

ATX Safer Streets 2014 candidate questionnaire.

Responses are unedited and appear as submitted by the candidate, except as indicated by brackets [].

The percentage under each candidate's name is a score based on how frequently their responses mirrored our responses to each question.

The order the candidates are listed are the order in which they responded.

If you have questions please email outreach@atxsaferstreets.org.

ATX Safer Streets is a volunteer run, grassroots non profit.

MIKE MARTINEZ - MAYOR

93%

How would you explain your understanding of ATX Safer Streets mission and principles?

ATX Safer Streets strives to improve the availability of safe transportation options for impaired citizens.

What is your opinion on the state of transportation in Austin? (Please touch on CapMetro, taxis, TNCs as well as personally owned vehicles)

Improving our transportation system is critical. As Chairman of the Capital Metro Board, I have worked diligently with my colleagues to improve the long-term stability of the agency. Capital Metro was in near financial disaster a few years ago, but it is now in a state of financial security and is able to provide the transit portion of Project Connect via Bus Rapid Transit, UT Shuttle, Fixed Route, the Red Line and potentially Urban Rail should proposition 1 be adopted by voters in November.

Our current structure for taxicab companies is not conducive to providing adequate service during peak demands, and we must address this issue. TNCs offer a desired and necessary service, and I am in favor of creating the necessary structure to allow these groups to operate as other cities have recently done. But it must be done in manner that is appropriate and in line with our taxi regulatory environment. TNC's must provide reliable, safe transit options with proper safeguarding through proper commercial and liability insurance.

Do you believe Austin has a transit shortage? (Not enough taxis, buses, etc.) Why or why not?

Yes. I believe the current service options are limited by the development pattern of Austin's past. I have worked to create zoning patterns that create density along our corridors to provide the density needed to support effective and efficient transit service. We are not there yet, but we've made significant progress and will only improve further with our continued efforts. As I mentioned previously, our taxi franchise/permit structure needs to be addressed so we can ensure there are enough taxis to help with peak demands while allowing drivers to earn living wages.

Do you believe that Austin has enough "for hire" transportation options? (Taxis, pedi-cabs, TNCs, limousines) Why or why not?

No. As we've seen with the peak demand deficit of taxis in service and with the launch of TNCs, we do not currently have enough capacity or the right mix of services to handle the need. We have a regulatory

structure, which is based on an old model, and I will work with the current Council and lead the future approach to transportation to embrace all the options we have available.

Do you support an expansion of our current transit system to accommodate daily commuters? Why or why not?

Absolutely, and in CapMetro's upcoming budget process I will ask my colleagues to increase service to our commuter routes such as the 1, 3 and 10. We must do everything in our power to meet the needs of our dependent and choice riders to encourage use of public transit and reduce the number of single occupancy vehicles on our roads.

Do you support a more comprehensive late night service plan for downtown visitors, hospitality and graveyard shift employees? Why or why not?

Yes. In addition to the added commuter service, I will work with my colleagues and staff to implement the ATX Safer Street proposal, identify the routes with the highest potential for ridership and identify sustainable funding sources to ensure the success of this expansion.

Do you support the current urban rail initiative? Why or why not?

Yes, expansion of rail is long overdue, and we must provide our community with options to address mobility. By leveraging federal dollars, we have an incredible opportunity to provide drastically improved services at a value to our residents. I will actively campaign for the transportation bond, and if it passes in November, will work tirelessly at the City and Capital Metro to ensure rail's success.

Would you support utilization of city owned parking lots and garages as overnight parking areas on weekends as a means to prevent drunk driving? Why or why not?

Yes. I believe we can identify facilities that would be suitable in addition to providing the other transportation services mentioned earlier. In addressing our problem with drunk driving, we should utilize every tool that we have available, including a strong public message campaign about personal responsibility and not drinking and driving.

Do you support the legalization of regulated Transportation Network Companies (such as Uber and Lyft) in Austin? Why or why not?

Yes. Ride sharing is currently 100% legal in Austin. It's the commercial aspect that needs our attention. The demand exists and service is being provided, so I support developing the structure to ensure the safety of our passengers and develop a level playing field for our taxi companies. Other cities have been able to achieve success between different transit providers while providing the necessary transit options for riders, and I feel confident we can achieve this in Austin as well.

Do you support increasing the number of permanent taxi permits in Austin?

Yes. I have tried in the past to increase the number of permits and as mentioned previously, our current structure is antiquated and based on assumptions that are not representative of the current state of need in Austin. I will continue to work with the Council to update our policies to allow an appropriate number of permits.

Do you support temporary "peak time" permits for special events to allow licensed out of town cabbies to meet increased demand?

No. Peak time permits may not be the best option unless we are able to ensure all the existing permits are available during those peak times. I believe that in conjunction with TNCs we can do a much better job of meeting the demand. Once we have a policy in place to allow for necessary permits and the operation of TNCs, I would be open to reevaluating whether peak time permits are something we should consider.

Would you support using designated “cab stands” for downtown pick up as an alternative to “street hails”? Why or why not?

Yes. Not only would cab stands provide riders more reliability, it could also allow for combined trips.

Do you personally use public or alternative (taxis, TNCs, bicycle) transit? If yes, how frequently?

Yes. A couple times a week.

Would you be willing to join other officials in going without personal vehicles for a week to study, first hand, what issues Austin commuters are facing?

Yes.

Why do you believe ATX Safer Streets should endorse you?

Yes, with a qualification that we do have a two year old and if Diego ever needed me to respond quickly I would certainly use my personal vehicle if available. [Editor’s note: we believe this is in response to going without a personal vehicle, but was answered here]

TODD PHELPS - MAYOR

93%

How would you explain your understanding of ATX Safer Streets mission and principles?

I believe ATX safer Streets is a coalition of concerned Austin citizens working to reduce impaired driving through improved late night transportation and parking options. I believe their mission is simple...cars in driveways can't kill or get DWI's. This is why ATX Safer Streets along with myself believe so strongly that more transportation options are necessary

What is your opinion on the state of transportation in Austin? (Please touch on CapMetro, taxis, TNCs as well as personally owned vehicles)

It is abismal. There are not enough Taxi's, TNC's are being blocked by the council from operating in full commercial capacity [Editor’s note: survey was filled out 9/12/14]. Cap Metro is not serving the areas it should not at the hours and capacity that make since. It is wasteful. There is not enough availability for people to leave their personally owned vehicles downtown or elsewhere overnight for fear of ticketing and towing.

Do you believe Austin has a transit shortage? (Not enough taxis, buses, etc.) Why or why not?

Yes. There are not enough bus routes running late night and in the proper nexus to properly assist with the DWI problem. TNC's have been blocked for two years and starting a new cab company is virtually impossible under current over reaching regulations and requirements by the city.

Do you believe that Austin has enough “for hire” transportation options? (Taxis, pedi-cabs, TNCs, limousines) Why or why not?

No. Just try to get a cab out of downtown at peak hours and the answer is clear. During a festival or event forget about it. This is starting to hurt our reputation and will cause economic damage to the city and music events if we do not do something immediately.

Do you support an expansion of our current transit system to accommodate daily commuters? Why or why not?

Yes. I support expanded bus and shuttle service because it is under served.

Do you support a more comprehensive late night service plan for downtown visitors, hospitality and graveyard shift employees? Why or why not?

Yes I do . One which includes specialized permitting for free parking and the ability to leave vehicles overnight without charge or penalty for hospitality and graveyard employees.

Do you support the current urban rail initiative? Why or why not?

No. I think the tax burden on residents is too harmful and will result in gentrification of Austin families and long time residents. I would like to see some of the money spent on expanded bus service. I am open to rail for corridors that make sense. Preferably above ground and with private investment. A system which utilizes many park and rides as well as buses to get people to and from rail access points efficiently and quickly.

Would you support utilization of city owned parking lots and garages as overnight parking areas on weekends as a means to prevent drunk driving? Why or why not?

Yes. Because it is a strong common sense aspect of the overall solution.

Do you support the legalization of regulated Transportation Network Companies (such as Uber and Lyft) in Austin? Why or why not?

Yes. I have been an advocate of this for some time. My friends lost their jobs when Sidecar was blocked by certain members of the council from operating commercially in Austin. TNC's can help take us from the #4 worst city for traffic out of the top ten if utilized properly and not restricted.

Do you support increasing the number of permanent taxi permits in Austin?

Yes. More permitted Taxi's should equal more service and more availability. Common sense

Do you support temporary “peak time” permits for special events to allow licensed out of town cabbies to meet increased demand?

Yes. Once again more drivers more equals more availability and less frustrated people who are less likely to drive intoxicated.

Would you support using designated “cab stands” for downtown pick up as an alternative to “street hails”? Why or why not?

Yes I would. These can really provide some efficiency to the process for out of town visitors and entertainment district visitors to find transportation especially at closing time.

Do you personally use public or alternative (taxis, TNCs, bicycle) transit? If yes, how frequently?

Yes. A couple times a week.

Would you be willing to join other officials in going without personal vehicles for a week to study, first hand, what issues Austin commuters are facing?

Yes.

Why do you believe ATX Safer Streets should endorse you?

Yes. I have been fighting the same up hill battle for Austin to have more late night transportation options before and during my campaign. I have worked as a bartender downtown after and during college and as a business owner/musician I understand the pitfalls associated with working downtown at night and dealing with a personal vehicle at the same time. I also understand the mindset of people visiting downtown and what their needs are.

RANDALL STEPHENS - MAYOR
71%

How would you explain your understanding of ATX Safer Streets mission and principles?

Re. <http://www.atxsaferstreets.org/about.html>

I read your mission statement on the About page and agree. We can develop policy within the goals stated therein with willing parties.

What is your opinion on the state of transportation in Austin? (Please touch on CapMetro, taxis, TNCs as well as personally owned vehicles)

The current city council has failed to keep pace with growth outside the central areas. And, the city needs to be more proactive in pressuring TXDOT to do their part, and for the Texas legislature to fund commuter highway improvements, remove choke points, lights on our commuter freeways.

A good example is the newly opened underpass at SH71 and Riverside. Another is near ABIA where Thornberry Rd. meets SH71. The light was removed, highway divided and traffic routed to turnabouts. These improvements ensure continuous traffic flow.

CapMetro operates an excellent bus transportation system. Suggestions should be sought for expanded hours with adequate equipment, with an emphasis on safety and lean costs.

Taxis will operate where they can earn a profit. I like rideshare services, provided they are well managed, and have explored Uber personally.

Do you believe Austin has a transit shortage? (Not enough taxis, buses, etc.) Why or why not?

No. I have not seen evidence there is a transit shortage. Where seats are needed it is easy to justify increased frequency. Has this not occurred? I have ridden CapMetro buses and the Red Line. More on that later.

Do you believe that Austin has enough "for hire" transportation options? (Taxis, pedi-cabs, TNCs, limousines) Why or why not?

Yes. I think there will be as much "for hire" service as there is market for it.

Do you support an expansion of our current transit system to accommodate daily commuters? Why or why not?

Yes. As needed. There is no reason why not.

Do you support a more comprehensive late night service plan for downtown visitors, hospitality and graveyard shift employees? Why or why not?

Yes. We have branded ourselves as a tourist destination and have to serve our guests. People who work late or celebrants who can't stop drinking need a safe way home.

Do you support the current urban rail initiative? Why or why not?

No. Rail has to have a destination. The Red Line could be extended down fourth, across a bridge and all the way to the airport for far less money than the current urban rail plan. - At least I would like to have had that option researched.

There is only one firm providing cost estimates for the current urban rail plan. There should be at least two and preferably three.

The Mayor's office has not been forthright with motives for choosing the route being proposed. It is to run near a planned NE Downtown "Innovation District" with end points at two ACC campuses. The northern end duplicates a station as "ACC Highland" station after a long tunnel is carved or bored under extensive areas. These miles underground are extremely expensive, for very limited value to Austin taxpayers. There is already a station on the Red Line at Highland. It is called "Highland Station". Taxpayers will decide. If they want it in November and I am elected. I'll build it and make it work. If not, I will lead the efforts to study what the voters didn't like, and design a more popular, more suitable plan. Frankly, my bet is this plan will fail in the double digits.

Would you support utilization of city owned parking lots and garages as overnight parking areas on weekends as a means to prevent drunk driving? Why or why not?

Yes. The city is owned by the people of Austin.

Do you support the legalization of regulated Transportation Network Companies (such as Uber and Lyft) in Austin? Why or why not?

Yes. Cab companies are ok, but I am in favor of the rideshare applications. Uber does an excellent job vetting their drivers. I joined to check it out for myself.

Do you support increasing the number of permanent taxi permits in Austin?

Yes & no. It is free enterprise.

Do you support temporary “peak time” permits for special events to allow licensed out of town cabbies to meet increased demand?

Yes. Uber does it. So why not? If enough locals are in rideshares like Uber, the out-of-town cabbies won't be needed and won't come.

Would you support using designated “cab stands” for downtown pick up as an alternative to “street hails”? Why or why not?

Yes. It seems safer. APD can watch the stands too.

Do you personally use public or alternative (taxis, TNCs, bicycle) transit? If yes, how frequently?

Yes. Workday commute.

Would you be willing to join other officials in going without personal vehicles for a week to study, first hand, what issues Austin commuters are facing?

Yes.

Why do you believe ATX Safer Streets should endorse you?

I have used all these services and support public transportation, multi-modal systems development, and free enterprise.

STEPHEN ADLER - MAYOR
93%

How would you explain your understanding of ATX Safer Streets mission and principles?

My understanding is that after one very tragic night involving an intoxicated driver striking and killing a pedestrian, a group of very committed and dedicated citizens came together to push for solutions to what is clearly a broken system concerning public safety and a lack of adequate transportation options. ATX Safer Streets advocates for more transportation options, later bus and rail services, and overnight parking availability in the downtown area in order to allow people the option of fully enjoying Austin's entertainment district without having to drive.

What is your opinion on the state of transportation in Austin? (Please touch on CapMetro, taxis, TNCs as well as personally owned vehicles)

We have a transportation problem in Austin and it is not a new problem. In just the past five years, we have gone from the 16th most congested city in the U.S. to the fourth. We aren't adequately addressing our traffic problems.

CapMetro and public transit were in sad shape in 2008-09, and under the leadership of Linda Watson, they have done well to rebound. However, ridership is down from 2006 and 2008, and bus rapid transit has yet to meet its potential. We need to do more with CapMetro by building out the network so that transit riders can board near where they need to start and end near where they need to go, all with a frequency to make use convenient and practical. We also need to re-prioritize our values at the agency. I've proposed returning to the free fares we offered seniors and disabled riders for 22 years, and that is in line with recommendations made by the Sunset Commission.

Our legacy taxi system is broken and does not meet the needs of our community. There is a disconnect between supply and demand and we are not utilizing new tools and technology. We have an outdated structure with programmed limitations. TNCs present models that use technology to address some of these issues and limitations. We need to swiftly and safely move to integrate the future into our current transportation system, while providing riders and demand with safe, dependable, and accessible transportation and an overall system that meets community needs and values.

Any comprehensive transportation plan needs to allow for those that will want to use personal vehicles. We can and should try to encourage folks to change behaviors and move towards a more mass transit future. But, we need to recognize that this only happens overtime and we can't compromise safety in the meantime.

Do you believe Austin has a transit shortage? (Not enough taxis, buses, etc.) Why or why not?

Yes. That we have a shortage is undeniable, but our problem isn't solely about a lack of vehicles. We have a problem with when those vehicles are available for use. Public transit doesn't run late enough, and we don't have nearly enough taxi permits to accommodate our peak-time demands.

Couple those "every day" problems with our festival economy, and we have all the makings of a transit disaster. This issues have already begun to have a detrimental effect on our economy, festivals and our safety. We shouldn't have to scale back our festival economy because we don't have the transit infrastructure to support it. We need to build that transit infrastructure and look at the land planning issues involved to make that ecosystem work in our city.

Do you believe that Austin has enough "for hire" transportation options? (Taxis, pedi-cabs, TNCs, limousines) Why or why not?

No. As mentioned, I do not believe we have adequate options. We need to better match supply and demand, especially during peak hours, at peak places and for specialized rider needs. We need to build out the full tiers of transportation options so that access is maintained taking into account the relative abilities to pay and the relative requirements for service.

I am a supporter of the use of the new TNC technologies and believe that we should be taking advantage of the developing ability to better match supply and demand in our "for-hire" transportation system. We should expand transportation options in a way that ensures the parts of the transportation eco system remain healthy (including the existing taxi permit holders and their drivers) in order to ensure that all rider needs are being met (including low demand and expensive service). There needs to be a full analysis of the best and most precise coordination for transportation providers so that safety concerns are met. We also need to ensure that drivers are able to receive the income necessary to ensure that there is appropriate supply

during non-peak times and for low profit rides. Our current transportation system has seemingly arbitrary limits and constraints that prevent supply from accommodating demand.

Do you support an expansion of our current transit system to accommodate daily commuters? Why or why not?

Yes. CapMetro has a robust funding source – the 1 cent sales tax – and we need to better take advantage of that. We must expand our existing bus and train service in a smart way, and we can take thousands of cars off of the roads doing so. We need to reach the tipping point where the transit option is convenient enough (including convenient late at night) to drive greater rider reliance.

Do you support a more comprehensive late night service plan for downtown visitors, hospitality and graveyard shift employees? Why or why not?

Yes, absolutely. Late night public transportation services, during the week but especially on weekends, in and out of entertainment districts are very common in other cities. For a city like Austin that thrives in its music, festival and entertainment, we should absolutely offer these services. As of now, people are dependent on either their own personal vehicles or taxis. When driving themselves, people find limited parking options, limited overnight parking options, and an increased risk of intoxicated driving. Then of course, taxis are sometimes impossible to find when demand is high and the cost is often prohibitive. Transit options are limited and often lead to unsafe situations because the routes are not yet extensive enough.

Do you support the current urban rail initiative? Why or why not?

Yes. I do support this rail initiative. We have to get started immediately on long-term infrastructure projects like this light rail program. We just can't delay doing something any longer. I'm frustrated by a process that should have produced greater community will and consensus at this point. There are many people that want to do something about transportation, should have been natural allies, but who are less than enthusiastic about the option presented. We shouldn't, at this point, continue to be having disagreements on core details of the plan, over the route, the funding, the maintenance, the operation of this system and the underlying facts. These should have been settled and the community more at ease with the decision reached. I support the proposition because I believe the proposition is an authorization, not a mandate, and the next council will have the ability to revisit decisions this council is now making. Even if there was a future need to go back to the people, we are better positioned if this proposition passes now than if it does not.

Would you support utilization of city owned parking lots and garages as overnight parking areas on weekends as a means to prevent drunk driving? Why or why not?

Yes. There are many parking garages downtown that are largely only used between normal business hours Monday-Friday and then sit empty on nights and weekends. I believe this could be greater utilized as a measure of preventing drunk driving. I support resolutions to expand this access. We need to encourage behavioral changes overtime. But we can't sacrifice safety as we get there.

Do you support the legalization of regulated Transportation Network Companies (such as Uber and Lyft) in Austin? Why or why not?

Yes. I have used TNCs in other cities and they have worked well for me. I have their apps on my phone. Once we have accounted for questions of access, safety, and accountability, we need to integrate these services technologies into our existing taxi and transportation infrastructure. It's important, however, that all providers

abide by the same rules, and that may ultimately mean updating and modernizing our legacy permit system.

Do you support increasing the number of permanent taxi permits in Austin?

No. I am not wholly against increasing the number of permits in general, but I am more inclined to seek changes to the way in which we view permitting. Under the existing structure taxi drivers struggle to make enough money to cover the cost of the permit on a given day. This requires practices designed to maximize profits, which in turn may not maximize coverage for the demand. Increasing the number of permits may put more taxis on the streets, but may not necessarily have a major impact on serving the demand. It will also decrease the amount of money drivers can make. When we introduce TNCs into the market, this will complicate permitting further. Instead, I would support a shift in focus to ensure that peak vs. off-peak times and city-wide demand and specialty needs—not just airport and urban core—are covered adequately while maintaining earning capacity for drivers.

Do you support temporary “peak time” permits for special events to allow licensed out of town cabbies to meet increased demand?

Yes. During major special events, such as SXSW, even if every existing local cab is out on the streets working to their full capacity, there will still be an overwhelming demand. Under our current system, cabs, buses, pedicabs, and rail are all running at capacity. After the tragic event at SXSW this year and the ever increasing number of DWI arrests and accidents, we must either allow for increased temporary permits to be issued or we need to look at the system differently. We must make sure that supply and demand meet even at the greatest moment of demand.

Would you support using designated “cab stands” for downtown pick up as an alternative to “street hails”? Why or why not?

Yes. We need a system that most efficiently gets demand to meet supply. Cab stands could contribute to this and to safety generally. I’m unclear whether this would still be needed if the overall system were fundamentally modernized. It may be that cab stands would work better in a modernized system at certain peak-times. We need to be focusing on the system as a whole rather than leading with little fixes and cures here and there. Generally, I would support this, but think it should be studied further and in a much larger context.

Do you personally use public or alternative (taxis, TNCs, bicycle) transit? If yes, how frequently?

Yes. Evening fun.

Would you be willing to join other officials in going without personal vehicles for a week to study, first hand, what issues Austin commuters are facing?

Yes.

Why do you believe ATX Safer Streets should endorse you?

I firmly believe in the mission that ATX Safer Streets is trying to accomplish. I fully recognize the complexities behind changing existing transportation services or the addition of new ones. However, I am the candidate of looking at things a new way and using this transition in government to make much needed structural changes. I am not beholden to any particular provider and I am instead solely interested in the goal of improving safety on our streets and ensuring that people have better and more viable travel

alternatives throughout all times during the day and for the spectrum of needs, but especially when engaging in alcohol consumption and during peak times. I very much look forward to examining all options and working with ATX Safer Streets in finding the best solutions for Austin.

SHERYL COLE - MAYOR
86%

[Editor's note: Cole replied via emailed PDF instead of through the google form questionnaire. Her response has been attached below, please scroll down to view]

How would you explain your understanding of ATX Safer Streets mission and principles? *

ATX Safer Streets rightly points to Austin's lack of public transit options as one of the reasons that we lead many of our peer cities in alcohol related crashes and fatalities. This organization has done a masterful job at getting people involved in this conversation and heard by those of us who work to shape policy.

What is your opinion on the state of transportation in Austin? (Please touch on CapMetro, taxis, TNCs as well as personally owned vehicles) *

We are behind—on virtually every form of transportation. I plan on supporting TNC's, as well as upgrading rules for our taxi companies. Much of our city was built in an era where we focused solely on the automobile and as a result we did not invest in other forms of transportation, which is why we need greater investments in public transportation. I will be supporting prop 1 with my vote in November.

Do you believe Austin has a transit shortage? (Not enough taxis, buses, etc.) *

• Yes

Why why not

Yes. We are seriously behind as a community when it comes to transit options. There is a reason that most of our trips are done in single-occupant vehicles, but as our roads hit the congestion breaking point Austinites are seeking out more sustainable, mass-transit options.

Do you believe that Austin has enough “for hire” transportation options? (Taxis, pedi-cabs, TNCs, limousines) *

-
- No

No

Why why not

No. We simply do not have enough transit options. We must quickly consider legalizing TNCs.

Do you support an expansion of our current transit system to accommodate daily commuters? *

Yes

Why why not

Yes. We need transit options stretching out of the central city into suburban and neighboring communities. Central Texans shouldn't have to rely solely on their personal automobiles to get to work. We need a multimodal transportation system to achieve this.

Do you support a more comprehensive late night service plan for downtown visitors, hospitality and graveyard industry employees? *

- Yes
 - No
- Yes

Why why not

Yes. We are a vibrant and growing city, so it is reasonable to expect that we should be able to continue to explore ways to provide more night owl service along some of our dense transit routes.

Do you support the current urban rail initiative? *

- Yes
 - No
- Yes

Why why not

Yes. We need a comprehensive transportation package, vision, and solution, that includes both roads and rail for the entire region. The urban rail initiative on the ballot in November is a down payment on the Project Connect vision for regional mobility.

Would you support utilization of city owned parking lots and garages as overnight parking areas on weekends as a means to prevent drunk driving? *

- Yes

- No
yes

Why why not

Yes. I am willing to try anything to prevent drunk driving.

Do you support the legalization of regulated Transportation Network Companies (such as Uber and Lyft) in Austin? *

- Yes
- No

Yes

Why why not

Yes. I do support the overall concept of TNCs. I do share in the concern about insurance, vehicle safety and passenger's wellbeing but I feel confident that our professional staff will be able to work with all of the interested parties and put a proposal before Council that makes sense and will enable TNCs to operate legally throughout Austin.

Do you support increasing the number of permanent taxi permits in Austin? *

- Yes
- No

No

Why why not

No. We have to be extremely careful about how we go about increasing the number of permits. Before committing to add permits outside of the 'Formula' I would want to fully explore what this means for the drivers.

Do you support temporary “peak time” permits for special events to allow licensed out of town cabbies to meet increased demand? *

- Yes
- No

No

Why why not

No. It's important for people getting picked up in Austin to be picked up by people who know Austin. There may be a way of allowing for out of town cabbies to help with “peak time” occasions but I would want this to be vetted by the Urban Transportation Commission as well as staff prior to making a decision.

Would you support using designated “cab stands” for downtown pick up as an alternative to “street hails”? *

- o Yes
- o No

Yes

Why why not

Yes. We have rolled out a number of “cab stands” around downtown which I am a supporter of. Street hails are here to stay as it is a common practice around the world.

Do you personally use public or alternative (taxis, TNCs, bicycle) transit? *

- Yes
- No

Yes

If yes, how frequently? *

- It's my only means of conveyance
- Workday commute
- Weekend fun
- Evening fun
- A couple times a week
- Infrequently

A couple of times a week

Would you be willing to join other officials in going without personal vehicles for a week to study, first hand, what issues Austin commuters are facing? *

- Yes

- No

Yes

Why do you believe ATX Safer Streets should endorse you? *

While serving as Chair of the Comprehensive Planning and Transportation Subcommittee as well as my time on the Lone Star Rail Board I have consistently pushed for items that I know ATX Safer Streets encourages. I look forward to working in partnership with the community and leading on making Austin a friendlier city to all transit users.

Would you like to schedule a meeting with ATX Safer Streets?

- Yes
- No

Yes, you all are always welcome in my office.