



Mobility Talks Survey Results

District 7



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 7 Mobility Talks Survey Results

This report contains results from the Mobility Talks survey specific to City Council District 7. 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 Seven, 788 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.

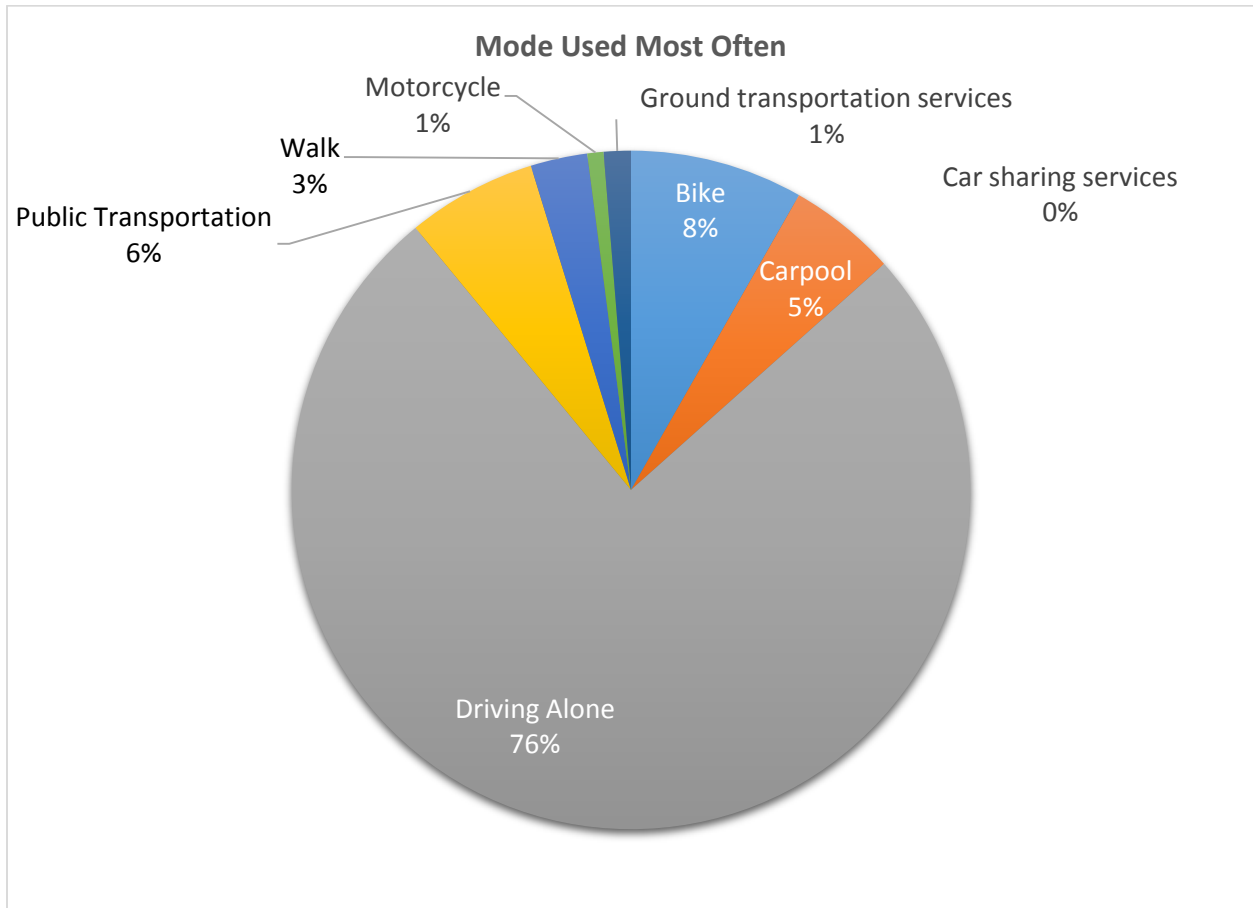
Improving the Quality of our Streets: Improving the current condition of existing streets, bridges, sidewalks, and bicycle facilities. Street enhancements may include installing new street trees, benches, bicycle racks and other amenities.

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.

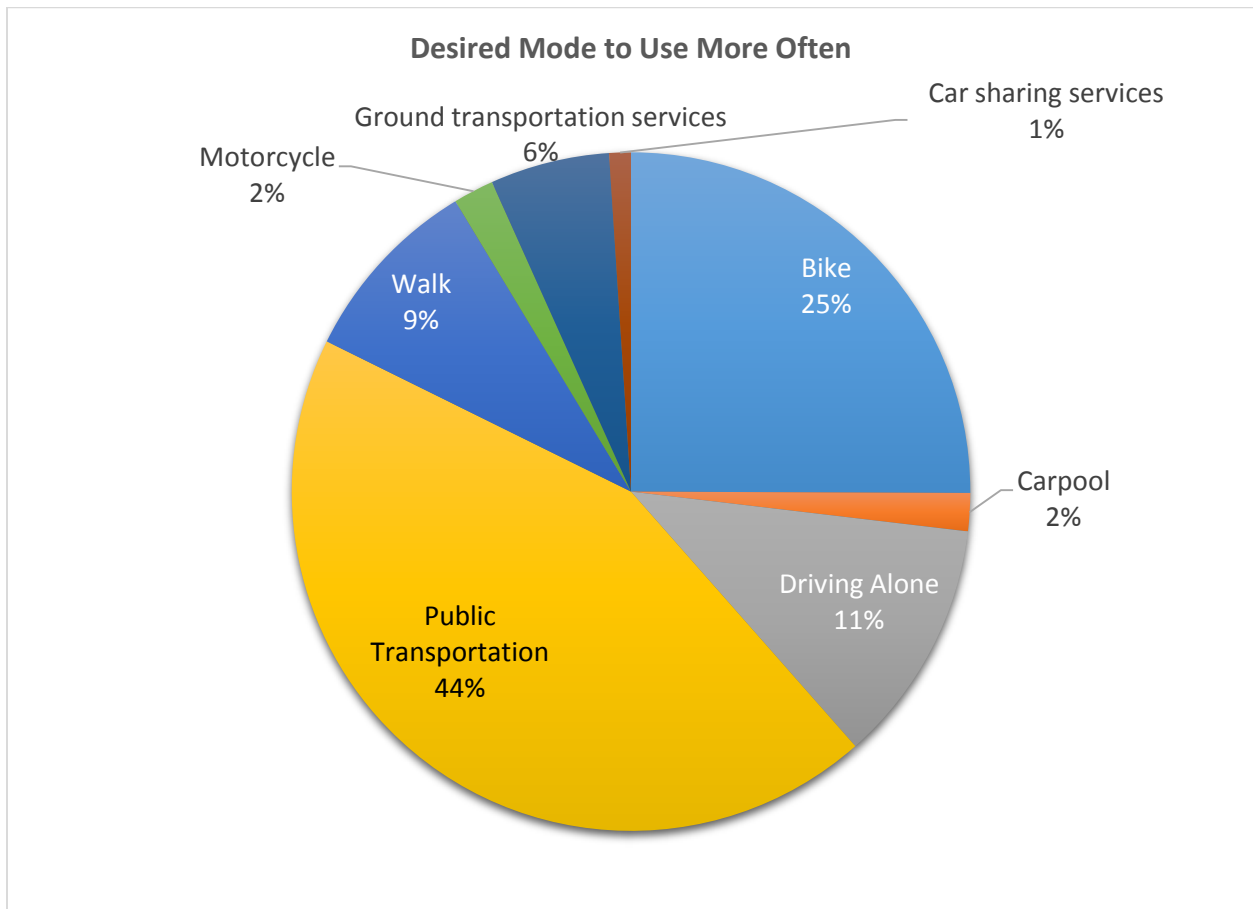
Demographic data of Mobility Talks Survey participants in District 7			
Demographic Category	Demographic Choices	District 7 Results	Overall Results
Race	Caucasian/White	77.0%	75.1%
	African American or Black	2.2%	2.1%
	American Indian	0.5%	0.5%
	Asian/Pacific Islander	3.9%	3.1%
	Other	3.9%	4.8%
	Prefer not to answer or skipped	12.4%	14.4%
Hispanic, Latino, or Spanish ancestry	Hispanic/Latino ancestry	8.4%	10.4%
	Prefer not to answer or skipped	14.3%	16.3%
Age	18-34 years	32.0%	29.7%
	35-44 years	26.5%	23.5%
	45-54 years	17.1%	17.6%
	55-64 years	11.8%	12.7%
	65+ years	6.7%	9.0%
	Prefer not to answer or skipped	5.3%	7.4%
Gender	Female	46.8%	45.2%
	Male	43.8%	44.5%
	Other	0.6%	0.6%
	Prefer not to answer or skipped	8.8%	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 7 Results:

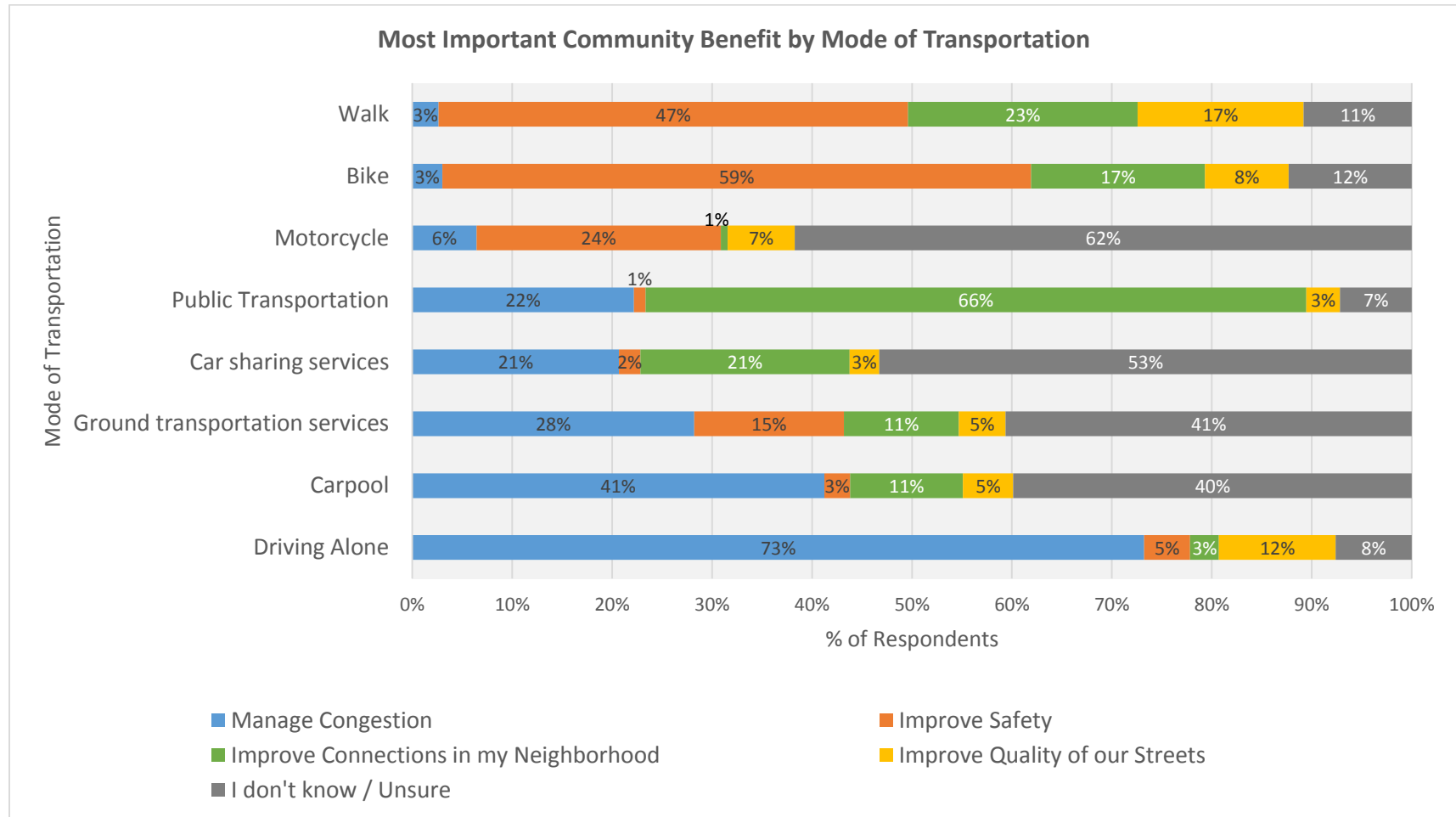


Question 2: Which mode of transportation would you like to use more often? Rank in order with 1 being the mode you would like to use the most, select N/A if you do not want to use the mode more often. District 7 Results:



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 7 Results:

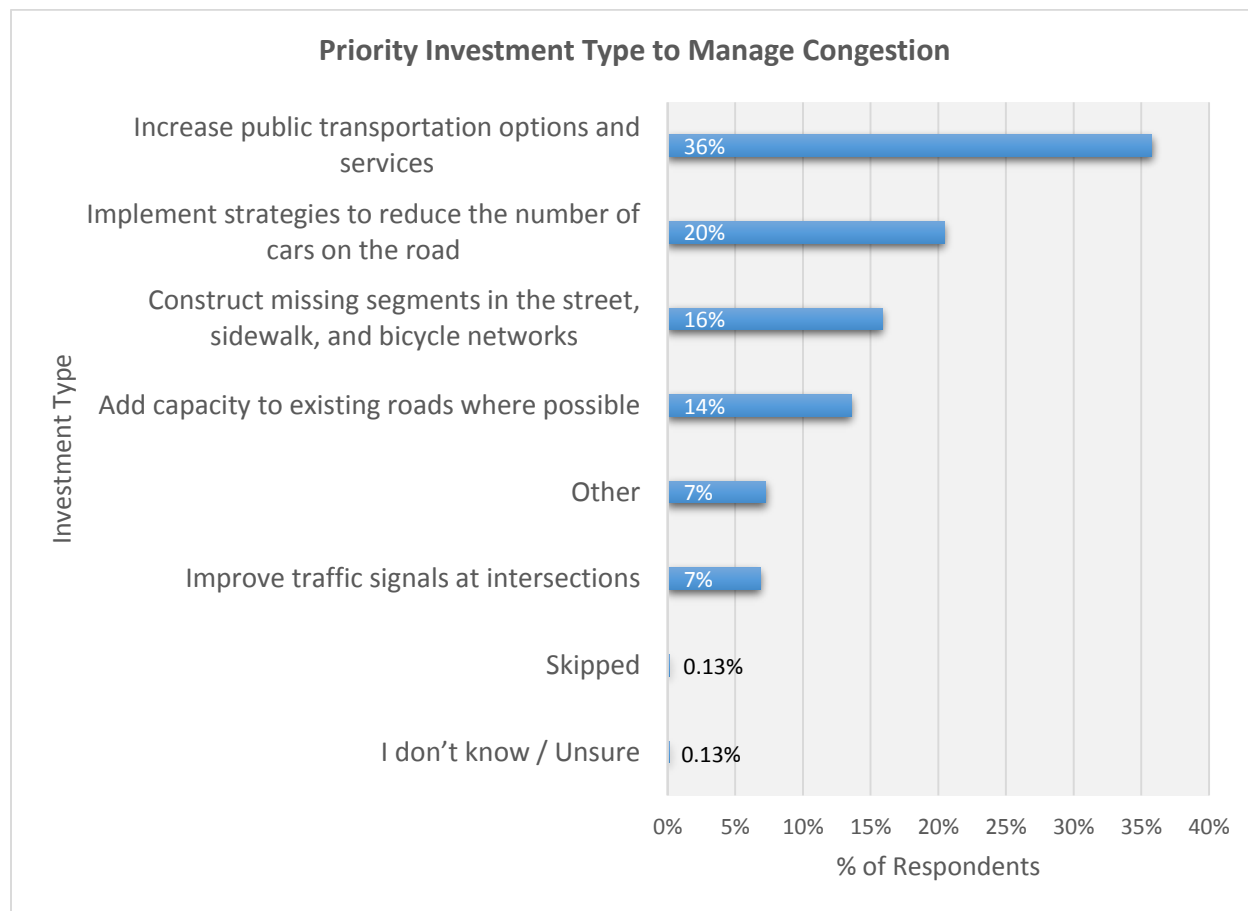


Priority Investment Types

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 7 Results:



Other:

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

I think we have to go elevated rail to double or tripple the capacity. But you have to provide a place to leave cars to take public transportation.
Promote telework alternative work schedules and other means of keeping people off roads during peak hours.
We need rail service, period. Too much misinformation when the citizens vote on this issue. I always vote FOR.

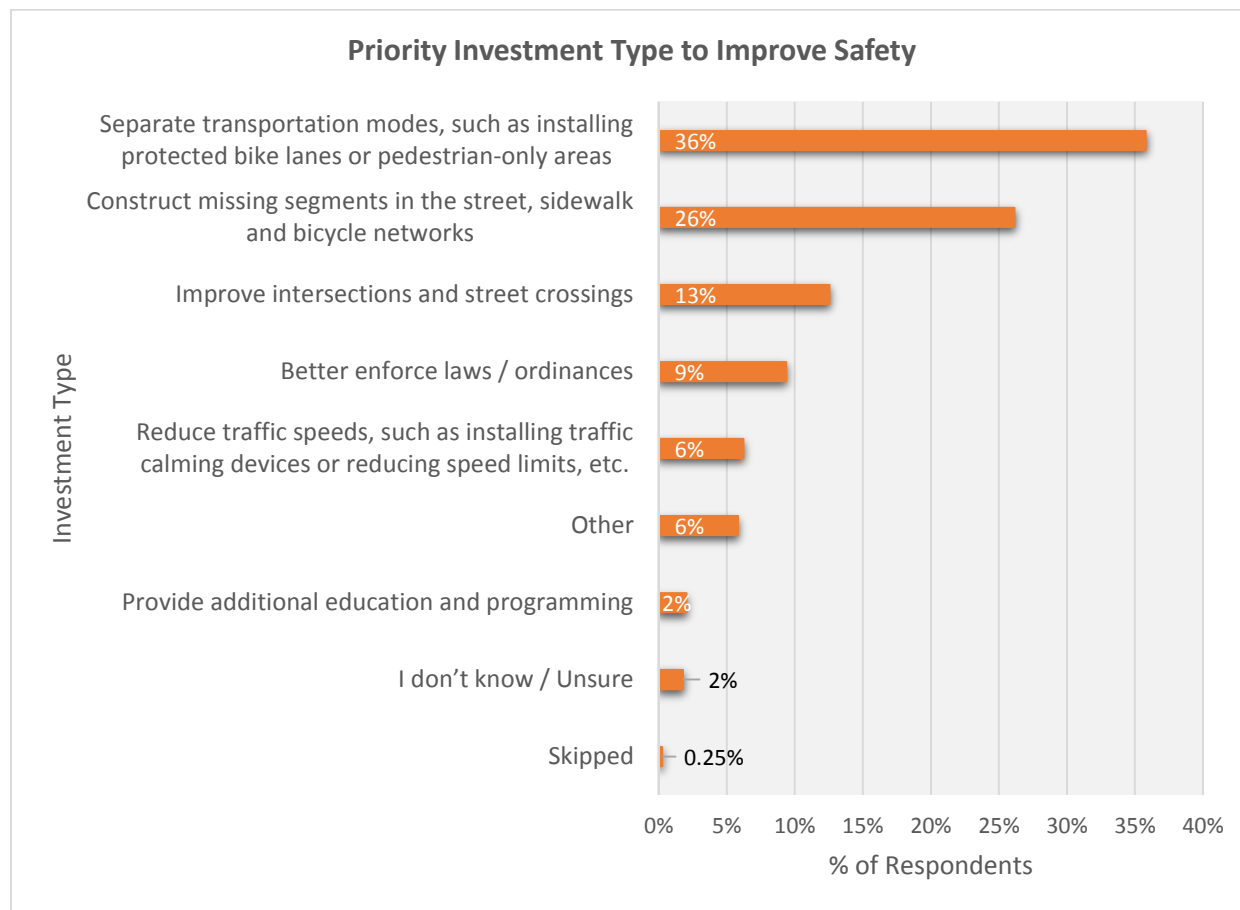
Rail that has more lines and stops north and south to downtown. Also, extend rail hours to 3AM on weekends.
We need a loop around Austin. And we need bridges built at key intersections with bad traffic congestion.
light rail for longer distance commuting (help with MoPac, 360)
Reduce density of planned developments that will overwhelm our streets and threaten our safety.
BRING UBER/LYFT BACK
Bring back TNCs
Get Uber and Lyft to come back
A combination of all of those!
No more buses, expand rail
bring back Uber and Lyft
Add capacity to existing roads WITHOUT TOLLS!!!!!!!!!!!!!!
Bring back uber and lyft
More rail for intercity travel. More stops and longer running hours.
get rid of traffic lights and build bridges all over. look Japan what they did.
improve signal timing
Ask employers for flexible schedules, short work week-10hr work days
more road capacity, better signals, sidewalks/bike networks, and better public transportation!!
give buses priority. put sirens and flashing lights on them so that cars must move out of the way. Give them green lights no matter what.
Remove big rigs in city between 6:00a and 8:00p
Teach people to merge. Increase speed limit. Enforce the fast lane
require construction setbacks from streets sufficient to add bus pullouts and left turn lanes to the street in front of any new building construction
overpasses where lights slow traffic (ie. 360 and Westlake Dr)
RAIL
Expand rail!
Stop making deals for toll roads and allocate the city funds correctly so that we have roads that alleviate traffic and congestion
Implement one way couplets downtown and super streets along principal arterials
complete roadway contruction in a timely manner and sync the traffic lights.
I utilize the Park and Ride at Tech Ridge, I'd like more Express or Frequent Flyer buses. Like the 801. Also, improving transportation to reach out to the outlying cities like Pflugerville, Hutto, Round Rock, Cedar Park, etc. So that disabled individuals could have an option of where they live. I want the benefit of living in a nice suburb to raise my family but also have the advantages of public transportation. :)
Add more turn lanes for turning right on red
Place high-density housing further away from city center and implement or increase bus and light rail connections throughout the area. This will decrease congestion and maintain and optimal level of school registrations
IMPROVE WALKABILITY!!!! Put in sidewalks and make safer and more frequent crossing opportunities across busy roads.
Increase public transportation of light rail type

NO PAY TOLL ROADS. YOU HAVE THEM USE THEM.
Raise the tax on gas by two dollars a gallon
improve frequency and locations of rail service
More highways without lights. Loop 360 should not have lights on the main traffic lanes.
line of sight (signs, poles, ads at intersections, drives
I think each of these solutions has their place. Better traffic condition information for travelers would be helpful for utilizing existing network more efficiently, and seriously considering dynamic congestion pricing to discourage travel during peak hours would be ideal.
All of the above
Increase the rail service access throughout the entire city
Connectivity
Improve pain points that create highest congestion (certain on ramps for highways, better synchronized lights on major streets, etc)
Distinct Bus pull over spaces at bus stops and more dedicated bus lanes
Create bus/transit only lanes on major routes such as along Guadalupe, South Lamar, South Congress, and Burnet so transit can be more competitive with SOVs. The bus lanes downtown provide incentive to ride transit, but outside those 10+ blocks, transit is stuck in the same congestion as SOVs.
Increased rail
Allow motorcycle lane splitting to encourage motorcycle use
Program the traffic signals. Make them smarter if google can program a car to drive it's self we can program a light to see if there are cars waiting to go.
Add capacity but don't do it a douchetastic way like you did to mopac
I think it is a combination of things, add roundabouts and add more on time trains that run every 15 min. Also look at making the train conducive to working, if I could work during my commute that would be great.
We have a rail, make it available more often.
Build a rail route North-South along Burnet or Lamar! or at least another bridge for cars.
Allow motorcycle lanesplitting
Prohibit BIG TRUCKS on the streets between 7a and 10p. Smaller trucks acceptable
Add onramp at manor and 183 northbound

Improving Safety

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

District 7 Results:



Other:

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

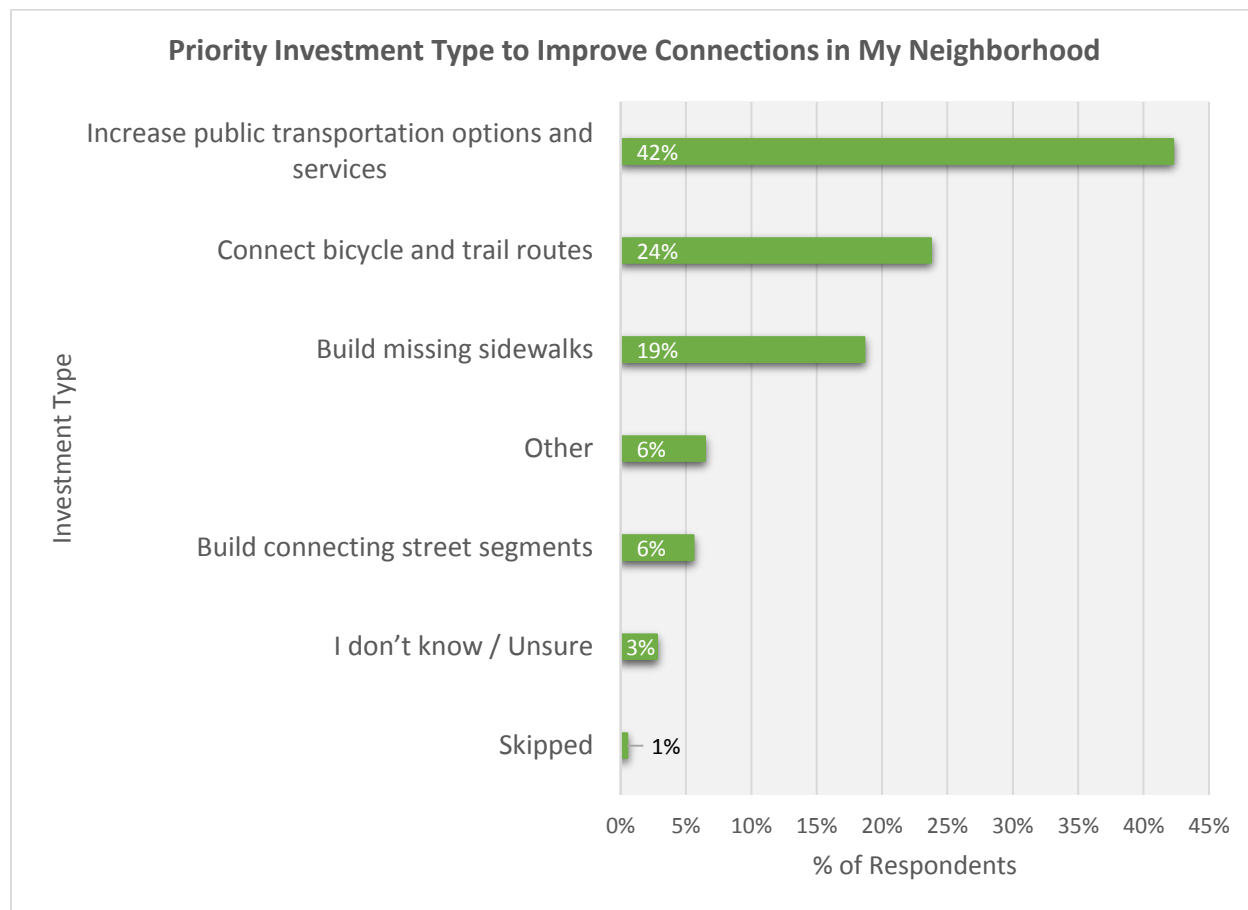
synchronize intersections better, protect neighborhoods from excessive traffic
We don't need more lights and speed bumps! We need telecommuting days and we need to offer no incentives to attract even more people to the area. We need to take care of those that are here.
It's as good as it can get. Don't spend any more money on this aspect.
Improve the highway system in this town
All of the above and more
Quit trying to force bikes and cars together. Fast moving, heavy metal tonnage powered by engines should not be placed along side bicycles. Car will for the foreseeable future be the main mode of transport for people for a laundry list of reasons.

Signage is a HUGE issue; either non-existent or tiny street signs, & often no advance warning, just "your exit is here!". Also, street paint to communicate & inform drivers: There are supposed to be solid white lines at intersections to show drivers where to stop. That might allow people to cross intersections more safely & show drivers where to stop.
There need to be sidewalks in on all (or almost all) streets. In my neighborhood, Crestview, most of the streets do not have sidewalks, which makes walking dangerous.
All of the above.
BRING UBER/LYFT BACK
Enforce traffic laws for bicyclists. If they want to be in the roadway with vehicles they should follow the same rules - but they for the most part do not. I see them running red lights, passing on the right and doing other things which are a detriment to their own safety as well as to other drivers.
Both Traffic calming & separating modes would help
Bring back Uber and Lyft!
bring back Uber and Lyft
Bring back uber and lyft
More police coverage
reduce road width so that people drive slower.
Teach people to merge. Increase speed limit. Enforce the fast lane
Do not make people pick only one safety item all should have high priority all of the above and need to add trimming trees and brushes, fixing potholes and rolling pavements, ADA facilities, connected alternate routes (such as redline trail), wide Tunnels under all high speed roads for crossing [intercetions and (mid block Highways)], etc..
Benchmark Minneapolis methods
RAIL
transit only lanes
Implement innovative intersections to reduce right angle crashes and crash severity
Please improve the public transportation modes for the outlying cities like Pflugerville, Hutto, Round Rock, etc. There are so many people in Pflugerville for example, who work in Austin. We all could benefit from a public transit system that decreases congestion issues and increases ridership. :)
Better enforce laws: specifically the rampant red-light running in this town.
Make it unlawful for people to ride bikes on roadways with traffic if the speed limit is over 25 miles per hour. There are to many bicycle riders impeding traffic. They weave in and out of traffic even when there are bike lanes available. They also split lanes.
MORITORIUM ON BUILDING PERMITS FOR APARTMENTS & CONDOS FOR 5 YRS. STOP INFLUX OF 166 PERSONS PER WEEK. AUSTIN DOES NOT HAVE THE INFRASTRUCTURE.
Inform people about sr passes etc
extended new routes longer schedules for public transport
regulate ride-sharing drivers
narrow cross streets, central Aus. WIDEN !
Again, all of these have their place. What is important is making sure all policy decisions consider their impact on traffic safety for all road users (and consider the city's Complete Streets and Vision Zero plans as a high priority)
All of the above!
keep all lanes open and moving; do not shut down roads
Increase public transportation

Start preparing for driverless cars.
1) Fix potholes on North Lamar and 2) Improve lane demarcation
Lane collectors for freeway entrances, no one knows how to merge and it kills throughput. See San Diego for example.
Improve options for uber/lyft type transportation or late night transportation to reduce the amount of impaired driving due to alcohol consumption
take off bike lanes on heavily traveled roads
Bottleneck at river - Lamar or Burnet more lanes or rail!
Hire more police officers to enforce rules
More highways
Construct a Non-Toll circle around city with exits for MAJOR entry to city
More, safer bike lanes
Find people who are throwing rocks

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 7 Results:



Other:

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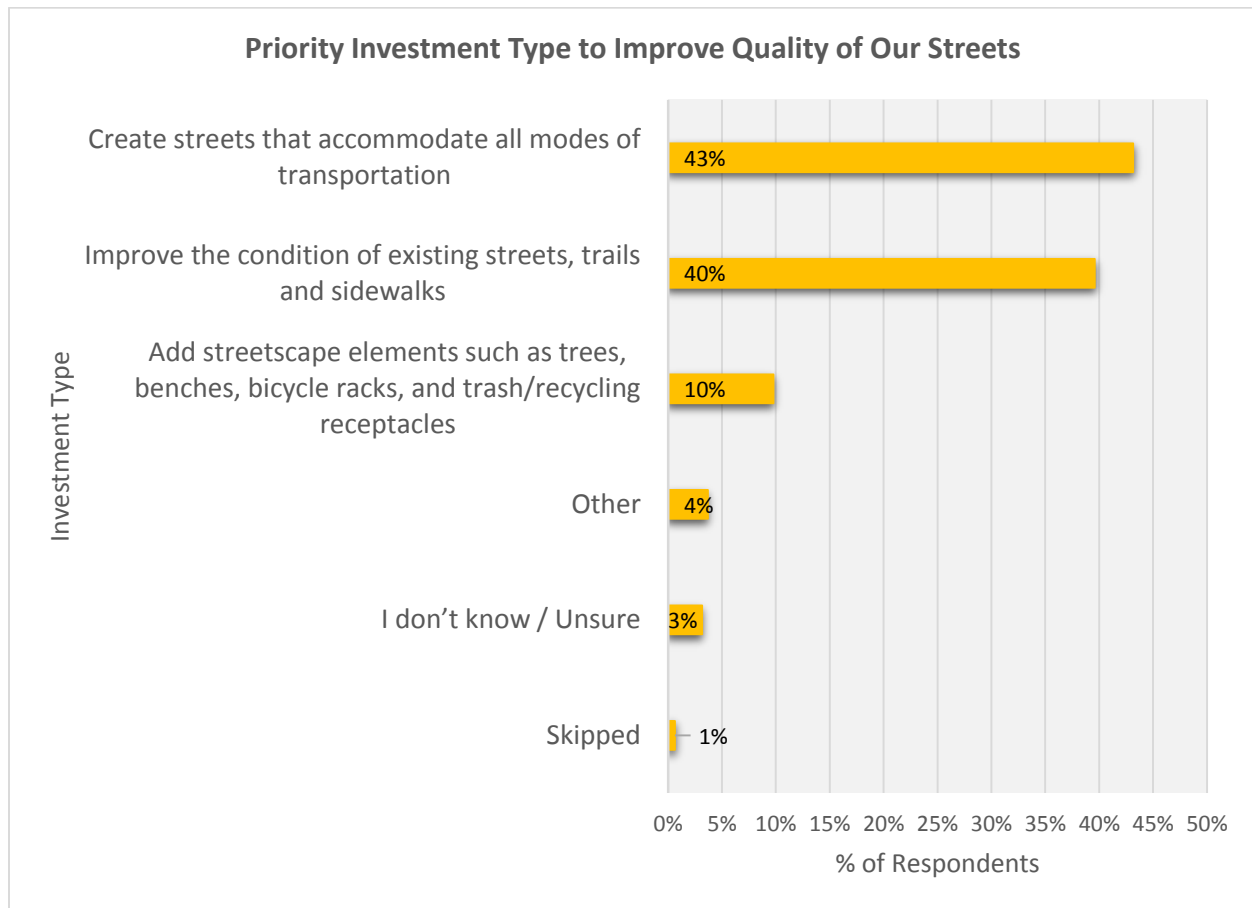
Reduce speed on 45th Street through neighborhoods and enforce speed limit.
More stops from north and south of austin into downtown. Like the metro in DC.
For many people in inner city who are age 65 or over have
Find ways to support other ride sharing companies
More lights; intersection of Duval and Angus Valley
Pedestrian crossings
Remove Crash Gates, Longhorns, "porkchops" and other Barriers between neighborhoods
speeding and traffic enforcement needed
Bring uber and lyft back
BRING UBER/LYFT BACK

I used uber and lyft multiple times a week, especially when drinking. Please work with them to come back, this is a huge problem and impacts me and my social network immensely.
bring uber back
it would be nice if bikes were allowed to ride on sidewalks when they didn't have a bike lane.
bring back Uber and Lyft
Bring back uber and lyft
Public transportation for rail. The bus is not fast enough.
Parking for bus stops
Better enforce laws/ordinances
Add parking to select central metrorail stations - I'm in 78757, the closest rail park and ride is north of Parmer Lane.
add a metrorail station in our neighborhood -- train runs through but doesn't stop; 2 nearest stations are too far to walk & not safe to bike to
require construction setbacks from streets sufficient to add bus pullouts and left turn lanes to the street in front of any new building construction
ADA Access and connectivity, require sidewalks on both sides of streets with no utilities and vegetation obstructions,
Improve continuous cross-city routes.
bring back Car2Go, with more availability
enforce law/ordinance for bike lane use
In my neighborhood, we have dangerous cut-through traffic on West Caddo Street. Workers at the TECQ drive through our neighborhood recklessly to avoid traffic on Braker Lane. Neighbors, esp. those with small children, have narrowly escaped being hit by these drivers. Something MUST be done.
The East side exists, please include it in plans. FM 969 is already a nightmare every morning
Transportation and land use policies need to be revisited to match mobility to land use intensity
With the rapid population growth, Capital Metro is so far behind in regards to public transportation. We should have already had a Park and Ride in the southern section of the service area. This should have been done ten or fifteen years ago. Most of the improvements seem to favor Leander and other northern areas. South and East Austin have been neglected. We should also have a Park and Ride to service Manor and Elgin. There needs to be "TRANSIT ONLY" lanes on Mopac, 183, 290, and IH-35.
Expand card to go area
Encourage. USE of buses. Encourage flex hours and telecommuting
walkable/bikable rail service
Slow drivers down on DK Ranch.
remove 1 side sidewalks to widen mid-Aus cross st's
Build more parking for light rail
Provide better access to mass transit- like designated parking for metro rail stops example Kramer station or neighborhood bus routes that connect to rapid bus locations or expanded metro rail schedule into evenings and weekend days
Having more diverse land uses so I have more stuff nearby to walk and bike to. Right now the infrastructure isn't bad, if my destinations are only single-family houses. We need more parks, cafes, community centers, corner stores, etc., interspersed in our neighborhoods.
All of the above
Expand train services to reach all sections of the city
incorporate pedestrian friendly shopping (reduce strip mall, increase dense shopping)

more lanes for cars
Enforce yield to pedestrian laws in crosswalks.
ALL and missing sidewalks!
Improve sidewalks along Burnet Rd
Improve timing and throughput at lights or create increased traffic capacity on major thoroughfares so that we do not wait more than 15 minutes just to exit our neighborhood due to the long neighborhood light signals
rail on Burnet or Lamar - large buses just add to traffic
Finish the Walnut Creek trail!!
Add stop lights so I can cross the street safely
Add more Park and Ride areas for Public Transportation
build bigger wider streets
Rockwood - they interfered with the bike lanes with concrete to slow people down - it's very unsafe for bikers now - "Build missing sidewalks"

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 7 Results:



Other:

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

Eliminate speed bumps
Not forcing cars and bikes together.
Bring back Lyft and Uber
BRING UBER/LYFT BACK
both Improve condition & create accommodation for all.
Add speed bumps to streets used to cut through neighborhoods
Build a loop around the west side of Austin to join I 35 to I 10
narrow the roads so that people naturally drive slower and pedestrians can more easily cross the street.
better street lighting

RAIL
Separate bus lanes
Maintain roadways and operations (signals, signal timing, etc.)
Stop using Bike lanes for Parking
Traffic lanes are not well marked. It's easy to turn into oncoming lanes because the lane lines have worn away. Invest in reflective paint and assure ongoing maintenance.
Bike lanes tend to accumulate debris, gravel, garbage cans, etc, and this is rarely addressed with the same urgency as an equivalent hazard in a car lane. Bikes are also sensitive to potholes, and messy remnants of roadwork, and it would help if problems like these were cleaned up properly in bike lanes.
more lane capacity, stop stealing lanes that are barely used by bicycles, ie Rio Grande West Campus, actually have bicycles stop running red lights, running stop signs, and cutting in front of traffic in lights, and using up an entire lane of Lamar or Burnet during rush hour. They are making traffic worse.
Don't allow main arteries to be blocked at rush hour
Maximize retention of pre-cstrn trees !
Improve the quality and traffic flow of larger streets (e.g. Lamar, Burnet, Anderson) in ways that encourage drivers to use those streets rather than cutting through neighborhoods. Improve walking and biking features in neighborhoods (sidewalks, trails, etc.) and add traffic calming features to make walking and biking in neighborhoods safer.
more lanes for cars
stop reducing street use for motorists; nobody needs another dedicated bus or bike lane!! Seriously, cars are important too!!!
Imagine how nice the city would look if we tried harder to hide the infrastructure (power lines, utility boxes). I think we should figure out a way to simplify the landscape.
repair roads (the city has been good about this when prompted) and stop tearing up existing greenery
Cars operating on roads that do not have enough vehicle capacity end up sitting in traffic idling most of the time and emitting more pollutants than if they were traveling and the vehicle operating optimally. I am less likely inclined to bike or walk down streets where this is the case as idling traffic impacts the air quality even more negatively than moving traffic.
Find a way to expand North-South roads and rail
Get cyclists and pedestrians out of the road.
Hire more police officers
build more streets, forget the bike and walking stuff everyone uses cars
Improve signage and common sense layout of city. People who are new are unaware of the northbound exit southbound (Lamar to mopac) or 4 different names for a ramp (183, Ohlen rd exit changes name each sign) and the i35 split decks

Geographic Scale

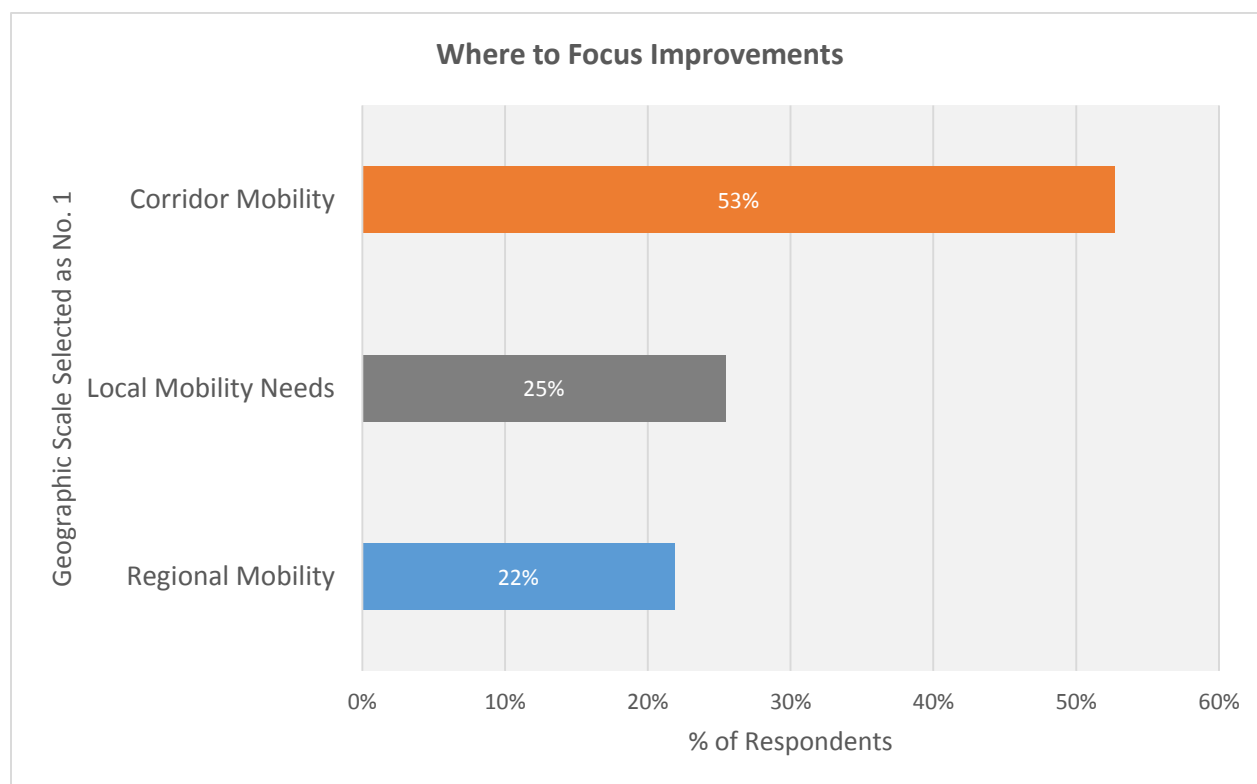
Question 8: Given your answers, where do you feel the City of Austin should focus improvements?
Rank in order with 1 being the most important

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.

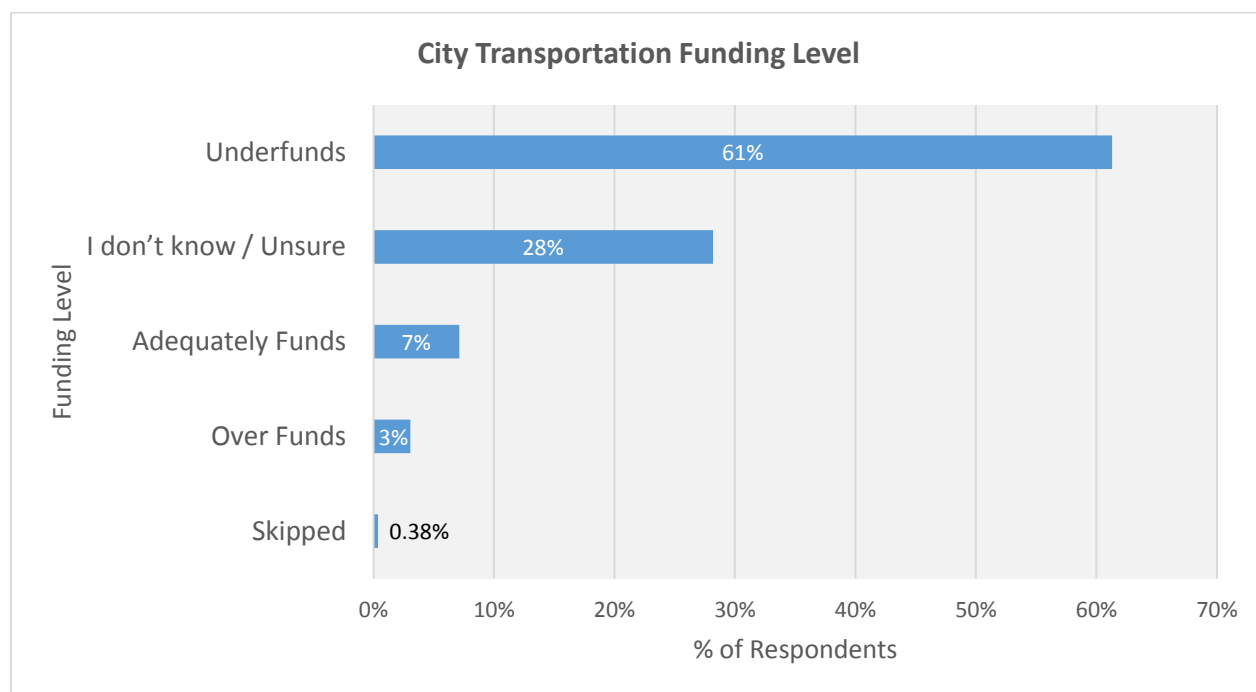
Local Mobility Needs: projects and programs that benefit mobility in or near my neighborhood, such as streets, sidewalks, bicycle facilities, bridges or other mobility needs.

District 7 Results:

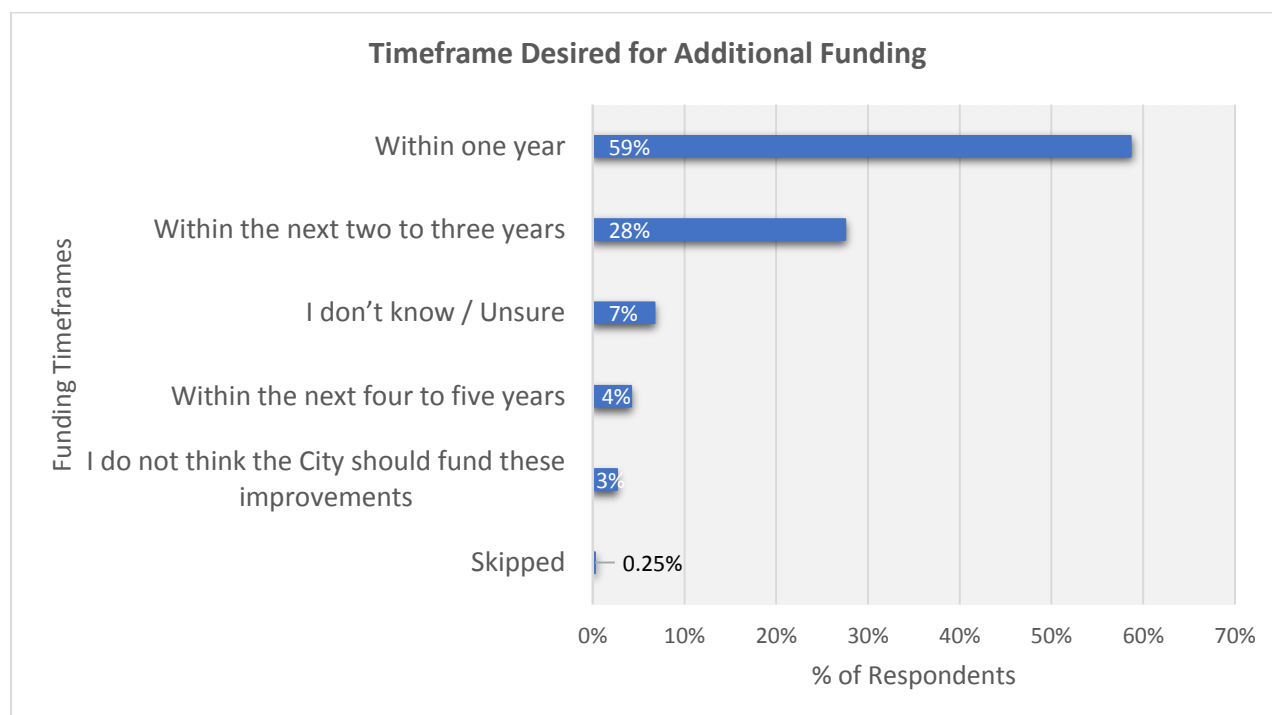


Funding

Question 9: Which of the following best describes how you feel the City of Austin funds mobility and transportation programs? District 7 Results:



Question 10: In what timeframe would you like to see additional funding available for the types of improvements and priorities you identified? District 7 Results:



Question 11: If you have any additional comments or feedback not addressed in this survey, please provide it here. District 7 Results:

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

With all the uproar over Uber, Lyft, etc, why couldn't the city plan to incorporate Capitol Metro into the equation? I see far too many empty/partially full buses all over the city!
The state should increase gasoline tax so we wouldn't have to have toll roads.
We pay exorbitant property taxes and should see the some benefit coming back to us. All we see are more toll roads, more paid parking, and increased fees to visit any city park. Where is the accountability in our city government? It seems to be a contest to spend more with less results. It is incumbent on the city to manage spending better and to make sure we aren't double penalized with increasing taxes and increasing costs, compounded with less access to things we used to enjoy. We voted against the rail project because the construction costs were so much higher than what other cities have needed to do the same thing.
Austin is growing very fast. A large portion of cars go north / south. Most people work in the city, but are not able to live here due to high housing costs. They then move out to Buda and San Marcos (south) or Leander and Round Rock, Cedar Park (north). Housing availability is very much related to transportation.
It was a mistake to vote for rules that led to Uber and Lyft ceasing operations. My life is already more difficult and more expensive. And I will never again use one of the rent-seeking cab companies.
I want the city to prioritize public transit services and focus on improvements to pedestrian infrastructure. There are way too many pedestrian and bike fatalities, partly due to poor infrastructure and partly due to not holding drivers accountable when they endanger/injure/kill bikers & walkers. I personally would like more bike infrastructure (or maybe bike/ped), but not at the expense of public transit & pedestrians. Right now, people with mobility limitations / disabilities have a very hard time getting around safely because the sidewalks are discontinuous and poorly maintained; this is not acceptable to me.
I believe that a well thought out plan would be beneficial in avoiding waste of investments and time, by taking for example other reality that have already address these issues and have offered solutions that work well (high populated cities like Dallas and Houston)
Traffic has prompted me to plan to move out of the city of Austin. This city is not walkable in most areas. I feel I am risking my life on I-35 and Mopac.
1. Address the needs of travelers with disabilities through completion or repair of broken sidewalk pedestrian routes and addition of curb ramps. 2. Increase use of audible traffic signals for people who are blind 3. Enforce homeowners, businesses and landowners to trim their foliage to keep it from blocking access to public sidewalks. 4. Support tree canopies over sidewalks to cool the urban heat island and make walking more comfortable during the summer. 5. Provide low interest financing to business owners to get them to repair their driveway aprons that connect accessible sidewalk routes.
add a train to the airport and get CapMetro to start the green line to Elgin
The city of Austin needs a rail transportation service similar to Dart Rail System implemented in Dallas, it needs to connect to all nearby cities including airport, with flexible schedule.

I realize that it is difficult to word a survey in such a way that everyone is comfortable with pat answers. I feel that the citizens of Austin have been hijacked when it comes to road plans and projects. It is insulting to me that someone would even think of building another layer above Zilker Park, Austin High, Town Lake Trail, etc. They obviously don't mind if we have a road system similar to Dallas and Houston. I do mind. Furthermore, delivery trucks should be required to use the toll road, if they are not making a delivery in Austin. That is what our former governor said would be happening. Very simple improvement. Ticket them if they are caught on I35 without a delivery order. We need a rail system yesterday - let's figure out how to do that now! Buses are ok, but rail is better.
The City of Austin are a bunch of idiots for not de-regulating the taxi industry and working with Uber/Lyft.
Bring back uber and lyft. You put too many people out of work.
It's not that Austin really overfunds or underfunds. They just waste money. I would like to see money well spent even if it is a lot of money, but feel the City of Austin gets ripped off all the time because of poor management and leadership from city leaders.
It is astonishing that the bike lanes on Burnet Road end at 183. With all of the development happening on Burnet Road and at the Domain, it is imperative that biking be a travel option to commercial and recreational locations. Please consider constructing a safe bike lane on Burnet Road between 183 and the Duval connection to MoPac. Thank you!
I would walk and bike more to area I need to go, however it is just unsafe in Austin to do so. I think if Austin build separate bike lanes than that would have a impact on traffic. We have good weather year around almost, but I will not risk my health riding on street with people in cars. Separate bike lane being defined as not sharing with a car.
For many residents in the inner city who are 65 and over, it is difficult to walk to a bus stop and carry groceries to and from a bus. Driving in a car is the only option. Speed bumps destroy your car and your comfort even at a 1mph speed. The city does not need more of the taxpayer's money to improve traffic. The city, as most governmental agencies, wastes a ton of money on useless programs and staffing. Difficult or impossible to fire city employees. Managers don't do their jobs. Hard to evaluate government workers because profit is not a factor in their evaluation. City employee salaries are inflated. And, finally, the city council should not ask residents for their opinion and then ignore it, i.e. the weekly water restrictions. If you already know what you are going to do, then don't ask, just do it and then it's up to voters to replace council members who make unpopular decisions. Don't insult our intelligence by asking and then ignoring what we say.
There are way too many barriers to bicycle use in this city, and I am an experienced cyclist. Complete the streets everywhere! It should be just as easy to use a bicycle for transportation as it is to use a car. Bikes lanes just disappear for no reason everywhere! That being said, focus on major thoroughfares for bicycle improvements. Every major street should have wide bike paths on both sides of the street. Neighborhood streets with low speeds and little traffic don't need separate lanes. Oh, and shoulders are not traffic lanes. They get all kinds of breaks, cut-throughs, turning lanes and other junk you would never put in a dedicated traffic lane.
While I agree with the prop 1 vote, Austin desperately needs to quickly fill the void left by uber/lyft with increased taxi service or incentives to lower the cost of rides with ride sharing programs who are complying with fingerprinting.
In our neighborhood, there are many sidewalks and bike lanes that are overgrown and obstructed. It is unclear in some cases whether the maintenance responsibility is the city or the owner. It would be an improvement if the city did better maintenance on their portion, and fined the owners if it is their portion.

The public transportation options in Austin have improved only slightly with the addition of the rapid transit buses (the metro rail is terrible and can serve almost no local austinies). Removing uber/lyft has made me recognize that I can't live in a city where there are no rideshare options - and as someone who has used that and taxis, I'm very aware of how terribly inaccessible, rare, and often unreliable (just never come!) that option is. The sidewalks and lack thereof is also a huge and shameful (for a major city) issue. It took seven years to realize how Austin demands each individual have a car, and punishes those who don't in many structural ways, which really most harm the poor and differently abled. I am firmly done trying to live in Austin, and will be leaving in July - and this is my number one reason.
segways are silly. instead i think we should wear jet packs, that way some of us can be in the air, some of us will still be on the ground. and so there will be less traffic and all will be groovy and instead of bumming on the loss of Uber cause politics folks will be all like "hey can i borrow your jet pack? mine is out of batteries".
Please prioritize vision zero first. Then prioritize projects based on serving the most people, jobs, schools, and activity centers.
As the COA has raised the taxes over 50% in 2014/2015 on commercial real estate and 9.5% on residential please add more money to improving the roads. The mopac disaster is over budget and past the time frame when it was supposed to be completed. I am not sure it will help with the issues at hand. The 183 project is going to be a disaster for the next 3 years. Closing the intersections that the COA has proposed is ridiculous. Those intersections are vital to the commercial and residential growth of the COA. Major cross intersections are needed between mopac and 183. The first one is 620 which is through congestion hell. There needs to be one around Breaker to relive the pressure and clear out the highways. The COA needs some business leaders on the task force to help guide this next phase of the road construction in Austin.
I'd like to see the train run later on week nights, earlier on Saturdays, and on Sundays and holidays. I'd also like to see it south of the river, near campus, and to other large hubs (residential or commercial.)
Local and regional trains! Bike networks connecting to them!
Thanks for asking. Can we get our big companies to pay their taxes so we can get the money?
I don't think it's a matter of over or under funding, but finding the right solution.
I am retired, so neighborhood roads are more important now than when I commuted from north Austin to the Capitol area for work.
Traffic has always been bad but in the past 5 years, it has become nightmarish. More quality public transportation that those who don't normally take public transportation would use. The bus is great but there is a stigma about taking it. I love it but I live in an area where it's easy. Better bus routes, on time, better connections. And real light rail, north and south, east and west, along major corridors and to high density employers (Dell, etc.) and to the airport!
The corridor along Parmer and Scofield Ridge Parkway is being used as a cut-through to avoid the tolls along MoPac North of Parmer. This has increased congestion and decreased safety. Solutions to decrease congestion and improve safety along these routes should be priority. This should include removing the tolls on MoPac North of Parmer.
Improving public transportation options for late night hours could greatly improve congestion. Many people drive to work or to downtown because they would not have a way to get home later. This could include working with Lyft or Uber to bring them back, making the train/busses run later, or developing public transit that runs up and down mopac.

Better design streets. EG. Road designed so that a car has to slow down at the intersection or they will damage the car. (narrow roads, bulb outs outside of the trendy areas, separated bike lanes with a physical barrier) the most vulnerable road users should be considered first, construction projects shouldn't be given permits without creating a sidewalk wherever possible.

Mass public transit that runs later, with better punctuality.

No upgrades to existing public transportation or bike lanes or sidewalks will make a difference if Austin's last mile problem isn't addressed. People shouldn't need a vehicle to get *to* their transit options.

Hi! For question 8, I didn't really want to rank any of the 3 options as a priority out of the choices "Corridor / Regional / Local Mobility". Austin has always had minimal/limited public transportation. If you can't reduce the influx of people, how do you reduce traffic? By creating smart solutions that positively impact the metro for the next 50 years. The current congestion and poor mobility problems are due to a local/regional road system that is 25-35 years outdated and which wasn't well planned to begin with. At the time, there was no forward thinking at all and it doesn't appear that much has changed (is there a regional transportation strategy? If so, there isn't any marketing about it & honestly, I haven't looked for one). I grew up here, moved away for 20 years, and moved back last summer. Here are a couple of my observations about Austin transportation, after having lived in Northern Virginia for the past 20 years: Light rail & the Mopac fiasco. Light rail was built...yay!...kind of... It is a single track that runs back & forth between a commuter/bedroom community & the "downtown". Major flaws: 1. It is merely a micro-version of what's really needed. 2. It's a train to nowhere, for the majority. It dead-ends at the edge of the downtown, so you've lost many riders due to this simple fact. You'd have to walk 3-20 blocks to get to the office, nevermind extreme summer temperatures. 3. Because of the single track, there's no commuter/express train, which could significantly reduce the approx. one-hour train ride from end-to-end, which might entice drivers to climb aboard. 4. Share the freight line on the Mopac tracks. Or build a commuter track beside the freight line. It's already used for Amtrak, right? And it's already there. 5. The burb stops have parking lots, but...most COA stops only have minimal street parking. Kramer stop, as an example: there's a city owned lot caddy-corner across the street. Why not build a parking garage for commuters? 6. There's no kiss & ride options. Pluses: 1. Super clean rail cars. 2. Free wi-fi! 3. Bikes are allowed (great way to promote non-vehicular transportation!). 4. It's a great start. :-)

Mopac: I don't want to be dramatic, but I was shocked & disgusted to learn that Mopac was being expanded...for an "entitlement lane"! The green grassy median & sides are being removed to add a pay-for-privilege lane, instead of being slated for light rail or HOV & green vehicles. Your website states: "To keep the Express Lanes from becoming congested, individual drivers are charged a variable toll that increases when traffic is heavy and goes down when traffic is light. The primary goal is not to generate revenue, but to keep the Express Lane free flowing as much as possible." - Rush hour traffic will forever be heavy on Mopac and will only get worse. Light rail would help alleviate some of this. The express lanes will generate no revenue when there's no traffic & will be a wasted lane for taxpayers (except for emergency vehicles). Austin hasn't really experienced reverse commutes yet... "The MoPac Express Lanes will encourage people to carpool because they have the option to split the cost of the trip among each occupant in the vehicle." -What? That is a ridiculous statement. And unicorns poop rainbows. Most people don't plan to sit in bad traffic. If it's really bad, they'll make the decision to pay the toll to avoid being late for a meeting, a wreck, etc. If someone is in a hurry, \$3 or \$4 dollars won't be a big deal; many spend more than that on coffee each morning. "The Express Lanes are not intended for everyday use. There will not be enough capacity to accommodate everyone who might want to use them." -When exactly are they to be used? And if there's not enough capacity to accommodate everyone, why not look for a better, future looking solution? Why not reward carpooling, which will actually reduce the number of cars on the road? At non-peak hours, all taxpayers can use the lanes. This is just another band-aid. FYI- the express lanes will soon be in gridlock during rush hour. And what's the backup plan? I think the part about individual drivers in the express lanes needs to be rethought. In large metro areas, these "express lanes" are referred to as HOV, which stands for "high occupancy vehicle", which by definition means 2 or more occupants per vehicle. It's any oxymoron to call these "express lanes / HOV" if they can also be used by individual drivers, as stated in the first quote, above. This is not a smart decision and will backfire in short time. To give you a comparison, the Dulles Greenway in Northern Virginia is less than 20

<p>miles long. It is a major regional commuter road, despite the fact that it is located exclusively in the suburbs (it turns into the Dulles Toll Road, which then turns into Rt 66 which goes into DC). The toll for the Greenway costs \$6.35 each way during rush hour, which runs from 6:30am - 9am and 4pm-6:30pm (no variable rate) and there are thousands of cars on it each day. I suggest hiring consultants / industry experts to help plan an Austin Metro transportation strategy, along with guidance for project plans, an implementation timeline and processes. Before any current plans are implemented.</p>
<p>Get rid of the fingerprinting requirement for TNCs! Bring back Uber & Lyft! Check your frigging egos!!!!!!!</p>
<p>Using neighborhood streets to support cut-through traffic to aid "overstressed arterials" is an absolute abomination. The use of this policy is arrogant, and hopefully the City of Austin's Department of Transportation will receive some policy direction on this soon enough. Declaring narrow streets to be suitable for up to 2,000 cars/day is not engineering, folks; it is a betrayal of engineering in the name of expediency.</p>
<p>For the safety of our roads, we need TNCs back in Austin. ASAP.</p>
<p>I love seeing the protected bike lanes downtown. I currently do not ride a bike for transportation because of safety issues but if there were more of these protected bike lanes throughout the city (I live in far north west Austin) I would certainly use my car less! I would love to get more exercise while running errands, while not putting my life on the line! Thank you for getting public input.</p>
<p>Please please please fund the high priority sidewalks and bike lanes. Ever since better bike lanes were built in my neighborhood last year my whole family started biking everywhere. It only gets better.</p>
<p>Not completely related to this survey, but please work with TNCs to bring them back to Austin ASAP!</p>
<p>Traffic congestion has become notably worse over the last 2 years with travel time almost doubling through the city.</p>
<p>Bring back Uber & Lyft</p>
<p>need to actually work with the riders to in sure that the routes are on time and also going were the need is. The North Austin area is to me not given full access to public transportation.</p>
<p>My wife has epilepsy and cannot drive. We are fortunately to live in a neighborhood with access to the buses #3, #5, #803, and #19, but those routes essentially only go north-south. We need better connections to all areas of town, not just downtown.</p>
<p>The best solution to Austin's travel needs is Personal Rapid Transit and improving bicycle routes along major corridors.</p>
<p>I live in Travis county, in Pflugerville, and would very much like to use public transportation. But there's no option close to me and using public options would double my commute to south Austin from one hour to two. Just not doable.</p>
<p>improving mobility for those of us that live within city limits would free up streets/highways for those that need to commute. Mobility is still a problem even for those of us living close to downtown that we are forced to use our own form of transportation. In addition, even within my own neighborhood (Crestview) I don't feel there are enough safeguards in place to walk/bike. Our street has no sidewalks and people speed regularly through the neighborhood in order to bypass the congested main corridors.</p>

I would love to take the bus or the train, but I feel as though there is not enough education, or a clear understanding of the bus or train schedule. I went online to try to look at the Metro Train hours and I couldn't figure it out. I could somewhat see when the train would arrive, but there is no place where it says about how long the trip is. I see the train may leave at 7:30, but will it get me to work by 8:30? I don't know, and I do not want to take a risk with being late to work. I understand that they can't give an exact time frame because there are unforeseen circumstances, but a general timeline would be appreciated. It may give others like me a push to take public transportation.
Given the sprawling growth, commuter trains or similar are needed. Too many single cars from "outlying" areas are funneled in and out of Austin everyday. If we could have park-n-ride arrangement with light rail circling the perimeter (360 etc) and with spokes in and out of the center, that might help. It would certainly help me. I really want to commute but there is no public transportation out to 360 and along 360.
Austin is growing rapidly, and the City Council has embraced this, supporting tons of new, often large scale, housing construction projects in the past 5 years. However, the City has not improved the corresponding infrastructure to accommodate this growth. The roads are not the only thing being effected- schools in certain areas of the City are hugely over-crowded. If the City can't (either doesn't want to or can't afford to) provide the necessary public infrastructure to support this population growth, the City shouldn't be approving such a significant increase in housing. Condos are going up all over the downtown and Central Austin area, but the people who live in these condos are often commuting to work in North or South Austin, thus creating congestion. Likewise, the suburbs of Austin are also booming with growth, and the housing stock is significantly less expensive, so huge amounts of commuters are coming in and out of the City every day. The City does not have the infrastructure required to support this population growth. Growth may be inevitable, but it should happen responsibly.
Please continue to solicit public feedback/opinions! Likewise, it's always helpful if the elected officials actually have some first-hand experience with the problems most residents face. Have you ever tried to catch a bus transfer at the intersection of 2222/Koenig and Airport? It's one example of the unpleasant and unsafe experiences that many residents face daily. Rather than installing new tech/screens at City Hall, actually get out into the communities and try waiting for a bus in the sun or rain with no shelter or bench. Don't let the cries of frustrated drivers outweigh those voices who are forced to rely on inadequate public transportation -- waiting in traffic congestion is not fun, but at least it's a private and climate-controlled environment, and a driver can choose his/her own route. That's a luxury that many don't get to experience. Also look to other cities as examples -- Dallas, Los Angeles, Phoenix, Chicago, etc -- more and bigger highways does not eliminate traffic!
Please make sure there are safe routes for children to walk and bike to school. It is a terrible shame that children have to drive to their neighborhood schools because it feels unsafe to walk and bike.
our transportation infrastructure, across the board, is ridiculous for a city of our size and stature. absolutely laughable how terrible it is and how asleep at the switch our city and county planners have been. i see no near term or even medium term solution, and look forward to leaving this city as soon as my son graduates high school in four years. til then, i gotta suck it up.
The traffic lights really are not timed well when compared with other cities. A stand-alone project just to tackle the light timing at intersections would make a huge positive impact on traffic. Highways are going to be grid locked during peak traffic hours just like every other city in the world. Better to focus on mass transit.
Are we losing hope in the Lone Star Rail district? Getting an alternative to driving on I-35 seems pretty important.

More people would bike if they felt safe. More can be done to allow for more safety. Additionally, there has not been a good solution for mass transit. For a city our size, that is supposed to be progressive, it is really disconcerting. Our traffic is no longer a problem, it is a crisis. We need better suggestions and ideas to the solution, either going below ground (which seems costly) or to the sky (which seems like the most common sense solution).
Biking in Austin is not an answer to congestion. With Austin's climate, workers are unable to bike to work year round. Please stop taking space for bikes from cars. It makes no sense.
Make metro rail actually go to helpful places. Like UT. Or up and down 35.
BRING UBER/LYFT BACK
we don't have a bus route which can be accessed without walking one mile. My daughter needs to get to work but doesn't drive and we don't have an extra car. I can't get her to any employment or ACC at this time
I know there is plenty of blame to go around, but let's get the big TNCs back to the table and figure something out. Seems like the only 'winners' of the election are the folks we had to pay to hold the election and people who enjoy a 'moral victory'.
Residents of Austin and Travis county should not bear the burden of regional mobility and highway issues for residents of Williamson county. We urgently need more LOCAL transport options like reliable busses and tram equivalents as well as rezoning in neighborhoods to allow small businesses like groceries so people don't have to get in a car to buy a gallon of milk.
I used uber and lyft multiple times every single week, especially on weekends when I have been drinking and cannot drive. Making ridesharing an option again is hands down my highest concern.
I feel that the City of Austin should provide the funds necessary to implement these improvements not from taxes on the public. Take the funds from the Utility funds. The utility funds are being used today to fund nice (?) but unnecessary projects. Stop the heavy burden on the tax payers.
There are Two neighborhoods that many of us associate with. Where we work and where we live- these likely have different answers and mindsets
I feel Austin City Council's insisting on changes to Uber/Lyft's business model was short sighted and unnecessary. Those of us who choose to use those services, know what we're getting into. It is not a public safety issue.
City of Austin overfunds projects that do have have significant "return on mobility" value.
The quality of life of Austin residents has suffered as a result of poorly managed growth and resulting traffic congestion. There are parts of the city and businesses that I now avoid, mainly because of traffic. I would much rather buy from local brick-and-mortar stores than from Amazon, even if it means paying a higher price at local businesses, but road congestion and safety risks seem prohibitive.

I am very dissatisfied with the way that the Austin City Council has been spending our taxpayer dollars on transportation needs and infrastructure. I NEVER see anyone in designated bicycle lanes, yet you all insist on making them part of the MoPac Improvement Project. You all need to GET REAL about people using bicycles as a mode of transportation. We all know Mayor Adler has been to Amsterdam and seen some of their transportation options there, but you all fail to see that they have a very different climate and geography than we do. It gets 110 degrees here in the summer, for God's sake! We have the NAFTA highway running right through our City and YOU are not going to change that. We need to widen IH-35 NOW. I also think that you were completely off the mark with your ridesharing ordinance, and what was on the ballot for Prop One was a total shell game. The DPS fingerprints people when they get a driver's license and you have to have a driver's license to drive for Uber and Lyft. Why is it necessary for you all to do it?! The City of Austin does not need another bureaucracy that it cannot handle, plus, how can you expect a company to follow rules and regulations specific to each individual city that they drive in, in Central Texas? That creates an unreasonable burden. If anything, the State should be regulating it and not you all. I will say that I am now finding myself taking the still-mostly-empty Capital Metro train more often, but it's only so I can meet up with my husband in East Austin or Downtown Austin and drive him home from Happy Hour. I do not use it as what I would call a regular mode of transportation. And call me snobby, but I refuse to take the bus anywhere because A) it is full of homeless people trying to stay in the air conditioning and B) it takes too long to get from point A to point B. I, like most parents, am not comfortable using public transportation for daily transit because it separates me from our small child. The distance between downtown and his school is just too uncomfortable to not have total control of how quickly I can get to him in an emergency by having my own car. Sadly, I do not find that my City Council Member Leslie Pool represents me or most of my neighbors who are on the same page regarding transportation. Please step outside of your comfort zone and let some of these ideas that I've expressed resonate with you - even if you do not agree with everything I wrote. You represent all of us, not just like-minded people.

I have always lived close to work, libraries, restaurants, stores, etc., but have found it too dangerous and intimidating to walk or ride my bike regularly to those places. I always have the feeling that I am taking a risk when I use my bike as transportation. So few people walk and so many sidewalks are missing, that walking makes you feel like a bit of a target when you are on a busy street. I could walk down Parmer and over Mopac easily distance-wise, but I would feel very uncomfortable. We should be able to walk and ride bikes in our neighborhoods without feeling like renegades or like we are taking unnecessary risks.

I would most like to see expanded rail service to west and south Austin.

We need a proper urban rail system and we need it sooner rather than later. Please consider including a guadalupe/lamar alignment in the upcoming bond election.

Please please fund the Bicycle Master Plan and the plan to add to/repair our sidewalks, and continue adding bike lanes in neighborhoods.

Lamar, esp around Justin needs to be improved. The 801 bus is going to get shaken apart. Speaking of 801 "express" buses are mostly a joke. The train is ok and hubs are being built around the stations, but we need more stations and better hours. Mostly uber/lyft should be the focus, esp when they have automated drivers. Most of this will go away.

Why isn't there a train going to the airport?

It is too hard to take the bus/train unless you are only going on a major route.

With congestion being our biggest problem, does "ride sharing" really share rides (you'd think less cars) or just put more "taxis" on the road? Seems most "ride sharing" I see is only one person or a couple, just as would be in a private car. I'm not so big on that. I would rather see public transportation fill that gap and get the cars off the road.

Start requiring bus pull out lanes on new construction! There are new giant buildings going up on Lamar and Burnet that start new and do not require addition of bus pull out lane?! We ask for giant side walks and bike storage but do not look at the increase in cars due to population density. Instead buses stop right in front of these structures on the major road creating dangerous traffic. How has Austin not figured this out yet? Every city with a good bus system has bus pull out lanes do they do not block traffic on major roads. Please go visit Seattle to learn.
In a city with a very serious traffic problem, ride sharing services like Uber and Lyft are absolutely essential.
Expanded bus service and double buses just added to congestion - we need rail to places people actually live - like Lamar or Burnet - esp North- South - that has always been the problem and the bottleneck. I am all for spending more money on projects that make sense, but so far they have not been productive. Also pushing out Uber and Lyft was very short sighted as they were the only other options for people hesitant to drive when out on the town.
Coordinate efforts of all planning entities. In typical City of Austin operations, left hand does not know what right hand is planning.
Get bicycles off the sidewalks by enforcing the existing ordinances, especially downtown.
Why did you eliminate Lyft and Uber on the basis of safety yet still collect a 1% fee. If it was truly about safety eliminate the 1% fee
I wish the city would forget about all the bike talk....No one is going to bike to work, 99% of the people are driving alone in their personal car with the A/C on...Why doesn't the city understand this and build out roads and such to accommodate 99% of the commuting public.
Bring back Uber and Lyft. Quit bowing to antiquated liberals and the taxi unions. There is a reason no one likes either.
I feel that the City's current plans to expand MoPac are inadequate because drivers will have to pay a toll to drive on the road. Our taxes should pay for improvements to mobility in this city as one of the highest priorities. If you MUST make the roads a toll, then I suggest allowing Austin residents who have lived and worked in this city for over 20 years to be exempt from paying tolls to commute to and from work. Tolls should only be charged to all the new residents moving into this city. Austin having the worst traffic is no longer a joke.
City Council consistently fails to make wise choices about the use of taxpayer money (e.g., spending millions on a library to give residents a place to build their community identity), so I have no reason to believe they would approach transportation projects in any manner other than one that promotes their own priorities (e.g., improved access for cyclists). In my neighborhood, there was a recent effort to get rid of on-street parking because of concerns about bicycle access -- even though many more people in the neighborhood benefit from that parking. Mayor Adler's "don't rush" effort this week was not feasible for the majority of residents who work in the service, education, etc sectors where teleworking is not an option, and/or schedules are not conducive to public transit. Finally, I cannot understand why the City Council (who pushed efforts to prevent local employers from conducting background checks) objected to the methods used by Uber/Lyft. I also was never clear on the city's authority to impose the [up to] 2% levy on gross revenues.
Please install speed bumps on Woodrow near Little Deli. It is very dangerous.
Wondering if increase in metro rail would eliminate highway and corridor congestion. I'd love to take the rail, but I still have to drive to a stop. More importantly, the rail doesn't run long enough and have enough diverse stops.
finish bike lanes over walnut creek on metric, metro rail should go straight thru the middle of ut campus and down town austin, also better links to air port
Bikes and cars don't mix

There needs to be a means for pedestrians and bicyclists to get through major intersections: Mopac & Hwy 183, cross over/under major roadways safely, and facilitate regional bike commuting
It is not really a matter of under or overfunding, but more about overfunding roads and underfunding mass transit.
There have been alignments that "hilltop" an intersection. example: Man"shack" + Barton Skyway. This was followed in history thru that being a cattledrive trail.
I understand that we need to improve our roads to manage congestion, but I think there are always going to be people who can get to work or downtown on public transit, but prefer their own cars. It's a preference that is hard to counteract. My priority is fixing the streets as they are now. I could talk for days about all the dangerous issues on austin streets (not least of all the drivers - worst drivers in Austin). One example is Airport blvd, especially south of 51st. There are bus stops alongside the blvd with no sidewalks leading to them. That's not uncommon in Austin. Signage is often very confusing in austin. I have lived in 3 other major cities in my life and this one has the most confusing and unsafe streets. It's hard to navigate when you exit a highway directly into a turning lane on the access road. That's one example. Lastly, as the spouse of a visually impaired man who cannot drive, Austin is very difficult. We have to live centrally to have access to good bus routes to our jobs, but that is expensive. We are renters, so moreso. It's scary to think he would be dropped off somewhere where there is no sidewalk or proper crosswalk, or that he could get stuck somewhere and have to walk for a long time to get to a bus route.
I don't have a safe bicycle route outside of my neighborhood. The City of Austin will not maintain the hiking trails in my neighborhood. Balcones Park and South of Duval Rd. The City of Austin gave my only access to Yett Park to the railroad company. Now the people on my neighborhood cross the track illegally. This is not safe. There was a legal driveway crossing.
Creating and improving bicycle infrastructure is most important to me. I try to ride my bike rather than drive, but this is not always possible for where I live (North Austin).
There is no single answer, but a combination of better roads with more capacity, more sidewalks to get people off the streets, dedicated bike lanes/spaces, much improved public transportation, rail through downtown and out to the airport, get the street signals in sync, etc!! GOOD LUCK. You are way behind so I hope you can start soon.
Treat pocket parks as mobility space, by locating them on key routes to transit.
More high-speed buses from the outer to the inner core that run all night.
The bus route through UT is a complete mess, north bound through that area is a crawl. Need Bus only lanes expanded. You guys royally messed up the extension of rail by allowing developers and other private interests push the route to where they wanted to develop rather than what the residents wanted; continue existing line south through S. Lamar/ S. Congress then out to the Airport. That needs to happen. A train loop around the city would also be useful. Some bike lanes magically end leaving cyclists on dangerous roads and causing them to delay traffic.
Build area parking areas where people entering Austin can SAFELY PARK their vehicles and board public transportation for shopping , work and social events.
I am in Milwood and work downtown- I wish it was easier for me to take the rail to work. I'd like rail expansion both geographically and in number of trips. It is full in the morning and the last trip is way too early during the week leaving from downtown. Also consider a public campaign to encourage support for rail/public transport and educate about how just expanding roads (like I-10 in houston) has failed.
Fully fund the sidewalk and bicycle master plans. Don't use city funds on I-35 "improvements".

We need mass transit. Dedicated bus lanes, like Curitiba in Brazil. Also, buses are no good if you can't get to the stop. Case in point: the Rapid Bus that stops in the Domain. No Parking available. And biking is not an option because of the distance from my house and the time it would take....Also you should consider minibusses that hook to larger routes.
Look at Bogota, Columbia. Build safe, separated and connected bicycle infrastructure and the community will use it. Austin doesn't want large, ugly highway systems that make it look and feel like a big city. So focus on alternative transportation as solutions to congestion - trains, trolleys, bike and car share, sidewalks, and separated bicycle highways that connect all areas of town. Major north/south, east/west bike/ped only streets.
I live on N. Lamar 12 miles away from downtown, like many of my co-workers, because living within walking and biking distance from work is too expensive. The feeder bus 275 would run every 30 minutes, then reduced to every 27 minutes and was not timed to connect with the arrivals and departures of any of the commuter buses. I have many times on my way home seen the 275 pull away just as my commuter bus arrived. I would wait anywhere from 30 minutes to close to an hour for the next bus - in the heat, no shade - most times with nowhere to sit. Miserable. After a year of this I had enough and bought a car. If public transportation is improved with more "in sync" scheduling of the buses I would gladly start commuting by bus again.
I would like to ride my bike to work (I work 3 miles from home), but I would have to cross IH35 at 183 and that is terrifying to me. There is considerable work to do at lights after exits beginning with Anderson Sq after NB 183 and Cesar Chavez at IH 35. These lights have backups that extend to the highway.
There should be more of an effort to educate and promote alternate transportation throughout the city. This should be especially targeted to employers to increase understanding and awareness for those employees who chose to use alternate transportation for work.
I love that there is a bicycle light at Arroyo Seco and Koenig. This lets me use the bicycle lanes on Arroyo Seco to get to work using residential streets instead of major streets. I wish there were more connections like this that let me safely bike and walk.
Personally, the biggest challenges I face are 1) driving my kids - having to make multiple stops makes taking public transportation extremely impractical; and 2) working downtown - as urban density increases (which is net positive), my commute gets worse (and I can't afford to live closer).
APD and their 'partners' in Code Enforcement need do a better job of Enforcing Laws other than those related to speed and on/in private property.
We live in Wooten and are driving up to Howard station to catch the train downtown because there is no parking around the Crestview and Airport stations, and coordinating kids with bus times and walking is problematic. Especially after dark. The central stations need parking options.
We shouldn't raise property taxes to pay for this. Incentives to employers should cease and the extra money should be used since they are the ones contributing to the gridlock. There should be cut outs anywhere there is a bus stop so traffic doesn't have to stop while they un/load. Also, bus stops shouldn't be right at the intersection, but rather set back slightly so vehicles can continue on and cars can get in front of buses to turn right. The light synchronization is still a bit of a joke. We've voted time and again to get it corrected. Just get it fixed already. It's a lame effort to try to get people to abandon their cars and take public transportation. In my case, that "ain't" gonna happen. All it does is piss me off.

<p>Transportation should be the number 2 priority for the city (with number one being affordable and central housing) and focusing on uber and lyft has been a huge distraction!! Years of neglect have left us not just with bad traffic but with dangerous driving conditions. I see at least 1 accident a day, sometimes more. I see pedestrians who can't walk safely. I grew up in a much less prosperous area that manages to still maintain their roads, sidewalks and public transport - there is no reason Austin should be such a mess concerning transportation.</p>
<p>People from here did not go to driving school. They drive as if no one else on the road has anywhere to be. They need to drive like Austin is the major city that it is. This means teaching people to merge (i.e. zipper method, and speeding up when entering the highway). People also need to learn to parallel park in a city of 2 million people (Ticket drivers police see leaving too much room when street parking). People must be taught to be less selfish drivers. I find that Austin drivers to be cautious to the point of danger (like when they try to merge). Increase speed limit on highways in addition to educating people about proper stopping distance (most Austinites leave far too much thus slowing traffic, which is OFTEN the most dangerous thing on a highway). Enforce the speed limits on highways. No one should be permitted to drive 15 below the speed limit on a highway. Enforce the fast lane. People should not be able to drive 10 miles under the speed limit in the left lane. Further, ticket drivers for boxing other drivers in. Improve signage so people enter and exit highways with more warning. Austin does need more public transit. But we can fix a lot a problems now if people shift from driving like it's a small town to driving like it's the large city Austin has become.</p>
<p>In light of greater needs, the \$50M cost to improve the downtown light rail station seemed excessive and out of touch.</p>
<p>This is a population regulation issue. There are too many people moving to an area already saturated with people. We need more public transportation options for people who live further away from where they work. We do not need to increase the density in existing neighborhoods. It is a quality of life issue! In Brentwood, developers are buying single family homes, demolishing them and building multi-family homes. This increases the number of cars parked on the streets and pits tenants against families who desire a quieter lifestyle.</p>
<p>Make the newcomers pay (businesses)</p>
<p>I don't think the City of Austin should be beholden to developers who want to develop areas without adequately addressing the resulting increased traffic congestion with PROVEN methods that are shared with the neighbors of that developement.</p>
<p>I support extending transit priority lanes.</p>
<p>Why, oh, why can Austin not find the wherewithal to implement some kind of reasonable (grade-separated) mass transit system? Until we do, we are chasing our collective tail.</p>
<p>I skate for recreation, and would like to do so for a commute. The bike lanes on Arroyo Seco are perhaps over kill, but are very nice to skate along. I also like the idea of the new bridges along Mopac across the railroad tracks up north and across 360 down south. These are very positive developments.</p>
<p>In the priorities sections, I would have liked to rank the options, not just indicate my top priority. Many of the items would have been a close second choice. For example, it's difficult to choose between more dedicated bike lanes and more sidewalks. Both are important. It's impossible to try to walk anywhere in Austin because sidewalks abuptly end. So a person either has to walk through weeds or in the street.</p>

The biggest infrastructure problem I see is that new VMU building construction is being permitted along major transportation corridors, (Burnet Road, RR 2222, Lamar Blvd.), right up against the existing sidewalk at the street edge, completely eliminating the possibility of future mobility improvements, such as the addition of bus pullouts, left turn lanes, bike lanes, passenger pickup/drop-off zones, wider pedestrian areas, or any other future improvements which require additional transit corridor width. It would therefore seem prudent to integrate the commercial building permit function of the city with the city's future transit needs, rather than continuing to allow the permitting of buildings which are sited at cross purposes to the mobility improvements their users will inevitably require.
Coordinate your bond program with other City needs. Don't force a Transportation bond soon that may negatively affect other Department bonds.
Stop increasing density in the central neighborhoods.
More trains on the rail. Run it on Sunday.
Ask business to contribute their fair share to transportation quality, access, and options for their employees that make Austin such a great city to do business. Start a good train service between Austin, Houston, Dallas, and San Antonio. It would help congestion around the holidays on highways that has become so bad in recent years and ease congestion generally.
For Pete's sake, have buses and the redline commuter rail run past midnight during festivals like SXSW!! Live music does not end at 11 or midnight!! Expand the rail system in Austin to the airport.
Lots of fuzzy lines in this. My primary wish: Put together a network and system of public transit that serves all parts of the city. Our current path may eventually lead to this, but in the most punishing way possible. Transit should come before infill/densification projects, not when we can't get from A to B anymore.
We need an urban rail system in Austin.
Traffic in Austin is unnecessarily difficult to navigate. I love this city, but it may just be the traffic that drives me out. I think of large cities like San Antonio that have several major highways to broaden one's ability to navigate around the city. In Austin it is primarily Mopac and I-35. I understand that there is also 183, 290 and 71, but there's not enough lanes on any of these highways to accommodate the number of cars that want to be on these highways at the same time. Not to mention that most flyovers only have one lane of traffic that backs up into the major highway further slowing things down. I think if our infrastructure is not going to get a major overhaul that we need to stop inviting people to live here.
Austin needs to expand rail service.
Anything we can do to make the city more bike-friendly would be much-appreciated.
The City needs to communicate and work with the agencies and other groups who are working on transportation issues so we have a comprehensive strategy for mobility in our city and region. The number one priority needs to be more lanes crossing the river.

<p>ADA Accessibility issues are law and must get addressed with the top most priority. Tree/bushes trimming for safety for all pedestrians including the blind and those in wheel chairs and bicycles, Street fixing for bicycle safety (Pothole, Rolling pavement, cracked pavement, lose gravel, debris, etc.), uninterrupted flow of sidewalks and pathways for multi modes of transportations, fully connecting alternate transportation routes the entire length and width of Austin metropolitan area. Safety Should be High Priority and should not be degraded. Multiple wide tunnels under major barrier Highways like 183 and I-35, 71, 290, etc. mid block between intersections to allow free flow of safe and unobstructed crossing. Same tunnels at intersections on frontage roads to allow safe crossing. Public Transportation paratransit services (Capital Metro Access), Must serve all people with disabilities in the service area and taxing district and not just 3/4 a mile from nearest route/bus stop. Capital metro should stop force marching people against doctor orders in order to disqualify them. They must provide uninterrupted service and not force people to wait up to 21 days to gain access to public transportation services for approval.</p>
<p>1. Get the semi trucks off of I-35 by letting them drive I-30 for free!!!! 2. Encourage schools, UT, and governmental office to offer staggered scheduling options. Schools and the University could offer classes in the evenings and on the weekends. Governmental offices could permit employees to also work in the evening and on the weekends. There is no reason EVERYBODY has to have a 8/9:00 to 4/5:00 schedule M-F.</p>
<p>I would like to see better enforcement of traffic codes pertaining to violations by those on bicycles. I would like to see CapMetro focus on timely service to and from any place in the city as opposed to the current paradigm of focusing on specific populations and downtown.</p>
<p>Benchmark Minneapolis/st. Paul, another metro area w 2 million people.</p>
<p>The City desperately needs a usable rail solution like Portland that not only has a Street Car in the downtown core but also goes out to the major suburb areas. If above ground rail is not feasible, perhaps a subway system like the East Coast.</p>
<p>The city's bizarre love affair with biking and the amount of money shunted from road improvements to building additional bike lanes is at best misguided and at worst irresponsible. The physical size of Austin coupled with it's climate should cause any rational person to conclude that bicycle commuting will never become a reality. And speaking of our misguided city council, they would be well advised to retreat from their quest to impose draconian regulations on ride sharing companies. Are they completely tone deaf? Claiming to solve a problem that does not exist and at great expense to Austin taxpayers is hardly their role. Kitchens, Garza, Tovo et al should be required to pay for the cost of the unnecessary 7 May election from their personal funds.</p>
<p>We need a light rail or subway system - come on - in impoverished EU nations like Portugal, Spain and Greece they have better public transit than Austin?</p>
<p>Please replace the 801 and 803 bus routes with light rail and/or subway trains. Please build more sidewalks, completing them on Burnet Rd. and Shoal Creek Blvd. Also, please open that senseless gate blocking the street connecting the "old" and "new" sections of Crestview! Thanks!</p>
<p>There should be bike lanes that go from one end of the city to the other end. Currently they do not exist. I am regularly riding out in the middle of streets and impatient drivers get aggressive with me over a dozen times a week.</p>
<p>without increasing taxes other than maybe a very small sales tax increase. What would be impacted negatively by lost funds?</p>
<p>increase funding to have construction companies bonused for completing projects in a quicker manner. The LENGTH of time it takes for these projects to be completed is unacceptable.</p>
<p>Throughout the city, enforcement of 'using directional/blinkers/signals' is lax; same goes for use of marked/posted bike lanes, which are intended for use by cyclists, not joggers or parked cars or baby strollers.</p>

Bus is not reliable. It's always late and it is faster for me to drive alone than to take the bus. It takes 35-45 mins to drive and 70-80 minutes to take the bus.
State employees need teleworking options to be supported and endorsed by council and our governor. Thousands of employees are causing congestion in central Austin offices and this could easily be reduced by allowing employees to work staggered/flexible hours and/or teleworking hours. Kirk Watson has been a champion for this but we need more support.
Expand rail service and return to the zoning fees. Austin residents now pay the same fee as Leander residents—it is more advantageous for Leander residents to use rail and the current fees discourage ridership among Austin residents. Also, the current rail schedules need to be expanded. There are expanded schedules for certain events, but the schedule needs to be expanded permanently to make it easier for people to attend all events downtown and there should be transportation to the Long Center, Lady Bird Lake, etc. Currently, the rail system is inadequate and now with the increase in fee, rail is no longer an attractive option.
I would love to know if anyone actually cares about the future of this city and its underwhelming infrastructure. Do these little surveys even make the slightest difference when swindling all Austin residents out of their tax dollars? Not only are prices skyrocketing, and the City Council is comprised of total idiots that are just out for their own interests, but it's really getting difficult to justify why I even live here if nothing improves. The city government is a complete joke, with their pointless rail and extra long buses...and these programs and initiatives serve no purpose and have no real outcome. They don't alleviate any traffic issues, and instead make more problems. We were better off with our Dillos from 10 yes ago. Show us some real improvements and real changes! If ya'll don't know what you're doing then find out by asking other City Planners or something. Nobody in the world can figure it out?? None of the stupid mobility initiatives that are in place are working efficiently, so at some point you have to cut your losses and get new ideas that actually work. It's embarrassing that the Capitol of Texas is such a disorganized mess of a city. Don't you live here? Aren't you embarrassed? Look at Dallas! Look at the improvements they have made in their infrastructure over the past 10 years. I don't understand why Austin is so behind when it should be leading the state in policy, leadership and government, not to mention public transportation. Absolutely ridiculous. I wish you could read the posts on my neighborhood's Nextdoor app... People are appalled by the complete disregard for making real improvements to this city, all we see are the foreign deals, the creation of more and more toll roads, etc. That don't make this a better place to live or work.
The extended hours & increased frequency during SXSW for MetroRail & CapMetro Bus Service were significantly more usable and convenient than the "normal" service. With increased hours & frequency, this would significantly improve rider experience, decrease incidents of drunk & impaired driving, and allow people to properly make plans using public transit, instead of relying upon their cars or ridesharing, thus saving users money to spend in the Austin economy and decreasing congestion and unsafe driving conditions.
Austin needs to be forward thinking. The potential of automated and connected vehicles will not be realized unless we make wholesale changes to the way we design, operate and coordinate our transportation network. We need regional uniformity of design, operations and policies.
1. NAFTA was passed years ago without planning for the increased traffic through this city. Federal Government should fund whatever monies needed to fix the problem they created by NOT creating the infrastructure to support it. JMO
Improving road congestion and mobility on IH 35 and MoPac should be a priority for the city. If businesses cannot move goods and services and employees cannot get to work because these roads are congested, then it will have an economic impact on businesses and those good paying jobs will go to another city who make their major highways a priority. Like Houston or Dallas.

Non-motorized vehicles should not be on roads with motorized vehicles - it is unsafe. If our roads were properly funded from state and federal funds, toll roads would not be needed. Citizens pay enough taxes and shouldn't have to pay to drive on roads - especially when yesterday the road was NOT a toll road and NOW it IS!! Exasperating!!!
Its only going to get worse if the COA drags their feet on congestion. The city council made grave mistakes in the late 80s and 90s and the city is going to pay for those errors until additional roadway access is increased. All contracts to build roads need a "Complete By" date and the city needs to hold the contractors feet to the fire to get any roadway project completed in the projected timeframe.
Make an efficient transportation system. Build a loop, Raise the rail to be above ground and have a radial major route with connected linear routes on the ground. Improve Lamar Blvd.
I've paid minimal attention to the conversation about mobility in Austin out of frustration with the 1) disproportionate attention paid to I-35 traffic and 2) misplaced focus on residents' opinions about where to locate prospective public transportation stations/stops. Re: I-35, while a critical problem, it is FAR from being the only problem, and probably affects local residents' daily quality of life the least, since -- of Austin's MANY traffic problems -- it probably involves the most non-resident traffic. (And PLEASE tell us the idea of burying a stretch of I-35 is dead and gone, at least until some point in a utopian future when we have zero traffic congestion and surpluses of cash with nothing better to spend it on). Re: Public transportation stations/stops: it seems for the past 20+ years Austin has gotten completely bogged down in debate about where to put stops. Guess what? There are experts who know how to solve these problems. I'm pretty sure its actually a science. Furthermore, the private sector: real estate development, retail shops, services, etc. will respond to where the stops and park and ride locations are placed. The citizens of Austin don't need to plan it out in advance by committee, or vote on every detail. Other cities have done this. I really don't think it has to be as hard as Austin has made it. I'm happy to see current efforts to improve mobility. I hope they are successful and that Austin will become the great, grown-up city it has the promise to be.
The City of Austin should consider the Urban Cable should be considered to add supply to congested routes.modes and look into the Wire One concept and other Circular technologies.
I would like to see more connectivity for bikes. I think that will come together over the next couple of years. I am liking the improvements there. Thanks for the survey.
Improving public transit is my #1 priority for city improvement. Even though I have a free bus pass because I work for the city, I never use it! It's not convenient at all. I feel the city should be constructing high occupancy vehicle lanes, not toll lanes. I say HOV not car pool because HOV includes bus traffic. I also think we should be working on expanding the rail system. It needs to go to south Austin, or even San Marcos! It also needs to go farther west. I live off of Parmer and work in Zilker Park-- I could easily get to a rail stop close to home but the rail lets off too far from work. I'd have to transfer to one or two buses as well as walk--a scenario that doesn't work unless the weather is ideal and also increases my commute time by at least 20 minutes, if the transfers line up right.
put in a high-speed rail between San Antonio and Austin. Get the traffic off of I-35.
Austin could benefit from better north-south connectivity. Signals could be optimized on key thoroughfares to offer alternatives to I-35 and MoPac. The same goes for bikeways. Better north-south connectivity is needed and the facilities should be separated from traffic. I've seen to many close-calls on Shoal Creek, get rid of one lane of parking and put in buffered bike lanes in both directions. Comments on survey: 1. Generally, you would want to rank the qualitatively greater things higher, assigning (1) is counter-intuitive to many 2. Most travel surveys would ask for a definitive number rather than obscure assignment, "how many times do you use the following per week." Or "What modes of transportation do you use on a typical day." Consider the National Household Travel Survey, CAMPO's TDM trip diary or the American Community Survey as an example. The data you have is somewhat meaningless.

I want to see light rail expanded. I know it is expensive. But if it is made more convenient throughout the city, it will be utilized more than it is. A segment to the airport makes sense. Also having a shuttle to run between rail and main bus hubs would be helpful.
We do not currently manage congestion at all on our highways. We could greatly reduce congestion and improve driver safety by installing ramp meters on busy on ramps throughout the city.
Can the metro train run longer hours and add more frequent stops? If local Austinites can use the train more, that could offset the number of cars on the road. If I had a safe, reliable way to get downtown, I'd frequent more. Travel time and parking are deterrence to contributing to the local economy.
It would be nice to have a safe route to ride my bike to work. Not feel like I am going die when I do.
I love austin's public transit efforts, let's keep improving the metrorail!
In the making of decisions regarding speed humps being installed, it is illogical that the handful of residents living along a street make the decision for the many, many people who need to drive on that *public* roadway. If the humps didn't force you to go 10-15 mph, it wouldn't be an issue. But when the speed limit is 30, humps of that size forced upon the population is ridiculous.
If we had the Lone Star Rail, I would use it.
I rode the train downtown during SXSW and loved it. I would ride it anywhere. So fast and peaceful. Hope we can get more routes. Also rode the bus and appreciated the app to purchase fare in advance. More pedestrian improvements along bus routes will help make it a more attractive option. Not sure about the bike lanes on Burnet Rd. I'm a cyclist myself and consider them a death trap. Too narrow and cars too fast. Want to also consider kids and family transportation safety. Don't feel safe letting my kids cross Burnet Rd at Pegasus.
I would bike everywhere-- and be one less car on the roads-- if I didn't feel like I was taking my life into my hands by biking on city streets. There is no safe way to get from central austin to downtown. The closest thing to safe is the Shoal Creek trail, but that is in poor repair. Surface streets are harrowing, there are no safe places to cross major east-west streets (like MLK or Enfield, and I've have way too many near misses with homicidal drivers. We desperately need protected, buffered bike lanes that don't share a lane of travel with cars, and don't double as parking lots (like Shoal Creek where people with two car garages and long driveways STILL park in the bike lane on the street).
A LOT of the major roads in this town are awful in regards to congestion. Generally, I take Loop 360 the most and it is flat out terrible. PLEASE, PLEASE, PLEASE do something to help on this road. Add a third lane in both directions, remove some of the traffic lights OR fix the timing on lights to have them run longer on 360 so that it doesn't become so backed up.
Please add more highways. I have two kids with cars. My husband and I each have a car. That's four cars per family. We need more highways. Not bike lanes, trails or sidewalks. Thanks!

Thank you for asking for public feedback. As a new resident of the city I'm thrilled with the availability of parks, shopping, entertainment, libraries (love your libraries!), and educational opportunities. It's just hard to believe that a city of this size doesn't have light rail that runs out to the edges of the city and beyond. Austin has land, lots of land, under starry skies above in every direction, but for some reason the goal seems to have been to draw a five-mile circle around city center and pack every square inch of that circle with too many people into high-priced housing. It's hard on families, hard on schools, and hard on Austinites who would love to get downtown once in awhile but it's just too darned hard and not worth the hassle. Build yourself a great big city, not a great tall city -- you've made room for the wealthy in high-rise apartments down by Town Lake; you've made room for the wealthy along the ridges that overlook MoPac and 360. If you want a strong work force that's the end result of good schools and good neighborhoods where people can grow and put down roots, get your developers to figure out a way to give low- and middle-income people a chance at a decent home and sensible transportation systems. They will stay and grow the community and they will love their city. I'm just not hearin' the love these days. Are you?

We walk the Allandale neighborhood often and are surprised at how many streets do not have sidewalks - even some within blocks of public schools. I feel at least one side of every street should have sidewalks so we don't have to walk in the street. We avoid going for walks on Thursday mornings when the garbage/recycling/yard waste trucks are careening around the neighborhood.

Is it the City's obligation to alleviate traffic/mobility issues or is it the County or State's obligation? With regard to the increase in traffic in the City, additional road capacity will come with Loop 1 improvements, but that will not cure the problem. Other north/south and east/west thoroughfares need to be developed and people encouraged to use them. With regard to the increase in traffic fatalities, I believe this is a mobility/congestion related issue and there needs to be more public education on ways to drive more carefully and more friendly (less aggressively). Aggressive drivers and drivers causing these accidents need to lose their licenses or be penalized for this behavior.

I would use CapMetro Rail at the Howard station if I could ever find a place to park there. It's always full when I try.

- Our lack of sidewalks and safe places to walk and cross streets is an absolute embarrassment for a city that aspires to be nationally and internationally prominent. It is amazing to me that there are streets within a mile of downtown that completely lack sidewalks. I don't blame current city staff and elected officials for this state of affairs--they inherited the legacy of dreadful decisions made decades ago to treat pedestrians as second-class citizens. Current city staff are thoughtfully and diligently working to fix these conditions as best as they can. But their efforts need to be sped up drastically, and for that much more spending will be needed. - By contrast with walking infrastructure, cycling in Austin is decent and getting better. Biking is a case of the city building on its existing strengths: good climate for biking, a strong local cycling scene and culture, a decent network of cycling routes that is being improved constantly. For cycling, keep up the good work! - While it is incredibly difficult to pursue regional mobility improvements, step #1 of getting out of a hole is to stop digging. Expanding I-35 is an absurd idea and one that the city should be resisting whole-heartedly, as Houston is doing with its misguided TxDOT expansion proposal (Houston is instead suggesting a freeway removal). While it is not in the cards for I-35 to be closed down, expanding it is a ridiculous idea that will generate more congestion and pollution, and one that literally decades of research shows will not only not alleviate congestion, but make it worse than it already is. All one has to do is see how quickly the expanded capacity of the Katy Freeway (I-10 west of Houston) was gobbled up by additional traffic--less than a decade. We are fools if we stand idly by while the State of Texas demands \$5 billion more of taxpayer money for such a misguided project. - Austin needs to do all in its power to get the Lone Star commuter rail project back on track--threaten the railroad in every way it possibly can to get it to the bargaining table. This is the only realistic possibility (other than tolling I-35, which is a political nonstarter) to give people alternatives for long-distance north-south transportation. - Eventually, Austin will need to build light rail. In the meantime, Metro Rapid-like services should be rolled out along all of the city's major corridors, and planning for true BRT, as opposed to BRT-lite, needs to begin.

I am troubled by the emphasis on walking and biking in Austin. We are now a HUGE city and in many instances, walking and biking are not feasible. You are also not addressing the reality that many people (me included) are handicapped and will NEVER be on foot or on a bike! I get the feeling that everything in this city (money, improvements, etc) are geared toward bicycles. This is not right. I am alarmed about some of the ideas I have seen for Burnet Road---one of the MAIN N-S arteries. A 2 lane burnet Rd. is insane!

Thank you for the opportunity to provide input. Since this survey doesn't address the development onslaught, it seems to be built on the assumption that development - to the exclusion of residents' quality of life - will continue unchecked. My observation, admittedly somewhat superficial, is that the city tacitly and actively supports unchecked growth/developers' interest. This has to change until such time as Austin has a robust public transit system. We're paying for developers to enrich themselves (via fee waivers and increasing density), while short-changing the city of much-needed revenue to build a transit system desperately needed NOW to support the disproportional growth Austin has experienced for the last 15-20 years.

I hope officials recognize the impact that the long overdue, over budget disaster on Mopac has had on all other streets in the corridor. I thought a recent story about how the timing of another lane closure that melted down rush hour summed it up perfectly. The coordinator said, "We did not anticipate a wreck on I-35." Really. Did they expect the sun to rise?

Please, please push for a true rail infrastructure. A Lamar/Guad rail line would be *amazing*. I know it went for a vote about ten years ago and narrowly lost - I think it would easily pass today.

I'm a train/bike commuter. While I love using this combo, the train often doesn't have enough room to accommodate all the cyclists that rely on its service. I'd recommend taking some seats out (which are often empty) and replacing them with more room for bike storage. Thanks for polling us on our opinions. Good luck with everything!
Austin needs more train access. More trains or more cars.
PLEASE, PLEASE, PLEASE consider walkability in the neighborhoods close to restaurants and other amenities. Bike paths are coming along with with greater visibility and longer routes and connections. However, I cannot safely walk to a restaurant 6 blocks away (I live in Allandale) because there's no safe way to cross Burnet or walk along it. Allandale is becoming a very walkable neighborhood, as are many others, BUT IT'S SIMPLY NOT SAFE TO DO SO!
No more toll roads. More long term planning.
Retiming traffic signals would be an easy project and make an unbelievable improvement in traffic congestion. Some examples: Parmer/35, Howard/35, Loyola Ln and 183
Light rail to downtown, U.T. and Lady Bird Lake from Georgetown to San Marcos.
Encouraging workers (and their employers) to work in staggered shifts as much as possible seems like one of the cheapest and most effective ways to address rush-hour congestion. This should be incentivized at least somewhat. My job is a perfect example - I work at a software company downtown, where many employees can work from home, and the commute is about as bad as it gets in Austin. I would expect the city to encourage companies like mine to encourage its employees to avoid commuting in heavy traffic. As a cyclist, I receive a small amount of money every month for not using a space in our parking garage. A similar benefit should be able to drivers, if they simply avoid rush hour traffic. I realize there are many situations where this isn't feasible, but it seems worth investigating, at least.
invest in "pull outs" for bus stops on major corridors, to prevent buses from impeding traffic when they are stopped for loading and unloading. 4 way stop at Shoal Creek and 45th needs to be a traffic light instead. look into reducing capacity demands at peak hours by creating meaningful incentives for companies to allow flex time.
Work with State and County as well as private employers to greatly incentivize carpools and public transit which would be much cheaper than either new roads or new transit. Give all govt. employees bus passes, as UT currently does, raise rates for employee parking, subsidize carpools, and offer flexible working hours. Find a way to subsidize school buses for *all* AISD schools (and stop the outrageous segregation of "community" elementaries)--maybe Cap Metro could do this just as they offer UT shuttles. Vastly increase interconnecting bus routes, not just the "corridors" in and out, so that downtown workers coming to work without private cars have the means to get to daytime appts. and pick up school children. Raising bus prices and limiting local service does *not* raise the use of public transit! Use the existing rail lines like Metro Rail and Amtrak to offer much more frequent and local service. Finally, build infrastructure before housing--stop putting mega VMU's and PUD's on surface streets like Burnet and 45th which don't even have turn lanes! And make the new Mopac Lexus lanes free for HOVs and 130 free for big rigs, rather than constantly raising prices on local arterial roads so that traffic deflects onto surface "corridors" that aren't designed for it!
I would take public transportation to work every single day if there were actually connections. To make it work now, it would require 3-4 connections and 3 hours transit time. I work right by the airport, it's ridiculous that the only bus to the airport is the "flyer" that leaves from downtown. How does that help the rest of the city??? I live right by a train station. THAT should go to the airport.

WE HAVE THE TOLL ROADS. TRUCK COMPANIES HAVE TO SURVEY. NO PAY TOLL ROADS WILL HAVE MANY TRUCKS OUT OF THE MAJOR FREEWAYS. CITY WILL HAVE TO TURN OFF THE TAP TEMPORARILY ON ISSUING PERMITS FOR MORE CONDOS & APARTMENTS. AUSTIN CANNOT HANDLE 166 PEOPLE COMING IN EACH DAY/WEEK. THERE IS NO INFRASTRUCTURE OR SPACE. LET THE SURROUNDING COMMUNITIES SHARE THE BURDEN, ROUNDROCK, HUTTO, TAYLOR, PFLUGERVILLE AND BUDA.
I-35 is not a problem that can be fixed economically. We should focus on giving people attractive alternatives (like transit and rail) to get more cars off the road.
We need to stop overfunding bike lanes with inconsiderate riders, and add capacity for once in 40 years of doing nothing.
funding: i can't say whether we are underfunded or overfunded, but i do believe there is a misappropriation of funds. decisions have not been well thought out in the past. cycling: people are not comfortable riding (or walking) in the city due to poor/distracted/drunk driving. red-light running is incredibly common and pedestrians are second class citizens. better bike routes and education to drivers that cyclists are legal vehicles would help. severe punishment for those who abuse cyclists might bolster that education. drivers: poor driver ability/education is a problem. less tickets for highway speeders and more for non-signals, red light runners, neighborhood violations, and just general lack of care would be nice. i'm a 27 year austinite and the driving is constantly getting worse. rail: please give us a better rail system. the nearest rail station to me is 3 miles and does not offer park and ride. that's a complete lack of insight. more stations means people can walk to their destination once they arrive. not everyone can be happy initially — stop trying to appease everyone.
Bike lanes and routes are a high priority for me and my family. Better bike accommodations naturally lead to fewer cars particularly in the city center. Reducing car traffic is in everyone's interest going forward.
Loop 360 should be a Highway with no traffic lights on the main lanes of travel. This would alleviate much of the Mopac congestion. Highway 183 should also have no lights on the main travel lanes east of town.
The time for a smart light rail line has come and pass, to pass the buck down to a 2018 or 2020 bond proposal would constrain us so much that the vitality of our city will start to fall. Rail now, where we need it the most, where it will be full and get ridership numbers off the charts. And you already know where that is, Capmetro made it bus line 1 for a reason. Put a bond up for a MOS along Guadalupe and Lamar and we will FINALLY have an option to move MASSIVE amounts of people around.
Support car pooling with incentives: decreased tolls, lower and/or better parking options.
Ask us how much of an investment we'd like to see proposed. My gosh, the answer is whatever it takes to get light rail on Lamar and Guadalupe and East Riverside. ASK US ABOUT LIGHT RAIL!
Light RAIL - Keep bringing it back. We need a strong municipal RAIL system with multiple routes that cover the city effectively, that is quick and can handle lots of passengers. It needs to be well coordinated with our bus system so the two can be used effectively to travel throughout the city.
When I clicked "Walk," I meant roll. I go places on my power chair. Sidewalk additions and improvements are key for me. More bus routes are also important. Most of the routes take me North South. The routes going West East are very few and times between departures are greater than is convenient.
Do something please, I like to bike but there are too few safe places to do so and many bike lanes are full of trash and rocks. Also we need better mass public transit immediately, vehicles are the only option for actually getting around which for over a million tax paying residents, is pathetic.

We are in desperate need of a more comprehensive and efficient public transportation system. The one in place is simply not efficient or accessible enough for most people to make it a viable alternative to driving. Focusing on expanding the public transportation network and increasing its reach and efficiency in conveying people throughout the city would do wonders to lessen Austin's traffic problems. In a perfect world, an elevated train coupled with a bus system on the model of that in Chicago, for example, would seem to best work with Austin's existing infrastructure. That is obviously a massive project and so unlikely to happen, but we desperately need to improve the woefully inefficient and limited public transportation system somehow.

Stop building toll roads!

Austin desperately needs a modern, high capacity, high speed, self-sufficient passenger rail system. It should be either a subway, an elevated track, or a combination of the two to avoid entanglement in existing roadways. Such a system could also be integrated into a regional or interstate system in the future to further connect our state. It would also generate an ongoing source of revenue and jobs at every level including zoning, planning, engineering, materials, construction, implementation, training, security, maintenance, ticket sales, and possibly even food sales, advertising, and musical performances. It would tangibly reduce congestion, pollution, the number of cars on the roads and in parking lots, travel times, collisions, and unemployment, while increasing connectivity, mass transit usage, the number of walkable and bikeable areas, safety, and revenue. I have been saying these things for years, and I will continue to do so until they become a reality. A modern rail system would address literally all of the transit concerns you have listed in this survey. Think about it. Discuss it. Get it done.

On many traffic corridors, the lights are timed fairly well. More than once I have started at the south end of Lamar and driven all the way to Yager Lane without encountering a single red light, because the signals are pretty well timed for traffic moving at the speed limit. Similarly, I've had good results in both directions on Cameron and Dessau all the way out to Howard Lane, on Anderson between Lamar and MoPac, on the full length of Braker, Burnet, Airport, and even Parmer. Come to think of it, Lavaca and Guadalupe between UT and the river and, south of the river, Riverside, Congress, South First, and Barton Springs flow well, too. But when traffic is heavy, some dimwit always gums up the works by speeding. They get to the next light too soon, have to stop, and become an obstacle to the flow of traffic. In other states, I have occasionally seen signs along a corridor that tell the speed for which the lights are timed. The overwhelming majority of drivers are able to use that information to keep moving—to catch every green on their way through town. People seem to realize that speed gains them nothing but more wear on their brakes. It has worked best where the speed limit was, say, 40 and the lights were timed for just a bit slower—say, 38. Then if someone slows to turn right, as soon as they're out of the way the traffic that had to slow behind them can accelerate to the speed limit until they get back in phase with the lights. More cars move through town in less time, producing less pollution as they do. If the "lights timed for" signs were electronic, they could be adjusted to accommodate different traffic volumes at different times of the day. Why can't we be that wise here?

to me, Mopac is the worst corridor, even without construction. I would like to see the City encouraging residents to do their part to alleviate headaches as well.

Extend the train until midnight on weekdays and to 2:30 AM on weekends and add more frequent buses from the train in a hub and spoke system.

Mobility should be a primary concern when looking at any of the various plans to encourage/permit/direct the growth coming within the city. While increased density is a valid concern, and should be encouraged within some areas, it should not be encouraged without planning for the needed transportation to handle that increased density. For example, The Grove at Shoal Creek development which will add a fairly large amount of traffic to area roads that are already approaching or over capacity. Much of the development along Burnet, especially those with buildings closer to the street (as envisioned also for the Airport Road corridor), will bring a desired increase in housing density, but with no increase in transportation capacity and, now, no room for building a wider roadway or adding public transportation without either reducing the current overall capacity or tearing down the newly constructed buildings to create room for road growth. Plan for how these new residents of a given area are going to get around before we become boxed in with no real solutions.
Need more bike lanes. Lanes end at certain points when trying to travel east-west or north-south. For example, shoal creek to Lamar ends the trail is it passable or you are forced to travel on Lamar to get though downtown.
Metro rail / train down the city center (Lamar), north to south and sidewalks throughout the city are needed
better bike lanes. i ride in the lanes on Guadalupe/Lavaca and it can be stressful at times because i am leapfrogging buses and the lane disappears at times.
PLEASE fix Burnet Road From MoPac to 183. There are NO sidewalks, NO bike lanes, NO safe way to travel except by car, and NO ONE seems willing to work with TXDOT (or whoever owns that stretch of road) to get the improvements this rapidly growing area needs. I've lived here 18 years. This is intolerable!
Please increase Metro train hours and add more cars for more frequency.
Property taxes are crushing and bond elections will become harder to pass. The City needs to take a good, hard look at how it is spending its money and find funds from within before asking the taxpayers for more.
I would definitely drive less often if a rail system were available, or more cross-town buses were available. The current Cap Metro system leaves me feeling like it's impossible when traveling from my northwest neighborhood to southeast restaurants I like to go to. I prefer using public transport when visiting cities like New York, San Francisco, and DC, and I don't think Austin should be so far behind these other metros!
Given the recent increase in state transportation funding I don't think the City should be involved in on system improvements. Much of these improvements benefit people that don't live in Austin.
The City wastes many millions of dollars on items that don't affect improvements in safety or conjection. Stop the waste, prioritize, not based on political pressure but on recommendations from traffic experts.
Thanks for all the bike lanes you've added in the past few years. I use my bike much more frequently now for commuting and errands.
There is an over funding of regional transit but an underfunding of corridor and local uses.

<p>I have lived in Austin for 29 years, and I can remember when there was virtually no traffic. Now it takes a long time to get almost anywhere. We cannot build enough street capacity to move people quickly, but many Austinites are unwilling to give up driving their cars. We need to give people real options in transportation. It will take a long time to change how we move around our city, but it will not happen if non-car transportation continues to be secondary. Also, stop trying to build trains. They are a terrible solution, expensive and the tracks cannot be realigned. We need more bus lines like the 801 and 803 with more dedicated bus/bike lanes. Lastly, our transportation problems will be solved in 10-20 years with self-driving vehicles. We should not be looking for any solutions beyond that. While we cannot predict exactly what mobility will look like in 20 years, we know it will be radically different. This change will be similar to the replacement of horses with cars, but it is happening faster with a much higher population. Because of this, any transportation solution that takes decades to implement is a waste of money. We need to focus on short-term and medium-term solutions while we wait to see what these new technologies bring.</p>
<p>1. I just moved home to Austin from the Twin Cities in Minnesota where I drove a city bus. Their system is excellent with far better connectivity and frequency than Austin, but costs less to ride and includes a transfer for two and a half hours. It is embarrassing that our transit is so terrible. 2. Enforce traffic laws against cars when they endanger bicycles. I have used the bicycle for my primary transportation in Austin for over thirty years and it pisses me off that our cops are more interested in ticketing bicyclists for running a stop sign with no one around than ticketing a car driver who screams at a bicyclists, or swerves toward us, or throws crap out the window at us.</p>
<p>The lack of sidewalks in this town is terrible. You can't walk down major streets like Lamar. The bike network is ridiculous. You have some very nice routes and bike paths that either don't connect or just end. This town likes to think it is bike friendly but it is not. Cars would just as soon run you off the road, they definitely don't want to share it.</p>
<p>Make efforts to support people who are attempting to use public transportation or bikes/walking. It will help reduce congestion!!!</p>
<p>Focus on cars - make it better for cars! Only 1% ride bikes. There are lots of us that can never ride a bike on the streets for very legitimate reasons. Work on making toll road I30 free so the trucks can glide around Austin and lessen the traffic through the city - please!!</p>
<p>Fully fund the bicycle master plan.</p>
<p>Make Metro more responsive to requests/suggestions for missing sidewalk segments</p>
<p>Dedicated transit lanes throughout the city. Fully fund bicycle and sidewalks. Cut & Cover IH-35. No new lanes on 35. Kill big freeway expansions. Climate change will only get worse. Building bigger faster roads will only add to carbon emissions and deaths on the roads.</p>
<p>Given Austin's explosive population growth, I think Austin has made a lot of progress in growing its transportation system, but it still has a long way to go for me to feel safe as a cyclist and pedestrian. I would love to see more bike lanes and sidewalks (and also repair to existing sidewalks). I think there are a lot of people in central Austin who want to move away from being dependent on cars, but they don't feel the alternatives are reliable (e.g., the bus/rail service) or safe (e.g., not enough bike lanes, sidewalks that end abruptly, etc).</p>
<p>Every person involved in sequencing lights in Austin should be fired.</p>
<p>Stop putting bike lanes on dangerous/ high speed limit roads like Airport, please! Put them on smaller roads that are safer for cycling.</p>
<p>Better enforcement for cars parked in bike lanes. Cars routinely park in bike lanes, blocking bikes from passing and requiring them to swerve out into traffic to get around them.</p>
<p>I wish the City and Region would consider urban gondolas instead of rails and bus. http://mashable.com/2013/07/03/urban-gondolas/#1AT75.0p5uq3 rob Moehle 512-799-4644</p>

Line of sight blockages abound, both at r-o-w intersections and at business driveways. SIGNS are not placed far enough back from decision points so drivers can smoothly transition to appropriate lane(s). Encourage police to ticket "lane weavers" who zip back and forth at high speeds, follow too closely at speeds, pass on right before solid white line ends and car ton left is signaling to shift to right. Get rail transport plans moving for US 183 down center (now grass) strip. DO NOT re-do same construction in same location more than once in a decade; plan ahead !
In the last 3-4 years in my neighborhood, Burnet Road has become nearly impossible to navigate by car, bicycle or walking. While I support density development in close-in neighborhoods, the city has failed to match transportation needs with this development. The city too often ignores transportation concerns/needs when considering new developments in city neighborhoods. As a result, the transportation network cannot accommodate citizen's needs.
The need for designing the city public spaces for the benefit of all citizens and not just the benefit of businesses is vital to Austin's growth. The rail line needs extensive networking expansion before it is worth the cost of riding it. For instance the accessibility of public metered street parking downtown seems to be dwindling; since businesses prefer to provide more expensive valet services instead of metered parkinf, this accomodates downtown corporations more than it does the citizenry.
I would love to see more times and options for public transportation to improve the safety around the city's nightlife. Running Metrorail or buses later in order to prevent drunk driving at least throughout the weekend.
I live along Parmer Lane. Perhaps 1/4 of the property adjacent to it is built up, and it is already congested. Now is the time to plan how to manage its increasing traffic before options are limited by developments, and the cost of implementing those plans resembles those for 183.
The city needs more train options to south and west parts of Austin
I think more parking for and extending light rail would be of the greatest benefit, if placed where they would do the most good (major thoroughfares - Burnet, Lamar, etc.) is the most needed improvement and it needs to be done quickly. Also, on the highways (MOPAC, I-35, etc.) install "No Trucks in Left Lane" and "Left Lane for Passing Only" signs and STRICTLY enforce them.
Please add more light rails like the red line and add later hours to weekday service on light rails.

<p>There are far too many streets where light timing is poor to bad. The side streets seem to have more light priority at the intersections than the main. There's no reason why at 10PM at night on Parmer Lane I should be stopping on a red at every intersection, but that's what happens. There's no reason why I should have to stop at N. Mopac Access Road and Water Park road and watch while Waters park has 20-30 seconds of green light for 1 car to go through. Duval Road at Mopac coming from West to East should not have more light priority than the Southbound Mopac access road as this causes a huge backup for everyone turning left and trying to get onto Burnet heading south. Why is TxDot making things _worse_ on our highways? I know of no other city where this takes place. They made the Howard Lane and I-35 exit _worse_ and more congested than it was before. At Mopac and Duval they moved the traffic back up from the access road to Mopac itself by allowing two entrance lanes to merge into 3 main lanes. This also caused the exit to Duval to become problematic. They should have made two lanes exit to Duval and one lane enter onto Mopac. The intersection of Lamar and 183 where heading North only one right lane of traffic gives you access to 183. Was terribly thought out and is a huge problem. Turnarounds are desperately needed at Parmer and Mopac (both sides) and Braker and Mopac. There should have been a flyover (and not a toll flyover) from Mopac North to westbound Parmer about five years ago. We have too many main road that dead end or go into weird intersections that trap you. Lamar should intersect at Howard Lane at it northern terminus, not dead end and trap you. If you are on Lamar between Howard and Parmer you are basically trapped in a southbound only situation. If there's an accident or some kind of police problem you have no option to "escape" as there are no westbound leading roads, and even if you "escape" east it will take you to a one way south bound I-35 access road. I don't feel like the city does much of anything for North Austin north of 183, and definitely not for north of Parmer. if any city official drove these roads regularly they would find everything I've described to be true.</p>
<p>I would hope that there is a better coordinated plan and a public forum and understanding of the importance of this topic as it relates to affordability, economic development, air quality, accessibility to health care etc. It would also be important to think about what the autonomous driverless cars impact will be in the decade ahead. Will it become our mass transit system, what will be the increased capacity of our roads, will they have a different fee to use toll lanes and the improved safety of all systems which is more than a finger print issue and opportunity. We must consider the disruptive forces at work and not just projecting the past as the revised future with increased numbers and impact.</p>
<p>I live very close (within 5 minutes driving) of work, so I don't have to take public transportation. If I lived farther away I would like to use it, but buses are slow. My neighborhood has an increasingly congested main street (Burnet Road) with a large section with no left turn lane. Buses don't have a pull-out lane, so even the public transportation is slow.</p>
<p>Fully fund the sidewalk and bike masterplans. Big cities do big things. Shit cities rot and die.</p>
<p>I live on Morrow Street and the traffic is getting pretty bad. People cut through the neighborhood on this street and also speed. We have traffic calming in place, but it does not seem to work. People run stop signs and fly over speed bumps. It's making our street unsafe. I would like to see more traffic routed to Anderson Ln. if they don't live here. Additionally, I would like to see public transportation increased in the area and also more education regarding that and possibly the busses being more on schedule and reliable with more educational programs and encouragement about that as well.</p>
<p>We have some incredible plans to improve safe mobility in Austin already, including Imagine Austin, the Sidewalk Master Plan, the Bicycle Master Plan, the upcoming Vision Zero Action Plan, etc. What is missing is serious funding so we can get to these visions within our lifetime.</p>

Yes, I believe biking is a wonderful mode of traveling. I recently visited Amsterdam and bicycling is everywhere, people pass by in what looks like flocks of 5-20 at a time. There are bikes that are left "everywhere" on the streets (no one bothers them). I believe their success is that - this was planned into the city structure years ago because the streets are wide with normal sidewalks, next to that are the wide bike are, the area for cars and what divides the two lanes is the rail system...it's all included in the layout of the streets in the metro areas. My suggestion is to start planning something like this in all your plans for the city now so that in the future our streets with this plan will be conducive to all kinds of transportation. With that in mind I am recommending that someone for transportation make the visit to Amsterdam so they will have the picture of what transportation can really look like. Best wishes!!!

Based on my experience where I live (Morrow St.) and driving around town, it appears that drivers frequently use residential neighborhoods in Austin as "short cuts" to avoid driving on overly congested larger roads with stoplights, even though those roads have higher speed limits. This leads to drivers speeding through neighborhoods and neighborhoods being less walkable - even where sidewalks are present. I personally have a hard time getting out of my driveway some mornings because of the large volume of traffic on my (completely residential) street, and have been honked at in the evenings when I put my blinker on and wait to turn left into my driveway. The city should consider making residential streets less attractive to drivers than larger roads built primarily for large volume vehicular traffic. I know the problem on Morrow Street (and many similar streets, I suspect) is that Morrow connects Lamar and Burnet Rd. more efficiently than nearby Anderson Lane, even though Anderson is not residential.

To improve safety, in addition to improved enforcement of current laws, I would add public education regarding existing traffic laws and ordinances (i.e. the right for bicycle riders to take the lane, laws regarding required passing distances).

I would recommend that more funding be given to neighborhood connectivity department. Now that Austin is so congested with cars, there is really no solution to this other than to educate our citizens that we have to rethink how we use our cars and provide our citizens alternatives to taking our cars. I believe we can do more with improving the pedestrian experience, bike safety, and bus/light rail than we can accomplish with upgrading our roads. There are too many people here, the corridors are set. Putting the money and focus on promoting alternate modes of transportation is the only way we are going to be able to meet the transportation demand Austin has.

Add more lanes for cars

A lot of improvements or concerns tend to be solely addressed to the main city corridors. I think it's important to note that a fair amount of the population is moving outside the inner borders of the city and the issues addressed need to include those outside areas where a fair amount of the traffic is coming from.

I think people in the city would take their bike more if there were safer ways to get around on a bike. I can not bike to work due to it not being safe. Same with going to grocery store or other places. Safe bike lane would be defined as a bike lane not being shared with car, or having barrier between bike and cars.

I-35 is the worst aspect of our city. Some needs to be done sooner than later to make it safer and easier to get through the city.

Rather than relying on toll roads for Mopac and the future 183 South Expressway, why not give carpoolers an incentive? Follow Houston's method of allowing HOVs to also use express lanes, not just people that want to pay more. Austin claims it wants to be on the forefront of the "green" movement, why not take more vehicles off the roads and decrease carbon emissions which will in turn also help the congestion issue that is crippling the region.

<p>please encourage our federal government to invest in infrastructure for our own country instead of building infrastructure for middle eastern or other countries. We need to take care of our own needs instead of being the policeman for the world.</p>
<p>Enough with the density. The suggestion it improves transportation is a hoax</p>
<p>The money is all going in the wrong places. you spend so much time on bike trails and stuff for bikes and nothing on the roadway.</p>
<p>If you are serious about considering ALL modes of transportation, then that includes solutions for CARS!! Everything you are doing is catering to 5% of population and making it harder for the remaining 95% of people to travel on area roadways. If the only thing you're proposing to do is build more bike or bus lanes, then I don't want to fund a DIME of transportation because it doesn't benefit the majority!! (Regardless of if I ever use a bike, this is bigger than just me. You have to look at how most people travel and/or use your facilities when planning--not just the few crazies who come and speak at a few meetings. They DO NOT represent the majority and should not be treated as if they do!)</p>
<p>I think that the city should prioritize accessible public transportation (especially bus), biking infrastructure, and pedestrian infrastructure.</p>

Economists agree: Road pricing is the solution to congestion. That this is never discussed or presented as an option in surveys indicates that the City is not really capable of implementing the sort of painful reforms necessary to actually get cars off the road. The public conversation is so far from expert consensus on this issue as to be like discussing disease control without knowing that vaccines exist; It will never get anywhere. Induced demand will rapidly deplete any road capacity freed up by other reforms. A recurring issue with such surveys is a sort of bait-and-switch, in which the answers we give can be interpreted by representatives or consultants to support whatever project they wish. A source of frustration is the ambiguous options and categories presented in this survey. Unless one closely follows planning talks, they will have no conception of what planners' terms actually mean. Nobody in real life talks about "corridors", so how are they supposed to questions in which such terms are key to understanding the scope of policies? Similarly, why is Uber listed in the same category of transportation as pedicabs? Those aren't comparable at all as transportation options to a resident; They are only plausibly similar from a regulatory perspective of "private vehicles that move people around for money", which isn't a perspective any transportation consumer shares. I would expect that the respondents to such a survey draw very disproportionately from the same small, insular crowd of local policy obsessives, capturing little opinion from normal people. Miscellaneous transportation thoughts I want someone in government to read:

- I was an Uber driver for a couple months last year. I made \$6.55/hr after expenses, before the recent fare cuts. I have researched the industry extensively and believe my wage was representative for the area. Don't let Uber lie to you; The job is 12-hours a day, 7-day a week below-minimum-wage hell that few can life on. I gave up after getting in a five-car pileup and realizing my life wasn't worth that little money.
- The recent ordinances regarding Uber focus on total non-issues (background checks, etc) while doing nothing to address key abuses by the company: Rampant insurance fraud, and deceptive communication with drivers. Uber doesn't do anything to verify that drivers are properly insured for livery service. This allows them to implicitly lower wages by forcing legal, insured drivers to compete for fares with illegal, uninsured drivers, all while maintaining the plausible deniability of "It says in the contract they are supposed to be insured." This is non-excuse for them to benefit from illegal behavior.
- Forcing a resident to cross a highway on foot to get to their nearest bus stop is a death sentence. This is my only option to use the city bus at the moment. Yes, there's lights and a marked crosswalk, but the cars aren't looking out for you. The same issue applies to bicycling.
- I'm 24 years old, have lived in Austin all my life, and have never once taken a bus. It's not for lack of trying. Google Maps says the travel time by car from my apartment to my main office is 10 minutes. By bus? 50-69 minutes, with service in only 40-60 minute intervals. On average, that means that switching to public transportation would rob me of about 2.3 hours of my life every day, for worse service. Not that I can use the bus for work anyway, as I need a car to move tools around for my job, but you see the problem.
- Realtime surge pricing for city-owned parking. Do it. It works.
- Ticket taxi and Uber drivers who block public roads to wait for passengers.
- Aggressively ticket dangerous drivers who harass other vehicles. Our roads aren't safe, and it's not due to poor engineering, it's because some people suck and can't be trusted to drive two tons of combustion-powered steel without threatening others with its use as a deadly weapon.
- It's hard to use my bike more for transportation when people steal them so frequently.
- The City's inability to address the highway rock-throwing incidents is shameful. These are attacks with potentially lethal consequences. One man life's is already essentially over because of it. The next person who does it should be shot on sight. It will never happen again after that.

<p>The City of Austin has under funded transportation of roads, streets and highways for over 20+ years now which is one of the primary reasons that we are behind on improvements, unlike other Texas metro areas. The City Council has tried to slow down development in Austin, which has then limited the Federal dollars available for growth of the highway system. Some of the major obstacles that the City faces over the next 2-4 years is the lack of North/South highway traffic, East/West congestion continues to grow, the 183 improvements are going to create a huge traffic issue over the next 24 months and the Loop 1 delays continue to be an issue. More toll ways are needed and something needs to be done about 360 as the traffic lights on this road could be reduced to help with North/South flow.</p>
<p>I do not believe bicycles will be a viable mode of transportation here. It is too hot, it is too dangerous for them, they make it dangerous for cars. This is a car culture. Most cyclists I see are joy riding. Almost all answers in the survey were laced with considerations for cyclists, taking out driving lanes, connecting or adding trails, adding racks, etc. I do not support this. Add buses and get better routes. Make dedicated bus lanes and improve traffic in that way.</p>
<p>Public transportation hours should be extended much later in the night, beyond the night owl service. Busses between all major neighborhoods in Austin should be available at least hourly around the clock as in most other major cities. The cost could be paid for through ticketing drivers who fail to yield to pedestrians waiting at marked crosswalks. I live near W Anderson and drivers do not respect the crosswalks. This has lead to rampant pedestrian jaywalking since the crosswalks have virtually lost meaning. A campaign modeled after the seemingly successful "don't block the box" campaign regarding yielding to pedestrians would be refreshing.</p>
<p>I feel that we underfund things that actually make a difference, like public transportation, walking and bicycling facilities, and overfund things like MoPac improvements or CAMPO, which just cause more congestion by adding more roads. I am also very concerned by the spike in traffic deaths last year and building protected bicycle and pedestrian networks would go a long way toward decreasing traffic fatalities.</p>
<p>Elevated or light rail trains are future proof both environmental and economically. If the city is to propose a new train plan, please include overpasses on Loop 360 that can bypass lights in the same proposal. This way, citizens in the suburbs, as well as citizens in the city core can both unite to support a road/rail proposal. When it comes to rail, a simple north to south route would be a better than what was last proposed and I believe would rally more votes.</p>
<p>With the influx of people moving here, why couldn't we create a 'residence tax' that newcomers had to pay for say 1-2 years until they fully establish residency? This tax money could be put towards road and transportation improvements. As more people move to a city, they cause traffic congestion and wear/tear on roads. With Austin being so popular, people who are interested in moving here need to contribute to the improvements to support the population growth.</p>
<p>Stop incentives for car driving.</p>
<p>Personally I commute the length of the city - I live north near Parmer and work south near Ben White - so I see a lot on my 15 mile commute each way every day. I would gladly take public transportation and get one less car off the road (and not feel like I've wasted 1-2 hours of my day behind the wheel) but I'm unable to find a real solution. Compared to driving by myself, it would take me twice as long and I would still come up short connecting to my destination. Improving North-South traffic is clearly a priority for this town. Adding toll lanes are not the only solutions (and frankly I doubt we'll feel much relief on the road when Mopac is done). Better management of highway on/off ramps could alleviate some of the back ups. And for people who might be able to stay clear of the highway, those commuter routes could certainly use better synchronized intersections.</p>

Please work to solve congestion on Burnet Road and Lamar Blvd. One of the largest problems is that buses a) Don't have a pull over space at bus stops to help traffic keep flowing b) No dedicated bus lane - which would likely increase ridership as it would be a faster mode of transportation since the lane would be clear of single vehicles that currently slow down buses (regardless of what new technologies that come out i.e. Metro Rapid - they won't solve congestion or increase ridership because of small gains in time).
Remove the gate on Easy Wind Drive at Morrow Street.
Consideration for improving 183 as corridor would be great. Simply bypassing the many stoplights and improving merges/intersections would go a long way to improve north/south commute in East Austin.
Thank you for creating this survey! It's good to know that the city is listening to the stakeholders in this mobility issue. I really want to use public transportation more often, but there aren't enough options where I live.
More funds should be allocated for non-car transportation solutions such as rail, bus, bicycle, and pedestrian
Question 8: The main issue with Regional Mobility is TxDOT underfunding it's commitments to highways and intracity arterial roads. It is unfortunate that the City has to spend GO Bond dollars to force TxDOT to start work on I-35, for example. For that reason, I think the City should focus on moving people around the central city and within neighborhoods/activity centers, while partnering logistically (not necessarily financially) with TxDOT and CTRMA on regional issues. Question 9: I think the TUF is adequately funded. The City should continue regular bond programs to address major infrastructure investments every 5-7 years.
The city's biggest problem is the tax payers. The culture of Austin has not lived with nor is dependent on public transportation. Public transportation was labeled for "the poor" or UT students since the time I moved to Austin in 1991. How will the city market a better image of reliability and necessity that the tax payers are willing to pay for. Further, too many neighborhoods do not have sidewalks, and outside UT campus, drivers are too impatient with cyclists. More education to the public about bike laws, and how do you ask drivers to look for cyclists at all times. More trails that connect throughout the city would help. Austin bike score is "C".
I would like local transportation to be a top priority. This, in my opinion, includes funding for IH35. Unless we remove I-35 completely and redesignate SH130 as the interstate, IH35 affects our local transportation system, land values, and safety. I would like to see immediate (this year) funding for the vetted and adopted master plans for sidewalks and bicycles. This means fully funding the bicycle master plan and the high priority projects in the sidewalk master plan. This means allocating funding to IH35 that ensure that the highway main lanes will be depressed by TxDOT. But the city has an obligation and opportunity to improve the IH35 corridor that is city realm, by reconnecting the street grid across the highway, and making the frontage roads and bridges safe and complete city streets.
I could support lowering the speed limit in the downtown core to 25 MPHs at all times
Thank you for the opportunity to fill out this survey. Here are my two recommendations. 1. Please fund the Bicycle Master Plan. Building out the network described in the Bike Mater Plan would make Austin a world class bicycle city and would get the most bang for the buck in terms of mobility improvements. It would also move us toward our Vision Zero goals. 2. Please provide adequate funding for the construction of new sidewalks and the repair of existing sidewalks. Throughout Austin, schoolchildren are forced to walk on busy, dangerous roads that don't have sidewalks. I live on Grover Avenue in Crestview. It is a wide, busy street that is heavily used by pedestrians and cyclists. It has no sidewalks or bike lanes. The sidewalks that do exist in my neighborhood are falling apart due to deferred maintenance needs. The state of Austin's sidewalk infrastructure outside of downtown is a disgrace. We must fix this if we want to make Austin a world class city.

Non-car pedestrian and cycling paths are my primary interest. It's too dangerous too use shoulder lanes!
More public transportation, please!
We need to start thinking about how roads will change when computers do the driving for us; will we even need traffic lights? Or will the cars be making the most efficient decisions for us? The way humans move from point a to point b is about to be completely redefined, it would be a real kick in the nuts if we overlooked all the possibilities and spent a bunch of money on MORE (annoying) pedestrian crosswalks. In the future if someone needs to cross the street, they can press the button that will send out a signal to all the autonomous vehicles in the vicinity and alert them to stop and let the pedestrian cross the street. There will be no need to construct a massive light structure for human eyes, because they probably won't be paying any attention. Please do not start stricter enforcement of traffic laws, the cops should focus on crime, not ruining people's day by handing out speeding tickets. If you want austin to be the safest most efficient city in America; take the human out of the driver seat. humans do not have infrared vision (the cameras on autonomous cars can see in the dark), we can not see 360°. Let's get the ball rolling and let's set an example for the rest of the country to follow.
We need the commuter rail to expand and run more frequently and at night.
I love the redline. I wish it ran other on weekdays and weekends. Is is quick and time efficient. However, half The time I want to go downtown I can't ride it because I don't have a ride home. I hate that it stops at 7 on weekdays. I think it should g until 9 or 10.
More north-south bus routes east of 35. Connected sidewalks on all major roads. Run bus routes later during the week (I work for the State and can't take the bus because I work 2nd shift and it stops running at like 10:15).
Tolls are not the answer. Plus there aren't many good corridors running E-W except for 180/270 on the outskirts of town. 2222 needs help, and it would probably help alleviate some of the N-S stress.
Increase police/state trooper presence on the roads. People are constantly breaking driving laws, driving dangerously slow, and causing unnecessary accidents. Yet there are no traffic police to rectify the reckless driving in Austin.
Perhaps add more ways to cross the river other than I-35, Congress, or Mopac
We live in a neighborhood where many families/children walk and ride their bikes. Traffic is not safe at many areas and there are not enough bike/walking paths, street calming, lights, stop signs to help.
I live 2 miles from the Howard Metrorail station but can't use it because it's too far to walk to most of the year because of the heat (I'm 66) and I can't ever park my car there either because there's never a parking spot to park. I was told I could drive to TechRidge and park and catch a bus to go to the MetroRail station on Howard, but that doesn't appeal to me.
I hesitated to answer the question that had street scapes as one of the choices for fear you might think I want roundabouts in the center of small intersections in neighborhoods where stop signs are cheaper and won't damage the bottom of one's car. OR shrub-filled islands and raised concrete which limit streets that are already narrow because of the double bike lanes.
Airtrams should be considered, as it may be faster than building new roads or going underground.
City must take into account the growing senior populations and the needs of this group which often are not addressed by bike lanes or ride hailing services. Safety, security and ways to help seniors get around Austin is critical. Otherwise you develop a group of people who cannot leave their homes or immediate neighborhood.
Transit needs to run later and more often.

There needs to be a stoplight at dessau rd and dessau ridge road in north east austin, by dessau elementary school. It is very difficult and dangerous trying to cross the south bound lanes of dessau rd in the morning when I am trying to take my daughter to school. Thanks!
A dramatic improvement in Cap Metro would greatly ease congestion and affordability issues in Austin. New management would be a good start. I met their representatives at a public forum and was not impressed.
Tolls are not the solution. Their use will be limited. Would like to see an easier/more affordable bus transfer system. A legitimate rail solution may be a pipe dream but if you needed a starting ground, I'd take a good look at the airport and work from there.
I see you're going to make some one way streets 2 way. Has anyone ever looked at Trinity street at 5:00, with all the state employees trying to get out of the parking garages & said to themself "yeah, this street needs twice the traffic"?? Traffic trying to turn right onto 15th backs up 2 blocks. People leaving the garages nearer than 2 blocks stop in the middle lane, trying to get in to the right lane. Once it goes to 2-way, how are we even going to get out of the garage at all? I need to get to 15th & turn left to get to Lamar. How will that work?
Please do not spend city funds on I-35 improvements.
enforce traffic capacities and stop approving urban core density projects without properly addressing whether neighborhood streets can handle the increased traffic that will come from these projects. the city needs to coordinate with building permitting offices to make sure that the infrastructure is in place before these construction projects can move along with approvals.
Keep Uber & Lyft please.
This will probably be used to increase funding for roads, again. That doesn't solve anything, there are too many studies already proving that increasing traffic lanes does not improve mobility. But I guess nobody cares about that.
For me, the largest problem with Cap Metro is not that connections to my workplace are lacking (they are), or that I would sacrifice a significant amount of my time commuting compared to driving my personal vehicle (I would), but the absurdly high cost of entry to the transit system. A monthly pass does not even begin to justify the cost given the lack of efficiency of using our transit system. As someone who lives fairly close to the rail, \$3.50 per ride (or \$99 per month!) is an absurd barrier to entry compared to the current cost of gas and the cost of my time I would spend commuting. Also, the lack of bicycle access to even the most central areas of our city is frustrating as someone who would prefer to ride a bike than drive (particularly given the heavy traffic flow on residential roads as people abandon the major corridors).
We put so much into bike lanes in this city - yet they've rarely used. Stop that please. We aren't the Netherlands, we don't have the Bay Area's weather in the summer. More people on bikes, and taking current infrastructure away from cars is a extremely dumb idea. The "if we don't build it, they won't come" mentality has failed us. Look at TAMU's report. That's the trouble we're in. We need to build, massively. Public transportation is nice, but when it takes 2-3x the amount of time to get to the same place, no one is going to use it. We need help in a bad way.
Please consider the proposal for The Wire, an urban gondola system, to address our central corridor congestion. It is the most cost effective solution on the table, and one that can be implemented relatively quickly. For more information, see http://tedx.tumblr.com/post/49198663152/michael-mcdaniel-jared-ficklin-are-designers-at and http://www.texaswatchdog.org/2013/02/gondolas-a-public-transportation-transit-alternative-round-rock-texas/1361304180.story and https://twitter.com/wireaustin .

<p>The program is probably adequately funded but those funds are mismanaged by the City. Austin needs to get over trying to be Portland. Texans are going to drive themselves in their own private car so repair, improve existing roads and build more to solve the traffic lock. It's just insane to live in a city where you decide where you'll go and what you'll do based on time of day and how bad the traffic will be. That is a poor quality of life. The City Council spends taxpayers' money on unnecessary things and fails to concentrate on things that are important to the average citizen. Bike lanes and cars2go are good examples of this. Bike lanes are only important near schools and universities.</p>
<p>Improve capacity of the rail system</p>
<p>We can get many more miles of bike lanes and sidewalks and urban trails for a fraction of the cost we spend on highways. We need to invest in Austin and Austinites.</p>
<p>give busses the right-of-way. Make traffic lights always give them green. Give them dedicated lanes on the corridors. Give the busses police lights and sirens to make cars move out of the busses way.</p>
<p>This poll is difficult to understand and a little mis-leading. I feel that the City receives enough to fund these much needed transportation improvements, but mis-management of funds prevents us from moving forward. This survey is another example of collecting the same data that the City has been receiving for years, congestion is a major problem for our community, and I mean our entire community not just downtown. While I appreciate a movement towards improved bike/ped and transit, the majority of drivers from our City choose to use their personal vehicles, and I believe our City needs to respect that and focus just as much energy on improving car travel as well as transit and bike/ped.</p>
<p>I feel like Austin is making the wrong choices when it comes to improving mobility. The Mopac project with the variable toll lanes is a prime example. It would make more sense to improve the light rail in terms of availability (it quits running at 10:30 PM? This makes it untenable to take from Wells Branch, for example, to down town to visit the night life and requires people to drive down), as well as lengthening the line to the airport. 130 is underused--I would rather see that be no longer a toll road (at least for semis) and I-35 becoming a toll road from Round Rock to San Marcos (unless exiting in downtown Austin). Improving bike lanes and bike safety around the city, not just in downtown, but in the suburbs (Parmer, e.g.) would encourage *more* people to ride. We live less than 10 miles from my wife's place of work on Parmer, yet she's frightened to ride down Wells Branch because there's no bike lanes to Parmer on any road but Parmer. Even on Parmer, drivers are horribly unaware of cyclists.</p>
<p>most convoluted survey, ever :P</p>
<p>Both the city and state have a large pool of cash in the transportation budget. However, it is often spent on street-first and car-first initiatives. The city, in addition to raising additional funds, should move funding away from car-focused projects and instead allocate that money toward bike/rail/sidewalks/etc.</p>
<p>The city, thus far, has done a terrible job of managing transportation concerns turning Austin into a complete nightmare to get around. You've implemented basically unused bus systems and light rails, turned Mopac into a disaster zone via the pointless and quite frankly dangerous feeling addition of a partial toll road, and I just can't believe the people who live in Austin told you this is what they wanted, at least no one I know (and myself) wanted these things when you did them. Please start listening to the public and engaging with better city planners to reduce some of the congestion that you have created in the first place.</p>
<p>I support improved public transportation- especially rail. I fully support uber lyft and other services that prevent drinking and driving. I use the services frequently for that very purpose. I feel more comfortable knowing that others have easy, quick and affordable options to stay off the road after a drink. I hope those services continue to be available when my daughters hit drinking age so that I feel more in control of getting them home safely. Thank you for your consideration.</p>

It seems like a decent amount of traffic is caused by exit/entrance ramps. It easily takes me 10-15 minutes just to turn left at my exit ramp each evening. Not really sure if this is feasible, but replacing stoplights found at exit ramps with roundabouts might make things more a little faster. Maybe add an express lane to the 35? Do those things actually help?

4-way stop signs are awful and ancient transportation thinking!!! There is OVERWHELMING evidence that roundabouts are more efficient, SAFER, and improve overall traffic flow vs. stop signs. Why in gods name are we not implementing this? Please, please read the reports on see for yourself! As far as I can see there are tons of 2-lane (4 total lanes) corridors throughout Austin that would greatly benefit from roundabouts vs. stop-signs or traffic lights (which can still be implemented in a roundabout! The Institute of Transportation Engineers (ITE), Federal Highway Administration and many state DOTs agree!

This survey misses most useful data points. Here's a short list: 1. I was born in Austin (what is now District 6). I live in Austin (District 7, 1 mile away) and work in Austin (downtown). I pay Austin taxes, unlike most people on our highways. Be forewarned that I am unsympathetic to commuters from Round Rock, Cedar Park, Kyle, or anyplace that's an hour away. 2. Toll roads are an act of highway robbery. I will not use them. Ever. I paid for the streets, moreso than anyone from Kyle or Cedar Park, and I will stick to existing streets, clogged or not. I will never support a tollroad within Austin for intra-city use. 3. Our public transportation is inherently terrible. I can't use it. I doubt you'll be able to fix that. * I live in North Austin and work Downtown near ABSOLUTELY no one I know or live near. Carpooling is an impossibility. I imagine this is true for almost everyone in the city. * Biking 20 miles is impossible even if I were willing to try. (And I am not.) * There's a train in my neighborhood, but 3 miles away with no parking so how am I supposed to get to the station and home? Useless for my commute! And the train doesn't even run at 7 when I come home. Doubly useless. * There are bus stops, but Cap Metro is incompetent and can't run a direct route to save it's life. The only routes that are ever direct and on time are to or from campus. It hasn't been useful for a commute since I was a student (and even then, I had to drive to an HEB on Far West before I could take advantage of the good UT bus routes). Useless for my commute! * You are not going to find clever ways to shuffle around under-utilized transportation. The city is too damn big, and nothing is adjacent. 4. City and TXDOT projects so far have made the quality of life in Austin worse. * The MoPac project will not amount to anything aside from churning up what little green space and trees remained. The congestion is worse than ever, especially up North near the Domain where I previously had no trouble exiting or entering a highway. Not to mention the hideous sound walls * Several grants were sought under the American Recovery and Reinvestment Act which seem to do nothing but take existing, natural park trails and pave them over with sidewalks. I want to take my daughter to parks to get away from all the damn concrete, not so we can walk on slightly different concrete. * Now there's a new project in Districts 6 and 7 to put in a massive sidewalk that is tearing up grassy medians and shoulders across the neighborhood, which I'm to understand is to enable people to bike the 20 miles to downtown. Preposterous and ugly! * I am now automatically opposed to any kind of improvement projects because they have always made things worse in the past.

Legalize motorcycle lane splitting. This is a proven method to reduce congestion and is safer for the motorcyclist.

In my neighborhood the closest bus stops are over a mile walk. Also to ride my bike from my home in Milwood to work at apple I have to cross over Parmer twice which is dangerous. There is a cut thru via Pluto over the railroad tracks, but I really don't like that and wish there was a pedestrian/bike cross over. There used to be a street off of Dorsett, but that's been closed and there is Yett Park that is underdeveloped but there is no actually cross over to get to the park or Apple from Milwood.

Societies form and build around transportation availability/systems. First there were river, then railroads and now cars. We need to build for the future, a hundred years from now. We need to think of systems that will be gradually built to create corridors of transportation around which the population will eventually build when the streets are completely clogged with cars.
This was a challenging survey, as the descriptions for options overlap. Are sidewalks in my neighborhood a road condition or safety improvement? Who knows? Choose the most important improvement? Everyone knows choosing a single improvement is going to do little on it's own, so it's damned near impossible to take such a question seriously.
I think you are overemphasizing a focus on public transportation and/or biking. These modes of transport do not suit my job (varied hours, stop locations, and need for flexibility) nor do they suit my lifestyle (active parent that needs to pick up and shuttle child to daycare, appointments, etc). From my experience, listening to my friends who use public transportation, it is exceptionally unreliable and frequently makes them late or forces them to leave very early to arrive on time. The number one emphasis to ameliorate traffic should be expanding existing roadways (NOT WITH TOLL ROADS) for the majority of residents, LIKE ME, who work and can only take their own vehicles to work. Toll roads are taking a public road and giving unfair advantages to people with more money. Toll roads will only contribute to the gentrification and lack of economic diversity that is already plaguing Austin.
The question you have not asked is whether or not the city applies it's mobility funds as we feel is adequate. If you are talking about roadway improvements under way on mopac or studies and construction of long term improvements in south austin intersections, 360, 620 etc., these are the right areas to apply mobility funds. If you are referring to adding bike lanes to roads while removing traffic lanes or putting speed bumps on local through roads, these are not the right ways to spend mobility funds. This is a bogus question that does not inform the survey taker where and how money is applied.
Use Minneapolis's bike highway as inspiration. Use what we have and make it better (railways running more often and through weekends, especially when festivals are in town). Incentivize ridesharing/cycling/walking to get single drivers off the roads.
Please focus on extending/adding transit-only lanes through important corridors, protected bicycle lanes, connecting sidewalks and improving pedestrian experiences
I feel like the population of Austin needs to be better informed about the importance of mobility and transportation, and the importance of funding it. The last bond to expand the rail system was voted down. People are too car dependent and may not see the value or importance of better public transportation. The City should also work to increase access to grocery stores in some neighborhood, especially on the east side, so people can more easily walk to obtain needed goods and services.
I-35 through downtown has not expanded since I moved here in 1989. It needs to be resolved above other improvements.
I realize that this problem cannot be solved within the next century, even if funds are significantly increased. So good luck with that!
1. Change the focus of toll roads from being a way for the rich to get around faster (both in advertising and route selection) to instead focus on subsidized dedicated bus lanes. Variable rate tolls are a fantastic way of adding extra funding to dedicated bus lanes because they are targetted to ensure a constant speed. 2. MoPac needs to not narrow at the river 3. Turn 360/71/183 into a proper beltway. 4. (Long term) start preparing the wider 620/etc beltway.
More public transportation, please!
Why does Austin keep ding work on roads that aren't the issue - its always been crossing the river going north and south!!!! A light rail from Burnet or Lamar would take a huge number of people off the streets - adding mega buses just added to traffic congestion, it was the dumbest idea I have witnessed.

Finish the Walnut Creek trail from Balcones park! It's been YEARS!!!
The city funding is adequate but misplaced. We need more transit options. Building more roads is not the answer. People want transit. People want neighborhoods where we can walk and ride bikes safely. Reduce the number of cars on the road.
Take away: Take cars off the roads within the high pedestrian zones such as UT campus, downtown, Rosedale/Burnet neighborhoods. Increase bicycle and pedestrian infrastructure within those zones Have Law Enforcement target aggressive drivers
Our property taxes are very high. Transportation is important but the city needs to not raise property taxes to fund improvements. The cost of housing in Austin is high enough.
let's do something now! sink and cap 35! add carpool lanes! no more tolls! gondola system! more incentives for bicycling and public transportation! better roads, bike lanes, better hours for public transportation (after 2am!), more train stations (one at anderson lane would be awesome), subway! anything!
We don't need additional toll lanes, we need carpool lanes. Toll lanes do nothing to ease congestion for most people, it only benefits those with "extra" money who can pay the tolls. The new lanes on Mopac are a massive project which will only benefit the wealthy.
Stop building car infrastructure and expecting that congestion will go away! Build for walking/cycling/buses/van pools/working remotely and those things will follow. Stop the incentives and subsidies for car driving. Ban on street parking. Allow houses and businesses to not have parking at all. Encourage business to let employees work remotely when possible. Enforce laws against drunk and distracted driving. Stop letting people who kill with their cars off the hook with little or no jail time. If you kill with a car it ought to be 20 years hard labor - first offense.
Speed up how soon the train will run more often! That train is entirely full already. Ever person on it is 1 person not on the road. Additionally, it is ridiculous that there are not more park and rides!!!! I would take the 803 if there was a park and ride at the Domain. Get it together!
The city of Austin is inundated by people coming from area communities to work. Construct Huge parking areas where these folks can park outside of city limits and ride public transportation into the inner city work and shopping areas. You have forced drivers to reduce driving lanes on many streets to accommodate bicycles. This has caused more congestion and dangerous conditions. This was a STUPID MOVE. If you must bow down to cyclist then build wide bike lanes (or sidewalks) off the street (paid by these riders). The irresponsible city managers have created a deadly mix by squeezing all these lanes on the streets and reducing traffic flow.
I know the city is always pushing for more bikes and walking, the fact of the matter is it's just not going to happen....People want to drive into work alone in their personal vehicle....BUILD MORE STREETS.....This town is choking itself with all the traffic, the only way around the problem is to BUILD MORE AND WIDER STREETS.....
I feel like it's important that the public transportation system be more accessible, outside of just the downtown area. If I take a bus to Barton Spring Mall, I can't get to my office without a car- which defeats the purpose of taking the bus. The access to areas where people work and live is minimal.
Should be northbound 183 ramp at Manor. 183 all the way to the airport needs to be a highway with no lights, and probably 2222 also. NO MORE TOLL ROADS. I'd like to use the bus/train but the price is impracticable, with a family. Consider a family packet with a reduced price.
The city has grown out of it's public transportation planning devised years ago. It needs to be reviewed based on current Austin population needs.

This concludes the results from the Mobility Talks Survey for District 7. For more information, please contact the Capital Planning Office at 512-974-7840 or capitalplanning@austintexas.gov.