts on improving ALTERNATIVES to single car trips: Trains, Light Rail, Protected Bike Lanes, Trams, Shuttles, Sidewalks, Uber, Lyft, Car2Go, ZipCar - these can make a BIG impact on Austin transportation network!</p>
<p>More park and ride locations for CapMetro and more runs of Manchaca Flyer route 103. I hate driving and wish I could afford to live close to my work near downtown but can't. Housing affordability is a big part of this issue. Also, what about incentivising employers to let employees telecommute, have flexible schedules, take public transportation? How about instead of bigger busses, CapMetro had more runs of smaller buses? What about a CommuterGuru who could help each of us figure out our options?</p>
<p>I bike commute to work and have nearly been hit more than once. Aggressively stop distracted driving and please protect us where possible. Thanks!!</p>

<p>Too many cyclists get injured or killed on our streets. A lot of it is based on inattentive drivers and visibility. Also, many of the bike routes just end in a very busy area subjecting the cyclist to more traffic and dangers. Thanks for this opportunity to voice my concerns.</p>
<p>In the area south of Ben White, we would really benefit from bicycle routes and infrastructure to connect neighborhoods to shopping. Major roads like Manchaca, William Cannon and Westgate are not safe for cycling and the smaller neighborhood streets do not connect.</p>
<p>The Rapid buses Definitely had an impact on ridership in town. At first, they were fairly empty. But now they are stUffed. I think adding increased regular Transportation options, as well as more rapid would get more people out of their car.</p>
<p>I prefer to ride my bike or walk within Austin. Having safe, well lit trails or streets with protected bike/pedestrian lanes is paramount. Love the bicycle sharing (B bikes) & see people using them often. I ride the sidewalks a lot instead of the streets because the unprotected streets are dangerous. Getting around at night can be challenging due to dark trails</p>
<p>I live off South Lamar and I would prefer to commute by bike, however my stretch of Lamar is without proper bike lanes, and exiting the neighborhood off of Dickson Dr. Is harrowing in a car turning left, let alone by bike. I'd really like to see a stoplight added at the intersection of Dickson and S.Lamar and the bike lanes extended.</p>
<p>More bike lanes, more protected lanes, punish aggressive drivers by providing feedback loop and incident reporting (video, license plate capture and ticketing aggressive drivers)</p>
<p>We've given this city over to the road warriors for far too long. The City should lead the way in taking back the streets for EVERYONE, not just single occupancy vehicles. Lord knows that almost every street I see could be narrowed to make room for sidewalks, bikes, and REAL BRT.</p>
<p>I would love to bike more but I feel profoundly unsafe -- and unwelcome by motorists.</p>
<p>Traffic signals are frustrating. At 5:30am a light will automatically change green for me as I approach. At 11:00am that same signal won't change for two min even with no cross traffic. Our method of paving is terrible.</p>
<p>Austin needs to focus on providing better non-car options (bike, bus, walk, carshare) to folks who live relatively centrally. We will never improve congestion if we continue to push lower-income folks further and further out to Hutto, Pflugerville, Round Rock, and Kyle. Encourage density and make it possible to live and work in Central Austin without owning a car and the EDUCATE people on how much money can be saved annually by doing so -- estimates are >\$5000/year/household. Money that could go to rent/mortgage. Building more roads and accommodating sprawl is NOT the answer.</p>
<p>New development needs to pay for itself. The city needs to require developers to fund mobility improvements through exactions and impact fees.</p>
<p>Could not answer #9 because I prioritize improved public transit, especially buses, along routes that serve the communities (particularly low-income communities that are most dependent upon them for basic-need transportation, e.g., getting to work, childcare, and back. This is not my personal need (I am retired) but is the need I think our city has a moral obligation to meet. This does need more funding but I can't say "mobility" is underfunded in a blanket way that isn't targeted. The next priority is a city-wide public transit system comprehensive enough to relieve congestion by providing to large numbers of people a viable alternative to single-car use.</p>

<p>I cannot emphasize enough how important I think the role of out-of-traffic transit will be in allowing Austin to continue to grow sustainably. In order to accommodate the city's current population, let alone projected growth, with traditional car-focused infrastructure, work would have had to begin in earnest more than a decade ago. No amount of highway widening and traffic management will adequately provide for this city's mobility needs, and since public support for transit solutions has proved lukewarm and fickle at best, strong leadership will be necessary to implement the programs we require.</p>
<p>Public Transit, Public Transit Public transit Public Transit</p>
<p>As a property owner, taxes should definitely NOT be increase for these improvements; federal and state grants should be used. If Austin would stop giving companies 10 year tax breaks to move here - example: Samsung - we could get a lot done with the city's budget.</p>
<p>I am new to Austin, but have lived in other large cities. There is a major problem with auto traffic into the city, encouraging flex time schedules would greatly help the problem. Reduce the toll road costs and use off hour transportation for commercial traffic to provide them an incentive to avoid the downtown area during rush hour</p>
<p>Something HAS to be done about the traffic on I35!</p>
<p>Infrastructure needs to get way ahead of the population increase and traffic congestion, not just catching up. We need a 10 year, 20 year plan, not fixing pieces and catching up. Think big. Bigger picture.</p>
<p>I support full funding of the Bicycle Master Plan. This, combined with bicycle-friendly employers, will lead to less congested streets and happier and healthier Austinites.</p>
<p>If there was a public transportation that went from South Austin all the way to 183 along Mopac, that would be wonderful. If we had a train or subway that made stops along the way, I would definitely use it because then at least the time I am spending in transit might be more productive. I could read, write or catch up on email during the trip. Decreased traffic = increased productivity. As it stands now, I stay at work until 7PM just to avoid traffic and get more done either for work or personal endeavors. I'd like to spend more of that time with my family.</p>
<p>Why do we keep getting survey and nothing gets done? The money spent on a survey could be better spent on street repair. I see nothing new here that has not been asked for the last ten years. Its seems you will continue to ask until you get your way what ever that is. Quit giving our money away to draw people here because it is obvious you can not handle our money or we wouldn't be in this mess we are in. Forget downtown there are other parts of the city. The last time I went to a mobility meeting and asked a question about it, "we have more people than that means more gas tax and property tax. Now where is that money spent on the roads, The answer was we are make cement for the roads thicker???? Nice library we have which is not even open yet. Good luck getting to it.</p>
<p>Make major thoroughfares like I35, MOPAC, 290, 183 more capable and the other roads will see less congestion. The congestion is created by I35' 183, now MOPAC. And most cars have 1 person, the driver. Hello? HOV lanes? Ever heard of those?</p>
<p>PLEASE invest in major improvements to South Lamar Blvd. The number of new condos and apartments has not been met with equivalent investment in sidewalk, roadway, and traffic signals. It is incredibly unsafe to walk, bike, and drive on the street. Please invest in wide sidewalks that connect Lamar from Town Lake to Hwy 71. Please invest in a median (like on Barton Springs) to limit people turning from the middle lane. Finally, please install more left turn lights, particularly at Treadwell and South Lamar. Long term, do not allow developers to build 500+ person units without giving funding to improving road and sidewalk infrastructure around their sites.</p>

A light high speed rail line is needed between San Antonio to Georgetown. Each city along it should contribute or tax the folks who use I 35 on a daily basis. Folks who sit in their cars for a commute of an hour or more in both directions each day would probably rather use WiFi, read, sleep, etc. vs sitting on I 35. East coast cities have it so why not here.

I am a bus rider. I ride the 803 from my south central home to my downtown job everyday. While it is a cheaper option, it is not a more convenient option. In fact, it is a less convenient option for three major reasons. 1) South Lamar is a dangerous road that does not accommodate pedestrian mobility along and across the street. -- Did you know that you have to cross three crosswalks (which takes three light cycles) to walk from the NW corner to the NE corner of the South Lamar and Mary intersection? -- Furthermore, pedestrian connections through the neighborhood very few and very far between. (And I'm lucky my neighborhood even has a transit corridor through it). 2) The lack of a transit only lane means that the bus commute is at the mercy of the vehicular traffic. 3) Access and proximity along the bus route to daily needs (i.e. grocery/local store; daycare; pharmacy; post office; medical/dental offices; etc.) does not exist. I have to employ another mode of transportation to get groceries every week. Putting a bus stop by the new library is not as useful as putting one by the new trader joes. While I am willing to go out of my way to take the less convenient transportation option because I believe in public transportation and I am proud to be a bus rider, not everyone is. Make public transportation the more convenient option for citizens, particularly local riders, and they will use it. I don't think I have to tell you that public transportation is the most effective way to relieve vehicular congestion and improve the safety of our streets.

Urban Cable and other Circulator technologies that could offer meaningful Mass Transit options seem to not be discussed or considered. The City of Austin should consider these modes and look into the Wire One concept and others technologies.

Build the roads!!!!!!!!!!!!

We will soon have 1M people in the city limits, along with another 1M+ in the surrounding areas. We need regional and corridor plans that reflect this. Urban living is great, but please acknowledge that many people in the region want to live in the suburbs while working in (and contributing to the economy of) our city. We need a comprehensive regional/corridor road plan along with regional rail. Furthermore, don't give in to anti-growth advocates who think growth can be stopped by choking infrastructure. Has it worked in the past 30 years? No. The city keeps growing. With good planning, we can have a city that is both large and nice. I bike 2-3x per week. I'm fairly happy with the bike routes and trails throughout the city. I have noticed, though that the state of streets in Hyde Park, Allendale, Brentwood, and Campus Area is atrocious (to the point I am embarrassed for the city). While I am displeased, I'm pretty sure my bike mechanic is happy with all of the wheel repair work I send him. Please do not impose trendy concepts like "road diets" on us. Also, while I personally love to bike, bike commuting not an option available for everyone (please keep this in mind in the planning process). It's very difficult for people with kids. Also, Austin is hot for 1/2 the year. This makes biking options difficult for anyone who needs to show up at offices looking professional. Keep Uber and Lyft here. Yes, the Uber corporation is run by assholes. No one is denying that. But, the city's response has been embarrassing. I watched the TNC hearings during the winter. The city used anecdotes and fear mongering to make a point (including using stories of accusations of crimes as though they were examples on par with convictions, which as a lawyer I find offensive). Also, it was implied that TNCs don't background check. They do, in a manner different than cabs but not necessarily worse (and the city lost credibility on safety when CM Kitchen pulled a provision to increase background check scrutiny for cabs, despite having railed on TNCs as unsafe). The safety aspect of providing safe rides (and reducing drunk driving) should be the guiding aspect when working with preserving the TNC system. Furthermore, they have the potential to reduce congestion via ridesharing, and reduced congestion is something the city claims it wants. So, while Uber and Lyft can be jerks, they are jerks with solutions to problems we desperately need help solving. Please keep this in mind, and don't let the concept of punishing TNCs for being jerks override the other safety and traffic issues that are more important to focus on.

FM 1626: Firstly, 55 MPH on the east/west single lanes on FM 1626 is dangerous and should lower it to a more safe speed limit - perhaps 35-40MPH. More and more of the heavy duty construction trucks use it to transverse the east/west localities. Surprised there isn't more tragedy. The city must install traffic lights for those communities/neighborhoods that access the road. And yet after all the major construction of gas and retail establishments on FM 1626 there is a recent proposal to add yet another 50 unit condominium on the northwest corner. These businesses have yet to open and will undoubtedly have a negative impact on the congestion and safety of the area. To have single east/west single lanes running to and from the I35S Frontage road is ludicrous. The congestion is palpable which impacts safety for pedestrians, bikers, etc. When "Woody's" and the Valero gas stations open for business there will be a heavy increase in student traffic to these sites during the entire day. The city must take a hard look at these issues. Thank you.

Your survey assumes that the current city design of segregated work / retail / living spaces is impossible to fix. No home in Austin should be beyond walking distance from simple needs - a shop, a pub, a breakfast taco. Austin is designed to require 99% of citizens to drive. Ban all commercial projects that don't offer housing, ban all housing that doesn't permit nearby community services. And fill in the gaps with Urban Cable. Jump from postwar city planning into this century. \$50 million for the Red line is just plain dumb

Charge Bike Riders a license fee. I pay for tags to use the roads and then Austin builds bike lanes etc and they pay zero

Public transportation is the future. Many just don't know it yet. Sooner you go to a transportation hub system like Japan linking local buses, regional hubs, and express routes, the better we will be. People hate waiting so proper scheduling of buses, trains, and autos so they are timed to load and move out quickly will encourage their use. Local auto parking, feeding onto local bus and express buses which travel quickly using technology that controls the lights turning them green on approach will help.
We need rail lines and more public transportation to south Austin. It doesn't run late enough or often enough to be useful to people with irregular work hours or late night use.
FM 1626 is an accident waiting to happen. A number of subdivisions and apartment complexes have been constructed without considering the traffic impact.
Although it may seem extreme, I believe Austin should take immediate action to drastically reduce the cars on the roads. Short-term perhaps offering some incentive/reward for carpooling. I wonder if certain apps could promote sharing rides between people who may not know each other. I myself am guilty of this but there are often loads of cars on I-35 or Mopac that only contain 1 passenger. I also would love to see more people riding buses. Have y'all done any surveys to assess perceptions of buses, or brainstormed possible ways of increasing awareness/desire to ride buses? I myself try to bike as much as possible and purposefully found a living-space near my place of work. Have y'all done any models on how tax credits/refunds related to distance from place of work would affect use of cars?
One of the biggest impediments to traffic flow is the slow clearing of non-fatality auto accidents. As I travel about, we are slow throughout the state.
Complete South 45 connection from IH-35 near Buda to the south end of MoPac (Highway 1) as soon as possible in order to divert the traffic load off of IH-35.
There is a problem with speeding and not obeying red light signals -- We need to get the big trucks (semis) out of downtown and onto the toll road because that is the closest thing we have to a loop. A City of Austin dump truck was going at least 50 down River Plantation in my neighborhood today (30 mph speed limit). Maybe if we didn't have so many "events" we wouldn't have so much traffic for the residents to deal with! People who move to the areas outside Austin, like Buda and Kyle should be taxed to use Austin roads during rush hour -- Maybe you could move IH35 to the toll road and charge a toll for the existing IH35. Also, the speed limit on SH 130 is way too high -- wrecks there are horrible because if the speed limit is 80, then drivers will drive 90 because they usually don't get a ticket for going 10 mph over the limit.
monorail
Build or expand all roads
NO MORE TOLL ROADS !!!!! Get the state to do its job and adequately fund transportation. Cut out the police harassment on streets and highways. Use them for real emergencies.
Wish the city would quit focusing all ideas on transit, bike/ped and light rail. 90+% of people drive to work. Improving quality of life should help those people first. Eliminating alternatives and spending limited dollars on non key projects is wasteful and just creates more gridlock.
We frequently read about highway construction projects that are planned but they never seem to begin. Example: Have been looking forward to improvement projects at Wm. Cannon and Stassney Lane...but no action. Tx Dot announced recently those projects are ready to begin, but they are waiting for approval to start! I thought Tx Dot was the approving agency for I-35 improvement projects. Bottom line residents see no sense of urgency to fix our mobility problems and that is a problem.

<p>I live in the Onion Creek Subdivision off South I-35. Populations are bursting with apartments and new subdivisions off East Slaughter Lane. The road has been amply widened. Up to two schools are now or will soon be built off/near East Slaughter Lane. However, there are NO buses running along E Slaughter yet where there is ample population to support it. My concerns for that area as a driver on a daily basis multiple times down that area: 1. No sidewalks/incomplete sidewalks. Apartment dwellers are walking to Walmart and SPark Meadows and are forced into the streets to walk and cross a MAJOR intersection. Please complete the sidewalks. Additionally, there is a parapalegic in a wheelchair who is also riding in the street. I have nearly hit pedestrians and the wheelchair beyond dusk because you cannot see them and they should NOT be in the street. 2. Add bike lanes on East Slaughter, Old Lockhart Road (currently there isn't even a shoulder on the road) and Bradshaw Road. In decades past, bicycle groups of up to 100 bikers would (and still do) ride together down these roads. This was fine when it was a country road, and by all means they should still bike there, but we need to make it safe for them. Lots of elderly drivers and also teen drivers who I've seen do not share the road or simply don't have the peripheral vision to see these bikers. 1327 and Bradshaw Road is a death trap. There needs to be a center turning lane and/or a stoplight at 1327 and Bradshaw. Also Turnersville road which connects to the Toll 130 is in a blindspot and it is a very risky move to take that exit and turn blindly onto Bradshaw Road. It should also have a stoplight.</p>
<p>We have deliberately fallen horribly far behind in just the meager road construction that should have been on an ongoing schedule for as many reason as there have been city councils over the past 35 years. Drive N or S out of the city and you will see every overpass outside of Travis county has been or currently is beening or is scheduled to be up graded EXCEPT ofr Austin-SHAME</p>
<p>My husband and I moved here a year ago and bought our dream house. We came from downtown Chicago and this is the worst traffic we have ever seen. Our house goes up for sale next week. We cant take the traffic anymore.</p>
<p>A fundamental shift in planning is essential we must build roads today for future capacity we know is unavoidable. Build at today's prices for capacity requirements 15-30 years out.</p>
<p>The metro rail is a great idea, but it needs connections in more areas to really reduce vehicle traffic, especially on IH-35.</p>
<p>Austin MUST create a well designed, functional, no toll or low toll, LOOP around the city to get the "through traffic" off I-35. Routing the MAIN Interstate route from Mexico to the Upper Midwest through the center of downtown Austin is absolutely obscene !!! Towns as small as Tyler,Tx have a full loop around them that is toll free!! This obvious problem should have been corrected 25 years ago !!!</p>
<p>I am moving from the Onion Creek neighborhood into a more central neighborhood due to traffic congestion. I wish I felt more safe riding a moped or bike in the city.</p>
<p>I work in state government and understand the enormous difficulty in finding funding for infrastructure, but please understand that the inability to travel freely throughout Austin is the single biggest complaint many in the Capitol have about Austin.</p>
<p>Do not pass legislation that would discourage Uber, Lyft and other ridesharing companies from operating within Austin.</p>
<p>It would be wonderful if local governments could figure out a way to build necessary roads (like the Loop 1 extension planned to connect to FM 1626) without giving in to those moneyed interests in West Austin and the environmentalists who oppose every road that needs to be built. I built a house on FM 1626 in 1983 and at that time the big selling point was that Loop 1 would soon connect to 1626. Here we are a mere 33 years later and it still has not been done. I finally gave up and moved in 2006. Austin government bends over backward to bring people to this town and again and again fails to build the infrastructure to support them and those of us already here. Build the roads!</p>

<p>Improve the appearance of city streets and sidewalks by removing trash, clutter, tall grass and overgrown everything. Improve the desirability of using public transportation by restricting vagrant camping and begging at bus stops</p>
<p>Austin has been behind the curve in addressing transportation infrastructure for 40 years. It is a mess and the city is now in a position that little can be done to improve it. The don't build it and they won't come mentality of city management and politicians has got to end.</p>
<p>government is slow, and that's fine. But with thousands of people bringing more cars every month, ameliorating the traffic mess has got to be number 2 priority - behind Public Safety!</p>
<p>Please focus on South Austin. I know North and West Austin have received the lions share of attention for mobility. From Ben White and I-35 heading south needs major attention. The consistent traffic congestion on this segment of interstate highway, even leading into downtown from Ben White going north is ALWAYS congested. What can be done to fix this? The on and off ramps at Wm. Cannon and Stassney contribute to this problem as do the overpass bridges for these two streets. The dip in I-35 between Wm. Cannon and Slaughter Lane contributes the most to the slow down of traffic headed in either direction. Perhaps building a bridge spanning this topographical dip would alleviate the slowing down and grinding to a halt of traffic in this specific area. The space under that new bridge could be a transit hub for buses.</p>
<p>I live in the Onion Creek Neighborhood. There are no buses that come that far south. If you added a bus line that went from UT, downtown, and then took the access road south to Exit 225, the last exit in Travis County, and then looped back north, stopping at major intersections and major apartment complexes, you might be able to increase ridership considerably. Maybe have one be a short loop only to Ben White and the other be the outer loop Ben White to Exit 225, Onion Creek. Also, the intersection at Farrah Lane and Onion Creek Parkway needs to be a 3-way stop. Extremely dangerous since Onion Creek Parkway continues 20 feet past Farrah and pulls into a business driveway. MOST people turn on Farrah, but not everyone. Finally, I think the 225 Overpass into Onion Creek needs a stop light on the west side or, at the very least, needs signage painted on the street to indicate what to expect at the intersection. The left lane is supposed to U-turn, and the right lane has a stop sign and can then turn left over the overpass, but not everyone in the left lane turns or sees the stop sign, and sometimes people run through this intersection, again making it very dangerous if anyone is correctly turning left from the right lane.</p>
<p>It is very nice Austin has bike lanes and trails available BUT who uses them?? For example, I have never seen a biker on Slaughter Lane except on the weekend when groups of riders pretty much ride where they please! Consider adding lanes to handle the traffic that is there every single day on this and other streets!</p>
<p>Mass Transit is the answer to the corridor and would benefit my neighborhood.</p>
<p>We need to make improvements now. we are approaching gridlock and if nothing is done it will happen. 1) need to add capacity to the major highways reduce the congesting of the highways. 2) rework entrances to allow traffic it enter the highway without slowing down the flowing traffic. 3) create turnouts for Buses so they don't block traffic behind them 4) Staggering shifts will not work - traffic is heavy from 6:30 - 9:30 and from 2:30 - 7:00 its already staggered 5) Telework will help. Over all reducing the number of card on the road, and increasing capacity is the only thing that will make a big difference. I am a proponent of mass transit but it has to be reasonably priced and comprehensive as in other major cities and most cities in Europe. Our mass transit is disjointed. It takes me 40 min, in traffic, (25 min with no traffic) to get to work in the morning. If I could get to work using mass transit in 50 - 60 min I would use mass transit. with the current mass transit the first three miles are on me. and then it would take 1hr 15 min. this adds 35 min each way. I would like to see the option of an elevated monorail explored to move people to and from population centers. (airport, downtown, Round Rock, South Austin, Lakeway, etc...)</p>

<p>I would like the city to address the amount of traffic arriving into Austin through S I-35. It seems the plans that are proposed address issues that deal with traffic north of 71 but not the needs of the residents that travel the highway in the southern corridor. I hit bumper to bumper traffic at 6am north bound from Onion Creek PKWY to downtown and 7pm traffic from downtown past the Slaughter exit on the way home. I can't afford to live downtown and there are no public transportation options available in Onion Creek.</p>
<p>we need public transpo like in Europe!!!!!!!!!!!!</p>
<p>There are no commuter options in South Austin that make leaving my car at home an option. That is disappointing and would be very welcome. My children love to cycle around the city and enforcement is lacking, consequences are non existent and infrastructure is not in place to make it safe. A cyclist died at the end of my block 3 months ago and there are no plans to reduce or manage the congestion or to improve the riding conditions so we end up continuing to contribute to the problem by driving every day.</p>
<p>Stop spending so much \$\$ on running almost empty buses! Stop spending so much \$\$ on things like the bike trail and bridge over 360 near Mopac. Instead, redo the very rough streets such as South 1st and addressing the very dangerous and deadly F.M. 1626 from I-35 to Brodie.</p>
<p>I would like to see a change and more monitoring in my neighborhood where it is safe to walk to coffee shops and grocery store without having to feel unsafe when approached by the aggressive homeless asking for money on the corner of Redd and Manchaca and the intersection of Ben White and Manchaca. Also it would be nice to be able to sit at the bus stop W/O having to stand while homeless occupy the bus stop</p>
<p>The city should focus on improving bus stop locations (lighting, sidewalks to it, and better placement). More pedestrian cross walks on busy corridors. More automatic traffic lights at major intersections. Better signage about pedestrian right of way. Actual traffic cops, and ticketing for pedestrians and cyclists using the Lamar bridge instead of the Pfluger foot bridge. Require all new construction to have sidewalks for foot traffic into commercial/multi-use properties (and require larger properties to remedy this). DO NOT focus on car congestion, or make it easier for single occupancy cars. More frequent and connective bus routes.</p>
<p>FM 1626 needs to be addressed as a roadway needing immediate attention due to the rapid growth directly off of that road.</p>
<p>I live in SW Austin and support the building of TX 45 to connect to 1626 and the improving of traffic flow on Mopac.</p>
<p>I don't think the options above are correct: I believe the city funds transportation *incorrectly.* They focus on areas that do not alleviate the main corridors. They took away some of the already very limited downtown parking for "rapid" buses that barely go father South than Westgate. If you truly want people to stop driving their cars everywhere, solo, you need to expand public transportation beyond the rectangular grid of the center of Austin. People live in South/Southwest Austin and work in Westlake. Please help us get some cars off the road!</p>
<p>Austin needs to start looking away from car centric route planning.</p>

<p>For questions #9 and 10, the City wastes money by funding projects based on politics and influential groups. I live on West Gate Blvd. south of William Cannon. In 2007 , the City took bond money (\$ 8 million away from bond approved projects and used it to extend West Gate from Davis Lane to Slaughter Lane. We objected to this, but the City did not listen to our concerns. So now, the traffic more than doubled on our street ; since our driveway faces West Gate, we have trouble getting out to go north.; we face danger in making U-turn in unprotected turns to go to the East side of West Gate; our street has become a mini IH35, with cars using it as a short cut from Slaughter, Manchaca , and Brodie ; speeding is also a problem since there are no traffic lights or calming devices between Davis Lane and William cannon. We have complained to the City, but so far nothing has been done.</p>
<p>The use of Brodie Ln to connect FM 1626 to Slaughter Ln / Mopac is creating safety and traffic issues for the Brodie Ln neighborhood from as early as 6:30 am to as late as 7:30 pm. This needs to be addressed urgently and not sure if just adding the SH45SW toll road will do so. This section of Brodie Ln would benefit from expansion or addition of a reversible lane given the current limits of the right of way.</p>
<p>Far south Austin is exploding in residential development, and desperately needs decent bus service and to build SW 45 before things become disastrous. The deadly nature of the Slaughter/Manchaca intersection is a direct result of the city's lack of movement on managing congestion.</p>
<p>I am not sure the city needs MORE funds rather needs to spend its funds more wisely.</p>
<p>This is an issue LONG over due and needs to be addressed immediately. The traffic is worse daily. I would love to see an increase in rail lines that actual reach the suburbs and help SW Austin citizens. Secondly, I would like to see more improvement for bikers. As it stands roads are too dangerous for bikers to safely commute to work.</p>
<p>Stop building toll roads. Start the SH-45/ south MoPac project already. Finish MoPac expansion and stop delaying it.</p>
<p>Make sure TNC ordinance requiring fingerprints is passed</p>
<p>I am one of those who works either from home, or out of town, so my use of the roads is limited, but is entirely focused on driving from my home to my destination (typically ABIA). When one looks at transportation options south of Slaughter Lane and off of Brodie lane, there is really NO, repeat NO public transportation. There are no realistic options for the use of bicycles for transportation, and we are too far from most destinations to walk - especially during summer months. I hope that the city will take a realistic view of transportation, rather than assuming that we can all ride bicycles 10 - 17 miles.....</p>
<p>There has been a failure to think long term in the past resulting in many expenditure needs just to meet existing traffic loads in all modes. These require immediate expenditures. We must also start planning and building future capacity.</p>
<p>We know if "you do not build it they will not come" is false. Build it!</p>
<p>It seems to me that the city does not address traffic issues or they don't coordinate with TxDOT or other GOs. Where is the city manager On these and other issues? Should he not be setting the expectations and recommendations for city departments</p>
<p>There is way too much congestion, especially getting through downtown. It really doesn't matter the time of day from 6 am to 8 pm it is impossible to get from north to south Austin without coming to a complete stop going through downtown on the highway.</p>
<p>Be realistic. Cars aren't going away anytime soon no matter how much you wish they were. The 5th city council district is a microcosm of the citywide problem we had before splitting up into districts. Somebody who lives in Barton Hills knows and cares nothing about the concerns of people living out in "far South Austin". Our concerns are the same as Circle C and Shady Hollow, not the inner city.</p>

<p>I have lived in Austin for 20 years and watched each City Council talk about traffic congestion but do nothing about it. With the extremely high cost of living within the City, people are moving to Williamson and Hayes counties to escape the high taxes and goofy regulations required by the City. This in turn puts more cars on major roadways which exacerbates the traffic problems. The bicycle lanes on major streets are a joke. I will offer anyone in the City the following bet--If you pay me 1 cent for each car that travels Slaughter lane between Manchaca Rd and Congress, I will pay you \$100 for each bicycle that uses the bicycle lanes on Slaughter. I drive this route many times and the very narrow lanes are dangerous. The bicycle lanes are for 1/10 of one percent of the population. This makes no sense except to Austin planners. Why are Dallas, Houston, San Antonio, Ft. Worth, Lubbock, etc. all building new roads to ease traffic congestion and Austin is still wanting to have an additional study.</p>
<p>will never ride bike or bus to workplace----my commute is 15 miles</p>
<p>The city and county needs to improve the I35 corridor that would incorporate a high speed system into the city and outskirt parking. They need to stop considering projects that only improves services for a few such as the last bond issue that only serviced 1% of the county population. Until there is a really good plan I will not support any bond issue.</p>
<p>We are both 70 and retired. Austin is no longer a good place to live because of traffic density and high costs of Austin utilities. We were both born here but we are having to move because we cannot afford to live in Austin.</p>
<p>My impression is that central/downtown Austin area receives disproportionate funding for public works, improvements, parks, and amenities which benefit visitors and tourists at the expense of taxpayers in outlying neighborhoods.</p>
<p>I believe too much city-wide emphasis is being given to bicycles to the detriment of other modes of transportation. Bikes are good within a certain proximity to downtown, but are not as essential to outlying areas (south of Ben White, north of 45th St., etc). At least, if you are going to provide for more bicycle lanes, don't do them at the expense of narrowing or eliminating access for cars. Mass transit, including both buses and, possibly, rail should be explored further.</p>
<p>READ THE FOLLOWING PLEASE! WE NEED AN "EXPRESS TRAIN" PUBLIC TRANSPORTATION ACROSS THE CITY!!!! Why not run a commuter train north and south on Mopac(existing rail) and on I-35? Then we need to run urban gondolas East & West every few streets(ex: Slaughter, then W. Cannon, Then Stassney, then ben white, then oltorf, then Cesar Chavez, 6th, etc). Urban Gondolas for Austin would mean a less invasive public transportation build out and far less expensive. We would also lead the way by example for other cities with a limited infrastructure. We also would attract tourism this way and encourage our "weird vibe." Call me! 512-632-8400 Anne Rutt, small business owner on SoCo.</p>
<p>I am frustrated with the over-regulation of Austin, limits on BBQ smoke, Uber and Lyft, Airbnb, etc. I was hit on my bike on my first month of living in Austin by a car, I would rather save the millions on improved bike lanes and public transit rather than a costly election on fingerprinting requirements. I would never think I would have supported Councilman Zimmerman's votes as much as I have because of differing general views, but gosh this is too much regulation and not enough building.</p>
<p>Just fix what we have. Yes we need all that other stuff but everywhere there is construction there are horrible messes in the streets. Also, we need to trim and mow and edge all the existing sidewalks. There are soooooo many that are overgrown and dangerous and barely allow one person on foot or bike much less someone with any kind of mobility issues to travel safely. Many times one must hop in the street.</p>

<p>I would like the city to stop taking width out of lanes that have existed for years, stop putting impediments in the middle of streets to narrow the lanes, stop doing anything that the city thinks is an improvement because from what I've seen of your work it never is. I would also like to know who designed this "survey" since the aim seems to be to only let certain questions with certain directions be answered. I recognize that I live in Texas, a giant state that has for years relied on cheap gas and a well funded highway system to move people, and I would like the city government to recognize that too. Bikes and bike transportation my work in places where it doesn't regularly get over 100 degrees but they are not really a viable option here. So stop trying to pretend like the majority of working people in this city don't have to take their car to get to work. Making streets narrower only makes the more hazardous and I do not understand why that is even an option particularly with the city's recent housing change that allows ADUs to be built without parking requirements which will further congest the streets.</p>
<p>My perception is that the citizens have funded a number of projects that seem to take forever in the city of Austin. Therefore we do not see the impact of our funding votes.</p>
<p>Unfortunately for the traffic problem in Austin, solutions such as Urban Cable and other Circulator Technologies that could offer meaningful mass transit options seem to have been brushed aside and ignored. The City of Austin should really consider these modes of transport and look into the Wire One concept and other technologies. Thank you so much, for your time and for helping to run this beautiful city of ours! :)</p>
<p>Most of the streets in our City are in poor condition because maintenance has been put off for rail projects and bike lane installation. Stop converting motor vehicle lane miles into bicycle lanes that serve very few people (4-lanes of vehicle traffic converted to 2 lanes with bicycle lanes is a really bad idea). We need more lane miles for motor vehicles. Just because you build bike lanes it does not mean people will get out of their cars. With more & more people moving here every day--WE NEED MORE ROADS NOW AND OUR CURRENT ROAD CONDITIONS IMPROVED DRASTICALLY.</p>
<p>In urban and residential areas where pedestrians and people on bikes are present motor vehicle speeds must be reduced to non-lethal levels <25 mph</p>
<p>Fix my neighborhood by building SW 45!</p>
<p>Traffic too congested for past 10 years. During that time, several hundred houses and apartments have been added and now another 1500 are planned; (yet another 3000 cars due on road.) Still no sidewalks, no bike lanes on 1626, speed limit too high on 1626, and no plans to widen 1626. In any environmental emergency, people will die trying to exit this area. Too many accidents already. No access to ride-share. No sidewalk to get to bus stop and it's too far away for elderly to walk anyway.</p>
<p>Re: Question 9, I feel that the City (and the State) is too quick to fund expensive, exclusive regional mobility and transportation programs, such as highways, while it is too hesitant to fund manageable, inclusive local mobility and transportation programs, such as sidewalks, bike lanes, and public transportation.</p>
<p>Elevated Rail Now!</p>
<p>Regarding funding, appropriate use of funds is important. For example, improving traffic flow/reducing congestion should be a higher priority than building landscaped traffic circles or narrowing car lanes to squeeze in other forms of transportation.</p>
<p>Stop this multi modal stuff. 99% of us use cars. Not your job to make it miserable for car drivers. Focus on car traffic solutions. Use 99% funding on roads and stop wasting my tax dollars on bike, trains, etc.</p>

<p>stop using funds that benefit a very small number of people (bikes, for example, used by a tiny percent of the population.....and when you DO go research the bike user data, PLEASE exclude UT because they make up a HUGE portion of the bike use, and a TINY area. bike mobility around campus is a great idea. but don't use them to justify bike lines on springdale and 183?</p>
<p>The city is so far behind in maintenance of existing facilities and adding more facilities that funding is a serious, maybe impossible, challenge. We're not alone. Civil engineers say that the nation needs four trillion dollars to bring facilities to an acceptable level.</p>
<p>We need INNOVATION. I love Garriottes idea, for example, It's crucial that, whatever the path forward, we focus on creative, efficient, and responsible platforms.</p>
<p>We need extensive rail that services the edge of the city limits and even outlying suburbs, to keep those people from getting on Mopac and 35,Lamar and S. First and every other clogged artery of this God forsaken, gridlocked city.</p>
<p>Northbound South 1st Street at Slaughter Lane - lengthen the left turn lane and make the inside lane a dual turn/straight lane. Particularly in the morning, traffic in the two northbound lanes backs up and blocks access to the left turn lane which in turn makes the congestion even worse. Schools are all to the west for all the new neighborhoods along South 1st that must turn at this intersection.</p>
<p>Bicycles should not be used on busy streets, such as Westgate, Manchaca, Mopac, Lamar, William Cannon. Utilize sidewalks. Inform the public that is is legal to bike on sidewalks except when designated not to do so.</p>
<p>City needs to notify the department responsible to clear hazards on road sides/emergency lanes. The amount and size of objects of trash on 290/Ben White/71 will cause fatal injuries if air born. I have never seen this amount of trash in the last 30 years as I see today. All road sides need to be cleaned regularly. Also, I have noticed trash in medians that will cause more flooding because it blocks drainage drains. I think huge fines should be implemented for polluters. Then take that revenue to police and clean the roads ways.</p>
<p>Mobility is a joke in this town. we need a train. adding lanes/toll roads will not solve the problem. Look at Houston to see what a mess their traffic continues to be after all of the lanes and toll roads were added.</p>
<p>Do not want to see the creative funding... If a bond is necessary, do a bond. If you can fund with operating budget, do it.</p>
<p>Intersections that are noted with the don't block the box signage should also have signage that says no right turn on red. For example, when I am on Brodie Lane and trying to get through the intersection at slaughter Lane people from slaughter make a right turn on red onto Brodie Lane . Brodie Lane goes from two lanes very quickly down to one as soon as you cross through slaughter Lane. This creates congestion all the time and not just during rush hour. I will have the greenlight on Brodie Lane to proceed through the intersection however because of that congestion you often have to sit at a green light while you wait for an opportunity to cross through slaughter Lane and not block the box. When people are allowed to make a right turn on red from slaughter Lane onto Brodie it means that those of us sitting on Brodie Lane with a greenlight don't get to make it to the intersection because if we did we would block the box .</p>

<p>A few points: -Earlier in the survey, the "ground transportation" category included Uber, Lyft, Pedicabs, and Taxis. I wanted to be able to clarify, as I think of these as quite different categories of transportation. I've used pedicabs rarely (they're mostly for tourists and bar hopping). I use Lyft relatively frequently (once or twice a month), and I refuse to use taxi services. I have had too many bad experiences with local taxi service. Before Uber and Lyft, I never would have used ground transportation except when literally no other alternative was available. -In South Austin, street connections of all kind are very badly needed. We need trails and pedestrian connections, but we also need regular street connections to take some pressure off the main thoroughfares. Until we have connections, it will be impossible to turn streets like South Lamar into anything other than hostile, car-only environments.</p>
<p>I think an elevated rail system is the best option to move around regionally. Locally I believe there are adequate bike/bus/walk options. But unless you want to go from Downtown to Cedar park it's not convenient to use the rail system.</p>
<p>I pay more than \$20k/yr in property taxes and I live in the Zilker neighborhood. My street has NO sidewalks. I have to walk my small children in the middle of the STREET with cars moving legally 30 mph. City leaders should be ashamed of themselves for never addressing this issue. Leave Uber /Lyft alone, my family uses them both regularly and LOVE them. Embrace autonomous cars, they will be the future, forget expensive rail, that only serves the few at great cost to the many.</p>
<p>More public transportation options are needed. City buses are not the only answer. Better connectivity to all areas of the city and improved safety for bicycles will be needed to improve mobility in the city. The highways can only handle so many cars. We need more and better options to get anywhere in the city.</p>
<p>We need a light rail that traverses the city in a more strategic way. Perhaps down Lamar/Guadalupe? Our unwillingness to build that is holding us back from being a world-class, livable city.</p>
<p>Lowering speed limits saves lives!!!!</p>
<p>South I35 needs to be widened to accommodate all the new people moving in south of Ben White (William Cannon area) and also through downtown. In addition, the tolls on 130 and 45 should be reduced to encourage trucks to go around the city to help with the horrible congestion.</p>
<p>We need better public transportation AND better connectivity/added sidewalks/bike lanes. It was difficult to choose just one.</p>
<p>Constantly dodging sunken manhole covers and see every one else doing it to. They are an inch or two deep and knock your car around in an uncomfortable way. The streets are just over congested with traffic and people drive like idiots. Driving North on Lamar from 290 the right hand lane ends and no one seems to see that and cutting over to the left lane right around In and Out burger. Many of them see to use that lane just to get ahead - they know it ends. I can't believe there aren't wrecks there every day. I know Austin is struggling with growth and traffic and I understand the issues and that Austin is doing it's best. Also same issue with tearing your car up driving over steel plates in the right hand lane on Stassney between Manchaca and West Gate. Stassney could be expanded to run through to Brodie. Yes I live South and that is my commute so that is mostly what I can comment on. 35... what can be said. I avoid it at all costs. 35 and Wm Cannon is another mess. Exiting Wm Cannon go South on 35 is a nightmare as well as going East at that same intersection.</p>
<p>A safe bike lane on Slaughter, from IH-35 to Mopac, is extremely important.</p>
<p>This city's roads are completely inadequate. Because of the lack of affordable housing close to downtown, most people are pushed way out to the edges of the city where is little/no public transportation. We need a subway/light rail that goes to these locations NOW. If I could get on a train from where I live and get to work, I would absolutely use it, but I don't have a single public transportation option from where I live.</p>

<p>It's time to bite the bullet and expand existing roads to enable all modes of transportation. Yes, many homeowners will be forced to move. The needs of the many outweigh the needs of the few. Spock.</p>
<p>Austin should not spend any of its own funds on I-35. It is a federal highway and needs to be funded by higher levels of government. TXDOT isn't going to help us build humane sidewalks and bike facilities, we need to allocate our funds towards this basic infrastructure that creates safe alternatives to traffic and pollution in our community.</p>
<p>I think the City has funded the wrong types of improvements. Turning two way streets downtown into one way when you have a city full of tourists just contributes to the congestion. Taking away lanes downtown also contributes. People are going to drive cars. Get over it, and work to accommodate that.</p>
<p>First off, I am a college-educated woman and question 3 was VERY poorly constructed. Took me 4 readthroughs, and I'm still not sure I understand what was being asked. Our city is growing by leaps and bounds. We have to keep up with the new cars on the roads as well as the new sprawl being created. Currently, it takes me 45-50 minutes to travel from my job at UT to my home near Slaughter/Manchaca at 5p. 15-20 minutes of that time is getting on to I-35. The entrance/exit points for the highway are few and far between, causing gridlock and a headache before I even get on the highway. But, traveling through downtown and either going on s 1st or s Lamar doesn't help either. With only a few ways to get over the river, you are stuck at lights waiting to cross. I am building a new house in the Lake Travis area. My projected commute home at 5p is 50-60 minutes - barely any longer than my current commute, even though I'll be traveling twice the distance! We need to help the N-S pathways in our city.</p>
<p>In response to question #9, I believe the city over funds mobility and transportation programs and under deliveries. I think the city should come up with reasonable solutions that will have a lasting effect instead of investing millions of dollars into projects have little to no benefit. ie. The mopac expansion and 360/Mopac/Ben White pedestrian bridge. Also, I think the most effective solution will be a light rail that connects all of the neighborhoods to downtown, not just 1 rail that connects the college area to downtown.</p>
<p>Sidewalks, sidewalks, sidewalks! It's not possible to have an effective public transport system (which would provide alternatives to single user cars) without an integrated pedestrian infrastructure that allows pedestrians to move around the city. Not just the continuity of sidewalks, but also the ability to move around superblocks (both commercial and in residential curvy streets) that keep people from being able to walk through areas.</p>
<p>Work with CapMetro to put in commuter rail and small localized bus routes ('Dillo routes, neighborhood loop routes).</p>
<p>I've loved living in this town for the last two decades or so but I fear the sky rocketing cost of living is forcing me out. Good luck in your endeavors.</p>
<p>Austin's major issue is with traffic. I see designs that increase the amount of crosswalks that a pedestrian has to use in order to get across 1 street! With Austin being a linear city going North and South, we either need to remove the majority of the traffic from the city center, or/and provide a rail system that is efficient in the north south travel which then users can catch trollys or use a bicycle to get East/West since east west is much shorter distance to transverse. I would like to see an Urban growth boundary put up around austin so the expansion can stop growing and \$ spent would be for infill, walkability, and strengthening our city. Right now the expansions and development has thinned the city which has overall weakened Austin. Austin is the Core of Texas, central to San Antonio, Houston, Dallas/Fort Worth, and of course West Texas. Austin should be the most advanced hub for transportation that connects these cities and promotes efficient, sustainable travel.</p>

<p>I was born and raised in Austin and have seen traffic congestion significantly increase in the past 10 years!! Something needs to be done with IH-35! This highway is the main road for local drivers and visitors. It needs to be reconstructed or fixed to meet the demands of this growing city.</p>
<p>I recently moved back to Austin after being out of state for ten years. Traffic was terrible ten years ago and it is even worse now. I can see very little that has been done to remedy the horrible traffic congestion in the ten years I have been gone. The best solution to Austin's traffic problems is something like what Washington DC or New York have--a widespread metro or light rail network that connects many different places (the light rail currently in place is extremely limited. I work downtown and live in South Austin and there is none nearby). I hate driving and would love something like a metro. I don't use the bus system now because of the added time to my commute (the buses still have to navigate the same amount of traffic as I do) and that I usually go to the gym after work which adds extra stops and is inconvenient when I just want to get home.</p>
<p>I feel that new construction should leave a reasonable distance between the buildings and the roads so that, if necessary, future widening of the roads, bike lanes, and sidewalks is possible. For example, most new construction on South Lamar leaves no room to widen the roads without taking out the sidewalks. It is very poor planning.</p>
<p>Offer tax incentives to existing businesses whose employees carpool; ban 18 wheelers from IH-35 during rush hours; give toll break to truckers to use tollway; make all left turn green arrows blink yellow to still allow traffic to turn after oncoming cars have passed to reduce congestion at lights</p>
<p>Unified, comprehensive mass transit is ridiculously behind for a city of this size. It is time for a substantial investment in a long term public transportation system that will extract us from requiring massive roads and highways to accommodate an increasing number of cars.</p>
<p>Consider rails to trails safely connecting south Austin (just south of ben white) to downtown for bicyclists and pedestrians</p>
<p>1. Train from Southpark Meadows to Tech Ridge. Eventually expand north to Round Rock and south to San Antonio. 2. Fix the on/off ramps to 35 and Mopac! Use dual lane on ramps with a stop/go light and a longer lead time to merge. 3. Get heavy (18 wheeler) through traffic off of 35. Reduce/eliminate tolls, provide tax credits, build another road, anything to get them off of 35. 4. Have buses run 24/7 on limited routes in/out of downtown. 5. Use roundabouts anywhere and everywhere possible. They are more efficient and safer than four way stops. Mass public transit needs to extend south of the river. The proposals I have seen so far stop at the river and do nothing to ebb the number of commuters living south that work north of the river. More and more people are moving to Buda and working in Austin due to housing costs but there are no serious public transit proposals to address the number of commuters in the area.</p>
<p>The city must control the overbuilding, both houses and apartments. Developers must be held accountable for the chaos that overbuilding has caused. I hate living in Austin.</p>
<p>High capacity/frequency transit in separated lanes should be added very soon.</p>
<p>Useless questionnaire really. Waste of money that could have built an inch of road. Give us plenty of places to park the car and get on the bus if you want us on the bus. Time the lights (so simple but you refuse to do it!!)</p>
<p>In addition to funds for projects and programming, adequate staffing//resourcing of the transportation department is necessary to keep up with the management of Austin's traffic is equally if not more important.</p>

<p>There really is no need to SPEND money. Instead, tax drivers on a monthly basis. Have them pay the CoA for the privilege of driving. This will force many to use alternative means of travel - walk/bus/bike/that dumb ass MetroRail that was a waste of money and goes nowhere. All of these options have the citizens paying the City, and not the City spending to "improve" something they cannot improve as long as the City continues to encourage urban sprawl. Instead, restructure zoning allowances. Approve small lot amnesty, and then have the permitting department deny developers the right to build off-street parking, and have the CoA post "No Parking" signs in front of those lots. No parking = no automobile. For all new high density permits, limit the parking to 1 spot for every 20 bedrooms developed. Any lot purchased by developers/builders that intend to tear down and rebuild, restrict the impervious coverage so that off-street parking is not an option. Again, post "No Parking" signs prior to the property receiving its Certificate of Occupancy. Force higher density with no parking. I was born/raised in TX. I know we are not LA/San Fran/NYC. But those cities treat driving like a privilege. Parking spots run in excess of \$2k/mo. Garage spots can be \$4k. Tax the driver at point of registration. If they drive around non-stickered, impound their vehicle until all fees are up-to-date. MAKE US PAY FOR THE RIGHT TO DRIVE.</p>
<p>The first priority should have been a train from the airport to the convention center. This is a no-brainer and would alleviate the need for a large number of visitors to need to rent a car or even hire a cab. The highways in Austin are a joke. You open up a toll road that goes around the city, then wonder why large trucks don't want to pay to use it. You close down an entire lane on the last viable highway to install a toll lane with variable tolls that NO ONE will want to use. Mobility in this city is a joke, and nothing is being done while thousands keep moving here yearly.</p>
<p>I think the City poorly funds programs. And I think Cap Metro is abysmally run and makes extremely poor decisions. Many the time I have seen two "rapid" busses, same route number, one directly behind the other on South Lamar. Inexcusable. Also there's no parking at some of the rail stations--again, inexcusable.</p>
<p>Something has to be done about the bikers. (on bicycles not motorcycles). They do not stop at stop signs zipping right through almost causing wrecks all the time. In my neighborhood alone we all talk about how it is such a problem that they just go right through like the stop sign does not apply to them. Same issue with red lights- they need to stop and obey the rules of the road. They zip right through and then are shocked when accidents happen. More needs to be done about this- they are on the road with cars which are much larger than them and they can't just fly through red lights and stop signs and expect everyone to slam on their brakes. I see it far too often and many in my neighborhood feel the same way.</p>
<p>Fully invest in the bicycle master plan and the sidewalk master plan. Without protected by planes with physical barriers between bikes and cars will never be even nearly fully utilized. Most people will not put their life in the hands of Travers very often are distracted Space and often out right hostile to Bikers, motorcycles and pedestrians. Additionally we need humane bus stops. It is unreasonable to ask any but the most fervent transportation enthusiast to stand in 105° sun for 30 minutes to ride the bus.</p>
<p>Making special bike lanes only increases traffic, reducing lanes to accommodate bikes, is totally worthless for the few bikes users. Why not build sidewalks that bikes and walkers can use and get the bikes out of the vehicle traffic lanes. Also enforce traffic laws for bike users, far too many run stop signs and red lights.</p>

<p>I believe that the city has adequate funding and directs the funding to inappropriate projects that do not have any feasible long or short term possibility of decreasing congestion nor increasing safety for motorists, cyclists, or pedestrians. Every modern city in the world has an adequate public transportation system, and the vast majority have a rail or light rail system that at least goes to the airport. Can't we at least have a light rail that goes to the airport, instead of holding our citizens in the clutches of the the unsafe and overpriced "ridesharing" programs that are now demolishing the democratic process by removing MY city councilperson in order to not have to comply with basic safety standards? BUILD LIGHT RAIL TO THE AIRPORT FROM DOWNTOWN. Thanks.</p>
<p>Capital Metro goes to Southpark Meadows, but I live on Manchaca, two miles south of Slaughter. The closest bus stop is two miles from my house and there are a LOT of new subdivisions and apartments being built down here. I think Cap Metro needs more stops south of Slaughter on Manchaca Road.</p>
<p>Develop a light rail plan along the Guadalupe-Lamar Corridor. I voted against the last light rail plan because the route was not based on future not current demand.</p>
<p>"Austin is growing fast" is itself becoming an out of date phrase. Austin is absolutely exploding and has no signs of slowing down. Unfortunately this means traffic everywhere. Unfortunately we can't do anything about the sad state of the mopac project now, so get it finished and out of the way. But one HUGE improvement we could look to reduce traffic would be to buy the railroad, build another railroad outside of town and repurpose the internal tracks for transit. It would cost a lot but imagine if we had parking lots outside of the city and trains that ran every 10 minutes everywhere people actually want to go (instead of that silly east-to-north train that is basically empty all the time...). Regardless, just adding a toll for cars entering the city similar to what London did could nip this problem in the bud. We don't need more parking lots or garages. We need people to stop clogging up the city with single-passenger vehicles.</p>
<p>This is the fastest-growing city in the nation. The traffic problem is beyond terrible. Please throw all available funds at it ASAP. It is the only factor that makes me seriously consider moving away.</p>
<p>Put it to a vote, we would gladly pay the toll fees to get the big rigs off the major thoroughfares. Every third vehicle is a semi with out of state plates.</p>
<p>Don't spend money building new lanes on IH-35, it will be filled to capacity in short order in a phenomenon called induced demand (look it up, and then read about the Katy Freeway in Houston!). We have to build a real bicycle network in Austin and follow it up quickly with a light rail system that will connect north and south Austin to the central city and the airport.</p>
<p>I'm not against bikes, but: Stop creating bike lanes. They're underused as it is. That space is more efficiently used for autos. Enforce traffic laws with regard to bicycle and motorcycle riders. They seem to flaunt the law.</p>
<p>It's beyond just being frustrated at the time it takes to commute, it is now an urgent safety issue. Manchaca Road is so over utilized that there is an accident almost daily between Slaughter and Lamar. Cars drive along the shoulder, visibility is difficult, there aren't enough turn lanes. Now there are additional multi-family units being built on that road, and I'm already afraid to drive home with my child in the car after being rear-ended once and almost hit numerous times. It is to the point I want to move out of the area. I'm not certain how you catch up when the overcrowding has gotten this bad, but something needs to be done yesterday. You are failing the citizens of this city.</p>
<p>Focus more on educating public about the NEED for funding. Either fix 35 or provide more adequate public transportation (+ PR to train Austinites to use it) - either is going to cost a grip, but it's money that HAS to be spent. THAT is what the voting public needs to be convinced of.</p>
<p>Build the freight rail line out past tollroad 130, and put commuter trains on the track that runs from San Antonio to Georgetown.</p>

<p>I believe that by mandating neighborhood parking near points of interest, ie Austin Beer Garden near Thornton and Oltorf, would eliminate a lot of danger and congestion in neighborhoods. having people park on only one side of the road makes the most sense. By doing so, you turn a two and half lane road into a two lane road. When people park on both sides of a street like Thornton, it turns the road into barely a one lane road. It is an absolute nightmare and a wonder how nobody has been hurt.</p>
<p>I believe the City appropriately funds transportation. However, I believe the state (TxDOT) and CAMPO do not adequately fund transportation. I believe improvements to public transit would significantly help our congestion problem in the urban core but the further from the center we go there have to be different strategies. I think must include demand management.</p>
<p>The chamber of commerce should stop aggressively attracting companies to move to Austin. We should not compete with other cities for broader tax base share. All problems eventually boil down to population increase without supporting infrastructure. We should not be advertising "quality of life" and then destroying it.</p>
<p>Please, please look into connecting South Austin with the railway system!!! And please make sure to connect our city services with the neighborhoods they serve! There is a rail station that takes families to the Thinkery, (which is an awesome place, but it costs money for every member of the family to enter), where we do not have a rail service to any of our public libraries or major parks where families and individuals can go for free!! Additionally, taking the bus to the library or to the park requires multiple changes (especially trying to get to the Central Library) and it costs money to park at the downtown library, some library's parking lots get full (Oak Hill Library) and the parking lots at the parks are often full or charge (Zilker). Please provide more rail service to our parks and libraries and please have the rail service allow for bikes so that we can go farther on our own power! Less traffic and healthier Austinites!</p>
<p>Austin desperately needs better public transportation. I support light rail, but unless and until that becomes a reality, we need buses that are accessible to residents living in neighborhoods. Either the buses (or shuttles) have to come to the neighborhoods, or there should be more park-and-ride locations.</p>
<p>I would love to take the city bus to work, but it would currently take several hours each way. Bus lanes and rail (in heavily used corridors) would be great.</p>
<p>Get more involved in SUBDIVISION PLANNING!! I work in subdivision design and not one person suggested bus routes or looked at the long term effect of not providing areas for buses.</p>
<p>Thank you!</p>
<p>As you likely know, our city is growing rapidly and doesn't have the infrastructure to support it. I'd love to see better public transportation options available. Some form of MetroRail would be ideal. Something useable WITHIN the city, not just a track to Leander. I'd love to see a rail line with multiple stations across town - from the airport, to South Austin, into downtown, and up North to 183 area - and I'd be happy to pay higher taxes to see this happen.</p>
<p>If neighborhoods don't want/need better bus service in Westlake (along Bee Cave Rd specifically), then at least give the people that do some sidewalk. In particular, there is a dangerous section with almost no shoulder and a rail with a drop-off on the other side (just east of 4611 Bee Cave Rd). Incredibly dangerous, but I see people walking there from time to time. If there was a safer way, I would use public transportation and walk that path myself to work.</p>
<p>We need more rail!</p>
<p>I understand that possible increases to transportation funding may require tax increases. I am a homeowner and property tax payer. I am willing to pay more for improved transportation.</p>

<p>Please improve infrastructure in old central neighborhoods. My neighborhood (Zilker) was built SEVENTY YEARS ago and in that time, the city of Austin has never gotten around to building a complete set of sidewalks from one side of the neighborhood to the other. Crossings such as Lund/Robert E Lee are downright dangerous.</p>
<p>Build a rail system that services all of Austin, not just round rock.</p>
<p>Motorcycle safety is a major issue in austin. Lane splitting, Motorcycle education and helmet laws could save lives.</p>
<p>Need to fund the right projects like more highways. Everything funded for the most part is North of the lake. Everything south, what little there is, is just small band aids!! Stop funding projects for only a very small percentage of the population such as bicycle corridors and trains.</p>
<p>Would really love public transportation along the 360 corridor. Something similar to a Park and Ride, where everyone parks in one lot, and then takes a bus/train up and down 360.</p>
<p>Focusing on non-traffic dependent public transportation should be the city's number one priority. The rapid bus takes longer than if I were to take my own car down I-35, which is a major reason that I don't use the public transportation offered. The other major reason is that there are too many parts of Austin where public transportation is very inaccessible. Either there are a lack of sidewalks or designated bike lanes to get to the nearest public transportation site, or the site is simply too far away. (In my case, the closest bus is two miles away.) Additionally, the southern parts of Austin feel very neglected when it comes to providing adequate public transportation and bike lane options.</p>
<p>A comprehensive light rail network is the only solution in providing an alternate mode of transportation which could bypass car traffic.</p>
<p>I have never seen such a large city with such poor mobility. Cities like Chicago and Los Angeles handle multiple times the traffic in Austin at a much better rate. Why? Where is public transportation? The nearest bus stop to my South Austin home is over 2 miles. Where is the train service? Unless you live in Leander and work downtown, the current system is useless. More homes are sold, more jobs are created, and more people continue to move here. Yet Austin is too set in its ways to adapt to its ever increasing size. Ridiculous. You should be ashamed.</p>
<p>Having come from a highly walkable and rail dependent city, I was able to go about my life without a car. Here, a car is almost required unless you live in a high density urban area. I strongly recommend building a holistic transportation plan around the notion of vastly reducing the number of single use vehicles on the road.</p>
<p>I would like to see more light rail all over Austin... with parking near the light rail, so that we can park then ride. South Austin is growing exponentially and could really use some light rail options too.</p>
<p>1) We need city-managed Vanpool parking lots, with city-provided vans all over town. There should be an online system that can evaluate your home/work commute and suggest the best place for you to Carpool/Vanpool to and from work. 80-90% of all the cars I see during my commute are driven by a single person, without passengers. If we had a robust, city-wide Carpool/Vanpool system, that would alleviate a lot of the road congestion without having to make any changes to the physical roadways. 2) We should use the existing railroads that go from south Austin to north Austin as part-time commuter rails (like the one that goes from Cedar Park to downtown). We need this option in south Austin, somewhere near Slaughter and Manchaca would be perfect. Good luck, I know this problem is not as easy to fix as some might suggest.</p>
<p>The city does too much to encourage growth, apparently for bragging rights. The qualities that make Austin special are being lost as the city grows seemingly with no regard to the natural resources and environment of the area. No mobility improvements will matter when the city grows faster than is reasonable. Ultimately, the taxpayers are paying for improvements to make our city decrease in livability.</p>

Address environmental impact, especially Mopac and SH 45. Treat separate projects as one, and address environmental impact of the whole thing at once.
Happy to pay for it as long as it gets done.
1. Avoid complicated street markings, lane closures, and obstacles to travel. 2. Remember that because of age, responsibility to transport younger and older people, and responsibility for shopping and work, the best option for many citizens is private auto. 3. Consider better enforcement of traffic laws and use of traditional controllers, like stop signs.
Austin focuses too much on improvements like bike lanes that have minimal impact on improving mobility. Bicycles should not be on major corridors congested like Lamar. Bike routes should go through the side streets. Routes should be established with online printable maps not spending millions to change the roads and painting lines on the road. Bicycles use on city roads should have to display a license plate just like cars and the riders have either a drivers license or special bicycle license after taking the written drivers license test.
Build an elevate rail line over the existing Union Pacific line that runs through the center of town. Stop thinking that UT students need rail when its actually commuters who sit in traffic.
With the 200 million set aside for bicycle infrastructure we could build the first leg of urban cable in Austin. An excellent idea, see TEDX, SXTEDX, and other brilliant think tanks opinion on this, that adds bandwidth, lowers cost, removes imminent domain issues, and directly addresses the cultural reasons that people cite when they don't use public transit. It is additive and works well with regional rail, and existing bus infrastructure... and most of all.. it is an easy sell to anyone you get it in front of... EXCEPT the city?? Let's get weird... let's get WIRED!!
It was obvious during spring break that, even with SXSW going on, the main contributor to congestion is school related traffic (school zones, buses, parent traffic). My commute to the capitol was shorter during SXSW than it was the week before or after spring break. Not sure what can be done, but identifying one of the main contributors to congestion is important. Maybe having schools start earlier or later could help with traffic.
Improve roads, stop studies, just do it.
I travel from South Austin to North Central Austin on Lamar for work. There are several items that need to be improved. One, signals need to set up for the main flow of traffic. Two, buses need an area they can pull into when they are loading and unloading that doesn't block one lane of traffic. The street is only two lanes in each direction and the buses add so much extra congestion to rush hours that is unnecessary. Three, downtown parts of Lamar need to have all directions traffic stopped completely while people walking can use the crosswalks safely. Four, longer left hand turn lanes in various areas or lights that let people turn before and after during their turn. It would not hurt to widen all roads that cross over Lady Bird Lake (Townlake). These points have a lot of traffic funneled into limited bridges.
We need to be adjusting our lifestyles to eliminate motorized vehicles to as great an extent as possible, and to enable 90%+ of those who must use motorized transport to get where they are going via public mass transit. I should be able to walk to my grocery store, and take a pedicab home. I should be able to ride my bicycle to a nearby train stop, where I can park/lock it, and take a train to San Marcos to work, with multiple departure and arrival times throughout each day.
If Dallas and Houston can construct light rail, why can't Austin? It is embarrassing how antiquated Austin's transportation is compared to other major Texas cities let alone other similar cities, such as Portland. I would consider biking too if lanes were safer and all major roads had safe lanes. I have tried biking here and felt very unsafe
Yet another weak poorly developed survey.
Ban semi trucks from using I 35 to travel through the city. Toll roads are not the answer.

There needs to be bus stops south of Slaughter as well as public parking at/near the stops on Slaughter, to enable people living south of Slaughter to ride the bus into downtown.
I think the focus needs to be on getting vehicles off the streets/highways/interstate. Light rail and trains can transport more people at one time than buses to place throughout Austin. Connecting the airport to downtown via light rail/train, and places north, south and west as well will reduce the number of vehicles on the roads, thus relieving congestion.
I really wish voters had the light rail. We're in desperate need of strategies to get cars off the road, protected bike lanes, and sidewalks in my neighborhood.
Sidewalks!
Austin es una ciudad verde, con una comunidad a la que le importa el medio ambiente porque nos gusta estar afuera disfrutando de nuestra naturaleza, aire fresco y mantenernos activos. Si nos enfocamos en construir y mejorar caminos para bicicletas y peatones todos ganamos!! Espero que los que esten a cargo en realidad vean que esta es la mejor opcion para una ciudad como Austin. Gracias! =]
More trains. The cap metro rail line is fantastic

This concludes the results from the Mobility Talks Survey for District 5. For more information, please contact the Capital Planning Office at 512-974-7840 or capitalplanning@austintexas.gov.