

Appendix 1

Question 17 Responses

Question 17 is an open-ended follow-up to Question 16. Question 16 asked “Which Capital Metro services or amenities would you like to see more of? Please rate the following options from 1 (least important) to 5 (most important).” The options were:

- Frequent local bus service (local buses that run at least every 15 minutes)
- MetroRail (urban or commuter rail service)
- Express buses (peak-hour commuter buses with limited stops serving major employment centers, such as downtown Austin)
- Park & Ride (park your car at a transit station and ride buses or trains)
- Dedicated lanes (bus-only lanes which allow transit to bypass traffic)
- Neighborhood circulators/shuttles (locally-focused routes providing connections to transit and other destinations)
- Downtown Austin circulator/shuttle

Responses to Question 16 are included in the main survey summary report document.

Question 17: Based on the options you ranked in the previous question, where would you like to see these improvements? Please be as specific as possible: for example, 'frequent bus service on Manchaca Road'.

Bus going through Georgian Dr.
Downtown circulator...more frequency
Pflugerville service
Riverside to Zilker Route Riverside to West Downtown (Lamar & 6th)
Frequency of buses
More frequent service to retail centers
Better shelters
Don't ride enough to know
More Downtown service
More direct routes to more popular places
Metrorail
ABIA
More frequent ABIA service
On time more
More frequency
Southern Austin
Local is just as fast as Rapid on weekend
Bus service to Riata Corporate Park (North) from Southwest Austin and downtown. Maybe at a Park & Ride location. Provide more routes to bypass Mopac traffic from S. to N. Austin. Riata Corporate Park is a great place to start. There are many businesses here including Apple.
Dedicated lanes downtown
More frequent service from East of I - 35 to JJ PICKLE campus.
Park and ride for south end of route 803
frequent service to and from downtown at night to central neighborhoods
Frequent bus service to 6th street. More frequent and various airport routes. Earlier/later airport service.

The rail to extend out farther to liberty hill/Georgetown. Almost everyone I ride with lives out that way and talk about how a lot of their friends would ride if it was out farther.
Express train from with park and ride from Lakeline to Downtown or Bus only lanes up and down I35 or Mopac during rush hour traffic
frequent bus service on Sunshine Drive, extended hours on route 142
Rail ran longer and on Sunday.
Later/more MetroRail service. More MetroRail service to Leander.
More frequent bus service on the 320 bus and any other route that routinely has a lot of wheelchair customers. Disabled have the right to ride but picking up just two people in wheelchairs can make a bus up to 30 minutes late. More frequent service would help this.
Metro rail connecting different parts of the city.
More frequent metro rail trains
Dedicated bus lane or train down mopac, expanded rail service throughout the city, connecting high density neighborhoods
10 bus be more on time
Service near Parmer at McNeil or Riata Vista to connect with existing routes on major corridors (183, Lamar, Mopac)
Bus Service on McNeil Dr. There is no bus running down this area. A McNeil bus could even simply go from Pavilion Park and Ride down to the Train Station.
Buses run more often from the S/SW part of the city into downtown and UT. Buses be more reliable about showing up, not just on time, but showing up at all. It has become a real problem lately.
MetroRapid or Express buses that stop near the north side of the Capitol (Capitol Complex).
Downtown should have what used to be called the Dillo where you can take a bus around to downtown locations between Whole Foods and the Convention Center or East Side. There is no park & ride parking lot at Highland Mall for the train to downtown - therefore I can't use it.
frequent bus service along n - s routes through downtown, with more stops then metro rapid
more frequent service on lamar
More connections from MetroRail to popular destinations
It takes too long to use the metro rapid to get downtown from Braker and it's cost prohibitive if you consider using the regular bus instead and taking just a few mins more.
Frequency of all Capital Metro routes; more train access
More park and ride options on the 801 route and the Park and ride location at North Lamar is difficult to enter/exit due to it's location next to Lamar and 183. For example if you are driving south on Lamar and want to park, you have to turn onto the access road (Research Blvd) to enter the parking lot and often traffic is so busy with other people trying to access the highway that I wind up missing my bus as I wait to turn to enter the parking lot. Likewise, why is the only exit onto Lamar and not the access road (Research Blvd)? That seems like it would be more efficient.
More frequent train
More trains. I already live on the line, but it shouldn't be a privilege to take the train. After that, we NEED dedicated bus lanes. Bus service has to share the same lanes as the other traffic, so it's not any faster, even with the MetroRapid service.
Frequent bus service near Airport blvd at 45th St
Reinstate bus stop at 55th and ave F on line 7! I have mobility issues, walking all the way to Koenig is a lot! (And you already removed a stop at 53/F a few years ago!
Frequent service on Airport Blvd - specifically route 10 bypasses airport blvd at 45th - 51st streets heading north. As a result, those who accessed route 10 via Airport Blvd (when they were heading

south) are dropped off far away from that intersection at Duval. Please consider routing back to Airport Blvd at 45th st for the northbound leg.
a concept similar to uber/lyft carpool just for downtown region would be nice. especially with an app.
Service from Travis country to downtown to save on travel time.
Trains more often so it's less crowded during peak times.
Service in Cedar Park (train station between Lakeline and Leander!!) Better parking at Lakeline station More frequent trains Later trains Better Saturday train hours
Put at least one bus back on Congress.
Have the 803 go to Oak Hill Park and Ride, maybe with circulator taking people to from park and ride.
frequent bus service at 45th St. @ Speedway heading north/south
Hwy 183
Faster more reliable connections between Travis Heights and downtown, South Lamar, East Austin, and the airport
Start building metro lines.
Frequent bus service for #5 - Bouldin / Columbus
MetroRail would be a great addition for Southwest Austin.
Escarpment, convict Hill
All south austin
Increase frequency of buses at all bus stops near High Schools at start/end of classes. Increase frequency of rail in urban segment of corridor during off-peak hours, so locals can use it. Improve East-West connectivity
I would like to see more bus routes. I have very few options when taking the bus. I would like to see a bus that could go from Eskew/Brodie that would go directly downtown and go up Lamar, South Congress.
express train service
Route 1 should be as frequent as 801 and they should share stops!
Rail or dedicated bus lanes into south Austin and from DT to the airport.
Bus service runing the oength of balcones and 35/38th street
(See previous comments about Mopac)
bring back dillow circulators
More routes to schools such as Blazier Elementary or into the McKinney Heights neighborhood, we have a community park i wish there was a park and ride there
More frequent South Austin routes, better East-West options
The rapid route 901 should go down to William Cannon. 111 could run at other times.
Frequent bus service of Route 1.
More frequent service; buses on popular routes run every 10 minutes.
Easy and quick circulator in East Austin around work.
Would like to see a US 290 frontage road route
If there were a park & ride or commuter rail location closer to South Austin & Dell or Round Rock, I would use public transportation during the week.
light rail down major corridors like Lamar Blvd to downtown, zilker park, and other popular destinations
I haven't explored routes enough to answer, but I would like to see buses on the #19 run more often than once an hour.
More late night bus service between central neighborhoods and downtown.
More park and rides in south Austin or better access to the existing one in Oak Hills.

downtown and airport shuttle F1 track shuttles for all track events
Does not apply to me since I don't use the bus.
More details about how to use for big events as it gets confusing with road closures (UT football). More frequency with events. Example, when UT football ends have buses next to stadium ready to go!
Bus service from North Austin to East Austin
More stops on the MetroRail. I would love a stop on 51st street. There is no stop convenient to Hyde Park Residents.
I live in a neighborhood with great service. Would use it more in the evenings but service gets too limited--buses run less often and it seems some routes are more limited after a certain time.
Unsure
Downtown Austin shuttle say Congress and Oltorf to MLK..
Expanded MetroRail network in central Austin (i.e., MoPac (west), 183 (north), IH35/airport (east), Ben White (south))
Better route to and from airport. I would use CapMetro more just for this service. It would be better to have multiple bus service so as to avoid going through UT/downtown and possibly take Airport Blvd or 183 to ABIA.
East-west service the full length of Riverside, from Pleasant Valley to Lamar.
All the train stations need parking. And all the trains should run until midnight everyday. East West service should be provided on McNeil/Spicewood Springs road.
later weekday hours for metro rail
Early arrival (before 6am) to Congress/Riverside and pickup around 3pm
I was upset when the #19 route was re-routed out of my neighborhood (Brykerwoods). Also, more frequent bus service on Lamar, Burnet, Bull Creek.
I would welcome a bus that traveled from S. Lamar to Barton Springs or Riverside, then turns east to Congress or even beyond I-35. When traveling to the airport, I do not take the Airport Flyer because it would involve a transfer to go east, a hassle when traveling with luggage. Also, more buses that cross I-35, from downtown to the East Side. Evening and weekend service should be increased; I would use public transit a lot more if I could hop on a bus without a long wait, and if I could be assured of getting a bus home at night (instead of having to walk 2-3 miles because it never came).
Neighborhood bus routes in and around Southwest Austin's Westcreek neighborhood, with some late-night runs.
more frequent and reliable service out of southwest austin
Restore local stops for the #3, or put an 803 stop closer to 45th x Burnet
frequent bus service on major roads (Lamar, Congress, 1st etc) with more buses based on population
Frequent exclusive North/South service along major roads that does not deviate. Frequent exclusive East/West service along major roads that does not deviate.
Weekend bus service in my neighborhood
i would like to see a metro rail system. if you want riders, make it free to riders and let taxpayers support it.
frequent bus service or accurate time of Bus route 20
Elevate or use tunnels. Traffic is congested enough in the University/Medical Center area.
South Congress to Downtown South 1st to Zilker Park
we need a light rail network with protected travel lanes where cars are excluded.
More frequent service to Austin hotspots (Zilker Park, downtown, Mueller) from family-friendly neighborhoods (Bryker Woods, Rosedale Northwest Hills).

More parking needed at some metrorail stations; where do we park if it's filled? Is the only option left is to get a ticket, it seems unfair as there is a need that is not being addressed yet a penalty to customers
Park-and-Ride locations with potential rail stops in rapidly developing communities like Liberty Hill, Cedar Park, or Manor would be beneficial.
Frequent bus service from Spyglass Dr to downtown
Park and ride services.
Frequent service to West Austin
frequent bus service to airport, frequent bus service on S. Lamar
Central corridor, east Austin.
Will be moving to Georgetown so will no longer be able to take the train to work. Need a station that runs parallel to 35
Express bus service on MoPac and I-35!! Park and Rides!
Frequent service (10 min or less headways) on major transit corridors, including urban/light rail on Guadalupe/North Lamar.
Urban Rail that goes south to town of Manchaca, for the 5 route to run every 15 minutes during peak commuter hours, and a dedicated bus lane on South Congress Bridge.
Downtown along Enfield from Exposition through 15th to Guadalupe
frequent bus service on Route 333 on Wm Cannon Also, frequent bus service on Route 3 on Manchaca Rd.
Services to go east without taking so long. Lamar bus to have more services after 9:30 on sat and Sundays. For zilker park events
Buses need to run on time
I would be great if you could add a bus service station near Apple Inc, on Riata Vista Circle. Apple is located here as well as other major employers, such as Oracle and Xerox.
Frequent bus service on Manchaca Road
Night time bus service after midnight on Thurs-Sun from downtown to Windsor Park & University Hills. You have a route already and people in the neighborhoods frequent downtown regularly
More East to West Bus Travel, Train lines that reach more locations and run earlier in the morning and later at night, bus lines that run from downtown to north burnet late at night. real time updates for all bus lines. more bike racks on the buses
Frequent 311 routes
Slaughter and mopac routes
Frequent bus route by Teri lane
Put a Park & Ride in Buda.
Downtown
FREQUENCY - increase frequency on #20, extend to the airport & remove the 100 Flyer - make #18 a high frequency line and remove the 464 & 465 - make the #333 a high frequency line - make all high frequency lines LOOK MORE LIKE MetroRapid so people are AWARE that they have these services - consider higher frequency for #5 or #10 PRIORITY TRANSIT LANES - take a page from LA, and make on-street parking become a transit priority lane during morning & evening rush (7 - 10 AM) and (4 - 7 PM). Good opportunities include: Red River / Guadalupe / S. Congress / Dean Keaton - don't just wait for the city to provide transit-priority lanes, seek federal funding to build NEW LANES that are transit priority so that you are bringing something substantive to the table with the City. - work with City to build/set aside transit priority lane on William Cannon (to support #333) RAPID BUS - make the #20 a Rapid Bus - extend the 803 to Slaughter Lane CIRCULATORS - Create a "Tech Loop Circulator" by

combining the 392 & 142 routes into 1 route. - extend #5 to Oak Hill Park & Ride -- consider combining the #5 with the #970 to make a "SW Tech Loop" PARK & RIDES - Transform Park & Rides into mixed-use destinations with the support of a private partner. - Enforce FREE 1 hour parking + allow riders to validate parking with daily transit pass. - More clearly mark parking at Highland Park & Ride - Create parking garages / mixed use development at Lakeline Station. - try to swap Kramer Station land with Austin Energy to produce better Park & Ride / development potential
bus service closer to my home (south of SH45)
More bus stop options near Teri Lane/IH 35
Frequent bus service on Airport Blvd
Buses from tech ridge. Commuter on weekends
Bouldin
Frequent bus service in metric
Bus stop in round rock near 79
Need more trains through Austin especially along congress, barton springs, and along riverside to airport. Also need downtown circulator.
N/a
More buses
South austin
I would like to see more frequency MetroRail service on weekdays.
More buses to go to Leander and liberty hill
Downtown to downtown stops
More frequent service on s 1st and more frequency going east-west
Rail to manor
Subway developed
Na
More time schedule for train and buses
More reliability in general
More bike racks
More frequent locals from UT
More bus stops next to school
Bus service to far s austin
Rail system south of downtown
More stops on pond springs rd
Frequency
Downtown
Cheaper fares
Frequent service for 672.
Things are fine
More seats
Frequent bus service on McNeil Road
Exactly that on Manchus but more east west from downtown and south to east west
Frequent near 290
None
More different location buses from Manchaca rd

more late night train and bus service
Either bus-only lanes or expanded rail.
More frequent bus service all around, but starting with route #5.
These improvements would be helpful throughout Austin. I would really like to see a commuter rail that efficiently goes through the whole city.
Revised route for 100- Airport. It needs less stops on Riverside, but it needs a new stop on Guadalupe for all of us in West Campus (instead of hauling my suitcases by foot from San Jac!) Based on its current route, with its many stops in Riverside, it takes nearly an hour just to get to the airport. Instead, it should be an inviting alternative away from taxis (which are 20 minutes max). Please shorten the route, or else it's just going to stay as long and unencouraging to ride.
frequent bus service on Oltorf St and Riverside Dr
Frequent service on routes in East Austin along all major corridors (including more north-south options), straighten out bus routes (avoid 18 & 20 buses detouring into UT campus for example), transit only lanes on Drag, increased hours on Metrorail and lowering its fare or reinstating local fare zone-- when it costs \$7 round trip/ rider to go from MLK Station to Downtown, I will choose Uber
More trains in the morning. We can't fit.
More frequent bus service would make taking the bus far more reliable.
Later MetroRapid and Metrorail service on all nights. Later more reliable service downtown would really cut back on drunk driving which is epidemic in this city.
Metro rail that stops at UT, more bus options that go down to UT, and buses that circulate in Cedar Park.
Austin needs a comprehensive commuter rail system.
Rail from downtown to the airport! Higher capacity/frequency at peak hours for metro rail
An expanded rail service (I know, big surprise). Much better options to reach farther up north. More routes to northeast from south/central west. Safer stops in areas like Runberg ave, especially across from the HEB
Even one bus stop along Barton Hills Drive would be nice...
Frequent bus service from Manor Road to downtown
dedicated lanes running north-south more frequent 803 metro rail everywhere
Frequent bus service on Manchaca road, wifi on all flyer/express buses, neighborhood circulators in s Austin (78704&78745) and East Austin, dedicated Lane up Lamar
The 803 has terrible reliability. I've given up riding it. 801 is great.
Fewer stops on #10 route
Integrate Cap Metro with the school's bus systems. Use T-Money like they do in Korea.- Rob Birch 979-200-9415 Please call me if you need further explanation. https://www.reddit.com/r/Austin/comments/490u18/help_make_a_better_mass_transit_click_here/ I made that thread.
Restore 29 route that went through Zilker and Barton Hills
Mass rail service
frequent direct routes from north-central
Just run buses past 2 am
Light rail system for the city.
Frequent bus service on Lamar Blvd and on Gaudalupe. Late night service extended.
Streetcars tracks should be dug back up and service resumed. The car friendly era in Austin has been a colossal mistake.
Frequent bus service on Manor Road

better connection across 35 between Hancock/Hyde Park area and East Austin
Through Hyde Park to downtown
Bus lanes on Guadalupe
East Austin
Dedicated bus lanes in central Austin
Please, please, can we be a modern city and have light rail? Really safe separate bike lanes would also be good. Investing in more buses and congestion on the roadways does not interest anyone I know.
The 5 is always crowded in the morning, I would expect more frequent buses to alleviate the problem.
I'd like to see a comprehensive plan that focuses on getting commuters from the suburbs off the roads and on to trains. I'd like this plan to not be bloated by waste and over-reach, and I'd like this plan to actually solve the current issues the Austin Metro area is experiencing with traffic. Your plans to date are ridiculous, your service is bad, your reliability is nonexistent, and the cost is ridiculous. CapMetro is one of the major causes of Austin's traffic problems due to mismanagement and borderline criminal misuse of funds. It would be cheaper to buy all your riders a Prius than to fund CapMetro. Get it together.
Elevated rail line between airport, downtown, and UT campus. And dedicated bus lanes would do a lot to improve both transit times as well as slowing other traffic down at each stop, such as along Lamar/Burnet/Guadalupe.
Higher frequency of MetroRail during peak hours
A DIRECT SHUTTLE FROM TRAIN TO WORK LOCATION
bus service on Brodie and Slaughter lane
Add dedicated bus lanes. They are a PIA when they stop at pick up locations at intersections and block traffic on green lights that have to go into oncoming lane to get around (i.e. Woodrow). Also make MetroRail useful - I can't get to the closest stop (Airport/Lamar stop) because there is no where to park and too long to walk.
Any kind of service on Parmer road, from 35 to Mopac, and beyond.
Frequent bus/rail stops at NW Austin Park and Ride, and frequent DIRECT bus stops from UT Austin campus near Texas State History Museum that takes you directly to the bus stop that will take me back to NW Austin park and ride. Basically I don't want to have to worry about making a bunch of bus transfers between work and park and ride and vice versa. Every transfer increases chances of being late for work or getting back home on time.
Park & ride in far south Austin
Frequent bus service running east to west
I'd like to see light rail.
The rail line doesn't serve much of central Austin or south Austin, nor the airport. Train service on Sundays
I want a MetroRail stop at Hancock Plaza, IT WOULD MAKE SO MUCH SENSE!
More frequent 183, routes to Round Rock, late night service for North Austin
Rail service, down South Congress or South First, with stops at Ben White, and Southpark Meadows.
Better service coverage on the east side of town. most service that covers the east side still goes through downtown.
East/West routes in North Campus/Hyde Park
I'd love an additional stops closer to 35 downtown. My main downtown station is 4th/Lavaca, but my actual destination is 3rd/Brazos.
Lamar, Burnet, & Guadalupe corridors in the north, and Lamar, South 1st, South Congress, West Gate in the south. With East/west transits running 222, 45th/35th, North Loop, etc.

I want to be able to use a train without having to drive my car to the train station.
Shorter distance express routes (i.e. Travis Height to UT and so on). I can drive to UT in 7 minutes but it takes me 48 minutes on the bus. I would love to take the bus everyday but there is no way I can justify an extra 40 minutes each way. Most people don't need to go downtown and we don't live in the suburbs. All bus routes in this city stop in downtown and head to the suburbs but most of us don't need or want either of those destinations. It slows down the travel too much. Give us some shorter express buses that skip downtown but don't necessarily go to the suburbs. In other words express routes between major neighborhoods (Travis Heights, UT, Hyde Park, Central East, Enfield, Far West, Riverside). Those buses would be packed if they were frequent and direct. The UT shuttles are amazing for these purposes but of course only go to UT (and not my neighborhood for some reason).
Honestly, I think that several hubs where major lines stopped and allowed for transfers with local bus service looping from those would improve everything greatly.
ANY Bus service on loop 360
Lamar
Commuter rail to west, central, and north/northwest Austin.
More presence in Northeast Austin specifically in Harris Branch or along Parmer, 290 and 183 with routes that aren't once an hour.
Greater coverage of the Metro Rail service or having dedicated buslanes to get me into downtown/North Austin would make me significantly more likely to ride often.
Rail service that ran late enough to get home at night
Along I35.
There should be a route that circles downtown with connecting routes on the outside. It's a real pain getting connecting lines down town.
give up on buses. Having lived in Austin over 20 years and watched them pushed and fail all that time. The one rail line that was built is successful. More of that needs to be the primary agenda.
more frequent late night bus service leaving downtown area on weekends
More frequent service of local routes on Burnet Rd
I need a bus stop on 51st street. There's a major grocery on 51st... Why is there no bus stop here? I need a bus to run late into the evening to my home.
frequent/late bus service on the 4 line
Bus south of Slaughter on Manchaca Road
A circulator route around Downtown that goes in a loop from 2nd to 8th St. between Lamar and Red River would be amazing.
Later schedules for the MetroRail during the weekday.
expanded local route in Manor
N Lamar #1
Increase frequency of 803. Work on expanding bus only lanes along route. I would focus on rapid routes and making them more efficient... MetroRapid and MetroRail are the things making public transit viable in Austin. Expanding MetroRail is also a GREAT idea.
Please increase frequency of the 240. Having to wait 45 minutes for a bus at a peak riding time is ridiculous. Same with the 323.
Expanded rail to serve downtown and major hubs (airport, the Domain, etc). Bus only lanes through all of central Austin corridors.
Bus service to Slaughter and Brodie Ln.
I'd love a commuter bus that went from Manor to Austin in the mornings and from Austin to Manor in the afternoons during the weekend. Also would like to see another MetroRapid line for the eastside

neighborhood and around Riverside, maybe connecting the two ACC campuses. That would be really convenient.
So few bus routes to west side of the city (realize not your market)
More MetroRail stations! e.g. Hancock Center, East 7th St.
I'm retired so frequent use of the bus is really not an option for me. If I still worked then I would use Park & Ride if the bus ran close to my employer.
Frequent bus service near or on UT campus, MetroRail downtown
West side of downtown, and south near Zilker.
Public transport has to be an "all in" game. That's why it works in NY/Chi. Trains are great, but when you have one route its absolutely pointless.
More rapid service in NW Austin
Increased bus and rail options to major areas such as East 6th, South Congress, and Downtown
South Congress Transit Center & near Bel Air Lofts @ 4801 S Congress
Bus only lanes, especially on local roads such as Lamar, burnet, and south congress. Also express service straight to downtown and extending metro rail to sea holm. I would also like express bus service straight to downtown from the Howard station using the mopac express lanes.
Circulator in Airport/51 area
Local bus service in 183 area between HW29 and 1431 Rail service to Airport from existing Red Line More express service from Lakeline to Leander when train isn't running that far
more buses to SW Austin, like the 171 bus, but into more of the neighborhoods
Easier access in suburbs
Frequent bus service from Leander to downtown
The 171 needs more scheduled stops in the scenic brook neighborhood (morning and especially in the evening). And bring back the dillos at lunch hour.
I'd like the 803 extended to Slaughter. I currently drive 4 miles to Westgate to pick it up.
More train cars, more frequent departures, evening runs until midnight 7 days per week
frequent Metrorail west of Mopac and east of IH-35.
All over town. People won't ride of the busses don't run from where they live to where they need to go.
North Lamar at Braker, as Lamar goes from north Austin area all the way to downtown. Not enough focus is put in north Austin -- needs improvement.
MetroRapid bus services to the Arboretum area.
A more extensive MetroRail system that goes through central Austin rather than around it.
Airport times/routes. Even from oak knoll. Would love to use especially an express to airport from a park n ride
On all east/west routes, and going out to 2222/620 area
frequent bus service to and from downtown
Frequent service on 383 route AND sidewalks leading to bus stops on ANDERSON Mill Rd. Also need bench on south side and shelter front weather on both sides. Can't use stops now due to dangerous road conditions.
More trains, longer hours, more weekend hours, direct service from Anderson Mill to Downtown, bring back the Armadillos downtown
Downtown circulator; dedicated lanes from up north
Dedicated lanes on major south Austin roadways such as Lamar. Increased prevalence and frequency downtown and East Austin.
I'm eager to know if my express routes will be faster (more express-y!) with the Mopac improvements.

Frequent rail service to and from NW Austin to downtown. I decided to locate my office in NW to avoid traffic. Wanted to place in East Austin...
Later metro rail for lake line evenings
Frequency of service
Dedicated lanes on Burnet and Lamar
The 383 takes an hour for my commute from work to home. The rapidbus takes the same amount of time to get downtown from Pickle as the regular bus. How can that be? If I take the train to work, I have to drive to the train station and then take a shuttle... By the time I'm done, the 383 would be faster (buy only just).
Bus service along 620 from 183 to 2222
A downtown route, like the former Dillo
Downtown shuttle that would go down UT Drag area and West 6th
Expanded rail service to Georgetown, Airport, etc.
Two more bus routes in the morning and afternoon for route 111. A downtown circulator (dillo) would be fantastic.
Stop is too far from entrance at apartment complex- 311- burger hill dr
General route improvements between downtown, Lamar, and riverside (use multiple routes between the three, so unfortunately can't be too specific)
Service on hwy 71
More bike rail
Metro Rapid or Rail from Bastrop/Del Valle Area to Downtown Austin
connect 238 and 338 again so you don't have to ride 2 busses to get out of neighborhood
South Lamar to Downtown
Broader Metro rail options
Frequent bus service and need a bus route through faro dr
More Routes
More crosswalks and improved pedestrian infrastructure along South Lamar to access bus stops. More east to west service. How do I get to the east side from south Austin???
Express buses should make less stops and better bus stops waiting areas-including nice covered waiting areas like other routes get (example all the rapid bus stops are new and nice). We pay the most for express services but yet get the worst waiting uncovered areas and buses. For example, the 987 bus leaving Lavaca and heading to Leander @ 3:11 has a small bus which does not accommodate all the people who ride it, the college kids take up all the room on the bus. A bigger bus should be being used.
Open up 183, 360, 620, and finish 45
Bus lane along the drag (stretch of Guadalupe next to UT)
East / West connections can be really difficult on CapMetro. I'd love to see more frequent East / West service.
If one could dream, a bus lane only would be amazing. For now, I think limited stop service available would be great. Maybe offered at certain times of the day.
Connect Austin to Round Rock and the airport.
All over the city. Otherwise don't waste taxpayer money.
Metro rail stop at County Offices on Airport Blvd.
Another rail line, period. More frequent rail stops (or better-placed ones) in Central Austin.
Bring back the Dillo

More rail, separated from traffic preferably (underground or elevated) for speed. Needs to go to employer destinations and not just downtown for more riders (IBM, Dell, Samsung, Apple, etc.) Needs to be faster than driving. Need to connect to airport. Today I can drive downtown in less time than train from Kramer stop unless it's rush hour. Needs to run more often for recreation. I don't work downtown so I use rail on weekends for trips downtown. Service doesn't start early enough or end late enough. Kramer stop has no little housing nearby and isn't a park and ride, makes no sense. It's an industrial area and isn't very walkable yet pretty limited parking? Kramer isn't a "destination," figure out a way to make that rail stop more convenient for domain, an employment, entertainment and housing hub with parking. People aren't going to walk over a mile when they can drive.
I only want the dedicated bus lanes if they come from widening the street and including a bicycle lane.
Frequent service on Route 1 - more ride it than 801 because of cost
Faster and more frequent train service. It takes an hour to get from Leander to Downtown. Used to take train in other cities and the ride was about 30 mins for same mile distance.
Feeder lines running no less than every 15 minutes to link to major lines (i.e. Rte 1 or 3 or 350) which would also run every 10 to 15 minutes
Frequent bus service in Cedar Park on Lakeline Blvd.
east-west part of Route 320 north of the river
Go to Round Rock
Metro rail reaching south Austin/ more rail options. I feel Rapid takes as long as the regular routes sometime. More frequent regular buses on key routes such as 1, 10, 3, ect.
no response
Train from downtown to the Domain, and to airport.
Increased frequency on route 1.
More frequent MetroRail service to Leander and/or MetroRail service to Liberty Hill
Service along loop 360
More frequent bus service on Lamar/Guadalupe/Lavaca
Train service more often and longer hours. Train is over crowded and difficult to get on and off during rush hours.
transit lanes on all major corridors - UT Drag, S. Lamar, I-35. Buses need to get through congestion to be effective.
Faster service on the Lamar corridor. MORE BIKE RACKS. Easier, more understandable East/West Routes. Many More transfer locations with MUCH BETTER Coordination at them.
1. More often train schedules. 2. Late hour train service 3. More reliable bus service.
Higher frequency on the #37. Dedicated lanes on Guadalupe (north of downtown), Lamar (north and south), South Congress
Metrorail to run more frequently than once an hour during non-rush hour times...an extra train or 2 going North in the AM to Leander and going South in the PM back to downtown
More frequent trains with more bike racks including weekends
frequent bus service on South 1st/South Congress (both walkable for me); would love to see the downtown circulator come back, especially during events like SXSW
20 frequencies to 10 minutes or less. Straighten out the route and take the Red River diversions out to shave 5 minutes off a trip downtown.
east-west
1) Metrorail in from suburbs, buses connecting within a wheel shaped grid. If you increase transit coming into town, you reduce the entire car traffic in town.
Pick up further North, like liberty hill, tx

Dedicated bus lanes or availability of express lanes.
Frequent local bus service Central and Downtown. More Metro Rail service, locations and hours. Dedicated bus lanes so buses run faster and people are encouraged to take public transpo. Locally focused routes that circulate at all hours around the community. A downtown circulator to make dining, shopping and entertainment easy and fun.
Express or metrorail service from the Round Rock/Pflugerville/Hutto area. Express service from the Northeast that stops closer to the main part of the UT campus and travels down Guadalupe.
Westgate-Lamar area
Circulator on Congress Avenue--downtown to Oltorf.
243 should go up Mopac from the transit center to burnet rd and Mopac. Too many transfers to get to this area,Mopac and burnet rd
The metrorail from Lakeline and Howard is always packed in the mornings. There's barely room to stand. I would take it more often if there was a shuttle from the downtown station to work places downtown (700 Lavaca). It would be great if there was a rail directly from Round Rock.
Frequent bus service on both 7 & 300 during rushhour
Frequent bus service on Lamar between Oltorf and 45th street
Bus service for Buda Texas
Frequent service for local routes
Later service on Sunday evening. Night Owl service Sunday night.
Build out MetroRail - it's going to be expensive, but it's really the only way forward as congestion continues to get worse and worse in Austin.
Austin needs rail. Period. Buses will never cut it.
frequent bus service on Georgian Drive
Flyers or park and ride options from the Bee Cave/Lakeway area.
inner city core
Feeder/Circulator service between Scofield Farms (Parmer/Metric and Howard Station) or (Parmer/Metric and Kramer Station) so that I can leave the car at home entirely.
metro rapid service that goes into Pflugerville, currently I have to drive to Tech Ridge
frequent and faster bus service from Southpark Meadows to downtown Austin and back. Also metro rail from Buda to downtown.
Park and ride at Metro Rail Kramer and Justin/Lamar stations
Frequent bus service on MLK to Lamar
closer bus stop to my house & more frequent and faster service by my employer
More bus routes taking me closer to downtown (Congress / 3rd) instead of 'north' downtown like the Capital/University of Texas
Connections to round Rock, rest rooms, rapid and rail only pass and later rails.
MORE TRAINS! Stop putting it to a vote and just make it happen. As soon as there are good train routes, people will use them. It's the only way to ease congestion!!
Subway/rail like Boston NYC or DC.
Reliable bus service on Oltorf and Parker going downtown with a dedicated lane.
From the Dripping Springs area.
Everywhere. Buses should not be in traffic. Austin has poor roads that are overburdened with traffic all day long and the buses add to the congestion.
The bus comes too early or too late for me to get to work on time---need more frequent bus runs
More transit option on Berkman Rd.

Certain stops such as the HEB on the Hancock center do not have enough options to ride to and from. Perhaps converting stations such as these to transfer points with many options to and from would better serve a great number of people in a required task. Another useful feature would be real-time gps tracking. I would venture to say that students at UT could even take on the task providing an app interface and managing the data to find clogs at certain points and plan accordingly.
More frequency on all routes everyday including the weekend/holiday schedules and night owls
Frequency
A bus that makes a big square from first street downtown to 26th street going down Guadalupe and Red River.
More metro Rapids that go east to west
Neighborhoods and Downtown
Dedicated bus lanes along major North-South routes to downtown that allow buses to get me to my destination faster than if I were in a car.
Mueller commmunity
More trains around town. Downtown to UT to Mueller, Downtown to Arboretum and Domain, Downtown to Barton Creek
a route that travels the length of berkman. traffic has really increased here.
Frequent service to Mueller and through Mueller
Pflugerville Area
Bus get me home faster than using my car.
no
i would like the improvements to go towards comfort.
bus service returned to BOWIE HIGH SCHOOL
More bus blocks put on the routes I use and more routes that are easier to transfer and have a more direct route to where I'm going
Bus service on Parmer
More frequent service on East Braker.
express buses with limited stops for long distance travel, ex Leander to downtown Austin; shuttles providing connectios -train to MLK and shuttle to Lavaca or Capital.
frequent bus service between Burger center and downtown. Circulator route between downtown social service agencies, social security office, and clinics. Circulator routes in low income neighborhoods between public/low income housing, grocery stores, clinics, and schools
outside of autin, hutto, round rock, Pflugerville manor
Frequent bus service from South Congress Avenue to downtown THAT I CAN WALK TO FROM MY HOUSE. I have no desire to leave my house half an hour early to drive to Southpark Meadows to take a bus trip that is longer than me driving in gridlocked traffic.
Metro Rail Station/Stop in Round Rock.
I would to see a better way to connect to the lamar station from the east side.
Increased passenger capacity (a third rail car) and/or increased run times (every 20 mins)
more routines at more times
Larger train cars to hold the rapidly growing population that uses the train. Increased train service during the day to Leander.
Buda TX, no service
Dedicated lanes On Lamar and anywhere that it's trafficky without a curb cut
Frequency and l'd of driver

Cameron & east anderson
More Frequent bus from east to downtown, park and ride in east!!!!
The library on rosewood
Route 1, busses should come more often than 30 min
I'm actually very pleased
Frequent bus service for No. 6; Dedicated bus lanes on all major routes, particularly Downtown
small parking locations distributed around town
bus service to/from Hutto or Pflugerville to downtown Austin
Road improvement getting into Lakeline park and ride. One lane is not enough as Lakeline Blvd. narrows as it gets close to the turn to the park and ride. Getting out also takes too long. Need more lanes exiting the park and ride.
A stop from Manor/Elgin Express closer to 5501 Airport Blvd or Circulator/shuttle.
Dedicated bus lanes on major north-south roads where possible, especially South Congress, Lamar, South First More east-west routes 15 minute frequency on routes within the central core (bordered by Mopac, 35, 71, and 183)
after hours busses
we need a bus route on barton hills drive. There is no way for people who don't drive to get anywhere from here other than bikes/ride sharing. For the elderly it's a problem.
Frequent bus service on Enfield Road; ideally, restoration of ER route.
Better service/express service from suburbs/surrounding towns. Park and ride in Elgin. And bring back the downtown Dillo!!!!
My bus in the morning is always on time, but in the evenings frequently late by 10-20 minutes (on a 30-minute schedule). It is the No. 5 southbound. I recommend running every 15 minutes from 5-7 p.m. It would also be great to have more dedicated bus lanes (further north than 19th); the bus is often late due to heavy traffic north of 19th, where there is no dedicated bus lane.
More frequent service of the 5 on weekends...and visible stops with working lighting and limited foliage blocking visibility of stops.
Frequent bus service from Barton Springs Road, down Bee Caves to 360
I would like to see the rail service extended to Hays County
extend the current 990 route
Rapid bus routes on Berkman, 2222, and Manor. there need to be more routes that cut east-west and connect to the current rapid lines. Right now the rapid lines are the only buses reliable enough to get to a destination at a specific time.
Circulator/shuttle connecting Mueller with transit and downtown destinations
The rail needs to be improved everywhere, so it's hard to be specific. Seeing those two train cars roll up every morning is depressing. Any investment on MetroRail should focus on lengthening the trains / increasing the number of MetroRail seats.
Buses not leaving before the scheduled time. (I got to my bus stop at the time and the bus had already came and gone .)
Service to the extended Austin Metro area, specifically Round Rock and/Georgetown
buses servicing 360 loop.
Far west austin is extremely limited. Only two stops a day makes using the bus a pain (four points). Also, if the bus connected to more of Austin's suburbs it would become infinitely more useful.
more dedicated lanes shared with bicycles in the urban core
Implement the green line
need more east-west routes, both north and south of downtown

Bus service to North Austin eg Spicewood area Jewish community center
Service more areas of Downtown and surrounding neighborhoods
Dedicated public transit lanes on all highways, more bus stations in the Jollyville Rd & 360\Bull Creek neighborhoods, a metro rail in the arboretum or gateway neighborhoods, and local neighborhood buses per each Austin district/precinct.
Expand 238 route to previous coverage of westgate to south Lamar access.
Buses need to run later at night. Taking a bus downtown to dine or go to shows usually means we have to take a Lyft service home.
Frequent bus stops on Burnet Rd
Would love to see the 5 run every 15 minutes instead of every half hour, in the early a.m. hours in particular
I wish the 5 were much more frequent (@Bouldin & Monroe and Redd & Clawson, for me).
Frequent service on buses that are major but don't go downtown ie. 323, 320, 383
I don't have an answer for this since rarely take the bus.
frequent bus service on popular routes after midnight until 3 am
Frequent bus service into and out of downtown on several major arteries east, south, north, and west
I would like more frequent bus service and more stops along Anderson Mill Rd and in District 6.
frequent bus service on S. 5th, Lamar, S. 1st, Congress
Frequent, small neighborhood size buses on South Congress and South 1st.
Metro/urban rail should not just be for long distance commuters but should be accessible for destinations within the city and to the airport
Park and ride on I35 and Mopac; "circulator" bus for Cesar Chavez/6th St./downtown bar scene late night.
Bus service to the downtown train station. As it is, it's a one mile plus walk. Where are the Dillos?
#1 most important thing for me: an app with real-time bus information! Then I would know whether I could expect a bus to show up, or not. The unreliability is the entire reason I no longer ride the bus. I have to get my daughter from day care; I can't be 30 minutes late because your bus is 30 minutes late. EVER. I will use a different mode of transportation. However, if I could KNOW whether your bus was on time, on the computer at work or on my phone or whatever, then I would ride it. Many systems, including the buses in the bay area, have real-time information available. I really believe you could achieve this!
To arboretum, Brodie Lane shopping, Oak Hill
More stops in dt area
South Congress, South First,
frequent bus service on S. 1st St
I have never rode the rail or bus, but I plan on taking it more.
Express buses
I would like to see Austin go to a rail similar to the Dallas Metro Rail. When we are in Dallas we use this option a lot.
its good
a bus near mcneil and parmer
I would like to see more bus service at Scotland Well.
Later night service on #5 or #10 (i.e., night owl service closer to home), Bring back deals on stored-value cards (\$15 of rides for \$12), make bus rides cost-competitive with driving myself, later Airport Flyer availability (usually not available for later arrivals)

frequent rail lines, and more rail lines
More timing for metro rail, expanded service for metro rail to airport
More frequent MetroRail service.
Frequent bus svc on Lamar
More light rail. It really isn't that complicated. Just make smaller lines that go in more directions with a station downtown. You don't need these huge lines that go out into the suburbs. Take out the local traffic in Austin with neighborhood rail lines and then it will open the streets for the people driving in. If I could go from South Congress to downtown or Campus on a train in 15 minutes for 2.50 then I would do that every day.
No improvements necessary
More rail. Lots more rail and more feeders to that rail, like a real city where everyone doesn't live in center city.
More frequent trainings during peak hours, trains that run later and on weekends, and drains or go somewhere other than just north of the river
Frequent fast service on mlk to ut
Frequent bus and rail service on FM 969, with stop at Sendero Hills Pkwy. More weekend hours for MetroRail out to MLK
More frequent bus service at Lakeline station after 8am; rather than once per hour.
The connection between route 240 and 3 is poorly timed and the 240 is often late leading to long waits for the 3
More in town stops for the metro rail; park n ride for metro rail
frequent bus service on Manchaca Road, frequent bus service from Westgate Mall along Westgate, return the original 338 route from South Westgate to Hancock Center, stop charging more for the 103, bring the night owls to safe and well lit park and ride locations
More routes connecting West Campus to the rest of Austin, more frequent bus service on Lamar, and a route going down W 24th St, if possible. If a stop could be added to the 642 Shuttle at Leon/25th St, that would reach a lot of people who live below San Gabriel St.
Frequent bus service on Lamar and Guad
Metro service further down MLK
Wider availability in scheduling on the metro rail times/dates (7 days/week and earlier/later ride times)
more buses to Pflugerville and East/West Parmer
Metro Rapid along Airport Blvd stopping at UT and downtown. This would be helpful to east Hyde park, north loop, and mueller neighborhoods among others
Frequent bus service on Manor Road, 38 1/2 Street, Airport Blvd. Neighborhood circulator running all over Mueller neighborhood all the way to the two Mueller shopping centers.
To major events and destinations (central market, hospitals, downtown)
more #1 frequency during rush hour, more #3 frequency during rush hour
At least one more 127 flyer bus time both North and South bound. Better connections to downtown/ SoCo from William Canon A rail system that connects neighborhoods such as dove springs to downtown
MetroRail needs to run more frequently during peak hours, needs more than 2 cars to stop the overcrowding, and needs a larger station to accommodate ridership, larger route to service more than NW Austin, and more parking options for commuters at Park & Ride since the lot at Howard & Mopac is overcrowded
Faster service from Oak Hill to other bus hubs

More routes and accessibility in far East Austin, more frequent and longer hours for Metro Rail. Dedicated free parking at Metro Rail stations. Expanded Metro Rail lines.
Local route from Spicewood/183 to Metro rail stations in NW Austin
An efficient and useful public transportation system. Then I would use it whenever I go downtown.
Right now there are very limited options for getting into downtown Austin from the Steiner Ranch area, and this area is particularly congested during peak times. I would like to see either 1) Circulators/shuttles from Steiner Ranch to existing Park & Rides, 2) MetroRapid Commuter/Express routes from this area into downtown Austin, or 3) a Park & Ride in the Steiner Ranch area with MetroRapid Commuter/Express routes. Currently I have to either drive to Lakeline to catch the MetroRail, or drive to Triangle to catch the 801/803 into downtown. This is very cumbersome, does not alleviate the traffic in congested areas, and has a minimal effect on the environment. We can do better, Austin!
1. more frequent local bus service for routes that have less overlaps with other routes 2. more metrorapid from east to west. would prefer more allocation of funds to developing an east to west metro line instead of improving 801/803. 3. more metro rail (everywhere) 4. dedicating a lane (would be very beneficial on guadalupe, especially for bikers. right now the bike lane northbound on guadalupe is shared with the bus stops and i have almost gotten in accidents biking on guadalupe during busy times because of sharing the bike lane. Also- it would be nice if there were more buses that went from north to east through downtown. I often am dissuaded from using the bus to entertainment/ nightlife opportunities on the east end of downtown because there are no buses on guadalupe that drop off east of guadalupe downtown I have had a number of bad experiences riding the local 1/3/19 busses on guadalupe. there have been times the bus won't stop at a requested stop or stop to pick up someone trying to get on, they are never on-time, either late or early it seems...
express bus on 969 from 130 to downtown, or at least to MetroRail station bus stop at 969/Sendero Hills Pkwy (circulator or shuttle) to connect with other bus routes in area (323, 18, 37)
MetroRail more frequent and less crowded
From the st.johns neighborhood west to burnet rd or Lamar (like the current 320 route), from mueller area straight west to burnet, etc.
I would use Metro Rapid at Southpark if there was parking and it didn't take over an hour to get to a stop near work where I then must walk 7 blocks, and which is a trip that takes only 45 minutes by car.
I liked the ease of the dillo. I did have to park and ride to do it. I hated buses being taken out of my neighborhood. Tourism is up and parking is ridiculous. If people could get where they wanted to be easier, they would always choose a bus.
more bus routes on Loyola and Langston/Manor
Run the train longer on week nights, more frequently and all weekends all day
I would love to be able to ride to work but the buses don't run directly to where I need to go and there is no direct route. I would use a park and ride if it went to the warehouse area in N. Austin but closer to Rutland.
Busses every 15 min oak Hill park & ride
Increased feeder bus routes through east side neighborhoods inside 183 to rapid lines.
Place to park car and catch metro rapid near 290 and 183
Bus that bypasses traffic on Berkman
More creative ways to stow bikes and accommodate families, less homeless people free to intimidate women at stops and on the bus
a light rail that stops closer to my home. highland mall is too far to walk to
Manor Road to downtown

Buses tend to cause more congestion at times of high traffic and at times as driver it is risky to drive behind a bus on some 4 lane boulevards in town, like Willian Canoon, due to the abrupt stops and lack of bus lanes. Bus stops like those really put a strain on our infrastructure. But adding Bus lanes will more than likely add to the headache of rezoning some residential lots as easements must still be met. It may even force some people out of there homes, which is the last thing we would want to do. I don't know much about metrorail as the routes are not highly visible. I would have liked to see the proposition for urban rail pass. However, given the initial up front cost and the selection of the route to just below the lake on Riverside, I thought the proposal was only to help downtown residents. North Austin needs rail connection first. But Austin is much more spread out than your typical urban rail cities, and our rail routes need to accomodate this. I would also encourage CapMetro to explore the use of urban Gondolas in connecting downtown with South Austin near Zilker to help facilitate ACL parking and other event clusters.
Getting from northwest Austin to downtown and back. Being able to park
more frequent bus service from university hills to downtown
Downtown circulator shuttles!!!
Metro rapid with a time schedule
Rattan creek park,
Light rail should've gone to airport from downtown.
Metro Rail to Manor
Rail service from downtown station to airport.
Increased service in university hills. Also, not having buses stop to get back on schedule next to very busy intersections (2222 and burnet, for instance, Susquehanna and manor is another)
More frequent weekend service on 338. Go from 41st and Red River to Guadalupe and 26th without changing buses
Fully grade separated frequent service from north lamar down guadalupe then down into downtown then down south congress or south lamar
Service from Brodie and Slaughter
Parking for MetroRail Highland and Crestview stations.
Bus-only lanes on Guadalupe near UT so buses are not slowed down by rush-hour traffic. Express bus from Bastrop?
More frequent late bus on 20/37. Park & Ride at Highland Mall with pedestrian overpass to station. Expanded light rail.
Easier service to the airport and downtown from Manor and 183
cross town route on Braker every ten minutes
Closer to cedar pArk
I do not know to much yet about the Bus System in austin tx
Park & Ride to the airport. A "dillo" type bus that circles S Congress, downtown and S2st
More Service during peak hours on All busses 6-8am & 4-7pm
Light rail along major congestion/short parking supply corridors- i 35 corridor, Guadalupe/lamar, congress
Duval road needs bus service to/from downtown all day not just commuter hours
wherever it is mostly needed
MetroRail needs to run more frequently and for extended hours. The last train home is at 6:30, which is way too early. Also we're essentially stranded downtown during mid-day.
Metro access, better bus stops
Burnet, Lamar, Guadalupe, Congress

Na
Later service on 323
Too slow on weekends for 37
Wish the 320 were faster
Rest rooms
Downtown
Bus routes that go into neighborhood thoroughfares especially near Pond Springs Rd and Hunters Chase or service on McNeil Rd.
Dedicated lanes for MetroRapid and other key routes - making them practically rail lines.
Dedicated lanes in Downtown Austin I am retired and have plenty of time to take the bus.
Stop killing citizens with trains on streets. Monorail is cool, safe, and up there, out of the way. Efficient. Higher cost offset by lives saved. No Brainer.
Rapid transit or light rail from downtown Pflugerville to Tech Ridge or Austin.
More metro rail service on Saturday and Sunday.
Would be nice if there was somewhere to park at Kramer station. More than 2 cars per train at peak times.
Balcones woods
Transit to Pflugerville
There are many times I wish MetroRail ran during the daytime on weekends. More Express and Rapid routes.
It is too hot to walk very far so parking is very important in order to use bus or train. No public transit at all on Duval Road.
Frequent bus service on Manor Rd. (Route 20) I also used to ride the no. 1 to do errands, but now it is too slow and the 801 doesn't stop where I need it to do my errands.
Run more buses, more often East to West on Stassney, WmCanon and Slaughter.
Round Rock expansion. at least a park and ride somewhere close to Hwy. 79 connecting to downtown Austin
I would like CapMetro to begin using some of the rail lines they own and expand Metro Rail. Also, it would be convenient if the current Metro Rail stops had park and ride. I don't use the rail because the MLK stop has no parking, and it would take far too long to bus there first.
frequent bus service of the #5--currently lots of students ride it so it can be too full to get on by the time it reaches 45th @ speedway, or delayed
The Express buses should have priority over local buses on Guadalupe and Lavaca. You should also try to work with the city of Austin to reduce parking along Guadalupe in the UT corridor.
A park and ride at South Park Meadows, Westgate and Ben White, and Manchaca and Slaughter. Also, expand the parking at the South Congress Transit Center. Use eminent domain if businesses around these areas do not want to give up their parking.
Bus service connecting East Riverside with West Riverside, to popular destinations such as Barton Springs, Zilker park, all the way to Mopac. Bus service from East Riverside up to North Lamar without having to transfer.
more available stops in less serviced areas
Train is most important. Next is dedicated bus lanes. Then more metro rapid lines to more destinations. Then finally more frequent local service to more destinations.
rail parallel to major congested roadways into and out of city centers
more frequent bus service along Burnet...service that does not stop and sit for 10-15 minutes
24 hour service to airport

Further into south austin
Faster express bus service from Domain to Slaughter Faster bus service from Domain to Far West Faster bus service from SW Austin to Far West
More parking at Kramer Lane Metrorail station and more trains. Seriously, it is getting to the point where riders are being turned away.
More Rail options
The 801 is expensive, and the stops are too distant from my home to be useful. The 1 should run far more often - it's overcrowded and awful in the morning.
Frequent service on North lamar
MetroRapid connecting Mueller, UT and downtown
More frequent bus service on Lamar Blvd.
easier access from Duval and 51st/45th to Guadalupe
Loyola and MLK at Sendero Hills
Frequent bus service on Burnet Road, frequent bus service on Lamar, More bus stops downtown, more bus routes at night from the north side of town to the south part of town.
MetroRail expansion to serve a larger area
MetroRapid Stop at Wheatsville
UT to North Austin
metro rail stations need park and ride. it's ridiculous there is no dedicated parking (with threats of towing) at the current stops.
East to west rail
I'd like to see buses running through the Mueller neighborhood, not just on the fringe. Specifically, up and down Berkman Drive.
Frequent bus service on Manchaca Rd. Direct service to the office buildings off Via Fortuna (moac and 360)
Route that goes from north (Guadalupe) through central downtown (street other than Guadalupe/Lavaca) for better access to south campus
Rapid bus to Manchaca/Slaughter, with Park & Ride
The train actually going to the Leander station, every time we plan to ride it stops at the lakeline station and we have to drive from there. Seems so silly when the Leander station is there but the metro never runs though on the times we would actually use it. (Weekends!!!)
Perhaps it's time to truly focus on a well rounded light rail system, one that reaches out east and west instead of meandering north. I know the city keeps dropping the ball on it, and there's an insane amount of red tape, but if we could even get light rail going in a different cardinal direction, I think it would improve transportation options for the whole city.
Rapid high frequency with dedicated lanes connecting from Tech Ridge to Howard station. Also add more stations for 801 further north. Last stop before Tech Ridge P&R is too far south; it should have one more stop before turning east to better serve Wells Branch and other points further north -- that area has to funnel east to Tech Ridge to access Rapid which defeats the purpose of staying central on rapid corridor.
South austin
More frequent routes through Eas Austin. Same frequency on Sundays as other days.
More routes on rr620
Please end MetroRail. It is too expensive and serves a small proportion of riders. You should bring back the old Routes 1-L and 1-M and run them on the old timetables. It is a shame you did away with those routes when you said you would not alter them at your community forums.

Downtown only shuttles.
More frequent train's and more parking at stations.
Connections in service to Pflugerville
For selfish reasons I would like to see the 300 route extended further south either along congress or south first.
Neighborhood service in Oak Hill area
Extended Sunday night for 20s or night owls all week
Downtown free loop. To the airport from the south side.
More times for MetroRail. I would ride the train every day if I could use it after work. I also would love a MetroRail stop closer to the UT campus so that I could ride the train to school.
More train lines.
Any bus service, perhaps hourly at first, in the Zilker or Barton Hills neighborhoods. Somewhere off of Robert E Lee.
Bus service from southwest parkway/William cannon area to MetroRail at commuting hours.
i would ride rail with my bike if it went to ut & and ran every 10 min
More rail'
We have no bus routes that come close to my house. I live between andersonmill and mcneil road. No bus routes. I would take the bus to work everyday if it ran through my neighborhood. I have lived in 4 cities , this city has the worst transit system of all of them.
More rail service throughout Austin that continues to run into the night for people who don't 9-5
Service down bee caves road. A ton of people use that corador to get to down town. public transit or rail running east west there could by sect the city and get a lot of cars off the road.
Frequent bus service along South and North Lamar. More east west options throughout city. More grid patterns to buses are easier to figure out.
Metrorapid that runs east-west so you can get to the 801/803 from other points in the city. MetroRail needs to stop AT the University.
Better non-shuttle service (lines 19 and 21/22) on Friday and Saturday evenings. Some people stay late to work on campus!
Lakeway and along hwy 620 has ridiculous lack of bus for this major suburban area and terrible traffic into Austin. Very poor ability to park along MANY bus routes--either at their terminus or along the way---the lack of parking at Domain and along 803 route is example.
A MetroRapid stop btw Hyde Park & UT/Dean Keeton
Frequent bus service on hwy 290 east
More buses that cross town east to west on 45th or 2222 or Lamar
Bypassing traffic on 35 and 183. Train routes to major intersections that run from south to north.
Downtown to Kyle route via Metro Rail
MetroRail to South and West Austin spots MetroRapid routes East
It would be great if route 17 drove both east and west on my side of Bolm. It takes an extra 15 minutes because I have to ride the wrong direction before it loops around.
Frequent train routs and expanding the trains farther south.
Train service every day of the week, all day.
Anywhere south! Everywhere south.
Frequent bus service on South Lamar; circulator shuttle to get across downtown faster
Commuter parking at Crestview rail station. (Dream: more rail routes to more places)

I would just like your trains to run from the suburbs into downtown on weekend days. I would ride it every weekend if you had this! It does me no good when you run trains only in the weekend evenings.
Rail service downtown via 183
South 1st, Slaughter Lane downtown.
Park and Ride available at Kramer Station for the MetroRail. MetroRail service that occurs more frequently, with more trains, and extended hours. We are a top 10 city in the US. We have one line, with two puny cars, people crammed like sardines, and the service only runs through 6:30 PM on weekdays?? C'mon Austin. I'd love to use this service, and just can't because it is so so limited. Parking at Kramer is never available.
Transit helps shape economic development. Your most frequently used routes are such because businesses want to be where infrastructure is. Go ahead and run a few more bus lines east / west, and lobby for a train track along Cesar Chavez. The people across the highway don't bite!
Higher frequencies outside the downtown core. Bus lanes for 801 & 803 so the Rapids could actually be BRT. Downtown and UT circulators.
More bus service on Bus 1
Sunday/late night rail during SXSW and ACL festivals
I would like to take one bus from 4407 Red River to 2105 Payne Ave instead of transferring
rapid transit going to Wheatsville on Guadalupe.
More frequency on Route 1. The 801 Rapid line is great if you're going far, but we still need local service.
In city limits
Frequent bus service on #10 and #3 (every 15 minutes). South central night owl extended from William Cannon to Slaughter Lane. Dedicated bus lane on the Drag and other major corridors. Not having dedicated lanes defeats the point of MetroRapid.
I would like to see you get buses off of Guadalupe. It makes absolutely no sense to have most of your major routes go down that incredibly busy street. The #5 bus is the most unreliable bus to traverse this city and when you schedule 1 every 15 minutes that is NO help. I have waited through 3 of those posted times on many many occasions. But what course of action do I have when the only other cross town bus has the exact same schedule. The 3 and 5 are mirrors of each other and that is not efficient. I am lucky that I have a bike to help me out when it gets later and later and getting to work on time is threatened. A lot of people do not have the luxury.
More stops in new Mueller areas
I don't know which is the best option. Americans like their cars. Especially Texans.
A way to get from South Congress area to the metro rail station downtown. And, a shuttle service from the Kramer metro rail station to the domain.
2222/620/Anderson Mill area
I love going down town and it is wonderful there is a bus near my house to take me there. The only problem is there is not always a bus to get me back at night
Frequent bus service in North Austin, transfers from central lines are difficult
Downtown Austin Shuttle
Bus only lanes on busy roads with heavy congestion) Lamar, Guadalupe, etc)
Expansion of service to Round Rock - Express lanes via 183/MoPac; Metro Rail to Airport, other Austin destinations
All areas of Austin are in major need of reliable metro services. Looking at other cities equal are larger size, there are multiple metro options for travelers across the city. Austin has much to do. The dedicated lanes in the downtown area help, but more expansion needs to be done through the city.

I would love to see Metrorail service expanded so it was actually a viable way to get around town, not just to one suburb.
Downtown shuttle late night for bar hoppers (goes in a loop from East Side 6th St, Rainey St, Downtown 6th, Warehouse, West Sixth), buses and rail service that run past 2am EVERY Weekend
Frequent bus service in Northeast Austin
No rails... that seems to cause more traffic and are very inflexible. There should be more buses since they are flexible, routes can change, and it's a good way to test new routes to see if there is a demand or not. For example, there should be more buses from downtown/UT area to the airport. This can be tested for a period of time, and if there is a lot of riders, then, it can become permanent route. Or.. it can be fine tuned.
I would like MetroRail to operate later, especially Friday and Sat nights. I would like it if the Night Owl routes used the Rapid buses.
more rail service that allowed it to be possible to travel the city by train, sunday light rail service, later service on weekday evenings to allow travel home from work (last train leaves to early for my husband to catch it home from far north Austin), later night service on weekends to allow lightrail to be a safe alternative to driving
metro rail lines that serve more area of the city, run on Sundays, and run later in the evening every day.
Rail to major areas of the city instead of to areas outside of the city where no one lives or wants to go
Frequent circulator/shuttle service from Mueller and Cherrywood neighborhoods to MLK train station.
Urban rail with a backbone of Guadalupe/Lamar.
Dedicated bus lanes on all MetroRapid lines, ability to pay before you get on the bus
Metro rail ran longer on the weekend.
Another rail line!
More space for bikes. That last mile traveled is the biggest challenge, next to traffic. Get people off the roads and on trains. STOP expanding highways! It doesn't help.
More 333 service
More park & ride options, expanded rail service!
Extend MetroRail to be later in the day on weekdays, not everyone can leave the office in time to be on that 6:30 PM train leaving downtown.
More frequent buses on Manchaca Road, more reliable service for express buses such as the 103.
Metro rails from outlying cities like Bastrop, Manor, and Kyle could significantly reduce the traffic loads on 71, 290, and 35. Toll roads do nothing more than sit there while the rest are still almost too congested to use. Give the commuters a better set of options.
I'd like a MetroRail line that would run somewhere up and down the Guadalupe area, connecting my neighborhood (North Loop/Hyde Park area) with the area where I work (Campus) along with entertainment district (Downtown). This line should be fast, frequent, clean, and also RUN LATE NIGHT (as in AFTER 2 a.m.), it should also provide real-time information at all stops on when the next train is coming and most importantly (to me) is there should be ample bike storage so that more than 2 to 3 cyclists can use the service at a time.
At least minimal service to many areas of the community that do not have any transit services...they are too many to mention here.
Direct route from Domain to airport / better/more direct and frequent airport service And/or extension of train from downtown stop to airport
Frequent bus service on 360 up Great Hills to get to Trader Joe's or Heb. Walking feels dangerous. Also maybe buses to the trail on Spicewood for the same reason. Moving to Eanes neighborhood, so would be nice to have buses run to HEB there too.

Trains everywhere
More buses out closer to manor, Rail station near manor. Austin along 290 is growing and bus stops are few.
Metro rail needs more trains and better weekend schedules.
Bus lanes to bypass traffic.
Pflugerville/Round Rock rail and bus options! More and more people are living out here because it's too expensive to live closer to downtown. I work in Round Rock now and I'd even take the bus from Pflugerville to Round Rock if I could!
More metro line options around city core
Metro Rapid - main corridors and outlying corridors, 183, HWY71, etc. Not all people work downtown. I work close off Burleson and live off Braker. I can't spend several hours going back and forth on a bus each day. Need rapid service to outer rim of city. Commuter Rail from outlying cities would be great but voters are resistant. Commuter rail should not be to only downtown.
Stick closer to scheduled times
More buses
I would love to see Metro/commuter rail expanded all over the city. If we had a rail system that would connect my South Austin neighborhood to downtown and help me get across town to North Austin (183/MoPac/Burnet/Lamar/I-35), I would ride it all the time.
More frequent rail service from North Austin to downtown
The 1, 10, and 30 have bad wait times. I will literally watch the 3 or the 6 pass like 4 times waiting on the bus. Also, the rapid was a bad idea, most people who rely on the bus system are poor. It was better when it was the 11 1m.
MetroRail connecting Ben White to UT Austin
Later running trains Increased Train capacity or at least increased frequency of train
Major riverside transit route that gets near the capital
Dedicated lane down Lamar
Down town
Frequent bus service on Manchaca Road (Bus 3) Rapid route to Lakeline
Light rail service down guadelupe through downtown to the airport
Downtown Shuttles 803 bus stop at 30th
More stops/expanding the Metro rail would be amazing
I would like to see a MetroRail station at Manchaca and Ben White or Stassney.
NA
North Austin basically has no options on nights and weekends. To get from Arboretum to downtown takes an hour, and the bus hardly ever comes. I can never use Capital Metro on the weekend or at night.
Connecting neighborhoods to popular late night destinations and then running frequently late into the night ie manor road, e 6th, Caesar Chavez, Rainey street, Hyde park, north loop, etc Connecting neighborhoods to popular parks/destinations i.e. Zilker, Barton springs, greenbelt, downtown, etc
More service options for West Parmer and Northwest Austin area
There needs to be more frequent service in and out of downtown. The service hours need to extend for many more routes and extended times in order to prevent drinking and driving.
Designated bus parking at bus stops to alleviate traffic caused by cars backed up behind parked bus, that is if any traffic caused by this event actually creates more traffic on major routes like Lamar or Burnet

If the 5 bus came every 15 min instead of every half hour, and was timely or had realtime ETA signs at the stop, my whole household would use it everyday.
Bus service west of 360 on 2222. Rail line along Mopac.
Bus stops south of slaughter lane east of highway 35
I live 2 blocks from south lamar yet I have to walk nearly a mile to an 803 stop. I don't blame other people in the neighborhood for not taking the bus, it is a long walk. A small bus running through the neighborhood would help. Years ago there was route29. Also we are so close to shopping but again walking to the bus stop is an issue as well as paying 3 dollars for a short trip. Of course people drive. I would use the bus more for short trips if it cost less.
Outlying cities and neighborhoods are frequently ignored and have poor connections which forces commuters to drive, which creates more congestion. MetroRapid and train service would help the traffic problem.
Link Neighborhoods east of 35 along Parmer better to a metro rail Provide better connections for people outside of Austin to commute in/out.
Some form of shuttle service from Lakeline Station to 9400 Amberglen Blvd business Park. I would ride the red line from Plaza Saltillo to Lakeline even if it still took 1hr. I just don't have a way to get from the Lakeline Station to the office. I would also be willing to park a car and pay for a spot at Lakeline Station so I could drive from the station to work.
Metro rail in south Austin (on existing railway running parallel between manchaca rd and 1st st. Connecting to downtown and continuing to major employers and campuses in north Austin
It would be great if there were a faster way to get from one end of 183, MoPac and I-35 to the other without stopping more than a couple of times in-between and without being stuck in traffic.
A place to park and then ride, like m station is nearby but nowhere to park.
Frequent bus service on Braker Lane and also on Dessau/Cameron Road. Train service expansion. In general, buses and trains that ran more frequently and later in evening.
A train to pflugerville or a metro rapid that connects up here.
Metro rail anywhere in town that isn't way up north to downtown and back again. We desperately need rail in other parts of town.
austin's colony
More Park and Ride rail stations.
I'd like to see metro rail expanded to go to the airport. Up and down Lamar, to round rock, maybe even the 78744/78745 area so that they have other routes to the city. Traffic through the city will get worse, unless public transportation is expanded. Enough with the highway building!
Faster urban rail from northern Austin to central.
We need buses that connect us to the Lakeline train. There's no reason for there not to be a route on El Salido. Better partnerships with the northwest burbs (like metronorth in NY & CT) make all the difference. It stinks that we live less than a half mile over Austin City Limits and we might as well be a world away. I'm disabled and don't drive so I really only have the choice to uber or take a cab to lakeline. If there was some kind of access-a-ride or a busline within a short walk or ride, I'd definitely come into the city proper more.
Metro rail connecting major points from north to south and east and west, maybe with a line exchange downtown. I live 3 miles from downtown, I'd love to bike to a train station and ride to NW Austin to avoid having to sit in traffic.
fast service to Braker & 183
Frequent bus service on Airport Blvd. several East to West route between Airport Blvd and Mopac in central east Austin.
Bus from downtown Metro rail to Congress and 9th area.

Improved reliability and frequency of the 803
More buses routes. Specially west austin
Frequent service on Lamar & Burnet routes, expanded routes to under-served (& un-served) parts of town.
More parking near Hughes
More Frequent Bus Service to Barton Creek Mall
More frequent stops at wheatsville food coop. Add a dedicated parking lot and a secure bike locker to the Crestview MetroRail station. Somehow be able to take a bus from my house in the early evening to the Crestview MetroRail station and take the train downtown, then return home in reverse after midnight.
Train service to the South and East part of the city
Rail service that is more complete. I would use rail if it went more places.
If the trains ran north from down town later and if the train had better and later hours that would help me tremendously
Faster route from Mueller to downtown.
More reliable bus service for Route 20, especially on Manor Road
Later service on congress please!! Specifically the 801 rapid. Also more safety at bus stops, I rarely feel safe at congress and Oltorf.
Rail options along heavily traveled corridors.
At a minimum, commuter rail from south (especially south-east), connecting to the existing train line.
It would be great to have an 'express' metro rail line that starts at leander and only makes half the stops downtown and then does the same thing at night when headed north. The rail is great in general but the express would really make it awesome!!
rail option that do not impede car traffic (elevated) and access to more areas eg Domain, Arboretum, Barton springs Mall/Lakeline mall, UT, Mueller, etc
More frequent service on 20 and 320. A more direct, faster route to Barton Springs from east campus area.
bus service from west to east and vice versa around the 45th and 51st streets?
Dedicated bus lanes and/or rail up Guad/Lamar. Sufficient Park/Ride facilities in NW Austin. Better express bus connectivity at Howard Station.
quicker route from N. to S. Austin
Frequent bus service on the 990 Manor/Elgin
More frequent service on #37. Extend service on #37 later into the evening.
Buses and trains start earlier and finish later.
Increase bus routes to East Austin with less circuitous routes
More routes from far South Austin into Downtown and Beyond
801 service every 15 minutes all day. Obviously rail everywhere would be fantastic. Bring back the Dillo! At least east to west service (use 6th and 7th. West Ave to the CP Austin Junction station.).
Trains that run longer hours in the day and a train to the airport!
Frequent bus service along Duval Rd that extends into downtown Austin. More late-night bus options (running after 12 am).
Buses every 15 minutes on SATURDAYS and SUNDAYS when all the service people who Ride the bus use it. Neighborhood routes into West gate/Brodie as there's not much that services that area.
MetroRail into South Austin. I love the metro app site, and the real time bus info on the App.
I would like to see a park and ride at F.M 973 and Hwy 71 and have a express bus for downtown
I dont know

I would like to see service to Buda, and more frequent service on local buses that operate on major corridors, as well as transit priority lanes on Guadalupe (on the U T campus) as well as on Congress, Burnet, North Lamar and South Lamar.
A more developed train system that doesn't stop traffic and allows passengers to enjoy all points of Austin (south Lamar, North Lamar, south Congress, Burnet Rd, Research Blvd, etc.)
Bus Services to outlying areas of Austin (West)
Mueller neighborhood shuttle (van sized) connecting to express route to the airport
Specifically would like to see a Metro Rail stop at/near Hancock Center.
An 801 stop at Sheraton and South Congress. Later service on Sunday night.
A train stop on Rosewood and Chestnut, and a train stop that takes riders into the Domain shopping center. If you want people to ride go places that people go to do real life things, like shop and see music on 6th. The rosewood neighborhood feeds a growing community who would take the train to town, to events, and to Domain.
Frequent bus service on Riverside with better lighting.
I wish someone would plan a CENTRAL rail line that does something parallel to Lamar from 183 to 71 with branches out east and west. This city is so small it should be accessible without a car. The talk of having the rail go to the airport, which is already wonderfully accessible and easy to get to, sounded wasteful. It would be nice to go through town without driving or being stuck in traffic on a bus. I would also like to be able to miss a bus going between Cherrywood and UT Campus without having to wait over half an hour for the next. That's a crazy commute time for the distance.
More MetroRapid routes, at least 2 more N&S and at least 3 E&W. Combined with the Neighborhood circulator/shuttles.
Rail on Guadalupe-Lamar
The MetroRail should be expanded greatly, including local service. Especially for areas in south and east Austin. We are among the largest cities in the US now and still don't have adequate rail service. It's unacceptable.
Rail service on north west and north central, by MoPac, Anderson and Burnet
rail service on riverside, to the airport. rail service to jollyville. reliable, frequent bus service to the domain.
Manor Texas, I like the bus But, no weekend service or train! come on the rail is right there and the town is growing. Also only have 2 options in the evenings & AM. It is always packed now, need the huge bus out there
more built out train system, double rails, routes that went south, east, and west
Trains everywhere!
Would like better times for Lakeline Station to downtown. Coming downtown ends too early!
I'd like to see more stops on the Rail. I'd like to see a proper east/west route (like the 'dillo). I'd like to see dedicated lanes for more fluid public transit traffic.
Finish the double tracks so that way Trains can run with more frequency/not stopped by other train issues in the opposite direction
Increased service on Lamar and Burnet.
Places to park at train stations; trains need to run earlier and later hours
MetroRail Station at Hancock Center; more frequent bus service for 392 Braker (east and west); better timed 392 Braker service (east and west) re Kramer MetroRail Station; extend 338 service on 45th St from Airport to Burnet Rd (to better connect with 3 Burnet Rd) OR have 3 Burnet Rd run every 15 minutes; more downtown circulators to transport from Lavaca/Guad stops eastward
More MetroRail service from Lakeline Station, especially on the weekend.

Park and ride at the Kramer Train Station. More designated parking at Metro Rapid Stops
More cars and faster service for metro rail & it's too expensive compared to other cities
Express buses or trains from Austin to San Marcos. Neighborhood circulator in South Austin along South 1st, Congress and Lamar.
Increase frequency in N-S buses that aren't on Congress (S 1st or Manchaca or Westgate) What about adding metro rail to parts of town that don't already have Park and Rides and Long distance buses - what a joke adding it to North West Austin where some of the best distance bus lines already existed. It feels like Cap Metro has no idea that South (east, central and west) austin exists
I recently moved to an area with almost no bus service within 2 miles. I would like to see more park and rides with express buses.
Frequent bus service of route 383, Route 383 linking up better with other routes at the North Lamar Transit Center (no matter what time I get there in the evening off work I always have to wait 30 minutes at the transit center for the 383, making my commute home 2 hours via bus versus 40 minutes via car).
Better scheduling between trains and Rapids, Add a Metro Rail 465 stop at Manor and Alexander (the Manor 20 and the 465 do not connect in time at the Dancy stop). Improved safety at the Manor Road and Rogge stops - too many dealers and prostitutes still hang at those 4 stops. Needs to be watched and under surveillance.
more frequent downtown circulation routes - easy to pick up at major downtown stops that circulate around east/west 6th and surrounding destination neighborhoods for shopping / entertainment / tourism / people who work downtown - difficult to get from west 6th to east 6th
More direct routes to the Austin Community College System, more routes deeper into Southeast Austin, (for example, one cannot take the bus to Texas Parks and Wildlife HQ or any of the many Biotech employers between I-35 and the airport). Expansion west of Mopac.
Webberville, bus to Austin Colony/UT
More routes in East Austin toward larger hubs/downtown. More modes of transit to use, trains/trams in and around downtown.
There is not a great route from NW (Pavillion, Domain, etc.) to Mueller Buses are often late/unreliable - multiple incidents of buses breaking down, arriving late, or a specific scheduled departure not happening at all.
More MetroRapid lines
Better designed grid Bus system. A metrorail that runs past 7:30 PM on weekdays so commuters can depend on it. Also a rail that runs on Sunday, a day when a good majority of people who don't work can use the public transportation system they pay for. If the metrorail ran more frequently I believe more people would use it. Possibly set up a commuter train that runs the first 5 or 6 stops from downtown every fifteen minutes and a connecting train after those.
Much more frequent 801, 1 and 803, especially during morning/afternoon rush hours.
Light rail to Circle C.
Having real time information at stops, letting you know when a bus will arrive, would be great.
More rail lines that go south of the river! Why is it that non Austin residents and non Austin tax payers have had a rail line for nearly 8 years and the only proposal to service south of the river didn't go near any major south Austin population centers or went more than a lime south of the goddamn river!!!
Frequent bus service between downtown metro rail stop and UT. More stops on metro rail.
There seriously need to be a better rail system in Austin we're past the point of debating the routes into oblivion and something just needs to be built and should have been years ago. The north Lamar/Guadalupe corridor should have had rail implemented many years ago. The current density in that area makes this sort of construction extremely difficult, yet that same density contributes to the

congestion and the central location would allow that rail line to feed other lines extending across the city. This is probably a 'better late than never' situation.
Rapid service to Oak Hill area
more frequent buses from Airport to downtown.
Better/Faster service to North Austin, Better/Faster service to Downtown,
express commuter bus routes between the capital and Circle-C or Slaughter/Mopac
A bus route from Lakeline or Wells Branch rail station to the Parmer/McNeil area
Mueller circulator or light rail stop
Duval, and more east-west services available on 38th
Build more rail! The Green Line--and something north/south!
A comprehensive rail system that was easier to understand than bus service and that connected the entire city
Better east/west service, more reliable bus times, faster commutes, easier routes
Mueller district to East Austin and South Congress
Improvements to existing rail line. I moved where I did because of the access to it.
More service on MLK & springdale to more downtown/soco destinations. As well as being able to go from mlk/springdale to north austin (with fewer transfers).
Light rail in Mueller
More Rail service
Bus service on Manchaca south of Slaughter.
More frequent service to areas north of 183 and south of Riverside Dr.
A bus on Bee Caves Rd. that go West of Walsh Tarlton Lane. If you live West of Walsh Tarlton there is no public transportation whatsoever.
Frequent bus service downtown and with later hours
More frequent busses during peak hours (morning/afternoon rush hour) on route twenty
Bring back zone fairs on the metro rail. It's crazy to pay that much to go two stops
Frequent bus service east to west as well as north and south. Connections to commuter cities/round rock and Pflugerville
Park and ride for the new Mopac lanes to ease Mopac congestion. Metrorail!!! Anywhere but hopefully grade separated through downtown.
More park and ride options.
Metro rail with more stops/routes to get from north east Austin to downtown and south Austin
Express commuter busses running from Lakeline mall area to downtown via 183 and/or 620>2222. Transfer hub close to downtown with access to major north/south local bus lines. Express rush hour bus only lanes in certain areas like approach to Lincoln tunnel in NJ.
More rail lines that access more of the city since the rail already isn't affected by traffic this seems much better than more road construction or sacrificing existing traffic lanes for buses. The rail needs to go further south and should go through popular areas like the UT campus and the Domain.
Busses need to be safer. I've been in 4 accidents on board, sustaining injuries on 2 of them. They wouldn't have occurred if there were some type of safety restraint available.
MetroRail from south austin to downtown and to 183/290...really everywhere like a subway system
More rail service all throughout Austin
improved east/west service
More MertoRapid and MetroRail routes.
Train to my neighborhood that go downtown, the airport, other obvious major destinations

Display at stops showing the next bus arrival time
Metro rail connecting neighborhoods with main destinations (UT, Downtown, Airport, etc) such as in other urban areas, comprehensive public transportation that runs more than hourly
More frequent MetroRail trains, trains running later at night, bus service to more areas of the Austin metro area
Express lanes + express bus lines! Mopac is a disaster and I'm dubious that the toll lanes will help. The bus is slow and traffic is bad so why would I take an extra hour to get home from work?
I used to take the train to downtown on Friday nights; however it seems crazy to me that I couldn't take it back home unless I returned before 11 pm! Then I couldn't use it to go downtown on weekend days because it didn't run until the afternoon. It is the most asinine schedule imaginable for anyone but 9-5 commuters.
Metro Rail running south to north. Create a park and ride in Southpark Meadows.
the 1 bus
Frequent bus service (<10 min headways during morning/evening rush hour) on all major corridors. Make MetroRapid truly "rapid" by giving buses dedicated lanes along their entire route. East-west connector route following Ben White from Sunset Valley to ABIA. Replace single highest-ridership bus route with urban rail in dedicated ROW.
More/faster direct routes from the east side to south and north locations
Frequent bus service from northwest Austin to Northeast and East Austin
I would ride the bus to work but service seems very limited to Spyglass Rd/Barton Skyway & Mopac
i'd like to see a major subway system for future generations
More late night service, more reliable
More frequent local bus service on route 5!
More frequent WM CN to downtown. Bus's more reliable on time. Show up ect
Commuter rail service along existing line south of downtown.
Service to and from way South Austin.
More late night buses running downtown to/from central neighborhoods. A downtown circulator/shuttle that runs frequently late night. I live 3 miles from downtown and there's no reason why I should have to rely on cars, but bus service is insufficient.
Buses increase traffic and serve too few. there could be a service that was more reliable and direct for commuters, like commuter trains.
Bus routes connecting metro rail to Bee Caves, or rail service from Kramer station to Zilker Park area, allow dogs on public transit
Night Owl on Riverside and Montopolis
More frequent routes in major areas. Such as downtown connections.
Cameron rd to south 1st
example of why I don't ride much...recently I needed to regularly get to a destination that was 4.8 miles from my home. By my vehicle -15 minutes, by bicycle 25 minutes...by 3 connecting routes including a stop at a transfer center??? 1 hour 45 minutes- plus a walk half a mile...Walking is faster!!! in that case.
A park and ride for the Kramer station.
Frequent buses in North and/or West Austin around 360, 183 area
Later bus service from Downtown to South Austin.
Get some service in Harris Branch. We CANNOT park at Applied Materials because we are not employees.
Rail from airport to downtown
Would love to have a train south of the river

I would like the MetroRail to go further than the downtown station.
Light rail and dedicated bus lanes or trolley lanes.
H
I usually rideshare to Davis and Mopac, it's expensive and sucks. I would totally take the bus if it went down there, from the University or Downtown, quickly and directly. Also, I use the 21/22 and in general a complaint I have is that bus service is confusingly slow. Routes don't necessarily need a transfer, but take over an hour for a destination that is just a few miles. This is really frustrating and makes me use ridesharing instead, due to the time.
Metro rail from south to north
Around Burnet.
N-A
Rail options in South Austin.
Build a main commuter rail (either rail or subway just make it rapid) in south Austin (eventually from south to north) that has 3 or 4 stations with busses connecting the neighborhoods to the stations.
I would like to see a metro rail in Mueller going downtown.
All day and late night MoPac flyer service. Getting downtown on a bus quickly is terribly limited from Southwest Austin. Or it takes two hours.
If adding rail/transit only lanes, don't tir up traffic for others on road. Add more local bus routes in SE and N. Include SE in transit studies, they need it most and were ignored in Project Connect.
I-35! There is little reliable, timely service from the north side to down town unless one wants to use a minimum of 3 methods of transport (ie, drive to train, train to bus, bus to stop, walk from stop to work)
better cross-town routes, earlier service (especially on weekend), Red River Metro Rapid
Bus Route through Mueller residential along Zach Scott. Rail to the heart of Mueller.
MetroRail line to the airport, Zilker park, shuttle to W 6th street and 2nd street district. MetroRail line towards Hyde Park area of town and 38th street/medical tower.
Round Rock
neighborhood circulators/shuttles between Mueller and prime destinations such as downtown, capitol complex, UT campus.
frequent bus service on MoPac Service Rd
Frequent bus service on Riverside Dr - and there needs to be lights or pedestrian crosswalk on Riverside between Ben White and Montopolis.
A metro rapid stop between Auditorium Shores and SoCo Rapid stop
Dedicated bus lanes through central Austin north and south of downtown, and on area highways (I know this requires a change in state law and it was vetoed in the past; keep up the good fight!). Downtown circulator to move people east and west through downtown.
Frequent bus service, day and especially night. Real-time updates so you're not standing there waiting for a bus that doesn't come about 1 in 10 times, in my experience.
I would love some sort of train service to S. Austin. Or a faster bus service from the Downtown Train station to destinations in S. Austin. I could see light rail coming from Slaughter to Downtown on either S. First or Congress, with a park and ride on Slaughter and another near Ben White. I would use this to get to my job on the train line in N. Austin and to get downtown on weekends.
Route 333 is far too infrequent to connect efficiently with #1, #10, etc.
Bring back full bus schedule on Express Routes and old Route 1. Stop breaking things that work. Don't raise bus fares on bus riders to support train riders.
I would like to see the metro rail expanded city wide and south austin.. Connect buda/Kyle to north austin

Coordinated routes from main thoroughfares like S 1st, Manchaca, Suite Congress. Transfers on perpendicular roads should take 5 minutes, not 30. It's too hot to wait or walk long distances in the heat.
Rail on Guadalupe/Lamar
Circulators in the Gracy Farms area between Lamar/Metric and Braker/Parmer
faster / more frequent service to the airport
Later and more night services, so I don't have to park downtown to go out at night, and drive home.
PLEASE SERVICE NORTHRIDGE ACC (stop ID 4947) ALL THE TIME BOTH SOUTH AND NORTH BOUND
Frequent train service from downtown to nearby urban areas. Cars are good for getting out of the downtown area, but living within parking is inconvenient. Give us a train.
service to/from Northwest Austin via 2222
Fares and prices
-Dedicated bus lanes on major roads like S Congress, Lamar and Burnett -Frequent bus service on the North-South directions in South Austin (e.g. Line 10 or Line 3) -Extending CapMetro operating hours is imperative considering the growth rate of Austin
Frequent bus service from south to central Austin.
Frequent bus service near the downtown core.
Please make hours for rail later!!! More people will ride it and spend more money. 6pm is a joke. 12am on weekends? This city thrives on tech AND live music/hospitality. By having limited hours with such a necessity for a growing city you a short changing yourselves, your local businesses and your taxpayers!!
More rail stops.
Frequent rail routes during the weekdays that travel to Leander and Lakeline.
UT Campus area, hyde park, near east side, downtown, south congress area: basically central Austin
Metro rail in south Austin starting at an earlier time
I would like to see these available in more rural areas that are up and coming like Cedar Park and Leander
dedicated lanes for express buses
Would love to see later service (even if it's limited) on weeknights to outlying neighborhoods. As it is, I could park and ride TO work but can't leave work early enough to make the return trip in the evening. I'd also like to see some weekend service from my neighborhood to downtown (again, even if it's limited). I have no choice on weekends but to drive myself.
Metro Rail services operating evening hours mon-thurs, morning hours on Saturday and Sunday.
More options to go both east-west and north-south at the same time
rail to airport
more frequent bus service on 1st street
The rapid bus 803 stops at west gate but it should keep going further south. The transit north of the lake is much more extensive than south. Transit should be expanded in the south.
Dedicated bus lines to bypass traffic on Mopac, 183. Dedicated bus lines to bypass traffic line at Lavaca and MLK left turn. Neighborhood shuttles that run east-west to cover 620, 183, Lakeline, Great Hills area to accommodate more retail outlets for running errands.
Bus service or train station on duval with service to downtown, east side, south Austin, airport, shopping(domain, lakeline mall) with extended hours. It would be great to take the bus or train downtown, not worry about drinking and driving, and be able to get back home at 2 am. The trip should involve no more than 1 transfer and take less than an hour each way. A bus route from the arboretum, up jollyville, down duval to the domain, and on to the Kramer station would be perfect and convenient for many people.

A train that goes to the airport and extended train route though downtown
Expanded bus service, you get to Cypress Creek/Lakeline and have 0 transit options to go west 620/2222/360. Cap metro seems so driven to have north south routes and no east/west routes.
Neighborhood bus service in 78704.
Being a Hutto resident who works at UT I would love to see service to Hutto.
I would love for Austin to have a real train system so that you can get to most parts of town very easily. If I want to ride the bus to and from work, I have to add an extra hour of my day for travel time because the buses are almost always late and they go through heavy traffic areas.
Light rail serving more of central and south Austin. More and more frequent circulators around North Central (between Anderson and Parmer, 183 and 35).
At least double the frequency of route 333 so I could more easily catch the 801 and my son can make it home from work a lot easier and quicker Increase the frequency of Route 3
express rail service from northwest austin to the capitol area
Dedicated bus lanes on ih35
Express or Rapid service to pflugerville at Kelly Ln and 130 tollway.
Metro rail that connects to downtown from neighborhoods outside. More service on UT IM bus
Throughout central and downtown Austin, to make cap metro a viable option for all kinds of travel from commuting to running errands
Circle c south on the avana side to pick up, going north or going to down down,
Local circulators making a more frequent rail service accessible.
It's really difficult to go from east to west and vice versa. Would like MetroRapid for routes like 331, etc.and less transfer needed.
Expansion of rail
Frequent metro rides during the whole day in Leander station
More options for traveling from south west Austin to north west Austin. Such as from slaughter and Manchaca to mopac and spice wood springs.
Shuttle or train service to cities outside Austin, easier to understand routes, later hours
Earlier Rail service on weekends throughout the morning and afternoon, later rail service on weekdays and more often rail service at all times. Once an hour isn't really helpful at all. Also, if the rail extended to other areas like across the river south, it would also be more helpful.
Restore more frequent service levels on the #1. The MetroRapid is too expensive.
More buses going to more places like research my bus brings me close but then I have a two mile walk :(
Manchaca flyer run earlier/later for hospital employees with 12 hour shifts
There needs to be regular train service running parralel to 35.
Run MetroRail until 3-4am so people at bars can get back to the park n ride or at least closer to home. Or make the busses go to park n rides in North Austin.
Expansion of Metro Rail to provide service to the airport, and south central Austin.
MetroRail
More hours for MetroRail on weekends More parking & additional park & ride station stops (Cedar Park) Neighborhood shuttles from Home to Lakeline Shuttle service from downtown MetroRail station to Cesar Chavez/Colorado st
An easy hop on/hop off, continuous transit option for South Lamar, from Ben White all the way to 183.
Metro rail running to south Austin, park and ride for downtown from south Austin. Circulator shuttle from Brodie/slaughter/ s first/Ben white.
Frequent bus service on duval and throughout Hyde park to guadalupe

Hancock stop added on red line along ROW at clarkson btwn 45th and Hancock center. There needs to be at least one more stop added. Too much distance btwn highland and mlk stops in core without a stop. Would like to see an airport Blvd flyer to ABIA. 350 from I-35 takes almost an hour? The 37 from Hancock center doesn't need to go through main UT campus on San jacinto. At least keep run it on feeder or red river to 15th. I realize the 10 not goi g through UT is unlikely but the jog over thru campus heading SB to DT is so slow and meandering
Metro rail south of downtown
Just generally faster and more reliable. For instance, if one bus is early, and the next is late, you could be sitting there for 45 minutes.
I am unable to get to my work by bus. I live at S Lamar/ Panther and work on W Hwy 71 (near Master Pools of Austin). There are no sidewalks or crosswalks and it's a 10 minute drive but a 2 hour bus ride. I am unable to drive.
More frequent Wm. Cannon service, especially 6-8 am and 3-6 pm.
Closer Rail Options to Arboretum Area--park & ride train--local circulator shuttle actually in neighborhoods.
Frequent Busses/Trams from Cherrywood/Mueller to Downtown and Barton Springs
More buses off of Wells Branch
South to North
Connection Campus -Airport, Barton Creek Square
More bus service to Leander. More train service to Leander, especially on the weekends
frequent bus service on thaxton road
Pflugerville circulator
I now live in a neighborhood where public transit is very convenient, especially the rail (except that I wish it ran all day/everyday and late nights after bars close). I never lived on the rail line before now since I have lived mostly in South Austin over the past 15 years. I wish the train served south Austin!!!! That is a major area that could use rail since it's faster and more convenient than the bus and there are so many people that live south of downtown. I voted against the last rail route proposal because it was useless. It basically paralleled the existing route and was meant to serve future projected growth rather than CURRENT NEED.
More park and ride options near bus and rail stops. More circulators on Parmer.
More frequent and better advertised rail/bus service for weekend downtown events. Would love to see better Park & Ride option for the Braker Rail stop on weekends. More frequent service for special events, festivals, SXSW, Trail of Lights, Pecan Street Festival, concerts, etc. I hope that buses will use the Mopac toll for faster commutes, enticing people to use the buses.
More metro rapid lines everywhere! They are amazing!
Fix burnet road
Bus/Rail Service to Cedar Park....running 24/7/365. you people are very shortsighted in use of transit. People would use it if you made it more available and easy to use. there are many more people living in the suburbs than downtown!!!
New route on slaughter
Buildup the infrastructure for north south corridors. Start using the metrorail like it's a viable option with more cars per train and more frequent intervals.
More connecting buses between routes in the areas immediately surrounding downtown
More reliable routes going North and south would be helpful. I think the current routes east to west are good they are just late so often that it becomes frustrating to plan ahead or link routes together.
downtown austin

Local Neighborhood circulatory/shuttles at ends of service areas such as Onion Creek Club area or Dripping Springs
It would be great to have more public transit options in west Austin (360)
We need earlier and later times available for Circle C 111 route.
Bring Airport Flyer back to e. 7th Street. Build a north-south spine of urban rail through downtown and UT. Run more late-night services.
More frequent bus service, RAIL ON MLK
Express bus from Howard station once toll road is done on Mopac. More frequent train routes.
Urban rail
More frequent MetroRail trains (at least every 15-minutes). Expansion of MetroRail to other areas.
Transit route northeast Austin to southeast Austin
Faster and more frequent service from Slaughter Lane to downtown
Bus service to Mayfield Ranch
I think rail fares are kinda high and the rail needs to run longer and less time between trains
More frequent service and safer feeling stops near riverside and montopolis
A park and ride nearby to Circle C Ranch
Major north south and east west roads/highways.
More often train service on weekend. Later train service on weekdays.
It takes less time for me to bike 5 to 10 miles than to take a bus(es)
Bus service ending around 1-2am instead of 10pm around where I live
Please give riders some kind of legal and safe parking option at the Howard, Crestview and Highland MetroRail stations; please utilize the giant empty parking lot at the old highland mall as a Park and Ride station at Highland Station; we need better sidewalks and means of safe connectivity for pedestrians utilizing Tech Ridge Park and Ride station; we also need better East-West connectivity across Austin; most of all we need MetroRail or RapidBus commuter lines that have dedicated lanes or run alongside I-35 from Parmer south to Slaughter - many cities have rail like this and it works to alleviate commuter traffic; lastly please bring back affordable fare rates on the MetroRail - for example it is ridiculous to have to pay full fare when taking the train from Plaza Saltillo to the Convention Center - unreasonably high and tier-less fare discourages ridership
Expand the rail to mopac north and South and to airport. More trains on the rail, less wait time for next train and more hours and weekend service.
More Metrorail stops and longer hours
More than one train line servicing Austin with longer trains
Downtown shuttle along Cesar Chavez, west 4th, and 6th street
Metrorail that goes from south to north avoiding major highway congestion
Would love the train to come to Buda
Easier to go east or west. Night owl on the east side near the bars.
Frequent bus service from South Austin (William Cannon/Westgate area) directly to downtown with no transfers. Also, bus service along Slaughter Lane. Improved service/more routes overall in South Austin. Rail in South Austin would also be wonderful.
Rail extended to Domain area and along 35 and mopac.
More frequency on the 19 route. An east/west circulator in Downtown. Faster service on the 803-- somehow the 801 gets further in less time.
Nightly 2am rail or late bus options from downtown to lakeline
Rail service throughout downtown is imperative for this city

Nighttime/weekend service for MetroRail
Metro Rail
Full time rail to Leander Station. Future Leander to Domain, COTA, and ABIA.
More rail. The rail that connects to the red line to Manor is a great candidate.
Cedar Park and FM 620, and between those areas and downtown
Everywhere
There really should be more frequent bus service from the downtown station at 4th and trinity. Should also invest in more rail from downtown to south Austin.
Tech companies are vastly expanding into the west lake hills area. Traffic is rampid and frustrating on 360. Public transportation would be a win win for business professional commuters and congestion for local residents
Bus stops near Decker Ln and 969
A rapid on Duval. Stops on congress through downtown. More lights and safety features at bus stops
Rail service to whole foods area.
Greater variety of routs intra east Austin. I hate having to ride downtown in order to go two neighborhoods over
More frequent bus service from cedar park to downtown and back
Even with the bus lanes there has been very little improvement during peak congestion hours from north to south through downtown. Buses end up getting backed up on one another before and after the river crossing with one stopping and another arriving less than five minutes later. Meanwhile, the wait times get longer and longer on the other side of the downtown corridor.
Later and more frequent bus routes going to Far West from downtown.
More metro lines!
Lamar traffic speed up
more frequent rail service to/from Leander rail station
Routes that cross the city without going through downtown should have less convoluted routes to reduce transit time, for example a bus line that goes just north / south on pleasant valley.
Not specific, but there are too many problems. Routes need to be a proper network that serves the entire city, not strictly a method to funnel people to UT and the middle of downtown. Service needs to be much more frequent to encourage casual users and reduce transfer time.
The train to run about 30 minutes later, for it to run every 15 instead of 30. For it to start running earlier on Saturday, like at noon. Easier bus routes to get from the east to west side of town in downtown, central Austin.
Rail that went to central Austin near 34th st or further south
MetroRail bus connection at Howard to Quarry Oaks Office complex
William Cannon 333 never was scheduled to transfer with the north and south running bus schedule to be efficient often would have to wait long periods of time
I would like to see improvements in the logical timing of routes along major roads (S. Lamar buses and Oltorf buses, for example). Additionally, IF a metro rail system were created, a system that ran along I-35 from Round Rock to Buda/Kyle with it's main hubs in downtown for workers downtown. Park and ride centers to be placed in areas in Round Rock, Pflugerville, North Austin, South Austin and Buda/Kyle. I do not believe a metro rail system should be a priority until bus routes are run more efficently.
Increased service on Willow Creek, MetroRail on MoPac corridor, Direct bus stops at Apple campus
Extended rail from Leander to South Austin, bus options from south Austin to sunset valley/southwest parkway area, later running busses from downtown to surrounding neighborhoods

City wide
Paradigm shift--from Commuter focus to 24/7 RIDERS No zig zag routes that slow buses down-GRID ROUTES Reliable buses on a 5-10 min frequency
More rail service around town
More frequent bus and rail service at Leander Station.
A train station closer to ACC Northridge. Train and connector routes for Rio Grande Campus. ACC shuttle that is dedicated to the central campuses
Closer stops in Allandale area. My kids go to school at Redeemer on the other end of Anderson. We would have to walk for fifteen minutes to catch a bus that would get there when it only takes five minutes to drive.
I think the city would really benefit from having a better commuter rail.
Bus/rail options for cedar park
Austin's growth will require an elevated train system like Chicago's. It's time to start planning for it now.
Frequent bus service from S congress to downtown
Commuter rail from suburb to downtown
Frequent service on 19; Faster service to Socceros springs road; faster service to any crosstown route
I would like to see a bus in Hutto and a train station that comes near here. Both Lakeline and Well Branch are a bit far. Also I have noticed that the areas of town near Metric where a lot of people ride the bus because there's no other option, the bus stops lack a bench and covering. This is Texas where the summer heat is relentless and the weather is ever changing. A bench and a covering does not seem like too much to ask. If there is a bus stop them there should be a cover and a bench.
Bus service in NW Austin
Much of the MetroRail service makes no sense. Why not stop at every station before going "to the garage" Why stop so early in the evening on weekdays?
1)Have rapid bus stops at the rail stations! If you look at any major city's public transit system, the buses and rail work in conjunction so you can use both systems to get where you need to go quickly. 2) The rail needs to be expanded to south of the river...down Congress, S. 1st, or Lamar, in order to alleviate traffic that gets backed up trying to cross the river at peak rush hour. Buses cannot get across easily either. The rapid bus on s. Lamar is great but it needs to reach a rail stop. This would help businesses on south Lamar get traffic from those in Leander and those commuting from south to north.
A train to the airport, run the train throughout the weekend
A metro rapid bus lane between UT and the airport through East Riverside
Park and ride at Metro Rail stations! Not a parking lot a mile away where you have to take a bus the to station. This combined with the unreliability of the buses left me stranded on north lamar (Crossroads station) for 30 minutes at midnight. Despite the CapMetro app telling me there would be a bus in 5 minutes. Very frustrating experience, felt incredibly unsafe, and ended up using Lyft to get back to my car because I had no faith the bus would show up and as a young woman was being harassed by people on the street. Ended up being a very impractical way to get downtown which was u fortunate because I would use this service much more often if it made sense!! Many things lists above could help as long as they're reliably done and cater to commuters. Right now, it's unfortunate that many people who use CapMetro don't have any other options, many poor or disabled people who have to use it to go grocery shopping and to medical appts. I think we need to do better for that population because they deserve better, but also to attract people who DO have a choice.
North Austin. Improvements don't do much good if it's just near your residence but not multiple destinations.
Frequent bus service downtown (circulator)

Expanded service to Circle C including weekend service and light rail to southwest Austin
Late night train service to and from downtown.
Rail or dedicated lanes on South Lamar
Express bus service from Kyle/ Buda to downtown.
More times available for the Metro Rail, specifically northbound
South first more frequent bus.
North Austin
#3
north austin
Express bus from William Cannon to downtown
More frequent train service
An advanced and larger light rail system that runs east and west as well as north and south
more frequent service of #1 between downtown and north loop (it's usually standing room only)
Bus service on Barton Hills Drive
Later buses on South Lamar going North. After midnight during weekdays
We need a monorail, train system, etc. We need to keep up with other cities modernizing in this area.
Frequent bus service on the Eastside
Trains that run south too
Frequent bus service and express buses along Braker Lane, Metric Blvd, and along north Lamar south of Braker. Park-and-rides at Braker and N Lamar and also at the railroad tracks along Kramer Lane. More or more frequent buses in the neighborhoods around Braker Lane, Metric Blvd, and areas to the north and south.
Bus lanes on south congress avenue along with protected bike lanes (protection as in bollards)
Bus station on Quick Hill Rd. Lower fares.
more metrorail routes throughout the city, park & ride services for more events (non f1 related) events, downtown shuttle that travels east/west and north/south making getting around downtown quicker and easier
Real rail system running east and west and north and south that is reachable by foot or bus
Extend the rail to the east riverside area, please!
Downtown circulator shuttle like the old trolley system.
If busses were more frequent in and around the downtown center, I would ride much more. As of now, the schedule is very limited and often unreliable
Frequent circulator service from train stops and downtown seems like the greatest need.
Rail line option from east to west and north to south
Would love a bus from Dove springs that stops at the South transit center.
More service and parking for MetroRail
More UT bus stops around the city
Extended service on 620 between 2222 and 183
More frequent buses during rush hour peak.
More frequent routes from UT campus to other locations - most run very irregularly
Metro rail that actually goes somewhere. North/south
MetroRapid, Express Buses, Neighborhood circulators along Brodie Lane near Davis.
Train service to Leander on the weekends and more trains with additional space. Better railroad tracks so the train doesn't have to hold as often.

Have the train run earlier,more frequently.That way I can go in earlier to work and catch the earlier train that isn't as crowded and have it synch up timely with the 21/22 bus
Night oil bus down manchaca far south to slaughter
The north end of the Duval route needs more frequent service to campus since there are no shuttle buses along Duval; maybe double the service, with half of the buses going to the river and then returning north?
Bus service for areas of town that people can actually afford to live in except for not being able to get anywhere without a vehicle
More frequent buses along the 338 route. It seems that it was once a reliable route with more frequent service. Did that change?
A way to get up the i-35 corridor quickly
Frequent and faster service from places like far South Austin, where I live. It takes me an hour to get almost anywhere. Buses are frequently late or do not arrive which can put in me trouble with my job or cause me to be late for appointments.
More bike racks, more frequent service on the 5 route.
We need more bus service that goes from South Austin to downtown, East Austin and West Austin. A lot of people commute from South Austin, upwards, each day.
Frequent bus service around north west Austin specifically the business offices on spectrum drive. More stops along Lakeline Blvd specifically Lakeline and pecan park intersection
Primarily a local that services the area between tech ridge an dessau, Parmer to Howard. Right now if I want to get to the Park and ride it's over a mile to the closest 392 stop.
Restoration of frequencies to #1 route and transit-priority lanes along Guadalupe, N. Lamar, and S. Congress.
More frequent routes in Pflugerville/Round Rock area
Metrorail available from the Techridge Park and Ride that somehow connects through Hyde Park. Generally, additional rail lines.
Frequent busses along stassney route, wifi on every bus (not just fancier busses) And more busses that connect congress, Lamar, and burnet (and other major roads) without walking more than a block
From Congress to Downtown
A commuter rail option and within downtown rail option.
train routes and stations south of downtown
airport express service from/to lakeway
Metro Rail as planned in the Mueller neighborhood and crossing the river.
Expansion of the MetroRail. I live on the MetroRail line, but it doesn't stop near my office in East Austin. There should also be more frequent trains and they should run later in the evening.
The downtown area.
metro rail or express bus stop service near the triangle 49th/lamar
More 642's
The busses need to be run in completion to car ownership
Southwest/Oak Hill area
More park and ride for red line. Later hours. Extend the red line through Downtown.
Rail service to south Austin or rail service to central Austin
Would love more frequent trains to handle the capacity.
Reduction of bus stops - they are spaced to closely. Direct bus routes to eliminate circulations and out of direction movements. Convert Route 100 to a MetroRapid on Riverside Drive

Buses that run on a hourly or 45 minute basis should be no longer than 30 minutes. This is especially true with several of the East/west routes. This would make it practical and timely to transfer from a North/South bus that runs more frequently without waiting an hour.
Frequency is key. Especially with transfers. More frequency will help with crowding I imagine. Need to keep fares from going higher. Transfers are horrible period. Like major long routes 1,3,5,7,10, 801...803 did not go south enough to Southpark Meadows
Bus service into more of West Northwest Austin to add to the route 122.
Frequent bus service on North Lamar and Metric
additional rail stops going north on 35 in to Round Rock and being able to travel east and west on the train as well. Also train hours at least on the weekends up until 3am to provide additional transportation and help reduce drunk drivers.
Faster connector busses for the more outlying neighborhoods, or have longer hours for busses that go to the Lamar park and ride
More Park and Rides
More buses on 111 Route (at least one) both AM/PM
When I lived in Brentwood it would take one hour to get downtown on a Friday evening due to connections and infrequent buses. For my current neighborhood in University Hills I would LOVE to see the Red line train extended north. I really like rail but can't use it because it's slower than driving the whole way downtown.
466 bus on time! Frequently Miss train. More train times, run later on weekdays. Hard to stay at work as late as I need to
Frequent bus service from Parmer to Capitol
The areas where Austin is expanding are very difficult to get to, and return from, especially at night. Better service from the center of Austin to these areas like East Austin, Riverside, South Austin (Slaughter/William Cannon), way North Austin (Howard Lane, areas by the Domain)
A MetroRapid bus that went through East Riverside, intersected with the current 801/803 MetroRapid bus, and continued on Barton Speings to Zilker. A lot of students, young adults, and families live on East Riverside and there isn't a frequent and direct service to downtown and Zilker Park. I work downtown and would ride the bus everyday if there was a frequent, direct, and reliable bus/rail service.
Bring bus service back to wells branch mud. Also, more frequent buses might make ridership go up in this area. Also, destinations in round rock and cedar park.
Frequent bus service on S 1st St with a dedicated lane on this very congested street. People use S 1st for commuting, and a Park & Ride down south might mitigate a lot of the traffic, along with frequency & dedicated lanes, so that CapMetro isn't viewed as a service for the poor only, but a smart commuting choice.
URBAN RAIL. All I want is urban rail. The bus is something I feel like I should use. Urban rail is something I WANT to use.
More hours and rail stops along the red line. Specifically at Hancock center and between MLK and Saltillo. If it's going to be the only line- make the most of it!
Neighborhoods to downtown metro rail since there is no park and ride option
More trains
Frequent bus service on Manchaca. Rail plan that goes to Slaughter.
Metro rail needs more cars or to run more frequently
Frequent service riverside to downtown
Downtown shuttle!!!! Bring the Dillo back!!!!!!!!!!!!

MetroRail to the airport using either light rail or traditional DMU or EMUs such as Class 350s, RDCs, or the like. MetroRail around downtown too. An extension of the MetroRail to the current Amtrak station could help commuters or travellers on the last part of their journey on Amtrak.
Not sure. I live up north, but when I'm downtown, it would be nice to have everything spelled out so I can use it easily to park somewhere and then travel to downtown destinations easily.
Park & ride in southern "suburbs", rail in S. Austin, commuter service from Buda
Neighborhood shuttles in Horseshoe Bend/Barton Hills
Longer ride hours on train and stops at Hancock. Also needs to go to South Austin.
The Metro Rail needs to expand its route in to South Austin
Bring light rail to ALL of Austin!! We are so far behind other cities in public transportation. More trains, more stops, more areas of town- ie along mopac and south, a line to the airport, an East west line along 2222 and Koenig to 35.. It would solve traffic in Austin.
Not on existing roadways and lanes. What was done on Guadalupe is asinine.
The fact that there is no train connecting the airport to downtown, or plan for one is a waste.
More buses from circle c to downtown, throughout the day not just early morning and early evening.
Frequent bus for bus 20 Manor Road
Frequent local bus service at 38th and medical stop/route
Service to texas state university with park and ride or cicularator to get there
Commuter train to popular destinations like the domain, town lake, UT, etc. with no / few stops
A bus from William Cannon and Brodie or West Gate straight to downtown. Why don't buses go up Brodie?
Metro rail to the airport
Frequent and easier service along manor and eastside
I want the train and buses to run north until after bar close on weekends so that I can use it as a safe ride home.
The two rapid lines have very similar routes. While this is a very populated area, I'd like to see more rapid lines in other less serviced parts of town, like the east side in particular. Morning bus congestion on Guadalupe around UT is awful. Considering just how many bus routes pass through there, I think we need to have bus only lanes there in particular, or consider rerouting some lines, or at least restricting commercial vehicles from blocking roads at peak times so trucks can't block a lane to unload products to local businesses at 9 am. I'd also like to see a greater expansion of train lines with service extended into the later evening, 7:30 at least so it better encompasses commuting times.
I would like to see that bus 6 comes more often.
frequent bus service to Riverside locations for food and shopping
Frequent bus service on s 1st, a more reliable real-time gps app to tell me exactly where the bus is
Late night train service on the weekends.
More frequent service on the 5 and 3, later regular service to/from downtown and south congress to south Austin, dedicated bus lanes on routes affected by rush hour, clearer signs for bus stops on San Jacinto between 18th and 15th, since buses sometimes stop at different places than indicated, maybe an airport shuttle from somewhere south like the South Congress transit center
Better bus service to the University of Texas
More routes that circumvent downtown (i.e. South Austin to East Austin), more routes where there are none yet
frequent #10 bus service on Red River.
Frequent bus service on 2222 specifically on peak business hours
Bring back the Dillo

More rail stations in Georgetown and round Rock.
Rail to South Austin (from William Cannon to Downtown)
East to west bus lines, more access in east austin
I would ride capmetro if there was a rail option
Mopac
Frequent and extended hours to Leander Station. The people of this city deserve better than to be faced with the decision driving drunk because the train won't run past 12:30 and will not go all the way to Leander station on the weekends. This is absolutely negligent. Money should not be an issue here.
Eliminate the idiotic MetroRapid service and restore frequency to the 1 and the 3. MetroRapid is barely faster than the local and thus not worth it unless you happen to be going to AND from locations right next to the stops. More locals would be better for the VAST majority of people on these routes, where ridership has actually declined because of your stupid, ill-advised, politically-driven decision to build separate routes.
Famous Austin landmarks Close to UT campus
Stassney and village trail
More route options from Loyola or manor
The closest bus to my house is 4 miles away. North austin has grown but no routes have been added. There is entire samsung area that cap metro doesn't service. We would take it downtown in a heartbeat if they had buses in our area
Central downtown shuttle
More express routes and more metro rail services.
More frequency on the 300 routes as they are the connectors I have to use most often
South Austin (anywhere south of Lady Bird Lake)
Park and rides in San Marcos or Kyle or Buda. More rail lines. Faster service overall.
Easier E-W travel, like a 7th Street Flyer that ran from Pleasant Valley to Lamar with limited stops and every 15 minutes
More neighborhood routes
Safety and upgraded stations and real time information.
Places that are hard to reach
Na
neighborhood circulator going through Barton Hills area.
Down town and St. John's
Mainly in metro rail. It's ridiculous how it doesn't run all night and that its so limited in stops
I don't I just wish the metro rail had more stops so I could take it work or at least for more side walks and safe to walk on a public street without having to partially walk on the road.
Deep east (webberville/mlk) where most people live in poverty and don't have access to cars and they bus only runs once an hour out there. Also the metrorail woupd be more useful if it meets people south and east as well, instead of people that actually have cars and do park and rides. (with the railroad i know you can only do so much about that.)
More frequent (and on time-- Buses to my location have been up to 18 minutes off-schedule!) bus service on Rosewood, accurate time notation on app (does not reflect actual pick-up times offered, especially on Saturdays)
bus service to Bee Cave and/or Lakeway and/or Four Points Area (2222/620) and/or Spicewood 78669 in Travis County
Rapid bus in east Austin

Buses that run on route 2244 (bee cave rd) that stop at big neighborhoods , Laura Bush Library, HEB plaza at 360/2244 and at 71/2244, galleria, plaza with Lowes/ Petsmart/best Buy. How to get these areas into CapMetro service area? Taxing? Petitions? Online survey to persons in 78733, 78746?
frequent bus service on Manor, Airport and MLK that goes to downtown and connects easily to south austin. East to west service feels lacking and/or unreliable at times.
Route 19 every 15 minutes like a lot of other routes do. My travel time to anywhere is double or even tripled by having to wait a God damn hour for 19 bus!
Burnet Road; Lamar Road north of river to 183
More Park & Rides for rail and buses. It's just ridiculous that you cannot park at Crestview station to take the train there, for instance. Love the idea of neighborhood circulators too, and would definitely use one on Burnet Rd.
Shuttles in Wells Branch to Howard Station. More frequent trains (yay, 2017!) Shuttle from Highland Station to 5501 Airport Blvd Travis County campus.
frequent bus service on William Cannon and a bus service for all of Slaughter Lane
Up and down major roads, S Lamar, Congress, 1st
Right-sizing of the road on South 1st Street - bus, bike, sidewalk. Build the costs into new real estate development.
Rail connection via bus from downtown to s congress, s lamar, barton/zilker area.
We should have at least 6 train lines by now. In addition to the red line, a Manor/Mueller route, a Kyle/Buda route, an Oak Hill/South Lamar route, and additional east and west routes. The MetroRapid buses would be GREAT with dedicated lanes, but without them, they're just expensive regular buses. Close of Congress north of the river to all traffic except Cap Metro and pedestrian/bike traffic.
frequent bus service between downtown and HHSC complex
Better service on 383, bring back 1L
make the rapid bus more rapid. More frequent buses, hold traffic lights to allow rapid buses to pass through, dedicated lanes.
I think there should be better cross town connections to the major corridor bus routes to better facilitate their usage.
More frequent service on Manchaca I, bus only lanes and better service to the area south of Ben White, specifically to William Cannon and Mopac.
Nice drivers
More runs AND be on time more often #111 MoPac flyer bus.
More frequent, less crowded buses on 990 route
MLK to downtown entertainment districts
In Round Rock area. I really would love to use the metro rail when I need to go downtown. However just to get to it takes about 20 minutes depending on traffic and if I want to pay tolls. Plus the fact that it doesn't run all day is a major issue since I don't want to get stranded downtown.
Cedar Park Brushy Creek Area
Service to pflugerville
Busses running more frequently everywhere!
Frequent bus service on Airport blvd and routes all the way down the new section of Berkman drive through Mueller
Express routes up into Pflugerville and Round Rock. MetroRail with more than one line and that follows more major roads.
-stop/s for 803/801 between campus and 38th st. -earlier 100 start times. Same on start times weekends as weekdays!

Georgetown, bigger park and ride parking lots too...if you're not on one of the first trains, it's hard to find a spot to park. If I have off site meetings, I tend to drive if I can't carpool with coworkers because it would take too long to get to meetings and my understanding of the buses isn't great. I get different results on what to take if I use Google or Cap Metro sites, and at times it doesn't even suggest the metrorail, which is how I get into town, for getting me home!
More frequent trains, later service for last call.
More parking available at metrorail stations, only 2 offer park and ride and have very limited parking spaces.
More accessible rail service. Rail station is too far downtown from my workplace. Alternative transit for I-35 south
We need a train that travels from the far south to the far north. Previous plans were voted down because the route was useless (just like the current train).
More frequent service on major corridors, dedicated transit priority lanes.
metrorail extended hours
Frequent bus service on Pond Springs Road
More regular options to southwest Austin. William Cannon west of Brodie and south to Slaughter. 333 is very limited. No service on Slaughter Lane near Circle C.
stop at 183/51st by Super 8. Lots of out-of-towners stay there and having a stop there would be awesome for visitors as well as the neighborhood closest
Frequent bus service on Manchaca Road South of Slaughter
SE Austin
More options for north Austin neighborhoods. Only a few routes within walking distance and for some destinations this means a lot of connections and a long travel time. Service on Duval to connect to 803 at the Domain would help. I love to take that route but I have to be ready for a 2 and a half mile walk to get to the stop.
Frequent bus service on Manor Road
Metro rail in south Austin
More rail connections and farther rail connections. Especially in the Northern suburbs. Bus to Zilker.
Trains that run to and from a central hub that connect to Amtrak and the airport so I can ride from NW Austin to the downtown area for concerts/festivals and not worry about parking. Also to the airport so I can just get on and go home. No fuss. Look at DFW and Seattle for great examples!
More reliable bus connections between east Austin (Mueller) and central Austin; an east-west corridor More lines to the airport: for example, make the 350 go to the airport directly, without stopping for ever at ACC
Expanded hours on Metrorail including Sundays
Reliable real time tracking of buses
Closer stop to Old Bee Caves and Fletcher. Also more frequent route 171 buses
Metro transit between Slaughter and Parmer Lane
MetroRail to be extended into South Austin, like around Slaughter or Wm Cannon to be able to go North to Lakeline.
Faster express service during the week
I would love to see more East-West services. The infrequent buses and limited stops makes it practically a day's effort to get there and back.
This is not going to sound helpful, but - all over, within, the city limits of Austin. The train needs to go by the center of UT campus; more/another downtown stop that is closer to the center or the west side. The currently existing trains need to run later on weekdays (if this seems implausible due to cost, for

say, every day, why not start having it run later on Thursdays, see how that goes, then add later service to Wednesday, etc).
A bus line on Slaughter Ln.
Buses going throughout round rock to downtown.
Rail service south of the river.
Increased number of buses on the Oak Hill Flyer, and an added stop nearer to William Cannon/Brush Country or Brush Country/Latta in the afternoons.
There is no commuter rail from far south austin to north austin
More East/ West commuter lines
Frequent routes from pleasant valley to st edwards
Bus from Howard station to Dell in Round Rock and back Weekend buses from oak hill to downtown Austin Bus from downtown Austin to round rock
Frequent service to downtown / east of downtown in the evenings for night life.
Parmer Lane and north west austin
Frequent bus service in south austin
train to mueller
Comment
expand rapid service by adding more stations, preferably in between Hyde Park and Dean Keaton stations. add a Parmer Rd station, as previously there was a 101 stop there. also extend operating hours to 3am on Friday and Saturdays... metro rail, extend service hours on Friday and Saturday to include daytime hours on Saturday and operate until 3am Fri and sat as well. improve #1 bus by improving frequency. that route is entirely too unreliable, crowded (andndalmost ALWAYS standing room only) and the buses used are almost always disgusting.
Bus service down 620 and 2222. This is a major corridor with 0 bus service, and your missing a major population that needs service
More routes
Increased service on MetroRail and maybe a downtown circulator similar to the Dillo.
Loved when we had the Dillo downtown! Also, I rode the bus downtown a lot more when they dropped off on congress. Now the drop offs are in sketchy spots.
The suburbs of Austin.
Later hours on the rail
Bus service along Geneva drive exiting onto the 290 feeder road
More Park & Ride locations in north/north central Austin, including near rail stops
Bus service for thaxton place neighborhood.
Lakeline Station to Downtown Station faster, more frequently, and for longer hours (later at night)
Sout First Street and Downtown Circulator.
East -west downtown austin to east side Linear and shorter routes
Frequent bus service to Zilker Park
Duval or Red River, North Lamar, Through the Drag
Frequent metro rails running during the week from Lakeline. A closer route to 620. I have to walk about 2 miles to get to the nearest bus stop.
Frequent bus service on S. 1st
PLEASE buy some land near Slaughter and McKinney Falls Pkway for a true park and ride. With the new developments going in there will be a greatly increased need for services to that area and I'd love to

have a viable public option for my commute into downtown. Currently it would be a 110minute route with one transfer. No way!
Frequent East-West bus service across downtown - between East Austin, Downtown, and into Clarksville via Chavez or 5th/6th. Seems this corridor isn't as developed as S. Congress 801/803 route.
Much more frequent MetroRail departures. Right now, trains are dangerously overcrowded and leave the stations far too infrequently.
Earlier metro rail times, metro rail service south of town lake
Far south Austin
I want the #3 Bus route bus frequency restored to what it used to be before the 803 was put in place. A family member who does not drive has been severely impacted by the reduction of service. He works downtown and lives in Allendale near Burnet Rd. He does not drive - we moved to the neighborhood so he would have bus transportation. Riders on the #3 have been punished by the changes that were made. Frequency needs to be just as good as that of the 803 (which has an entirely different ridership) When my son rides the 803 - in the afternoon (since it comes more frequently) I have to drive to the stop because it makes his walk home much longer
trains more often on the Red Line
The 987 route
1. Local bus: more connections/frequent service connecting Del Valle and Oak Hill areas to downtown. Improve frequency of local routes (esp. serving Auditorium Shores/Barton Creek). 383 bus route too lengthy and circuitous (winds through northern neighborhoods and takes an hour and a half to get downtown; only option on weekend days/early afternoon to get from north Austin to downtown); cut 383 route into two separate routes and eliminate low ridership stops. 2. Express bus/rail: more frequent/later (weeknights/weekends) for 983/85/87 and rail connecting Leander and other rail/express stations to downtown. Better east/west connectivity from Pleasant Valley/5th to Plaza Saltillo/downtown (17 and 300 take too long and should be made more efficient). 3. P&R/system expansion: Serve Georgetown, Hutto, Pflugerville, Round Rock, and Oak Hill. Continue overtures to Cedar Park for rail/bus station (ie. at intersection of Whitestone/US 183 (HEB plaza). Better evening service connecting bus routes along Auditorium Shores/Long Center to Express route stops (north/southbound). 4. Connections: Make sure we have efficient/direct connections to future Lone Star Rail stations; Needs to be better service connecting Leander/Lakeline, and other stations to Greyhound/Mega bus stations, especially on weekends (only option to get downtown from Lakeline/Leander is 383 on weekends during day/early afternoon). Make sure there are safe and direct bike/ped connections to stops and surrounding area (i.e. 5th st, downtown station, Chinatown, Masterson, Rundberg, Little Texas, South Congress TC, and many 803 stations need improvements to bike/ped infrastructure and connectivity).
reduce the cost of fares, monthly passes, etc
from S Lamar to downtown & UT from S. Lamar to South Congress
Trains going to downtown later than 6pm on weekdays, more stops
Stops along 620 that end up at Lakeline Station so I can eliminate driving altogether.
Make the stupid train a figure 8 that goes north to 183 and south to slaughter stopping at 1-2 neighborhoods in east/west division and crossing the 8 at the east 5th street train stop. Other than that people can park or bus ride, or bike ride. We need a Parisian style rail. NOT a one way ticket to loserville i e Leander...everyone out that way has a high earning job anyway that why they can live in avery ranch, they are driving their benz to work stop facilitating things for people who wont use and dont need it just because the control campaign donations. If people can take the train downtown then bike to work/bars/concerts it will lighten traffic and lessen drunk driving. Come on people.. haven't ANY of the Civil engineers you hire been to Europe? Get it together Austin. Or hire me, I'll fix it.

Dedicated bus lanes and completion of managed lanes of highways in the CMTA service area.
Frequent bus service on Burnet Rd
Leander, Cedar Park, east/west routes Austin, 183
More frequent & reliable service on the 3. Rapid buses either need to be a route that sticks to time points or that goes through the route as fast as possible -- it frequently takes less time to take the 3 to my destination than it takes on the 803 because the 803 sits at each stop for several minutes.
More frequent bus service on the #5 and #3 bus lines
Frequent bus service to the East side of downtown.
A later bus departure in the morning on the 111, and later in the evening.... A later service in the evening on the 171 leaving downtown.
more frequent #3 Burnet route service'.
Increase capacity on MetroRail, especially during peak usage.
Frequent bus service on Route 1, and 275, or additional 801 stop at Lamar and Yager. Parts of the system makes no sense. In North Austin parts of Jollyville has no service where there are important doctors offices. You have to walk 3/4 of a mile to catch route 383. The dedicated lanes in the downtown area work great. Dedicated lanes on Guadalupe and North Lamar would sure help during peak commute times. We desperately need light rail; however, all government entities must get involved to make a transit system that truly is efficient and effective. Cities like Bee Caves, Westlake, basically all of west Austin must start allowing Transit. Including Williamson and Hays County would be awesome. Lets get real serious about solving our transportation issues now. Continuing to do nothing is costing us more and more money each and every day. Expenses continue to rise, so lets Get really serious about transit.
rail double tracks along the entire current route and more trains for more more pickup times the train times need to coincide with getting to work before 7 a.m. before 7:30 before 8 a.m. not at 7 a.m. at 7:30 at 8 a.m. All stops involve walking time so that needs to be considered.
Bring back the Dillo. More frequent MetroRail service. Add additional departures/arrivals for line 985.
It would be nice if bus information was available in real-time. The information for metrorapid is often incorrect/
I used to ride the train but the Howard P&R is often totally full, passengers are packed in like sardines and if you miss the train you have to wait half an hour, or an hour.
The buses need to circulate more frequently. Buses also need to travel EAST-WEST more than they do. I used to live in Hyde Park without a car. When I moved to Windsor Park, I had to buy a car because the bus system East of I-35 is inconvenient. It took me an hour and a half to go 3 miles west because I had to go south, then north. We need more buses traveling EAST-WEST that don't go through the campus, specifically on 51st street.
Bring back the Dillo
I would like to be able to get from my house to west downtown Austin in under an hour
More rail options; I don't want to sit on a bus in traffic anymore than I want to sit in my own car in traffic
Later red line on weekdays, more frequent weekdays, Mid day to Leander, available all day Saturday, limited runs on Sunday . 2 Downtown Circulators every 10-15 minute one E/W one N/S, MLK to Monroe and Bowie to Chicon
Limited stop route 7 during peak commuter times
Areas to safely park cars near the stops for the MetroRail or other major bus depots (like near the Congress and Ben White stop)
Service to major employers in north Austin along 35 (Dell, TCEQ)

More frequent bus service
Rail in south Austin! Also more frequent service on South 1st St.
For Metro Rail service extend Leander station hours beyond 9am and extend downtown station to 8pm. That would be great to have.
There are less East-West options for CapMetro than there are North-South. Also, the further away from the city center you are, the less options you have. Taking the bus to work is simply not an option to me because I live South and work Southwest--driving my car to work takes 15 minutes while taking the bus would take an hour and if you figure in the mile I would have to walk to the bus stop, than taking the bus would be closer to 80 minutes.
Frequent bus on south first
Bring back a Dillo circulator downtown
I take the 240 to the 3 then transfer to the 30 to work 5 days a week. Reverse that coming home. I have close to an hour wait for the last south bound 30 transferring from the 3 at Lamar @ Barton Springs. This is after 20 min wait transferring from 240 to the 3. After all of that waiting the last 30 drops me off 45 min early for work. Times 240 @ 1952 To catch the 3 @ 2022, stop: Breaker & Burnet. To catch the 30 @ 2205, stop: Lamar & Barton Springs.
333 running every 10-15 minutes
Downtown area needs ways to get from bus stop to actual destinations particularly when weather is bad.
Park and ride at crestview metro rail
Train run earlier and later.
Bid that came home from downtown at a later time. Weekend rail.
Off the neighborhood streets
More frequent rail routes. A downtown shuttle from new train station (maybe along the old armadillo route?)
Better rail service.
More metro rail routes and stops. 1 metro rail route is far from enough. We are way behind.
More east/west routes
Banister and Ben White Services going east to west
Light rail on Quad/Lamar route!
Saturday UT Shuttle Bus to recreational spot such as Mount Bonnell, San Marcos, and Round Rock shopping centers, bus along I-35 and Mopac
More frequent rail service to alleviate crowding
Frequent ut bus service during rush hours. (Riverside/lakeshore busses)
Metro at Lakeline, Howard and Downtown
New MetroRail station at North Loop/53rd St. I want to be able to take the train from Lakeline Station to this new station. I would be able to walk/bike to work from there.
Leander Station
The rail system should be more frequent. I should be able to take the train every 10 or 15minutes, instead of waiting an hour. It takes way too long to go from Lakeline Mall to Downtown.
wm cannon and mopac more frequent routes and weekend to get downtown - so little parking downtown the bus would be more convenient
Service extended to Austin area suburbs
Run rail earlier on weekends and later on weekends. Such an awesome way to travel but it's so limited. Stop the madness.

A Park n Ride in Hutto would be a good improvement in the near future. I live in Hutto and drive to the Park n Ride in Manor to get to work at UT. Hutto would be closer than Manor.
Neighborhood circulators/feeders in the north, north west and northeast areas. connections to BRT and Rail. MetroRapid expansion north. express/limited routes from the pavillion station and north have a longer headway than any other route. there are people as north as Leander using the Capmetro services and frequency could be and incentive to change their transportation mode.
I have always had a great experience while using buses and for the most part delays are never a burden. The train seems to be an all or nothing situation (when it rains it pours), in two weeks the trains have been delayed twice even though it is one route. Consistency in Metro Rail schedule and southbound downtown routes after 7pm would be great. Southbound stops running at 5:30pm and that is ridiculously early considering the northbound train continues after 7pm.
Parking at the stations is a huge problem.
frequent bus service on the 10; circulators from airport and I-35 area and that covers northloop area over to burnet and back again to I-35 and 183
A real rail system
A rail option for people living in the Mopac/71/35/183 city limits. More stations on the existing rail line. Why is there not a station where the Red Line crosses 183/Wooten? Is it possible to create a new freight rail line to bypass the city and utilize the existing Mopac rail line for Metro purposes? Can our city do anything other than waste our money?
Route 935 Tech Ridge (Northbound in the afternoon) needs a timed stop at 11th and Congress. That bus comes early and I never know how many buses are left to get a ride home. I never know what time to be there to be sure to catch the bus. I ride everyday and have done so for over a year. Drivers will not wait for you if they see you coming and wave. This is not acceptable especially when there is no timed stop at 11th & Congress. It is stressful to ride the bus when you don't know if you will be able to catch the bus home.
Avery Ranch and Morgan Hill Trail
Frequent metro rail services on the weekend and later times
More frequent local bus service to and from lakeline mall. Please offer express bus service from lakeline station to downtown on the weekend Earlier metro rail service from Lakeline station on Saturdays.
An express bus route running same route as train to compensate for unreliable train service.
Frequent bus service on pleasant valley and Riverside (so college students living in the area who don't drive can still get groceries and necessities)
Some sort of bus service along McNeil and/or later service on the 383.
Expanded service times on commuter flyers such as Mopac Flyer and Oak Hill Flyer
More frequent service on William cannon, later bus hours such as 1 or 2 am leaving central Austin, a metro rail running from north to south Austin centrally that commuters could use,
987 (or even 983) northbound during the day and evening. They're few and far between. And absolutely terrible when drivers run past the stops earlier than scheduled.
The 21 and 22 rarely come on time. Also there are gaps in the service around lunch and dinner times which is extremely inconvenient when I have to wait for an hour for a bus
Get rid of metro rail. Unless it is underground or above where it doesnt take traffic lanes it does more harm than good.
Just need service in Colony Park Area!!!!
Five to 10 min. service on a neighborhood loop from Anderson west to Mesa, then south on Mesa to Far West, then south on Balcones to 2222, west on 2222 to Burnet and then north to Anderson Lane again
east side 183/ riverside area

Metro Rapid is a waste of resources (how many ride-paying customers are there who are not affiliated with the University of Texas?). CapMetro should reconsider continuing Metro Rapid.
more frequent east-west service, more accurate real-time arrival information in google maps instead of broken cap metro app
Rail system coming from South Austin to Downtown/University area
More frequent Metrorail service to Leander at weekends.
Highland Mall area Park and Ride for Metrorail. Light rail system from North Lamar Transit Center to Downtown. More frequent Metrorail service with longer trains to avoid overcrowding.
Faster bus service home from 15th street. The 985 driver is slow. I've complained and they've had a ride a long with him, but he's just slow. When you change drivers all the time, they are even slower. It is supposed to be rapid and it's not.
Bus service from Leander to shopping center with no transfers required
I'd love to see the Dillo come back. For those of us that ride the bus - the only way to get around downtown (for lunch) is to walk or ride with someone that drives in. I used the dillo when they had it and liked the convenience of it.
Parking available at the Metro Rail line on Kramer and on Lamar/Justin stops
5th st., mo pac
Lamar
982 pick up at mopac & steck. It is a 30 minute walk to the express stop from the neighborhood to arboretum Express bus stop
rail to the south and west
More transit options serving West Austin and NW-Austin
Extended hours to / from downtown and Kramer.
Subway/elevated train running from I-35/SH-45 to I-35/SH-1327 with Park & Rides at Termini and following the N Lamar, Guadalupe, S Congress corridor with limited numbers of stops (maybe 1/mile or less).
I wish the Metro Rail Crestview had parking or secure bike racks or an ability to get to the station from the neighborhood. Oh, yeah, and it goes where I want to.
More frequent train pickups, 30 minutes is too long to wait for another train. Better hours, esp after 630 downtown. I can't stay later for fun or anything else during the week because the 630 time limit. Be working for holidays, some people still work on holidays and need a way to get to work. More trains because the train is packed on the 750 and 830 trains. Finally, ban people from bringing bikes on train during peak hours. It's rude and inconsiderate for these people to try to make people "move in tighter" when they are trying to get on with a bike. Also, need more parking spaces at the Howard park and ride, when some convention is going on downtown, the park and ride's parking is full leaving the regulars no places to park, and with more and more people using the trains, even the regulars are beginning to have a harder time to find parking spaces. Please get better wifi! If you can get a seat and have to do some work, the wifi is incredibly unreliable and if it works, it's almost useless because it's too slow.
331 on the weekends run every 45 minutes Increase Mopac Flyer service Route 20 & 300 on the weekends run between 30-45 minutes Waiting too long on the bus at one stop between 5 min the minimum to 15 min the maximum Metro Rapids need to run more frequent on the weekends just like weekdays Less stop on Metro Rapid 803 Westgate for ex: Bluebonnet Station Less stop on Metro Rapid 801 Create two Metro Rapids from East to West - Ex: One coming from the Airport thru 7th or Riverside Street to Dtown
Buses need to run more frequently

I feel like I currently live (South 5th and oltorf) in the best location as far as bus frequency and variety of destinations go, good job.
Buses back on Congress; more frequent busses during commute hours near downtown and to UT
More Capital Metro Rail routes to round rock and south austin as well as much more parking at Lakeline and Howard park and rides, later service on weekdays and much better wifi
More bus racks on bikes and better/more frequent east/west Austin connections
661 is great when classes are in session at UT but during breaks there are enough people still traveling from Far West to UT that the 19 becomes seriously overburdened. I'd like to see some adjustment to the 19 schedule or continuation of shuttle service over the break to deal with this.
Dedicated lanes are confusing and dangerous for cars, walkers, and bikers. Some small amount of parking needs to be provide at train stations or an area to be dropped off or picked up by car.
later last-train-out departure time from downtown on weekdays
more frequent bus service downtown/West Austin & possible options to Westlake
The 1 gets stuck in traffic, and the 801 is more expensive but still gets stuck in traffic. I think the 801 should be replaced with a rail line. The metrorail is always on time and the ride is much smoother
Round rock gattis school road and double creek
Frequent bus service on Lake Austin
More frequent and reliable service between downtown and 183 at burnet
Need train service on the east side of town. Definitely through Pflugerville, maybe up to Round Rock and Georgetown.
Reasses where buses may catch up or hold back if they are off schedule. Twice I have been stuck behind buses that were stopped for up to 10 minutes in middle of a busy downtown street, blocking a lane, during rush hour. That is totally unacceptable and not helping traffic at all. Once, there were 0 people on the bus except the driver!
frequent service on major routes
More buses for the oak hill flyer 171 & the 111 mopac flyer with later pick up times & covered parking for oak hill park & ride.
More parking at Lakaeline, Express buses run more often, Metro rail run more often
William Cannon from Brodie to Hwy 290
Frequent, efficient service between East Cesar Chavez and downtown (not stopping at Waller terminus) Service to COTA
Stops at courthouse so we can serve jury dutyg
Bus only lane on manchaca and Lamar to bypass traffic
adjust timing of 983 route during the day.
Train needs to run until 2:00 AM on Friday and Saturday.
East-West service is a complete void right now. More East-West routes, and less convoluted routes would make it much more viable to consider transit as an option. Right now, walking is often faster than transit for where I need to go. When I lived along the North-South axis with many routes to and from downtown, I took the bus often. Now that I live on the East Side, I am effectively unconnected from transit. This is especially an issue for errands and other incidental travel - my work is close enough to home to walk or bike, but going anywhere outside of that involves extensive planning. It is especially disheartening to see such a contrast between the frequent, efficient, well-served routes between downtown and North Central Austin, and the lack of access on the East and South. It also is baffling that there is no reasonable way to travel East or West by transit, only along the one North-South corridor.
Expanded urban rail. I know it's a pipe dream, but it would be nice.

Currently, route 323 is the only way to get across US183 from MLK/969 (183 cannot be crossed on foot), but 323 then heads southwest to downtown with no access to Mueller (the closest place with grocery, bank, stores, park, medical). Mueller is only three miles away but you can't get there from here.
Logically the western suburbs are not going to have as much ridership as other areas, but the downtown core and sola and anywhere else where a million condos are being built could use the transportation infrastructure to match the city living.
To make a bus system work, you have to have more frequent service on all routes. Also, if it takes me just as long to get there in my car, why take the bus. I take the train from Crestview to Howard then ride my bike 6 miles to Dell.
Frequent buses on Riverside, near Highland Mall, and near Barton creek mall. And metro rapid is the least important because it hardly stops anywhere so no one can ride it. I could not check the appropriate boxes because the table thing is confusing.
Go back to every 20 minutes on the number 5 bus.
Burnet Road
More options on Lamar between 51st and Ben white. An additional Stop on the 803 btwn 38th and 26th.
The 1 returning it's frequency. Increased train routes - Light Rail (It's 2016, and I'm willing to pay more taxes for sanity)
a bus on Southridge between Banister and Clausson.
More trains and train stops in other locations around the city. More Metro Rapid stops
More frequent bus service to and from Lakeline Station. We often like to eat put or brunch downtown, but the hours we like to do that don't have any bus runs.
extend metro service time - should go later at night
Shorter time to reach st Edward's University feom north lamar using the 801.
Frequent bus service on Koenig Road
bus service on Slaughter from Escarpment to IH35.
we need LIGHT RAIL, with service on the Guadalupe-Lamar corridor. We need 24/7 service on MetroRail, all the way out to Williamson County. We need 24/7 service on the I-35 corridor to Round Rock and Georgetown.
#3 (the bus route)
A crackdown on buses running late? That's a lie and the poor service is still the same and getting worse!
expand service area west of 360
Later times in east Austin. Sometimes I have to ride my bike all the way home
More parking at MetroRail stations and extended hours. More efficient, localized routes that connect to major hubs. E.g. a bus/shuttle that serves the neighborhoods surrounding the Howard metro station.
More frequent no. 5 bus. New Metro Rail stop at Andersen Lane
- Parking at Kramer - More frequent train service (no room on train today). - Direct bus from Great Hills P&R to Kramer Station
Routes and stops for workplaces outside of the center - along Capital of Texas, 2222, SW parkway, etc. Not everyone works for the city downtown.
Trains to all major areas of the city
I'd like to have a Metro Rapid bus stop near Guadalupe and 31st street. The only stops are guadalupe and dean keaton, or on 41st/guad (801) or 38th/lamar (803). I'd like to have more buses running more frequently. That way I can plan on riding the bus instead of driving.

Don't know how to rate these but goal is faster transportation, & getting more cars off roads, however that can be done affordably.
Better service getting across the city
Better transfer spots in North Austin. I don't want to have to cross the highway in an area with no overpass. Service in North Austin is too spread out and then walking to transfers can be very unsafe and sometimes impossible.
More frequent bus service on Routes 1,3,5,320, Airport.
Rail service in general, especially urban rail. It is the best way provide fast, reliable, frequent service that will meet the demand of the growing population, and it will encourage people to use transit since it is more convenient.
Rail service for Windsor Park/Mueller near E51st, or at a minimum a service connecting these neighborhoods to rail. These are growing neighborhoods with increasing density. On the rail, there is no stop between MLK and Highland, which is a long stretch of the route that could use a stop. It would also be great to have Rapid Ride.
Route to Barton Creek Mall without transfers at convenient times. Route to Brodie Oaks Shopping Center at convenient times.
Near my home on 2222
I used to take the bus more, but getting through campus was a nightmare-- it would have been faster than driving if the dedicated lanes continued through that area. and then I would not have gone back to driving.
More frequent on route 383.
Bus service on Mesa Drive
more rail throughout Austin, longer hours, go more places
Build out MetroRail destinations and run it longer hours more of the week.
Service closer to where I live. I half to walk a mile up a steep hill to even access a bus that does not go anywhere near my work. Currently, if I used the Cap Metro system a 20 minute drive to my work takes over two and a half hours. I can walk faster than the service provided.
I live quite a ways up Decker Ln as well as many others and our neighborhood is dark at night. Please make bus 37 final bus stop on Colony Loop and Decker Ln. Many of us are on a time crunch and can't wait another 20-30mins on the next bus. So we walk and extra 1/2 mile just to get home in the dark while pass a lot of traffic when walking on the sold shoulder due to lack of sidewalks, making our walking distance about a mile to 2 miles depending on where we live. A feeder bus with more stops would be great. I live in a house and bus 237 never stops near me. My time frame of going to work is somewhere between 10am-noon between Mon-Saturday.
S. Lamar and Downtown
Rail line to the airport connected to current rail line
East/west service along Far West then Anderson Lane then US 183 WalMart east of I-35.
more frequent bus service Airport/Lamar to 51st/Lamar
All of the above ranked services should be focused on Lamar blvd, Guadalupe St, S First street, South Congress, & Airport Blvd. Basically you need to alleviate and provide an alternative to MoPac & I-35.
Frequent route 20's
Train from downtown to South Austin / Buda. Train from Airport to downtown.
Frequent bus service on route #5
Dedicated lanes for Rapid lines. This BRT set up is pathetic and not worth the high fare
Dedicated bus lanes on the north side of town (not just south of 15th street)
Mesa/2222 to downtown and to far west

1. Light rail going up and down Lamar/Guadalupe from IH35 and Palmer to Ben White 2. More frequent 383 or light rail to technology blvd where all the hi tech industries are. Current 383 is so painful to use - have to leave at least 1.5 hours before meeting to make it on time 3. Buses should not be hanging out at Tech Ridge with engines on destroying the air and wasting gas. There will be a 1, 275 and 801 there waiting for 20 mins then all take off withing a couple of minutes of each other. 4. Rail is the only reliable form of transportation where traffic does not cause a late arrival. I stopped taking it because it's a crazy price for 1 train with 5 stops unless you live way out in Leander/Cedar Park area.
Late night (after midnight) north/south options. Late night route running further north.
Buses that are ALWAYS on time. Buses don't stop for driver breaks, another driver drives.
Lamar Blvd
More routes passing Manor Rd. going east, and more buses on the 20 route. This is currently the only route on this way and the bus being on a long, traffic-bound route is rarely reliable.
Later bus service to Del Valle, add'l bus stops, and weekend service.
Route 338 more reliable during rush hour
More peak hour bus schedules
We rely on the 3 heavily and waiting 30-45 mins on the next bus is just unacceptable. It's difference between getting to your destination in 20minutes vs 1hour to an 1hour and a half later. Moving from NY where there is reliable transportation, this has been the biggest adjustment and we are now considering a car. If the buses were more reliable more people would consider taking it.
Please extend 803 route to the full route of #3, or (at least) consider restoring previous schedule of #3, which was three stops an hour, instead of its current schedule of twice an hour, which happened once the 803 was implemented. (in my observation, #3 handles many more customers than the 803, even at peak) - At two stops an hour route #3 gets frequently highly congested and uncomfortable. - Additionally, I'm very in favor of light rail or any other future planned initiative. Thanks for this survey.
I used to live off of 48th Street in Hyde Park. I could walk safely to the stop at 45th and Duval. Now, I live off of 51st Street in Mueller and there are TOO FEW busses / bus stops on 51st street. I do not feel safe walking all the way to Manor and 51st, the area is not well lit and not as safe as Hyde Park. 51st street is an active corridor. There should be bus stops all along 51st as there are in Hyde Park along 45th Street. Furthermore, there are no busses that travel from my home to where I work and spend time downtown, East of I-35 on 6th and 7th streets. 7th street East of I-35 would hugely benefit from bus routes. It would keep drivers from parking in the neighborhoods north of 7th Street and driving drunk in the evenings. Busses should travel 24 hours a day in our city. There are over 1 million people living in Austin.
Express service to the airport.
Mueller to Riverside would be very helpful. Also, the downtown shuttle would help admin. lawyers.
Rail line running east-west
Restore full service to the No. 1 route!!! I take the bus much less often now that it runs so infrequently.
we need parking at metro rail stations.
Dedicated routes for buses so that rush hour travel is a time saver (especially on Guadalupe)
An easily identifiable downtown shuttle for visitors, like the old Armadillo
EVERYWHERE
Austin north of Braker Lane
More frequent bus service during rush hours on the #1 Metric.
A faster airport shuttle that goes up and down airport blvd to the airport. A metrorapid bus with limited stops that travels down airport to the airport.

More frequent service at Brentwood and Woodrow and Brentwood and lamar
I am pretty satisfied with the #5 route. The 801 has to deal with traffic congestion going north on Lamar during rush hour. Bypassing traffic would be great, but there is no room for that.
A rout for the guadeloupe side of the fork in lamar
We need a practical rail and/or subway solution from Leander to Manchaca and from Manor to Lakeway that services major developments and the airport.
frequent bus service to IBM on Burnet from Leander.
801 and 803 would greatly improve with dedicated lanes
Rail options within the city with more stops and destinations in central austin so passengers can use the rail to ride shorter distances. Also a rail service to far south austin.
I would like to see more frequent bus service on Manchaca Road and perhaps extending the 803 down Manchaca.
Better East/West transportation in the downtown area (across 6th street/4th street) to get from one side of downtown to the other
more frequent rail service!
Manchaca Road
lamar to downtown
Parking for metro rapid at Westgate or nearby. More frequent local buses at metro rapid stops
More routes to the Domain (a major employment center). I currently takes over an hour by bus to reach the Domain from the Far West area -- compared to about 10 minutes by car.
everyone to let down steps
The rail line is laughably inconvenient for anybody that doesn't live near a stop. I onboard at Kramer and the lack of street parking at that station means you are out of luck if you want to take a train later than the 7:27 am. More frequent trains would also help, as the morning and afternoon trains are packed to the point of being unsafe. Disallowing bikes onboard during peak hours would help with safety, but capacity was reached a long time ago.
even higher frequency on 803 bus
For the love of god. Please. Please. Pleasssssssee. Make a rout that goes the the entertainment district of the East side from the south. This is where I both work and play and according to google maps the most practical bus rout is for me to take the 801/1 to 4th and Lavaca, and walk to Waller and 6th from there. This is so dumb that this drives me up the damn wall. Look at all the major bus and rail systems in large cities. You have to run routs that turn east or west once they hit downtown. You can't expect people to transfer all the time because traffic is bad and its wildly inconvenient. In short. Please make a new line that goes from South 1st or South Congress, turns east somewhere downtown, and heads down East 5th or 7th. The same can be said for busses from the North. This is where people want to go and you're not taking us there!
Loyola Road IH-35 S Congress Road
Better east-west connections in central downtown.
Allow MetroRapid travel from one end of town to another at the same pace or faster than it takes to drive that same distance.
All over town. Please connect the buses. The routes they travel should be more linear rather than in strange patterns
More frequent trains and more locations (south, east, west)
More frequent south of Ben White
It would be great to see the circulators moving people to and from the Subway stations.
major employment centers are increasingly not downtown

frequent bus service to Lakeline station
Frequent bus service from E Riverside & THB to the Capitol on Congress
Buses just need to be on time and get to their destination in a more reasonable amount of time.
More availability for the south. I live in a large (and growing) neighborhood with limited stops, very limited service and stops heading west.
.
I travel across town daily so I would like to see a rail system that follows the major highways in Austin with a north to south system and East to west.
With Austin's largest employer downtown - Seton Brackenridge. Soon to be Dell Seton Medical School.
I would like to see expanded train service more cars, more lines especially going south. The train need to run earlier more often and run at least until midnight during the week!
383 bus more pick up times if I get off at 5 and the bus on Burnett get there at 505 I'm not able to make it so I have to wait until 545 to get on the bus and when I get home its 7 because of my walk to home. More express buses from north to southwest Austin it takes me 1 hour and 45 minutes to get there.
More frequent MetroRail trains, or bigger trains
Metro Rail frequency
more trains, expanded train schedule
Frequent bus service on route 4
More west and east coverage
Increased bus service on all routes. Code scanners on local bus routes
Service options for the suburbs. So many people live there and don't use Metro bc it's inconvenient and hard to reach. The train is great for going downtown but it needs more trains that run more often...it's so packed now.
392 needs to run more often.
A train station closer to me.. Biking a mile North to ride South is less than ideal. Taking a bus to the train station adds 30+minute to my trip. Might as well just drive then.
Closer to downtown destinations IE STOPS ON CONGRESS AGAIN. Easier to get from South Austin to North Austin destinations and vice versa, routes running later into the evening to allow safe transportation home after movies/concerts/events
Later rail service on weekdays, and / or on Sunday
on-demand van/car/ride share/pooling either encouraged or subsidized.
Bring back the leg of the 30 route that goes through Trailside and Barton Hills, please! It's frustrating to have a 20 minute walk to get to the bus stop, particularly when it's 100 degrees outside. Rapid bus or light rail with DEDICATED right of way on Lamar would do wonders, too.
Downtown circuit!
Better connections to rapid metro lines
I would like to see a MetroRapid route going to East Riverside Dr. I would also like to see an East/West route as well. Also a route going to the Mueller area.
More frequent and longer hours for bus service on Route #30
Increase bus services on weekends
More service in frequency and route options for north austin!
More frequent rail service. Rail on Lamar/Guadalupe. Increased 1 frequency.
More bus service in northwest hills
A way to get from south Austin to research Blvd without taking 2 hours.

More direct service from Southwest Austin on 360 corridor. I've never seen a bus on 360.
More reliable bus schedules, or at least some method of real-time tracking non-MetroRapid busses
Light rail down Guadalupe & N.Lamar, neighborhood shuttles feeding the light rail.
No urban rail
More frequent bus service on the 661 UT Far West shuttle: less crowding on the 661;
Try to make a rail line on Guadalupe and Lamar work. If not, then dedicated bus lines on the same corridor
The 338 needs more frequent service during peak times. I've had to wait over 30 minutes on multiple occasions to catch the 338 at 7AM and 530PM. As a would-be rider, Austin is need of a more expansive rail system than what is currently offered. Lamar and/or Guadalupe should be a priority.
Metrorail along IH-35; metrorail east-west in south Austin; metrorail east-west in North Austin
The FY2016 budget has plans to expand the parking at the Howard rails station. This is great - I've been unable to use the rail this week due to the lot being full - but it would be great if as a part of this expansion a secure bike cage as added as well. I live far enough from the Howard station that walking isn't practicable, but biking is very feasible. However, I don't feel safe leaving my bike at the station all day (and the train is usually too full for me to take it on board). If the Howard parking expansion isn't forthcoming, anything short term to alleviate the parking issues would be great (leasing spots from the retail/business on the other side of MoPac/Howard?)
No weekend schedule.
Frequent bus service near FM1826 / TX45 SW
Northcross Mall area up to the Domain
I would like to see HOV lanes on 35 and MoPac
Would like the frequency of the 803 to always be 15 min. Bring back the downtown Dillo!
I would love to see more express busses from stations south that go up to leander. Maybe one that doea an hour interval. Trains are way to crowded and it would provide some relief on the crowded trains
Much more frequent service for #3 and #1 routes, and #803.
More frequent bus service on Barton Springs Road and South Lamar Boulevard
More and more frequent East/West routes. More stops with seats and weather shelter.
Frequent bus service on Southwest Parkway
More routes with stops on North Congress A route traversing E 32 with stops between I35 and Duval
Expansion of Rail. More frequent service for less popular, but vital routes, like #18. Reduction in prohibitively expensive fares.
RUN THE TRAIN LATER AND ON WEEKENDS
a metro rapid stop at S. Congress & Ramble, more frequent runs for route 10 & route 1, 311/338 running later
MetroRail needs to be expanded in every way possible. More service (e.g. later than 6 p.m. weekdays, later than 12:30 a.m. weekends and add Sunday), much larger trains and more stations. This service is critically under capacity.
More train routes. East west line. Line down south congress.
Easiest way to increase mobility is to put in many park and rides and have them run very often during commuting hours (can be less frequent off-peak)
Service to my neighborhood (Woodland Hills)
Local bus service in NW Austin
Park and Ride in NW Hills

More Frequent Metro Rail.
More trains, parking at train stations. Incentives or discounts for frequent ridership.
Frequent bus service from Travis Country
Commuter bus near Hwy 969 & Decker Lane
There needs to be more bus service west of Mopac Expy between 35th and the intersection of 183N and Mopac and service needs later hours.
bus service on Travis Country Circle
Rail
West of MOPAC. Cap Metro has virtually ignored West Austin.
Bus only lanes
stops closer to Brackenridge campus on some of the major routes
More service in Colony Park
Oak Hill to downtown
Bus service from shopping center at Mopac/290 to downtown/university
frequent and reliable service from Oak Hill to downtown and back. All-day would be best.
Please create a route that gets me to my office on Parmer without so many connections.
Frequent bus service from Southwest Pky to Downtown or have a Park and Ride on Southwest Pky
A bus stop in Travis Country
COLONY PARK/LAKESIDE - DECKER LANE CORRIDOR
Park and Ride with Express buses from southeastern Travis county to major employment areas
more frequent bus service on #1 route
We need East-West routes, especially in North Austin. We also need better routes along North Lamar going to UT
Metro rail station at Dell Diamond in Round Rock.
Frequent bus service on SW Parkway. Bus stops at major interest toon in Travis Country, along Travis Country Circle and Republic of Texas as well as Trail West.
Can we get at least one bus stop along southwest parkway? There are some at the Walmart at Loop 1 and 71, however there is nowhere to park without fear of getting towed.
Continued optimized service : oak hill 71/290 -convict hill-willam cannon mopac sevice road - back to 71/ 290 (a loop).
South Austin. I'm still mad you cut service for the 1 bus & removed the two 101 stops when you started the 801. I used to be able to catch a bus every 10 to 15 minutes. Now it's 30 and there is a two mile gap in the 801 service... I'm in it.
There is no service at all to my neighborhood (Travis Country) and no safe route to reach the nearest stop (Brodie @ 290) without driving. Need pedestrian or bicycle connection to Brodie @ 290 that does not involve using SW Parkway or trails in the woods or a connector service to the Westgate Mall where other options are available.
Bus service to Govalle. I feel that theres improvements for all the Downtown/UT area, but all other bus routes arent even looked at.
More frequent runs of routes like the 320
Travis Country
Light Rail Transport along I-35 Access Road
Frequent bus route to downtown from 969 & Sendero Hills Pkway
SW Parkway

Trains need to run more frequently during rush hours. Perhaps each train could also have expanded capacity by adding cars.
Rail on Mopac, 290, and Lamar.
290 west to downtown and south congress shopping areas, evenings and weekends.
Commuter Rail near University/Old Settlers in Round Rock
We need bus service for the Travis Country neighborhood!
I would like more metro rail carts since we are jam packed during rush hour. The service also needs to be every 15 mins. The fare prices need to drop as well due to people having fuel efficient cars. Currently, it is not beneficial money wise for me to get to my destination using rail.
Later bus service on Manchaca, and on Oltorf.
Direct bus routes to Downtown Austin near 6th and Lavaca
Allandale to N W Hills Allandale to the Long Center
dedicated lanes on Burnet Road, especially from Koenig to 45th where there is no left turn lane!
Dedicated lanes - not only for faster transit, but also so that buses are not blocking traffic and causing people in cars to make dangerous cuts into the next lane over to get around the bus.
MetroRail service into the evening hours Mon through Thursday with continuation of Friday Evening and Saturday service
Better options for East/West downtown commuting
Rail from a station at Mopac and Foster Lane to my office's future Location at the old IBM facility a little more north on mopac near the Domain.
A circulator in Mueller would be a great way to provide better access the to bus and rail lines that are nearby but a lengthy walk from many areas.
Burnet & 2222
Bus service on Parmer Road; More reliable service for route 240 (buses are late most days and sometimes do not come at all)
Frequent bus service along Travis Country Circle or Southwest Parkway
Allandale, North Shoal Creek, North Hills
Burnet Road
Run local buses more frequently than just once an hour. Please please please expand MetroRail service on weekends (service on Sunday would be a miracle).
Expanded hours for MetroRail
Metro Rail everyway...Come on Austin.
Would like late night service all week and Sundays on metrorail. Also a connector bus to my neighborhood, Gracy Woods, that times with the rail service.
I live on edgemont one block from balcones. Manyolder people live here just like myself. Difficulties in driving but no bus line that would run near our residence. Many times have to relyon taxi service or ask for f,mavors from relatives or friends when driving becomes a chore or impossible. Please add a line that serves us.
A cross-town metro-rapid! Also seasonal service to less accessible parks!
Southwest Parkway
I would like a comprehensive east west rail system so that my need to use cars and buses is minimized. Further the lack of dedicated lanes for the Metro Rapid makes them not all that more useful than the standard bus. A lack of parking close to rail stations also makes it less convenient to use the rail.
Expansion of the Metro Rail service south of the river and higher capacity trains with more room for bicycles.

The zones should be restored, as an austin resident it is more expensive for me to park and ride the metro rail than to drive into downtown, and this was true before gas was magically cheaper.
Metro does not serve the Westcreek neighborhood in SouthWest Austin. The 111 route come close, and I have used it, but it only goes by twice a day and does not go through westcreek.
NOBODY WANTS TO GO DOWNTOWN!!!
Neighborhood Circulators/shuttles
Frequent bus service on South Congress Avenue
Metro rail that runs LATE - past bar closing. Extend line to run west to east and especially to the AIRPORT!
A local bus service around apple main campus or riata towards downtown without having to cross 183 or other big roads by foot
I would like to see more options in the major hwy intersections and other areas (Bee Caves, MoPac/290/71, Arboretum area, etc.
You must improve the rail service west, east, & south of Austin. Need more than two cars per train
Additional train station between Plaza and MLK (at Northwestern/Webberville) serving east 7th, ACC and surrounding area. Later trains to allow for dinner downtown before commuting home.
Better train service during peak travel times. More frequent trains from Lakeline to downtown, less train stops, better traffic control to get out of Lakeline Station (protected left turn)
Faster service coming from Circle C to downtown Austin. Bus, rail, express bus, bus lanes - anything that's fast would be ok.
We really, really need a stop at FM 969 and Sendero Hills Parkway!
More frequent Bus Service from Adelphia to Kramer Metrorail Station.
Downtown east west circulator
Buses that run from 11 pm to 6 am, so people going out downtown could get home safely after drinking -reducing drunk driving accidents and DUI's
Express bus from Hwy 969 to Ut Campus
Late evening rides every week day
I would love more parking at the Lakeline Park and Ride. I have gotten there before and not been able to park.
frequent everywhere
More bus service availability or rail availability in East Austin...of 183.
The city needs more routes into east austin. Desperately needs to invest in rail, one rail is not enough, it would be used more frequently if it extended to more areas and ran more often. If the city won't do rail, it needs more bus only lanes. No point to have more buses it they'e all stuck in traffic during rush hour
More rail service and park and rides. The MLK rail station needs to be an official park and ride.
East Side bus/rail options down 969 near Sendero Hills
The airport Erwin center and ut museums
Frequent bus service on 969 near Sendero Hills Pkwy. More rail extending east on Mlk to 183 and south of downtown along 1st.
Another train station at Hancock Center or on Clarkson and 38th 1/2. Frequent bus service on Chestnut or from Hancock Center. Later weekend schedule for 320.
Frequent bus service on FM969. Route that goes to UT and downtown and then back. At least express buses on FM 969 to UT, downtown, and back.
More service north east. Sendero hills parkway is 1 mile from one route and too many transfers to get anywhere
Bus/train service from east austin (MLK) to downtown

Express bus on 969 to downtown (from Sendero Hills Parkway or starting farther east) Neighborhood circulators/shuttles on Sendero Hills Parkway to connect to nearby bus routes
bus service on 51st street connecting to other transit locations and/or downtown
More frequent bus service on Westgate and William Cannon. Also on Brody and William Cannon
969 and Sendero Hills - Agave
New bus stop on Sendero Hills Parkway
bus service from 969 to 4th and Trinity
Bus stop on sendero hills parkway
bus/rail service from my neighborhood....AGAVE....969 and Sendero PKWAY
Any bus on Parmer to and from cedar park. Or Lakeline to tech ridge with bike carry capability until cedar park pays for service.
frequent bus service on Manchaca Rd. with bus-only lanes on S. Lamar and downtown.
express bus services later at night and on the weekends
Ask the question going from where to where. How many buses does one need for a trip, do they line up, are there long wait times when transferring. I travel all over this city and find ways to get around. My main issues is transfer times.
An East to West route up 51st
More bus on Guadalupe
Metrorapid to go into the Barton Creek area
Express buses in Taylor
Would love to see the Dillo come back
It would take me 2 ½ hours to get to work by bus, and no restrooms available. I drive to work in 30 king.
Parking at mlk metrorail station
Metrorail Commuter service between Manor & Downtown, Metrorail service to the Airport (Not via Riverside but south from Plaza Saltillo using existing rail lines and turning to the airport and over the Colorado River EAST of US 183 then south to the Airport. Work with UPRR if possible to share tracks south or DT Austin. Work with CAMPO to upgrade the downtown Austin Amtrak Station. Rail extended from existing DT station to at least Republic Park.
Some sort of service along 2222 and up mesa towards far west...maybe move the 19 bus over?
Extend rail hours and add Sunday service!
Provide mor comfortable buses from Oak Hill because a 40-60 minute commuter ride deserves cushioned seats and wifi
Frequent bus service on 3S during peak evening travel times.
Bus service of any kind on Manchaca Rd during very early morning work day hours.
more local rail service from ETJ areas. I expect I will have to move to reduce my tax bill, but I want rail service projections to direct where I should invest.
Some of the routes serve way too large an area/too many stops. It takes 45 minutes to take the 37 downtown from my street--I can ride my bike there in 30-35.
Bring back the bus stops along Burleson Road south of Oltorf.
Frequent/Express bus service on Airport, more north/south service options in east Austin
Bus service from Pecan Springs to Mueller shopping Pecan Springs to Highland station or other train station
Rapid transit, bus-only lanes on Guadalupe, Lamar, Burnet, i35 frontage roads

51st North Loop route, cross city, more grid, more direct routes less 37 style wandering routes. More frequency, a sane one fare system on all routes
Rail to and from the airport to downtown, capital and UT. That would do wonders for me and the image of the city.
More accessibility to bus services in my area. 51st and Springdale specifically.
10-15 minute waiting times max, especially in high traffic areas, dedicated lanes!, Fare payment at bus stop (not on bus), more metrorapid and rail
It would be great if the 20 would run a bit into Preswyck Hills so it's not such a long walk. More rail! Dedicated bus lanes!
We need metro and regional rail
#20 Manor Bus route to run at least every 15 minutes. I would like to see it connect to the Metro Rail station at MLK/Alexander
The Burleson route was removed a few years ago and many in the neighborhood were frustrated. It is time-prohibitive and many elderly cannot walk that far to the bus. Easier access to the airport would also be beneficial. Car2Go removed our neighborhood from its zone, so very little alternative transport (except for taxis) exist in our extremely central area.
More connected bus service in Far North Austin, Parmer Lane between 35 and Mopac
improve frequency for and on-time operation of the 20 route
It would be great if the train operated earlier and later and on Sunday. When I worked 8-5 I had to take the first train to work and the last one home (I had to bike a bit too). And those are the most normal hours, almost no one I know works that schedule consistently. For normal buses I would feel more confident riding if they were more frequent and more on time. I think it's scary/stressful that the bus lane is shared with bikes on Guadalupe near downtown.
More service in north Austin Parmer Mopac area
Need more consistency in service. Buses don't show up to their stops therefore riders have to catch next bus which puts riders later getting home (every minute counts in afternoon traffic)
Frequent bus service along Amherst during the day to connect to the rest of Austin bus services and Metro Rail.
Mesa Drive
East west corridors Crestview to Pavillion and Lakeline North South Woodrow
A. Adding a reliable Limited or Express route serving all of Loop 360. (This might require lobbying to expand operation jurisdiction to Rollingwood and/or Lakeway.) B. Connect Route 803 to Kramer Station and possibly Great Hills Park-and-Ride, as well as provide other route connections to Domain Station. (This was brought up several times in the Capmetro Ideas forum.) C. Provide a neighborhood connector that runs through the neighborhoods of Great Hills and Balcones Woods, as well as direct access to Davis Elementary. D. Improve stop announcements for Route 338 for Rosedale Station (announce 803 transfer) and 37th-39th Streets (northbound only; announce Lamar / 37th stop INSTEAD OF Lamar / 39th 1/2). E. Provide a MetroRail line south of the Colorado River. F. Provide a new crosstown route (proposed name 304 Riverside) that uses Riverside Drive mainly to get from Zilker Park to ACC Riverside. G. Provide pamphlets for the UT Campus routes as well as a schedule for what timetables are followed.
A connector bus on Koenig Lane!!!! Circulator buses that connect the 37, 1, 5 and 3 routes, on Koenig Lane. A route from Mueller to Burnet Road via Cameron and Koenig. Buses that run east and west and connect the north south routes so people don't have to go all the way downtown when they need to go crosstown.
We need additional rail lines and parking at each of the Rail stops. Maybe Austin Metro can purchase some of the parking spots at the Crestview Commons Apts. for example or at Highland Mall.

The metro rail needs to run later and on weekend days. It also should cost less than parking downtown. There need to be more park and rides.
Saturday morning and Sunday rail service.
More stops on north Burnet road, more options to travel from North Austin to South Austin in an efficient, timely manner.
I don't believe that good public transportation should be limited to specific areas of a metro area this large. There should be frequent buses inside the most densely populated areas with easy and frequent train connections to more outlying and less populated areas.
I would like to see the Metro Rapid expanded to include a route from the airport to Downtown. I would also like to see the Metro Rapid increase the frequency of rides and hours of operation, especially on the weekends. Many times when I get on the train headed to downtown in the mornings it is already at capacity, and I have a bike - this causes problems.
MetroRail to the airport!
North Lamar Corridor (Rundberg area)
More frequent service for Route 983. One bus per hour is far too infrequent for many commuters traveling from downtown to Pavilion Park and Ride in the morning and back to downtown in the afternoon. Route 982 buses run 5-6 times per hour and on many days several of them have only a few passengers. It would be a great addition to add another 983 for better, more frequent service. Better service to large companies that employ many people. There is no bus stop near the Apple headquarters on Parmer Lane. The closest option is to disembark at Pavilion Park and Ride, but that is still about 2 miles away. Many more people might ride the bus and commuter options if there were closer service to their employment locations.
Frequent bus service in East Austin going to West Austin since there are so many vital services.
1) I would like to see more East-West routes south of the river. I live just south on South 1st and I have to take a bus into downtown then transfer if I want to go east of I-35 (and north of the river). It can take an hour to go 2 miles. I have a bike now and so I skip using the bus altogether and ride if I'm going East. As for going West, the number 30 is great but doesn't run as frequently as to be convenient: every 45min I think. 2) Also, the Oltorf HEB stop (801) is a bit of a pain. It's great going south and drops off right at the grocery store. But to go north, returning with groceries, I have to cross a busy intersection N-S and then E-W then walk to the stop next to the CVS. I have stopped doing this and now just Uber home with my groceries. 3) I would like the 803 to go further south than the Central Market shopping center (the 801 goes all the way to Southpark Meadows!) 4) This has never happened to me but as the popularity of bus travel (hopefully!) increases, I worry that I'll wait for a bus only to find the bike rack full and I'll have to wait for the next one, thus being late. 5) I recently rode the commuter bus to Leander for the first time and it was delightful! Though I felt bad for all the commuters who did not get a seat, there were a lot and it's a long way!
Frequent rail from Cedar Park to ATX and back, all day, so I may work flex hours, and leave work if I need to get my kids.
969 east of 183 into the City
Intensify dynamic Ridesharing like Lyft Line, UberPOOL, and Carma.
Shuttle between a Route 3 stop and the Long Center -- it sure has become difficult to go to a symphony concert. (The Long Center would be easier to get to if it was in Manor.)
Regular late night bus routes, more often than 1 per hour. More east-west lines (ie why isn't there a bus down Ben White all the way?)
Bus service on Justin In to connect 801, 803 and rail
Would like to see more Rail options commuting from South Austin to Downtown
south lamar to east austin. It's not very possible to travel between neighborhoods

Expanded Metro Rail - needs to go to the airport and further south than just downtown
More frequent MetroRail service
I think a Shoal Creek route would serve a ridership that would like to take the bus, but don't want to walk a mile to the stops on Burnet. (I like closer to Burnet, but I have hear neighbors saythey would bus if the walk weren't so far.
There is currently NO bus service out to West Austin (360 south of the river). I'd really love to see some routes from downtown/central Austin out to West Austin.
Routes between ACC campuses. Students and staff would find it easy to plan course schedules if they could count on quick travel between campuses.
More buses on the 111 & 171 in SW Austin - and PLEASE get metro rail out SW or South Austin
More easily connectable service to Dove Springs
Add service to Steiner Ranch
More frequent trains and later than 6:30 pm from downtown. It is too packed so if you added more it might spread out the crowd.
Frequent bus service on Northcrest Blvd
more frequent 10 routes, or local circulator in Highland to make use of Rapid more efficient.
Need routes that stop in Zilker Park
Frequent bus service on Burnet and North Lamar
Northeast Austin needs more reliable buses. Not enough buses and they dont run.as often.
Desperately want more rail routes in Austin. North to South and East to West. More stops on the existing line would be supremely helpful until more routes are available.
Have a bus stop within 3/4 of a mile from any one point in the city limits
More frequent trains. The ability to buy a one way train pass online. Night train service, like 12:30 or 1:00am.
Extended MetroRail hours
Less frequent/less stops on local bus route that runs on Steck Ave and more frequent stops for downtown busses.
Frequent bus service along Manor (east of Airport) to UT. Reliable bus service from Manor to East 6th.
Frequent bus service in highland neighborhood - along the 10 route preferably
Downtown, Slaughter, Burnet Rd, Cameron Rd, East Side, etc.
More trains, less waiting
Bus stops or shuttles within Mueller development
express to airport using normal routes people use
More service from east to west please! Getting downtown is easy, but trying to get from South Lamar to South Congress is a pain and South Lamar to the east side is near impossible. I would like to be able to go out at night on a bus or run my errand by bus with routes that connect the interior of neighborhoods to major shopping and recreation centers or other transit lines.
Radial rail/subway service connecting to downtown from suburbs.
Route 803 to go as far south as Slaughter
Frequent bus service in Downtown, Cesar Chavez, East Sixth
There needs to be a local bus that goes up and down Congress Downtown.
I would like to see more bus coverage in North Austin, north of 183 and Mopac
Faster, more frequent service to Parmer area. Stop at Manor for 935 bus for better usage by UT students and staff.
Metrorail service that starts earlier and ends later. Metrorail service on Sundays.

Rapid/Express service needed on major thoroughfares - 183, I35, MoPac.
East west trains, more central trains
A park and ride at Chinatown center on N Lamar.
Frequent bus service through downtown and a shuttle on Congress Avenue.
This may not be possible (I don't have full information on the full routes), but it seems that the 1, 3, and 19 (at 34th/Guad) often arrived one after the other in clusters. If those arrivals could be spread out a bit more, that might provide better constant coverage for folks traveling downtown, rather than having waits in between those clusters of arrival.
Stop contracting out to 4 different companies so the buses will run more efficiently. e.g., The 350 crosses the city from north to south meeting almost all bus lines. But, if you need the 20, the 350 arrives seconds to minutes AFTER the 20 passes meaning the rider needing a transfer must wait up to :45 for the next bus. This is ridiculous. Drivers do not seem to understand that their job is to take folks safely and timely to their destinations. Yet, most seem to be on their own schedule, not the schedule posted on capmetro.org
I would like to see an express 7 route or see the 7 running more often during peak commuter times. I would like to see more express routes and more frequent routes on the east side of the city in lower income neighborhoods because these communities have less access to other forms of transportation. The afternoon 37 bus is always extremely late and should run more frequently from 4 - 6 PM.
More frequent buses on Guadalupe north and south. At least every 15 minutes if not more.
Please bring back the bus stop on Shoreline Drive. The Wells Branch neighborhood is the fastest growing neighborhood in Austin-Travis County. Please bring it back now that the neighborhood has grown. 78728
Faster service from downtown to north and south austin
Parking for Crestview MetroRail; more destination choices.
Dedicated lane on South Congress to make southbound MetroRapid to Southpark Meadows more reliable (especially during afternoon rush hour) MetroRail service to South Austin with a stop near William Cannon
More frequent trains with more stops downtown near the Capitol Complex; earlier train routes on the weekends.
City-wide, for everyone, especially out to the suburbs. No buses to, for instance, Alamo Drafthouse and North by Northwest at Slaughter Lane except for a weekday flyer, 111.
ABOVE GROUND RAIL, STOP BORROWING TRACKS FROM THE RR.
Less buses going downtown that have to drive down the drag, which is the major slowdown of buses I ride.
bus service by new Easton Park area (McKinney Falls and William Cannon)
Expansive light rail
Earlier and later rail. Better means of checking fares. I feel use data for rail must be flawed; it seems to be commonly thought that "no one rides the train"; however, it is often too full to even get on. I've been riding for over a year and a half, and I've only had my fare checked three times.
East Riverside corridor
Rail connecting east and west austin
Bus frequency on airport and stassney
A bus I can take from my area, Bryker Woods, to downtown and it runs more than once an hour. A train to UT would be amazing. A bus shelter at my stop would be great - it's so hot during the summer and there's no shade.

A park and ride station south of downtown Austin. For example, the Central Market area a Park & Ride More transitions stops. Instead of 1st & Red River the only way to switch between buses 5 & 10.
Realigned, frequent bus grid like Houston's new bus network.
Bus service to Round Rock and Georgetown
Downtown, airport, U.T. all need convenient service.
Frequent bus service on so Lamar and downtown
frequent rail line up and down N. Lamar/The drag/south Lamar
MetroRail needs to run later on the weekdays and earlier on Saturdays and on Sundays.
direct bus service between Northwest Hills (route 19/Spicewood Springs & Steck area especially) and the arboretum/arboretum walk/JJ Pickle campus/Domain area- ie. like the end of routes 3&392, and midway route 383; longer run & more frequent service route 19
Better service along 183 and connecting neighborhoods: Wells Branch, Balcones Oaks, and FM 620
Frequent bus service on E 12th and MLK Jr. Blvd.
It would be nice if Route 30 ran more frequently especially during summer when the bus fills with people who want to go to Zilker Park and Barton Springs Pool. It would also be nice if it ran until Midnight on Friday and Saturday.
Commuter Rail and Express buses need to operate earlier and later. I think Capital Metro does not realize the service workers need to get to work earlier and later than the regular workers. I wish the train would begin at 5:30 AM in Leander and the final run downtown would leave 7:00 PM. Or at least the Commuter Busses should run until 7pm. I work at a law firm and support our attorney's until 6:30pm. I also would like to see Route 1 to run more frequently. It is crowded! Please help! Can't the 1 leave every 10 or 15 minutes????
Frequent bus service on all major routes such as 1, 2, 3, 4, 5, etc. and crosstown connectors.
Direct and quicker bus service between East Austin and other parts of the city besides downtown (like South Austin and North Austin).
Added service along 183, increased frequencies on 300-level routes and the #19
light rail system starter line
Train stops further North (specifically, close to Apple at 5501 W Parmer Ln).
Downtown to ABIA
Buses shouldn't have to sit in traffic. Extend bus only lanes.
Manchaca
South 1st
I think additional MetroRail service from downtown / Lamar area to north Central Austin and some of the suburbs would greatly reduce congestion on I35E and Mopac and provide a great route for many people In addition, I think that increased bus service between the high-density Mueller development (and residential areas) and downtown would increase ridership.
More service on Ranch Road 620 near Four Points, more MetroRail service, and more frequent service in the Bull Creek area.
Make a crosstown version of the 803. It takes a long time to get through downtown even in normal traffic. It would save a lot of time on my commute.
Rail and a downtown circulator would be great.
airport, e 7th, oltorf
increase route map all over. to where people go.. e.g. up and down mopac. Light rail up and down Lamar all the way north.
To/from major hubs around town
Frequent bus service on South first, metrorapid on south first, night owl route on south first

More rail lines that run down Lamar, to the airport, and along 35
frequent bus service on MLK Blvd.
Improved frequency and speed of bus service in Pflugerville. Also, improved frequency of Metro Rail.
Pre-board payment system at all BRT stations. Increased reliability of the no. 18 bus.
3, 5, 320, 1, ALL LOCAL ROUTES!!!
More light rail
All routes need to have wait times at or below 15 min. But you all already know this.
Light rail North/south and east/west or like a spoke
We NEED a light rail.
More rails - stops at UT Austin
Light rail on Guad/Lamar/Congress
METRORAIL!!
Light rail routes with modal connection to buses
Metrorail or park and ride from 71/Manchaca to Domain
West austin doesn't have many options
My first preference is frequent dedicated bus service between North Loop neighborhood and 6th & Lamar that requires 0 transfers. Guadalupe would be a convenient major thoroughfare for me. Second preference would be existing #7 route paired with a downtown circulator that connected the downtown Austin Public Library stop with 6th & Lamar.
More frequent buses in the evening to south Austin.
Need parking at Westlake and souhpark meadows
To be able to feel safe in riding the bus without having homeless sitting at the bence harassing you
Train service to/from downtown should run until at least 2am on weekends.
I live in South Austin so the 5, 10, and 3 bus routes are the most important to me.
Larger 803 busses, special routes to outlying locations like Ikea
The train should be expanded and more frequent.
Would LOVE to see a connector between outlying transit stations, allowing people to avoid downtown to get cross town.
Rapid 803 needs to come all the way up to Lakeline (the Mall would be better than the train stop) instead of turning around at the Domain.
Downtown Austin circulator/shuttle
Frequent bus service on Highland Hills Drive
Later Metro Rail routes
I'd like to see buses with different or opposite routes (323 for example) have different numbers to avoid confusion. I'd also like to see the 6/323 become an express route. I'm tired of seeing the same buses, like the 7, go by two or three times while I wait for the 6. It's especially annoying because, by the third time I see the 7 go by, nobody is getting on it. I would also like it if there was a crackdown on drivers rolling past stops while I'm clearly and visibly waiting there for pick up. Also more benches would be nice, especially on routes that come every 45 minutes. Discounts for veterans would also be appreciated.
More buses on the 383 routes
Add metro rail train cars that are standing and bike only. Make Bus 18 run every 15 min.
There needs to be a bus that goes down Cameron/dessau. It is a major travel area and you can't get down the road. From 51st to tech ridge would be an easy rout to add and would save me and many others hours a day!

Bigger trains
Later rail service
More frequent 10 routes Late night/weekend service
I want to see REAL BRT, not this half excuse for rapid transit in the 801 and 803. If Curitiba and Bogata can have real bus rapid transit, I really fail to see why a much wealthier Austin cannot. Jesus y'all, get it together.
Increased local route frequency on Lamar.
More frequent service outside of the core of Austin, including into Road Rock and other outlying areas.
More frequent service and better maintenance of buses on Route 1
more frequent and later running rail service at Howard Station
Express Bus service to downtown Austin from Pflugerville
red river
More trains
more covered bus stops along 18
Holiday and weekend express service from Pavillion to downtown. It could be less frequent than weekdays.
Rail routes throughout the city
Fix the route 1 and stop deliberate trying to over book bus routes to force people to ride the more expensive Metro Rapid.
more metro rapid stops with park and ride options along Burnet.
frequent bus service on Speedway (particularly route 5)
Direct lines from transit stations to downtown, no stops aside from pickup and drop off, i.e Pavilion pickup; Downtown drop off, no stops in between, vice versa
More busses up and down congress, and different busses spaced out more. Example the 1 bus and the 801 go down the same road right behind each other all the time. Why is this?? Why wouldn't they spread the two out by a few minutes.
More buses from Oak Hill to downtown and/or Buses circulating along the length of Ben White and/or William Cannon (provides connections to established routes)
More MetroRail cars to fit more people or more frequent trains.
Frequent Bus Service in Manchaca on 1626
MetroRail needs increased train capacity and rush hour frequency which will require Park&Ride expansion. Added benefit would be some form of public transit along the 620 corridor which could reduce or eliminate my driving.
shuttle or park and ride from Loop 360 to Downtown (Zilker)
More frequent trains. More cars per train. More train options. Later train service on week nights. More bike storage in trains.A train to the airport. Light rail downtown.
I'd like to see a downtown circulator with dedicated right of way (i.e.: more rail or a dedicated bus lane). I'd also like to see metroRapid buses have dedicated lanes so they bypass traffic.
I would love to see more East/West options. It feels like all improvements and focus are on North/South corridors.
Bus lane/ alternate lane to avoid traffic on the drag (between MLK and guad and dean keeton station). This is the worst stretch.
Nothing comes to mind.
In areas where people with lower incomes and less transportation options live
Dedicated bus lane on the drag, more frequent AM service on 5 to campus (bus is always overcrowded and frequently passes my stop)

I already live near a park and ride with express buses.
Train not available on daylight hours of the weekend seems crazy. I come from a city that uses trains and buses and could not believe this.
More frequent service northbound to Leander from 35th street. Southbound runs every 15 min in the morning but northbound about every 30.
Encourage retail centers to host bus terminals that transfer passengers in proximity to the store entrance. Specifically those retail centers that host a full size grocery store. All places should be encouraged and eventually required to do this
I would like to see services run later. This is a major metropolitan and some routes no longer run at a certain hour. The city of Austin has the money to provide services 24 hours. I work late being a bartender and if I close, I have to take a cab, ride my bike or walk home because there is no service to get me home. Sunday is just atrocious. Frequency of buses needs to greatly improve. The metro rail needs to run later to provide transportation for those that live near it and can use it to get home from bars. Buses running more frequently near the metro rail stops. Buses showing up on time. Not 10 minutes late. Capital metro needs to be funded as if Austin were a major metropolitan, which it is. Not everyone in this city owns a car and the city could improve significantly if the public transportation system could cater to its citizens and provide reliable public transit. The city of Austin half asses this aspect and it's something that needs to be considered to grow with the growth of the city. 24 hour service with more buses.
Train service or more bus lines to the airport
Frequent downtown express service
Bus lanes in highly congested areas to keep traffic moving while busses operate.
Replace buses with uber/lyft
I would like to have bus go up to Manchaca and. Ravencroft. I could walk to that stop instead of driving down to Slaughter and parking illegally at HEB.
Train to airport and university
Designated bus lanes. More access between outlying areas. It'd take me an hour and a half to get from my home by i35 and 183 to mopac and Palmer.
Kramer Station... There is NO parking. ZERO. WHY??
Later and earlier service, especially for the Metro Rail. Also expansion of light rail.
Vanpool from Giddings to Austin for daily commute to work
Buses following consistent times
Expand the rail massively
I DO NOT want dedicated bus lanes. The streets are bad enough as they are. Add parking lots for metrorail Crestview and Kramer stations. I will never do a park and ride that requires a bus trip to the metro station. Either add parking where they are or move them to someplace you can add parking.
bus from UT Austin to Parmer Ln & I-35
More frequent trains (10-15 minutes) would make it so I don't have to schedule my day around the train schedule, I could just show up whenever and know I'm only waiting 10-15 minutes. Train routes anywhere south of downtown
We need commuter rail from the suburbs and exurbs into Austin proper, and within the city we need a dedicated LRT network. The plan on the ballot from 2000 was and still is the right first step for LRT! Put it where the ridership is NOW -- not where the developers hope future density and growth will occur. North and South Lamar, South Congress, Guadalupe/Lavaca. Put it there and watch it pay for itself and the rest of the city will be clamoring for their own extensions. But you absolutely cannot forget about commuter rail into the city!!

Dedicated bus lanes on Guadalupe/Lamar corridor
More rail destinations and later schedules during the work week.
faster ways to get downtown from Williamson county. car is faster right now, which is ridiculous. There should also be a convenient metrorail stop at Domain. current stop is way out of the way.
All east-west areas, east to downtown (east of 35)
Quit raising rates on everything and cutting service on the 1 and 3 for the 801 and 803
Well yes, frequent bus service on Manchaca road would be fantastic.
Frequent bus service from East Side (i.e. MLK) to Hyde Park/Burnet
Northwest Austin along 183 corridor
MetroRapid that reach farther South and farther North. It would be great if there was a southwestern route along West Gate or Brodie.
More park & rides near MetroRapid routes, later service especially during major events.
I want the damn wire to be considered: UrbanCable!!! https://twitter.com/wireaustin
More frequent 3 bus
New train line around MoPac
frequent bus service on Woodrow Rd
Austin Light Rail would be amazing, one that spans throughout the city
Neighborhood service to Wells Branch
I would like to see buses that run later in the evening to provide a safe method of getting home after enjoying nightlife. Would LOVE to see metro rail expanded throughout the city.
Rail connecting SW Austin/Oakhill to downtown.
Express routes on Mopac and I-35 for faster service to/from downtown. Later hours on weekends for MetroRail.
More frequent/later running metrorail
More E-Bus options, closer stops to entertainment areas. More well lit stops.
Restore the local 1 service and work with City of Austin to dedicate lanes where bottle necks occur (the Drag, across the river, etc). Credibly research reorganizing bus service along the lines of Houston's recent reconfiguration. In the meantime, increase frequency on the next tier of highly used lines.
Efficient neighborhood busses to shuttle people to/from a train station to get to other parts of the city or the airport. Needed in all suburban neighborhoods to ease congestion on major arteries (2222, 620, 360, 183, etc)
Want Park and ride near Steiner Ranch or at least a work commuter route to downtown near 2222 and 620 four points. Right now there aren't options for someone other than driving all the way to the nearest park and ride.
More frequent service for Metrorail. Dedicated lanes for buses
Trains going south and east-west
More frequent rail service running later and all day on the weekends
I would love to have the option to ride the 383 route bus earlier so I dont get late to work during the week or late at night when my husband get out of work and walks home because theres no 383 route bus after 9:00 pm on Sundays.
The Triangle
More frequent bus service on South First during peak hours
more frequent bus service on 111
More frequent weekend bus service to Monterrey Oaks, train service from Mueller to downtown
183 corridor

more frequent bus service during rush hour (mornings and evenings) on #10 (when I go to work it is mostly standing room only; bus is very full)
Lamar montopolis Riverside east side
Bus stops closer to where I work, west Parmer Lane.
dedicated rush hour transit lanes on guadalupe through UT campus; south first bridge over lady bird lake with bus queue jump from right lane for left turns at riverside.
Train ride service in North Austin would allow customers to get to their destinations faster.
MetroRail in more places. We need a tram!
More frequent trains to Lakeline station. More options for bus from Lakeline to downtown outside of rush hour.
Focus more on rail than buses. Too much auto congestion for a bigger automobile to make much impact.
More frequent service on Stassney
Rail extension on South Congress.
Restore Bryker Woods pickup at 34th & Jefferson; make the Long Center a direct route from 78703; allow instant access to see where busses are so we don't have to be at the stops 10 minutes early.
frequent bus service on Greystone Drive
Better service to East Austin. Better information on the length of time between transfers (I can't go anywhere without a transfer).
Frequent bus service on Hermitage Dr and Lake Austin Blvd or Park & Ride near home.
faster
Park and ride at Crestview and Highland Mall rail stations. Nowhere to park...only bus option is the Lamar express, so not many easy ways to get to station. I therefore chose to drive downtown
more frequent service than every 15 minutes. 5 or 7 minutes would be better
Circulator downtown (bring back Dillos) Frequent bus service on major/Imagine Austin corridors, especially in central Austin
Mueller
Connect the airport to downtown with rail. Connect neighborhoods and major employers with transit hubs Connect transit hubs to each other. Provide free, high quality wifi so people can work while riding. Stop running empty buses on routes that snake all over town and take hours to get anywhere.
Park & Ride service in dedicated transit/toll lanes on I-35, Mopac, 183 with express service from outer residential areas to UT/Capital/Downtown
Eliminate dedicated lanes. They are making traffic congestion far worse for all but the handful using mass transit. Prime traffic lanes are usually either empty or filled with an empty, or near empty, bus. Demand is not there, and the few are being served at the expense of the many.
Bring back the Dillo for Downtown workers and residents to get around Downtown easily
More frequent service in south 1st Street
Metrorail service to the Wooten neighborhood. This neighborhood experiences the noise and traffic disruption of rail, but experiences none of the benefits.
I don't like that the 21 and 22 end service early on weekends. I work at 5th and springdale and have to commute 5 miles home at 2 am. there is no way for me to get to 30th and speedway. the 21 and 22 also are not frequent enough. and maybe instead of it being a giant route that loops the city it would make more sense to have a bus that just travels back and forth on major east side streets. buses on the east side are not frequent enough. How the hell do you get think you can get ppl to ride a bus that comes every 1hr and 30 minutes. It's not convenient for anyone who needs to be anywhere. stop

looking at the lack of commuters and start thinking about how you can encourage more commuters. eastside especially. [redacted] buses that don't come frequently wont encourage anyone to ride.
Frequent bus service along the full length of Lamar, MetroRail on the N. Lamar/Guadalupe corridor, dedicated bus lanes on all streets with peak-time congestion (coupled with park-and-ride lots at suburban stations)
bus service in Cedar Park
Frequent bus service on MLK
A shuttle that snaked S Lamar, S1st and, S Congress would be great. It would give access to the shopping and be clean and safe for the environment and riders.
Frequent and late night bus service on Burnet Rd
Train or express bus service between Mueller and downtown
Cap metro in service Lakeway
Earlier and later service on the 201
I wish the train ran every day from morning until late at night, preferably later than 12:30 on weekends. It bugs me when I can't ride the train early on a Saturday or at all on Sunday or on weekday evenings. I do want route expansion (more routes to different parts of the city), but to start, expanded hours. Dedicated lanes for express buses would be great. I sit in traffic and a 27 minute ride takes 40. It's exhausting. Last, this is very self-centric, but UT has so many people that work and study there. There should be a train stop. And this is extra last: I am so lucky to be able to rent in a central neighborhood. My survey will look a lot different in another neighborhood. So much of our city is cut off from good routes that don't require transfers. Our city is also very spread out. A trip from Parmer Lane to UT took my coworker over an hour each morning and afternoon on the train or bus. She moved and now she drives contesting traffic more on airport.
I am unable to check any of the radio buttons above. I use Voice Over because I am legally blind. We are an important part of your ridership and having a survey that we can't do shows that you really don't care what we think. If I could answer the above I would say frequent bus service is the most important. You have added other more sexy services that look good but are basically failures at the cost of basic reliable transportation. So now the whole system is subpar.
frequent bus service on Manchaca Road
North Austin
Rails connecting suburb cities, Buda; Bus service from Buda to Austin; late night service to South Park Meadows.
Doing a great job
One route from NW UT campus to SE UT campus
383 being more frequent
More stops along MoPac, rather than tollway, have buslane/ carpool lane only
More frequent bus service to Northwest austin. Train service to Cedar Park Center.
MetroRail does a great job servicing communities North of Austin, but there is no similar service for communities in the South. I don't live in the South, but it only seems right that a public agency should serve everyone equally. Right now the rail runs about 20 miles North of downtown. An equitable line would run from downtown to about Hays or Buda.
Faster bus service from TechRidge to Downtown More Frequent Trains and later trains than 6:30 Northbound More options for Park and Rides for train
Metro rail ends at 6pm as a commuter that's ridiculous my day doesn't end at 6pm plus you aren't encouraging riders to take it instead of drunk driving
More bus service along Burnet Road with direct routes to downtown, easy access to North Lamar

Frequent bus service on 338 and 20
Closer Stops to work Downtown from Manor on 990. Preferably inbound stop @ Guadalupe-15th and Outbound pick up at same or 15th-Lavaca
Dedicated bus lanes on I-35 & Mopac
Faster bus service. Bus is twice as slow compared to me taking my car.
More 'circular' options in and around Austin; easier and convenient to travel 'diagonally', for example, from southwest to northeast.
Dedicated bus lane to get through Loop 1 freeway Later operation for express routes from downtown to neighborhoods
Peak-period dedicated bus lanes/queue jumper lanes at congestion points on major commuter corridors: e.g. South First and Ben White PM Southbound; Frequent bus service on #10.
More fares guys in the evening at 5:27pm because it is crowd now , or in the morning at all the stations because it is getting crowds both ways
Mopac
Buses in Cedar Park
More train cars more frequently all day. They should be able to go faster between stops and possibly have express times that only stop at a few. Also service to Westlake areas would be nice. Traveling on 360 is a nightmare.
More frequent service on Manchaca road is a priority. Too far and unsafe to walk to Lamar to get the 801.
987 needs the larger red bus during peak times. We often see (3) 982 back-to-back...while waiting for the 987 to arrive at north bound Co-Op stop at UT.
Bus-only lanes makes my daily commute difficult as it's hard to get over as buses are stacked up and need to revise travel schedule. If a cyclist and a bus are in the lane, forget trying to make your turn, which derives in driver frustration.
ACCESS TO AREAS WHERE CAPMETRO ACCESS IS NOT AVAILABLE: McNeil, Mopac, Parmer Lane, Duval.
Yes, more frequency on Manchaca. I live between Manchaca and Lamar and it is too far and unfriendly to walk to Metro Rapid stop. Service along Barton Springs Road. I don't ride the bus to work because I would have to walk from Lamar to One Texas Center lugging all my stuff in the heat.
Later running and more frequent service to East Austin (especially east of Airport) and later service for MetroRail
I just wish getting to school did not take an hour. I'm too far from UT shuttles.
Frequent service from downtown to UT and back throughout the night
More frequent bus service to Mueller neighborhood
More frequent train. 1/hr prevents me from using it. More bike racks in trains
More transportation options in North Austin
Downtown to S. Congress shuttles.
Make the train run at later times
More frequent running of the 5
More frequent routes for the 338 on Lamar
Frequent circulators from Oltorf to DT.
Frequent bus service on Martin Luther King Jr Blvd. and Manor Rd.
It takes me two hours to get from South Austin to North Austin. I buy the premium pass but I have to walk in the dark to catch the 801 or I catch the 1 to ride to an 801 stop. Then I ride the 801 to North Lamar transit center to catch the 240 to get to burnet & palm. The 803 doesn't even connect with the 240. That's in the morning. In the evening I have to walk to the domain from the IBM buildings to catch

<p>the 803. I have bad knee. But the 240 doesn't run often enough and I have a second job to get to. So I ride the 803 downtown to transfer to the 7 which is always late and crowded even though it runs every 15 minutes. Perhaps u could have a 7 that starts downtown to alleviate the problem between 4pm and 4:30 pm. Then at night the 1 runs like 40 minutes apart and the 801 is no good because its not safe walking in the dark along Congress. The transfer center is dimly lit at night and I just pray for my safety because I'm there mon-fr between 10:15pm and 10:35 every night. U threw the 1 route under the bus with the addition of the 801. I would gladly ride the 801 exclusively on the south side but it's too far to walk with bad knees. The 1 needs to run more frequently or the 801 needs to allow stops after 10 anywhere along the route where a bus sign for the 1 exists.</p>
<p>No buses on S Lamar. Prefer Metrorail.</p>
<p>383, Any route that connects to train or express lines</p>
<p>NA</p>
<p>MetroRail to run more frequently and earlier/later during the week instead of the last train to leave downtown be 6:30pm</p>
<p>A train line running north-to-south along north Lamar, the Drag, and south Congress, from Highland to UT to Auditorium Shores to St. Ed's; a train line running west-to-east along Bee Cave Road, Barton Springs Road, and east Riverside, from Westlake High to Zilker Park to Auditorium Shores (intersection with the first line) to ACC Riverside. Ideally a subway, but at least grade separated so that the train never ever stops for street traffic.</p>
<p>Frequency along I-35 frontage, Red River. Re-establish downtown circulator. Re-establish service on Congress Ave with a dedicated lane.</p>
<p>A more direct route from SW Austin to DT. Also, much more parking at the South Congress Transit Station.</p>
<p>Yes the stop light off of wells branch parkway near HEB need to be long when a bus is there and also near Walgreen and mopac .</p>
<p>Frequent bus service around university as it can be hard to get to work when students are in town.</p>
<p>Shuttles on 5th and 6th downtown- also north on guadalupe to UT and South from UT</p>
<p>More bus service on exchange and cross park with more times..</p>
<p>Metro Rapid Corridor is very slow</p>
<p>Set the clock back to about 1988. Run a basic, reliable bus service, on a minimalist budget, with low taxes, and low (or free) fares.</p>
<p>Train and bus transfer availability</p>
<p>Additional rail stations with parking; More and continuous night-owl services throughout downtown and the city</p>
<p>increased frequency of #1 local service.</p>
<p>Later bus service for 19/21/22 (up to 2AM on weekends)</p>
<p>969/130-45</p>
<p>major East-West and North-South corridor dedicated lanes</p>
<p>Frequent train service to downtown (every 15 minutes) Frequent train service to the airport</p>
<p>More frequent service across the board. I'm affected by N/S buses, but I hear the W/E buses also need more frequency. The connections btn the two are not good, so I try to just use one bus. If you've got to make a transfer, your travel will take over an hour, if not close to 2 hours. Also, there are too many buses stopping at 4th and Guadalupe. The park has been ruined by people walking/standing on it b/c so many buses stop there. Also, the local and their matching express buses should be at the same stop. If you miss the express and want to ride the local you have to walk to another stop. That's not cool.</p>

1. Park and ride for the Crestview MetroRail station 2. Faster travel along Lamar/Guadeloupe which could include dedicated lanes and/or metro rail service 3. Shuttles/more frequent service between the North Lamar station and the Crestview MetroRail
Howard and Lakeline stations are very hard to find parking at, so that needs improvement. Also, the congestion on some of the peak hour trains is unbearable
MetroRapid for Downtown East, East Riverside, & to the Airport; MetroRapid along the 5th/6th/7th St Corridor across town to replace Route 4
Getting east or west of central Austin difficult. North south fairly easy.
Frequent service on William Cannon Rd.
More train cars and more frequent trains. The peak hours I drive the opposite direction to get on the train so I can get a seat which adds even more time to my long commute.
Example
I would like to see Capital Metro provide parking in or near downtown and a frequent circulator to allow business patrons easy access to downtown businesses and restaurants.
Windsor Park/Mueller neighborhoods
More frequent bus service for the 383 Route
Expanded operating hours and more frequent service on MetroRail
Express routes in the mornings and evenings for the #30 bus. Park and Ride at Barton Creek Mall would be wonderful on weekdays.
Expanded metro rail.
Frequent bus service- the 19 bus times are later and now I'm late for work a notification on the app would have been appropriate! I'm not the only one! Adjustments could have been made for the times changed!
Bring back separate buses for cedarcpark and Leander.
More buses to near ny suburbs
Return the 1 & 3 to higher service levels. Make bus-only lanes on Guad all the way up to 38th (if not farther) from Downtown - if that means losing a lane of traffic, removing parking lanes, or making a lane directional depending on time of day, so be it.
Better frequency on South 1st and Route 5 (south of downtown)
Implement the green line in East Austin and provide train service all day Saturday and Sunday
Frequent bus from mlk to RoundRock
I think the city core, particularly UTdowntown need better, faster service to get people out of their cars. I can't easily go to destinations that are close but across IH-35. The old Dillos did some of this and attracted lots of tourists too.
Long times for serve on Route 22, 21
Plugerville
Frequent bus service on Barton Hills Drive and bluebonnet neighborhood in general
from South Austin to North Austin. from downtown to south austin -- west gate blvd.
Throughout Austin and connected communities
Make it easier to connect by bus to the Downtown Metrorail station.
17th and Guadeloupe to Barton creek mall 17th and lavaca to whole foods An 803 bus to macheca
Early on 300 and 240 on 4:00 am
The only bus within a mile of my house is the 2. (I'm very near the stop at Lott/Prock.) I'd love an option to bus downtown that doesn't include a 20 minute stop at oak springs and airport. This literally doubles the length of the trip and makes taking the bus from my neighborhood nearly worthless. Is

this box also the best place to mention how terribly served the Far East side is in terms of late night or night owl options?
Frequent bus service on 3, 5, 320 instead of every thirty minutes. Change the bus stops to include Metro Rapid & other buses together.
Dedicated lanes on MetroRapid routes. Run MetroRail later on weekends until 2AM and weekday evenings until at least midnight. More frequency on MetroRail
More frequent trains at peak hours between Howard and downtown. I never get a seat in the am and pm rush. It's very popular, make more frequent trains. Also, have trains run earlier and later and offer trains all day on the weekends.
Local North Lamar stops with link to local South Congress stops.
19 route every hour at night is too few. esp at night, dark and weather issues.
Rail on Guadalupe/Lamar and possibly East Riverside, but ultimately it should be placed on a corridor where it would generate sufficient ridership for it to be justifiable from the perspective of reducing operating subsidies compared with bus service. Extending the dedicated lanes currently present on Guadalupe would be desirable. Also would be desirable not to have buses waiting in traffic to cross the bridge at Congress.
More frequent Route 3 and 338
The station at Airport Blvd & Lamar Blvd needs more parking spaces.
Lamar/Guadalupe rail service, Road improvements on West 6th St.
Frequent bus service on downtown
Circulators connecting Mueller neighborhood with other neighborhoods, such as East Austin, Hyde Park, Rosedale, North Loop North Loop-Rosedale-Brentwood circulator Dedicated lane on Lamar
Restored frequency on 1 & 3, improved frequencies on other local and express routes, dedicated bus lanes on Guadalupe between MLK and 29th St.
We need to restore frequency on the 1 route! Desperately! That is the biggest priority we have, but we also just need more high frequency routes in general. We need dedicated lanes on Guadalupe so that the Rapid Buses are dedicated Guideway from around 30th St on down.
Addition of a trip on the 550 to Howard Station before 7am Increased frequency of the 5,7,and 1 routes during peak hours. Extension of hours of operation for the 550 between Kramer and Downtown station until 9 or 10pm. If there could be a brentwood/crestview/allendale bus circulator that would be great. I do most of my non work traveling by foot because the bus takes so long to pass by.
Expand rail capacity - trains too crowded at peak hours
I wish the train would run evenings. If I could rely on it to be there if I need to stay past 6:30 at work, go down on the weekends, etc I would use it much more often
More frequent neighborhood stops, more direct routes, improved in app ticket purchasing.
Metro rail needs to be available from areas south of downtown such as south Austin, buda, Kyle, etc.
Metro Rail service starting more run times earlier in the morning. More frequent run times for more trains in the afternoon rush hour and weekend services with more options for late night and Sunday's
Frequent rail service to Leander and commuter buses to rail stations
more bus lines into east Austin more frequent service on the 21/22 line make nightowl line-served stops easier to identify improved CapMetro app
Would be great if buses ran 24hrs around the clock.
restore the Dillo downtown
Improve service of bus route 37 north and south. This route is chronically running late. If this route ran on time traveling in the northeast would be less painful.

801 stop at between Yager/Parmer and Lamar. This is the longest stretch without a stop on this route and no sidewalks or bus lanes! The public charter school where I work has no bus service and students rely on capmetro for transportation.
Frequent service of the 10 bus, the 10 doesn't run early enough for me to get to work on time on Sunday's, the 7 doesn't get close enough to St Davids which is too far of a walk during bad/cold weather. I wish the 10 route ran the same way north and south bound, as the duval and bruning stop is ideal for me.
Train route along loop 1 into south Austin
Frequent service from riverside to airport blvd
Park and Ride Station at Stone Hill Shopping Center in Pflugerville,
Better service on William cannon and onion Creek and slaughter. No routes should run less than two times per hour. More service on Manchac Road would be great. Better development in Newark and developing communities, so that people that live closer into town may move farther out as prices in homes are cheaper.
Rail and more dedicated bus lanes on Guadalupe, N. Lamar, and potentially S. Lamar.
5th/6th streets, Lamar.
Frequent bus service on S1st Real Metro rapid service (dedicated lanes!!!) with real walkable environment to reach the stop : Lamar, South Congress MetroRail service in the most dense area : downtown extension, Lamar/Guadalupe
Dedicated lanes/queue jump in high congestion areas on Lamar and Burnet. MetroRapid pre-boarding fare payment like the NYC MTA Select Bus Service. Faster ticket machines at the train stations (too many steps, takes forever to print tickets. I've watched several people miss a train trying to get a ticket)
Arboretum, downtown, Lamar and 6th, Domain, Lakeline Mall
More frequently route 30
Well-timed connections for route changes and neighborhood circulators around Pleasant Valley and 5th-to-Manor
Bus service closer to Gatlinburg neighborhood for commuters to reach metro rail.
MetroAccess needs to abide by the ADA
More frequent runs between North Austin & downtown that take less time. More rail trips for less crowding and less time between trains, especially coming from far North. Covered shelter at 11th & Congress
Cross town routes
Frequent bus service on Lamar via #1 bus
MORE FREQUENT SERVICE FOR ROUTE 30!!! The buses come every 30-45 minutes, so if I miss the bus, I'm screwed! If I take an early bus, I'm 30 minutes early to work, which is useless because my job doesn't let us clock in early. A good chunk of my co-workers rely on the 30, and it's always a pain to dance around work schedules so that we don't miss the infrequent buses. If you clock out early to get the bus, but then miss it, not only do you have to wait 30-45 minutes for the next one, but you've just lost pay you could've earned if you weren't running after the bus. Maybe also more frequent service for routes 18 and 19 during peak hours.
38th and Guadalupe
Since I live near the Arboretum & don't own a car, getting to Kramer Station requires me to cross MoPac where the bike lane goes through an off ramp which feels extremely dangerous.
Frequent bus service on Route 5. It's getting packed.
Metro rail to airport. More carts, or frequency increase. Cheaper rates..
Increase frequency of Premium routes.

More seats for capmetro rail, train doesn't fit that many people during rush hour, very crowded
Frequent bus service on William Cannon.
Earlier train start time, more of them and more frequently ran
Increased capacity to meet Austin's growth
Downtown circulator, dedicated lanes for 801 and 803
1. MetroRail makes early afternoon stops at the Leander Station (prior to 4:37p) 2. Add a restroom on the MetroRail
more frequent bus service start from downtown core (Guadalupe/4th)
More East-West routes. It's nearly impossible to go east or west in Austin and one often must walk more than a mile (for example, between Burnet and Lamar or Lamar and Guadalupe).
Dedicated bus lanes to improve reliability and maintain/improve frequency on Guadalupe, N. Lamar, Burnet, S. Lamar, S. Congress, etc.
Park & Ride at more rail stations (especially Kramer)!
More rail
The Harris Branch community is currently over 1,800 homes and is likely to continue growing. Neighborhood circulators or park and ride would be great at getting us connected to the Metro transit system. We also have much to learn from Bus Rapid Transit systems used in China. What takes me 15 or 20 minutes to drive is often more than an hour on bus routes.
Downtown, East Side
I would say to implement more MetroRapid, but after using that piece of crap for the last year, I no longer want more. What's supposed to be an improvement actually doubled my travel time down to campus from Pickle Research Campus. I would expect something called "Rapid" to actually move people more quickly and efficiently than the route it replaced, but that isn't the case. The buses still sit at stops for a ridiculous amount of time and also do about 20 mph through their entire route. Yes, the new bus is nice, but if it goes slow as hell it's not really an improvement.
We need mass rail on major corridors.
Windsor Park to Downtown and Zilker
at least 15 minute bus service on routes 320 and 21/22
More frequent bus service to ACC locations, especially on weekends. Metro service to Northridge ACC campus on weekends.
Park & ride near muelle night owl bus route at Mueller Neighborhood bus for Mueller
More services/routes east to west in north central austin (2222/51st street areas)
More frequent and later bus service to and from East Austin and Downtown
Less frequent stops. Make people walk more to stops. Get them in shape.
don't know
Access from the University Hills Neighborhood to allow travel to the west side of Austin (state office buildings near the Triangle).
dessau road
I would like to see metro rail in Austin. It is not going to get any cheaper. We have to start somewhere.
Express bus from southeast austin to downtown; MetroRapid bus between major centers on East/West major corridors
It would be awesome if a shuttle service picked up in my neighborhood and at least took me to the Train so I could hop downtown quickly (and avoid the dreaded Mopac rush hour!)
University area rail line.
A central rail line up Guadalupe and Lamar!

I think an 803 stop near 3000-3200 block of South Lamar would be good since the closest ones are almost a mile in either direction. Also a bus routes down Barton Skyway from South Lamar to Barton Hills Drive and on to Zilker. There are many apartment complexes on Barton Hills Drive with no service, plus it adds easy access to Zilker Park as a destination.
I think Cap Metro will benefit by having 3-5 public parking lots with bus shuttles to downtown or the stadium during football season. Folks wouldn't have to enter the city center and can also sober up before getting back to the car.
never should have retired the Dillos ... really bad move on the part of city and transit authority ... now you think a local service is a good idea ... we had it!
More interconnectivity in SW Austin
I don't want bus service near my house
Park and Ride in West Lake Hills/Rollingwood. Express service from Barton Creek Mall to Highland Mall. Frequent local bus service in West Lake Hills Dedicated lanes on Lamar, Congress I'd like to avoid having to transfer downtown to get from/to Barton Creek Mall to Highland Mall.
Manchaca
More frequent cross town routes, e.g. 320 more frequent.
Neighborhood shuttle in Mueller, more frequent buses on route 37
Whatever speeds up travel time. My most common route is 15 min by car or 40 min plus wait and walk time by bus. I'd rather take the bus, but it's not feasible.
Service to Weatlake which is where I work. It's dangerous to take the bus out there.
Direct route from Windsor Park (Blanton Elementary stop) to St Edward's University. Or direct route from Blanton Elem stop to Pearson (905 Howard lane)
Express Route originating in Pflugerville and extending to the West of MoPac near 3701 Lake Austin Blvd.
Frequent service from Windsor Park/Mueller to downtown/ east Austin destinations
Shuttles to bring people into downtown area and reduce traffic on key arteries.
I live in the residential area of Travis Country for the majority of 27 years and there has YET to be a bus that runs to/through this neighborhood.
More East-West routes/shuttles in North Austin, specifically 51st and St. Johns
More trains; train stop at Hancock Ctr./Cherrywood; single bus route from Cherrywood to Domain or Pickle Ctr; parking at MLK train station; buses not getting stuck in travel
connect the 300 to mueller
would like to see more connections between Windsor Park and areas north or west of the neighborhood; as is, must go downtown, transfer, and then take new route to those areas. For example, I work 3 miles NW of my home & it would take me 2.5 hours on the bus to get from Windsor Park to office in the Walnut Creek business park.
More frequent and MORE EFFICIENT Route 37. When waiting is taken into account, it is often quicker for me to walk the five miles from work to my house than it is to take the bus.
The train should run on weekends.
Frequent bus service along Manor Road, Express bus service along Manor Road, Dedicated lanes through central corridors (Burnet Rd, Lamar Blvd, Red River)
I find this latest tactic of pay the fare or pay a fine intimidating and not rider friendly. I pay my fares. I do not ride that often because in my area the buses are crowded and run once an hour and break down At one point #19 broke down and for a few minutes couldn't get the door open.
Metro Rapid service is exceptional (801, specifically). I would like to see more of this offered, perhaps on East/West routes. Also, I would like to see more park & Ride options near the Crestview Rail Station.

No cars are allowed to park there for transit. This is quite frustrating. As Highland Mall develops, please dedicate park and ride space. Better rapid bus connectivity to Zilker park would also be appreciated and probably well-used.
I would like to see more routes and more frequent service going to Barton Creek Square Mall or from downtown Austin directly to Lake Line Mall.
Frequent bus service morning and evening to downtown and north campus from Brush Country and Convict Hill stops
More express routes that do NOT involve changing buses downtown - extremely inconvenient. More direct routes between 3M and Western Oaks neighborhood.
More routes from downtown to south Austin
More frequency on highest ridership routes. Rapid bus on Riverside Dr.
more direct routes from downtown (8th & Brazos) to East 6th Street during the 5-7 o'clock range.
Frequent bus service on the MetroRapid lines. 20 and 30 minute headways are not frequent enough to show up and go. I could bike there in that time.
frequent and reliable UT shuttles to student housing, I have now moved to Lake Austin Blvd and Luftin
Devoted transit lanes through the UT bottleneck on Guadalupe and signal prioritization and MLK and Guada/Lavaca and beyond if feasible.
The 4 gets stuck in traffic going west to east in downtown. It is really annoying and can be delayed up to 20 minutes during rush hour. There needs to be a dedicated bus lane or some way for the 4 to navigate through rush hour traffic faster.
frequent bus service to and from UT and Downtown
would love to see more east/west circulators. It would also be great if there was a circulator on East MLK/Manor, around the Keonig/Anderson Lane area or Burnet/Lamar from 45th to Anderson LN.
Larger trains, more tracks, more trains, faster trains, more train lines
Neighborhood circulators thru Travis Heights connecting with 801, 1, and shopping along Ben White (i.e. Walmart)
Frequent routes are not frequent on weekends
Expanded days/times/routes for metro rail.
I would like access to a bus stop closer to my neighborhood that either connects quickly to buses going downtown. I live in the Windsor Hills neighborhood and the routes I get online show over an hour and a half from my house to my work 6th and Neches. I would like that to cut down to at least an hour. The faster routes also drop off in the Rundberg/Lamar area, which I don't feel is as safe.
Downtown circulator that also goes to Pleasant Valley on the East side. Metrorail from South Austin. MetroRapid from Slaughter to Manchaca Rd. Local bus #238 more frequent.
run later and more frequently on 987
Unsure.
Would like to see airport rd stop for metro rail
Rail on the densest routes in the city (Guadalupe/Lamar, Riverside, S. Congress, S. Lamar)
1) Dedicated lanes on Guadalupe and S. 1st St. bridge. 2) Light rail from East Riverside through downtown, up Guadalupe and N. Lamar.
North Austin frequency
East Austin (12th and Springdale) to Downtown and UT campus
Bus service on Capital of Texas & on Parmer. Apple opens up a multi-thousand person site and 0 bus service except on Research FR, where there has been fatalities attempting to use.
frequent bus service in Mueller neighborhood.
Cameron and Berkman Roads

Rail service to airport
MetroRapid: Airport Blvd, Riverside, William Cannon, 2222 15 min bus: lines 1-99 park n ride: Howard Ln, Highland Mall, SW Parkway, Far West/Anderson, Southpark Meadows, Metric Trainstation
Major destinations
Austin needs light/urban rail. Resources should be focused on getting the next proposal and bond vote on the ballot as soon as physically possible.
more frequent #1 service & #10
more frequent and everyday bus or train service at the Y at Oak Hill and Scenic Brook neighborhood
Frequent Bus Service east to west through East Austin. Additional service through Mueller. Feeder routes from Oak Hill P&R along route 111. Dedicated lanes on Guadalupe west of UT and across the river.
ALL local routes running at least every 15 min. More east-west routes. More routes and increased frequency, in general, to be able to actually get around town and reduce the amount of time *wasted* in waiting for a bus.
Expand the hours of the rail lines. Please increase capacity on rail lines. During events, I am unable to get on the train because it is already backed by the time it gets to my stop at MLK station
More frequent bus service on Duval, Guadalupe
easier connections between south Austin/SoCo area and East Austin
Expanded weekend timetable for the 801, 803, 550. Everyday midnight run for the 550. Frequent connections & more reasonable stops from retail hubs at Barton Creek, Brodie Oaks, Sunset Valley, Northcross Mall, Lakeline Mall, TechRidge East and West, Southpark Meadows North and South etc to transit centers
Frequent bus service in East Austin that runs both east/west and north/south.
Make the 238/338 one line again
Dedicated bus lanes on Guadalupe, the S. 1st bridge, and S. Lamar
A frequent bus service on Slaughter Lane
Rail
Service from Kyle to downtown Austin.
Increase frequency on Route 1
West Gate shopping center park and ride, metro rail that services south austin(William cannon/manchaca
Expanded rail with later service
Dedicated lanes on MoPac. East-West MetroRapid routes. Rail on Lamar/Guadalupe corridor. TOD in the north.
Bus/rail rides to downtown Austin and back home on weekend nights from 11:00 to 3:00 am.
Frequent bus service on 183 North.
More service options for circle C & SW Austin
More frequent service from Tarrytown to downtown; direct service from Tarrytown to South Congress
Increased Park And Ride locations.
Metro rail service to all neighborhoods with sidewalks to stations
frequent rail service every night and all day and night on the weekends. Our kids love the trains but rarely have an opportunity to ride them. Circulator shuttles are needed at the end of the train downtown to get people to different places downtown like Zilker, near MLK station to get to Manor restaurants, and at Kramer to get to Domain and 360 shops.
#1 more often (like it used to be). #10 more often Not all N/S bus traffic on Lavaca and Guadalupe

Increased service in North Central Austin, especially aiding in crossing major boundaries such as the Parmer/Mopac intersection, and improving circulation from Parmer and Mopac to connect more reliably with central arterial local routes, like the 1 and 3.
Circulator and urban rail in both downtown and central Austin.
Frequent service and more stops on Pond Springs Road
MetroRail schedule starting earlier and ending later. Would ride daily but earliest train north gets me to work at 745AM/8AM and have to leave at 5PM. Assumes a completely traditional schedule for workers.
frequent bus service on red river
More frequent and more reliable buses from SWAustin and Oak Hill
Add stops on Manchaca Road south of Slaughter Lane
Extending the number 20 further east past 183 to connect to neighborhoods or enhance safety at 183/Springdale Road bus stop.
At my current location, I am not sure what improvements I would like to see.
Rush hour service that avoids IH35 traffic jams
bus service along Davis Ln or Slaughter near and east of MoPac
rail service to Mueller
more departure times for the 110 south first flyer
I would love it if Metrorail ran more frequently. Also would love to see an expanded parking lot at Lakeline.
if there was a stop by my residence I would take advantage
Dedicated bus lane on Guadalupe, park & rides on south mopac, more frequent service on the #5, upgrade stations, do a complete inventory of all bus stops and their accessibility, comfort, shade, seating, and safety.
Transit priority lane(s) on 1st St Bridge and north on Guadalupe through the drag. Downtown circulator providing easy east/west connections between convention center (MetroAirport and MetroRail), Republic Square station (other MetroBus service) and Lamar Boulevard (338 and shopping, including Whole Foods) -- similar to revised RideScout Route. More park and rides would be nice to provide access to local/rapid routes. For example, The Domain and Westgate Mall would be ideal locations to provide access to the 803. South Austin and Central Austin are very poorly covered by park-and-rides; Southpark Meadows and South Congress Transit Center would provide convenient access to many routes including 801.
East/West travel is nearly impossible on transit both North and South. For example getting from the 78721 to the 78704 would take an hour and a half easily. Would love to see the rail expand. It is clean, quiet, fast, but almost useless with only one line. Also waiting thirty minutes plus to catch the 6 to go from East Austin to downtown and visa versa is far from convenient when you consider the time it takes to walk to the stop (12 min from my house) and then the 25 min it takes to go 4 miles. I could run downtown in the same time.
MetroRail service near the Windsor Park neighborhood.
More frequent service on the 10 and 5 routes
Frequent metro service - it would be nice to have a metro more frequent in the evening from DT to Leander especially on Fridays.
Dedicated lanes, MetroRail on Burnet Road corridor;
I would like to see a commuter RAIL that takes North Austin residents to their Central and South Austin jobs and South Austin residents to their Central and North Austin jobs. Examples include Arboretum to UT Campus/Downtown or Domain to Campus/Downtown and Brodie shopping center to Downtown.

More trains, more capacity more times and later times. Later trains on the week days maybe to 10. Later trains definitely on the weekend maybe to 2:30. If not then more frequent buses out of the city on weekends and on week days.
Everywhere
Frequent service on major roadways and express buses in express lanes like on MoPac
Dedicated bus lane on Lamar Blvd from Ben White all the way up to Research. In peak traffic hours this route is excruciatingly long by bus and is faster to bike, especially between Barton Springs Rd and 38th St. I bet many commuters would be willing to switch to bus to bypass this traffic if there were a dedicated lane.
frequent bus or rail service in outlying counties, specifically Hays.
Express bus/Limited stops on the 20 or 37 during peak hours
Non-stop earlier start bus route from Northwest Austin, Jollyville/Braker Lane location.
Frequent bus service on MLK between Rio Grande and Airport Blvd, transit-only lanes on Guadalupe (Drag), for MetroRail: increase frequency, improve hours (especially on weekends--start earlier), reinstate local fare zone--shouldn't cost \$7 to ride 9 minutes on a train--Uber is cheaper!), express bus between Central East Austin and Domain/Arboretum (multiple stops in each neighborhood, express on highway in between)
More and frequent bus service to downtown and within it. There is no parking downtown when I want to go to a lunch meeting there.
A dedicated bus lane on Congress going north in the AM and south in the PM...skipping traffic gives bus riding the incentive it needs!
1) Metro rail definitely for people living in Austin 2) Improvement to bus system for commuters (Metro-Rapid, Express buses, park & ride, etc)
More stops along NW section of 383 route, especially Pond Springs Rd.
1. Frequent bus service, including neighbourhood shuttle, around South Lamar going downtown; 2. Rail service from South Central Austin to downtown and also south to Kyle/Buda and further south to San Antonio if possible
Dedicated transit lanes on Guadalupe/Lavaca - continuously from 38th Street to Barton Springs Road.
Alternative to buses on South Lamar
More buses for route 7. It takes forever. Also update the app.
frequent bus service on Manchaca Road, Rapids that mirror the true route such as the 803. More pedestrian safety downtown (NO rights on Red)
Frequent and reliable bus service going from East of I-35 (between Cesar Chavez and 7th) to get to the main North - South routes along Guadalupe along downtown. Current the East - West routes are not frequent and not reliable. Basically if one lives East or West, there is no fast and reliable way to get to North South routes for connections. Eliminate the chokepoint northbound Seaholm stop for MetroRapid 803. During rush hour, Cesar Chavez is gridlock, and that Seaholm stop on the northbound route is basically unreachable in timely manner.
Bus only lanes on longer stretches of 801 and 803. Bus only lanes on I35. Better east west service: a direct route that connects east Austin to downtown to ut housing/hula hut/mozarts (maybe along Cesar Chavez or 6th)
Dedicated lanes when crossing the river on South 1st. Downtown circulator route.
Restore frequent service on #1 & #3, and merge stops with #801 and #803! It's terrible that you cannibalized those routes to create MetroRapid, and that you segregate the two tiers of passengers.
Start Guadalupe / Lamar rail. Activate Bergstrom spur. Complete Lone Star Rail and provide bus to feed the rail from residential to work centers. Adjust land use and incentivize density along existing a future rail routes. It is impossible to build highways to relieve congestion. We need rail and changes in

land use as well as thinking LOOOOONG term - 30 years and more. Promote Uber / Lyft for last mile connections.
A train that goes downtown with a direct route along Lamar or Guadalupe, ending with stops along Congress or San Jacinto, Trinity, and that eventually goes to the airport.
Dedicated lanes for MetroRapid's entire route. I don't bother with MetroRapid because without dedicated lanes, there's no incentive. With actual dedicated lanes AND signal control, it'd practically be a rail line - and significantly faster.
Frequent bus service on Brodie Lane
Dedicated transit lanes on South first Street Bridge and in Guadalupe campus area
Downtown circulator, like the Dillo
I suppose geographically Riverside should have more rapid service. Then, there should be dedicated lanes along all rapid routes. I believe Seattle has been able to do it but it will not be cheap. But before any improvements are made, I would like to know what happened to signal control for RapidBus? That was a major promise and if that just went by the wayside, I don't have a lot of confidence in our Transit Planning. I think the transit's image problems and its inability to get political traction are a real stumbling block to do anything except minor improvements. And perhaps that is where we are.
Mueller to downtown; MetroRapid or MetroRail
Frequent bus service on Berkman / Manor to / from Downtown
Brodie Lane, West Gate
A Downtown circulator is IMPERATIVE to improving congestion and decreasing dependence on single occupancy vehicles. Commuter rail lines need to be extended to Rundberg area, Riverside destinations, Manor, Dove Springs, Del Valle to truly combat inequitable access to mobility.
later bus service to southwest Austin/Circle C (in general)
I made those choices to make transit faster and more logical than the freedom of my own car. Austin doesn't have the transit density yet.
Anderson Mill Road, 620. 183.
Bus service from the 360 neighborhoods (Lakewood, Jester, Cat Mountain) to the park and ride facilities.
Extension of 803 along Stassney to Manchaca and William Cannon OR Rapid Bus Route that serviced Manchaca (3 Bus is very full and many could be serviced by extension of 803) Near constant downtown circulators would improve interest in using transit to get to downtown. Park and ride at 803 Westgate Station. Theater parking lot is NEVER full and even a small portion could be leased during work day hours when the theater lot is least used if at all in use.
Service in Southwest Austin needs to be increased... Stops available for Circle C are only on Escarpment which is very far away for certain areas of the neighborhood (particular areas south of SH45)
Better crosstown service on Slaughter Ln
Bus service from Bee Caves to downtown
The 801 and 803 routes are really awful and useless, particularly on the weekend. It is particularly frustrating that the 803 does not stop near Wheatsville co-op since the frequency of the 3 dropped significantly when the 803 began service. It's outrageous that there are so many stops no one uses north of 2222, but there isn't a stop within reasonable walking distance of Wheatsville.
1. Downtown Austin Circulator connecting intown neighborhoods (just outside of downtown with downtown) Clarksville, West Campus, East Austin, Travis Heights, Bouldin and Zilker - Parking is VERY scarce in these areas and folks should be able to get downtown easier. 2. MetroRapid on East Riverside, other major North/South and East/West arterials 3. Dedicated Bus only lanes on Guadalupe, especially the Drag 4. Put Urban Rail back on the ballot as a multibillion dollar 20-30 year plan, ensure lines put a majority of voters within reach of the lines, like Denver, and include the airport!

Better route for MetroRail or expanded rate.
Dedicated bus lanes needed on 1st Street bridge and Guadalupe north of downtown, restore for routes #1 & #3, simplify 3-tier fare system.
I wish the 171 would have a bus that went back down south at 6:45 (the latest one leaves at 6:20) I wish the 111 had a later option in the morning perhaps 8am? And a later southbound option in the evening (6:45) I also wish the 803 route down south could be a park and ride at Westgate and/or at Brodie Oaks.
Dedicated bus lanes for metro rapid routes
restore frequency to Route 1 or have a rapid bus service stop at Wheatsville
Increased frequency on 1, 3, and 37 routes, more service in East Austin north of downtown.
The bus is fairly reliable. Headed downtown in the morning but not headed west in the afternoon. Also the east-west light on 4th at Guadalupe is horrendous. The building occurring on 4th has really screwed the 22 & 4 buses.
More frequent bus service and better bus stops (covered bus stops, away from traffic, with real time electronic signs) in northwest Austin connecting to central Austin.
Stops along 620 between 2222 and 183. Longer hours of train operations and more trains running during the week.
Metro rail along Lamar/Guadalupe and other arteries. Buses are never going to be faster than driving.
Dedicated lanes for 801 & 803 beyond downtown. Especially in the UT area along Guadalupe.
801 rapid bus stop at Wheatsville Coop on north lamar
Direct connection or shuttle between the Cesar Chavez corridor and the UT campus and/or Capitol Complex area. It's sort of crazy that there isn't a shuttle already, like a reminder of the neglect of East Austin, an assumption that people who live east of I-35 don't have UT or the Capitol as destinations. More east-west connections or "Y" routes are needed, to provide people who live east (or west) more convenient and direct service to the rest of Austin. Dedicated bus lanes are also needed on roadways with the greatest congestion, such as on the S. 1st St., Lamar, and Congress bridges, along with any existing or new east-west routes, such as MLK or Cesar Chavez. A downtown circulator shuttle bus would be a great addition to work in sync with geofenced ride-hailing/taxi services, keeping these parasitical vehicles away from already congested areas with dense pedestrian and bike traffic, while allowing people with long commutes to use private vehicles-for-hire to complete most of their trips. A downtown circulator route could include taxi/Uber stands, where vehicles-for-hire would be limited to wait for rides, similar to the excellent traffic plans used for ACL or SXSU.
Restore frequency of buses on Route 1
Restore the frequency of the 1. Increase frequency of the 20. Route the 20 down Berkman through Mueller. Create a 51st/North Loop crosstown route. Dedicated transit lane on S First bridge.
#2 - Provide better service (MetroRapid or extended flyer service) on Manchaca Road. The 103 only serves weekday commuters, and the 3 is slow, crowded, and doesn't run often enough. #6 - For MetroRapid buses, have bus-only lanes all along the route. The bus-only lanes downtown are great! On the 803, after crossing the S First bridge, the bus gets stuck in traffic, especially on Lamar, and rapidly loses its "Rapid" advantage. #7 - Add an airport circulator/shuttle from South/Southwest Austin to ABIA. (ABIA is directly east of my South Austin neighborhood, which takes about 15 min by car on 71. The only way to make that trip on CapMetro is to go all the way downtown, then take the 100 to ABIA. Travel time is over an hour. I use car2go instead.)
Dedicated lanes on Guadalupe & South 1st Street Bridge
I would like fast, direct service to UT and downtown from where I live, near St. Johns and Bennett, including dedicated lanes. Dedicated lanes on N. Lamar-Guadalupe from 183 to the river. Possibly dedicated lanes on Airport Blvd. and E. Riverside.

Downtown Austin, the city, continue to reduce the traffic flow, and they continue to have large scale events that block the flow of buses, and many times it alters the routes of the buses. The city must remember downtown space has not grown, while adding some 150,000 more people to the area. We should not have those events in downtown, with all of the park space this city has and it should be used, instead of the public streets, the city planning is bad and is getting worse.
Urban rail connecting into existing red line that runs more directly north/south, such as on Lamar/Guadalupe or Burnet to Downtown and South Congress/South 1st areas and Riverside
East - West connections! 7th Street
MetroRapid stop at 32nd and Guadalupe
Dedicated bus lanes on South Lamar and South Congress
You do NOT have enough parking for Park and Ride train or bus.
Dedicated bus lanes through UT campus (Guadalupe)
frequent bus service for the 1 south congress in front of wheatsville co-op easier to get home at a good time
Frequent circulation for the 238!!!
Parking at mlk station
Current bus ride are 1. take much longer time to work than driving ; 2. more expensive then driving; 3. very inconvenient. The entire system really needs a redesign
more East/West routes. workers on East side have jobs downtown and west.
frequent bus service on Barton Springs Rd, more frequent MetroRail service during rush hours, later bus times for local routes (helpful if you don't live near a NightOwl route)
Expanded service hours for MetroRail and better last-mile options such as circulator shuttles. I work in a suburban office park at Hwys 620 and 183, and the train is impractical because it's hard to get from the station to my office, and the limited hours would prevent me from working late.
I'd like to see 10-15 minute frequency on the 20. I'd like the 20 to be straightened out. I hope we'll have rail service to Mueller one day. Dedicated lanes on Guadalupe and Lavaca are good - I hope the use of those expands to all congested roads and choke points. A downtown circulator would be nice.
MetroRail through UT campus; dedicated bus lanes on major corridors outside downtown (North Burnet, Lamar, Red River)
frequent bus service on Duval St (not Duval Rd)
Route 1 is too infrequent and therefore often over-crowded.
3 back to previous frequency before metrorail; downtown circulator routes similar to old dillos; n. Austin circulator route going from allandale/northcross area to 803, n. Lamar transit center, and Crestview metrorail; metrorail stop at W. Anderson; dedicated bus-only lanes on Guadalupe near UT; future light rail or subway lines to replace 801and 803 routes
I will be glad when Buda and Kyle get setup with Capital Metro for bus service.
Expand dedicated lanes to Guadalupe around the University, and south across the south 1st st bridge.
better pedestrian access on South Congress
circulator in Mueller, MetroRail stop by Hancock Ctr w/ a circulator from Mueller to there
I would like to see more rail options within the loop (Moapc, 183, IH35, Ben White)
A pickup near Dryden and lindshire
Restore Parkfield to bus 240 route
On all major arterials
Need to restore frequency of 1 and 3 and either increase stops for 801 and 803 or reduce fares to match regular routes. Also need MetroRail down Lamar/Guad corridor.

More frequent local buses throughout the system, particularly downtown. More coverage of outer Austin areas, like North Austin. Faster routes to outer Austin. Expanded rail service.
1.) Install electrical outlets at parking locations. Many eco-conscious folks ride public transportation and many of them drive electric cars. Even just providing basic/cheap 120 volt outlets which don't charge very fast would be sufficient for most because the park and ride probably isn't too far from home and they will likely be parked there for 8+ hours. No need for expensive high power stations. 2.) Extend metrorail hours on weekdays. Many people would take the train from Leander to downtown for happy hour/dinner if the train ran later in the evening. 3.) Extend metrorail service to Leander on Saturdays. Many residents would take the train downtown on Saturday for daytime activities/festivals or for Saturday evening dinner/drinks. 4.) Sunday service would be a plus.
would support rail option going up current MoPac line (stop @ Oltorf near Lamar) headed downtown
Service in the Mesa Drivearea.
South Austin to/from Downtown
This is a pipe dream, but I loved the 801 when I lived up by Crestview and would take the bus more often if we had BRT in East Austin. Specifically, I would love for a BRT line that ran from South Congress to Mueller and had a stop somewhere in East Austin like Plaza Saltillo.
More frequent MetroRapid 803 service especially middays and weekends.
More frequent service on the 1 and 3 lines. The closest rapid line stops are 2 miles from my home, and almost a mile from my work, so I would lose any time gain to walking time.
Allow rapid buses to have more stops at business centers and in the central corridor. Restore the #1 to accommodate more frequent buses.
Frequent bus service on the 3
Frequent bus service on Burnet Rd, with frequent bus service on major east-west routes as well. Lower fares for non-peak trips. Minimize transfers - circulators suck.
Rail service
I would like to see these in Central Austin between 71 and Research/Mopac and Ed Bluestein with connectivity to the airport increased.
Metro Rail, more routes
More reliable service and longer hours
commuter type bus service between Pavilion and downtown on the weekends.
More frequent bus service to zip up and down central east Austin.
If there was a neighborhood circulator /shuttle that went into some of the suburban areas such as Pflugerville or Round Rock. I know someone who does not have a drivers license but would like to work in Austin (better pay/more opportunities). However they live in Pflugerville. If there was a method for them to get to the Park n Ride so that they could have access to jobs within the City of Austin. That person would have to walk/bike at least 20-30 minutes to get to the 243 bus at Wells Branch & Heatherwilde.
Restore the frequency of the 1. Make same fare as 801, so it's 10x easier to just grab the next bus on that route.
Keep busses on major roads. Get them out of neighborhoods where drug dealers can use bus stops to conduct their business.
I would like a park and ride at Highland station to serve people who drive in from the east on 290. I would like the green line train that would run east on the current freight tracks. I would like longer trains on the red line, and longer sidings for trains to meet.
There have been sometimes I missed the Metrorapid at Park and Ride and decided to just drive to my destination because the wait for the next bus would have made me late. Driving takes half the time the bus would have taken.

Service from east Austin to the Capitol complex (route 13 or 6 drop-off north of the Capitol).
Restore original frequency to the 1 and 3 which was cut for political reasons only.
Frequent bus service on Riverside/Manor
Commuter train to SW Austin, Rapid connections to commuter train for SW Austin residents More frequent service to Scenic Brook/Windmill Run neighborhood
Frequent bus service on so Lamar And frequent bus svc to downtown
I would like more late night service in my neighborhood; I'd like a faster route to and from work but I doubt there's enough riders to justify it.
soco/oltorf area, domain area
Either rapid service on S 1st, or earlier route 110 service. Reroute route 110 downtown to mirror route 10 EXACTLY
Frequent bus service on manchaca, earlier an later times
More frequent local bus service and the extension of dedicated bus lanes to other areas of the city.
more frequency with the 1 route
More frequent #1 service
Riverside Drive Rapid Line
More frequent bus service in any part of town with lower incomes
1) Bus route from 183/620 area to Jewish Community Center on Hart Lane 2) More route options from 183/620 area 2) Bus circulator shuttle downtown
More frequent buses so that every bus isn't standing room only (ex: #1 and #5)
N Lamar
much more frequent service on guadalupe, especially at 30th/ 31st rail that actually went where people go
More frequent service on the local/blue lines. I ride my bike downtown to catch the 803 instead of waiting for the 6 line near my house. In general, having to wait so long for the next local bus is a major deterrent for a lot of people.
frequent bus routes also outside of the downtown/congress corridor
It would be great to have Rail service available in the city, to a wider range of neighborhoods. Also would be great to have later service (but not running only once an hour). I like the idea of having a downtown circulator.
a MetroRapid stop at 31st and Guadalupe. since MetroRapid started there are only half as many buses stopping where I need to go
Buses not changing routes during certain times. The 6 changes its pick up locations weekdays pm doesn't make sense.
Frequent bus service on South Lamar
Lamar buses that only go on Lamar. Send busses only on one street. Stop the zig-zag! First street bus on First street. Mopac bus on Mopac that goes to North Austin from South Austin. It would be more intuitive to just say, "I want to go downtown. I'll get the bus that goes down lamar every 15 minutes. That should take me to X." That way people can make their own routes. Take the bus down lamar, get off, go to next bus that goes down Oltorf. Easy.
More frequent trains during rush hours would make them less crowded. The also stop running too early for people who work later work schedule.
Dedicated lanes across the 1st street bridge until Riverside and S. Congress. Dedicated lanes on Guadalupe from MLK until 38th street. An East - West dedicated bus lane corridor through downtown. Less bunching of the 803 so that they come in even intervals. Staggering the 3 and 803 so that they

complement each other rather than competing, and unifying the fare so that there is no penalty for taking the Rapids.
frequent bus service on Airport and Manor roads
More often and expanded rail service
Frequent bus on East/West routes. Maybe 2222 or Dean Keeton/Manor Road.
Dedicated transit lanes in congested areas such as the drag. Buses need to have the advantage over cars. That's all I would need to ride buses every day.
Expanded hours and service for Metrorail during the week. Transit priority lanes extended along Metrorapid routes to shorten travel time.
Would love a rail line connecting north and south sides of town.
Dedicated lane on s Lamar for buses. If there was one, I'd ride it in a heartbeat.
15 minute headway on Bus 3 and 5.
I would like to see a MetroRapid line in Northwest Austin, servicing the Arboretum area. Ideally, it would have late-night service all days of the week and would make use of the Mopac Express Lane to offer faster service to downtown.
Metro rapid: "real time" displays says 7 minutes: that is average with no traffic, it will really take 12+ especially during rush hour. Metro rail: I live south, this service is useless to me currently Express Bus: I ride the 103, there are 3 options in the evening, it would be nice if there were more options or (related) if the neighborhood bus 238 would connect more frequently. The 803 drops off every 15-20 minutes but the 238 runs every 50. Park and Ride: Especially something close to the Central Market 803 station, this would encourage more ridership in my neighborhood but we are currently threatened with towing. Dedicated bus lanes: great for downtown, then you have standstill traffic down Lamar. This would be super hard to implement I understand but something to work towards. Downtown: There are a few routes downtown which help. I have heard rumors of the greatness of the Dillos, they were gone before I started busing in Austin and I wish there was a lower cost option or some sort of hop on/hop off pass you could have on your smart phone to access a limited service like this. It would be easier for me to get my non bus savvy friends to join me in busing but no one carries cash and they are not usually willing to purchase bus passes.
Frequent bus to Oak Hill. Continue three or four 982/983 all the way from 35th to Oakhill during rush hour as 970. Make sure 982/983 have a few more strategic stops in the growing population in north central Austin (Farwest south to 35th area) so people can use it more. I.e., not just for suburban commuters. Then increase the frequency.
Real-time information via text message or the app on ALL ROUTES EVERYWHERE. More frequent buses on the most popular routes, even if you can only do that during special events.
Bring back the Dillo! Maybe a Southwood 51/2 that ran from our neighborhood to Westgate/Crockett High School area. That would be cool.
Better connection between 243 and 275/1/801
Need a transit bridge at Trinity and a Trinity/San Jac "eastern" corridor through downtown; routes should be straightened throughout. Expand dedicated lanes. Increase frequency of all downtown routes at peak hours (including the 37). 350 to airport doesn't run early enough to be broadly useful. Fares should return to \$1 and a better means of aligning fare structures between normal bus and Rapid needs to be implemented; 37/350 at Airport/IH35 doesn't have crosswalk access at my stop.
more
Frequent bus service across town
South austin commuter rail service.

A rapid transit bus going from north Austin to downtown would be nice, preferably with 30 min commute or less. Also would love to see the bus system become a real alternative for Designated driving.
1) Frequent bus service for #3, #5, and/or #10 2) Park and ride at South Austin Transit Center on Congress and 290 3) Would love to see expansion of urban rail - start by going to the airport
-More frequent local buses going south from the Westgate stop. The 803 is a great connection to downtown, etc. but when you have to wait an hour for the last-mile connection it becomes a bad choice. -Run the 803 further south, continue it down Westgate to Slaughter at least. Maybe it could loop west on Slaughter, up Brodie, east on William Cannon and back north? -The flyers' hours need to be expanded. Employers who are open to flexible schedules/transit use allow employees to come to work at 7 and leave at 3:30/4, which isn't an option w/the current flyer schedule.
South Austin, from Town Lake to 71. (especially east-west service)
Areas like North Loop Strip or South Congress could potentially use a destination circulator to relieve parking pressure on the neighborhoods
Frequent bus service on the 22, Chicon and the 18, MLK/Enfield
MetroRail needs to be expanded so that it goes to major destinations - UT Austin, St. Ed's, South Congress corridor, etc.
Better access (more routes or shuttles thereto) in Great Hills
MetroRapid stop at 31st & Guadalupe Routes 1 & 3 more frequent
Bring back the 'dillos downtown; do a real study on route 238 whose ridership isn't very high in spite of what we have been told, plus increase the frequency (45 minute intervals is too long).
MetroRapid should stop at 31st and Guadalupe and Route 1 should be restored to a frequent route.
Dedicated lanes on IH-35, TX-71, and Mopac. Without a time advantage to the service ridership is a moot point for business riders. Park and Ride for outlying metros, especially the Kyle, Buda, San Marcos areas. Routes every 15 minutes in urban core. Study Seattle's system. I didn't own a car when I lived about 30 minutes out of the urban core due to the reliability and time savings of the bus system.
An 8 passenger collector bus, no fare, moving through Highland Hills to take people to the bus stop at balconies and 2222.
MetroRapid should stop at 31st and Guadalupe and Route 1 should be restored to a frequent route.
MetroRapid route along Riverside Dr. going north into UT and onto the Mueller area. Another MetroRapid route going east-west. Dedicated bus lanes along Guadalupe and other chokeholds.
Sunday still pretty bad for busing--more frequent would be better. Also, I miss the 'Dillo. Also, I considered a trip from N. Austin to far South Austin, but nixed it because it would have taken too long (and this on the "Express" bus)
A new bus route that went down Dessau to Cameron and then to UT and downtown.
Add MetroRapid stop between Dean Keeton and 38th. Extend bus lanes through the drag. Restore frequency of the 1.
Bus #20 running at least until Midnight and every half hour late at night
frequent east-west route in Hyde Park/North Campus rail on Guadalupe and Lamar
More metro rail during peak times every 30 mins is terrible and running later I have to leave wk at 530 or I miss the last train mon - thurs it's ridiculous!
More frequent buses at William cannon and Brush country, More than just the commuter bus.
The single best thing Capital Metro could do to make me ride every day would be to expand the 803 south. I would love a stop at either Manchaca & Stassney or Stassney & Westgate. Increasing the frequency of the 3 would also be great. I would also like for the 103 to pick up at Manchaca and Independence in the morning and pick up from Lamar & Barton Springs in the evening.

frequent rail service at lakeline station in trhe morning and frequent rail service from MLK jr,station,
Frequent bus service in Oak Hill. Park and ride service in Oak Hill (the Y) that connects to regular buses to the center city (not just the Flyer). Park and ride along S 1st, S Congress, and/or S Lamar south of Ben White. Dedicated lanes on S Lamar, S Congress, and Guadalupe.
Extend rail service on all days to Leander (or at least some each day) Add late rail service on weekdays when a major conference is occurring at the convention center (i.e.SXedu, TCEA,)
More frequent service on all routes serving downtown. More frequent service on West Gate Blvd. MetroRail service extended to Republic Square and eventually South Austin.
Frequent service and rapid service that serviced the area between Hancock Center and Downtown. Circulators that linked Donwtown to Lamar Street.
Park and ride in Del Valle with express rout to downtown
East\West frequent route options in downtown proper
Have to drive vehicle to Park and Ride in Oak Hill and catch the 171 into downtown. The 111 is at the end of my street. It has limited runs, only 2 each way. It can't get me downtown to my workforce hours job in time to start work @7:30am.
Frequent, local circulators to grocery stores. MetroRail on weekends and week evenings will be great PR when it happens.
SW Austin, "the great wasteland" of bus service.
Light rail on Guadalupe-North Lamar and East Riverside. This poll was written with a strong bias toward rubber wheeled solutions. As the purpose of the study to elicit open responses from the public and chart future service priorities, it should be mode agnostic. MetroRail is a branded form of commuter rail that serves a very small fraction of the ridership. By nesting all rail responses in that "MetroRail" question there is dilution.
Frequent bus service on S 1st Street (#10)
Longer week day hours for MetroRail
Rapid transit
Burnet and Lamar transit routes in other places. But more frequent metro rapid busses...maybe smaller ones but every 10 minutes.
I would love to see an expansion of the BRT to have dedicated lanes and signal prioritization. It would also be nice to see BRT on Riverside Congress and on East West Corredor's
Train to Manor
Have the 338 run every 15min Have more late night service routes
Downtown shuttle service between Capitol and hotels in southern part of downtown...similar to old Armadillo service
More frequent trains, running later on both the current route, and new rails with destinations along Mopac.
Night service (at least once per hour all night) on all major routes for those that work odd shifts, travelers, and tourists. Identify densest areas of town (residential and job) and add more night service on those routes.
1) Do not build light rail. Lamar/Guad/Congress Subway or nothing. 2) Stop Red line at Crestview instead of continuing to downtown to stop congestion on Lamar and Airport. 3) Make day passes = 4 fares, not 2 or institute transfer system. 4) Replace swipe passes with tap/proximity card. Current equipment wears out UT IDs.
Rail needs to go to important places, like the airport, not Leander.
More frequency throughout the system, especially for routes that are commonly used for connections. Waiting for the (next) bus is the worst. No one really cares about the fancy rapid bus, they just like

waiting 12 minutes a lot better than 30. Rail needs to get built, and in places with *proven* ridership, but in the meantime buses can provide good service if you just up the frequency.
Premium services discriminate against the poor, thus better accommodation of the less well off
Better park&ride options from N183 to south austin job locations; i.e, IRS
Dedicated bus lanes on south Lamar or urban rail down the existing railway corridor
Northwest Austin, domain to downtown express or flyer bus, 1 bus down metric again, maybe even through gracy farms and/or stonehollow
Frequent bus service on Root #3 Burnet. Root change for 803. Nobody goes to La Cordan Blu.
More frequent bus service east to west, in the central city. More frequent service on the 2. Metro rail running on Sundays. An actual commitment to expanding rail service.
More frequent bus service to Lakeline station
Would like an earlier and later Metro Rail all week and weekend long. Could use the Metro Rail to travel downtown with family on weekends.
Downtown direct service to SW Austin, Slaughter/Mopac (including Western Oaks, Legend Oaks, Circle C). The only service now is the 333 which is cross town. Extending the 803 would be ideal. The 5 could also venture a few miles further south. Night Owl service would be welcomed.
More buses running through neighborhoods with connections to rail and other connecting sources.
More frequent service direct to downtown without looping through UT.
Dedicated lanes and higher frequency are the most important things Cap metro could deliver and nothing else is close.
busses being more on time and taking less time to get downtown and more time options
Real-time bus info easily available online and on App for ALL routes (not just metrorapid)
More frequent service on the 3. The 803 MetroRapid relieves some of the congestion on the 3, but it serves a more limited area. It takes less time for me to take the 3 to my final destination then it does for me to take the 803 and transfer to the 3 for the last leg because the wait for a 3 is too long/unreliable.
A Bus route or a park n ride service in this area that has about 5 subdivisions in total. The communities have grown over the years off of FM 969 & Hunters Bend
Restore the frequency of the #1. I don't know how many times you need to hear that. Your highest transit use corridor on the city is in decline for no reason other than your own. RESTORE THE #1 Good crap, how many times do you need to hear that. Yes, it's nice other routes are getting more frequency, but why did you cut the frequency of your best route to do that? Really. This is two years old now, listen to your riders who are STILL complaining about it.
Mueller options, especially within neighborhood. More stops along Manor & Berkman, more destinations without so many transfers or having to basically go downtown first to go north.
More frequency on major corridors. We are putting more housing options on our corridors. Please should be able to walk out to a stop and know a bus is coming within 10 minutes.
I'd love to see the #10 stay routed through UT even after Red River reopens. The ridership seems to have increased downtown on that route. I certainly won't take it anymore if I have to start walking over to Red River to catch it.
Frequent service along 51st Street; MetroRail circulator between MLK and Mueller; downtown circulator; dedicated lanes on major corridors (Guadalupe, Lamar, 45th, 38th, 51st).
More service in north Austin Parmer area
MetroRapid and/or Express service on Southwest Parkway
Riverside Drive - add more routes to different parts of City
More Frequent bus service for 982/983 bus routes

E/W service on 183 from I35 to Lakeline. circulator to shopping and transit center for apartments on I35/183/Georgian/Longspur.
More frequent buses or more route options to get from A to B
Mueller needs a bus stop and service on Berkman Ave.
Express rail connectivity. Make it fast for Mueller residents to get to our nearest rail station (MLK).
Burnet Rd, Lamar and Guadalupe north of UT I want to take the train but there is no parking at the train station. Are we supposed to park at highland mall and dodge traffic on Airport Blvd? That's unsafe on both traffic and personal levels.
frequent bus service in Oak Hill
Frequent bus service in far south Austin and buda/Kyle area
More dedicated bus lanes to bypass traffic. Especially east/west lanes and through campus.
Dedicated bus lanes on the Drag!!!!!! Would speed up the route immensely for ALL buses. Also dedicated bus lanes on bridges.
RAIL RAIL RAIL EVERYWHERE. MetroRapid on east side (I-35 frontage road, Airport Blvd, Berkman Dr.). Cross-town MetroRapid on Braker, 51st St., Manor, MLK, Parmer to link with north-south routes. In case there is no option to comment later, I'll say it here: the local bus system is awful. Truly. Undeniably. Awful. You really need to rethink your routes to turn it into a hub and spoke or grid system. Infrequent and usually late circulators are a nightmare. I live 2 miles from downtown but it takes over an hour to get there by bus. You need FEWER stops. Please combine 20/21 into ONE route, not separate routes which is confusing. Why are there no buses running the length of E 51st St?
More frequent service between Mueller and Downtown; better service to the Domain from central Austin; dedicated lane service on major transit corridors with the option to construct rail as service demand increases; comprehensive regional express lane service on area freeways/tollways with direct access (ramps) to major park & ride facilities
more frequent trains during rush hour, would relieve the crowding and not discourage people from riding.
Bus 1 and 3
Frequent bus service on buses 392 and more frequent on #1; neighborhood shuttles in Walnut Creek and 78758 zip code; more frequent buses in general and stop wasting money on "rapid" buses
Rail service on the MoKan corridor and Green Line. Transit priority lanes along MetroRapid routes (Lamar, Burnet, S. Congress, etc.). Perpendicular routes to MetroRail and MetroRapid routes. Buses that sync their stops with MetroRail and MetroRapid arrivals and departures.
Downtown, Seton Medical Center
Local buses perhaps stopping less frequently, more ala "MetroRapid". Expanded rail service (new lines) would also be key infrastructure to have down the road - the MetroRapid, while having the dedicated bus lanes downtown - still takes about an hour to reach 4th street or so from the UT Pickle Campus up north, due to heavy traffic. Rail provides a consistent schedule that folks can rely on.
Possible alternate routes for Downtown to avoid high traffic zones
More frequent service on Route 1 and 240
Restore bus service to Park 35 circle.
Frequent buses on South 1st
* Return bus service to Burlison Road North of 71. * Put more cross town buses on 15 minute schedules. * Have buses go through neighborhoods to pick up people rather than skirting them and picking up few people. * Focus on connectivity over speed. Even your fastest express buses are slow compared to cars. You can't compete in that arena. Focus on connectivity.

frequent LOCAL bus service on Burnet Rd. More and more frequent Express buses for 987 or 983 direct routes from downtown to Leander Station.
- Extend dedicated lanes north along Guadalupe and south along Congress. - Expand Rapid bus to Oak Hill and as described in North Corridor Plan. - Neighborhood circulator for Domain/Arboretum
Far west campus. Our neighborhood used to have two routes no farther than two blocks away that ran up Burnet Rd. or out northwest. Those now go up Guadalupe. At 73, I'm not willing to walk that far (particularly after dark - and would find it unsafe to wait at a stop on the Drag after dark) - particularly if there was the likelihood that I would be carrying a package or some sort.
Far South Austin; FM 1626 going more south to FM 1327. I understand that may be out of the ETJ, it is however still City of Austin. Citizens who live out there and drive into downtown to get to work live a traffic nightmare.
frequent trips for 935 like a noon time run
Frequent bus service on Airport Blvd.
383 gets to be crammed during peak hours. Could you add some frequency to the 383 route? 392 at one time went all the way to the Pavilion Park & Ride. It would be great if that were so again, at least maybe during peak hours.
Rail spurs that went to other locations. Route around RR and Pflugerville to Tech Ridge or Howard Lane stations
As mentioned, ATX Safer Streets has provided specific info on this.
bus services on Congress--circulator and or frequent local bus
Service out of your service area: Bee Cave Road and Cuernavaca
Shuttle from inside Mueller neighborhood to train. Stops for routes similar to 20 and 350 in Mueller neighborhood
Light rail on Guadalupe/Lamar
392 needs to run more often than 45-50 minutes. Nobody in my neighborhood has the flexibility to wait for the next bus, should they miss one. Failure to run on-time would be a more forgivable sin if the frequency was there. Every 50 minutes and not on time means connections at TechRidge are regularly missed. If I was forced to rely on CMTA as my ownly transportation, I would be in a world of hurt losing hours of my time every day.
I would like to see more frequent service during off-peak times. I once rode the bus to my mom's apartment on South Lamar at Panther during the day, but then the sun set and I had to walk to an unlit stop, on Lamar where people speed, and waited almost 40 minutes for a bus to come. Just felt unsafe. I would like more park and rides at the outskirt-end of the major roads (i.e., South Lamar, South Congress, E. Riverside Drive). Instead of clogging these roads, perhaps more people will park at them and ride the rest of the way in. And when I say Park and Ride, I mean true, dedicated facilities, with more than 10-20 spaces (i.e., Southpark Meadows).
Dedicated lanes on Lamar/ Burnet/ Guadalupe
I would like to see the #19 run more frequently especially when the 661 isn't available
Weekend train availability. More frequent service on the 243.
More buses that travel east to west. Buses in neighborhoods. Late night buses.
downtown shuttle from train station to Capitol down Congress Ave
Fire Project Connect and get a real team of people in to figure transportation goals out.
Weekend routes from Oak Hill area; more frequent trips to and from Oak Hill p&r.
Frequent bus service between East Austin and downtown especially at peak hours
Wickersham and riverside
More rail service

Announcing stops for the blind.
Servicio publico para viajar a los outlets
Servicio más frecuente del 320
Que el servicio del bus pase con más frecuencia. Cien por ciento de las veces espero hasta 1 hora.. Pésimo el servicio
Que haya más opciones para ir a los bares de noche. Cómo no hay, a veces manejo borracho y me da miedo un día morir pero sigo tomando el riesgo por que prefiero ir en coche que pagar a un taxi. Me gustaría que hubiera más transporte nocturno y que los autobuses de día hicieran menos paradas. Es tan tonto pararse en cada calle, gente perezosa y gorda. Por eso somos el país más gordo del mundo. ¡Mejoren el transporte publico!
Dittmar
Servicio más frecuente y puntual en Manchaca Road

Appendix 2

Question 19 Responses

Question 19 is an open-ended follow-up to Question 18. Question 18 asked “How would you rate the importance of each of the following for Capital Metro? 1 being (least important) to 5 being (most important).” The options were:

- Serving persons with a disability, low-income, or senior populations with few other transportation options
- Providing an alternative to congested roadways
- Providing fast, frequent, reliable service on key corridors
- Making it easier to get to/from transit (better sidewalks, stops, Park & Ride facilities, etc.)
- Helping to create an environmentally-friendly, sustainable city not dependent on car travel
- Expanding Capital Metro’s service area
- Supporting economic development and access to jobs
- Adding Wi-Fi on buses
- Adding more bus shelters

Responses to Question 19 are included in the main survey summary report document.

Question 19: Is there anything else you would like to add to the above list? Please be specific.

More benches and garbage cans at stops!
Pflugerville
More quiet buses
Making the Capital Metro trip planner more reliable
More buses, more frequency, better shelters
Please, re-start planning for urban rail ASAP, but starter line should follow most congested corridor (Lamar - Guadalupe - Riverside to ABIA). After that, the system could develop with other needed lines. Personally, I would have a tough time voting for anything other than supa plan. (In fact I voted against Project Connect because I thought it was doomed to failure even though I'm an ardent supporter of rail transit.)
Why do so many buses go to 4th and 8th when going down Guadalupe/Lavaca. Why not 6th Street, the most popular street in Austin!? (I find this extremely annoying)
adding machines or kiosks for pass purchase at park and rides would be nice, bathroom options would be extremely nice
Synchronization between rail and buses.
larger trashcans by bus stops that are cleaned frequently. So sick of seeing people's discarded food/drink that they're not allowed to take on the bus!
More trains
updated fare boxes
Garbage disposal near bus stops that don't have any, more benches with solar powered shelters or shelters
Sidewalks are badly needed on ALL of Jollyville Rd, especially North of Pavilion and Oak Knoll.
lower the fares
run buses on time
Service along 620
put security on trains please, fare enforcement on trains never goes further north than MLK, some trains are allowed to fill beyond sane capacity.....you have exactly no way to control that.

METRO RAIL, PLEASE!!!!
Expanding the time of the routes, the last bus home from downtown is at 11pm, that's too early. Expanding routes heading East.
would like to see public transportation that goes from cedar park to san marcos that connects to inner city transportation
Improve App and website. Route maps/stops are difficult to select or personalize. Clunky
Bring regular high-travel routes up to the standard of Metro Rapid. Degrading 1 & 3 to pay for 801 & 803 was a horrible injustice.
Reliability is the biggest issue. It's hard to trust anything that is going on the same roads I'd be driving on, but has to make frequent stops.
rail to airport
Adding more benches to sit and wait
Fix the WiFi on the train. It is very bad and makes it impossible to work.
Providing bus access to more people in Austin
Buses are scary, and I've riding since I was a kid. Make them safer.
The train should go to the airport
More density in existing area (not expansion of area)
Real-time chips on every bus. Mobile notifications when your bus is 10 minutes away.
Odd that buses are so large and frequently half-empty. Wouldn't more, smaller, and fuller buses be more economic?
I would like to see more of the accordion style buses in Austin. I have seen more of them lately and I am encouraged by their use.
Again, this is a thriving community with low unemployment. Serve the areas where Austinites don't have the economic means to afford cars, and quit the rest of the ancillary services. Save Austinites money!
expanding the hours and frequency that the train runs.
Add a place to purchase Capital Metro tickets (kiosks) at high-traffic bus stops so people don't have to take the bus to the grocery store in order to ride the bus in the first place.
This will only get more difficult as time passes.
Do not use Red River as a transit corridor. I already have trouble getting our of my neighborhood to the HEB on 41st.
Capital Metro will never be taken seriously until/unless you provide service to the outlying areas and you provide a light rail network.
Clean busses with wifi will attract families; spending money to service disabled or elderly customers is not the way to grow this important utility.
can't think of anything
Community outreach to low income families.
Keep the drunks from partying at bus stops
Rail.
Express bus service is our light rail. Focus on express lanes on MoPAC and I-35 and dedicated lanes on arterials and you'll be better positioned to compete with SOVs
Being part of establishing urban/light rail on Guadalupe/North Lamar.
Anything Capmetro does to assist cyclist, such as adding more and easier to use bike racks and sharing or expanding bus and bike lanes is a big help.
look into adding more bike lockers and partnering with businesses with parking lots so that they can agree to allow people to use them as informal park and rides

Educate the educated and middle income residents on mass transit usage. Focus on the convenience and ease of use.
Service in the surrounding counties.
Create stations for "pre-boarding" Rapid services with a turnstyle -- the on-boarding procedure on the 801 and 803 truly take away from the BRT potential of these lines. (See Curitiba's cylindrical shelters for inspiration).
None
Trains!!!!!!
Safety
Dogs!
Cheaper fares
Stop consolidating routes and stops.
Simplify the fare structures--the Premium fare discourages ridership on MetroRapid even when it is the most logical option, and paying a regional fare for local transportation (MetroRail from Kramer south to downtown, old local fare zone) strongly discourages riding (as do packed trains, starting trains late on Saturday, not running trains on Sunday, etc)
Buses are not good enough. They are still part of traffic & their frequent stops contribute to the congestion. They are simply not as desirable or practical a mode of travel as commuter rail. However, to be viable, commuter rail needs a comprehensive vision & plan that serves the full community & enables people to easily move throughout the city without the need for a car. A comprehensive plan should include walking & biking routes.
Provide discounts for buying ride packs (20 rides for 10% off)
Kicking off homeless people and intoxicated people who start fights for no reason.
Can you please stop with the rail ideas!!!
Please make the 803 run reliably in the morning.
Have meetings in the evenings for the board so that the public can attend more easily rather than 9:00 AM when most people are at work.
Easy transfers
Specifically, we need rail transit. For Austin this should be digging up the old streetcar tracks and resuming service to pre-car levels as well as significant expansion outside of that historic area. This should be all hands on deck people.
More Spanish speaking drivers
More late night bus routes especially on weekends
A few times it has rained and there are fewer riders. Shelters at stops with clear plastic walls would be helpful in a driving rain.
Afternoon buses are always late... Real time tracking information would be helpful
Park and rides in central austin otherwise the train is of no use to me. Make dedicated bus lanes or pull in lanes at bus stops so traffic can keep flowing while CapMetro driver picks up passengers or is waiting at stop to kill time.
Either frequency or reliability. Currently the service is neither frequent nor reliable, and it really sucks to miss a bus because the connection was five minutes late, only to have to wait a whole hour in order to catch the next one. I mean, even Dallas has a better service. Dallas!
Frequent east side routes
I'd like to see light rail. I keep voting for it and hoping it'll actually happen before I die.
The train needs to run later and have better parking. It's criminal that midtown commons has no parking for the train.

Expanding the 550 line to South Austin
I see no point in expanding a system that is already difficult to navigate in a timely fashion. Work on improving the service area you already cover first.
Your drivers tend to drive like [redacted], speed, nearly hit other cars, push people out of lanes, and are fairly menacing with their "I have a huge bus, get the [redacted] outta my way" mentality.
Later hours
Just make commuter rail a higher priority than buses and to areas where most people live where it will actually save them time. Only then will you see how many people will actually use it.
Help increase quick travel from one area of the city to another area. Taking it for small distances just isn't worth it vs driving. Being able to efficiently and quickly move me large distances is a service which would be irreplaceable.
Bus shelters is a must. Summer is hot and rain happens.
More B-cycle stations from North Loop, thru Hyde Park & Triangle, to The Drag
Rail from South Austin to downtown
please expand local route in Manor
Grade-separated transit, must be exclusive from regular traffic
Add light rail on Guadalupe/North Lamar. Could start by adding dedicated bus lanes for MetroRapid, which could later be converted to tracks. Also, add more Metro Rapid stations in neighborhoods where stops are really far apart (ex: add stop between 38th St and Triangle or b/w Triangle and 2222).
Real-time updates on the capital metro app of when buses will arrive, as they are often off schedule
Expanding the rail service seems like a critical option for CapMetro. Buses will continue to provide unreliable service as they compete with cars, but a rail alternative could provide increased reliability.
Bus driver's also seem unaware of disruptive or unsavory behavior on the buses. Also. the element loitering around downtown stops (esp route 486) seems dangerous.
Creating a more user friendly scheduling tool
The city is big; the destinations are few and far between here.
Charge the same for everything. The current dichotomy with 801 and 1 is terribly confusing and would mean that my card would not be accepted on both at the same rate if there was a card.
More bus routes with high frequency and more bus only lanes, especially on South Lamar.
Just please continue to run night owl buses. They are fantastic and an easy and cheap alternative to taking a cab/Uber/Lyft late at night.
More rail to more places
love the bus to airport..makes so much sense..thank you
Add rail and eliminate buses.
I wouldn't mind paying more for more coverage and better frequency.
Bus drivers that wont stop in the middle of an intersection
Subway? El trains? I only want trains that are off-street, not trollies.
WiFi is useless as roads are to bumpy
get mentally ill and indigents off the bus as well as people suffering from tuberculosis like symptoms (bad cough)
More police presence on train to deter crime on train. Not just to give fare violation tix.
The feeder lines could use a smaller bus if needed to be able to run more frequently
more benches--doesn't have to be a full shelter
Go to Round Rock

increase the non-smoking radius from 15 feet to greater to distance smokers further from those of us with respiratory issues.
Consistent wifi service that is reliable for the entire route of the train. Currently there are many "Dead" areas with no internet access and when the train is crowded service is extremely slow
Run conferences hours different than rush hours to avoid super over crowding.
more coordination with construction projects in the city so they do not close bus stops when there is no viable alternative
More Transfer Stations - 5 ; More bicycle racks on Metro-Rail ;
Restrooms at the train stations
Enhance your best routes with more frequent service.
We need off street pull off for loading to increase safety and not block traffic. We need more late night transit to entertainment areas. We need more transit to the airport.
Only charge for dates riding. I never ride weekends and pay for it.
i RIDE THE 801 TO AND FROM 5 DAYS A WEEK, i WISH IT HAD MORE COMFORTBALE SEATS SINCE IM ON THAT BUS 2 HOURS A DAY
redesign bus shelters for rain at an angle
Connections to round Rock, rest rooms, rapid and rail only pass and later rails.
Subway/rail
Bus stops need improvement. Also, dedicated lanes would make it easier an more convenient for people to get anywhere. I would stop using a car if that was the case.
Please review the Oakhill Park & Ride. I think it was much better at ACC Pinnacle.
Where there is a bus route their is crime and poverty
Expanded Sunday service and Sunday evening night owl
Need shelter from the sun and rain.
Put in a rail system that covers the city
Buses have to get me to my destination faster than a car. Make that possible and way more people would ride.
All stops should have benches or some kind of seating
Light rail adjacent to, or over, MoPac and 183.
Newer buses with more leg room.
expanded rail service, to tohre destinations besides Cedar Park (don't know why it doesn't run late on weekends to take downtowners home for a higher cost)
Customer service line needs to go later at night (10pm)
It's incredibly important to have rail service to the airport
A way to accurately track buses and provide feedback on drivers
Frequency of the busses - especially if there aren't other busses going in that direction.
Do the buses dispense change when overpaid?
Please re instate the barton hills drive service.
Extend hours after football games so bus can be used both ways (to and from stadium)
maintained stops that are visible at night and well lit for safety
Expanding the service to include Hays County
More seats on trains.
reduce traffic and reliance on car in austin.
maybe provide sanitary wipes like what some stores have at the entrance for the shopping cart handles. the busses get nasty and spread germs.

advance more urban rail e.g. green line
Expand the metro-rail service area and add more stations.
Need improved reliability. 2015 cap metro had 6 months of bus repair issues that led to no shows on routes.
Making the bus stops better - there are stops along So. Congress Ave that are metal benches with NO COVER! Imagine that pleasantry on a hot summer day - what were you thinking?! .
Cap Metro and the Texas Government should work together to provide incentive for state employees to use these transportation services
Some routes specific to musicians hours and activities would be very helpful and of great importance to those of us who work downtown.
We would be in support of light rail that served the Central Austin neighborhoods. How about service from downtown, or just south of the river to the airport?
Get the word out: Austin buses keep the city weird!
A way to get to the downtown train station
We NEED real-time bus information. Not schedules on digital boards. Real-time info on WHERE THE BUS IS. Then your riders could know, "should I take the bus? Or will it make me 30 minutes late?" That would make the bus way, way more usable to people who don't have the option of risking being late.
Increase safety on the transportation.
A way to beat traffic -- dedicated lanes, signals, more convenient downtown stops (I miss the Congress stops)
Busses can only go as fast as cars in traffic, not to mention they have to stop more. Rail is the only thing faster than traffic - and the thing people will use the most. Make it small and affordable with small lines that can expand in the future. STOP DOING THESE BIG PROJECTS.
Need more train options! They are too crowded in the morning and evening rush hours. Longer/ later services. More weekend options
Please pay attention to East Austin. To spend a day downtown using public transportation is a huge pain
Need more parking at Lakeline Station
Adding benches at bustops
Please include first aid kits on your buses and trains.
an option to purchase different types of bus passes, like a debit option as opposed to a time-period option
More lighting on the way to bus stops
Fix the fare validators at the MetroRail stops! Advertising the available transit options needs to be forefront as well since many residents don't know what all is offered, and current ridership is not aware of changes in schedule due to holidays and special events
Adjust routes to serve growing population areas; adjust predictions of growth (the growth projection map at the District 1 Open House showed hardly any growth in the Loyola Lane/969 area--think that projection is very wrong.
Create deficated HOV/dedicated transit lanes on major northbound tjoroughfares!
Buses not just on major corridors since those are harder to get to sometimes from the neighborhoods. Also more transporation through out downtown between locations like Congress and the convention center.
Move the people in & out of downtown - RAIL!
Please monitor or enforce code of conduct on the bus among homeless/unstable riders. I was harassed repeatedly on Cap Metro bus on the 1L and no one seemed to care. I don't ride now because I have

small children and it's my responsibility to keep them safe. Cap Metro did not seem to care about my safety.
we need a light rail
Metro Rail to Manor
Return to previous style of map showing Austin city background so you can figure out which bus route to take and how far you have to walk.
Real-time bus info that works.
I would like to see applicable bus stop shelters to be fitted with solar panels and power outlets for device charging.
provide Hubs with AC, read docs at CMT4Austin.org
IMPROVED LIGHT RAIL.
Squished like sardines on NYE due to infrequency of available rides. BIG PROBLEM.
Yes, yes, and yes. All of the above.
Add more stops on rapid- too much space between stops
Combining bus stops of MetroRapid with the local bus routes.
Benches and trash cans at all stops
In Dallas the bus shelters have clear plastic walls to give shelter from rain.
Please make monorail part of the discussion. SAFETY.
Lower fares by selling off or killing the Metro Rail part of CapMetro
Round Rock park and ride!
shaded shelters from heat
Priority to the Express buses!!!!
Display next stop name and information on info strip inside bus. One way traffic flow inside bus (front entrance for entrance only, back exit for exit), better schedule spread, implementation of cash value card instead of disposable cards.
Please create opportunity not hamper it by simply adding toll lanes from the outskirts into the urban core
Providing affordable fast transit
I love the bus and public transportation. Please expand on MetroRail and MetroRapid. Please continue to build out bus shelters and improve sidewalks. Help to make getting to, riding and getting off to your destination easier. The bus is really a fun adventurous way to get around the city.
Please clean the buses!
More public transit!
More connectivity to bike sharing and car sharing facilities (stations, dedicated parking) to enable last mile connectivity.
Add benches at more stops.
Side walks and covered bus stops desperately needed. Some bus stops are inaccessible because there are no sidewalks
Please end MetroRail because it is way too expensive.
Adding service in Pflugerville
Dog friendly
Capital Metro is too downtown centric
There is definitely a difference in commute time when UT is in session. If more students lived within walking distance that load would be reduced.
working late can mean being stranded for an hour downtown

Longer operating hours for weekends and sundays especially during festivals and special events in the city. For both the metrorail and bus system.
Please continue to expand the rail and run into the night. I live and work along the current rail line and am not able to use it because of the limited hours.
MORE parking lots for riders, including multi-story, along routes. No difference in fare local and metrorapid---make it all the lower fare.
Improve the app and more MetroRail cars
Expanding Train availability and reach to more southern locations.
focus on enhancing service where you already have ridership. Trying to serve the entire Austin Area means that everyone gets a little service and frequency goes down. Less reason to depend on transit then.
I like the rail - more rail, fewer busses - leave roads for cars & bicycles.
Restore the stop in front of Wheatsville on Guadalupe!
Seriously help people who actually don't have cars, not yuppies whose fixies have flat tires.
On-time information for all routes should be available, not just for the rapids.
Give up your car for 1 week, no exceptions, and learn! TY
Providing around-the-clock transit options (once an hour on major routes during late night/early morning hours)
Be more efficient and the people will come.
You should have a shuttle or bus that runs from south congress to downtown. There was one when I bought my house and now it goes to Lavaca.
work with businesses with large parking lots to use it as park and ride
I can bike to 1st and Congress in 20 minutes. Currently, it is a ten minute walk from my home to catch the 20 or 37 bus and then a 20+ minute ride/walk to work. If bus service went down Berkman or Zach Scott, that would reduce that time to less than 5 minutes for me and the thousands of other people who live in Mueller. Also, even though there are at least ten thousand people who live within a mile of the MLK train station, getting to that station on foot or bike is very challenging due to busy roads and lack of sidewalks on most streets. If the bus route would connect to the MLK train stop, the train stop would make more sense for the people who actually live in the area. Right now, perception and I think reality is that that train stop is just a bus connector for people going to UT who live elsewhere.
Adding another rail line
Rail. We want more routes, bigger trains, more frequent schedules! PLEASE!
Expansion of rail
Add more benches
City of Austin needs a light rail system that would take commuters off the roads and encourage ridership among those working on campus and in the downtown area. This should be a huge priority as the traffic situation in this city continues to deteriorate.
There is a big need to coordiate with surrounding communities to get minimal transit serice started and connected to Capital Metro.
Better shelter to prevent getting rain on you, more frequent service
Adding more train routes
Electric outlets on buses
Please give us citywide commuter rail!
Easier said than done: More Metro Rail!
Discontinue the 801 and 803 and increase the frequency of the buses already on that corridor

Thank you for creating this survey. Hope it helps progress the use of metro in Austin. Making it more convenient for citizens could really help Austinites not rely on their personal vehicles as often.
Stop trying to compete with cars. They'll go autonomous before they disappear :)
There are so few east-west options! almost all routes run north-south.
creating faster more accessible travel to Austin and the key neighboring cities for work, living, entertainment.
Urban rails or subway type transit would elevate us to the level of bigger cities as well as allow for future growth.
Make a bus stop near Bradshaw Crossing neighborhood
Sidewalks are a great concern. Sometimes I have to walk in the street because the sidewalks are bad. Also getting to the bus stop includes having a circular in neighborhoods.you can't ask people to walk a mile or even half a mile especially in the summer.
Adding park and ride service to a metro rail in Kyle/Buda/Manchaca would ease north/south congestion on major highways
Connecting the bus stops and trains to make getting anywhere more efficient.
Run. More. Buses. On. Sundays!!!
Train. To pflugerville. Get it done.
Is there a cap metro application? If so, advertise it. If you are able to get the younger generation using public transportation it would be easiest to start there as they are more adept to try new things/change to be sustainable
Shelters are good but benches are key. The idea of standing and waiting for a bus in the heat is impossible for me most days.
Faster and reliable wifi on metrorail
More logical routes - it shouldn't take an hour to get somewhere on the bus that only takes 15-20 minutes by car
Adding clocks/timers at bus stops so you know how long until the next arrival.
Making it safer to ride! And maybe more incentives for people to ride that have cars maybe creating more diverse riders. But most of all I don't feel safe with many of the people who ride and hang out at bus stops.
Commuter rail -- the roadways are only going to keep getting more congested. We need public transport that has its own line which won't be slowed by traffic.
Late night service until midnight at least, and 3am on weekends to prevent drunk driving, give a safe and affordable way for people to get home.
Bring the train to Elgin!
Expanding Capmetro service time
Expand service all the way down Brodie. So many apartments aren't being serviced in that area.
Have longer running daily train hours and more train lines around the city
Keeping bus prices at an affordable level for those in Poverty
park and ride at Del Valle F.M 973 and Hwy 71 area
Longer operating hours for flyer services, for example route 127 only goes once a day in both directions.
Allowing people who work downtown to move out of downtowns do still be able to commute to work using trains. Specifically, model this system after the MBTA in Boston. Families don't have to live in the city in order to commute to the city, this cuts down traffic congestion and improves quality of life.
Providing reliable service to/from most used destinations, like airport and denser housing communities
More route options for senior citizens that require less walking

stop wasting tax payer money and guilt tripping, and get your website to work.
No rail to the airport! Please!
I marked them all as important because cap metro's service is abysmal.
more bike racks
Adding a "Real Time" calculator for bus arrival at the 8th and Lavaca bus stop.
More rail lines or at least right of way/express buses with similar Distance/time ratios
Make the hard decisions now before the population and sprawl make it prohibitive.
the newer buses have softer seats...MORE PLEASE!
A lot of people commute in and out, so service to San Marcos, Kyle, Buda, Round Rock, and Georgetown would benefit the city at large.
I truly enjoy using the system and it makes me get out and walk more. I wish there was a plastic reloadable fare card that could be used the same way that a UT ID is used and that there was a way to incorporate that same type of system with Austin ISD as with UT.
refillable bus passes - balance could be added online
The public transport experience is often more uncomfortable for women passengers, wither facing unwanted attention from other passengers or from bus operators. Increased security presence and training specific to gender issues would be appreciated.
Would like to see more focus on making car travel less necessary. Keep Austin actually green and not car dependent!
It is often far too difficult to make "Metro Access" available for vulnerable populations
Improve the Metrorail, quit taking away driving lanes by adding more buses
Please, please, PLEASE - eliminate, shorten, speed up, lower, and/or correct the announcements (especially the Spanish ones) on the Rapid routes!!!! Beside the fact that they're completely useless and deafeningly loud and unnecessarily repetitive and drive people ABSOLUTELY BONKERS, you have chosen the most ridiculous, obnoxious, exaggerated to the point of parody, circus ringmaster voice to make them heard - not to mention the Spanish is entirely ungrammatical and unidiomatic!!!! Didn't anyone actually listen to this [redacted] even once before deciding to blast it in our ears for hell and eternity??? REALLY????? It's almost as if you were trying to inflict emotional distress and cause pain and suffering in your passengers. It's an embarrassment - really - to Austin.
Adding more direct routes, or make reading the routes easier to understand, with corresponding time tables.
Add some damn rail lines south of the damn river!
Rail line. Somewhere. Anywhere. Trains.
Longer Hours from Downtown to reduce DUI deaths
Rail
I would really stress reliability. I love the app, but I've basically given up on actually believing the bus will be there at the specified time. I've had several times when I've arrived 5 minutes early, thought the bus was gone, started working, and then seen it come by maybe 9-10 minutes later...was it early? was it late? No idea.
Please add more rail options in and out of Downtown and another stop for the Red Line on the eastside between MLK and Saltillo.
Bus shelters is VERY important, do not ride in rain and heat, because of no shelter at Manor and Berkman
im sure route twenty cant be the only one overcrowded during peak hours, its becoming a safety hazard

Expand into round rock and pflugerville or at least work together with whatever system they have in place.
Real-time arrival electronic signs in every bus station- not only for MetroRapid.
Bus arrival display
Urban rail/ rapid transit is so important in a growing city with congested roads
Extend metro rail to SOUTH
Make roads more bikable
get rid of buses and old rails... buildit bigger. think about the future
less people sneaking on less homeless on bus
Trains. More trains.
More frequent local busses later. It's a luxury to get out of work right at 5,which sometimes means I'm waiting an extra 45 minutes for a bus that will sit in traffic. And I can hardly ever catch a bus home on weekends.
Make bus service and stops safer. I just bought a car because I was going to get killed if I kept riding Capital Metro.
Reliable service! How can you justify stopping all buses at 10 on Sunday night when some people do work those times
Late train pick up on weekends. Extended hours.
Later bus routes from Downtown to Suburbs
Just making it easy. I'll go to the website and see.
Adding more late busses to/from downtown
Service between ACC Sites.
B
Public transportation seems to me to be a huge asset to our city, particularly with the gridlock that happens during peak and off-peak traffic times. I don't understand why the city can't have hubs of rail (like a north/south, east/west corridor) that is then serviced by connecting buses. The city needs to invest the money, because adding more lanes doesn't work.
Easier access to faster routes. The biggest problem now is that many routes have a ton of stops between valuable destinations. This makes a 30 minute trip take two hours. This makes me not rant to ride buses, even though they are comfortable and cheap.
Vehicle cleanliness, safety, grid-system/simpler routes, better customer info.
Real-time bus arrival info via an app
Austin needs monorail, not surface trains.
More secure bike racks would be great!
Education & promotion to the public on your services, especially how to read the route map.
Well covered bus shelters, everywhere
bring back the 1 routes that were deleted by the 801!!
cleaner buses, better seats
Get back to rail on the E. Riverside corridor.
Extending the rail to cover all of Austin not just north to downtown.
Adding a route between Wells branch and parmer lane.
Getting passenger load down enough that buses can show up without big delays (on schedule) and can always pick up passengers (no "drop-off only" when you expect to be picked up!); and expanding route times so that those of us who would like to be car-free can imagine doing it (as it is, there are huge swaths of time we'd be out of luck if we needed to get somewhere!)

Better connections via sidewalks to the new shelters is more important
rail rail rail!
It would be really convenient if you could buy a bus ticket at HEB or something like that, that way you could spend a couple of minutes picking the right one instead of holding up the bus having to ask the driver how much the ticket is. Also this would eliminate the problem of the bus not giving change and would allow you to pay with a card.
We have a huge drunk driving problem in this city, I wish our public transportation did more to eliminate that risk, safe late night service
Do a better job of educating voters about the impact of car dependent development. The opposition campaign slogan of "will raise taxes, won't fix traffic" was true and there wasn't a strong enough response. I recommend something like "more roads=more cars, build smarter"
offer refillable value transit cards instead of having to throw them away when they are done. I use the value cards, rather than the passes because I only ride sporadically.
Phone charger plugs
Provide metro rail during the weekends at Leander station
A commuter rail with broader route and more stops.
Yes to everything!!!!
Present the city with a plan for a train that serves more than just Leander or Riverside.
Deck out all the bus stops with roofs containing fans powered by a solar panel. Hey, it gets hot in the summer time! Again, check out the transit in Munich, Germany. Top of the line! And a very, very bike friendly city.
Don't add anymore (or change existing lines) to metro rapid. The two tier system isn't working and poor substitute for dedicated brt/lrt. More focus on the suburbs at the expense of the core IMO.
Buses every 10 minutes during peak times, buses that run after bars close, buses that don't smell like pee, buses where you don't get hassled by homeless people, well lit stops, better map design at stops, better fair system, accurate announcements on the bus
More frequent busses, no one wants to check a schedule they just want to know they can access a route every 15 minutes (unless its commuter express route.
Would love to be able to get to round rock and other cities on the bus...long term dreams
beef up north-south infrastructure by providing reliable service around the clock. Expand and use metro rail as a viable option around the clock. create and utilize circulatory routes for east-west transit
while wifi is a nice addition to the buses its a luxury that could wait until the buses are more reliable and accurate in scheduling.
Consider automated personal Rapid transit systems from suburbs Like Buda,Circle C, Dripping Springs , Lakeway, Cedar Park, Bergstrom and Creedmore
For routes like 111 where the commute is longer than 25min provide padded comfortable seats, not the cloth covered metal seats.
We need urban rail
More connections so I don't have to go halfway the wrong way
Making it safer for riders
Make the rail more expansive in austin so it'd be more useful
Please add more Park and Ride stations esp ones that are accessible and service the MetroRail line and RapidBus routes
Earlier bus times for those who work at odd hours
Many routes run north-south, need more crossing east west. Would find a bus that runs from Guadalupe and 38th to west of I-35, where the shopping centers are

Sunday bus runs way to little and stops too early.
Making economical decisions that don't strain tax payers
Late night bus for downtown crowd to get to lakeline
East-West travel is the toughest.
Improve wifi on trains. It sucks.
More frequent buses and more available stops to better integrate the influx of workers coming from out of town that are used to having a more robust transit system.
Additional metrorapid stops need to be added where large gaps between stops make riding difficult. Examples are: 801 between triangle station and Koenig, and between blue bonnet and brodie oaks. Also, installing pedestrian catwalks over Lamar at or near station locations would reduce jaywalking.
seriously, the bus shelters would make a big difference to me
keep buses from slowing down main traffic by pushing stops into side strips of major roads (like Lamar)
Later service on most routes would be helpful.
the william cannon 333 to be scheduled to transfer with other buses more efficiently
IF BUSES ARRIVE 5-10MIN APART-THEN SHELTERS NOT NEEDED ---PLUS WE NEED TO SERVE 24/7 RIDERS!!! NOT FOCUS ON COMUTERS
Improving WiFi speed and performance.
Bike shelters
We need to start planning for this growth level 20 years down the road. Since our predecessors didn't, we're seeing the effects in road congestion, road rage incidents, and (seemingly) ad hoc construction. Elevated rail paired with the bus system will make the higher density goals possible.
MetroRail could be awesome. For most part infrastructure it there. Why not capitalize on the routes currently available? Trains are so crowded in mornings and evenings. Why not add more trains, more stations, stations further south, run on SUNDAYS! and stop at all of the stations!
railroad to the airport and to south or the river
Add more metroRapid lines they work great and are efficient besides they have wifi
More trains and/or street car.
teaching bus etiquette (relinquishing seat for elderly, exiting from back of bus, etc.)
Provide curb cutouts so buses can stop without holding up traffic. Maintain phone survice to answer questions about buses and scheules for all hours when the buses are running to help riders who have missed the bus they expected to take. Fix the timing of the railroad crossings so car traffic is not stopped except for when the train is in the intersection.
increasing the safety and/or presence of authority in less desirable areas
Subway.
This question is confusing - not sure if you wanted to know what I thought Capital Metro's priorities were or what they should be..
We need more bus routes that bypass downtown, which is the single worst impediment to speedy travel. Any bus that of necessity routes through downtown is adding 20-30 minutes to the travel time.
Until transit options are easier than just driving, I don't see how public transportation will be able to make an impact on traffic and driving habits in Austin. Riding the bus has to be a BETTER alternative than dealing with traffic and aggressive drivers
More stops on the north end of 383 route
Didn't y'all used to go to Wells Branch?
Unsure how CMTA can be an alternative to congested roadways if it primarily operates on those same congested roadways.
I would like a feeder/express route that serves Lakeway/Bee Caves

The Wi-Fi is very inconsistent on the 801 route.
The bus service is ok, but I won't really consider public transportation until there's a metro line or traffic is light enough during rush hour that my commute would be more comparable to driving myself currently.
Bigger, more covered shelters to combat extreme weather
A rail option
providing better mass transit options to and from airport
Bus stops with more lighting at dawn/evening
Better bike racks
24 hour high frequency of fixed routes
Extend the number 10 route to Tech Ridge via Howard Lane.
expanding service area. There are a lot of people that I work with at Dell that would love to have a bus or rail line to get to and from work.
More Park and Rides
Adding park and rides for Capital Metro in Roundrock and Kyle would massively ease congestion.
More trains, more times
On-demand stops in "dangerous" neighborhoods after midnight. This service is provided in NYC and has reduced number of people being mugged and raped.
Possibly, instead of expanding the service, have park and ride options and then provide frequent, dependable and direct service that connects with other lines, b-cycles, or other modes of transportation. Shade is also very important.
Less aggressive drivers! Traffic sucks, but make the ride more enjoyable. Bus shelters/shade! This is HOT & SUNNY Austin.
CHILD SEATS
Trains everywhere
What's bup with the train ending around 6 pm? Train needs to run until 2:30 AM. 7 and airport bus are reliable. Others are not. I wish I could ride to s. Austin but all routes take too long.
Spending money on light raol
more dedicated bus lanes, better payment options
Neighborhood shuttles linking to major corridors
More light rail train lines.
Have buses go in a loop from major residential areas to downtown. For example, from William Cannon, up Brodie to Mopac all the way to 1st or 5th to congress and down south to William cannon, then back to Brodie and repeat.
Would like to see metro rail run later
Make bus 6 come more often!!!!!!!!!!!!
Night time buses to social events, bars, restaurants, etc, buses directly to big shopping centers like target and Walmart
sell monthly passes at kiosks/on the buses
Bus shelters need to be much larger, provide more shade, and have ceiling fans
MORE RAPID ROUTES! The local buses are not efficient enough.
Expand rail stations and service to the airport from all parts of Austin , round Rock!
I have sent in at least 3 complaints about his drivers driving in a bike lane, going around speed humps into bike lanes, driving on the shoulders of roads, there needs to be clearly defined guidelines of appropriate behaviors, because actions like those do not further the image of cap metro. .

Rail
More accurate/up to minute realible GPS tracking
Run the metro rail the entire route from 5:30 am to 2:30 am no questions asked. 7 days a week. There are enough people in this city that need a job, hiring shouldn't be a problem.
Light rail on Guadalupe/Lamar
Extended Sunday service - not all people are off work on Sunday's
Mobile App with real time status of busses on map.
Need more busses
MORE SIDEWALKS is a big needed one.
if you want a successfully approved transit plan, you have to make it look like you are giving high priority to the group who votes the most-- probably commuters. The rail should service I-35 congestion, there should be a free tram up and down Congress, and buses to and from downtown to the outliers should be prioritized, an unrealized demographic is FROM 6th St., at 2a.m.
More frequent buses when you see that the buses are always too full.
More direct routes, less transfers
We can have a public transit focused city/surrounding areas , be more environmentally friendly, show persons that driving cars can waste time if they can text, use WiFi, do work or reading while on the bus vs sitting in traffic! Give "try it out and ride the bus" free weekly passes to establish committed riders. Promote that Austin is a "big city" noted for bad traffic. We need our public transportation to grow as it would in a big city. Thank you.
please add shelters/additional signate to republic square. it needs to be treated like an actual transit hub!
Every stop should have at least one bench to sit on.
More dedicated bus lanes, please!
I think you would greatly increase ridership from Travis County employees if there was a train station closer to the Travis County campus at 5501 Airport Blvd.
there are no benches in my neighborhood to sit and wait for the bus and no trashcans
Timing on the lights on city streets. Closing off car access to more areas for non-commercial vehicles
More train service during sxsw, acl, nye, etc. Trains are too crowded during events.
More trains! I live in Crestview, so I have all the train I personally need, but it shouldn't be a privilege for me to have fast, reliable transportation to work. Raise my taxes if you have to, but get more lines built ASAP. More. Trains.
Capital Metro shouldn't expand until they can cover all of their existing routes ON TIME. The #111 MoPac bus is OFTEN late, mornings & evenings. In the evenings, we're told "there wasn't a bus ready." They had to wait until a bus came off of another route. We often have had to wait 40 minutes or more for the "5:30pm" #111 bus! Don't expand until you have existing routes covered better, please!!
More frequent trains instead of only one every 30 mins! Please!
More wifi, public bathrooms
If buses ran frequently. No need for lots of shelters
Service to Round Rock !
We need a train. Add one to the center of 35 or Mopac.
Pedestrian access to stop is critical. I walk a mile every day which is not too great a distance for me but most of t is along the 183 frontage road with no sidewalk. The path is uneven, usually muddy and often slippery. sidewalks here and in other places that access stops near heavily trafficked areas improve safety.
Need real public transit system

Make the trains the best option for tourists to use so that UT football games, festivals, F1, etc are not making the already terrible traffic impossible.
More wifi on buses
Ease of getting around Austin in all directions and further out.
Expanded hours and more frequent pickups on the metrorail
Add benches to stops - 333 at Islander especially. Improve sidewalk access.
Definitely more bike lanes to and from transit centers and stations
Fewer stops would make busses less painfully slow!
There is this stigma that only poor or unstable people ride the bus. Until this changes I don't think the rest of it matters and ridership or effectiveness won't increase
please put the old bus stop that was just north of mlk, on Guadalupe. it was taken down because the sidewalk closed and construction was going on... that area is now safe to walk on and a new sidewalk was installed. please reinstate the stop. the closest one is almost a 7 or 8 minute walk.
East-West routes. Seems to me metro prioritizes central Austin to much.
More bikes racks
I would like a bus stop by tee drive 78747
Running trains on weeknights
There should be more buses running during rush hour: 7-9 am and 4-7 pm Make transit easier for people that work.
I think improvements in the core service area is significantly more important than growing the service area. Bus transit reliability is dependent on traffic flow. Options that give buses priority are important.
Increasing capacity drastically on MetroRail to make an actual impact on road congestion.
Restore bus frequency on the #3 bus
Encouraging Transit-Oriented Development
reduce the cost of fares. the shelters offer no shelter.
We need to transition to trains and away from buses for all of the above reasons
Adding more bike racks to buses
We must make light rail a top priority. This would be a quicker way of transoprtng people to and from than trying to build more toll roads. Let's Get Serious About Transit.
add a stop for the train at Liberty Hill -- there are many new subdivisions out there and lots of commuters as it is a bedroom community as in all homes and no businesses
Use smaller buses during low ridership times. I see too many empty buses in the early mornings.
We need to provide fast, frequent, reliable service EVERYWHERE, not just key corridors.
Rail line to the airport. Truly, that's all we need for now.
CAMPO, COA needs to respond with TSM on congested roadways
If this isn't already being done, you should be advertising heavily within the buses and at the stops to get a feel for your frequent riders want. Everything I think should really not factor in all that heavily as compared with those individuals who actually depend on Cap Metro to meet their transit needs on a regular basis.
GONDOLAS! Way cheaper than rail and would get people out of their cars.
Provide fast, frequent, reliable service on "all" service corridors.
no shelter ay MLK and San Jacinto stop
safety handles for all standing passengers on metro
More options north of Austin. Georgetown Station
The rail is a great system but it takes too long to get to one specific point

Metro rail. Run earlier on weekends and later, too. Cut down on DWIs.
releasing a comprehensive transit-oriented planning structure as model for future development around Capmetro stations
Please implement BETTER plans and solutions for when the metro rail goes down. Picking up passengers when the train is down defeats the purpose of the train. We might as well only use buses.
add more (a lot more) electronic arrival/destination time information at stops
There is no shelter at 11th and Congress to get out of the weather while waiting on the bus. Please clean up the bus seats better and teach the drivers to stop riding the breaks. The heavy foot drivers are throwing us back and forth constantly. A very miserable ride on an express route.
Additional train compartments. Frequent train service.
more frequent and reliable weekend bus service is needed from lakeline station. It is problematic that there is no express bus service for far northwest Austin on the weekends and the only local bus runs on a 50 minute schedule. Also, the 383 route stops need to be re-aligned in the area of lakeline mall drive, pecan park, and S. lakeline blvd
All train stops need a REAL Roof to shelter from rain, not cute little things that serve no purpose. Lakeline train platform needs windbreaks. The wind whips down the open track area & it can be very miserable. I've ridden the train 3+ years & we need at least the amenities the bus stops have, especially because we pay more. It's also unfair to have to buy a 30 day ticket not 30 RIDES. if I am on vacation or sick or weekend & don't ride I pay anyway??? Start checking tickets EVERY RIDE & quit giving free rides to others when I pay every day. We should pay only when we ride NOT for just any 30 day stretch where the train doesn't even run for 4 of them.
Better stop request signal pulls that are nicely distributed and easy to reach on the bus
More service for the disabled.
Provide better protection from sun, wind, and rain at bus stops
security
More bus shelters at non-Rapid Transit stops on Burnet Road/Medical Parkway are a serious necessity.
Simpler fare system. Metrorail is more expensive than Dart in Dallas!
Just as I commented above, for the express routes it's important that the drivers don't change all the time and when they do, they need to know the routes. Everytime you change drivers our route becomes the slow boat to China, not the express bus we are paying for Express. We need a faster driver on the 4:30 bus, the 985 route that picks us up at 15th and Lavaca. I've complained and they have contacted me, but we still have the same slow driver. I think you need someone that will fix the problems when we complain, not just someone to pacify the caller. Keep the drivers that are good on the routes. We had a great driver (Richard Sanchez) and now we have the slowest one yet on the afternoon route. It would be safer for all of us if we had a driver that knows the route. There have been many days that we have someone we have to tell where to go. That's not safe with the drivers changing lanes to get back to where they should have turned. It's like bumper buses some days.
Make bus stops visible, i.e. cut back bushes on 12th and Guadalupe in Downtown Austin
Easy and reliable way to plan my trips on public transit
Slightly more seating room (big guy doing school work)
an awareness campaign so people know more about it
building a real BRT system with stations, not shelters. Look at Transmilenio Bogota for ideas
Providing ACCURATE real time departure information for all lines, and service 24/7.
bus transfers, The routing of the #5 used to be better when it went down Congress.
Wi-Fi connectivity needs to improve - can gain access, then disconnects, then need to connect again
Improve marketin/campaign to change the culture of utilizing the public transport vs their personal car

Redesign route from Del Valle into town goes too much in the neighborhoods with no actual stops increases time to get to town.
The bus shelter one is very important, not having share in a texas summer is just cruel.
Add an express train to Howard station and above each morning and evening during heavy commutes-trains get too packed
REAL TIME TRACKING ON ALL BUSES, PLEASE.
Better access to information about stop closures, real time updates on delayed buses, app/website light enough for older phones/devices
The bus shelters are a joke. They do not provide any reasonable shelter. I enjoyed riding the train, but the biggest issue is traffic congestion that is at a crisis point. Tax money should be used to provide transportation for the most people. Too much specialized transportation is used for individuals. The vast majority of the transportation tax money should be used for "mass" transportation not for individual transporation.
I want light rail in Austin!
We desperately need a better service
east/west service, especially to lower income neighborhoods - serving food and employment deserts, etc.
Benches & covered shelters at bus stops
Add more parking to Lakeline Park & Ride. It's horrible on some days.
I cannot stress enough that the role of public transit must be providing access to the public, not merely bolstering the transit options of the few who live and work along the high-income areas. People without access to other transit are especially dependent on reliable and efficient transit. There is a way to make equitable access to transit financially sustainable, but the bottom line must be quality service where it is needed, not only where demand for premium service can be drummed up from people who have access to alternatives. Thank you.
If train fares were tiered instead of flat rate. Why should I pay the same as someone who lives in Leander when I only need to go 2 stops down the route?
again, access to Mueller from neighborhoods east of US183
Serving low income customers and customers with disabilities is the most important because we are often overlooked in transportation decisions. Second is improving sidewalks as well as having more bus shelters. I can't check the boxes because of the table thing.
Rail that goes to the airport!!!
Light Rail
Allow dogs in a crate to ride bus with owner. Dog must remain in crate while on the bus.
we need county-wide service esp to healthcare centers
ALL OF THE ABOVE!
I want the buses to run on time!
Trains and Rapids to more areas of town
More advertising to remind people of the service and tell them to check out new features/routes of CapMet
they SPEED down Woodrow and Burnet Rd--not safe
Have a friend whose income is SSI and complains that the fares are too high.
Repurpose old, unused bus shelters @ former transit hub on Northcross Dr. Put 1 @ New solitary stop for #5 northbound on Northcross Dr. 1 @ Koenig & Woodrow for southbound # 5. Put another on 45th near Lamar for buses eastbound on 45th @ Tx. Dept. of Mental Health Services Bldg.

Service must be more reliable. Also, being able to pay on a bus by swiping a credit card so people don't have to make sure they carry quarters at all times
MetroRail fares should reflect distance traveled as they do in most rail systems like Metro in DC and MetroRail in NYC....and the way ATX MetroRail charged initially. I quit riding to Kramer Station when fares increased.
I love the 801/803 lines that TELL YOU when to expect the next bus. can't tell you how many times in grad school i waited 40 minutes for a bus that was supposed to run every 20.
Would be nice if there were restrooms at Transit Centers such as North Lamar. Also would be good to have waiting area with more protection from weather.
The sidewalks in Austin are horrible. There should be new sidewalks from every bus stop that is near a major intersection and the actual intersection.
Trains running much more frequently, earlier and later
Rail on Guadalupe/Lamar to Congress Avenue. Last rail election lost on that issue alone.
Note: metrorail causes major traffic PROBLEMS where it crosses Lamar at airport. Can cause 15-20 minute delays in rush hour.
Light Rail please.
Most parking lots at transit centers have very few cars. Some of the space could be used to rent to food trucks.
Overall I applaud the professionalism of the operators I generally see.
Sticking to a dedicated time table. Incentivize being on time and penalize poor performance.
Improving the capmetro app
No other comment - Capitol Metro is doing a terrific job, thank you.
24 hour service.
Frequency and quickness. Service must reach a critical mass of ubiquitousness so people will ride instead of drive.
Fix bus system before expanding bus system.
I won't sit on the uncovered metal benches due to heat, cold, rust, rain and bird poop. The QR readers are awkwardly placed on some poles.
Build bus stops that allow buses to pull OUT of the main flow of traffic instead of blocking it.
Expanded late service during events like SXSW
Naw, ya'll are doing a pretty good job :)
more frequent rail service!
Fare inspectors for MetroRail routinely onboard at MLK in the mornings. This area is a cell service dead-zone and many people are forced to plead their case with the inspector when their phones won't connect to service and load their ticket. Additionally, the train is usually so crowded that the wifi network gets overloaded, so that isn't an option. Creating some kind of subway-like entry system at train stations would eliminate the need for fare inspectors and keep everybody honest.
"L" Shaped routes please.
A long term plan to build the subway for the future. We need highspeed high capacity mass transit if we are to meet the need of future generations. Quit planning stupid shared grade low speed low capacity light rail. Also we need to get the green line to Manor in place by 2025.
Please talk with Austin Police about what is and isn't allowed by bus drivers (Riding entrance/exit ramps, etc). It's incomprehensible APD would pull a single commuter bus over and not talk to CapMetro about it's policy instead.
Improve the website route search app!

Clean the smell of urine from the stops. Get rid of the used syringes and take care of the homeless people sleeping at the bus stops.
.
More train services
riding the 803 in the morning is great but in the evening its not an express bus it takws to long to get to point a to point b and some bus drivers can be more friendly. sometimes they don't want to give directions
Sidewalks please. From my house to the MetroRail @ Highland, there's no bike lanes (they come/go the whole way) and sidewalks only on one side of Airport.
More and better Night Owl routes, ability to get from North Austin back to South Austin after 10PM, NIGHT OWL ROUTES RUNNING ON SUNDAY NIGHTS WHEN THERE IS A HOLIDAY MONDAY
Adding on-demand, low-volume ride/car/van pool options
Cutouts for bus stops so drivers don't hate buses!
More comfortable bus shelters that protect from weather
Seeing amount of money of value cards would be greatly helpful
Reloadable cards
We need light rail in South Austin!
Parking garages on fringes of downtown with shuttle to downtown area
We need a bus shelter at the corner of Guadalupe and Dean Keeton
Perhaps it is more cost-prohibitive than I'd think, but it's very surprising and disappointing to me that CapMetro buses do not offer Wi-Fi in 2016. There are many stops like those along MLK on the 18 that provide no safety from cars while waiting for a bus and no signage, paint or sidewalks to cross a busy street.
Please remove the weekend bus schedule.
24/7 operation on major routes/Elimination of 'weekend' schedules
More express busses to leander and lakeline station.
Providing schedules for more individual routes on buses
RUN THE TRAIN LATER AND ON WEEKENDS
MetroRail should be your focus!
Find another way to transport the troublesome riders so nice people can ride. Improve bus driver jobs, hours, and routes. Metro caters to the troublesome riders. When you start catering to nice people, you will get happy drivers, nice buses, nice service, more riders. You need safe routes and times to the entertainment sites - that is the only reason I would ride a bus since I'm retired.
The west side desperately needs transportation options. After 10PM you can't get to west Austin on the bus.
Please create a route that gets me to my office on Parmer without so many connections.
The metro app needs to work with reduced fare i.d's
Please add convenient East-West routes and routes to major venues such as the Long Center from North Austin. Please also offer lower train fares to residents who actually live in Austin.
Expanding metro rail into Round Rock city.
Most important: offering frequent, reliable bus service to ALL Austin neighborhoods.
1st efficient buses then rail
Give us our service back.

Must be a leader that builds consensus to a regional light/urban rail system that runs through downtown to the suburbs (Pflugerville, RR, Kyle, Buda, Bee Cave, Bastrop) to get cars off the highways and support business centers downtown.
Bring a Bus stop closer to the Travis Country Neighborhood
I would love there to be a metro rail park and ride location south of Austin. Makes no sense that one does not exist.
Although I do not presently use public transport, I know a time will come when I won't want to drive. Having lived in England with no car, I appreciate the importance of widely available public transportation.
I can walk to the bus stop, but in summer I'm going to be hot and sweaty when I arrive after walking in the sun.
No service to where I live. Closest stop is over a mile away
more bike racks/safe bike storage
better communication of outages and delays. Using the cap metro app I should be confident the train will arrive at the time the app suggests it will. I would also like train service to run later in the evening so that it more useful as an alternative to driving for those attending events like concerts.
Each Metro Rail train has 4 bike racks which is far far short of the demand. I've seen as many as 12 bikes on one train. Bike + train is a great commuter option that would be much easier with more room for bikes.
I want lower train fares and the trains should run more often please and thank you.
ROUTES THAT GO EAST/WEST - NOT DOWNTOWN!!!!
Extend metro rail service hours past bar close!
Make sure bus drivers know their route and leave on time. This is a major problem with the southbound 801
Please have buses run later and make sure they are safer. I have many friends who have been robbed and/or beaten up while taking the bus
would love to see light rail or train to the airport
expanding rail
More airport shuttles and more ways to get to UT Erwin center and events and museums
Meetings with neighborhood leaders
Increasing access to the rail for Central Austin
better protection for bus riders on 969: shelters, sidewalks
Every year they take more services away in my area. I know several riders that went back to their cars. I'm thinking of purchasing car after years of riding. That's how little service they provide now.
free rides for elderly with no charge for a permanent ID card
More Wi-Fi
More East to West routes
Expansion of service is most important for me to ride the bus. At least somewhere I can bike to.
Capital Metro lost a great deal of credibility due to the last poorly thought out rail route.
Lever the city's tech skills to develop and deploy better real-time tracking services via smartphone, online, and digital smart displays. Add mass transit service from the periphery of town that offer parking services.
Extend rail service hours and add Sunday service
Better training of drivers on route. Too often they do not know the route causing delays.
A shelter at stop 768 would be GREAT for rainy days.
Again, work week early morning bus service on Manchaca.

Better more frequent service in the area cover now
An app that shows exactly where the buses are in real time
More bike racks! A metro rail that operates within central austin.
Sage and protective shelters are important, especially in the hard summer heat
By rating "Serving persons with a disability, low-income, or senior populations with few other transportation options " as my least important option, I am not saying I dont want those pp to use the bus. I do, but the fact of the matter is that more working professionals need to use public transit because of congestion and environmental concerns. I am one of those pp but until it becomes easier for me to use Cap metro (more frequent service, more routes, better connections), it will be easier and quicker for me to drive.
increased focus on meeting the schedules and maintaining bus spacing
Extended train service days, evening and routes
H. Increase the leniency of the fare evasion policy. (i.e.: Start with \$25 fine, then increase to \$50 after 10 days, then increase to \$75 after another 10 days.)
east/west connector routes so people don't have to ride all the way downtown to change buses when they are trying to go cross town.
The Rail could save lives if drinking college kids could use it late at night. We need to expand the hours of operation for the Rail line and add parking at the stops.
Focus on Lone Star Rail along MoPac!
Later hours for bus and metro rail service
Wow, people. Don't save the environment or econom. development. Focus on the basics please.
Better route design
Dependability. There are people on the bus who really have to get somewhere on time.
Earlier and later bus service, especially on Sundays
rail built for people to use, not to "spur development"
Expanding service times
Don't just add more shelters unless you make them functional. Design bus shelters that actually provide shelter. On foggy days, you can't sit on the benches without getting wet. The roofs don't account for where the sun is. Make them larger.
Bus service to West Austin
Providing a shuttle system between ACC campuses.
More service times / buses on the flyer routes & get them the "good" 803 type bus since we pay for the fare!
Improve all of these factors!
Just keep adding and upgrading!
Please fix the lights at Justin and Lamar! It's very frustrating to wait minutes before and after trains go past.
Providing alternative transportation for late night trips and coordination with rideshare programs
More frequency on bus routes please! I waited 45 minutes for the 20 at UT today during rush hour. That sort of wait means that any journey where i have to transfer routes is just out of the question.
Please add frequent service to the 10!!!
Shaded shelters and bike/ped facilities to those shelters important in Texas heat
express to airport
connecting neighborhoods to destinations beyond work and downtown: shopping, recreation, nightlife centers

METRORAIL!
We need more parking at the train stations
Bus travel should not take any more than 10 minutes longer than traveling by car. Currently taking the bus (plus walking to/from stops) takes 30-40 minutes longer than driving alone.
A bus depot under the overpass of manchaca /Ben white
Bus shelters that actually provided shelter. Good, safe lighting, using technology like twitter for timely service delay/detours (very poorly done for buses)
PLEASE find the money to upgrade some of the 383 busses. I know they are at "the end" but it sucks riding the junkiest busses all the time.
Stop confiscating parking lanes in central city, attempting to force people to ride buses, even if they do not have convenient access to them. This only hurts downtown.
Start providing quality to the west side of Austin.
Discounts for veterans
Please don't expand Metro any further.
Steady drivers on routes, not switching new for regular
many stops have lots of trash! you should at least have a bench and a trashcan at every stop!
Remove the weekend bus schedule. People who work Mon-Fri 9-5 jobs don't ride the bus.
Metro rail should run more often than buses and should have more routes.
Busses for professionals only. No low income bums/homesless allowed
The MetroRail is getting ridiculously crowded in the mornings and afternoons.
make shorter circular routes that happen frequently, perhaps with smaller buses to save fuel
Real train service that covers needs routes
a metrorapid service along 969/MLK, local service along Sendero Hills
Give Juanita(?) on the 5 a raise. She's the best.
Cut the stupid premium fare. And expand Saturday Sunday local service. Restore the frequency of the 3 and 1
Train needs huge improvement on service with better schedule - more stops- safe station to allow people to wait for pick up- must go to airport
this servey dont work right
Better security on the buses and at bus stops. People should not be allowed to sleep on the bus stop benches. Police need to go stroll the stops and drivers need to remove those persons who are causing trouble while the bus is moving. There is nothing worse than some crazy homeless person bothering everyone on the bus or thugs harassing either by being overtly sexist or just being an asshole to other passengers because they find it amusing.
Ensure reliable and safe bicycle access to transit centers
Lower fares, cleaner buses.
Added support for Apple wallet.
If I can get somewhere, I'd like to be able to reliably get home with as much ease.
Wi-fi on the train... That would be great.
Please help people in the rural communities
Getting serious about urban rail on Lamar/Guadalupe corridor
I have to say it again, I would ride the train every day if it went later than 6:30
A part of the capmetro app where you enter a stop number, a route number, and a number of minutes and it alerts you when the bus is X minutes away. Implementing this same feature would also let people know when they had arrived.

I am more interested in light rail than more buses. I am unlikely to use buses personally although I do support futher bus route development.
I primarily ride for personal recreation, so it would be convenient to have later routes, especially on weekends and during special events. For example, we tried to ride but the last bus came earlier on Sunday after FFF, so we had to take Lyft home instead.
we need to consider alternatives that aren't trains or busses. do a feasibility study on Gondolas. They work in other parts of the world (Columbia, Switzerland, Barcelona, Ecuador)..
Cost efficient alternative to driving
Better route planning and transfer options
User friendly app experience
The ticket kiosks at the train station are difficult for 1st time users. The unit kept locking up and I didn't know if it charged my card or not. After 10 minutes of hassle, I decided to download the APP which was much faster and easier to use.
Direct routes to major shopping hubs
As mentioned above, bike accommodation on Metro Rail is a disaster. Improve that and I'd use MetroRail more often.
More rail service - nights and weekends
please expand the service hours, make the bus available for us that needed a little earlier than 7 and a little late past 10 pm. we need to give people more alternatives. Austin ia growing and we need to grow with it and that means more options for the people. we need to be more of a major city.
It's too long to get across town, especially on weekends
better bus shelters!! rain shelters; bathroom facilities downtown
Reliable, skilled, conscientious drivers
Fare simplification - three tiers is too many
Wifi on buses is excellent, trains should have them as well
I would prefer a bus shelter be restored to South Congress/Mary
Better customer service when we actually want to give feedback to a real person; HORRIBLE rudeness from Cap Metro employees supposedly providing 'customer service'.
I assume "bus shelter" is for people waiting for the bus, not a shelter for the bus fleet
The focus on being a transportation agency AND a social service provider ignores the needs of potential choice riders (the majority of Austinites)
CapMetro is great, but could be improved. Real time arrivals for all routes would make transit more predictable and help inform expectations.
Serving disadvantaged populations could be done more effectively.
Enforce payment of fare on trains better
More stops on the Red Line.
wish capital metro wasnt a private [redacted] company
Put USB chargers on the bus
more stops really need to have shelters. major stops should have digital signage for arrivals
More wheelchair securements
Make driving in Austin an even stupider idea than it already is: public transportation for the people!
Again I am not able to check any of the boxes on my iPhone. I think providing services for disabled is important but disabled people like me would benefit from making the system workable for everyone with more frequent reliable buses.
cleanliness of bus areas and smell...rude drivers removed

Keep in mind commuters from suburban cities.
updating older stations like the north transit center
Bus shelters that cover you from the sun and rain the new ones are awful now
More MetroRapid routes like 803
No thanks
24-hour Bus Service on the three most highly used routes
More routes and more options for late night from downtown to points south, SE, SW, NE.
Yes a metro rail train to all the station separate .
Expand Metro Rail south of the river.
You need to ticket cars that block roadway at Lakeline P&R
We need to focus on not just bus shelters, but safe accessibility to the transit shelters. For awhile, I had to walk either in the roadway on Congress (South austin at William Cannon) or the ditch to catch my transfer. Sidewalks and accessibility first and second shelters.
Actually use and test systems/services and routes to make sure they actually work before implementing them and having to make frequent changes etc. It seems like decisions are made but not tested out. For example, when departure/arrival times dont add up to connecting destinations (i.e park and rides, train departures etc) its very frustrating. I often times make the decision to take an Lyft/Uber and pay that extra money rather than take the bus/train, for the ease of use.
Need dedicated lanes! The only way people will get out of their cars is if they see the bus passing them by. I think it is important to serve low income people and those elderly or with disabilities, but they can't expect service if they live in the boonies.
Faster service. Like a shuttle straight to downtown Austin from my home.
Why do USA buses stop on corners rather than the middle of a block like Europe ?
Training drivers to pay attention to crosswalks especially if they're early. I have had many occasions of reaching the crosswalk at Lamar & MLK only to get stuck at the light and seeing the bus just speed through without looking. If the driver bothered to notice that someone was waiting rather than just speeding through their route, riders would be happier.
Your app is great.
When you say Capital Metro are you referring to bus or mass transit. My answers are based on Mass Transit not buses. I don't want more buses or stops in South Austin, especially Lamar or the rest of central Austin. We need Mass Transit. Support construction an repair of sidewalks! Very important.
Being a blind person, the bus & train services are an extremely valuable mode of travel to any destination in & around Austin
Expand to the North, and have more late weekend busses
Improve the wifi capabilities on MetroRail - it becomes fairly useless when there's a lot of people on the train
Highest priorities for me are frequency (including weekends) and shelters
Yes gentlemen, and peoples that are normal need to help peoples with disabilities instead of them ask them to get up ?
Public transportation as well as bike use is hugely important to creating better, less polluting cities. Please don't bow down to the people who cannot give up their pickup trucks and 3 car garages.
put routes south of slaughter
Transfer options instead of paying \$2 each time on the bus
Downtown circular people mover
Adding more parking at park and rides
Change the stigma of bus transit in Austin

More trains and more frequent. We should not have to wait years for this. Move faster cap metro.
Since downtown parking has been minimized to provide bus lanes, provide a way for people who drive to get near downtown businesses and have a 5-10 minute circulator to get them into where they want to go.
Bus shelters and well lit stops would be a plus on outlying routes.
Physical reloadable bus cards
The times adjustments have really been a bad idea the times for the 19 are to far In-between and now they run later then normal so now many of my fellow bus riders and I are late for work
Have students pay same
more bus stops
I think a number of the above initiatives would do a great deal toward serving the transportation-dependent populations of Austin, but most effective would be to expand bus services such that fast, frequent, reliable service on key corridors.
Adding more stops downtown which is where many people go. Make it easier to transfer to Route 100.
Have a park and ride in round rock with frequent buses to and fro downtown
Bike racks at every stop to be able to be able to lock them up safely before getting on the bus park and go style
you have done a great job covering everything
The 801 and 803 needs to be expanded. Getting to Barton creek mall from 18th and lavaca should not be an all day event but the buses travel so infrequently that it makes taking cap metro very inconvenient. Going to whole foods on 6th is another arduous activity from 18th and lavaca. So to is taking the 3 south to mancheca.
Get bus driver on time !
Ban cell phones on buses (riders yell on phones), add more benches & shelters
Later service for NightOwls, MetroRapid, MetroRail
I would like more buses running from round rock to the capitol complex. tech ridge is too far.
Use smaller buses that run more frequently.
In too many cases, it would be much faster to drive than to take a bus, largely because of bus frequency. For many itineraries, one might need to wait for up to a half-hour when transferring. Although Austin's situation is not identical to that of Houston, it would be worth looking at Houston's experience redesigning its bus system to assess whether there are things that Austin can learn from it. Transfers would be less time-consuming if there was not a long wait when transferring.
Rail lines versus Bus lines show a commitment to Austin's long-term transportation future
Bus fare should be less
Add the ability to use reduced fare bus passes with tickets purchased on app
Improving wifi on the metro rail. I had to turn it off to access this survey because wifi does not respond.
Run trains more often or offer buses when major conventions in town and during festival seasons. No one should have to stand on a bus or train for an hour. Coach buses should be used for commutes more than 15 miles .
stop wasting millions on luxury train for Cedar Park, restore reliable downtown service
Reliable service without the having to wait. Such as the #1 , #5 and the #3 are often having to stop in order not arrive too early. These routes have slow down and people who have use these services have to wait in order for the bus to catch to its time.
Allow pets on board, fare discount with local businesses
Providing and expanding the Capital Metro Service area services to surrounding smaller cities.
Improve the Capital Metro app so that I don't have to tap so many times to bring my ticket up.

Providing a faster alternative to driving
Put more sidewalks AND facilitate crosswalk : so many often you can take the bus for one direction but can't reach the other side of the street to get to the opposite direction cause crosswalk is miles away!
make GPS more accurate, sometime a 3 minute difference is annoying
I would like to see a tiered pat structure in metro rail. An expanded metro rail route. More hand rail on metro rail.
Some drivers do not pull over to check for passengers at stops (142 at 11th & Congress)
Better informed drivers over all they are assholes. Shelters at stations. Easier to understand maps they are WAY too confusing !!!
Provide lower fare options for economically disadvantaged riders.
All bus stops should offer transit times similar to Rapid stops. An increase of number bikes spots on racks, and information via the app as to whether those few spots have been taken.
Metro rail needs to expand, more carts, increased frequency, and increased travel area!! To airport and down south.. Metro rail expansion, look to the future not the present!
More space, capmetro rail, train is too crowded
Add restrooms at all MetroRail stations
Better phone app (buggy, confusing how to use mobile tickets)
Sticking to the schedules you have created is necessary before you do any of these other things.
more safe crossings to the bus (crosswalks/signals/pedestrian hybrid beacons/stop signs). Also, without dedicated lanes, buses only minimally alleviate congestion; instead talk about how buses can increase capacity of the system/increase and mobility of people in city. Another benefit: buses offer passengers to multitask/the maximize their time by offering them the opportunity to do other things while they travel (read, listen to music, work, text, etc.). You can keep yourself and others safe by "riding distracted" instead of driving distracted.
Create a Bus Rapid Transit system, the bus can't go any faster than traffic without a dedicated lane.
More buses on Mopac means fewer cars. Do it!
How about y'all just show up on time? And add some trains to the red line, for christ's sake. How long is that gonna take?
Have the Rapid Transit buses change red lights, like we were told they would do. They seem to be stuck in traffic with everything else.
providing shade at bus shelters
still hoping for light rail (sigh)
Rebate for not driving a car during rush hour.
the above section is stupid and you know why
Making the city more walkable between stops would also be helpful.
Adding more protected access bike cages.
Transit to Round Rock, given that many thousands go to ACC Round Rock, Dell, more
Coming up with a comprehensive rail plan that serves the densely populated areas is very important.
more inserts for buses at stops ... this would alleviate much of the backed-up traffic
Allowing bikes on buses when the bike rack is full. Providing bike parking at bus stops.
More routes and more frequency late at night. The bus should be the first option at bar closing time.
city of austin should prioritize existing public transportation when considering special events.
I love the bus tracking but it is not easy to access via app/web site.
Again I find pay the fare pay the fine intimidating since most riders who heavily rely on Metro play for the rules.

Increasing rail routes. Lack of rail will continue to be an issue as the population of Austin increases and the roads become more congested.
Providing Night Owl service seven days a week.
Expanding the train service would be so nice. They run frequently, feel cleaner, and faster. They are too crowded, and have too limited of a LOCAL service area.
Open data
Bus schedules should start earlier and end later after bars close.
No service to cities that don't pay tax to rail system (Leander and cedar park)
Bus drivers able to refuse service to people who smell like pee
Metal benches, especially those without a cover, are extremely hot in the summer. One is unable to sit on them, which makes it difficult for those like me who can not stand for long.
A focus on building light rail in Central Austin, not commuter rail to the suburbs.
Please don't alienate the pro-transit community like has been done in the past! Building trust is step 1. Thank you!
I have always been a public transportation supporter and user, but since moving to Austin, I have found the use of public transportation, its unreliability, and infrequent times at stops, to be frustrating. Routes should go where people live and where people want to go today and for the next five years, not for politically motivated future planning.
Syncing the code scan times at individual stops with the schedule online; holding drivers accountable for reaching individual stops (not just the major stops) at the time advertised
Cleanliness and safety around bus stops is important!
Improving community connections so more people are within a .25 mile WALK to bus stops. Creating better cross-town connectivity with transfer stations, coordinating with last-mile services (eg, car2go),
More sidewalks in the neighborhoods. More retail inside the neighborhoods to allow easy to walk to destinations.
CapMetro should create actual BRT routes on the current MetroRapid routes, and future major corridors. They should have real stops that support off-board fare collection, dedicated lanes, and traffic signal priority.
Listen to your base ridership! (the people who ride the bus because they have no other options).
Please make rail fair creeper for those going a short distance to downtown. It is \$8 for me to from MLK station two stops to downtown?? Not a good incentive when's cab is only \$6
Better lighting & more real-time arrival signage at bus stations
A bench and shelter at every stop. A mobile app that doesn't drain 1% battery every 40 seconds. A mobile app that just actually functions without data connection.
Service to Pflugerville and Round Rock
Being innovative, making public transit enjoyable experience
Bicycle integration. Better real-time information on all routes.
Advertise how non-frequent users can learn the metro system and therefore reduce discomfort about using it.
Time 803 & 238 better so you don't have to wait at westgate because the driver took a restroom stop safety for the public by getting drunk drivers off the road.
Stops need to be closer
Adding another MetroRapid line in east Austin to connect District 1 residents better with downtown core.
campaign to make cell phone use QUIETER or ban those conversations completely on buses
Fleet renewal (e.g. for UT shuttles)

Some of the recent changes, such as moving buses off of South Congress further west and further away from social services providers such as Caritas and the ARCH have negatively impacted those individuals that most need public transportation. Those folks being pushed out of their neighborhoods will need transportation to get them to their hopefully more affordable homes further from town.
Providing transit that is consistently less expensive than driving a car. Currently, it would cost me more to take the train from the MLK station to Kramer than to drive from Windsor Park to the Arboretum.
expanding routes or filling in gaps within existing service area
Providing more reliable real time arrival information with the option to enable notifications when it's time to walk to your bus
Pairing transit service with the City's land use planning/zoning in order to better steer development and help affordability by reducing the amount of structured parking that is built with new developments
Better circulator service from MLK to Caesar Chavez/I-35 to Lamar. 10 minute intervals.
Metro Rail...Metro Rail. Metro Rail..
Drivers who really care about serving others.
I gave up on your inadequate bus service, rude drivers and terrible schedules and moved back to seattle
CapMetro needs a layered eco-transport system, including not only buses and 'rapid' buses, but connecting neighbourhood shuttle buses and also comprehensive rail service in South Austin.
Instead of "expanding CapMetro's service area" - focus on expanding CapMetro's ridership and overall modal-split
We need urban mass transit rail
Shelters engineered to provide shelter from the sun, clocks at major stops. rapid shelters that display times of other routes that serve the stops, time and temperature displays
The MetroRail fare is not fair, why would one have to pay the same fare to go only one or two stops e.g. Downtown Convention Center to Saltillo Plaza or vice versa or even from Saltillo Plaza to MLK or Airport. MetroRail doesn't run on the weekends during the day which bad, and the downtown stops doesn't connect to the main north/south routes reliably.
Please add a #801 stop near 32nd & Guadalupe to serve Wheatsville and the north campus area.
290 west is going to grow a great deal impacting Oak Hill. Provide BRT as far west as possible to incentivize transit
Denser population and job areas support transit or at least provide more cost benefit. Capital Metro needs to be part of the process to encourage sustainable transit. The business as usual model of uncontrolled growth is tied to transit. Capital Metro needs to do whatever it can to support it's sustainability. I dont believe anything in this survey indicates an understanding of that.
Make them not smell like pee
serve your current audience that NEED a bus. Right now Austin suburbs aren't ready to not be dependent on car travel.
The MetroRapid is slow, infrequent, and inconvenient, particularly on the weekend. It should be scrapped ASAP.
Raise revenue sources, CapMetro should buy land now before prices go up
Considering restoring previously cut bus routes in neighborhoods (e.g. former 240 Parkfield)
I once saw a man in a wheelchair waiting for the bus in the hot sun summertime at Brush Country and Convict Hill. Such a shame for him to not have a shady spot.
More transit priority lanes on major routes
We need a functional rail system.
develop "first & last mile" options linked to bicycle, car share, & ride share availability

Allow bikes on buses and/or added bike storage on buses for multi-modal transportation; More east-west connections and Y-routes
Offering discounted CapMetro passes to state employees. CapMetro's MetroWorks program claims to offer such a discount, but the program's requirements will not work with state agency purchasing procedures. State employees make up a large percentage of rush-hour drivers on Austin streets & highways. Make it a priority to get state employees to use CapMetro, as has been done for City of Austin employees and UT students, faculty, and staff.
Helping with affordability; a family could have fewer or no cars. Access to jobs but also to schools and essential services like groceries. Supporting economic development is separate from access to jobs and should not be a goal.
The most valuable service Austin has, is the Capital Metro services, I have been an outspoken voice in support for Metro, and will continue to be a voice, I love the services of Metro.
Easier access to ticket purchase - install a kiosk in Republic Square where transit users can put money on a CapMetro card (like subways), provide one-way ticket purchase option on mobile app, and allow users to use Rapid tickets on regular buses!
More parking in outlying areas: Highland Mall is vacant.
Improved conduct from the drivers. Make it illegal for them to take breaks when they have paid up passengers on the vehicle. We are not paying constantly increasing fares to sit on the side of the road while they read the paper, eat fast food...etc!! Waste of our time!!!
change current route design is the most important
routes that have many disable, service dogs, wheelchairs need more frequency.
more lighting at bus stops/shelters
Work with Apple and Google to integrate your route and schedule data with map apps.
make busses and SH130 free, make IH35 toll
i used to ride the 350 to work at acc Riverside, but stopped when you changed the route and it no longer went to Northross.
More focus on light rail
Regional transit authority including Round Rock and Hays county
More Rail
Adding electrical outlets to parking locations that electric car drivers could plug into.
I ride my bike to work almost every day and generally only take my car when it's raining or I'm running errands that are more convenient with a car. I use CapMetro as a fallback if those two options are not ideal for whatever reason- like I know I'm going to have a couple drinks. Because I work for the City I get to use CapMetro for free. I really appreciate this and would probably not use CapMetro as much (even though I don't use it a ton) if I had to pay.
As a choice rider, I will probably use transit selectively - for trips along major corridors where the pain of transit is lowest (wait time, wait quality, cost)
Rail
More routes to Metro Rail
more rail rapid transit
Coordinate with the City to locate crosswalks close to bus stops.
Restore the frequency of the 1. Dedicated lanes through at least UT, if not all the way to NLTC or even Braker.
Reduce the dirtiness and smelliness of buses, especially smelly MetroRapid buses.
Light rail on Guadalupe and Lamar. And commit the institution to change its current culture of dishonesty.

Posted maps and route information at all busstops
Future plans do not include any type of commuter rail for SW/Dripping Springs corridor, that's a big mistake
Making bus stops safer for those waiting such as keeping them out of harms way
More train routes, locations, East Austin, Pflugerville
Add more express service to reduce transit times for those further from the city's core
routes that connect to others that will run on schedule
Most other cities have free apps so please make yours free.
Rail line from airport to convention center would be well used.
CapMetro should motivate all people to use public transportation, not just those that are disadvantaged. Providing transit for those who are disadvantaged should be the underlying theme to all public service, but to be able to support that, CapMetro should strive to making transit a fast and reliable option for all citizens--making riding transit the cool thing to do, instead of driving personal vehicles.
Adequate bus shelters that provide shade
Allow high schoolers and people over 65 to ride for free.
A subway system like a real city should have
Thanks!
More comfortable seats on the Rapid.
Yes to sidewalks and safe crossings, no to Park and Rides. Park and Rides are expensive, do nothing to reduce car dependency and cannot serve a dual purpose the way that a sidewalk or safe crossing can.
Better bus stops. Not only adding bus shelters, but also providing amenity for people waiting at these bus stops. (more maps, shelter, seating, etc)
Levelize the fares on local buses and MetroRapids buses.
I think that Capital Metro should work closely with TxDOT so that MetroRapid could utilize the new express lanes being built on various highways.
Add electric Light rail. Make a full network.
Real-time information via text message or the app on ALL ROUTES EVERYWHERE. More frequent buses on the most popular routes, even if you can only do that during special events.
RAPID TRANSIT DOWN 360!!! Try to convince the Westlake folks that cool rich people ride the bus.
Better connection.
Straighten routes (and increase transfers) for more direct (faster!) travel. Reduce number of sharp turns and keep routes short to keep buses arriving on time. Use odd numbers for N-S routes and even numbers for E-W routes to make wayfinding easier.
FREE bike cages to allow people to ride to transit centers and park their bikes.
"Making mass transit the preferred choice over a personal vehicle."
I would like to clarify that there should be a focus on evening out the per-rider subsidy. Metro Access, Park & Rides, and the current rail cost too much per rider, and our population would be better served through more frequent bus service.
Light rail on Guadalupe/Lamar corridor is highly important and for some reason is not on this survey!and
More bike rack bandwidth on buses.
Why do have these "open houses" but do not listen to what our concerns are!
More bus shelters is very important.
Cap Metro should not preach about an environmental agenda. Just build a good system and let people decide why they should use it.

CapMetro should serve those that need it most, not be a tool for developers. The two-timer campaign was specifically directed to people who don't need the service.
It's a GREAT list! Serving those who don't have other options is the single most important.
24-hour service on core routes such as 1, 7, 10, 300
Regular bus route from William cannon and brush country throughout the day, going north
Serving suburban areas that are currently very car dependent.
Rail.
The bus needs to be on time (from downtown by #10)
Sidewalk improvements to get to and from bus stops. And the stops should be excellent shelters from the elements
Train line to Manor
Real time schedule info is also a priority
realistic running times accommodating modern schedules
Using good case practice to use transit access to make traffic and neighborhoods safer and healthier.
Improvements should not come at the expense of car traffic. For example, Red line causes backups and slows bus service, and Red River light rail would have snarled I-35 to downtown traffic. Rail is the key to traffic, but it will only be worth doing if it extends to edges of city (Round Rock/Buda) and it is pleasant to ride and not a mobile shelter. See experience of LA MTA.
Need more above grade rail. As long as buses compete with traffic, mass transit will not prevail. Dedicated bus lanes just make traffic worse.
Providing more reliable service
I'd like to see more covered bus stops everywhere. It's not easy to wait for buses in a 100 degree heat or 30 degree cold.
improving the app
Consider running the commuter buses 983 on weekends.
It would be nice to have a local cafe at the train stations.
Bus service will reduce road carnage on congested roads
Your survey monkey is only allowing five choices above.
questions above cancel each other out - cannot answer each one
Survey isn't working
I don't ride the bus - too slow, too many stops, and too confusing
Provide direct access to Medical Centers; Expand Service Area Tremendously; Fire your Planning Department
Better coverage
Safety is key when you are female like me.
The list is coded to only allow picking one #1, one #2, etc for 5 total rather than scoring all 9 items. Was that intentional?
*This question may not be working properly on Chrome...will only allow selection of five options.
table is faulty
Stop wasting money on rail and "rapid" buses and sustain better general bus service
WiFi in Metro Access vans and all busses
I'd like to see Capital Metro "get ahead" of the various car sharing services; while car2go, Uber, Lyft and the like are absolutely fantastic to have in Austin, they do nothing to cut down on congestion or pollution.
buses to all shopping areas

better multi-mode support. some buses don't accommodate bikes very well
Learn from Houston's recent successful system redesign
5 for sidewalks, -10 for park and rides. Sell the park and rides. CapMetro should be about transit not parking lots.
Most important. Provide a connected bus system that makes it possible to reach every place in the city from every other place.
The selection above only ranks up to five items.
It's impossible to rank all the above since there are more than 5 choices (and it doesn't say to only choose 5)
I have repeatedly requested a shelter or bench at 2nd & Lavaca, my afternoon bus stop. I still have heard nothing.
Add parking to Austin metrorail stations
Not much considering the survey does not function
Until there is more safety/security at bus stops/transit centers (North Lamar Transit Center), people will prefer the safty of their own car.
more frequent train routes; service all weekend long, esp LATE NIGHT
Providing high capacity regional transit on transit/HOV dedicated lanes.
run out to lakeway as well.
FYI - the list above only lets you select one answer per column, so although I think providing an alternative to congested roadways is most important, I would say that making it easier to get to/from transit is also a five and I cannot rate it as such. this setting also limits me to responding to five of the questions....
you dont have a paper survey for people who ride the bus every day
Reitero mi sugerencia que por favor pasé el bus por lo menos cada 15 minutos
No agreguen más paradas, agreguen más servicios express con más frecuencia. Es ridiculo que hay más frecuencia del servicio local, te demora 1 hora llegar a tu destino cuando en bici llegas en 10 minutos. ¡Express!
Maldonado
Deben de ser más eficientes para poder agilizar el tráfico de la ciudad y reducir el consumo de automóviles