



Mobility Talks Survey Results

District 6



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 6 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 6. 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 Six, 417 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.

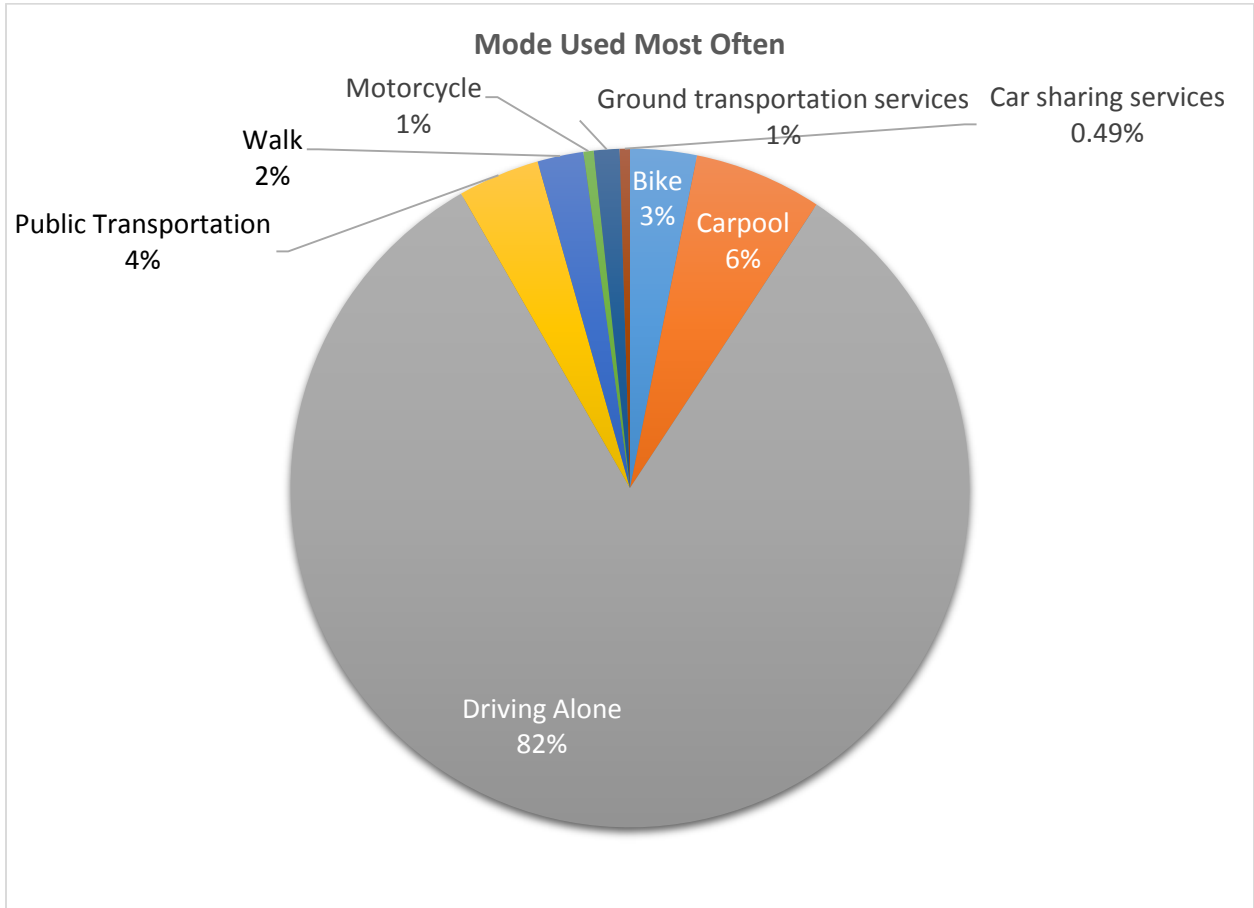
Improving the Quality of our Streets: Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

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.

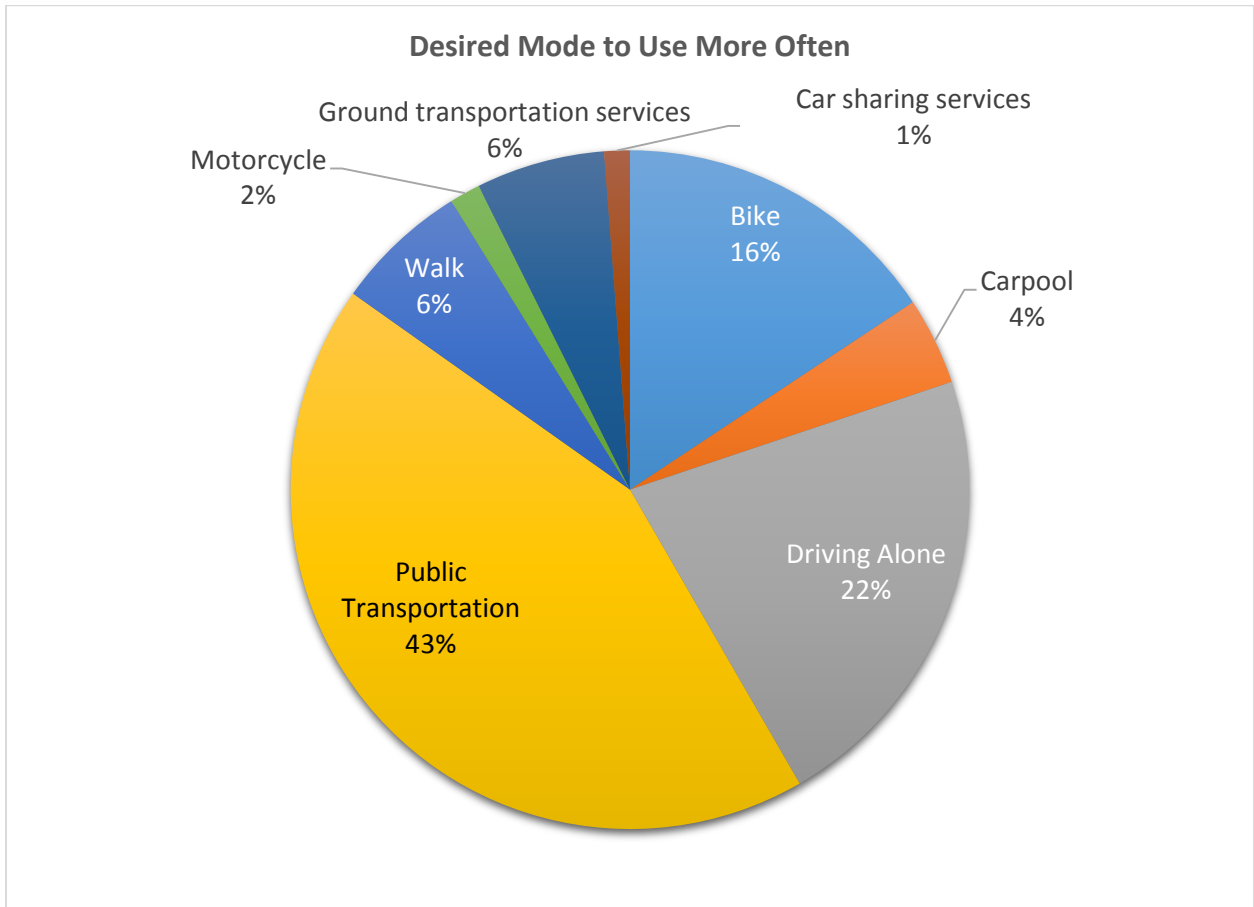
Demographic data of Mobility Talks Survey participants in District 6			
Demographic Category	Demographic Choices	District 6 Results	Overall Results
Race	Caucasian/White	76.5%	75.1%
	African American or Black	2.9%	2.1%
	American Indian	0.5%	0.5%
	Asian/Pacific Islander	4.6%	3.1%
	Other	3.1%	4.8%
	Prefer not to answer or skipped	12.5%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	7.2%	10.4%
	Prefer not to answer or skipped	15.3%	16.3%
Age	18-34 years	24.7%	29.7%
	35-44 years	24.7%	23.5%
	45-54 years	18.7%	17.6%
	55-64 years	13.7%	12.7%
	65+ years	10.1%	9.0%
	Prefer not to answer or skipped	7.9%	7.4%
Gender	Female	43.4%	45.2%
	Male	47.0%	44.5%
	Other	1.0%	0.6%
	Prefer not to answer or skipped	8.6%	9.6%

Transportation Mode

Question 1: Which mode of transportation do you use most often? Rank in order with 1 being the most used or select N/A if not used. District 6 Results:

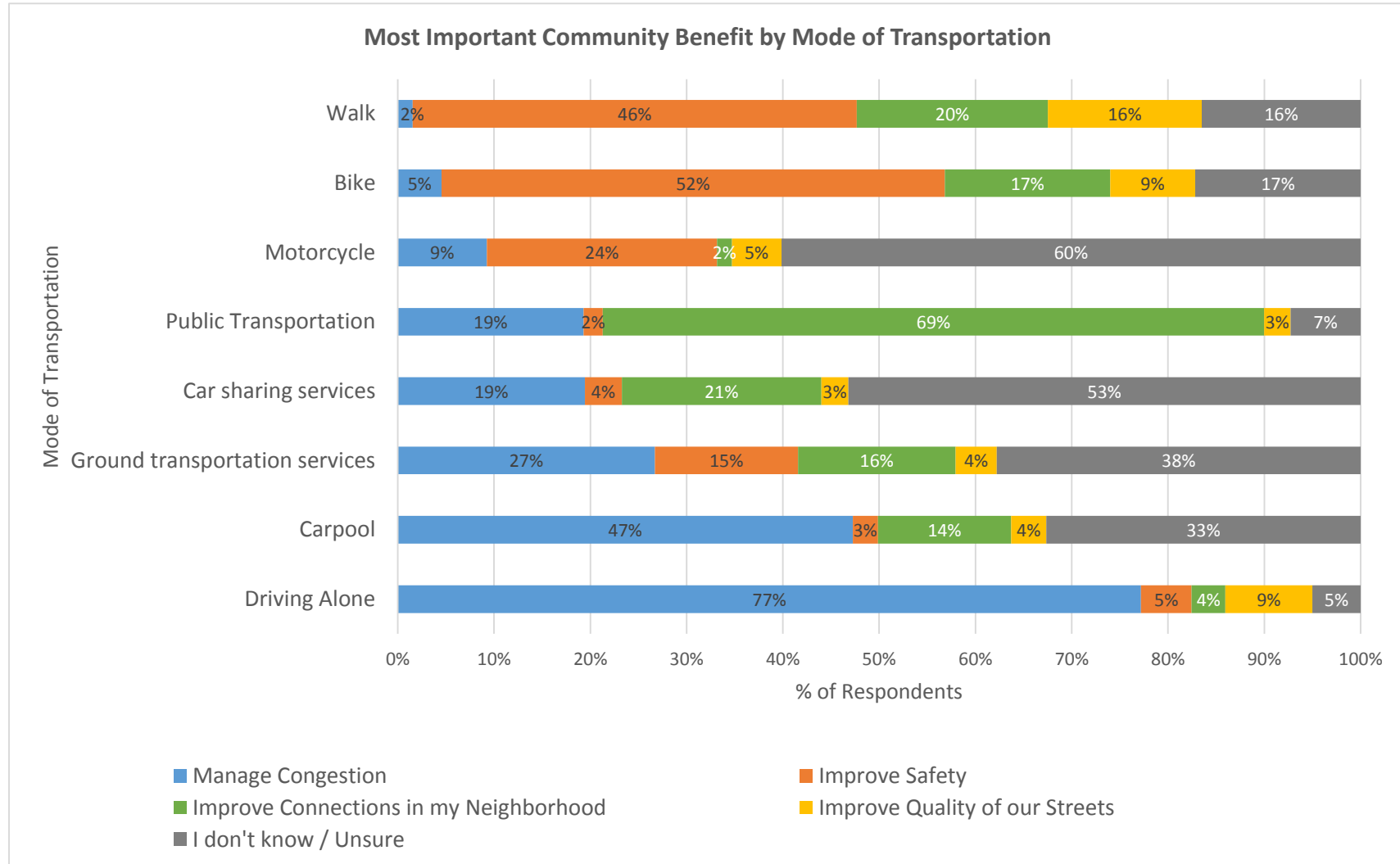


Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 6 Results:



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 6 Results:

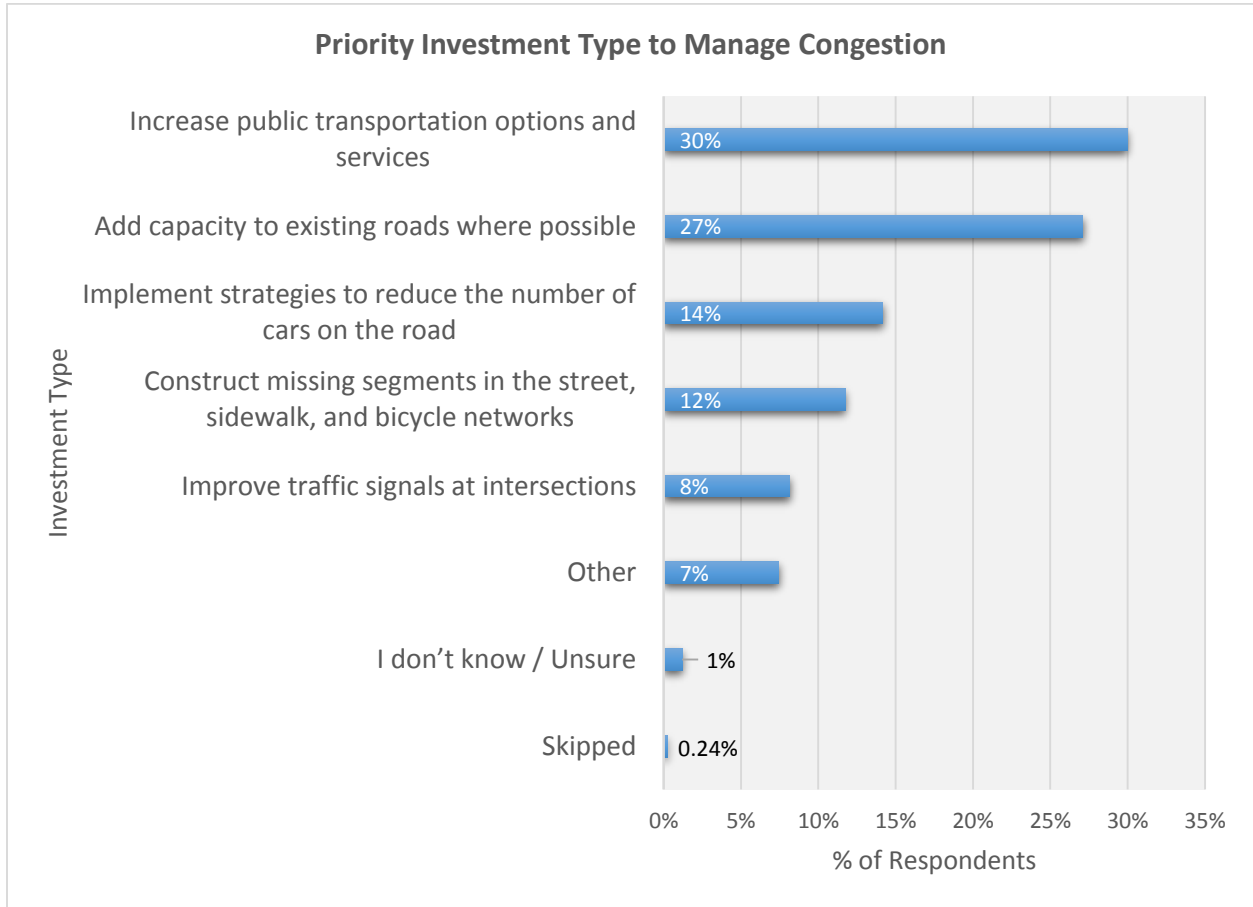


Priority Investment Types

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 6 Results:



Other:

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

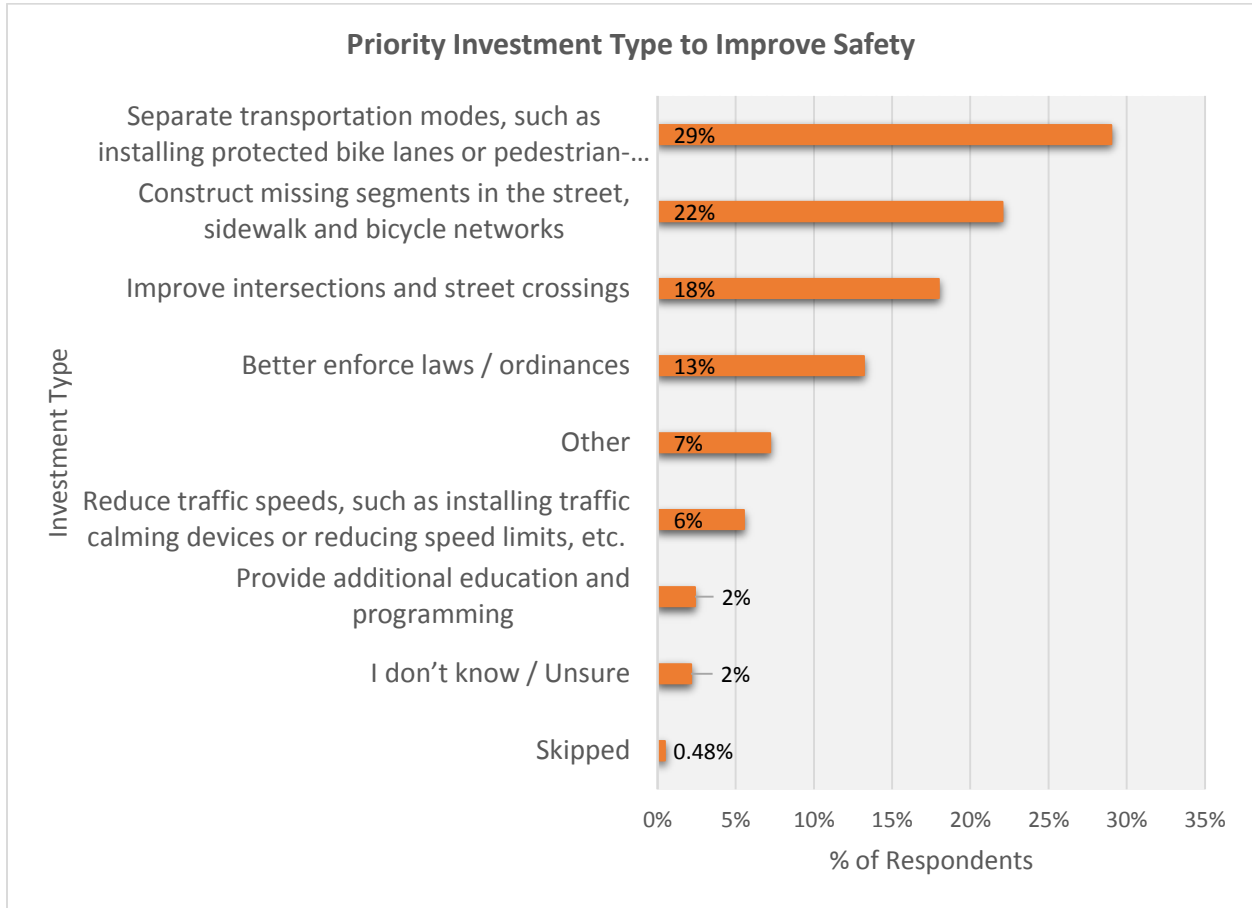
Allow uber/Lyft to operate without unreasonable regulations
Add more lanes to existng roads!!!!!!
Uber
Incentivize businesses to allow workers to work from home - many jobs can be done virtually, but businesses are very resistant to letting workers telecommute

Get back Lyft and Uber; prices of GetMe and taxis are WAAAY too high.
build new roadways and add capacity to existing roads where possible
uber or lyft
Protected bike lanes
Build more roads and expand existing ones.
Uber
Add metering signal lights on 183 to improve traffic flow
construct FREE loops/beltways around city with awesome truck-stops & require 18 wheelers to use them. CHARGE trucks for using I35 & other inner city roads.
NO MORE BIKE LANES!!!! This causes accidents and issues with DRIVERS!!!
Stop putting in lights, put in roundabouts. Lights increase congestion
Second, third and fourth options are all equally important
Open the rail system up to feed Austin from the north
Traffic management on high volume roads
Four points needs to be addressed. Yesterday.
CapMetro vanpools are very efficient. I have been using for 11+ years. Biking and walking is not an option from my home
address affordable housing needs so people can live near work
Trains, PLEASE!
Build a light-rail backbone to a vastly improved public transit network
Get bikes off busy roadways.
Idea: build "walk tubes"; these tubes are walking bridges (above roadways) that are enclosed (aka air conditioned) or covered (for maximum shade). Imagine a spider web-like network of walk tubes leading from the suburbs to inner city. They could have a moving sidewalk (like in airports) to double your time to walk. With a direct path to downtown destinations it'd probably take only 30 minutes from outer to inner city. Plus you have an added bonus of improving the health of Austinites.
Build more roads/lanes
Manage congestion, especially in the downtown corridor
less intersections with traffic controls on major arteries
Ticket slow drivers that impede the flow of traffic in the passing lane
Make sure TNC's are able to continue operating in Austin.
have more "through" streets. Not those that stop, then pick up later. we virtually no through streets to cross town.
Add right hand turn lanes into all businesses

Improving Safety

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

District 6 Results:



Other:

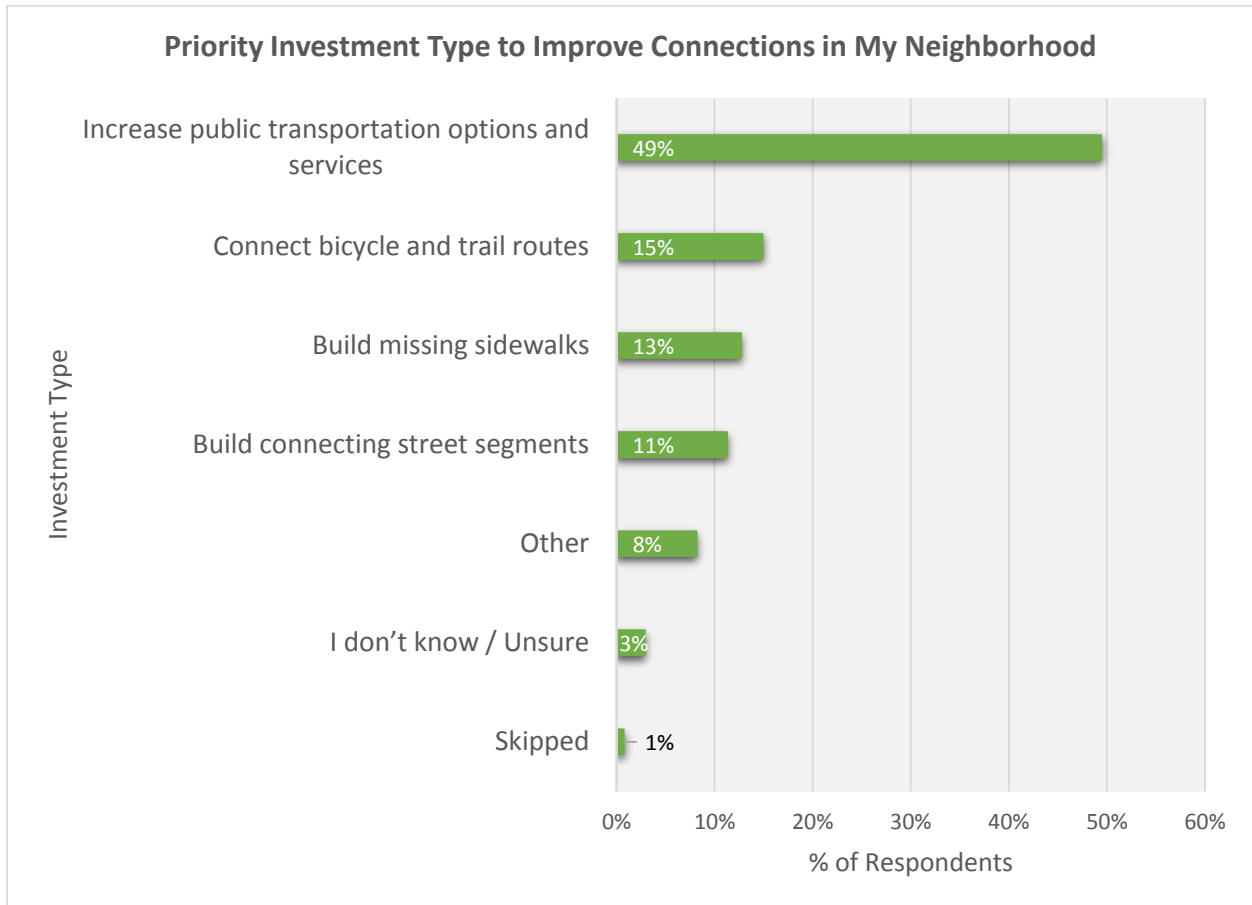
Please note that the following comments are not filtered for appropriateness. They are exact comments provided by survey respondents.

Have options other than the unsafe taxis
Bring back Uber and Lyft
Allow the public to choose what is truly 'safe'. Don't continue to regulate our choices by telling us what is safe and what is not!
Add more lanes to existing roads!!!!!!
Uber
More police to catch criminals
Build new roads to reduce use of overcrowded roads.
take bicycles off the streets. Streets for cars, bike paths for bikes
Uber

ALL of the above.
NO MORE BIKE LANES!!!! This causes accidents and issues with DRIVERS!!!
Provide better transportation options to outlying areas late at night to reduce drunk driving from downtown and entertainment districts
First and second options are equally important
get bikes off the main car/truck lanes
Increase capacity by increasing lane miles.
take the bikes of the street and on to bike paths
Work with state on freeway upgrades- all are outdated for a city of this size. Tolls only tax us twice for the same roads.
All of the above!
HOV lane for motorcycles, waived toll fees for motorcycles
Maybe the trucks (semi), people with trailers or people hauling anything could use the toll roads only. Regular cars could use the toll roads but I do not see much point in that.
all of the above! we can't NOT do any of these.
Anderson Mill Rd:Spicewood to Hwy 183 is dangerous
Add more rail lines & roads
Idea: build "walk tubes"; these tubes are walking bridges (above roadways) that are enclosed (aka air conditioned) or covered (for maximum shade). Imagine a spider web-like network of walk tubes leading from the suburbs to inner city. They could have a moving sidewalk (like in airports) to double your time to walk. With a direct path to downtown destinations it'd probably take only 30 minutes from outer to inner city. Plus you have an added bonus of improving the health of Austinites.
add capacity for motorist, new roads additional lanes.
Road diets! Traffic calming everywhere! Stop requiring parking in commercial zones! All of the above!
Get rid of many bike lanes that were recently added and are not used
FM620 should NOT be above 45mph from 2222 to 183.
Don't care.
i.e. yellow turning lanes on 620 are an invitation to accidents - create island note yellow painted lines and force to turn at traffic lights

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 6 Results:



Other:

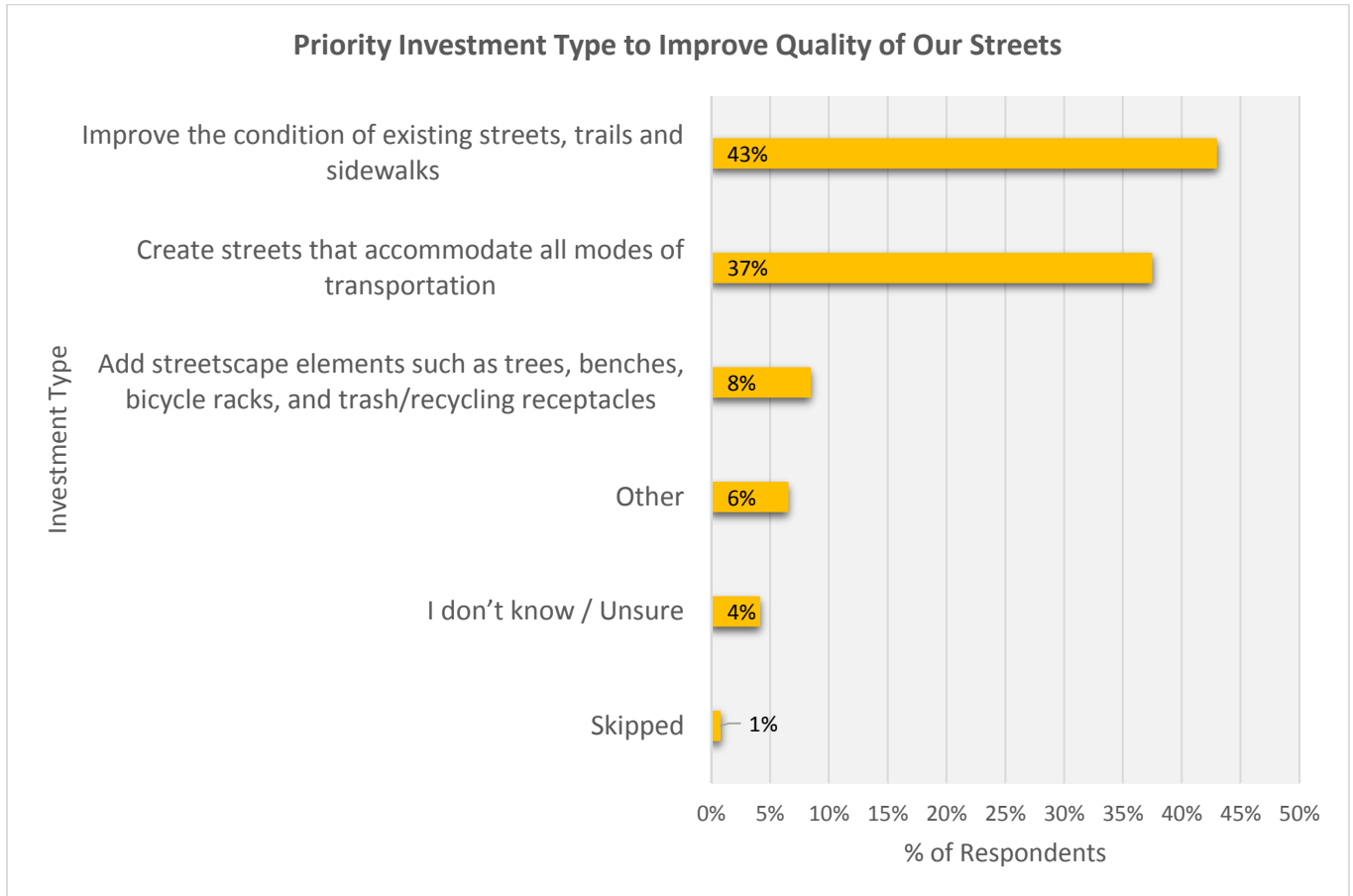
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Bring back Uber and Lyft
Uber/Lyft much more effective than city transportation!
Add more lanes to existing roads--I35, loop 360, 620, 183.
Uber
Add bus and metro connections to annexed hwy 620N areas.
Expand roads to downtown
Bring back Lyft and Uber to my neighborhood
improve 620

bikes off the streets
Fix the 2222/River Place Blvd intersection. It has the longest wait times in the state.
Add capacity to street, improve signalling
bus and trains that go where and when I want to go
NO MORE BIKE LANES!!!! This causes accidents and issues with DRIVERS!!!
voting out all of the partying city council who supported regulating TNCs out of the city which will empirically result in increased motor vehicle homicide there is blood on your hands and you will pay for it by losing your jobs and being shamed in the national media
more rail service from the north to feed Downtown
Protection from weather and sun...build shelters.
Update freeways to align with population
All of the above!!!!!!
Make bikers obey driving laws. Like stopping at stop signs and red lights
Need western ring road. Extend Toll 45 from Lakeline to Bee Cave.
Direct bus routes to desired areas based on a survey of potential riders.
Idea: build "walk tubes"; these tubes are walking bridges (above roadways) that are enclosed (aka air conditioned) or covered (for maximum shade). Imagine a spider web-like network of walk tubes leading from the suburbs to inner city. They could have a moving sidewalk (like in airports) to double your time to walk. With a direct path to downtown destinations it'd probably take only 30 minutes from outer to inner city. Plus you have an added bonus of improving the health of Austinites.
add capacity, new roads and additional lanes.
Make it harder to cut through my neighborhood for traffic going to Cedar Park
Improving the time Metro Rail operates - Later on Weekdays, Earlier/Later on Weekends
Convince (or allow?) car2go to operate in north austin
Increase bicycle <-> public transportation options and services
more ways to get downtown in the evenings. And back
We are fine. Leave our neighborhood alone.
None needed
People having to use the shoulder, when available, to make a right hand turn into a business or neighborhood is unacceptable and not all roads have a shoulder to use so traffic going 50+mph slams on brakes as car in front tries to make right hand turn.
2222 and 620 is ridiculous! do a clover leaf or something
better rail service, better roads
Could we have a real train that actually goes from places to places we want to go?

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 6 Results:



Other:

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

Stop reducing lanes
Add more lanes to existing streets!!!! Keep the streets within Austin cleaner like mowing the grass in the medians and sides of streets.
Uber
add capacity
improve pavement conditions, add lanes, and repair potholes.
Build more roads and expand existing ones.

Send the street sweeper more often.
NO MORE BIKE LANES!!!! This causes accidents and issues with DRIVERS!!!
repave streets, expand them so there is less congestion from idling cars clogging up the air for pedestrians and bikers
More mass transit options
Stop wasting money on beautification and build more roads
get bikes off the main lanes
take the bikes off the streets....streets are for cars
Look at other services such as the Wire, gondola.
there is no one size fits all, and you should not be treating these questions as if there is one. we have to look at the best way to address needs in a place by place basis
Quality is not the issue. Too many traffic lights on thoroughfares like 620, 2222 360. Should not be allowed to turn left on thoroughfares. Not enough lanes of traffic.
Idea: build "walk tubes"; these tubes are walking bridges (above roadways) that are enclosed (aka air conditioned) or covered (for maximum shade). Imagine a spider web-like network of walk tubes leading from the suburbs to inner city. They could have a moving sidewalk (like in airports) to double your time to walk. With a direct path to downtown destinations it'd probably take only 30 minutes from outer to inner city. Plus you have an added bonus of improving the health of Austinites.
Improve public transportation to get all these freaking cars off the road
Build more roads without bike lanes. Make bike lanes available on trails and make buses having to pull into a cutout instead of blocking a lane of traffic
Quit trying to cram multiple vehicles on the same roadway. If you want to add other modes of transportation that's great, but you need to expand the roads.
Traffic calming everywhere! Road diets! Slow traffic down! Crosswalks everywhere!
resurface with ashfault not tar and gravel. Engineer the road surface correctly and quite trying to skimp - it costs more in the long run.
Leave our neighborhood alone
Add capacity
forget bike lanes. Highways/streets are for cars. Improve them
better roads for cars
Dont sacrifice car/bus lanes for seldome used purposes (bike)

Geographic Scale

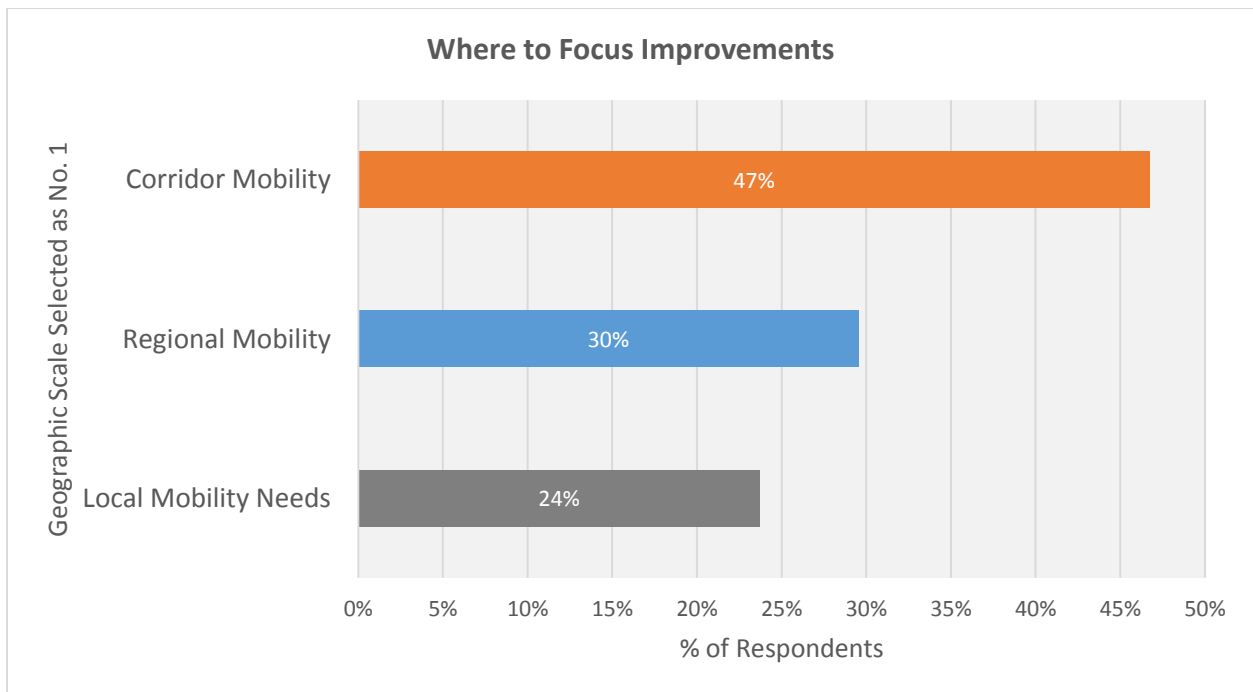
**Question 8: Given your answers, where do you feel the City of Austin should focus improvements?
Rank in order with 1 being the most important**

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.

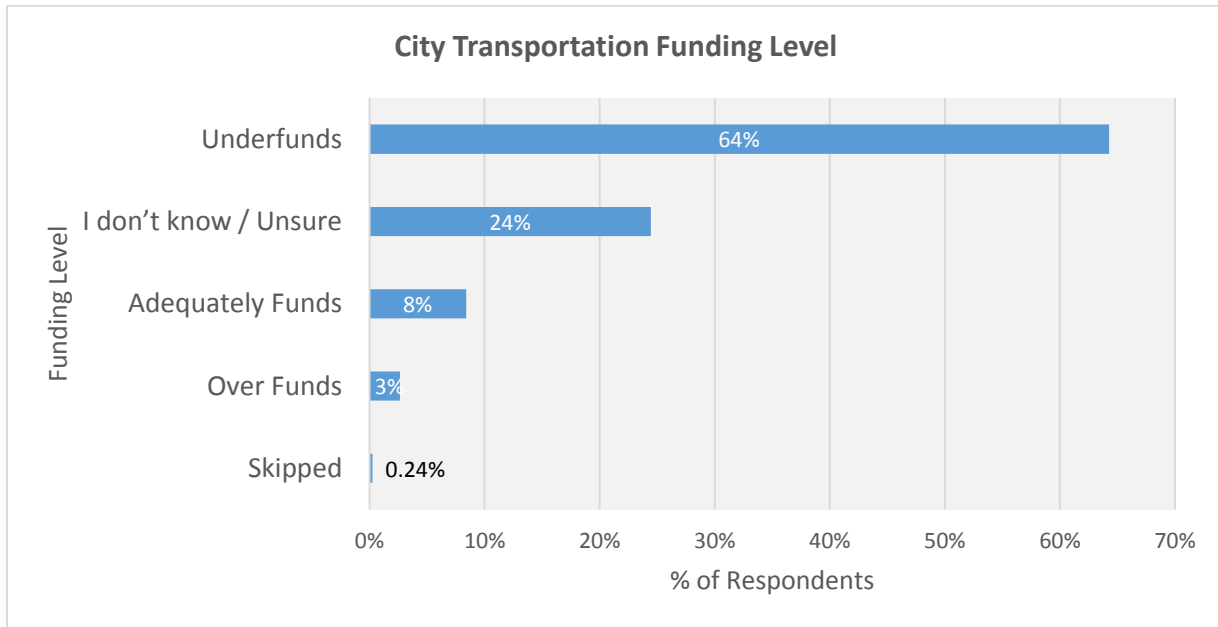
Local Mobility Needs: projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 6 Results:

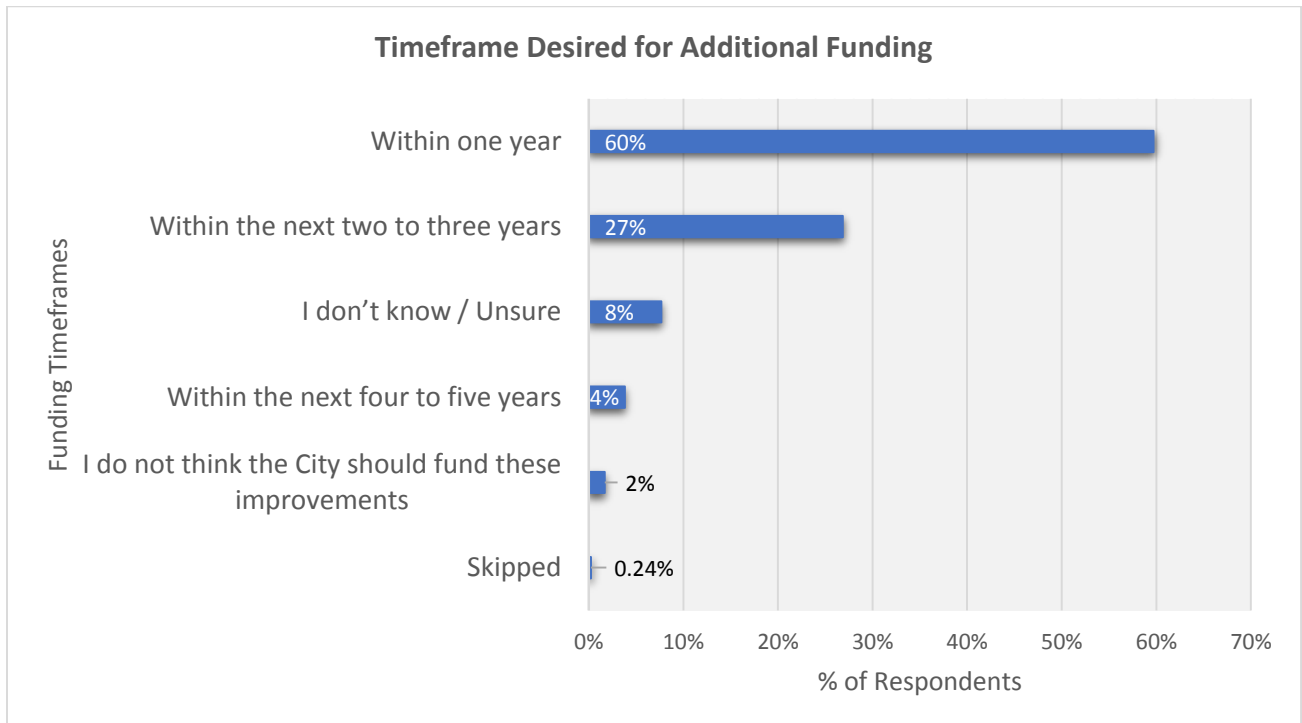


Funding

Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs? District 6 Results:



Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified? District 6 Results:



Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here. District 6 Results:

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

Please expand the commuter rail
Bring back Uber. It's ridiculous that you would take away such an important tool in keeping drunk drivers off the road.
I would use public transportation much much more if it was more convenient and faster. Sadly I used Car2go and Uber to supplement the unplanned trips on days when I rode CapMetro. Then Car2go contracted their territory and Prop 1 eliminated my other option. I have no choice I must drive my own car now.
Uber and Lyft undoubtedly made our streets more safe. Its a shame they were run out of town
Stop regulating our right to choose TNCs with ridiculous and discriminatory regulations!
I know there are a few projects that have already started like 183. This will be a big improvement...i hope. But it seems everything we expand has to be tolled. Where have all our tax dollars gone for roads especially some of these that should have been expanded years ago. Tolling everything just makes Austin less affordable. And the metro rail helps but there needs to be more room and faster service. A lot of times its quicker to drive. If our rail system could go faster and have less time between schedules that might be helpful to a lot of people. If you miss the train or it's too full you have to wait 45-60 mins for the next one. When in Europe and other places you might wait 5-15 mins for the next train.
Building more roads doesn't reduce traffic congestion, it just causes traffic to increase to fill those roads to capacity again.
Offer tax break incentives to business that meet a minimum requirement of LOCAL work from home staff to reduce cars on the road !!!
I'd like to see more rail options. Run the existing route more often, add train cars during peak times, build more rails that make sense to alleviate some of the congestion on the roads.
People sit in traffic every single day including the weekends. Please add more lanes to roads like--- I35, 620, loop 360, and 183.
Build an elevated permanent train system like Chicago's L or Gondolla System that runs clean and silent above the city's existing streets and trees. A basic plus sign that goes from far North Austin city limits to South limit, same East to F1 track/airport and then to West. Have stations, with parking structures, let it run until 3am on Fri and Sat to service the "Music Capital of the World", so visitors and locals can enjoy it all without driving impaired. With Lyft and Uber gone I fear for the situations that are going to come back. I remember all the drunks on Mopac and I-35, crossing over into other half lanes. Our sad Metro trail only running till 12:30am to Northside is a sad at best. Time to step it up proactively. It's almost 2020, heck 2030.
Mopac south bound connecting 183 area has absolutely horrible lines that are almost impossible to see at night. Please either makes the lines brighter or cover up the old lines better to improve safety. Thank you
We need light rail along Guadalupe/Lamar where people want to go and where we can add more density via CodeNext. The MetroRapid line is a joke; it's not rapid. I've used light rail in other cities and it's fantastic.
Bring back our Uber and Lyft. Being blind we never want to go back to the old cab days.
There's a lot of tax money going to the city. Use it more wisely.

620/2222 area traffic gets worse on a minute by minute basis. Too much traffic, too many fatalities.
I'd love to see focus put on traffic lights. While there are far too many vehicles traveling for some roads, I am constantly seeing lights all over town that hold traffic from moving. (620 & Anderson Mill are horrific and have been for five years- Anderson mill seems to get longer lights and priority)
We're spoiled in Austin. For as long as I've lived here (1975), we've been auto-centric, mainly with one occupant per car. The ride the train and shuttle services did well with community campaigns. How about a few signs along the most-congested major routes, pointing out that people would sit in gridlocked traffic if more people would take advantage of public transportation. We *have* to change. We're growing too fast (as usual) and city planning has always been to bandage breaking systems than to plan ahead more than a year or two. It's time to talk 10 years or more. And FFS, stop with the toll roads. They are a waste of resources and just pad the pockets of politicians {cough}Heliginstein{cough} and their buddies.
The traffic in Austin is ridiculous. This was poor planning on the city's part to not have the infrastructure keep up with the growth. Adding and approving more and more apartments without the roads to accomadate the increased number of people shows just how greedy this area has become in the way of builders and city planners. RR 620 has been an issue for years yet the only thing being done is study after study. We need actual action to be taken!
I live near Lakeline and commute along 183/360. My wife takes public transportation to and from UT daily. I would LOVE to use public transportation to get to work. Public transportation would get more cars off the road, reduce emissions, and (personally) give me back 1-2 hours per day to be productive in my life.
Please help with the traffic on 620 near 2222! It's the worst in all of Austin!!!
I think focus needs to shift to better public transportation option, esp rail travel with broader coverage across the region,with more comprehensive local coverage in downtown, etc. Hopefully we can also find a viable alternative to Uber/Lyft, as those are essential to Austin.
Bring back Uber and Lyft. Prices for an airport trip for me are more than double on GetMe and by taxi than they were before with Uber and/or Lyft.
Good job scheduling the reduced rush hour day less than a week after the TNC vote. #SteveAdlerLogic. I'm unhappy with the PR spin the city is putting on its inability to make options available. Quit putting obstacles in the way of ridesharing and expecting to reduce congestion.
Improve 2222 and 620! Too many accidents!
Improve the train system, more frequent trains, marketing and advertising the train as a good way to get around Austin, add train lines to the airport, add more train lines around Austin period. Austin desperately needs a good train system.
increasing public transportation for commuters that gets people to work quickly and at a reasonable cost would greatly decrease solo drivers during commuting hours when traffic is affecting work-life balance.
I feel like CapMetro and the city strong-armed the first route of the proposed rail route that lost and myself as well as most rail advocates in the city want a route with proven ridership up Guad/Lamar and we were promised the route would be researched before the final proposal, it never happened. Rail advocates have proposed new plans, and I really, really encourage you all to take the helm and continue this effort with a better plan. Thanks!
As a wheelchair user there are a dearth of alternate transport options plus the sidewalks are terrible.
I do not think the city should fund these improvement projects by increasing property taxes, instead I think funds should be moved from other projects to this project.
Protected bike lanes on runberg

use the funds they have properly.....
Please do not focus on new toll roads. Part of improving safety, congestion, etc. is what I call "escape routes" -- I assume that is what "building missing segments of roads, etc." means. I live out on 620 and I know it will be a disaster if we all need to get out in a hurry--there is no flexibility (we all saw that when there were wildfires in Steiner Ranch). But the same is true on 360 and Mopac. You have no choice at times but to stay in the congestion.
Build more roads and expand existing ones. Your survey shows your bias. You didn't really probe on the road issue, which is massive. You embed the issue with other less pressing matters. Put up a roads-only bond for vote, and it will pass easily. Let's not bolt it to some money-wasting train initiative.
Bring back Lyft andUber.
Big mistake not working with Uber and Lift. Employs many people and affords more options for austinites to safely get where they need to at affordable cost!
Please do NOT allow developers/builders to construct buildings too close to the street. Terrible example: new building @ NW corner of 38th & Lamar - bus/traffic lane was LOST @ one of our most dangerous & congested intersections. WHAT idiot allowed this to happen?!!! Please always leave SPACE for traffic, sidewalks, plenty of trees or else soon our city will be ugly & way less healthy & livable.
I recently moved to Austin NW near 620 and 2222. We seem to be annexed to the city just so they can get our taxes. We have no library, no post office, no buses or public transportation. One Saturday I tried to use public transit to get downtown during SxSW. I had to drive 10 miles to the closest bus stop, then the buses took a couple hours to reach downtown. Were I live, I have no real public transit options. I have to drive 1 person to the car. I wish I had public transit options here, but I don't.
The transportation infrastructure has been neglected so long with the "don't build it and they won't come" mentality, that it is critical at this point, and the plans I'm aware of are akin to using a squirt gun on a forest fire.
The city should look at ways to encourage businesses to allow/promote remote working (working from home or coworking spaces). The best commute is NO commute!
Need trains and buses that go where people want to go when they want to go. And connect to each other. There should be train service to the airport where one could get on in Leander or San Marcos and go to ABIA without having to transfer to buses.
Key priority for me is to improved mass transit. I travel a lot and Austin is way behind other cities in providing mass transit options for residents and visitors. Denver just completed a train route from the downtown transit hub (Union Station) to the airport. It is inexpensive and runs frequently. Austin has a single rail line that doesn't go to the airport and runs infrequently with inadequate park & rides. We're not even in the planning stages to solve these problems. We are WAY behind! Subways and/or elevated trains need to be considered to obtain difficult ROWs. It may be expensive, but this is a key solution to Austin's biggest problem: traffic. More (or wider) roads do not solve the problem. They exacerbate the problem.
NO MORE BIKE LANES!!!! This causes accidents and issues with DRIVERS!!!

<p>Ever since Uber and Lyft left the city (along with the horrible weather that is fast approaching), I've been placed in a very difficult predicament where I have to find all the different kinds of ways to find a way to get to work and not pay a ridiculous amount (AND wait for a ride to come get me) just to be able to contribute to society. I'm pretty sure I'm not the only one having such trouble getting around Austin. I live up north where no cabs ever hang around in and it used to be where Lyft and Uber drivers from Cedar Park would be waiting around for people like me or people who need rides to the airport or downtown. Most of the riders from my area are full time drivers who are currently retired and want to be able to earn money to pay bills or help their children with college loans. I tried CapMetro Vanpool, but I have been turned away (even if in my area, there is a CapMetro van owner who lives just a few feet away from me) because I don't have work downtown or nobody else I know would set up a vanpool with me because they either have cars or motorcycles. I'm a little far from being able to afford a car and having Lyft/Uber really helped for the mean time while I learn and save up. I hope that something will be done to fix the problems of people such as myself.</p>
<p>More Light rail. Also Using mopac like caltrain</p>
<p>a lot of this would be less necessary if you didn't run Uber and Lyft out of town and make Austin a nationwide embarrassment</p>
<p>Around Austin I notice: 620/2222/Anderson Mill : Pull out traffic lights and put in Roundabouts. They are proven to reduce congestion. On 620 it's ridiculous the amount of traffic lights. Every traffic light stops the train, and you have to get the train rolling again, and again, and again. Roundabouts are proven effective and a visit to cities that have implemented them would be worth the trip. Inner parts of downtown: Off ramps/segway ramps - should be dual, not one lane. Example Lampasas exit - you should have dual lanes on that up ramp to cut down on the sitting traffic 1 exit back. All merging/segway ramps should be at least 2 lanes.</p>
<p>IH-35, Mopac, 183, 360 and 620 Need immediate non-stop lanes, or elevated roads</p>
<p>We need to work toward a COMPREHENSIVE roadway system, so people can get around this area without having to take "detours" because the major roadways don't interconnect everywhere. We need more east-west "freeway" corridors & definitely need more "freeway" loops around this area, like all other major cities have. Look at San Antonio.</p>
<p>I'm open to a tax/fee dedicated to road maintenance and widening major streets such as Lamar and Burnet.</p>
<p>Add good rail options across the metro area. Get bikes out of the main lanes of traffic.</p>
<p>There really needs to be an overhaul of the public transportation system. The majority of lengthy bus routes just run parallel to or on Lamar, and big portions of the city are within more than a couple of miles from a decent bus stop. Also, with a couple of exceptions, public transportation stop at midnight, a bad idea in a town full of young drunks.</p>
<p>Please improve sidewalks, curb cuts and ramps for people with disabilities. The economic impact of improved infrastructure would benefit everyone as more people with disabilities can access employment and fully participate in the community.</p>
<p>It may be useful to study dense cities that have successfully managed their traffic load increase along with urbanization, such as Singapore, Hong Kong, Tokyo, Paris, and London.</p>
<p>Anderson Mill Road is a major concern to my neighborhood. High volume traffic without enough traffic signals and speed enforcement. Coming off of the neighborhood streets onto Anderson Mill Road is high risk and will eventually result in traffic accidents and possibly fatalities. Since the city chose to widen and improve this road, it has been negligent in providing a safe traffic corridor.</p>

<p>In an ETJ we get the least assistance and have some of the worst traffic....from Oasis Pass and Bullock Hollow traveling to 620 during the week can literally take over 30 minutes and getting worse as well as continual wrecks during the high morning traffic time. But I understand it's not going to be addressed until 2018-19??? Police Department called it the worst area in the Metro Plex.</p>
<p>My friends and I were discussing that more people might use metrorail (which is a great service) if there were bathrooms (even porta potties) or more seating areas.</p>
<p>Traffic in Austin has worsened over the last 5-7 years due to the influx of people moving here. Trying to drive anywhere in the city now takes 2-3 times longer than it should or used to take. I would like to see incentives for both individuals and businesses to encourage their employees to carpool and/or take public transportation. Something else that might help is getting more businesses to stagger the start and end of their work days so that so many drivers aren't out on the streets all at once. I would love to see light rail here expand. I live at 183 and Lake Creek Parkway and work on James Casey St near South Austin Hospital. I would love to be able to hop on a train, not have to drive, and be able to read a book on my way to work. Until the City of Austin fixes our transportation problems (along with the extra burden on both our schools and public safety agencies, all of which are due to our expanding population), our city government should STOP attracting new businesses here. We have enough problems and people to deal with already. Fix the city we have before trying to change it into something else.</p>
<p>Stop wasting so much money on bike lanes. Sorry, but people in Austin are not going to ride their bikes to work in any meaningful numbers. The vast majority of the people who use bike lanes are recreational bikers. Money needs to be spent on roads and improving the timing of traffic signals.</p>
<p>I would like to see the Trolley again in the downtown area...several constantly running...including the South Congress & Lamar, UT and West 1st and 5th Street areas. I live in NW Austin and would love to use the rail to get to town more often, but need better solution to getting around once I get there.</p>
<p>Improved bicycle/ped connectivity via off-street infrastructure -- trails, shared use paths -- moves at a snail's pace in our community. Transportation folks have done a pretty decent job with on-street facilities, but we now have plenty of bike lanes. The same staff seems to be completely out of their element when it comes to trail connections. Historically, this was deemed the Parks dept.'s domain, but substantial trail projects are way beyond the capability of our Parks folks. Our trail infrastructure is a complete embarrassment compared to other cities our size, even other large cities in Texas. What, for example, does it take for something as simple as the N. Walnut Crk trail to move forward??? In Austin, only a couple of decades and a major federal stimulus program. Meanwhile my children and thousands of others have out grown their interest in simple trail outings.</p>
<p>I really appreciate having access to the bus system. I wish the Express bus was less expensive. Cap Metro bus drivers are fantastic; I've personally witnessed them going "above and beyond" numerous times to assist riders - let's not forget what a wonderful asset they are.</p>
<p>Austin is growing at an astronomical rate, the current construction of a more suburban like city seems prohibitive to that growth. Establishing a more grid like infrastructure I feel would greatly improve travel, and put less strain on the current corridors.</p>
<p>In general, I have nothing against bicycle riders. However, I don't think they should be allowed to ride in packs and/or 3 - 6 abreast blocking an entire lane of traffic. There are many places in and around Austin to ride recreationally without blocking an entire lane of traffic. I try to watch out for cyclists and am respectful; however, I am increasingly tired of aggressive packs of cyclists riding like they are the only wheels on the road. If I got together with five friends of mine and we drove our cars at a dangerously reduced speed limit, all abreast with our car windows rolled down so we could chat while driving... we'd be in legal trouble. Why are cyclists allowed to do this?</p>

Please consider taking a look at the Wire option, gondolas have been wildly successful in other major cities.
Again, our current light rail is dumb. With a monorail system we would need less space to put up stations. Why not put one in my back yard? And with public transportation we need it late at night, at least on weekends. And we need it to GO TO THE AIRPORT! Got it? You want people to ride it? Have it go where people go when they go there. Our current one is a stupid joke. Call me 512-695-7928. I love Public Transportation!
Wake up. Austin is a major city whether the city council chooses to accept it or not. Bicycles are not an option for the VAST majority of the population that lives outside of the downtown/central area, and the fact that "reducing the number of cars on the road" is even presented as an option to reduce congestion is concerning to me. It's. Not. Going. To. Happen. The area, as we all know, has seen explosive growth- more people and more cars. It's time to deal with that reality.
Do something about 360. Eliminate the unnecessary lights and re-time them so that side streets are not given massive, ridiculous preferences (e.g. Westlake Drive should be shut off at 360).
I'm very happy that there is a good public transportation system in Austin. Maybe look at systems in other cities for improvements.
The light rail fiasco was VERY poorly planned. Your focus on a near downtown neighborhood was an exercise in stupidity. You need to focus on the main suburbs: bring rail transit from Georgetown-Round Rock-Pflugerville; Elgin-Manor; Kyle-Buda; Oak Hill-Circle C (maybe Dripping Springs). These are the communities where many downtown workers live. Also, have those trains travel at speeds faster than 40 mph (OK, 45 mph), have them travel at 65-75 mph. Zip us into downtown. If we commuters get into downtown faster, it gives us more time to walk, bike, bus-ride to our offices. Please focus on the suburbs, that is where the congestion begins - gosh, even my middle-schooler knows that!
Getting around in this city and the surrounding communities like Cedar Park and Leander is increasingly difficult. We need better public transportation such as train and bus service. The bus service for south Austin is terrible! More employers should have contracts with Capital Metro to make bus service free for their employees to encourage people to use that method.
Widen and build roads for vehicles first, then add other options later. Prioritization important. See the world as it is.
I would love to see a survey that asks people what specific routes (point a to point b) is missing in the bus/train system.
The city has a great start, it is now time to finish connecting the "dots".
I think Austin does the best it can with what it's given, but what we have is woefully inadequate. The trains are great, and convenient to my house, but there's no bus service to get me the two miles to the train station, the trains stop running way to early on weekday evenings, and there aren't enough trips back and forth to downtown. Building more highways and more lanes is NOT going to solve our problems. We need much better transit, and tons of local improvements like bike lanes. Also, several of my routes to work, the grocery store, etc., have big gaps with no sidewalks or bike lanes, making it impractical to do a lot of stuff on a bike.

I was extremely dismayed to hear that the 20yr transportation plan for Austin involved options only for MOTOR traffic with NO options for public/alternative transportation methods. Having lived in CA, WA, and OR, I can tell you that in 20yrs time, if implemented, Austin and surrounding areas will be undesirable places to live/work/recreate because of the traffic issues. Already, my non-driving young adults have trouble taking public transportation to and from various ACC campuses due to lack of busing in our area (1.5hr commute each way from Parmer/Avery Ranch is unacceptable) and biking Parmer is challenging, if not down right dangerous, for novice/recreational cyclists. Change is difficult (and costly), but if attitudes do not change soon, Austin will no longer be a wonderful city in which to work/live/recreate, it will be a traffic nightmare!

Safety of cyclists is of great concern. Even areas that have enough room are dangerous. Cars don't look out for us and go so fast accidents can be hard to avoid.

Spending should drive better mobility. Examples: 1. Forgo revenue gained from motorcycles on the toll roads and many more cars will be off the non toll roads during commute hours--simple incentive that has a huge benefit in both safety and congestion but only a minor loss in toll revenue. 2. Cyclists need to get from point A to B. It doesn't matter how many bike lanes are downtown when commuters are in Round Rock, Cedar Park, and North/South Austin. There is no continuous safe way to get downtown. Provide water every 5 miles and it would be great.

The city needs to focus on all mobility options other than the car. It needs to increase the number of metro routes and some of these need to run 24 hours a day. Bussing for major events needs to be run from all park and ride locations.

The bus system is not full being utilized. People will use the bus more if there were common sense routes such as in a grid formation. Capital Metro disagrees. It is time Austin as the main contributor to Cap Met steps and takes more control. In addition to the grid pattern whereby busy city streets highways have continuous service up and down with stops near major intersections. There should also be non-stop service between park and rides as hubs. Therefore if I wanted to park at Pavillion and get North Lamar transit center, there would be a dedicated rapid bus to get me there and vice versa with no stops in between. This grid of buses should operate 24/7/365 with understandable fewer buses on streets based on demand at various times of day. This way people could plan trips accordingly and a bus trip from my house (for example) to a friend or business or work would not take 3 hours when I could get in my car and be there in 15 - 20 minutes with more time needed during rush hour. We need to provide rapid bus service from all Park and Ride and Transit Centers to major festivals and events. We also should have make shift transit centers temporarily created for these major events and festivals. For example, out in my neck of the woods, Lakeline mall could be staged for parking and rapid bus trips to downtown major events and festivals. At those major events and festivals, no consideration to car and truck parking should be allowed. Transport by busing, biking and walking should be the only focus. Traffic jam eliminated and careless drivers are off the road. The major events and festivals include but not limited to the following: SXSW, ACL Fest, Pecan Street Festival, Halloween, Mardi Gras time frame, Splash weekends, Fourth of July, New Year's eve. The police could save money and balance officers more evenly throughout the city if shift to utilizing make shift park and rides at high school stadiums, malls and of course park and rides along with transit centers. The train should run earlier in the morning from Lakeline to get to SXSW and ACL and Pecan Street Festival events. We should charge a non-subsidized rate to passengers on our trains and buses that are not from this MTA taxing jurisdiction along with parking fees to use our park and rides and transit centers which crowds out local residence. It is not fair to Austin residents that Cedar Park residents keep overwhelming our trains during work day and special events.

<p>I would like to see CapMetro expanded throughout the city and surrounding suburbs. Metro Rail is a very good option, that needs to be expanded. The expansion should include double tracking the existing line to improve capacity, purchasing train cars that are longer or can seat more passengers, constructing more park and rides to encourage use of transit, and construct additional rail lines for additional segments of Metrorail to be built.</p>
<p>Placement of intersection lane direction road signs need to be over the top, center of the traffic light pole/intersection so it is visible to all cars in line at the intersection. Most are far left of the intersection and not visible to all cars waiting to pass through the intersection.</p>
<p>There needs to be a greater focus on mobility improvements in areas of Austin outside the central corridor. Those living in the far northwest, east and south have limited or no service options in the evenings and on weekends.</p>
<p>Improved bike lanes and bus/light rail connections from the suburbs to down town would do more to reduce congestion than adding toll lanes to existing highways. Several highways in the area already have toll lanes or are entirely toll roads, and they do not appear to be heavily trafficked to a degree where it impacts congestion.</p>
<p>I want a decent train system. The lack of usable public transportation is the #1 reason I plan to leave Austin within the next 3 years.</p>
<p>Extend rail & buses on the weekends. Not just for big city events like ACL or SXSW.</p>
<p>It is 2016 ! Get to it</p>
<p>Build roads, not rail or bike lanes to serve the most people.</p>
<p>It is paramount that Austin add more public transportation options as well as solutions for the rapidly increasing population which directly affects traffic and ease of mobility in the city.</p>
<p>The city council needs to exert the necessary leadership to get a well-designed, properly located light rail network approved, funded and constructed at the earliest possible time. This failure of civic leadership has gone on too long. No more deals with real estate developers, no more contingent deals that require funding for new roads FIRST before any transit can be built, no more wishy-washy excuses for why we can't make Austin a light-rail showplace. If Dallas can do it, there's no reason Austin can't. Dallas has more light rail miles than any other city in the US, and Austin has one puny track that can't even carry peak demand! If you can't get this done, then demand resignations from all CapMetro board and executive staff, and everyone at the city's transportation department who isn't 100% committed to make this happen.</p>
<p>FM 620 needs improvements to ease up traffic. The traffic lights aren't timed right and an extra lane is highly needed.</p>
<p>More MetroRail routes, at night, to UT, airport to downtown, and south of the river. More multiuse paths and a divider, even if it's only reflector poles, between cyclists and traffic on Parmer.</p>
<p>Anderson Mill Rd:Spicewood to Hwy 183 is dangerous; there are a lot of auto accidents in this stretch of road, especially as Anderson Mil Rd approaches Hwy 183 feeder roads. We need a center turn lane.</p>
<p>As a native Austinite born in 1950. Our city roadways have failed to meet the needs of our rapidly growing population. Someone needs to make improvements quickly. The mopac improvement has disrupted traffic for too long for a project that will cost citizens to be able to use the new roadway.</p>

<p>I was a candidate for City Council in 2014, and I heard over and over again from voters that they wanted gondolas. Gondolas need to be given serious consideration since they are a third the cost of fixed rail, and solve the problems of West Austin's hills and the numerous river crossings that are needed to truly connect our city and relieve traffic congestion. Gondolas also have several other major benefits, such as increasing ridership over other solutions (like light rail and buses), and the opportunity to be innovative and cost effective. It will get people out of their cars who would not otherwise choose public transportation, and could connect neighborhoods that aren't under consideration for current methods (but whose votes you need to pass any funding). It would be a tourism boom and an attractive alternative for locals. Thinking regionally, Austin needs a gondola network that connects Steiner Ranch and the Bee Caves Galleria, that connects the Domain with points down the Mopac Corridor, that zips through campus and along the river downtown to East Austin destinations and out to the airport. It can be built out in a fraction of the time it would take to build roads or rail, and use existing right of way since the gondolas would be travelling over existing roads and features. This is a Austin TEDTalk that goes in to more of the advantages and features given by advocates from an Austin design shop: https://www.youtube.com/watch?v=55TDpeU3l2Q. Please give "Urban Cable" a serious look.</p>
<p>Cycling is the way of the future. You can see how some cities in Europe do a great job at it. Austin is growing fast and it is now in the perfect position to become the best cycling town in US</p>
<p>Give up on light rail. Too expensive and MetroRail proves no one will use it. Spend money on freeways, ring roads (whoever heard of a loop being a straight north-south road e.g. Loop 1 & Loop 360), and eliminating stop lights on corridor roads.</p>
<p>We don't need more toll roads</p>
<p>It's not that I think the city should not fund additional improvements. I believe the city should use it's current funds more judiciously. With an increase in population the city already sees an increase in funds via current taxation methods. Spend wisely.</p>
<p>The ada zone needs to be in larged to include places like round rock kyle circle sea!</p>
<p>Austin needs a real public transportation system. I know it keeps getting defeated but that's because the proposals always suck. I think the city needs to be more ambitious not less.</p>
<p>It seems like bicycle lanes and corridors connecting different parts of the city are an afterthought, or not addressed at all. I would love to see the implementation of a master plan that makes bicycling a practical mode of transportation throughout the city, not just in the core.</p>
<p>Texas is considering going toll free, and I certainly think Austin should abolish toll roads. They place an even greater burden on lower-income families who live far away from the workplace, who already suffer from affordable housing deficits pushing them to outer metropolitan areas.</p>
<p>Add capacity to fix congestion along 620, 183, MoPac. Needs reliable ways to get to downtown, as of now I avoid it altogether and miss all the great things downtown due to getting there and parking.</p>
<p>Mandatory flex time for all employers with more than 40 employees. Since we cannot get cars off the roads soon, at least spread them out over a longer time period so everyone is not on the road at the same time going to and coming home from jobs.</p>
<p>I would like to see Anderson Mill Rd from Spicewood Pkwy to US 183 improved by constructing a center turn lane and adding sidewalks</p>
<p>I think the construction of express lanes that can be used by buses can provide a more predictable time schedule that will then attract more riders.</p>
<p>Austin is full of active people and could greatly benefit from a more full-service Metro train functionality as well as safer options for walking and biking. The current train is only useful for commuters during the day. Weekend and night service would encourage use downtown. In addition, completing sidewalks and promoting safe biking areas would allow for less vehicle use in many areas.</p>

<p>Find the money without raising my taxes. They're too high already. Anderson Mill Rd is terrible now with traffic lanes too narrow once bike lanes were added. The number of accidents has increased once these changes were made. Do not make unsafe changes in favor of bike lanes. It's not safe for anyone to bike in those lanes and hardly anyone does. No benefit came from these changes, just more car accidents.</p>
<p>I walk along Anderson Mill and much of it doesn't have sidewalks. It's scary. And I would use buses more if they had routes along 620.</p>
<p>Idea: please build "walk tubes"; these tubes are walking bridges (above roadways) that are enclosed (aka air conditioned) or covered (for maximum shade). Imagine a spider web-like network of walk tubes leading from the suburbs to inner city (core of the spider web). They should have a moving sidewalk (like in airports) to double your walk time. With a direct path to downtown destinations it'd probably take only 30 minutes from outer to inner city. Plus you have an added bonus of improving the health of Austinites. It'd be significantly cheaper than building more roads. Call me if you'd like to discuss the idea further 210-624-9692.</p>
<p>Anderson Mill road is extremely dangerous between HWY 183 and Olson Drive. The bike lane is too small and should be removed. Sidewalks are not adequate. New building construction should NOT be approved along this section until Anderson Mill Road is rebuilt.</p>
<p>Work with neighborhoods to deal with cut through traffic. Quality of life in my area has diminished greatly due to people using apps in order to bypass Anderson Mill Road.</p>
<p>Set priorities for improvements based on safety for vehicles, bicyclists and pedestrians. Also consider how road design impacts congestion and safety for local and commuter traffic.</p>
<p>I would be willing to pay additional taxes in lieu of higher fares. The current fares make it very difficult for people with limited funds to travel from the outskirts of Austin to the center of Austin within a reasonable amount of time. For instance, if I wanted to travel from Lakeline Station to the Bob Bullock museum at 6:30am every workday, I could either pay \$41.25 a month and sit on a bus for two hours each way every day, or I could pay \$96.25 a month and sit on a bus for 45 minutes each way. Four hours on a bus every day is unreasonable and undoable for a working parent, but nearly \$100 a month is also a challenge for struggling families to manage.</p>
<p>In my view, expanding dedicated rapid bus segments and a Lamar Guadalupe corridor rail study should be highest priority.</p>
<p>Smart Traffic Lights would help congestion considerably across both corridors and regional roadways. Bikelanes and bus lanes with protective poles (barriers) would prevent misuse of current existing such lanes and improve safety. Improve times for Metro Rail would aid considerably. For instance, operating the rail until until 3am every day (especially weekdays) would alleviate traffic, reduce drunk driving, and provide safe transportation options for the many citizens who attend weekly downtown meetups, gatherings, restaurants, nightlife. Also, extending the morning operating times from the weekdays through the weekend will provide a reduction in morning and afternoon traffic, allowing citizens to ride the train to enjoy what downtown has to offer during the day (running by ladybird, shopping, events, etc).</p>
<p>You guys are doing great, keep up the good and innovative work!</p>
<p>Quit wasting road dollars on public transportation, bike lanes and other urban jewelry.</p>

<p>Stop focusing on toll roads and use the tax money already being paid properly. With the increase in taxes paid because of grow and tax values the City should better manage the money. The toll roads are a epic failure because every time you turn around the price goes up in addition to fact that the vehicles that need to use them such as track trailers don't. On top of that the main one built to help IH35 takes you to far out of the way that it takes longer and cost money so it does little in relation to the problems. Our solution is to build more of them. You can only tax people so many ways and the toll roads are basically just another tax. Out current infrastructure just shows the people and politics involved are reactive and not proactive. The bad thing about that is even their reactions are to slow to do anything.</p>
<p>Buses should have cut-in lanes to pick up/drop off riders instead of blocking lanes. Get the bike riders off the vehicular streets, put them on trails. I cannot drive my car on a trail, why should they ride their bike on a street!!!! Buy why answer these surveys, nothing every happens to fix problems.</p>
<p>Urgh... i wonder if i'll have enough space. So let's start off with Cap. TX Hwy 360. Why are there more buildings being built? The houses in the area are too expensive for normal people to live there, so most people end up commuting from north and south and it seems to be a hellish nightmare to get through the traffic. And there is only one way in. So then the city of austin gives out more permits for large office buildings to be built to bring in more people on that road? There isn't an alternate way to get to many places off 360. You HAVE to take it for a vast majority of jobs. And then 183 has gotten worse throughout the years. It probably has to do with the growth of cedar park area and people working in austin. I really hope something is in the works now. The sad thing is that there is clearly space in the center of 183 north of mopac. So i guess let's wait 5 more years before we actually do anything to help it. Should we look at redoing some of the on/off ramps?</p>
<p>The metrorail needs to be expanded. Both in hours of operation and extending service to new areas. The most beneficial to the city would be for the next rail extension to connect Downtown and the Airport. With the tremendous amount of traffic created by people coming into town for festivals, having a rail option as access to the airport would have a major impact on both mobility and tourism dollars spent in Austin. Extending operation of the current line to include running for a full hour after closing time downtown would make it possible for people to plan using public transportation for social events downtown. This would make the streets safer and would make it easier for people to take part in cultural events downtown, such as going to the theater, without adding to traffic congestion or parking issues. Currently, many people avoid attending events because it isn't worth it to fight traffic and the train isn't an option because it isn't available for getting back home after shows let out - nevertheless being able to go out to eat afterwards. Many people, myself included, love using the metro rail and would do so more often if scheduling made it conducive to the cultural events available only in downtown Austin.</p>
<p>Bicycle lanes should not be built if they take away driving lanes. This further congests traffic.</p>
<p>The city is growing at a rapid pace and instead of resisting the growth and continually push the "don't move here" message, we need to push the "grow the city" message. The roads are not big enough to accommodate the number of residents. And the public transportation is poor. A rail is needed that runs throughout the city. Not just downtown, not just north to south. Bus transportation is not cutting ti.</p>
<p>I understand that the City of Austin's jurisdiction may not be on the major highways around Austin, but using city funds to partner with TxDOT, CTRMA and other entities would benefit the city and those who use the roads. Thanks for the survey.</p>
<p>Please invest in transportation methods that are sustainable in the increasing growth of the city. Renovate, repair, and maintain current infrastructures, while modifying high density traffic areas to include better connections around those areas and alternative transpotation options.</p>

<p>Of course it would be nice to see the improvements happen ASAP however I also realize that funding is an issue. Mostly Austin just needs to realize how bad traffic has gotten throughout the city and how desperately more public transport options are needed. I think the rail specifically should be available throughout more of the city.</p>
<p>Direct flyer routes to metro rail from areas not close to it. Extend rail hours. Have a metro rail the serves central to south.</p>
<p>We don't need bike lanes, we need to expand 35 and Mopac and overpass the lights on 360.</p>
<p>Build a comprehensive, interconnected road system so people can get around this area easier & quicker without bottlenecks. This would also immensely help our bus system.</p>
<p>I live in the Wells Branch area. I walk two miles to the train station at Howard from my home because Bus 243 either drives right by me when I am at the stop, runs too late to catch my train, or never shows up. The fact that I have to walk two miles to a train station or one mile to a bus stop has to tell you that transportation to and from work or anything is difficult for those of us who live in the Wells Branch area without a car. The weekends are even worse with this bus system. To be honest, it is the worst bus system I have ever experienced. There are few options on the Mopac side of the city as most buses run on the 183 side of the city. The trains are always overcrowded and never fun if you have to be in someone's armpit the whole trip downtown especially when this city decides that it is okay to put on so many events that we do not have room for. The Tech Ridge Station has only one option for getting down to Wells Branch - Bus 243 and it does not run late. If I take the train on the weekend, I had better not miss my stop or get off work too late to miss that last train. I am from Portland, Oregon where they have one of the best transit systems in the nation. They run late and often. Dallas, Houston, Chicago, and New York all have great transit systems. We are becoming too big of a city to not have a better way of transporting lower income families who cannot afford to live closer to the city especially as rents keep going up. What does not make sense is that there is not a bus that runs down Shoreline Drive (neighborhood, three apartment complexes) and it is still in Travis County. This area is not the only heavily populated areas with poor transportation but it is the one I live in.</p>
<p>The Downtown corridor is a bit of an eyesore. That part of 35 feels especially unsafe and gets extremely congested with traffic constantly. Something needs to be done to help this section of 35 that goes through the heart of downtown Austin.</p>
<p>I live out in the Four Points area. The City is all about pushing people out to the suburbs and talks about affordable housing in the area, which is fine, except the City is doing NOTHING about improvement the major arteries like RM620 and RM2222 to get those residents in/out/through our area. The City can talk about "improving mobility and connectivity all it wants, but you can't retrofit those ideas into a suburban development with many neighborhoods that don't have a means to add connectivity. If I want to leave my subdivision during peak hours and go left or straight out of the subdivision, I takes me over 7 minutes to get through the light. This is unacceptable and the City is doing nothing to work with TXDot to improve the situation in the near future. However, the City feels like it's ok to keep approving more and more development with no solution in site. We have to slow or limit development until a traffic solution is in place.</p>
<p>I am a proponent of expanding commuter rail and adding urban rail. Bus routes and "rapid bus" routes are too easy to change on a whim. Developers and residents cannot make long range plans based on bus service. Rail development only gets more expensive with time. Build it now. Build it sooner.</p>
<p>Please do NOT drive Lyft and Uber out of the city! I think that these services have been hugely beneficial to the city.</p>

<p>Hi. For the last nine months I have mixed cycling, train, & walking to complete a ~21 mile commute (one way) to downtown, sometimes commuting the whole way by bike (which I'd like to do more of). I've noticed two things: (1) Some streets are in bad condition, with broken concrete or gutters/holes/debris/parked cars(e.g. Shoal Creek) in the bike lane; cleaning/maintaining regularly would be nice. Or (2) better separation of bike lanes and car lanes in the first place: on the one hand, Wide Outside Lanes are better than bike lanes; on the other hand, I would much prefer a network of bike-only (or Regional Trails) that connect North Austin to Downtown. I'd much rather bunny hop the occasional fallen tree limb (or help remove) than deal with the sharp metal objects, hubcaps, rocks, and road kill left by cars (which street cleaners only contribute to by pushing debris from the car lanes into the bike lanes); it does not feel safe in the bike lanes. Anyone can paint a stripe next to a gutter and call it a "bike lane" (a good example of this is Shoal Creek between Anderson Ln and Steck Ave).</p>
<p>I would like to be able to get to work by bike / public transport, however there are no bike lanes or public transport options along 360.</p>
<p>I would like to see a network of bike trails and paths that would allow me to ride all the way from far north Austin (Let's say the edge up in Brushy Creek) all the way to downtown and beyond. Something like what Plano, Richardson, and Dallas have where I can take a safe, protected path all the way across the cities and not have to worry about vehicles. Along with this, a rider and pedestrian safety program so that trail sharing can be done in a safe manner.</p>
<p>I live 17 miles from work and it takes an hour in the morning and 1.5 hours in the evening. The day the mayor asked companies to support employees working from home, drastically reduced traffic in the city. I would like to see efforts made to garner the support of all state agencies and major corporations located in the downtown vicinity to truly embrace teleworking and staggered work hours to help improve our congestion problem.</p>
<p>You don't want to talk about or address the urgent need for light rail transit network development! Obviously this is a political issue that requires leadership, and if not the city of Austin, where will the leadership come from? You need to put a light rail route, a first-step line on the Guadalupe-Lamar corridor, on the ballot for funding. At the same time, you always seem to want to build more roads. We have too damn many roads. If you stop building roads and give people convenient, fast transit you won't need more roads. And roads have been shown to only induce demand for... more roads! Wise up, show leadership! It's long past time for Austin to regain its former position of leadership on the environmental front, although that was never demonstrated by the city's commitment to transit. This must change. We can't wait any longer for ACTION.</p>
<p>In many ways Austin is an exceptional community. I dont know enough about resource availability to speak with authority but I believe CapMetro could be made more effective, perhaps with competition or by separating the management of the different modes of public transport. The bus system has room for improvement but if the team in charge of buses is also responsible for the train and light rail system, it's reasonable to believe adequate attention will not be paid.</p>
<p>Cap metro & Metro Rail are better than they were. But I think I should be able to get a bus from The Pavilion Park and Ride on a crazy busy Saturday. It does not make a lick of sense that I can't the 982 or the 983 on a busy Saturday.</p>

<p>Austin has done an incredibly poor job of planning for increased population. The only real major development in the last decade has been toll roads, which provide increased mobility for a few while leaving the majority out in the cold. And we're paying hundreds of millions of dollars for each of these projects. I live near 620/2222. The currently planned improvements are designed to get us to a C/D average grade (by your own metrics) by 2020. Is that really the best we can do?? I went to a hearing on the proposal where the guy said they needed our input. Every idea floated was given a flat 'no'. Then we were basically told we had to support this exact plan or nothing. That's like holding a damn gun to our heads. It's a complete load of crap and it reminds me last year when the city bundled the additional rail project together with other road projects. "Here, take this billion dollar boondoggle or you don't get roads." That worked out swell. The rail is the first forward thinking project I've seen and it was badly mis-managed and over cost. Just like the Mopac project currently underway. Coming back to our neighborhood. No new roads are even under consideration, even in the farther out planning for the next 20 years. That's just flat out not possible. The city is a damn gridlock now and it's going to be a helluva lot worse in 2 decades. Bike lanes, trains, buses, are all good but Austin is a spread out city. The suburbs are going to be driving and that means we need adequate roads. Sorry, this was a bit of a rant, but I'm a frustrated Austinite!</p>
<p>We don't need more Toll Roads. It is already so expensive to live in Austin and now all the new roads require you to oay more money to drive on them. What about a loop around the city...that is not tolled. After 20 years of living here you still can't connect to all the highways without having to exit, wait at lights, and then enter the entrance of the highway you need. Like 290w to 35N or mopac south to 360 to 290 east...or go from 183N to 620.</p>
<p>need bus route that goes to Anderson Mill at Parmer. It's a 2 mile walk to the nearest bus stop.</p>
<p>I bike a lot, but I'm sensitive to the cost of adding bike lanes. I understand that four miles of bike lane displaces funds that could have been used to pave a mile of road. However, I'd like to see roads built with a little more shoulder, which seems like it has multiple benefits, not just to cyclists but also to cars having trouble, hazards that require drivers to swerve, etc.</p>
<p>I used to commute from NW Austin to downtown. My work is not a traditional 9-5 model, but more of a 10-7 variety. I found using public transportation difficult since the train finished at 6:30 and bus stops were poorly lit, away from pedestrian traffic and had no shelter in bad weather. If you really want to have public transport shy suburbanites use busses or the rail, these time and safety concerns should be addressed.</p>
<p>I think the focus should be on accessibility and accountability, not economic development. Economic development as a transit mindset has possibly irreparably damaged our city's trust when it comes to the various transit organizations operating in this region. Start working on moving people from place to place, not building up parts of town that would in the future needs transit. There are plenty of people here now who would love to leave their cars at home if they could. Projects like Mueller and Crestview are short sighted when Cap Metro has to increase rider subsidies and decrease frequency on the most-utilized routes to fund the fig leaf of BRT and the one, largely useless rail line that has cost vastly more than it has paid off in quality of transit to the region Cap Metro serves.</p>
<p>Thank you for conducting the survey. The priorities of how and where to improve transportation are critical to the future of Austin.</p>
<p>The general view of Austin's funding of Capmetro and road improvements (especially for mopac) is that it pays too much for very little benefit. I'd like to see funds better managed and more transparency.</p>
<p>We need better light rail up north.</p>

<p>Add marked bicycle lanes in outer parts of Austin like some inner and middle parts of Austin. I live Davis Springs off Parmer, zip 78717, and street from Davis or Avery Ranch is extremely dangerous to ride a bike to the RR commuter station on Lakeline Mall Rd. Then need secure place to like up bike to use the train. This could save car traffic in neighborhood, regional corridors and air pollution by having bike paths to existing commuter train.</p>
<p>I am moving out of the city to a better neighborhood and less expense. HOWEVER, I will still be using Austin streets and coming and going as always, but living in Leander. It is a BIG mistake not to partner with Cedar Park and Leander to provide public transportation (buses) and train to keep cars off the roads. Why not run the train all the time so people can USE it ?? People who live outside the city contribute to the congestion as much as people paying city taxes. Why not collaborate with the neighboring cities to provide transport and collect the taxes to do so??? Austinites are being pushed out but will continue to come in and out on the roads just creating more sprawl and more congestion. Send the buses to far North 183 Cedar Park and Parmer corridor: LEANDER where we are moving !! Also, I have a disabled son who lives with me and rides MetroAccess. We need MetroAccess in Leander and I will have to drive him in and out until we have an alternative. PLEASE consider MetroAccess for Leander ! He has to get to his sheltered workshop in Austin. I wish someone would contact me to help me understand options for him. 512-336-7065. Phyllis Hanvey</p>
<p>I would like to see the Metro Train expand its routes and expand its availability to customer use on weekends.</p>
<p>I am incredibly pessimistic about Austin's potential to do anything about the traffic issue. We can go to the moon but we can't figure out how to properly time and sensor red lights. Good luck.</p>
<p>Nobody that has a job that doesn't require require wearing a paper hat will ride a bicycle to work in the Texas summer. Stop trying to make bike lanes happen.</p>
<p>Retirement programs for public employees: Put all public employees on 401k plans to massively reduce the escalating costs to tax payers (other than those that are public employees). Construction Projects: Hire more than 'three people' to do all the work!!! or insure the contractors have a multitude of workers working on the projects to get them done in a timely manor. Introduce late delivery penalties in your contracts. On time and under budget - DA!!! Hire public servants that have a greater than 2.0 GPA - more might get done faster, better, and with less money.</p>
<p>Don't cave in to Uber and Lyft. Hold them to the same standards as all other modes of ground transportation.</p>
<p>Portland Oregon is a great example of a city that has better public transportation and biking options. Austin desperately needs to deal with the traffic and I strongly prefer more "green" options.</p>
<p>The Metro Rail could be huge for those of us that live a ways outside of downtown. For my needs, more trains need to run later for me to take full advantage of the train. Sometimes I have business later in the evening 6-8pm and getting back North is basically impossible at those times. I'd use the train tomorrow night (3/22) but the train doesn't run late enough. The main goal for Austin should be getting more cars off the road, which would help with congestions and then improving the commute for vehicles.</p>
<p>I am a public health and transportation researcher at UT. This survey is encouraging in the sense that it is good to know that the public's feedback will be taken into account, but at the same time the survey is clearly designed to continue to underfund mobility improvements in the city. For several of the questions for which a single answer was forced, most of the multiple choice options should be areas in which the city should simultaneously invest to improve all aspects of mobility. It is useless to increase public transit routes if there are no sidewalks for people to reach the transit stops, etc.</p>
<p>I like Richard Garriots odea proposed during sxsw. A monorail system.</p>

Current city focus is on bike and pedestrian facilities. Why? Synchronize traffic signals. Add roadway capacity. Improve mobility.
Funding transportation isn't the key issue. We need to better regulate real estate development to encourage options besides driving. Let's prevent developers from building city-sized apartment complexes and strip malls with giant parking lots. All that does is put more distance between people and the places they need to go, leading to more cars on the road and more congestion.
Major corridors (I35, 290, 360, 620 and MoPac) should have no traffic lights. No Toll Roads should be built. All Road construction and maint should be done with matching funds from Federal and State agencies and gas taxes
Probably the city cannot do this, but we should raise gas taxes by at least 1\$ to get funds to build a proper network.
Don't sacrifice transportation funds or vehicular traffic lanes for bike lines and downtown favored boondoggles benefiting a vocal minority, many who pay little or no taxes.
We need an efficient, car-free (or reduced car) way to get people from out in the sprawl, into downtown, and back. More park-and-rides to express bus lines, more rail, better hours. Housing prices are riving people further from the city center, and there are fewer ways to get downtown for work or recreation.
I use Uber and Lyft to get back and forth to work. I use their carpooling options so that I am paired with other riders heading to a similar location. I feel like this option helps wraith traffic and congestion as well as freeing up parking downtown. This service is absolutely necessary in this city and I hope City Council changes their views on this service. I am not looking forward to the possibility of this option not being available. Austin is progressive. Over-regulation is not the answer.
Being on the north edge of Austin, taking a bus is not a practical option because of how few stops there are and how infrequently they come. There is a light rail option, but there should be more stops and it should be a hub a spoke system, not just from my area to downtown and back.
The biggest obstacle for public transportation use, walking, and cycling are scofflaw motorists who intimidate and threaten pedestrian. Any action the city takes needs to included stricter enforcement of laws that affect how motorists treat pedestrians and cyclists.
No more roads, just better roads. I live near 183 and I'm more concerned about the pollution and noise the will likely result from additional lanes than I am about people from Cedar Park getting downtown quickly. More roads promote more sprawl, which will just make the problem worse and eventually eat up any reductions in commute times. More roads don't compensate for poor planning, and are too expensive to maintain for a fiscally sustainable city.
Please don't forget those of us living in Canyon Creek off 620. We can't get out of our neighborhood during peak times without sitting through many lights. Made worse by people on 620 blocking the intersection through the green lights for those trying to get out of the neighborhood. I asked about a road that isn't complete btwn Canyon Creek and neighborhood on Anderson Mill and was told the city would not complete the road. Sure would help to have access beyond just 620.
Project scale: Vast improvements could be made to cycling infrastructure with very short connectors between neighborhoods, like the size of a sidewalk, often through vacant land. It would keep bicycle traffic in neighborhoods and off corridors. We need more of those projects, and less gigantic projects like the cycling bridge along mopac.
Please quit only addressing the needs of bicyclists. This is not a viable form of transportation due to the climate here. You seem to be catering to these folks who use this as exercise at the expense of the other 99% of Austin taxpayers. Let them go to the gym..

<p>Regarding FM 620 between 2222 & 183, an elevated highway is not needed or wanted. FIRST, do not allow any more development along the route until improvements are made. (Do not rezone or give permits for building). Bring 620 into the modern age as it is no longer a country road. Every shopping area, church and neighborhood must have a right hand turn lane (note there is no shoulder from Anderson Mill to 183). More traffic lights need to be added, especially at St. Thomas More as the church has many Masses and provides day care, religious ed. classes, community programs and other events all days of the week; not just Sunday. They pay over \$50,000 a year for off-duty officers to conduct traffic. That is money a church should be spending to benefit the poor instead. Many of the traffic lights are poorly timed. Many times on Anderson Mill and 620, cars sitting at lights for another lane to "go" but no cars in that lane. Also, I would walk or bike to the grocery store if there was a sidewalk on 620 but there isn't (Canyon Creek to Anderson Mill). Austin needs to STOP growth until the streets are properly planned. Just as a person shouldn't have children unless having a house and a job; the city shouldn't invite business unless it has an infrastructure in place and the money to pay for it.</p>
<p>Adequate funds spent foolishly. Adding bike lanes doesn't do anything but increase problems and impairs safety. Take care of the streets/roads. Let up bike paths in parks, etc.</p>
<p>stop focusing your survey around bike lanes and focus on the true problem, you have outdated road infrastructure. Toll roads is not the answer, Austin should have a true rail system instead of the junk we have right now. Fix the red light timing on 620, build more lanes for the North/South traffic through Austin.</p>
<p>Please spend Money where the demand & need is high. Very few people use rail, but it consumes huge \$\$ that could be invested much better in other types of mobility projects, such as buses & roads.</p>
<p>Yet another survey designed to make the good folks of Austin believe that we have a voice.</p>
<p>Seems like the thing you could do TODAY that wouldn't cost anything that would improve traffic immeasurably is to time the lights on all the major thoroughfares, especially 620, 2222 and 360. They are ridiculously off and create problems where there would otherwise be none.</p>
<p>I believe that automated vehicles could significantly improve traffic congestion in Austin and other metropolitan areas. They would allow drivers to have more flexible work schedules, because people could work in the car. Automated vehicles don't need as much road space, because they can safely drive closer together. Austin should do whatever it can to encourage automated vehicle usage in the future.</p>
<p>Research Blvd around the Arboretum area needs sidewalks. Being such a huge shopping area, people should be able to walk around.</p>

The problem with Austin, is that it's already 5+ years behind the amount of people that have moved into the city. By adding an "express lane" you aren't solving anything (concerning Mopac). What you're saying to the people "if you're willing to pay a price to not deal with traffic, then go ahead." Using Toll Roads is not a good solution to already enormous problem. The biggest issue, and I do mean biggest, is the construction crews that are hired to do the jobs. When was Mopac Toll Road supposed to be completed? Sept of 2015? And what, it's been nearly 3 years and it isn't even within sight to be completed. These construction companies are draining our hard working tax dollars because they want to profit from it. They don't care if the construction gets done, they just want cash. Which is why you have crews of people not doing their job, the whole "4 guys standing around while 1 person is working" is literally true here in Austin. On top of the millions you have already given the crew, they are now asking for 40 million more to complete an already delayed project that was supposed to be completed 5 months ago. You know what happens to me if I miss a deadline? I get fired. I don't get a bonus or more time, I get let go. End of story. A side note and a pro-tip for you guys trying to figure out how to solve the traffic issues: Opening more lanes on a freeway doesn't work, key example is Houston: I lived there for 20 years and I always saw the same thing. Road expanded, roads still busy. I-10 was expanded to 8 lanes wide, guess what, still busy. You know why? When you run behind accommodating for millions of people that weren't there, it doesn't fix the problem, it only creates a larger one. You invite more people onto a freeway that can "bolster more people so lanes are going to flow without traffic issues"...it's only going to drive EVERYONE to want to drive it, completely clogging the system. Another issue is the pricing concerning your bus and rail systems. 100 dollars a month? For a train? It was 70 not 6 months ago, why the sudden change, there's been 0 improvement to the trains (which their wi-fi is bad) and they only fit at best a small portion of people, compared to how many you want to actually take off the roads. Let's account for 20,000 people who take the train and bus, compared to almost million people in this city. I'm being gracious with that number because I don't think 20,000 people take the train and bus to downtown work. Even then, and let's say half the population are kids, that's still 980,000 people on the road. I moved here in 2012 just before the big migration to this city, and it was already bad with traffic then. I'm disappointed that with the budget surplus our state brags about...we still rank horribly in dealing with traffic issues. Instead of setting up tolls so you can appease some company to make more money...try helping out people in your state who just wanna get to work stress free and not have their car totaled because of the traffic issues concerning this city. Thank you for your time.

We have no need for managed/toll roads. All we are doing is encouraging people to move here. When traffic is at a standstill, quality of life will decrease and influx will decrease as well.

at major turning lanes put in islands that cannot be driven on - people need to turn at lights and do u-turns not u-turns in the middle of 620. I just moved here and I am appalled at the way people drive. 620 is a microcosm of the severity of the design of major roadways in Austin. Study large urban cities and observe what was done in there cities to make things work. I am petrified to drive on 35, 2222, etc - people have no respect for speed limits, right of way, etc.

1) Please have a non-stop bus from lakeline station to austin bergstorm international airport. 2) I take the cap-metro/vride van pool for work , - please make sure the van pools do not have to pay toll on any of the toll roads (TX45, 130 and new mopac) for 2 trips on 1 week day.

Overpass and underpass on 183. More of a freeway

This concludes the results from the Mobility Talks Survey for District 6. For more information, please contact the Capital Planning Office at 512-974-7840 or capitalplanning@austintexas.gov.