



**PEOPLE, PLANNING, AND PREPARING FOR THE
FUTURE: YOUR 25 YEAR TRANSPORTATION PLAN**

TECHNICAL REPORT #8:
ROUND 2 PUBLIC INVOLVEMENT

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with the assistance of Group Solutions RJW and Estilo Communications

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Disclaimer

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INTRODUCTION

This report summarizes the second round of public involvement and outreach activities performed for the CAMPO 2035 Transportation Plan – People, Planning and Preparing for the Future: Your 25 Year Transportation Plan. Public involvement for the CAMPO 2035 Plan was sought in the three county CAMPO planning area (i.e., Hays, Travis, and Williamson counties), and in Caldwell and Bastrop counties.

Outreach activities began with a media kick-off held September 14, 2009. Outreach efforts for round two focused on traveling to and to the targeted and general communities with staffed display booths, brochures and surveys. Outreach activities also included social media, newspaper ads, links and blubs on websites, e-blasts, and targeted outreach to Environmental Justice (low-income or ethnic minority) populations.

ROUND 2 INVOLVEMENT RESULTS

Media Launch

The media launch was held September 14, 2009 at the Thompson Conference Center on the UT Campus in Austin. Senator Kirk Watson, CAMPO Board Chair, spoke to the media and answered questions. Project display boards and media kits were available for the media to view and capture on camera.

Representatives from four media outlets attended the kick-off. These media outlets were KLBJ, Fox 7 News, KXAN and Austin American-Statesman. The editor for the Real Estate Council of Austin newsletter was also in attendance. CAMPO's message regarding the three concepts, and drive for public involvement was broadcast by the various media outlets attending the event. The media kick-off was also recorded and streamed on the CAMPO website as a YouTube video.

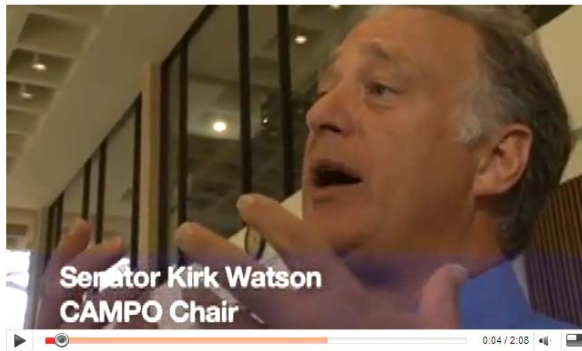


Figure 1. YouTube Video of Media Launch

Newspaper Ads

Advertisements for the display booths and the online survey were placed in the newspaper with the highest circulation in four counties in the target area. The following table indicates the newspapers where ads were placed, and the dates they ran.

County	Newspaper	Ad Run Date
Hays	San Marcos Daily Record	September 22, 2009
Bastrop	Bastrop Advertiser	September 26, 2009
Williamson	Williamson County Sun	September 30, 2009
Caldwell	Lockhart Post Register	October 8, 2009

Social Media

A link to an on-line survey was distributed through Facebook and Twitter during the second round to extend outreach and engage those who may not have heard of the CAMPO 2035 Plan or participated otherwise. New audiences can find the plan process on these sites by their association with other people and subject searches on the Internet, rather than a more static, top-down Internet involvement process.

Facebook Group

The “CAMPO 2035 Plan” Facebook group has been used to deliver timely announcements, share photos from events, and to foster group discussion. Following are some of the sites’ statistics at the conclusion of round two:

- Group members: 123
- Discussions: 2 topics with a total of 6 posts
- Wall posts: 21

Though the group has grown to a significant size of members, most members are using it to receive information, but not fostering their own discussions. Additional promotion may be needed to truly facilitate this medium as its own significant public involvement technique. One important known side effect of a Facebook group is a viral growth in involvement, since wall posts and members joining the group are by default broadcasted to each members Facebook Friends.



Twitter

Twitter is used solely for broadcasting timely updates in the process, meeting announcements, and links, but does not allow posts by members. The “CAMPO 2035 Plan” Twitter site has similar involvement statistics to the Facebook group:

- Followers (members): 100
- Tweets (posts): 29

Like Facebook, Twitter has both observable benefits from the distribution of information, and also creates a new way to find the planning process.



YouTube

Though YouTube is capable of receiving community input through both text comments and video responses, to date we have only distributed, but not directly received input through this site. The videos have been embedded within CAMPO’s *People, Planning, and Preparing for the Future* website, which makes it easy to see how the video fits with the rest of the planning process, but does not directly foster comments. Following are the number of views of each video:



- ‘Plan Launch’ video: 213 views
- ‘3 Concepts’ video: 173 views
- ‘Growth Concept’ video: 33 views

Since media staff are involved in the new social media techniques, they offer a new platform for more timely involvement and deeper engagement with the media than a typical press announcement offers.

Each site has been useful in this planning process, and will be evaluated after the adoption of *People, Planning, and Preparing for the Future: Your 25 Year Transportation Plan* for further use.

Display Booths

Thirty-six display booths were held in round two throughout the five target counties and within a one-month period, beginning September 15 through October 15. A display booth was held in seventeen different locations in Travis County, 9 locations in Williamson County, 6 in Hays, 3 in Bastrop and 1 in Caldwell (two booths had been scheduled in Caldwell, however one of the meetings was cancelled).



Figure 2. Photo from Chinatown MT Supermarket Traveling Booth

The booths had display boards showing the three concepts being presented by CAMPO, No Build, Trend, and Centers. Brochures and surveys were also available at each booth. Each booth was staffed by a public involvement team member, and for the majority of booths, also staffed by a CAMPO staff member. Passersby and those approaching the booth were encouraged to provide feedback. The team members informed the public about the CAMPO 2035 Transportation Plan and solicited comments and feedback through the survey.



Figure 3. Photo from Elgin Market Days Traveling Booth

The list of traveling information booths in the Appendix contains date, time and location of each booth, as well as targeted ethnic or general populations and number of surveys collected.



Figure 4. Photo from Highland Mall Bus Stop Traveling Booth

Outreach to Environmental Justice Populations

As in round one, an emphasis was placed again on outreach to Environmental Justice (EJ) populations in round two. CAMPO defines EJ areas as having more than half of the population with low income and/or ethnic minority¹. Surveys were distributed to organizations with EJ populations, and many of the traveling information booth locations were chosen to be convenient to EJ populations. Both brochure and survey were translated into Spanish. The following activities focused on EJ populations in Travis, Williamson, Hays, Bastrop, and Caldwell counties.

EJ Booths

Eighteen booths served EJ populations; these booths are identified in the Table of Traveling Information Booths.

Survey Distribution and Collection

In addition to having surveys at each booth, surveys were also distributed and collected at the following locations targeting EJ populations.

- Mexican American Cultural Center
- Huston-Tillotson University
- Austin Revitalization Authority
- Asian American Chamber of Commerce
- Asian Cultural Center

¹ Capital Area Metropolitan Planning Organization. 2005. *CAMPO Mobility 2030 Plan*. page 62. <http://www.campotexas.org/pdfs/AdoptedMobility2030Plan.pdf>

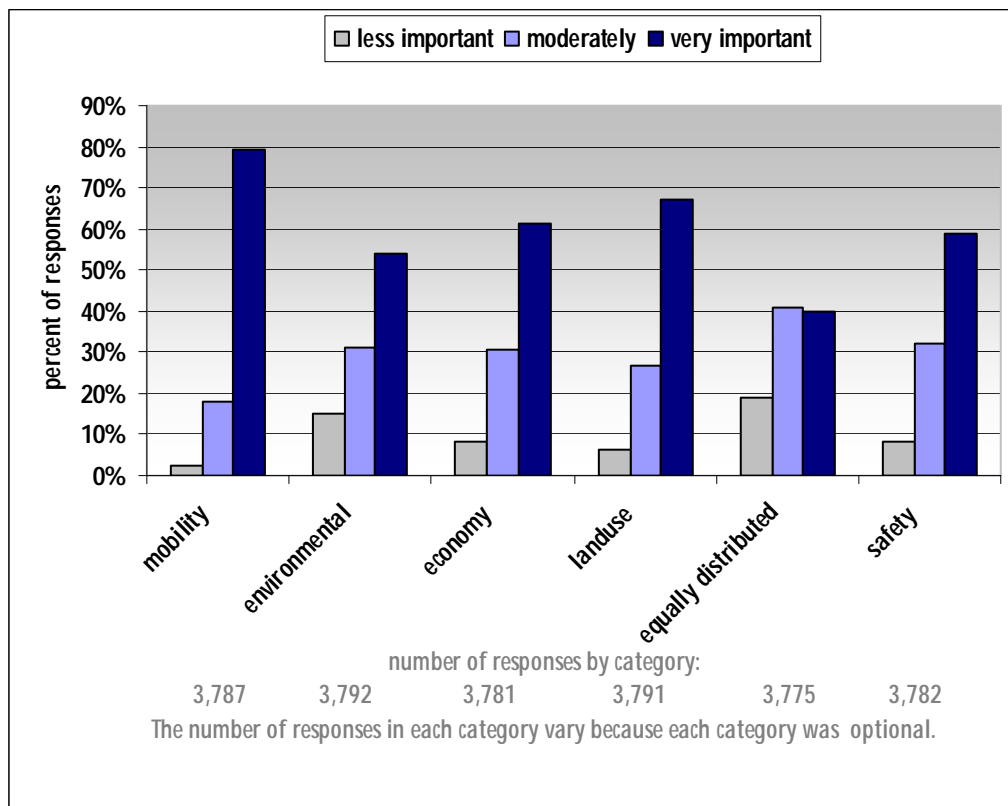
Survey Results

CAMPO staff developed a public input survey for Round 2 focused on overall transportation priorities, growth preferences, and prioritization of projects. As a self-directed public input method, it was not intended to have a specific statistical significance. 4,151 responses were received during the requested response period: September 15, 2009 and October 15, 2009.

Question 1: Please indicate how important each of the following is to you regarding the development of the regional transportation system.

Respondents were asked to rank the following issues as to their importance, using **Less Important, Moderately Important, or Very Important**

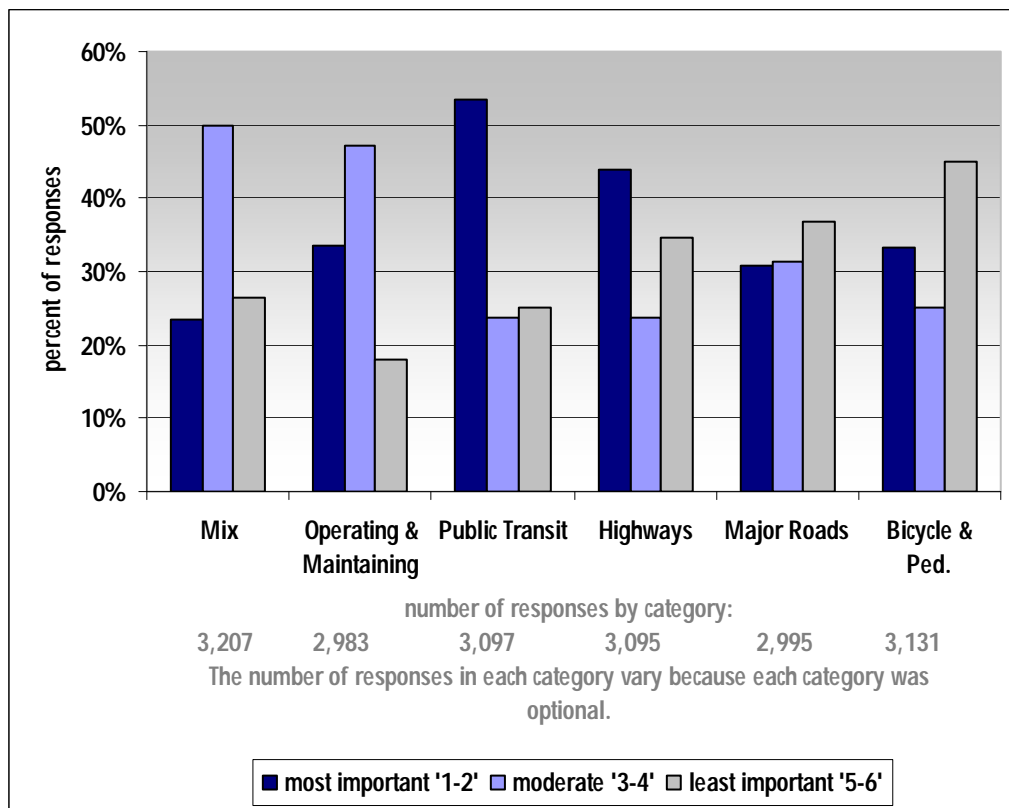
- Improving **mobility** of people and goods
- Minimizing **environmental** impacts
- Supporting the region's **economy**
- Planning **land use** and transportation together
- Ensure that transportation projects and their impacts are **equally distributed**
- Improving transportation **safety**



Question 3: How should CAMPO prioritize regional transportation system projects over the next 10-30 years?

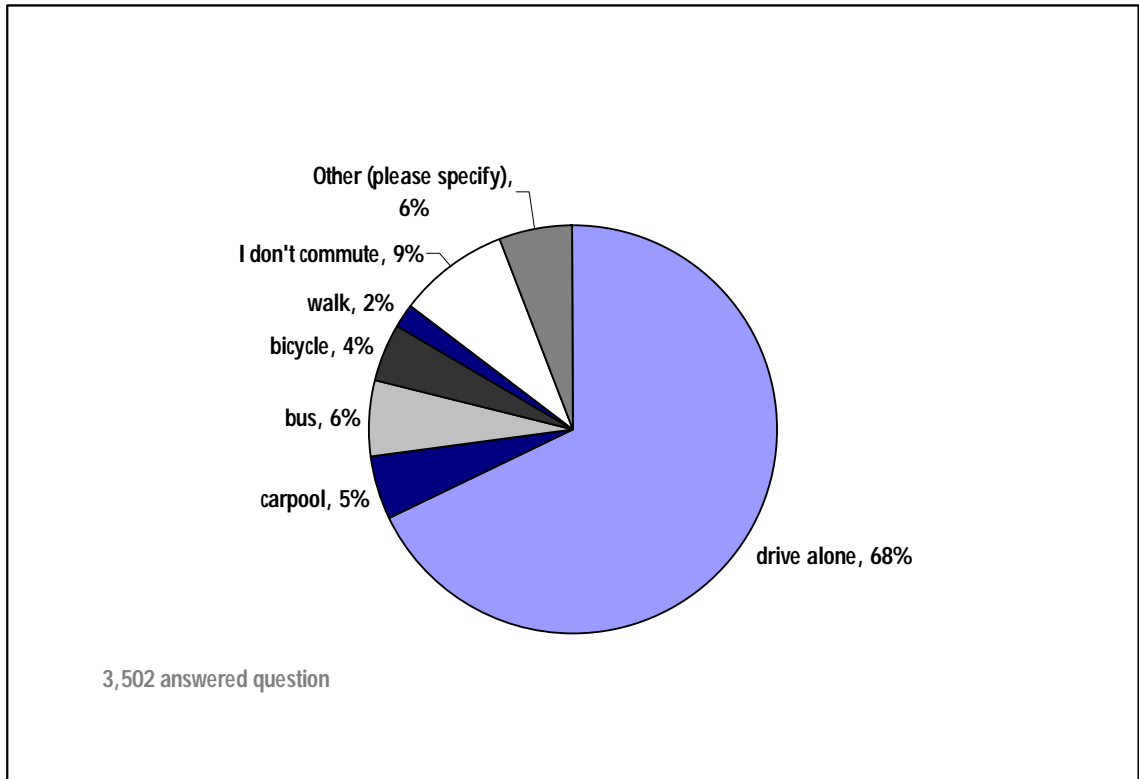
Please rank the following in order of importance to you, with 1 being most important, and 5 being least important.

- A **mix** of project types
- **Operating and maintaining** the existing system.
- Expansion of the region's **public transit** system (such as express buses, rural transit, commuter rail or others)
- Expansion of the region's network of highways (such as IH-35, US-290 or others)
- New and expanded **major roads** (such as FM 1431, Congress Avenue, Wonder World Drive or others)
- New **bicycle and pedestrian** facilities (such as the Brushy Creek Regional Trail, Post Road bike lanes, 2nd Street sidewalks or others)
- Optional Comments (please specify)



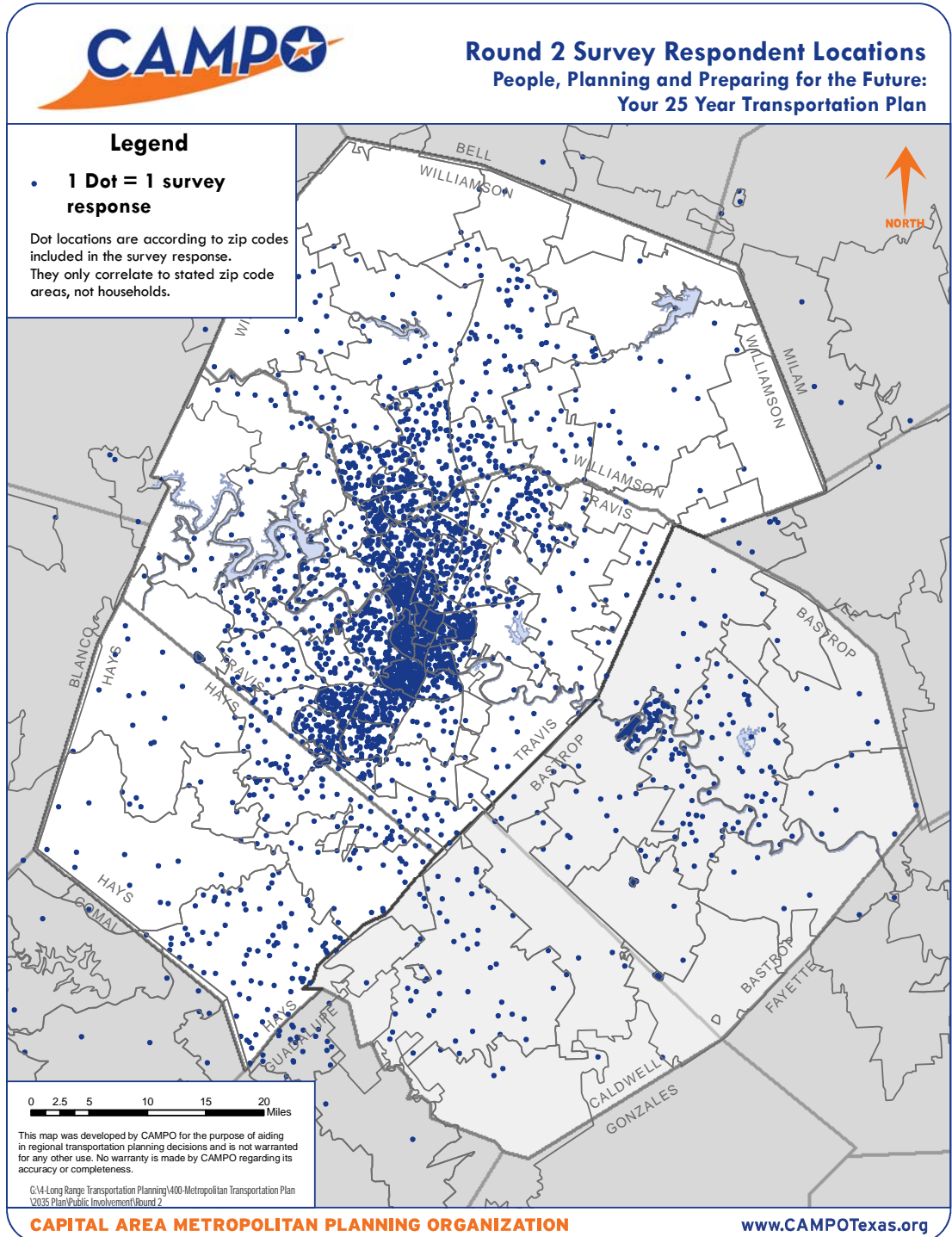
Respondent Characteristics

Question 4: How do you commute to work or school most often?

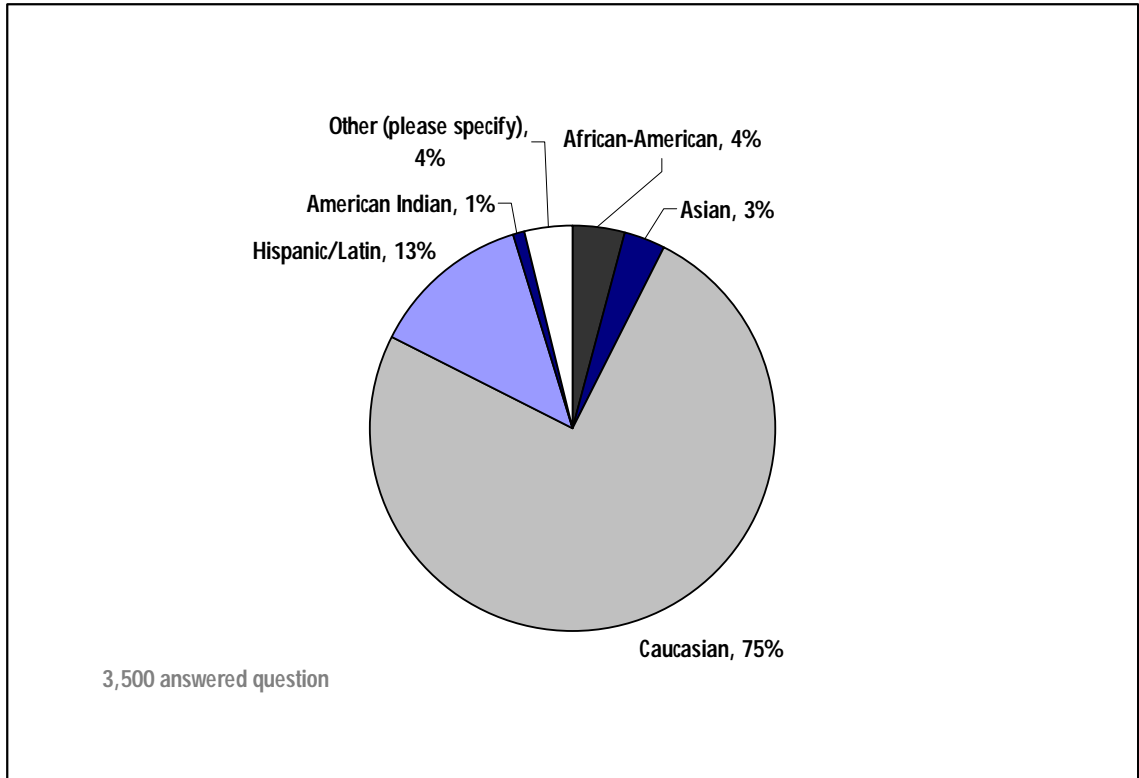


Question 6: What is your residential 5-digit zip code?

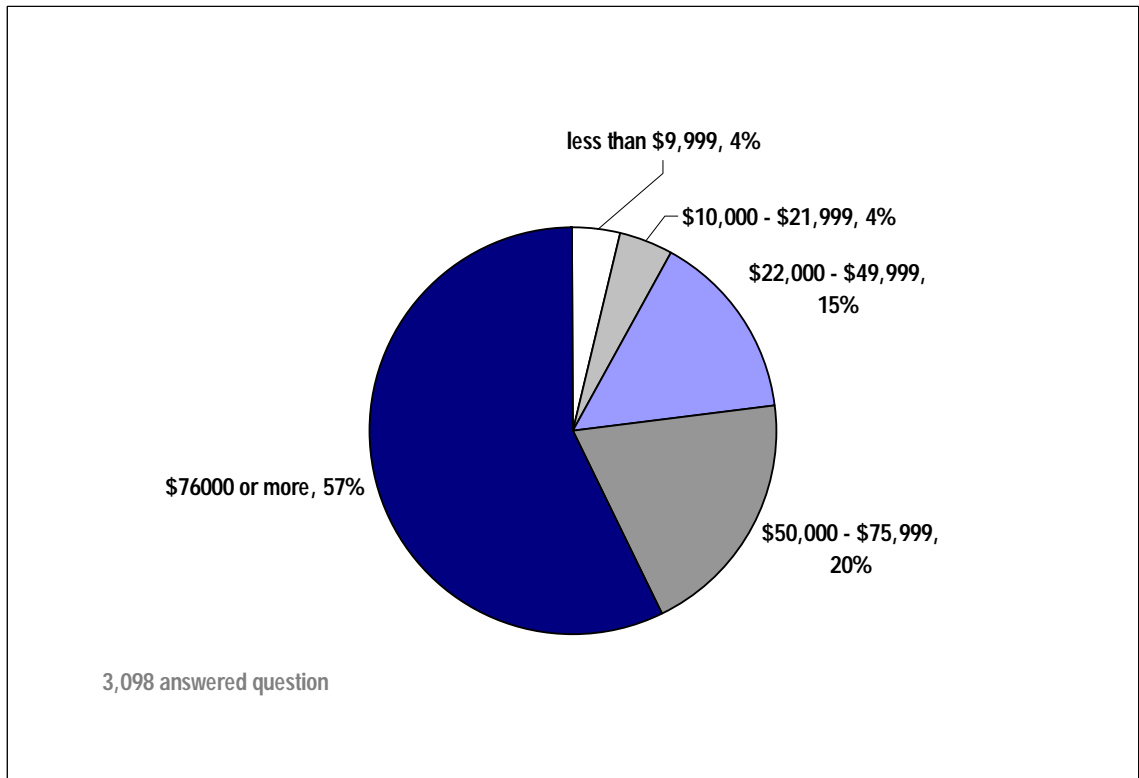
Respondents responses were correlated to geographic zip codes, and roughly represent the region's diverse population locations. Responses were received outside the region's 5-county study area, and were not excluded from this analysis.



Question 6: Your ethnicity



Question 7: Your household income range in 2008:



Other Outreach Activities

The following outreach activities were also performed for round two of the CAMPO 2035 Plan.

E-Blasts

An e-blast advertising the dates and locations of each booth, and providing a link to the survey was sent out three times to a list of over 2,100 email addresses. These addresses were garnered from the CAMPO database, neighborhood associations, civic groups, organizations, chambers of commerce and environmental groups. The first e-blast was emailed over three weeks prior to the survey's cut-off date, the second e-blast was sent out at the halfway point, and the last email was sent as a final reminder the morning of the survey cut-off date.

Information Relayers

Various organizations forwarded the survey link to their databases and contacts, and/or added the information to their websites. These "information relayers" included:

- Envision Central Texas
- Hispanic Chamber of Commerce
- San Marcos Chamber of Commerce
- Pflugerville Chamber of Commerce
- City of Pflugerville
- Cedar Park Chamber of Commerce
- Round Rock Chamber of Commerce

Speaker's Bureau

At least twelve speaker's bureau presentations were scheduled and delivered throughout the region during round two. Additional presentations were convened, but not recorded for this report. The purpose of the speaker's bureau presentations was to inform and update community organizations within the CAMPO area about the CAMPO 2035 Plan. Below is a partial list of organizations that were scheduled for a CAMPO 2035 presentation.

- Austin Neighborhood Council
- Mayor's Committee on People with Disabilities
- Austin Chamber of Commerce Transportation Committee
- Society of Marketing Professionals
- Women in Transportation Seminar
- San Marcos Chamber of Commerce
- Caldwell County Commissioners Court
- Bastrop Chamber of Commerce
- Bastrop Commissioners Court
- Alliance for Public Transportation
- Hill Country Conservancy
- Real Estate Council of Austin (RECA)

EVALUATION OF OUTREACH EFFECTIVENESS

Booths

Booths were an effective way to reach the public and targeted populations when placed in an area with heavy attendance and foot traffic. Setting up booths at locations where people gather, versus asking people to come to a public meeting, is a more effective outreach technique to reach the general public, particularly when focusing on those who do not typically participate in public planning or attend public meetings. With booths serving the general public, it is important that all materials and presentations be coherent to a broad population, as it is likely that most people will not have had exposure to the information before, and may have difficulty understanding the issues and providing feedback.

Online Survey

The online survey is effective for collecting input as it provides an easy and quick way for respondents to give feedback from home or work. It continues to be the most effective tool for collecting completed surveys. At the closing date of the survey on October 15, the survey was accessed 4,153 times, with 3,589 fully completed surveys. The caution with the online survey is that portions of the area's population, do not have access to the Internet. To reach this population, targeted outreach and written surveys are needed.

NEXT STEPS

As the first round was focused on developing the initial concepts of the region's next transportation plan, the second round was directed toward defining the region's priorities. Over 4,100 of the region's diverse population chose to get involved in the second round of public involvement, and the opinions and insights they spent time to share with CAMPO will be valuable in the months ahead. As included in this report, those priorities will be used in the development of the draft plan: *People, Places and Preparing for the Future: Your 25 Year Transportation Plan*.

Following is a rough outline of the remaining steps involving the public:

1. **Communicate** the results of Round 2 public involvement with the community: the CAMPO Transportation Policy Board and regional transportation planning staff, and the public. This report will remain published on the CAMPO website to be distributed and used by anyone who wishes to be involved in the process.
2. **Develop the draft plan** mindful of both the general trends of the region's public opinion, and the diverse individual opinions expressed in the process.
3. **Revisit** the public opinion record as the Plan is refined in the weeks and months before the scheduled plan adoption in May, 2010, to seek results that reflect the region's interests.

APPENDIX

Table of Traveling Information Booths

Traveling Information Booths				
	Date/Time	Event	Location	Surveys
Travis County				
1	September 15 7pm-10pm	Fiesta del Grito de Independencia Celebrate el Diéz y Séis	Mexican American Cultural Center, 600 River St, Austin	47
2	September 17 10:30am-11:30am	Hispanic Chamber's Capital of Texas Small Business Seminar and Awards Luncheon	Radisson Hotel, 111 E Cesar Chavez St, Austin	10
3	September 18 11:30am-1:30pm	Austin City Hall – Live From The Plaza	301 West Second Street, Austin	39
4	September 19 12pm-3pm	Chinatown MT Supermarket	10901 N Lamar Blvd. # G, Austin	32
5	September 20 9:30am-10:30am	Dolores Catholic Church	1111 Montopolis Drive, Austin	14
6	September 20 9:30am-11:30am	Greater Mt Zion	1809 Pennsylvania Avenue, Austin	23
7	September 20 12pm-5pm	Mexic-Arte: Museum Day	419 Congress Avenue, Austin	19
8	September 22 9am-noon and 6pm-9pm	Austin Area Urban League	1033 La Posada Drive, Austin	64
9	September 24 11:30am-1pm	Hispanic Women Network	117 W. 4 th Street, Austin	17
10	September 25 11am-2pm	Highland Mall Bus Stop	Corner of Highland Mall Blvd. and Jonathan Drive, Austin	55
11	September 26 12pm-3pm	Chinatown MT Supermarket	10901 N Lamar Blvd. # G, Austin	10
12	September 26 7pm-10pm	Gueros Restaurant	1412 S Congress Avenue, Austin	9
13	September 29 7pm-9pm	Workers Defense Project – Friends Meeting of Austin	3701 E Martin Luther King Jr. Blvd., Austin	28
14	October 1 7:30am-8:30am	Greater Austin Hispanic Chamber of Commerce – Membership Breakfast	3010 W. Anderson Lane Ste D, Austin	42

Traveling Information Booths				
	Date/Time	Event	Location	Surveys
15	October 1 11am-1pm	Commuter Solutions Celebration – Austin City Hall	301 W. 2nd Street, Austin	24
16	October 10 9am-1pm	Sunset Valley Farmer’s Market	3200 Jones Road, Austin	26
17	October 10 9am-1pm	Pfamily Pfestival & Expo – Hill Country Bible Church	303 E. Pflugerville Pkwy., Pflugerville	44
Williamson County				
18	September 19 2pm-7pm	Bydee Art Festival at Heritage Oak Park	875 Quest Parkway, Cedar Park	52
19	September 22 11:30am-1pm	Round Rock Chamber of Commerce: Power Lunch – Williamson Conference Center	1209 N. IH-35, Round Rock	17
20	September 29 11am-2pm	Southwestern University – McCombs Campus Center	1015 Southwestern Blvd., Georgetown	13
21	October 3 12pm-7pm	Hairy Man Festival – Cat Hollow Park	8600 O’Connor Road, Round Rock (off RR620 between I-35 & Parmer)	60
22	October 5 9:30am- 12:30pm	Temple College in Taylor	Lobby, 516 N. Main Street, Taylor	32
23	October 5 6pm-7:30pm	Preschool Story Time – Round Rock Library	216 Main Street, Round Rock	9
24	October 6 10am- 11:30am	Spanish Bilingual Story Time – Round Rock Library	216 Main Street, Round Rock	5
25	October 6 6pm-8:30pm	Georgetown Housing Authority – National Night Out	210 W. 18 th Street, Georgetown	36
26	October 10 10am-12pm	Walk MS: Austin Walk 2009 – Dell Diamond United Heritage Center	3400 East Palm Valley Blvd., Round Rock	51
Hays County				
27	September 22 2pm-5:30pm	San Marcos Farmers Market	204 S. Edward Gary Street, San Marcos	
28	September 24 11:30am- 1:00pm	San Marcos Hispanic Chamber of Commerce	Mamacita’s Restaurant 1400 Aquarena Springs Drive, San Marcos	17
29	October 1 6:30pm- 7:30pm	Blanco Vista Elementary School – Open House	2951 Blanco Vista Blvd., San Marcos	8
30	October 2 11am-1:30pm	Austin-San Antonio Corridor Growth Summit – Embassy Suites	1001 McCarty Lane, San Marcos	40
31	October 8 11am-2pm	Texas State University Quad	601 University Drive, San Marcos	45

Traveling Information Booths				
	Date/Time	Event	Location	Surveys
32	October 15 6pm-8pm	State of the City Address – Embassy Suites	1001 McCarty Lane, San Marcos	15
Bastrop County				
33	September 30 10am-1pm	Bastrop Commissioner's Court – 1st Floor Lobby	804 Pecan Street, Bastrop	30
34	October 3 8am-12pm	Elgin Market Days – Elgin Memorial Park	Main Street just off of Hwy 95 North, Elgin	26
35	October 6 1pm-3pm	WIC Offices	218 South Main Street, Elgin	10
Caldwell County				
36	October 1 6:30pm	Lockhart Hispanic Chamber of Commerce*	117 Walnut Street, Lockhart	0
37	October 12 1pm-5pm	Lockhart City Hall	Lobby, 308 W. San Antonio Street, Lockhart	34

* The Lockhart Hispanic Chamber of Commerce cancelled their meeting the evening it was scheduled.

Full-text responses

Which of the following statements best describes your opinion? Response= "Other (please specify)"
1. Austin company's looks at the lockhart area as being a part of San Antonio should find ways to find it more feasible to travel here.
2. Useless roads are free
3. All plans missed the 18,000 Brushy Creek Residents
4. Include Brushy Breek Area (pop. 18,000) people
5. Both trend and alternative
6. New light rail like Dallas has--frequent service to more areas
7. All of the above
8. Trend and additional public transit
9. Continue past growth trends--improve operations and maintenance rather than overpasses in residential areas.
10. Money should go to mass transit instead of roads
11. Complete what was started on HWY 71, 290, connections to I-35
12. Both encourage mixed use and continue current trends
13. First, the existing system should be maintained, then growth should happen. What happened to Metro Rail?
14. Managed growth around current corridors
15. Both, encourage mixed use and continue current trends
16. Both, encourage mixed use and continue current trends
17. Finish 45 from MoPac/45 to 1626
18. Finish 45 Southwest
19. Infrastructure to make preferred growth out of the Edwards Recharge zone
20. Both, encourage mixed use and continue current growth
21. All options chosen
22. Choices 1 and 2
23. Continue current and past growth trends
24. All of the above options should be chosen
25. Encourage mixed use development but make it affordable to average person
26. Both, encourage mixed use and continue growth trends
27. growth should be limited and efficient, accessible, public transportation greatly increased through out this metro region
28. All options
29. Both, encourage mixed use and continue growth trends
30. Both encourage mixed use and continue growth trends
31. NO TOLL ROADS!
32. Fix the obvious congestion with new road capacity and stop wasting \$ on new urbanism and unsustainable rail projects that cost too much and caused reduced service to those who depend on public transportation. Implement Cellulat Mass Transit www.cmt4austin.org to get more for the 1% tax for CapMetro. Clean house at Cap Metro. Put in people with common sense.
33. The region should put in place policies to channel growth toward desired development areas, and cluster it in mixed use centers. We should also carefully weigh the costs of growth and be cautious about subsidizing it.
34. Concentrate growth in areas that are already populated - infill - and take extreme caution regarding environmental conditions and conserve open space
35. a TOLL ROAD MAKES IT VERY HARD TO HAVE RETAIL GROWTH ALONG THE ROAD. DO NOT TOLL 290.
36. Growth should be directed and controlled by the development of transportation infrastructure that curbs urban sprawl and prioritizes mass transit and promotes urban densification. This planning should be conducted in tandem with city/ county mixed use development initiatives.

Which of the following statements best describes your opinion? Response= "Other (please specify)"
37. Need better bicycling facilities in support of regional mobility, not purely local mobility
38. Increase share of modes other than single occupant vehicles
39. Growth in environmentally sensitive regions should be discouraged in favor of growth in the desired development zones, north, east and south. Mass transit should be funded and developed as quickly as possible in these zones. Projects on the Edwards Aquifer, its recharge and contributing zones should be avoided. Growth will follow the development of transit projects in the desired development zones. SH 45 between Mo-Pac and I-35 should be abandoned.
40. Our regional government and citizens alike should take into account the environmental impacts of growth including the effects on watersheds and flora and fauna. Growth without planning can have irreversible damage. We should plan in the most efficient ways possible to ensure a healthy environment for future generations, not just building for the sake of building.
41. Mitigate Global Climate Change through better Mass transit, HOV lanes, & Bike lanes. ALSO, monitor air quality along highway corridors (MOPAC and I35)
42. Design a system that provides access to public transportation from anywhere to anywhere
43. Austin Texas as a city is already overgrown. Growth should be minimized or stopped until our roads and public transit are caught up to the amount of people that live here.
44. Greater emphasis should be placed on public transportation and alternative transportation options, such as bicycles.
45. Past growth trends should continue in the region and available funding should be used to support improved operation and maintenance of the existing system.
46. Regardless of growth trends, funding should be on reducing auto dependency and providing more viable, "competitive with the auto" non-auto transportation options.
47. austin's growth should go EAST and not further west
48. protection of the environment, without which we have nothing, should be the primary directive in planning transportation projects.
49. No projects should be added until the ones that have been committed to are working.
50. Recognition should be made that DFW-Austin and San Antonio comprise a Mega-Region which deserves changes in metropolitan planning to provide a consistent platform for MR efficiency, comprising freight planning, land use and transportation corridors supporting economic efficiency, mitigating environmental impacts and supporting non-auto mobility.
51. Fairness = Free for both East and West of I-35 and 130.
52. Support above item on mixed use WITH effective alternative transportation options
53. Transportation projects should be planned to reduce traffic congestion
54. Planning needs to be based on a sound policy of managed growth. I don't agree with the first statement that growth "should continue." Rather, I recognize that growth will likely continue, that Austin needs to invest in infrastructure to relieve traffic congestion and work with developers to include a smart transportation system.
55. increased higher density in core, mixed use through region, public transportation systems
56. Growth should be more compact (up now out). Transportation should emphasize innovation (i.e., mass transit, especially rail)
57. There is a lot of vacant land to the East, plan for growth with some good non-tolled roads
58. Transportation system investments and funding to improve operation and maintenance of the existing are equally important>
59. passenger rail should be prime importance using existing rail that coordinates freight on the same track.
60. Projects need to accommodate current needs
61. All three are my choices. eg., build roads to take traffic off Mo-Pac and I-35 which are gridlock! Also build roads for future growth to avoid the behind the curve building of the past. eg. acquire access prior to development as was not done with 183 in the '80's which increased costs when the freeway was finally built 20 years behind the need. Finally, encourage mixed use development and provide transportation systems to support it but not at the expense of other needs. eg. Domaine is very expensive for residents and will be limited in use as compared to residents forced to commute from outlying areas such as Round Rock, Georgetown, Oak Hill, etc. #! priority should be a fix on Mo-pac and IH-35 commute traffic. (130 is not a good answer as it is way too far east and adds many miles to any commute, including to the airport. Also of paramount importance is to finally provide an east/west

Which of the following statements best describes your opinion?

Response= "Other (please specify)"

corridor through Austin. 1st street and "Allendale" are the obvious solutions and have been for years. These "neighborhoods" are slowly becoming commercial and may have to be sacrificed to provide for the best for the majority. In other words, Austin and outlying areas are traffic nightmares and this certainly has an effect on potential industry, development and growth and certainly has a detrimental effect on all who use the roads and highways anywhere in the area. Hopefully, the 25 year transportation plan will be better than the past 25-30 years plan (or no plan) has proven to be.

62. # 3 with the provision that more mixed use centers will be built outside of Austin's inner city neighborhoods, we are already dense - its time to densify the bedroom communities and small towns around Austin, not stuff more growth to the eastside of Austin

63. We absolutely need better infrastructure for buses and rail to move more people around the city between work and home.

64. Slow the growth...we have limited resources...water!

65. You need to prove your ability to deliver first!

66. Growth should be planned according to human needs and as necessary. Improved operation and maintenance of the existing system is critical.

67. Growth should be discouraged and transportation should be improved throughout the region.

68. Growth in mixed use development, as above, but include rail and other mass transit infrastructure to urban areas.

69. develop a cohesive area mass transit system that can handle future demand. The demand will be there.

70. more rail

71. Encourage growth in mixed use centers & invest in improving current mobility

72. SH 45 Southwest is critical to the future of Austin growth.

73. Fulfill existing commitments to the region

74. we want to support all roads, tolls, and rail

75. There needs to be a balance between maintenance of existing structures and the need for future expansion. - Good Luck

76. Intelligent growth and don't trash one area to benefit another...

77. concentrate on getting transportation right in Austin before shoving it down the throats in the rest of the region

78. blend of first and third, must recognize where people are choosing to live. Drivers will have to pay to live outside of core centers.

79. Diversion of thru traffic around cities and towns

80. Support improved operation and maintenance of existing system in areas of current growth. New projects for areas of future growth. But don't invest in encouraging growth where growth isn't occurring already on its own.

81. Growth trends should continue, however protection of the Aquifer and water supply should be a priority. Decision-making authorities should focus more on quality of life issues, not quantity of development.

82. We want to support all roads, tolls, and rail

83. public transit oriented development should take preference over incentives for sprawl and dispersal, but the private sector may need to take the lead as confidence in public sector mass transit is sorely lacking

84. All are important. We must maintain all highways as well!

85. balance between items #2 and #3

86. Existing population needs to get to city center, and major city points. Park and ride points to pick up new transport lines need to be included.

87. Increase density and stop sprawl; Toll Road = Sprawl Enablers

88. Transportation systems should support existing and future development without encouraging further sprawl.

89. Combination of above

90. a blend of the improved O&M and the mixed use centers should be implemented.

91. Policies should be put in place that support effective planning and land-use development and low-impact transportation, mass transit and utilities should follow.

Which of the following statements best describes your opinion? Response= "Other (please specify)"
92. A combination of #1 and #2 , however no new toll roads
93. Discourage Growth
94. The region has too much traffic due to a lack of long-range planning. Mixed use is a great idea, but southerners don't seem to get it. We allowed the former Mayor of Austin to overdevelop downtown with too much housing. Where is the mixed use??? One or two stores with overpriced groceries??? Native Austinites (like myself) can barely afford to live in Austin anymore. We need dramatic change and we need to limit development, especially over the Aquifer. We need to desparately limit the sprawl. It has taken over!!!!
95. I encourgae growth in mixed use development centers but don't think that thus far these centers have served the diverse needs of the community (tend to be more geared to those with higher income levels, not as much to working families)
96. policies should be put in place to encourage growth from the downtown urban cores out. Investments should be made to support mixed use developments on land which has been previsouly built upon. Mixed use development centers in suburban areas causing increased transportation networks should be discouraged.
97. do nothing to encourage growth, just discourage it in inappropriate locations. Concentrate on sustainability not growth.
98. We should invest in public transportation. The highways are destroying our city.
99. alternative transportation methods should receive top priority
100. 3rd option but change "made" to "prioritized" and add "with attention to maintaining / improving mobility for the general population"
101. Transportation investments should be made to guide density in areas that are already urban and suburban centers. Transportation investments should NOT be made to drive growth to areas that are not yet developed. Net: stop the sprawl, and support increased density, by transportation policy.
102. Growth trends should be considered after current transportation need for rapid, reliable, affordable transportation is met for all areas of the region without interfering with current methods of transportation.
103. Option 3 (growth in mixed-use development centers), but with consideration of affordability and displacement
104. Make all traffic flow (IH-35 to Ben White etc.) no one whoild have to get off a major highway to get on another one
105. Growth
106. I agree with the first statement provided that Austin's traffic issues are considered
107. growth
108. I agree with the first statement provided Austin's traffic issues are considered.
109. Close to the first, however, I would change 'should' continue to 'may' continue -- and proactive planning adopted.
110. Development should pay for infrastructure necessary to support itself, and in partnership with public sector all capacity, maintenance, and operations needs should be addressed.
111. we should plan for growth, but a more creative full bodied process of public education about options for the future should be realized
112. You can't control growth by not building roads; you should build roads where they are asked for and not worry about a salamander
113. Improving current systems for better safety and minimizing traffic is important, however developing mixed use facilities and offering more alternative transportation within our developed cities is most important for sustainable future growth.
114. The system is massively under sized and underscaled, cathc today and we will be behind the needs of tomorrow, look objective build for the future, encourage growth when and where it is goign to happen not where you wish it to.
115. Growth trends should continue and transportation investments should be made according to current needs, that are far behind, and location of current and future growth.
116. Emphasis in growth should be for mass transit
117. no toll roads
118. need to improve our roadways in ways that do not limits transportation improvements to only downtown type areas only.

Which of the following statements best describes your opinion?

Response= "Other (please specify)"

119. often growth and gentrification negatively effects low income, disabled and elderly people. rather than looking at growth, we should be looking at if a city's transportation and education system have kept up with the growth which has already happened in a region.

120. None of these options reflects my true opinion what what should be done for the region/area. There should be a focus towards current and future growth, but there also must be an effort on a macro level to connect metropolitan areas and development centers together. Start at the macro level, then focus on the micro level. Environmental and cost considerations must be taken into account, as the latter of the two has been handled poorly so far in regard to rail transit, and no where have has CAMPO considered monorail within Austin and surrounding areas an option. Wipe the slate clean, and think big picture, not just what is in front of you now. Quit trying to be another city like Portland, Dallas, etc, and make Austin the mecca for all things future looking, and avant garde. Many people are looking for Austin to be the light amidst this dark time.

121. I don't think it's an either/or. I think existing growth trends must be supported, and development centers can be encouraged by planned transportation and development processes. As we all know, growth occurs with access - as evidenced by SH 130. Many new commercial and retail developments have been advanced as a result of 183A and SH 130, and I'm sure SH 45 will be the same. By proper use of planning, existing transportation needs can't be ignored to develop growth centers. I support the centers concept, because regional planning is key to managing growth.

122. we need to build roads and rail and get ahead of our growth. We are behind and have much catch up. doing nothing is not acceptable.

123. Growth trends should continue in the region and transportation system investments should be made according to the location of current and future growth, however, this investment should be shared with emphasis on improving existing transportation in mature areas which are primary ingress and egress arteries that pass through these mature areas of the city.

124. Do not divert tax dollars intended for roads into toll roads.

125. Get mass transit in place through light rail or any other high speed system

126. Growth trends should reflect a more sustainable outlook by combining mixed use development where non-automobile transportation systems are made the priority to support development of these centers.

127. Mass Transit should be available to people in Caldwell Co. and new programs implemented

128. complete all highway interchange ramps before anything else! 35 & 71, 290 & mopac.

129. Stop building toll roads. Index the gas tax to fund our roads instead

130. Anticipated growth should be addressed with smart transportation infrastructure, like bike lanes, carpool lanes, etc.

131. CAMPO is more interested in its own agenda and profiting supporters then providing balanced development and growth in transportation for average Texans.

132. Both encourage mixed use and continue current trends

133. Both continue current trends and encourage mixed use growth

134. Both put in place policies to encourage mixed use and continuation of current growth trends

135. need to continue to invest in public transportation and transportation centered around urban density like most major cities

136. Growth forecasting and transportation mobility must be developed in concert. Funding should be for projects that generate revenue (toll, transit) rather than tax supported added capacity

137. A combination of the first and third statement: Invest in transportation systems according to future and local growth but also strongly encourage more growth in dense mixed use centers. Overall, alternative modes of transportation should be pursued rather than following the historical trends of building roads.

138. Texas needs intelligent planning and cost-effective methods of transportation policy, which rebukes costly toll road efforts.

139. Unhealthy growth should not be encouraged (i.e. sprawl) by providing major transportation systems, but the present systems need improvement and alternate methods need to be part of the growth imagination.

140. see CMT4Austin.org for description of vans and bus based public transit

141. Land use and transportation planning should be highly integrated and focus on promoting TDD's, VMU, and other types of development that increase density, access, and walkability within the preferred

Which of the following statements best describes your opinion? Response= "Other (please specify)"
growth corridor and DDZ.
142. too many cars on Brodie lane because 45 is not open
143. Growth is going to continue so plan appropriately and follow through with projects you have promised --SW45
144. Feel growth should not exclude the poor. Feel some of the recent transportation plans did not help the poor get to their jobs.
145. solve traffic congestion
146. Fix the traffic congestion - period.
147. Transportation system investments need to be made where appropriate based on growth trends but there are long languishing projects like SH-45SW that have more than adedquate justification based on growth patterns that CAMPO has just ignored. That's a crime. I don't want you building some grand new project while ignoring some of the worst traffic situations in the region.
148. plan now for the post-oil supply and transportation needs of 25 years from now
149. It has to be a combination. You have to support the existing trends but develop and implement smart growth solutions as well.
150. Finish projects already funded (SH 45), Keep up repairs as needed and expansion in high growth areas.
151. Maintenance and expansion of the existing system should be funded to relieve congestion and improve mobility and new projects should be added as growth trends require.
152. All 3 above options
153. Mass transit from suburban areas
154. All three of the above choices
155. Both encourage mixed use through policy and continue growth trends with transportation investments to serve future growth
156. we need new buses for new transportation (destynation)
157. Growth trends should continue and the region should put in place more policies to encourage mixed use
158. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
159. build old projects 1st, ie sh45 southwest from 1985
160. stop spending our money on Mexicans
161. Growth should be encouraged in areas that have a minimum of impact on the enviroment and water quality
162. Funds should be concentrated on areas where the system creates an unsafe situation.
163. Transportation investment should be focused on getting people out of cars and into transit options and other more active transportation modes. The region will never be able to afford to keep up with the single occupancy vehicle mode of transportation most commonly used in the region and should stop building large roadways.
164. Whether or not growth trends should continue is immiterial--they will, it is inevitable. We have yet to fully support the growth trends of the past five years. I suggest we concentrate on current realities.
165. Funds have already been allotted & growth/minimum impact studies done on the 45road. This road should have been built 10 years ago...
166. build sh45, which has been in the plan since 1985 before someone gets killed on FM1626, and so those of us in northern Hays county who are fueling the area's growth can be mobile!!!!!!!!!!!!
167. Creating an infrastructure subject to the whims of companies with no vested interest in the area, other than profit, is incredibly short-sighted. Plus- my fuel usage on an average local trip has almost doubled, as I now stopped, by a multitude of "stupid" lights.
168. Growth trends should be discouraged; subsidised growth has contributed to the destruction of the quality of life for those that have a historic basis for residing in Texas/Central Texas. IE: pollution, overcrowded conditions, extraordinary boom/bust cycles, etc.

Which of the following statements best describes your opinion? Response= "Other (please specify)"
169. concentrate projects on maintenance and public transport improvements such as light rail. NO MORE TOLL ROADS!
170. Build 45 SW
171. traffic safety and mixed modes of transportation must be considered when planning for growth
172. Transportation projects should be focused on public transportation systems. Light rail, trains and buses. And that should follow growth patterns but not encourage unsustainable growth.
173. encourage growth to the east of I-35 with transportation solutions
174. These choices make NO SENSE to me.
175. Alternative Transportation Infrastructure should be strongly considered.
176. we need a better infrastructure in place within the City of Austin before we accept anymore growth.
177. Growth trends are just that and not something we should start planning from, but rather assess the carrying capacity of our region to support the population. Before we plan roads we need to determine just how many people are an appropriate population for Austin and then determine where is the best place to accommodate them and then what is the most reasonable mobility plan to serve them. Starting with a growth trend project is foolish and not sustainable.
178. Rail, bus and other mass transit options should come first with less emphasis on road construction. We must lower our carbon footprint.
179. Policies should not encourage growth in MU centers, but also reinforce and connect existing residential and commercial areas.
180. growth should be smart and a balance based on need that takes into consideration current single family residential property owners
181. Both, encourage mixed use and current growth trends with matching infrastructure
182. Both, encourage mixed use and continuation of trends with matching infrastructure
183. All are important
184. all are very important
185. To lower bus wages so that those in need can have transportation and have bus arrive on time
186. Both past and present trends are needed without fixing existing transportation money for new should not be spent
187. Light rail now
188. I would live on a rail route in suburbs if the station was at an accessible location instead of in the middle of a pasture
189. No opinion on this
190. Agreed to the second idea a lot, but would also like to state that expansion could do our lungs harm.
191. regulations on the system that bring benefits to poor people
192. Both, encourage more mixed use and continuation of past growth trends with matching infrastructure
193. 1st choice, but also need improved maintenance of existing system
194. Investments according to future growth -- but no toll roads.
195. Rail & bike lanes should replace existing car transport lanes; new growth should not rely on car transport.
196. Study BRT and other non-conventional system. Look at CMT4Austin.org
197. Put the incompetent morons at CapMetro out of business, close down the train failure, and turn over mass transit to competent private companies, then get the hell out of "planning" everyone's lives.
198. The region should put in place policies to encourage more growth in mixed use development centers throughout the region, and transportation system investments should be made to support development of these centers. While putting an emphasis on pedestrian safety.
199. buses must run every 10 - 15 minutes so more people would ride them. Once an hour or once every 30 minutes does not cut it.
200. nothing more should be done and no more money should be spent until current systems are consistently used to at least 75% capacity. Period.
201. funds should be used first to encourage companies and workers to work close to where they live or allow for work from home which will reduce the need for more roads and lessen traffic everywhere

Which of the following statements best describes your opinion? Response= "Other (please specify)"
202. Focus on light rail, existing footprint, and new infrastructure
203. New roads and toll roads but not rail
204. Both, encourage mixed-used development and continuation of past trends with matching infrastructure. How to deal with problems now and future.
205. To use more public transportation and less private automobile
206. Growth needs to be planed to keep the environment safe and extend the what water is left.
207. The region should put in place policies to encourage more centralized growth eliminating urban sprawl and provide incentives for mass and alternative transportation.
208. Growth trends from the past should be continued and new infrastructure to match should be put in place. Also, available funding should be used to operate and maintain existing. More equal opportunity
209. more light rail
210. Major projects should be done as funding permits, but do not toll existing FREEways. Toll roads should be entertained only on new routes, not tax paid roads that already exist.
211. The region should invest to support the Vision (ECT)
212. Growth is being seen without planning for transportation. Too many routes are the only routes to some areas.
213. Bicycle.Highway.Because.when.the.gas.runs.out.you.will.ride..a.bike!
214. We should limit outward growth and focus on bettering our current transportation systems.
215. Both encourage mixed use growth and continuatio of past trends with matching infrastructure
216. Encourage mixed use and continuation of past trends with matching infrastructure
217. (Encourage more mixed use) Cap commercial property tax increases 78759, 2008 58% up
218. Both continuation of growth trends and infrastructure and encourage mixed use, plus more public transportation in Pflugerville
219. Goal of dense development w/ excellent public transit and fewer cars
220. Encourage more mixed use and continuation of past trends with matching transportation infrastructure
221. Roads create traffic and congestion. Eliminate roads to force alternatives to individual transportation
222. Build a sufficient road system to accommodate the already existing needs, plan and build an adequate interconnected road system for the coming future needs in this community.
223. Put in place policies to encourage mixed use growth and continuation of of past growth trends and supporting transportation infrastructure
224. blend the first two choices.
225. Support people to and from work
226. both mixed use growth and continuation of past trends and transportation system to match
227. mismanagemnt of federal funds for transportation needs to stop
228. More bike lanes and public transit
229. More highway, light rail, and local high speed rail to the airport
230. No new roads. Maintain existing roads; add intercity rail and expand bicycle lane/path network
231. Plan to reduce sprawl
232. We should work to allow growth and mobility, while reducing sprawl and environmental impact.
233. No Toll Roads no Matter What. Responsible Government means spending what we can afford and we can't afford Toll Roads. Stop selling our public land for private economic benefit at the expense to Tax Payers.
234. Growth should be curtailed. Growth leads to a lower standard of living - look at the history. But since there isn't MONEY in that, you don't seem to listen.
235. No toll roads
236. blend of mixed use centers & growth trends with corresponding investments
237. Choice 3, in addition 24/7/360 transportation needs to be included.
238. Encouragage more growth in mixed use center, but develop mass transit for all
239. Policies should cease emphasizing growth, because growth is the enemy of sustainability.

Which of the following statements best describes your opinion? Response= "Other (please specify)"
240. There needs to be a balance between mixed use development and their transportation system investments and the need to improve current operations. Major projects are still needed to fix previous bad planning.
241. Build roads as needed to relieve congestion, starting with 281. But NO TOLLS!!!
242. Please INCLUDE SUNSET VALLEY in your plans!
243. Stop growth and start restoring local ecosystem(s) and considering ecosystems in every transportation decision, so we can stay here.
244. shift to all local focus on non car transit
245. Put Overpasses and interchanges on 281 and 1604 FREEWAYS!!
246. No CDAs and no privatized toll roads. Gas taxes sufficient to finance road transportation improvements despite disinformation of self-serving, corrupt, political consortium.
247. Absolutely and unconditionally, NO TOLL ROADS!!!
248. Increase viable public transportation options
249. NO TOLL. MPO and TxDOT refused to use realtime measurement. What kind of planning is this ??
250. NO TOLL ROADS
251. Plan for increases in transportation and gas tax properly used will be enough for maintenance.
252. Funding should be through taxes, not tolls
253. Discourage new growth. Fix current free roads.
254. no privatizing public roads = NO TOLL ROADS
255. Transportation improvements should be made with NO TOLL roads and use the existing gas tax(NO MORE GAS TAX GOING TO THE GENERAL FUND)
256. Whatever you decide, please do it without toll roads.
257. Urban light-rail with dedicated guideway should be built in the urban core.
258. Transportation should follow development, and not bias or seek to lead it.
259. Improve operation and maintenance of existing first; add as necessary with sufficient planning.
260. Levies (taxes/fees) on new growth should fund the needed new infrastructure not bonds on everyone
261. Same as above but transportation should be defined first and then development along transportation
262. We should limit growth and make sure that the new growth bares the cost of any required infrastructure costs
263. We need to take care of the congestion and problems we have now, not adding to it.
264. Growth trends should be implemented for the benefit of ALL transportation users and enable better use of existing systems. Also environmental impact should always be considered. Should be funded using tax supported systems and NO TOLLS
265. Growth trends need to SLOW in the region
266. Steps should be taken to curb growth throughout the greater Austin area, and all growth and transportation should be master planned to minimize congestion and environmental impact.
267. Promote bicycle transportation
268. we should ensure the sustainability of the planet
269. As growth trends continue, emphasis should be on joint transportation and development to support intense redevelopment of existing urban centers combined with mass transit to lessen the impact on outlying areas.
270. Major projects should be designed to relieve current congestion and to avoid future congestion in expected areas of growth.
271. The region should put in place policies to discourage growth in environmentally sensitive areas and transportation investments should be made to support development of less environmentally sensitive areas.
272. ABSOLUTELY NO MORE TOLL ROADS
273. Give the money back and fix the damn roads.
274. Mass transit and alternatives should be provided i.e. bike paths that are safe and useful
275. There has been too much growth with no public transport available. Cap Metro buses are

Which of the following statements best describes your opinion? Response= "Other (please specify"
unreliable.
276. reduce traffic density and improve flow with optimal environmental considerations weighted heavily
277. Bus schedules and routes should follow demand.
278. how about no growth, just fix what we have?
279. Hays County desperately needs SW45. We are part of the region too!!! Except for that, I favor a mix of roads & rail, plus taking a few extra steps to make new development more pedestrian friendly.
280. If we as a society do not learn to recognize the importance of land uses that protect and provide us with our natural resources and our natural environments, then we will destroy the world we live in which is already much degraded within my life time. Currently the forces that dictate land use are also the forces that generate profits for developers and highways are a primary tool that developers use to destroy those natural areas by exploiting weaknesses in human nature by changing the land use of stable farm and ranch communities. Humans are inherently extremely destructive on the natural environments, some people believe that natural environments can be replaced with man made ones but to go forward into the future without those resources is foolish. A Highway unless extreme precautions are taken guarantees the destruction of natural environments, be careful where you put them.
281. Look to Portland's (Oregon) for a transformative light rail system; now is the time.
282. Sustainability does not necessarily mean growth. Growth in population does not necessarily mean growth of traffic. Understand what it is that is needed to be done before assuming that growth is the answer to all of our problems.
283. dense urban infill based on shrinking revenue trends
284. Growth should occur in the preferred growth corridors not in environmentally sensitive areas and transportation systems should support this
285. Transportation system investments should be made to bring the transportation system to a standard to handle current traffic needs. Costs of transportation improvements to handle future growth should be imposed on developers during the permitting process. It is unfair for current businesses and home owners to bear the burden of costs of transportation systems to support developers' future projects.
286. Growth trends will NOT continue as they have in the past, and transportation investments should take heed of this and focus on public transportation, alternative transportation, and more efficient, smaller scale road projects
287. i agree with # 1, but the existing needs should not be cut to help future needs.
288. transportation costs should be shouldered more by developers
289. Growth should be much more strongly limited and regulated, because currently Austin's quality is suffering and the Edwards Aquifer and the watershed are in danger from overbuilding on environmentally sensitive land.
290. Public transportation should be emphasized. Build rail rather than highways. Our precious little land should be used wisely. Stop supplying highways for people to park on every rush hour. It is rare that vehicles contain more than one person. People who complain about traffic are the worst contributors of traffic.
291. The region should put in place policies to encourage more growth in mixed use development centers throughout the region with past growth trends should continue in the region and no major projects should be added to the regional transportation system. Until investments are implemented first to support development of these centers.
292. We have NO transportation, so we NEED some!!!
293. Transportation and infrastructure projects should be prioritized to accomodate existing needs (i.e., overcrowded roads) and future needs.
294. Build more highways and improve old ones!!
295. Not sure
296. First the existing system should be maintained, then growth should happen. What happened to Metro Rail?
297. Need a combination of policies/funding for development and growth within the immediate region as well as policies/funding for diverting traffic that is within the "Texas Triangle" but only passing through this region.
298. conservation of energy and environment ; fid the problems no matter where they are such as needing downtown subway system, tp get arpound withut big busses. Look to Europe to see the future.

Which of the following statements best describes your opinion? Response= "Other (please specify)"
299. stop spending money and cut all taxes !!
300. Sustainable forms of transportation should be prioritized, transit centric, non-motorized transportation investments should be made. Mixed-use high density development should be incentivized.
301. Mixed use development is one part but making sure we have both interstate passenger and freight rail lines getting into the city is crucial in the face of peak oil.
302. Austin and Texas suck.
303. Emphasis should be placed on an east-west path in lieu of more north-south roadways. In addition, HIGH emphasis should be placed on alternative public transportation, particularly light rail and bus systems (that work).
304. Tax gasolone, tax road use, lower property taxes proportionately and allow the marketplace to make the right decisions.
305. CAMPO should follow the growth scenario most chosen in the Envision Central Survey.
306. The region should make more investments in public transportation and bikeways.
307. we need light rail to and from downtown
308. No tollways !!
309. Growth Should be Limited Due to Water Resources!
310. Runaway growth is the major cause of many of our transportation problems. There need to be checks and balances. At some point it must be curbed.
311. Campo should utilize past growth trends/historical data and reports to work WITHIN THEIR BUDGET to make decisions regarding future growth.
312. growth should be restricted to conserve resources
313. Start the transition from trend growth to centers.
314. none of the above
315. I tend to agree with the second option above, simply because CAMPO and other agencies keep recycling the same skewed, inaccurate, and short-sighted data with regards to Northeast Travis County. If you wanna do things right ya gotta do em right from the ground up, buckaroos. Among other things that means recognizing the potential for green belts and nature preserves in Northeast Travis County -- and I don't just mean what is currently on the map.
316. Growth on the edges is just being planned and should be most constrained in density and mixed use. That will assure a larger ridership for long-run public transportation options. Increasing density in the center of town is counter productive. It destroys value by precluding grassy lawns where people entertain and children play. Moreover it destroys trees and lawns and replaces them w/ concrete, increasingly making Austin a significant HEAT ISLAND and disrupting weather patterns that provide sufficient rainfall to prevent the area from becoming a desert area like the Sahara.
317. limited growth with no encouragement...we don't have enough water to support massive growth
318. Funding should be allocated to accomodate projected growth trends in desired development zones. Existing infrastructure should be maintained but not expanded and where possible, mobility trends should be directed to desired development zone.
319. Create a fast train route from San Antonio to Dallas!
320. trains, urban growth, no more sprawl!!!!
321. Use a combination of the above strategies
322. We have basic congestion/ traffic problems that should be addressed then we can look toward expending funds on maintenance and operations. Please continue to include projects like US 183, US 290, SH 71 in the future plan, our economic viability is too important to ignore existiting lack of infrastructure.
323. tranportation policy needs to be much more diversified and include major planning and investment in non-car related modes on transportation
324. integrate bicycling into system
325. CAMPO should put more emphasis on mass transit, bicycling/pedestrian infrastructure, and planning that allows people to get to work, shopping, schools, and homes without needing a car.
326. the above are too nebulous to answer
327. Growth should be discouraged due to limited resources of water and energy and investment geared toward decreasing number of cars and trucks on roads
328. A blended approach is most realistic: encourage mixed use development AND meet the needs of

Which of the following statements best describes your opinion? Response= "Other (please specify)"
existing development trends
329. Terminate the rail project. Invest in high quality park and ride bus systems with counterflow lanes on major freeways. Use tax money currently allocated to rail projects for buses and road projects.
330. Must blend the first and third options
331. The region should NOT encourage growth!
332. Transportation options should encourage growth in urban areas and link these downtown areas. Transportation to suburbs and other non-urbanized areas should be discouraged.
333. The region should put in place policies to encourage sustainable growth. I don't see how we can be expected or can expect to handle the millions of new residents that population growth projections indicate. Mixed use development centers throughout the region might work to facilitate more dense housing but it seems that the retail might be lame without some sort of incentive system to be sure the retail supports basic needs like day care, dry cleaners, newsstands, grocery store, pharmacy, large medical centers, etc. We don't need more craft shops, antique stores,. When this occurs the transportation system investments should fall in sinc with retail development and vice versa.
334. Mass transit in any and all forms should be developed throughou the region
335. No more low density growth. More Public transportation investment and No more toll roads.
336. Adequate and economically viable mass transit
337. Will pay for public transit but want NO MORE TOLL ROADS
338. Shut Down This Huge Taxing Monster>Austin did better before Capital Metro came alive!
339. the bus system is the backbone and needs to work. other modes are not needed where buses work (riverside, downtown, south congress...
340. New transportation technologies like PRT should be funded instead of more of what has been demonstrated not to work.
341. Funding should be used to rebuild existing bridges before failure
342. Until land use planning is allowed for unincorporated areas, regional planning is not possible. Your options assume land use controls that are not in place nor will be in the foreseeable future.
343. Growth will continue (whether it should or not), and the region should put in place policies to guide the growth to mixed use development centers, and transportation system investments should be made to support development of these centers.
344. Public transportation should be available to all Austin residents at an affordable. This will reduce congestion as well as our carbon foot print.
345. Apparently this is a push poll designed to reach one outcome
346. I agree that the region should put in place policies to encourage mixed use development centers and invest in transportation systems to support their development; however, we must also consciously work toward providing public transportation to the centers AND to existing areas as well. We have had an imbalance of transportation option (heavy on individual car use) and we must redress that imbalance by focusing more heavily on public transit in the immediate future.
347. Transit should support a strong Austin CBD or downtown.
348. We need more and expanded roads to make up for the years our elected officials did not address the needs of the 99% of folks that need and use an automobile to get around or to Austin. Spending 35% or 40% of our transportation dollars on transit when 99% of us need better roads is insane.
349. Transportation investment should be prioritized on areas to facilitate and maintain basic employment. Prioritization should then focus on a hierarchical system of needs based on long-term sustainable benefits to the region that result in operational and user benefits. Growth should be encouraged around land use and infrastructure (Water/Wastewater) to minimizes overall costs to the region. Ergo, transportation dollars should be directed to the incorporated areas where land use controls and transportation decisions can be made in a rationale manner and expected outcomes can be measured.
350. CAMPO should be disbanded and MGMT fired.
351. Boondoggles in public transportation should be avoided. Take care of current transportation problems before creating new problems.
352. Transportation must include passenger rail, commuter rail, bus transit, etc. Planning must integrate all forms of transportation so that mobility of people and goods can be efficient, effective, interactive, seamless, safe, environmentally sound.

Which of the following statements best describes your opinion? Response= "Other (please specify)"
353. Growth trends are changing rapidly with the changing economy and all transportation systems should incorporate improving current situations, not creating all new roads and up-rooting lives and families where the economy may or may not improve.
354. Build free roads with higher taxes. No more toll roads.
355. rail is a stupid concept. the demagouges in charge are not listening. toll roads are not in our best interests, just f[***]head politicians.
356. yes to rail! more green and economical
357. take the profit out of toll road industry
358. Para mas rapides de la vida humana asia sus metas (to make them faster for the humans to achive its goals)
359. Mejorar las calles y avenidas principales menos curvas innecesarias (improved streets and highways less unnecessary curves)
360. mas camiones necesitamos (we need more buses)
361. Porque cambiar numeros ya existentes (5-26-27) ustedes nos pierden con los cambios si avisar (Why changing pre exsiting numbers? (3-26-27) we are lost with the change with out letting us know
362. a pesar de que existe el servicio en necesario incrementar la frecuencia sin descrindar nuevas areas. Ampliar TODs!
363. All options
364. transito publico

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments	
1.	public transit linking to Austin should be a priority
2.	Don't do any of the other options above
3.	No toll roads
4.	Traffic on I-35--much can be diverted
5.	additional option including transit, parks and rec etc.
6.	Public Transportation
7.	"A mix of project types" is too vague.
8.	Growth is important for any major city, but never take away from Austin's unique qualities.
9.	Finish 45 Southwest
10.	Rail from Austin to SA
11.	flexible to change
12.	Free bus fare
13.	Complete loop 1 to I-35
14.	No more toll roads
15.	Get a grip on reality and quit trying to change it. 99% of us are road users and will remain that way. Provide that infrastructure first with 99% of the \$. When you have solved that, only then allocate a small% of \$ to priority 4 and 5 above.
16.	A comprehensive public transit system including buses, streetcars and light rail is absolutely necessary and should be initiated ASAP.
17.	Emphasize land use and transportation based on multimodal INTERCONNECTIVITY
18.	A study was done on tolling 290 and it showed that the traffic would not make it economically viable, but I think Sen. Watson is obsessed with tolling it anyway, so he changes the rules of how to use the proffits from 183A and even uses stimulus money in his efforts toward tolling.
19.	The politics of sub-division development\$\$\$ OVERSIGHT!
20.	Some of the survey options are vague and could have multiple meanings; i.e. 'mix of project types' and the option in the first question about equal distribution - geographic, demographic, or economic equality???
21.	Quit wasting money on bike/ped projects
22.	Only new right's of way should be considered for toll.
23.	Should facilitate regional bicycling usage
24.	build a monorail system for commuting around the city downtown core.
25.	There's a public transit system? Really?
26.	Try more efficient options such as Personal Rapid Transit
27.	As typical you're loading the results. Why don't you just have the guts to tell us what you are planning!!!!
28.	IH-35 must be expanded thru downtown!!! Similar to what they did with 75 Central Expy in Dallas.
29.	Providing more viable options, reducing use of the auto (and the injuries and deaths from the use) and giving people healthier transport options (bike/ped) should all together be priority #1.
30.	Public transit MUST handle the lions share of the growth, or else this area will have the same problems facing Houston.
31.	Rail is off limits until CapMetro raises staff competence
32.	The solution is not more roads; the solution is fewer vehicles.
33.	what existing system!
34.	With or without tolls, please expand US-290 East ASAP
35.	emphasize arteries and calm residential area traffic
36.	In expanded regions of development,public transit hubs would help connectivity to rest of metropolitan area
37.	more design build with private money
38.	No toll roads. Put gasoline tax money back into roads

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
39. public transportation needs to be kept affordable, expansion should not be on the backs of the poor who rely most on public transit
40. Greatly expanded public transport is critical...better buses and routes with express lanes and light rail down the middle of streets is necessary
41. I would like to see a tram system downtown over any expansion of downtown roads.
42. Prove you can deliver mass transportation.
43. Expanding and improving bus service should be a priority.
44. Light rail and
45. Complete SIH45
46. look beyond cars and car culture
47. IH45 in South Austin, Hays County area
48. More people in a concentrated area make mass transit options the only viable option.
49. SH 45 Southwest should be completed immediately!
50. cummmuter options for bastrop to austin
51. Don't build roads to subsidize developers - support neighborhood instead...
52. remove the toll at the \$.50 bridges (not worth the \$.50 and causes traffic problems on the access roads as people avoid the toll
53. not enough choices, non motor modes are least also.
54. don't design for walkers and cyclists, design with us. The buses feel as if the system designer were not riders, thus making the goal of client-centered or user-centered design that much harder.
55. Only noda-pattern growth can accommodate the anticipated 1.25M in popl growth without degrading the land.
56. if you add bike lanes to roadways, to help offset the cost, charge a 10-20\$ bike registration
57. No new tollways!
58. NO TOLL ROADS
59. a more robust and diverse public transit system with mixed use centers would be the most sustainable approach.
60. no toll roads
61. More roads encourages more sprawl. Why do we want to look like Florida with highways connecting other highways and chain restaurants polluting the landscape?????
62. Make walking, cycling, and public transportation easier, cheaper, and more luxurious. Price the use of the car out of the equation. We did it with smoking and with littering.
63. Trains from the outlying area, please.
64. Concentrate on major roads that increases East-West corridors.
65. SH 45SW; FM1626
66. "Mix" is a confusing option from the analytical standpoint. Equivalent to having "whatever" as an option
67. No more toll roads
68. get Amtrack to run better schedules between Aus/SA/DFW/HOU
69. create a usable loop around austin NOT A TOLL RD!
70. While I am a strong supporter of bicycle and pedestrian facilities, I believe that new (non-toll) road construction and maintenance should be top priority.
71. These questions were structured for a specific agenda, and were not specific enough to obtain true community feedback. For example, including rail under expansion of public transit, forces anyone who wants expansion of public transit to support expensive rail solutions. The resulting "findings" from this survey will be bogus, but used to continue the agenda that has been ruinging Austin for the past several years. This city belongs to the people, not big money! WHAT A JOKE! but I am not laughing!
72. I really think using the bicycle makes sense. It solves a lot of problems, like obesity, depression, congestion/traffic, pollution, community, ... I'd also like to see more central business districts instead of all this ugly sprawl. There should be more control of what the developers can do. I was sad to see them rape Sprinkle Cutoff. That *was one of the prettiest spots in Austin. All the sprawl makes it very difficult to get around with public transit. Minneapolis is a much better example to follow. Good luck and thanks for letting say a word or two.

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
73. we need help envisioning what the future can be in the age of peak oil and climate change
74. The concept of highway expansion as means to enhance transportation has been shown repeatedly to be a failure (e.g., LA and Houston). Rather than follow models that don't work it's time to try investing in more non-automobile based methods of transportation.
75. why are these exclusive? 1st and 3rd are the same thing,#2 is all inclusive. This is a pretty dumb survey
76. These are all important.
77. Mass transit will be of limited value in solving our transportation problems. We need to expand our existing highways now.
78. Since the Austin metro is so spread out, public transit is not as viable an option except in special cases - not the norm
79. NO RAIL - it costs too much and is too inflexible. Stick to rapid buses or other types of public transportation that are more cost effective.
80. Make roads sized to the traffic load on them. many major feeders are underized and dangerous as a result today (620, parmer, lamar, etc)
81. CAMPO must address Loop 360. It carries traffic loads far exceeding it's design and a process needs to be put in place to systematically create grade separations at the major intersections.
82. Not sure what you mean by "mix of project types"
83. The momentum needs to shift to transit and density/mixed use planning
84. NO MORE ROADS for CARS! Roads for BIKES AND PEDS!
85. Monorail needs to be an option for regional public transit
86. Transit and bike trails, etc. are excellent, but many commuters cannot use these systems because of the business location or type of work. The key to reducing congestion is improving the existing systems while adding new projects on a prioritized basis.
87. Please add a commuter rail, be proactive of Austin's future growth
88. Expansion of region's "public transit system" is too vague. Commuter rail is a WASTE.
89. Need to encourage public transit and get cars off the Hwy
90. More options to allow bicycle commuting!!
91. Remove stop lights from 183 and 71 east of 35
92. What is needed is alternate transportation accommodation.
93. Rail would be great if it were managed properly. No reason for \$4 one way fares and 1 year delay in schedule. Rail should not interact with car traffic- elevate or separate the tracks. Consider driverless monorail. I bike to work 2x a week. Need more bike paths too but roads without tolls are #1.
94. SH-45 SW needs to be completed ASAP
95. get bikes their own lane and out of the way of vehicles
96. CAMPO should be closed in favor of a more open and accountable board. (Not that it will happen because it is to profitable to the members.)
97. Build SH 45 SW
98. Continual building of roads is a endless and losing proposition. We need to develop a new model of transportation for a new era. It's time to accept the reality of increased population density and negative environmental impact and create a more efficient and viable model of dealing with these challenges.
99. We need to focus on bicycle, pedestrian and commuter rail like most cities
100. Upgrade functionally obsolete bridges
101. Completion of the Lady Bird Lake Hike and Bike Trail under I-35
102. It's a toss up between expanding the existing network of highways and expanding new major roads. I feel that expanding new major roads will probably just enable people to live farther and work against the idea of creating new dense, mixed use centers.
103. Expanding our current roadways and maintaining them properly should be the foremost priority.
104. light rail needs to be expanded to the south
105. taking all the Kyle/Buda traffic off of Brodie Lane
106. The current system is becoming harder to use.

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
107. CMT4Austin.org explains how we can enable workers to get from any home to any job with a combination of bus and van
108. Prioritize safety and functionality by reducing or eliminating hazards and poor transportation planning policies. For example, two way frontage roads encourage head on collisions and are not acceptable.
109. Do not want to see rail in downtown Austin
110. Most important - decrease traffic congestion
111. SH 45 COMPLETION TOP PRIORITY!!!
112. The current bus system must be improved to be more user friendly. To me that means more frequent buses with more routes so that people who don't have to take public transportation will want to start riding. Currently, if I drive to work I can be there in 15 minutes. If I take the bus, the amount of time triples and that is if the bus is on time or I don't miss it. Yes it would cost more, but I think that cost would more than be covered when people actually started seeing the bus system as a reliable, viable form of transportation and starting actually using it.
113. We need to close the trail (boardwalk) at Lady Bird Lake to facilitate pedestrian and bicycle traffic from west to east.
114. More Toll Roads. Make drivers pay for their own roads.
115. Please extend 71 and fix the 183 interchange near the airport
116. Survey poorly designed - only allowed to choose each column once.
117. No new roads. New roads encourage more car traffic, and there needs to be less car traffic. No additional roads over the Barton Springs Recharge Zone.
118. SH-45
119. Town Lake/Riverside Boardwalk
120. SH-45 in SW Austin must be built!
121. provide needed arterials promised 25 years ago and paid for rather than looking 25 years forward
122. Build SH 45 is number 1 in importance for me.
123. Austin claims to be bike friendly but has too few bike lanes now.
124. complete the Riverside Boardwalk at Lady Bird Lake
125. BUILD SH 45 SW - long promised, long overdue, needed desperately to improve safety of neighborhoods
126. Bike path / lane network to improve safety of getting around on a bike.
127. build the old and paid for projects first sh45 from 1985
128. Alternatives to car transportation should be our top priority
129. The residents of Southwest Austin have been promised the SW SH45 extension since 1985, we have paid for the planning, studies and the right of way. Nothing NEW in San Marcos or North Travis County should be given priority until the promises of the last 20 years have been fulfilled. An entire area is in crisis and we are told there is no money. If this is true, then any conversation about further road construction is completely inappropriate. Build SW SH45 NOW!
130. rail before bikes! bikes are annoying and people use them out of spite! MORE people can use rail or hov lanes or special toll lanes built on "top" of existing highways! Stop throwing money at bicycles
131. Fix what should have been done years ago, ie 45; then go to mixed development projects: (don't put all your eggs in 1 basket...)
132. BUILD SH 45 BEFORE ANYTHING ELSE IS BEGUN OR ADDED TO THE MIX!!!!!!!!!!!!!!
133. wonder world drive is a major road?
134. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
135. Why does this survey change my selections. Is this a programming error or is this survey NOT giving you what the people stated???

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
136. No Tolls on existing roads
137. I think the FM 1626 and SH 45 are more important than the ones mentioned above.
138. developing transportation within, to and from the urban core; better use of and connections to metro rail; look to european rail system inside and outside cities as an example
139. The 1626/Mopac (SW45) extension needs to be completed NOW!!!!
140. bicycle paths need to go places, not just be recreational
141. NOT ELIMINATION OF EXISTING BUS SERVICE such as Rt 9 in Travis Heights
142. Build 45 SW
143. My #1 relates to building SH 45 SW
144. Bike system is a waste of money int his climate, unrealistic expectations that same principals apply in Central Texas as would apply in Oregon
145. again starting in the wrong place, we should not be assuming anything about the transportation needs until we determine the optimum population and where the accommodation of that population makes the most sence from a land planning perspective, then we can determine the transit needs associated with that land planning. the choices above are meaningless until we address the fundamental issue of regional capacity for accommodating growth.
146. Help us lower our carbon footprint!
147. Very necessary [to expand highways] these highways weren't built for the amount of traffic they are accumulating
148. Subway system
149. improved public transit or alternate transit is the only way forward. highways are not.
150. Improving transit needs to go hand-in-hand with improving biking and pedestrian facilities.
151. ? Rural bus centers from subdivisions to metro work centers , not just Congress Ave.
152. Public transit systems should include Monorail and CMT4Austin. Org. Conventional rail is not cost effective.
153. Bicycle Lanes are CHEAP, CHEAP, CHEAP! HELLO!
154. Force through-town IH-35 truck traffic to go around the city on 130/45
155. Reasonable expansion of roadways! Oppressive 8 lane highways with 8 lanes of surface roads and 200 foot flyovers are a horror! Stop building them!!!
156. SH 45 completion -- as originally intended many years ago
157. bues must run every 15 minutes 7 days a week. No such thing as "Saturday" or "Sunday" schedules
158. Roads not Tolls
159. The question specified a scale of 1 to 5 but there are 6 choices to check off.
160. NO TOLL ROADS!!
161. Adding tolls to existing highways, i.e., 183 double taxation
162. provide late night transportation options for commuting students to surrounding areas.
163. Mopac and 35 are crucial...way behind the eight ball...poor reflection of our community preparing for the inevitable GROWTH!
164. A mix of projects is great, but I would like to see an overemphasis on public transit because it has been lacking funding and attention for so long.
165. BICYCLE PEDESTRIAN FACILITIES: Our community is continuing to utilize bicycles as a means of transport and the number of participants is rising. I feel it is extremely important to provide safe routes to allow this means of transport to continue. It's healthy for the riders and all others of the community because it helps create cleaner air. Please give strong consideration to this in the planning of our areas. I believe this type of growth will attract people for economical stimulus.
166. I cannot afford a home in Austin--I would have to move out to RR or Cedar Park--more services for those areas

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
167. I am a big advocate of public transit, but your public transit system choice lists a lot of crap. Express buses are only worthwhile if they have dedicated lanes, other wise they're still stuck in traffic on Mo-Pac or I-35. Rural transit implies it would not have enough density to support worthwhile public transit. Commuter rail (like the red line and proposed green line) is a complete waste of time and money if the system doesn't serve UT or the Capitol, and the only "downtown" stop is located at the convention center, an inconvenient walk to the majority of downtown offices. Light rail serving downtown, the capitol, and UT is what we need, yet you don't bother listing it. The TWG plan serving the airport, DT, capitol, UT, and Mueller is the best option being discussed, though it pales in comparison to what the 2000 rail plan would have provided.
168. none of these are very improtant. CAMPO should be disassembled as they are a waste of tax dollars
169. more rail
170. Do not toll existing taxpaid roads.
171. No More toll roads
172. Complete loop to I-35
173. We need a public BUS transit sytem that's adequate to meet the demands of those without personal vehicles, but we DO NOT NEED RAIL. Spend that money on an adequate BUS system.
174. I'd like to see a city of bicycles.
175. New public transit as well as maintaining old established
176. No toll roads, we ahould be able to commute for free
177. connection between austin and surrounding cities with transportation
178. develop transportation to encourage denser population, public trans.&biking, connecting business and living hubs
179. intercity bicycle travel network
180. Bicycle/pedestrian facilities should focus on transport/mobility moreso than recreation. Less emphasis on roadways for individual cars; we should work to decrease oil consumption.
181. No Toll Roads.
182. No toll roads in the mix.
183. No toll roads
184. Use the gas tax money already available to expand the most-congested roads -- number one is 281! Most importantly, no tolls!
185. I would like to see the completion of intersection interchanges, instead of the building of pillars without a road. One-way roads and innovative intersections (such as MLK and Lamar used to be) can improve traffic flow without having to build full overpasses.
186. PLEASE incorporate service to SUNSET VALLEY thanks!
187. Before 2030, our transportation fuel budget will be 20% of what it is now and planning needs to consider this.
188. light rail on dedicated tracks in the urban core!!!
189. No privatized toll roads and no CDAs
190. Absolutely NO TOLL ROADS under any circumstances!!
191. Absolutely and unconditionally, NO TOLL ROADS!!!
192. An actual urban light rail system as opposed to fake brt or commuter rail as it currently exists.
193. No New Toll Roads on existing roads and highways
194. NO TOLL ROADS
195. If you want to implement rail; it should be comprehensive with adequate feeders; otherwise it simply won't be used - speaking from experience having lived in three other rail system cities
196. Bicycles in Bicycle lanes ONLY! All cyclists must wear helmets
197. light rail and expansion of the good pedestrian routes though the city are most important to me
198. Urban light-rail or streetcar. Commuter rail is a joke.

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
199. CAMPO should focus on encouraging dense development surrounding mass transit hubs and implement tolls for major highways. Train stations and/or ExpressBus stations should be located outside toll areas and fares subsidized by the tolls. Providing a disincentive to drive and an incentive to take mass transit would vastly improve the transportation in the area.
200. incentivize or increase appeal of public transit, esp. downtown, like a people mover
201. "A mix of project types" not clear--I took it to mean 'work on more than one of these at once' and rated accordingly.
202. increase focus on managing travel demand
203. Want better transit but Cap Metro is really dismal. also busses need better facilities on the roads (turnouts at stops, designated areas where 3-4 routes transfer instead of just lining up on the curb)
204. Also to expand accessibility for blind, GPS-friendly business information within the city
205. I would like to see more rail than bus
206. Really our roads don't need to be increased since it only adds to the maintenance cost. All the focus should be on fast mass transit like they have in Dallas.
207. Wheelchair accessibility is an overriding concern!
208. Public transportation and encourage people to get out of their cars
209. Commuter rail going to and coming from N, S, E, and W
210. more ways to move the infrastructure to a more sustainable way that is less dependent on fossil fuels
211. Finish major highway exchanges ie ben white & I-35
212. Number 1 concern for Northern Hays County residents is Straightening, widening & resurfacing FM 1626
213. Give the money back and fix the damn roads.
214. Highways serve more of the public and should receive the majority of the funding. Bike and Pedestrian facilities are convenient, but do very little to reduce congestion. Transit is only projected to serve 3.5 percent of the trips even when fully built. Put the money where it will have the most impact to mobility - Highways and major roads.
215. maintain upon what we have because new does not always mean improved. If what we already have in is disrepair how can we expect the newer "stuff" will be treated any differently.
216. Is this page designed to not allow more than two checks? I could not rank more than two statements.
217. no toll roads
218. "land use" does not only mean development
219. We need SH45 to FM1626 NOW!
220. Extend Sw 45 to 1626/135
221. Your questions are not variable for areas in which a specific land use would benefit our society. They would apply for some specific land uses but not for others. In some areas or cases highways should not be expanded or in some cases they should be dismantled and in some cases they should be built or expanded.
222. We should target increasing our air quality in the future.
223. The most congested roadway should be the ones that get the projects. Carefully evaluate any new roads to assure that they meet sustainable objectives. Support alternative means of transportation whenever, wherever and however possible.
224. hello Peak Oil! Time to focus entirely on ways for people to achieve mobility without the single-occupant vehicle. And we need to be SAFE WHILE WALKING AND BIKING!!!
225. replace some roads with light rail
226. Toll roads are very poor return on investment for tax payers as a general rule as they are built in our area. No more toll roads. I generally support public transit, but again, we are seeing very poor return on investment with the rail and bus systems we have here. I think we should investigate cellular mass transit- contact richard schultz.
227. Most cost-efficient modes preferred
228. encourage people to get out of cars and off existing roads
229. Bike safety should be addressed before expanding bicycle facilities. Round Rock residents show apathy or disdain towards cyclists. I was hit twice in a 2-month period.

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
230. The Austin areas environment needs MUCH better protection from too many highways/buildings being built on environmentally sensitive land.
231. bad question: rather than focusing on systems, we should focus on solutions for particular mobility problems. Better Q is, what transportation system is best way to increase mobility and circulation in downtown Austin? What system is the best way to accommodate commuters traveling from the suburbs to downtown Austin? Etc.
232. If you build them then they will come. Stop making Austin a Lost Angeles. Emulate walking cities like Copenhagen where a train comes every two minutes.
233. expansion of 45
234. NEED BUSES In Round Rock Texas
235. Public Transportation should not include any more rail until the Red Line proves itself compared to alternatives. Bus system improvements should be implemented using Cellular Mass Transit www.cmt4austin.org to provide full cimmunity coverage, 10 minure max wait times, 80% growth in ridership, and reduction in costs and taxpayer subsidies.
236. Growth is important for any major city, but never take away from Austin's unique astmosphere
237. Diluting transportation dollars results in reduced impact of all projects
238. smaller electric or hybrid buses; please stop catering to the minority who ride bikes and do not pay for the transit system over the priority of better roads leading from north to south.
239. build the roads that you already know need to be built
240. More toll roads if it would speed up the process
241. Accessibility with infrastructure--sidewalks, curb ramps, talking signals, pedestrian safety, pedestrian focused
242. building safe side walks so that pedestrians don't have to walk but a foot or two from speeding cars as on south first, south lamar, etc.
243. Austin and Texas suck.
244. raise taxes on cars and lower taxes on property
245. Commuter rail for Georgetown
246. help on 183 N,S, Mopac, I35 and birth control
247. I love toll roads. They are fair and efficient. Please build more.
248. high speed rail
249. A protected bicycle lane for Westlake Drive is needed
250. Bikes should be banned from major streets especially in high traffic peak times
251. If bicycle riders are going to be using the highways jeopardizing the lives of drivers in cars they should have to carry insurance, and pay for a license tag for roadtax just like everyone else. AND follow the traffic laws. Not just cross the road at red lights or ride between lanes of cars just because there is a redlight. Cyclists should stay off the roads during heavy traffic periods.
252. We need to integrate all kinds of transportation measures that work together in order for our city to work. The more options for travelers, the better. I hate being restricted to my car due to late buses, unsafe bike routes, and unsafe sidewalks.
253. There needs to be affirmative action to make Austin a walkable city -- the reason that many of us moved here in the first place and avoided Dallas and Houston. The UT campus area was the model for pleasant surrounding and sidewalks, w/ public transport added in the mid-1960s.
254. High priority to Travel Demand Management and Complete Streets
255. Connect MoPac South to I-35
256. Build SH 45 SW now.
257. Encourage less inner city driving with bike lanes and public transit
258. THE FORMAT OF THIS QUESTION FORCED ME TO INDICATE MORE IMPORTANCE OF ROADS THAN I WOULD HAVE IF GIVEN A CHOICE TO RANK ROADS, HIGHWAYS AND OPERATING EXISTING SYSTEM AS LEAST IMPORTANT (6).
259. prioritize non-car transportation projects for the next 10-30 years
260. design transportation systems to reduce the growth of sprawl
261. More highways will increase congestion, not reduce it.

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
262. I consider public transit and bicycle and pedestrian facilities equally important. If I could list both highway expansion and new and expanded major roads as least important, I would.
263. Added roads only leads to more sprawl and more problems making Austin a less livable community.
264. Plan for more rail now
265. uh, poor survey design to have 1 as LEAST in previous and 1 as MOST this time
266. Terminate the commuter rail line.
267. more commuter rail!!!
268. Growth is not sustainable, and should be discouraged.
269. I hope that my choices reflect my belief that we need to encourage use of alternate systems first to wean people away from cars at the lowest cost. We should be looking at expansions of roadways only when we see that we are unable to provide the needed alternatives to roadways.
270. car sharing; need light rail for both Hyde Park, Airport Blvd neighborhoods, and RMMA/Miller redevelopment. What about all that empty, unused land under the IH 35 overpasses in that area. It just sits there and looks barren and ominous.
271. Less highways and more light rail, bike trails please!
272. impossible to pick without much more data about how to optimize actions to achieve the goals expressed earlier in the survey
273. The system needs to be connective (to itself!) if it is to be useful.
274. Press hard to achieve public transport in Georgetown
275. Please do something about this traffic problem
276. Complete flyovers at I35 and 290/71
277. Quite stealing more voted on and spending it somewhere that election money comes from
278. None of these are good options, more of the same will not solve the problem. There are other, newer solutions.
279. Oppose toll roads
280. Repairing, infilling sidewalks in the central city should be a top priority as these areas are the most pedestrian oriented.
281. streetcars too, can't answer major roads w/o highways answer going away
282. If you had provided a "complete streets" approach for new as well as significant maintenance projects that would have been my choice for 1st or 2nd most important.
283. no more roads. light rail, bike paths that GO somewhere
284. Unclear categories!
285. Create high density areas and design transit systems specifically around those developments. That will decrease the amount of cars on the roads and decrease the amount of money needed for road and highway expansion.
286. CAMPO will cease to represent the region if they continue to turn their backs on the needs of the folks that need new and expanded roads to get around. Commercial service vehicles MUST be able to get around our region and wasting over a billion (that is what it will ultimately cost) to build the initial trolley system in downtown Austin is not representing the region responsibly.
287. Cycling should not be an afterthought of regional development. Cycling should be integrated into all transportation development. Ensuring that all future development incorporates cycling and accessible features for people with disabilities is crucial for multimodal development.
288. SH-45 SOUTHWEST
289. Focusing on bike trails is a waste of time/money
290. commuter rail!!PLEASE!we need affordable, dependable transit!!!
291. Disband CAMPO, fire MGMT
292. I do not like the way this question is configured. I could not rank all alternative forms of transportation as most important and I could not rank all new and expanded roads and highways as least important.
293. Creating new roads when the Capitol Area is not financially stable would be irresponsible. It is much more important to maintain the system in place rather than spend millions destroying natural habitats.

How should CAMPO prioritize regional transportation system projects over the next 10-30 years? Response= Optional Comments
294. this poll is flawed. unable to present true opinion. asshole politicians again
295. it's very difficult to isolate any of these. They all need to be done.
296. no toll roads
297. all rail projects should be suspended immediately until economy and bus service improves.
298. No hay muchos camiones para ir a un lugar a otro mas (there is not enough buses to go from one place to another)
299. aumentar mas camiones (we need more buses)
300. El transporte debe de ser a todas las arterias (transportation needs to serve all the street)
301. necesitan cambiar toda la cultra! Ex. instalar en el lugar de trabajo
302. ferrocarriles (railways)

Do you have any other comments?
1. I commute from North Austin (Wells Branch) to campus (UT) then to work @ Chase Bank off 183. I would love to be able to bike ride, but there's no way for me to.
2. Look at other cities with good rail systems and learn from them.
3. We need to decentralize. Get rid of suburbs. We need neighborhood stores (not 711s). Need bike lanes on all roads, need light rail, better bus service on weekends. Tax SUV drivers, ban Hummers and cell phone use while driving. Even more bike lanes.
4. Europe has the right idea involving rail as the main transportation of people. Also, encourage people to cycle to commute. Additional bike lanes and bike-friendly roads are needed.
5. Hays county needs you!
6. Get into Hays and Comal counties. They need the development.
7. I'm looking forward to a bus line in Pflugerville as well as Georgetown, Taylor, Round Rock and Temple.
8. Need transportation from Lago Vista to Domain
9. (1) We need 45 SW badly! (2) We need more lanes of I-35 downtown. (3) We need more freeway lanes everywhere. (4) Get the cars moving and stop playing with bicycles and trains.
10. The corridors I've seen for commuter rail seem to go to areas NW, which are congested areas, but also full of people that probably won't use it. Areas SE, E, and NE are more spread out, but have lower per capita income and would likely use more public transit, including rail. All areas should be considered for the type of transit that will be most beneficial, with a mixture of two or three public transit options.
11. Would it be possible to have small neighborhood buses, going more often to neighborhood (ie SA) hubs, meeting rapid downtown routes connecting to other hubs off of main routes? Right now a two hour bus ride to anywhere is time prohibitive. I rode buses and subways and trains in Europe and loved them.
12. Widen IH-35 between Riverside Dr and MLK
13. I commute from Dripping Springs and I am very much in favor of the Oak Hill (tollway) project.
14. More rail
15. I live in Hutto, and would like to see public transportation in the near future. I have resided there for about 6 yrs now.
16. Follow Washington DC works great for 40years
17. I hope any projects done in my area does not just benefit the rich or the middle class. we have a lower class that needs job at these places being build, because they wont be the ones using the services.
18. Make 290 Wider with Flyover in Manor
19. Now that they are building 130, the drive time to Austin on hyway 183 will take longer to arrive to Austin. There will be more single lights that will slow traffic time to Austin. We have to worry about gas prices and toll fees.
20. We need a train or buses to come this way to Lockhart, Texas and be able to go back North. People will pay. Thank you.
21. No toll roads
22. No Toll Roads!
23. There are 18,000 Brushy Creek Residents that would benefit from a system that considers this region
24. na
25. more accessible options for person with disabilities-this population grows faster than any other demographic
26. Bus system
27. hybrid plan between trend and centers--question if Hutto and Smithville need to be included at this time as well as Columbus
28. Great staff--Nicole did an awesome presentation.
29. more public transit especially trains!
30. Mass Transit over local and broad (regional) should receive priority
31. Austin does a terrible job with keeping up public transportation with growth. Money should no longer be spent in tollways

Do you have any other comments?
32. A shuttle bus between Oak Hill and Dripping Springs on HWY 290 would be great
33. No toll overpass at the Y
34. Build more roads
35. The region's lack of planning for future growth is staggeringly incompetent. The speed with which decisions are made are far too slow for the speed with which the area is expanding. Less talking-- more doing. Thanks.
36. Build 45 Sw
37. I live south of Slaughter + there are no buses that go near my house + no park-n-ride options. I would love to take the 103 but can't. Also, when Westgate opened up please extend bus service to Slaughter. South would love rail.
38. No toll roads
39. No More Toll Roads!
40. No tolls
41. Please do all you can for mixed use and public transportation growth
42. Interested in moving HWY 45 forward in the south
43. Road projects should not attempt to control growth, land use and development. Instead road projects should focus on best providing for growth regardless of its direction
44. Stop the running over bicycle riders
45. It stinks that this wasn't planned sixty years ago and if it doesn't happen now, our grandchildren will have to bear the burden.
46. Try your best and I will support
47. We need a rail system from ATX to San Antonio that stops in San Marcos
48. Bring the high speed train! We need this!
49. I believe one very important reason for gaining more public transport other than protecting the environment is getting intoxicated people home safe
50. Light rail
51. Was stuck in traffic on IH-35 North of San Marcos for almost an hour this afternoon--improvement definitely needed
52. there is only one main road off CR 131 that feeds to highway I-35
53. Build road from Spring Branch subdivision to access HEB easier
54. We need more buses at all places
55. too much the bus
56. Fire Fred Gilliam--Cap Metro is poorly run
57. we need more public transportation in East Austin
58. My biggest concern is not listed in the survey. We're wasting our money on projects that don't work like the train to Leander.
59. There should be a bus at 78617
60. We need efficient expansion of public transport services that respect existing communities and do not enable gentrification. We also need to make public transportation free to the public
61. 1. set as a goal to provide public transportation that is accessible and efficient and affordable to over 98% of the population in the metro region. Start by using the public transportation in Northeast and mid-west cities along with systems in UK, Japan, USSR. Planning meetings must include citizen input
62. none comments at this except that the need for the rail system for handicap and the regular people the like of improvement
63. I would like better route service for the Pflugerville area, and if I would not have to wait a long time to catch a bus, I would use Capital Metro.
64. The STS has been so helpful with my transportation needs and before the bus service was on schedule for my getting to work and return home daily and weekends.
65. Continue growth
66. allow for innovative financing for new projects - no increase in fuel taxed but think outside the box on some of these opportunities -- we need more than we can afford thus develop new ways to get the infrastructure assets built that we needed yesterday via new innovative procurement methods
67. Why are there no park and ride lots at the entrances to the toll roads?

Do you have any other comments?
68. You need to listen more to how people vote with their wallets. People want more roads, if they didn't they wouldn't be buying cars.
69. Quit wasting our Tax \$ and get on with the job at hand which is to build and maintain a road infrastructure that accommodates Austin region today and the millions coming in the next couple decades.
70. Bike lanes in downtown Austin are a disgrace, especially where the proposed Lance Armstrong bike lane crosses under 35. Any street improvements should include bike accommodations.
71. NO TOLL ROADS!
72. Comprehensive public transit should be the #1 priority. Look at Portland, Oregon's TriMet system as a model.
73. reduce automobile traffic and use by creating good nonpolluting public transit
74. I deeply appreciate the effort to collect citizen input.
75. Beyond corridor planning & interconnectivity tied to pre-permitting land use/planning, local economic devlp planning efforts, access management, impact fees, and other permitting and financing tools should be used to finance projects. Use AZ DOT's private interchange policy as a model, for example.
76. Less emphasis on building more roads, more emphasis on HOV lanes, and especially rail. We need commuter rail to link the cities in Texas. I would ride the train to visit family and friends in Dallas and Houston, and I would commute to work in Austin on a train.
77. Watershed protection and implementation of BMPs to reduce pollutants from roadway runoff. Also improve through traffic to minimize idling and air pollution.
78. Attention should be given to bicycle facilities outside of central Austin -- safely commuting to Round Rock, for instance, is significantly more difficult than it ought to be.
79. Even though I have a Coupland zip, the last four (4849) put me in Travis County. Additionally, I have always been against tolling existing roads. I use 130 quite often and expect to use the remainder of it when it is finished, even though I disagree with the foreigners controlling the tolls. I would have been in favor of TDOT building it.
80. In the next 25 years the price of carbon emissions will increase steeply, greatly increasing the cost of today's patterns of commuting.
81. I drive to San Marcos each day. Where will the light rail stop be in San Marcos?
82. More affordable housing distributed ACROSS the city (esp. downtown). Set height limits and force affordable units in residential buildings.
83. I hope that funds and planning continue as we need to improve our transportation system. Growth is currently stifling our efficiency. We need more options.
84. This is a very general survey and a number of the fields are so general as to allow for multiple interpretation of the results. The community could benefit from a more specific survey.
85. Please support people who need and/or choose to travel via methods other than single occupant vehicles the region.
86. No more toll roads. Need better public transit systems. Suggest increase in gas tax to pay for public transit.
87. It doesn't matter how well traffic flows on major roads such as MoPac if there are bottlenecks on the exit ramps because of residential traffic control lights. We need more fluid exit and transition ramps on highways in the future plan
88. Do not divert road money to commuter rail!!!
89. The region needs to stop subsidizing urban sprawl, esp. over the Edwards Aquifer and recharge/contributing zones. Need to take mass transit seriously and fund it, not only for transportation efficiency, but to slow the impact on regional air quality.
90. not at this time I don't
91. Quit putting signal lights on Hwy 71 (i.e., @ 20, @ 1209, etc)...put in overpass @ Hwy 71/95/21 intersection...finish Hwy 71 @ IH 35. Since 290 has gotten so many signal lights, its a total pain to drive, as it is nothing but stop/start, so Hwy 71 is being utilized so much more as the preferred way to get to Austin from rural Bastrop County.
92. Can we have a public transportation system that works and does not waste tax payer's money? Cap Metro is such a joke!
93. No more toll roads! Stop building huge roads that are cutting into our watersheds and other beautiful landscapes. BUILD METRORAILS AND OTHER PUBLIC TRANSITS ALEADY!

Do you have any other comments?
94. Please use transportation funding decisions to encourage more compact, mixed use development patterns that support public transportation!
95. Fix Gridlock at intersection RM 2222 & Northland Dr. to remove stoplight. Add massive light rail, streetcar Add MOPAC HOV/toll lane
96. New roadway projects are critical to improving mobility and lessening congestion in the area. Environmental impacts need to be addressed but should not drive project development. If we don't get more projects under construction soon, even more layoffs will occur which will continue to destroy the economy.
97. Commuter Rail, Commuter Rail, Commuter Rail We can't afford both financially and environmentally to keep building/expanding our highway systems
98. no
99. Light rail is inefficient. Need new technologies such as PRT
100. Thank you for helping us reduce our carbon intensive footprint..
101. We need true commuter rail combined with new-suburbanism (clustering and densifying the suburbs). We don't need to put the majority of our planning and infrastructure resources into the downtown or central core. Doing so should be after we have a comprehensive commuter system and land planning that densifies the suburbs (that's where the affordable housing is!!!!!!).
102. I think getting some type of public transportation not only in the major areas but outlying areas is extremely important. Many lower income people are restricted by their mobility. Bus systems & rail transit are both great ideas but need low fares in order to sustain usability for lower income populations.
103. We need more protected turn lanes (around schools and shopping etc.) Put red lights in at high use intersections to help cut down the accidents.
104. Strongly support rail/light rail transportation
105. It's not fair to give safer roads to others in the Austin area (NE part of the county) and then flip off those in the SW part of the county. Our lives matter more than some toad - stop messing with our safety.
106. More highways and capacity for motor vehicles is not the answer. We need to focus on public transportation and alternative transportation options to make our cities and communities more pedestrian and bicycle friendly. Doing so will help reduce the environmental impact and increase health and fitness of our citizens.
107. We need to invest in a quality, fully grade-separated rail transit system in Austin and use this as the foundation for a new commercial/high tech corridor in addition to serving as a transit backbone facilitating better land use.
108. I think the public transportation system needs the most improvements. If these are made and travel to and from work and other places is made easier and efficient, we will eventually be able to save money on roads and maintenance because people will be using their cars less daily. This will also help the environment and cut down on new project costs. Just because our city is growing doesn't mean we need more roads. Oppositely, we need to work with that we have and make it more efficient for all of us.
109. We have to move beyond the 1950 mentality of just designing for cars. Transportation design must take into consideration our diversity and develop transportation networks which compliment and highlight. Pedestrian and bikes for example prioritized within the inner core if a city, with public transit and personal vehicles in the outer ring. All complimentary.
110. please consider 2-lane roads in the Bastrop County area that have heavy usage for expansion and improvement projects--like highway 21
111. Our greatest point of traffic congestion and smog producer is IH-35 thru downtown/Campus area. This is driven from the population growth of not only Austin, but San Antonio/South Texas and the DFW metroplex, as well as the traffic increase attributed to NAFTA. TX130 is proving to not have any significant impact on traffic congestion on IH-35 in Austin. With no improvements to these sections of IH-35, expansion of the highway both north and south of Travis County have only contributed to the bottleneck in Austin. It's never going to get better, only worse. Expand IH-35 now. Even if it means double-decking it all of the way through town (northbound on one deck, southbound on the other)

Do you have any other comments?
112. As a mother of two children in a dual income household, I want a city that allows me to safely bike/walk with my kids anywhere in the city. My son lives less than a mile from his school, but I am scared everyday when he bikes home without me that he'll be hit by a car. A city that prioritizes the health and well-being of its citizens by demoting the auto and promoting bike/ped/transit will do more for the economy and quality of life than anything else (we've contemplated leaving Austin because we find the transport system sub-par). So, do not build or expand highways or roads. Instead, redesign roadways to have separate bike facilities (so parents with kids don't have to worry about a car hitting them while biking to the store, for instance- refer to Boulder, CO and European cities for examples). Provide elevated transit lines (so bike/ped and transit conflicts do not occur) and give grants out to companies needing funds to provide shower facilities for their employees. Keep funding focused on creating a safe, green, accessible Austin. Thank you.
113. please improve congestion on MOPAC in Central Austin
114. I believe bicyclist should have to pay a bicycle registration fee to use existing roads. Roads were originally built and intended for motorized vehicles. I also believe that the bicyclist should be forced to obey traffic laws
115. Protect the aquifer and the air, please.
116. We must plan and start building mass transit now so we do not wind up in the same boat as Houston and San Antonio - - big cities totally dependent on autos, buses and asphalt.
117. promote and assist with growth of virtual businesses
118. Fix Capital Metro before you bite off anything else.
119. SMART growth. We must allow growth at a pace that we can handle while taking into account environmental factors of this unique region. Improved public transportation options such as commuter rail are our answers to parking, traffic, and pollution.
120. I would be willing to pay a congestion charge to travel more reliably and with less stress.
121. Would like to see state & local transportation oriented to system for future, not more of the same mindset from the past. If ability to travel by car is improved - no incentive to move to mass transit.
122. I'd like to see the focus of development in the area lean more towards revitalizing/reuse of existing developed areas as opposed to encouraging the destruction of open spaces for new development while existing neighborhoods and commercial areas are allowed to deteriorate.
123. Given "lessons learned" during my travels abroad, the current approach to zoning in the U.S.A. has institutionalized single-occupant vehicle trips and decimated family and neighborhood cohesion. The first is detrimental to the environment and encourages excessive consumption of scarce energy resources. The second is detrimental to society and culture. I believe promoting neighborhoods with a homogeneous mix of residences, retail shops, commercial properties, and recreational areas will mitigate both problems. The solution is not more roads; the solution is fewer vehicles.
124. build more road and highways, plant more trees, develop more trails, add bike lanes, plan new parks, don't disturb the open and green spaces, encourage more bus and rail, think about the environment, landscape the highways and roads, don't allow billboards, take down billboards, need more horse trails, reduce smog and emissions, reduce traffic, need more mass transit, need to repair and maintain the roads we have already, add more greenspaces to your designs, fix the area under the montopolis bridge which is a park next to the river that is always full of trash.
125. I want free high-speed access to Austin from East of I-35 and SH 130.
126. although I no long commute because I am retired when I did I typically drove alone.
127. HELP - we need to improve our existing systems before we start adding and trying to build new systems.
128. Best investment is in dense developments throughout the region with full range of transportation options connecting the region. Current auto-dependent suburban development models as seen around Manor continues to draw public subsidy for infrastructure benefits a few private investors at the expense of the public. CAMPO needs to better support cost-efficient dense transit and alternative transport based development as region continues to grow rapidly. CAMPO as an organization needs to vigorously support rules for better controls on county development in the Texas Legislature
129. Better be planning for expansion, people are coming, without good mobility in region corporations will look to other cities

Do you have any other comments?
130. It's treacherous to ride a bike in Austin aside from Shoal Creek. we need bike lanes that connect the city so bike commuting isn't such a terrible option. if you can connect shoal creek to the northern parts of town & create a few bike lanes here and there for people to get around, you'll have a lot of bike commuters.
131. I drop my daughter at school near Highland mall then drive to the airport. If there was an efficient public transport system that could get me to the airport in a reasonable amount of time I would use it. The current CapMetro schedule would require over an hour to make a 20 minute or less commute.
132. We love toll roads
133. CAMPO needs to show leadership and educate the public on the need for more aggressive funding of transportation infrastructure. This will require legislative courage but the only way to achieve greater funding is through a ground swell of public opinion. CAMPO should help develop that public opinion.
134. I would like to see better access points to public transportation in Del Valle and other outlying areas. And I don't want any more toll roads. It would be great if you could figure out a way of removing the traffic lights on Hwy 183 between Loyola and Hwy 71 or further South.
135. Don't wait to expand overutilized roads. Look for ways to expand lanes. For example, 2222 past 360 and I'm sure other roads have alternatingly heavy traffic in a single direction. Shoulders and/or the center lane could be adjusted to easily create an extra lane in each direction. Also, another idea is using a moveable common lane in the center - for example, on a 4-lane road with heavy traffic in one direction and little traffic in the other, the moveable lane would create 3 inbound lanes in the morning and 3 outbound lanes in the evening. At other times, it would be a 2 in and 2 out road. Long term plans are great, but don't wait to make easier and cheaper short-term solutions that can act as a bridge to action on a long-term plan.
136. I feel that ALL upgrades, maintenance and new road construction should incorporate bicycle travel. I want to ride by bicycle to work, but cannot due to an extremely narrow shoulder (it is unsafe to ride my bicycle to work).
137. NO tolling existing hwy 290, or any other road already paid for by the taxpayers.
138. More commuter options from areas around Austin is desperately needed.
139. I really want to see commuter trains and buses developed even down to San Marcos area, etc. We need to start using this stuff.
140. Let's start moving forward with a program that will alleviate the congestion of this region.
141. Central Texas needs paved mobility a.s.a.p.---our economy is at stake and we need the political will to find financing for this key issue.
142. Expansion of CAPMetro into Round Rock would be beneficial.
143. It seems that most of our tax dollars are being spent in on the I-35 corridor and the metro areas. A couple of years ago funding was pulled from west Texas districts and used in these same areas mentioned. West Texas and the Big Country account for a large portion of the Texas tax base and highway funding should be reinstated back to these areas. The dollars TXDOT used from these areas to go to the metro areas should also be replaced in full, in order to maintain our roads in this part of the state.
144. Planning for mass transit should include regional and national planning. The Austin-San Antonio megapolis should be high on the list because these cities are already growing together. Regional planning should include connections for coast-to-coast transport at San Antonio and Dallas. Austin Metro transit planning should include traffic density reduction strategies in the most congested areas, including downtown Austin. Tactics could include electric streetcars, and requiring access permits to the downtown area for private vehicles to encourage the use of public transportation over private transportation. The object would be to exclude as many vehicles as possible. Another tactic would be to require new construction to provide zero parking spaces for building occupants except for residential buildings.
145. I find it very short sighted that we cannot fully fund the major highway projects such as completing direct connects at major freeway interchanges at time of initial construction. I35 @ Ben White and SH45 @ I35 for example. When are we going to do something about US 183 and Sh71 on the east side of town. The airport and major businesses are out there.
146. Rail, rail, rail!
147. Get those toll roads finished !!!!!!!!!!!

Do you have any other comments?
148. I spend much time in the area on business and pleasure, would have moved to the area if the lack of freeways did not strangle transportation.
149. Please keep in mind that our roadways are for automobiles first. Bicycles should have their own space.
150. Except for the toll roads, the roads in Eastern Travis county are poorly planned and maintained. Blake-Manor road is in worse shape now than it was before tens of millions were spent to rebuild it. CAMPO was foolish to remove the planned connection of Blake-Manor Rd. to Parmer Ln. Instead Parmer lane is planned to intersect with Braker Ln. in a small area that is not developed. Stupid. There is a HUGE area along Blake-Manor Road and FM 973 which has multiple new developments and more currently planned developments that is trapped with no good way to commute to jobs or groceries. SH-130 has cut off hopes for potential connectors to this area. The planned improvements to have FM 973 go East of Manor will not help because it's longer and because US 290 is so congested in Manor that few will take that route. Instead, they will go through the town of manor to get to the Parmer Ln. traffic light at US 290. And if that's not bad enough, Cap Metro is ripping Manor off. For the \$400,000 that Manor sends to Cap Metro, we only get two van runs into Austin in the morning, and two in the afternoon. I would LOVE to take the bus to work. But if I take the 6:55AM van run, I'd have to wait until the 4:30PM (earliest) trip back home. If a run was offered between 3:15 & 3:45, I'd use mass transit. Cap Metro and CAMPO have not responded to my calls and emails of the last three years pleading for this one extra run. And now they are out of money because of the spending on the Leander train...
151. This needs to be a statewide initiative!!!
152. Help the Capital Area to grow Smartly!!!
153. As I age, I am hoping that I will be able to move around town as a pedestrian and on public transit and not have to rely on my auto as congestion gets more dangerous.
154. we need to update our roadway system, design build with private money funding, tolls roads, we cant afford not to upgrade our roads
155. Why were there no questions about tolling or financing in general? You need to get that sense from the general public and not be afraid to ask it. Don't just go with TxDOT saying there is no alternative to financing of major projects.
156. new toll roads are OK and if new toll roads become congested, congestion pricing (variable) should be established.
157. Connect the freeways that you already have. I.E. Ben White @ IH-35. Make 183 a complete Eastside bypass. Finish SH-45 SW and SH-45 S
158. See first page
159. I think the CAMPO outreach consultants need to do more paper surveys in low-income communities because most input opportunities are getting to me through emails from groups I belong to. Reliance on the internet may be cost effective but I'm seeing lots of data in various reports about public participation in Central Texas that shows most of the people participating in public meetings and returning surveys are upper income and college educated, the people least likely to use current transit systems and who live in neighborhoods least affected by transit stations that affect current and future land use and zoning in their backyards. One way to get input from poor people would be to distribute pre-paid postcard surveys to school children in targeted communities to take home. Involving students in transit planning will grow future ridership and involve future consumers who will feel like they had a role in developing our regional mobility plan. And if pre-paid postage is too costly you could instead provide incentives/prizes to targeted schools (serving lots of low-income families) that return the most surveys or guarantee a return on their investment of distribution and collection of surveys based on a scale 10% return = \$100 up to 90% = \$500. Knowing the school will get something out of it, they'd be more apt to push the surveys. Including a lesson plan teachers could use to discuss transit planning along with the take-home surveys would also help get more buy-in from schools. Schools could use some of their incentive money to create a reward for the teacher who gets the most students to return a survey. And the school could mail them back or CAMPO could collect them in person.
160. I would really like to rely more on public transportation and less on my car. Please make it more accessible, efficient for my time, frequent and reliable. Stop dragging your feet. Paralysis from analysis needs to end and action needs to start. Many other cities around the world have it figured out, why can't Austin??? No excuse. THANKS.
161. Fix Mopac's northbound bottleneck at Enfield and the southbound bottleneck at 360!!!

Do you have any other comments?
162. Toll roads are unacceptable, especially Public-Private Partnerships like the one with CINTRA. Converting existing roads to toll roads is an abomination! Diverting highway dollars to other agencies, mass transit, or trails/bike paths should automatically unselect (yes, I made that word up, but you get the idea) all officials involved or supporting such projects. Rails to Trails and Rail Banking of railroad Rights of Way, where the R.O.W. is an easement, is theft.
163. Please consider extending the 45 south from I35 to MoPac loop 1 we desperately need this road completed.
164. Georgetown needs a bus system desperately...I can't get a job because we have only one vehicle and don't have a way to get to work!!!!
165. Question number 2 is confusing. It is not clear what the answers really mean. In general, I prefer the installation and extension of light rail and tram systems. Not only will current growth trends continue, they are likely to accelerate. Austin must look to the long-term future. Higher-density development is key. Buses, and especially not roads, will not have the same impact as rail and tram systems, not only in terms of users and property development, but in terms of preservation of Austin culture and community values. Keep Austin Weird!
166. no sunset on our Transportation Dept
167. CAP METRO is a disaster! Campo shows poor leadership. No accountability! Poor planning!
168. A major reason I do not ride the bus is that it is not convenient...does not go where I need to go...and does not go often enough.
169. I would like to see Cap Metro extend its service to Bee Caves Road/Cuernavaca, site of the new community library.
170. I am moving to 78701 because I want to walk to those places that I frequent most often. I plan to take the bus when I can from there. Right now I have to climb several hills to get to the bus stop and it is not feasible.
171. CAMPO NEEDS TO COMPLETE THE SIH45 PROJECT
172. Planning should take into account the impact of existing roads when granting permits to build large office buildings. Safety of Hwy 71, maintenance of existing roadways is important. Better commuter system to western Travis County
173. Start building public transportation infrastructure before the price of gasoline goes through the roof.
174. Is the input from less populated outlying areas going to be considered?
175. Trains, trains and more trains... Start building them now. All over the region.
176. To make growth work, we really need to move away from a car-centered transportation system to more buses, sidewalks and density.
177. I think making Austin a more bicycle and scooter friendly city is a step in the right direction. Ad campaigns by the city making it seem "cool" to use public transit and low emission transportation would be a good first step (those silly capmetro commercials are insulting). With a city this full of talent and progressive thinking, why can't we build a city transportation network that reflects this and makes Austin the envy of the country? It is possible to utilize taxpayer money to accomplish this and be true to our other financial obligations. Transportation, though, may have to be elevated to a higher priority if things don't change soon.
178. stop wasting money on car mega projects
179. Coordinated bike/bus/rail/airport is the most important transportation hurdle.
180. Building and promoting use of public transportation, bicycle paths, and sidewalks in proximity to university campuses such as UT and Texas State U-San Marcos would prepare tomorrow's opinion leaders to use such transportation and pay good dividends in behavior change.
181. Coordinate landuse and transportation. First class cities have a mix of transportation modes. However, remember that public and para transportation serve the most vulnerable.
182. Downtown Austin, Mueller, and The Domain -- they all look like the "off the shelf" version of half ass attempts at mixed use that I've seen in the Bay Area(Sunnyvale), and parts of Southern California. But at least their attempts at smarter growth. So yes, please do concentrate your transportation resources around encouraging and developing further mixed use neighborhoods. Central to them(walking and bicycling), next ring would be local and regional pub transport options. Sprawl is quickly becoming too expensive for Americans to afford -- be leaders in this change of course and please, insist on better imagination from your architects and builders.
183. Short distance and long distance commuter rail may help.

Do you have any other comments?
184. We need commuter rail -- lots of it!!!
185. greatly need expansion of later services into san marcos, kyle area, and more services each day to those areas, esp to access CTMC, WIC, grocery
186. Need better East/West bus routes without having to go downtown. Need to complete/connect bike routes. I live 3 miles from work (Dell Children's) and live central (near Seton MC). There aren't any viable options other than driving solo.
187. SH 45 Southwest will help to address the horrendous traffic problems of SW Austin and promote the general welfare of the citizens living south and west of the city.
188. Time to look over Capital Metro's route planning and efficiency.
189. In my opinion, Austin's top need is to finish what we have started with the light rail then expand it.
190. development of a regional land-use plan, expansion of ordinance making authority in unincorporated areas that about major smsas, identification of transportation nodes and networks and mixed use/new urbanism "clusters" AND development of a multi-modal mobility plan that layers over these others...
191. Get the infrastructure in now before the growth not after the growth. Growth will happen!
192. Gillespie County, US 290, a relief route around Fredericksburg, etc, needs serious attention from the TxDOT Austin District. Get with the program or move Gillespie County to the San Antonio District!
193. Planning is a great thing for future growth but lets not forget all the people stuck in congestion today. Do not divert funding from previously committed projects.
194. Need express bus and/or rail transit from buda/kyle/san marcos into travis county & austin
195. Please add more and wider sidewalks throughout the city. Please give us a transit system from the airport to downtown and the university.
196. you should not have to press 1 for English!!
197. I live in an early suburb (North Central Austin) that has been zoned for mixed use. To make mixed use work here, we need serious investment in transit plazas and station amenities, pocket parks, trails, sidewalks and bike paths. While expensive, these resources will get very high utilization if focused in TOD's. This approach will only get neighborhood support if these districts are really pedestrian- and child-friendly.
198. Now is the time to plan a transit system from Bastrop to austin via Hwy 71. This area is growing fast.
199. We want to support all rails, roads, and tolls
200. Maintain what we have and add as growth requires. NO toll roads.
201. Stop development of toll roads. Existing tolls roads should stop collecting when road is paid for. Maintenance should be a budget item.
202. This is U. S. of America and the official language is English. To have a survey in Spanish is an insult to our ancestors who arrived in the 1800s and learned to speak and write in English.
203. Poorly designed survey. Need specific questions rather than generalities that can be twisted for propaganda... No questions about tolls? No question about problems or problem areas? Shame on you.
204. Public infrastructure is the best economic driver for Texas!
205. privatize capmetro
206. You've heard "Let's Keep Austin Weird" well "Let's Keep Austin Moving". Toll roads keep you moving!! Offering better means of transportation
207. Maintenance and expansion of the primary road network should remain a top planning and funding priority.
208. The Commuter Rail project has turned out to be MUCH more expensive and not as good as expected. Not happy about how the tax dollars have been spent on this since it is turning out to be an expensive flop. If it ever gets going, it's not going to help many people. Should have spent the money on not collecting tolls.
209. regional and state money should focus on regional corridors and roadways.
210. Trucks need to be diverted to a by pass route using 130 as a "Trucker's IH 35" Offer reduced or free tolls to them to free up the correidor roads for local inter region traffic of commuters.
211. Traffic congestion on the I-35 corridor must be addressed. It is only getting worse. I go out of my way to avoid Austin when ever possible because of the traffic delay.

Do you have any other comments?	
212.	Public transportation, especially rail service between Austin and San Antonio should be a priority. Also within each community hike and bike lanes that are safe should be expanded, developed and well-marked. If you look at the non-traditional transportation available in Vancouver, BC you would see a real advantage to walking or riding a bike whenever possible. Both public transport and hike/bike lanes would decrease the number of cars on the road. I would also like to encourage less vehicle use for environmental reasons by giving a tax break to people who do not own a vehicle. At colleges, it would be great to offer a tuition discount to those who do not bring vehicles to campuses. UT and TxState and their surrounding communities would benefit greatly from this policy.
213.	Hwy.71,east bound in Bastrop is very dangerous as it bottlenecks going over the Colorado river. The lanes are pushed toward on coming traffic without any barrier. I know there have been horrible accidents there, and I think it should be fixed.
214.	Since I was only notified on 10-14 from Envision Central Tx, I assume you have heard primarily from environmentalists and new urbanism fans. However, I believe most people have mobility as their primary concern, but you may not be hearing from them.
215.	I think the most important direction for the future of transportation in the Austin area is reduce use of petroleum products through increasing the ability to move more people via public transit, esp. rail.
216.	I feel development of efficient mass transit should be #1 for our area.
217.	We need to focus on the maintainance of the roadway's that we already have, then think about new roads.
218.	I wish that the planned commuter railway had more stops in central Austin.
219.	Many new urbanists and planners sing the praises of the trend towards more pedestrian and bicycle-based alternatives, but while compact, Austin tolerates these rather than enables them. Walking across 32nd street at I-35 or Manor at I-35 seems dangerous as the guardrails are so low! There should be a stoplight at Guadalupe and 31st where Wheatsville is as so many pedestrians and cyclists cross there. From the point of view of a graduate student and young professional that walks and cycles and uses the bus, it seems that walkers and bicyclists are lauded in theory but not enabled in fact. Also, sprawl is basically inevitable with significant crime in Austin. While this issue is not the responsibility of CAMPO, understanding what forces compel the suburbanization of people who otherwise wish to live in cities is important for regional transportation planning. East Austin seems awash in burglary, with the police in an understaffed, reactive mode.
220.	We need to avoid building roads on recharge zones of our fragile aquifers, and this will help us avoid increased flooding on our existing residents as well.
221.	Build more toll roads and/or managed lanes.
222.	DO NOT BORROW MONEY FOR THESE PROJECTS! RAISE TAXES IF NECESSARY. TOLL ROADS ONLY IF ROADS STILL REMAIN THE PROPERTY OF THE STATE OF TEXAS, NOT FOR SALE!
223.	The central Texas region will see continued major population growth for at least the next 20-25 years and resulting deterioration in lifestyle and increased costs in time and money to the area residents due to traffic congestion of magnitudes never seen unless major, continual effort is made to improve transportation
224.	Heads should roll for the delay of the light-rail commuter system. Totally unacceptable!!!
225.	Toll roads are a good alternative, but they should be alternatives, not the replacement for existing roadways.
226.	Diversify central Texas' transportation system. Don't concentrate too heavily on any one type of transportation. We need, rail, bike, roads, buses...ALL of it.
227.	After 60 years of building roads and suburbs around Austin to prove that model does not WORK, it is time to devote all resources to the alternative--Concentrated development centers linked with public rail systems. Support that for 50 years and see if we don't end up with balance of density, rather than just pancakes over the counties.
228.	We need a balance of planned roadways and a major bike commuter system is essential. TXDOT and local governments must work together to plan, donate ROW, design and build non-auto bikeways and also rail to relieve the clogged freeway system. Campo also needs a major initiative to plant shade trees in ROW's along all corridors for climate mitigation and reduction of heat. And it's beautiful. Too much concrete in Austin!!!!!!
229.	No

Do you have any other comments?
230. Please choose the "activity centers" approach to planning the Central Texas Region. Roads only won't work - they will consume the countryside, in every way possible way.
231. Build SH 45 Southwest NOW
232. GO BUILD SOME ROADS AND PUT OUR LOCAL CONTRACTORS BACK TO WORK !!!!!!!!!!!!!!!!!!!!!
233. Get the rail line working NOW. You are losing any momentum you had.
234. We need to educate the community on the consequences of choices. CAMPO should become a partner in Austin's Comp Plan effort
235. Yes, why have this in english and spanish, this is America and english is what is spoken.
236. We need to invest in our infrastructure to maintain growth with the state, failure to do so will mean a slow down in Texas due the failure of investing in what moves people and goods.
237. I am tired of sitting in traffic on IH 35. Need to build 45 South to 1626. Stop S.O.S from running thing and/or delaying projects.
238. SH 45 to connect MoPac with Interstate 35 and 45 IS THE ONLY LOGICAL PIECE STILL MISSING IN A LOOP
239. No more toll roads!!
240. Do away with CapMetro management.
241. Safety on the roadways can be improved by legislation restricting mobile device use while driving and enforcement of existing speed limit laws.
242. All new major roads need to include a bike lane, such as Parmer needs a bike lane. Need to increase commuter rail to downtown from Lamar station for night time traffic - not just daytime use.
243. Roads in eastern Travis Co have been overlooked. Put in overpasses, NOT TOLL ROADS, on 290 East and finance them with bonds.
244. More bike lanes and public education on sharing the road is critical.
245. Alternative forms of transportation will detract from the area's growing congestion problem. Promoting bicycling and walking as acceptable forms of transportation will contribute not only to the efficiency of the system, but increase the overall health and activity level of citizens.
246. 3 lane truck route, trucks only Laredo to Chicago; High Speed rail in Texas Triangle Subway or Mono rail for Austin
247. Get the train running and get the train to run from San Marcos to Austin and back!
248. more rail, more rail, more rail, as well as dense building with commercial integrated.
249. Quit funding fiascos and get smart management of rail, camp metro systems
250. Tolling existing roads is not ethical and totally uncalled for, and angers the population. Success of CAMPO objectives needs community support. Taxing existing roads greatly hinders your abilities to achieve long term goals. The community greatly distrusts your organization by these types of behaviors.
251. mass transit East of Austin, into counties/cities other than Leander.
252. Austin needs better rail connections to other cities.
253. It will be difficult to discern any meaningful information from this survey.
254. I live about miles from work and also ride my bike to work on occasion.
255. just build more highways - Austin traffic is ridiculous for a city of this size - Dallas flows better than Austin, it should be the other way around
256. The more we can become like New York City, the better we will be.
257. Toll roads in Austin are not being used in accordance with the way they were promoted, i.e. diverting truck and through traffic from the urban center. Instead they are the new magnets for sprawl. Let's get the toll fees down, so that the original goal is realized.
258. I would bike to work, but the Mopac/US 290 area lacks direct, non-highway streets or bike trails
259. long range transportation planning needs to be tied very closely with long range community planning (and who is doing that?).
260. we need roads to keep up with the population growth
261. Mass transportation is the future or we'll have traffic gridlock all over town.
262. more updates on progress being made

Do you have any other comments?
263. Those on the extreme sides (either side) will not find a solution. We need to meet somewhere in the middle. Also, we need to encourage infill projects, and dense and tall downtown, and VMU along our major corridors. Growing outwards is not the answer.
264. Too much traffic on IH35 and when will there be results!!
265. Get the Red Line rail up and running as soon as possible please.
266. When looking at the future of Austin, we need to focus on alternative transportation and reducing our reliance on the automobile to meet our daily needs. To do this, our future development patterns will need to become more centralized and dense, without losing the characteristics that make Austin unique.
267. No more toll roads
268. I believe that road upgrades on the outskirts aid in the Austin's area rapid sprawling growth, which is not an ideal pattern. Emphasis should be made on tying transportation to land uses and planning for improvements inward to support a more sustainable growth pattern.
269. It would be nice to have real neighborhoods again, instead of subdivisions and office parks. What is an office park anyway?
270. Please consider re-vamping the TRUE light rail system that was voted down in 2000. We need a dedicated urban rail line that runs on what are currently the busiest streets. That means running a elevated line (Chicago) or combined street/subterranean (Boston) along Guadalupe Street through downtown from the Long Center to 51st Street, east/west along the 45th Street corridor from MoPac to Mueller, east/west along Riverside from Lamar to the Airport, south along Lamar from 71 back to Riverside and from Mueller down to the Airport. It MUST be a dedicated line - sharing the route with current vehicular traffic will NOT solve the problem.
271. We need a viable, convenient transit system that addresses residents south of the river.
272. Please complete SH 45 South (from Loop 1 to RM 1626) and relieve the pressure on Brodie Lane. This would help reduce congestion/emissions and help prepare for the future.
273. I have to commute alone to work since there is no public transportation on the west side. We must build public transportation. It is a shame the Trans Texas Corridor was scrapped as we are going to lose a lot of business in Texas because of IH-35 congestion.
274. Thank you for providing this survey.
275. CAMPO should address context sensitive solutions and design as part of their long-range transportation planning & programming process.
276. Just want to re-emphasize the importance of PLANNED development, with a conscious eye on environmental impact, energy efficiency, water conservation and less casual septic "solutions." Let's keep the long view in mind.
277. People in our area do NOT have the money for any more tollroads. It is a hardship on them to pay the 130 tolls and many out in the Manor area don't use them for that reason. When my kids were moving to P'ville, it cost me \$42 one week to go back and forth.....what does that tell you???? Too much \$\$\$ and not enough planning - these are poor people who are making a living (barely) and don't need high toll prices, high utilities and high food costs to take them out of the wage-earning part of society. Please look at another way of making \$\$\$ and not off the back of residents of the eastern part of Travis County.....
278. No Toll Roads on existing highways
279. PLEASE offer alternatives to driving!
280. NO TOLL ROADS or we will vote all you scoundrels out of office!
281. We need to stop building our city to accommodate the automobile. People are fat and need to walk and cycle. People should spend money on worthwhile projects like rail rather than cars.
282. "Bad congestion" has now become the first thing said by people who visit this city. It is no longer the lakes, trails, nightlife, or the music. If we don't fix our congestion problems, we will not be able to appreciate the rest of what Austin has to offer.
283. Rail and buses
284. Thanks for asking!
285. Utilize the buildings that are in place. Don't keep allowing new strip centers to be built when there are dozens/hundreds available closer in. Fix the taxes or other incentives to prevent growth so far out that the infrastructures needed to support this growth have to be built for billions and more taxation of the poor/middle class.

Do you have any other comments?
286. As the population downtown densifies, there needs to be more alternate options for transportation. More bicycle lanes and sidewalks. Please!!!
287. Rail (light, commuter, circulator) is essential to our quality of life and mobility and reducing congestion and improving air quality. But the Red Line alone won't do it. We need a master plan that address our needs 25-50 years out.
288. Expansions of public transportation that includes at-grade trolleys should be avoided. Elevated, rapid, non-trolley, public transportation should be the first order of business of CAMPO.
289. Regional Transportation...more regional effort
290. I favor building Austin-San Antonio commuter rail
291. Don't mess with Mopac, the traffic is horrible south after work but other forms of transportation need to be added (shuttle buses, etc.) but to expand the road would ruin a very beautiful thoroughfare. Thank you
292. please expand and implement light rail
293. Finish the existing roads. We have made fly ways to connect major highways. no more tolls that cause \$\$
294. RAIL RAIL RAIL
295. PLEASE move toward the Centers concept. We do not have the resources to continue current trends and there are quality of life, economic, environmental and equity benefits to the Centers concept that are far superior to the other concepts. Time for Central Texas to move in a bold new direction!
296. I do not support toll roads, especially on roads already built and paid for. Like MoPac, 290, 620, 183. I resent the restrictions placed on these roads that are meant to encourage use of the toll roads. We are giving away Texas at the expense of the Texas taxpayers.
297. We need to plan for a less automobile dependent transit system
298. Rail - especially mono-rail should be seriously considered. Major emphasis to cycling and addressing safe passage for commutes and recreation on roads leading from subdivision to business areas...example: 2243 to 183 to I35
299. I've lived in three major metropolitan areas in the last 60 years. Houston, Los Angeles and Nashville. They all put Central Texas (Austin in particular) to shame when it comes to transportation issues - WE FIRST NEED TO FINISH BUILDING THE ROADS WE HAVE STARTED - THEN START PLANNING FOR THE FUTURE.
300. stop encouraging sprawl by building a road to every new neighborhood. it is destroying central texas. there is no open land anymore. more roads mean even more growth. develop commuter rail service from san marcos to round rock to get more cars off of the road. prohibit 18 wheeler truck traffic during certain hours on I35 or even force them to use bypass. encourage businesses to use staggered work hours to pace traffic.
301. No more toll roads please! Fix the pot holes.
302. Two Words: Rail System. Less traffic, safer highways, less drunk drivers, Austin is 15 years behind other cities of it's size. I am an airline pilot and travel all over the country and the traffic system here is embarassing. A rail system would be a welcome addition.
303. Bicycle tourism could be an important industry for Austin. Increased bicycle commuting could lessen traffic congestion. Investing in bicycle/commuter infrastructure would "make us money" in both areas.
304. we must improve mopac and 360 now..the lack of circulation in our inter city will continue to push growth to the suburbs
305. CAMPO members need to work to make transportation better for the REGION and NOT be partial to projects in their "backyard" only.
306. More bike lanes! More dedicated bike lanes!
307. NOMORE TOLLING OFEXISTING ROADS. THE TOLL STRUCTURE ON HWY 130 IS TOO HIGH.
308. Software models which show the effects of traffic disturbances on traffic flow should be mandatory for design of new roads as well as for looking back at established roads to improve their flow. There appears to be no method for doing this in a systematic manner.
309. Please get a rail system to link Austin and San Antonio.(maybe add Dallas and Houston)
310. If the transportation network where designed to safely accomodate bicycles, I would bike to work most days of the week. Austin's roadway network is too dangerous for bikes.

Do you have any other comments?
311. Immediately restripe and modify Loop 360 and Mopac Blvd. to add an additional lane, the road can accomodate with this with very little modification and the elimination of the huge shoulders that currently exist. Also, increasing traffic flow all over town will help in eliminating pollution to the air which in turn adds Federal restrictions to the area. Consider discounts on SH130 for 18 wheel trucks so that they are encouraged to use it instead of IH35.
312. I have faith and trust in Kirk Watson to lead us into the future.
313. Transportation is key to our economic health, more roads will be needed to support our growth. Fixed rail options are 200 year old techology and do not fit our community. Buses are much more flexible and cost effective. We would benefit from 2 or 3 times more buses that are 10 or 12 person vehicles. Fixed rail is too costly and lacks the flexibility to adjust to changes in local needs and patterns.
314. No
315. Think Amsterdam
316. There are new, large developments on teh drawing board for eastern Travis County. Attention needs to be given to the roadways in this area so they can accomodate this increased traffic.
317. We really need more roads (tolls are fine by me) to relieve congestion!
318. Am eagerly awaiting the initiation of light rail so that I can drive less. CAMPO should look at effective transportation models in other cities around the world: I think it will be evident that cities with an abundance of non-automobile based transportation options have a much higher quality of life than car-based cities such as LA and Houston.
319. English is our official language!
320. More fast track toll-roads, please.
321. there should be a balance between new roads and public rail with the greatest emphasis put on public rail
322. It would be interesting to see if CAMPO even exists 25 years from now, since you've done such a fine job of screwing things up so far.
323. Work across town. Bus service requires transfer, by bike would be 12 miles which is too long when I don't have showers in my building. Will try it soon now that the weather is cooler.
324. Chicago has an excellent transit system and people can commute with ease and safety
325. need a downtown people mover system linking SoCo, downtown/Capitol and UT coupled with parking garages for more pedestrian utilization of the urban core.
326. Light Rail is a poor use of investment dollars.
327. Please address improvements for the heart of central Texas - IH 35 from Georgetown to Buda. No one knows what to do with it, but doing nothing is far from acceptable. Every day we stand back and do nothing is one more day that our economy continues to suffers.
328. Capital Metro's expansion into light rail has been a fiasco. We can't afford to continue this approach.
329. the ranking section of this survey does not allow any of the items to have the same rank (1-6). some of the items i consider to be equally important but cannot convey that.
330. regionalized planning please...
331. none
332. It would take me 2 hours to ride a bus to work from South Austin to North Austin. If it was a shorter commute I would do it gladly.
333. The lack of any rapid transit system (as compared with other sities of Austin's size and growth trends) is a large red flag that Austin's infrastructure planning is woefully naive and inadequate to present (and future) transportation needs.
334. To disregard growth to the west and abandon projects is irresponsible. Big examples are the 135/290 unfinished interchange going east to south and back north to west. Another is the unfinished portion of 290 in Oak Hill. I sell real estate (downtown condos and reasidential homes) and to assume that people do not want to be in the suburbs is ignorant. Austin needs to wake up and understand that many people want to live in mixed used areas and just as many do not. The light rail system is a joke. It services Leander/Ceadar Park when it should be servicing Travis County areas such as River Place/Circle C, the airport, UT, etc. It irritates me to no end that my tax dollars are going to support Williamson County residents.

Do you have any other comments?
335. Traffic studies and other processes to review current traffic congestion was not included in your survey. When emergency vehicles trip traffic lights out of sequence, the sequence is not reset until the early morning hours. The result of mis-timed lights is more traffic congestion. Traffic lights should reset for the next cycle to keep traffic moving smoothly throughout rest of the day instead of an entire day with mis-timed lights.
336. concrete has been the best and worst material of the last century. It must be used responsibly. One can see the fissures it makes in developing areas from an airplane. What do strip malls that house large franchises have to do with local business? What do parking lots offer a community? building mixed use developments, as well as creating ways for people to access goods and services without using their cars is the most important challenge a city faces. Helping people make the decision to walk or bike or ride with ease, should be our priority.
337. City centers are extremely important for Austin's longterm growth.
338. local municipalities should allow greater density along existing arterials and collectors; this is critical to support multi-modal transportation options
339. CAMPO needs to understand that cyclists need more contiguous facilities and more safety on the roads.
340. Let's get Austin moving!
341. I'm skeptical of CAMPO's and Austin's ability to proactively address development and transporation needs. No matter what we say about planning, the fact is that development is happening where ever a developer has a desire (has the city or county ever stopped a development?). As a result, our roads and highways aren't planned for the future and we only react after roads are past capacity (if then). Austin officials are unwilling to deal with the contradiction of wanting growth, but not having to deal with the unpleasant politics of taking property to expand roads or create new ones, or putting roads were needed even if it isn't a popular choice. The end result is no effective action. You can't have it both ways - we need to control development directly (zoning, incentives, etc.), not indirectly by trying to restrict roads and water supplies (because developers will develop there anyway).
342. Please please stress bicycle safety education to motorists. Many motorists don't even know the rules.
343. Certain groups have caused the transportation development to be stalled for years. For the greater good, transportation has to addressed before we become 40 yrs behind rather than the 20 yrs behind we currently are.
344. light rail should continue and be developed for DT commuters
345. Campo should be abolished.
346. Fix Cap Metro, it is a complete disaster and needs someone to run it effectively. Rail does not work will not work!
347. We are in America aren't we? Why do you need to spend the time, effort and \$\$\$ to do this survey and many other things in Spanish language form? Spend the money on our roads, where you are tasked to do so.
348. I'm afraid if current trends continue, all of Texas will be highways and parking lots, and tolls will be mandatory to drive anywhere.
349. I would love to commute to work via public transit if it was easier and less time consuming from my house to downtown.
350. The status quo is not acceptable. Doing it the way we have been is not acceptable. The laws in Texas need to be changed to allow: 1. Gas tax to be used for planning and transit. #2 planning jurisdictions (not just ETJ) must be permitted in the areas adjacent to cities (e.g. County for TX 130. (A disaster wating to happen)
351. People need to realize where we live. We live in Texas where people have yards and things are much more spread out than places that have great public transportation. The real question is, who is going to ride it. Every time I travel to places that have subways, I think that we should get something, until I remember that most people would still have a two-mile walk/drive to get to the public transportation site. Which leads to the next point--Austin is too hot most of the time for people to walk long distances to get on public transportation or to ride their bikes to work. We have far too much going to bike lanes, etc. that are used by very few, especially during the work week. Most people use the roads and highways and are heading to the center of Austin, so most of the efforts should be spent on improving that travel, while also making sure new growth does not threaten or hinder such travel (by new centers, contributions for highways, etc.).

Do you have any other comments?
352. Please build more roads. We shouldn't neglect the road in favor of public transportation. Public Transportation is important but only as a piece of the puzzle.
353. Anything we can do to reduce the number of vehicles on the road is important to me, because it will help traffic and the environment. I strongly support public transit, although I have been very disappointed in Cap Metro's handling of the commuter line from cedar Park.
354. Because of CapMetro's failure with the Lightrail - there is a tough road to climb for any major, new, public transportation infrastructure introduction. Please draw from the lessons learned with Rail, and make sure you message those lessons to the public.
355. thank you for thinking progressively - we need more transportation options that make it safer (and easier) for bicycles, commuters w/o cars, and pedestrians. cars already have it made - let's do what we can for the rest of us!
356. I think Capital Metro is the biggest waste of money
357. I would like to see regional planning among governmental organizations including municipalities, LCRA, counties, etc. Growth should be planned in centers and guided away from environmentally sensitive areas. Please reduce sprawl and our growth footprint.
358. Make 360, 2222 and 2244 expressways with out lights
359. We don't need any more buses or rail.
360. Although public opinion is important, there needs to be decisive leadership amongst CAMPO for macro and micro level transportation options, as most in the public sector are NOT qualified to know what is best for the region. Recently, I'm not so sure all of the voting members of CAMPO are qualified either. There needs to be a study by an independent consultant that is qualified in land/urban planning that has seen these growing pains, and will make suggestions according to their past success in alleviating the needs of the people.
361. The transportation infrastructure conceptually is to anticipate the future needs of any given community based on real world economic data and trends. Unfortunately, the Austin region has been plagued for the last 38 years by the wrong leadership to accomplish this community need. Austin and the region will never be competitive, from a transportation standpoint, due to lack of leadership which can be traced back to the concept of I-35 in the early 50's. Don't build it and they won't come has not worked and we are left with a completely obsolete and bankrupt transportation system for the region.
362. I commend CAMPO for their efforts to encourage regional planning into the way projects are developed locally. Good luck with that. Many communities require coordination of efforts before developers and start a new project, and Texas needs to evolve to understanding this concept in order to provide for a liveable state in the long term.
363. We need better public transit options -- such as the bullet train; and options that do not require overhead wires and that don't require dedicated lanes.
364. It's very embarrassing that the commuter train system is still not operational.
365. There are several major economic development projects in process east of Austin that will bring tens of thousands of new jobs and currently there is not a roadway network in place to support them. CAMPO is out of touch with confidential development projects so they cannot effectively assist our regional economic development efforts. This is a broken model for public investment.
366. THANKS FOR ASKING
367. stop spending so much of the transportation money on the commuter line where a very small percentage of the population will ever use!!!!
368. Austin fell behind in our mobility efforts 20 years ago through a "no growth" mentality. We can't afford to make this mistake again and must remain proactive in planning and implementing mobility on a number of fronts.
369. Planning and funding transportation plans to address actual reality, not the reality that we wish existed, is the most critical think CAMPO can do. While I too would like to believe that a substantial portion of our population will use public transportation, that simply has not been the case. And when we have planned for public transportation, we have done so poorly and not in a manner to result in real positive impact upon the traffic situation.
370. I moved closer to work and intend on biking more. I was using the bus, but the change in dillo routes made it more difficult for me to depend on it for business.
371. Just get it done!
372. Build roads not public transit
373. NO to Tollroads

Do you have any other comments?
374. We need a rail system! I'm from Dallas but left when it was just getting started. I've asked my friends about it and they love it!!
375. Improvements to 360 and Mopac should be a priority.
376. I would be willing to pay more in taxes, etc. to have an improved quality of life thru being able to effeciently travel around the area in a car/truck.
377. Transit is essential to make this city competitive in the long run. Don't shy away from this investment.
378. Mass Transit is awesome and should be encouraged in areas where the public will actually use it. Until the areas are close to ready for it then we should expand our infrastructure that fits with the public's needs. People sitting in traffic due to not enough roadways hurts the environment and costs the public more money on gas. We need more roads so that Austin can grow at the pace of it's demand.
379. Our transit dollars should continue to be put in roads, and rail and methods that support the inevitable growth that austin and central texas will incur
380. What does income and ethnicity have to do with transportation planning surveys?
381. Git'er done!
382. We need to finish the 290/35 interchange, and complete the ramps so that you do not have to get on the feeder to access a major highway....currently not the case if heading 290 e to 35s, 35n to 290w....
383. We need more bus routes and why aren't they natural gas????
384. I am very much opposed to the toll road system that CAMPO has been pushing. They now restrict movement in eastern Travis County. These roads were paid for by tax monies and should be available to the public. I will not use the until they are, just out of principle. I notice that you do not bring up the issue of toll roads in this survey. I expect you are afraid of public outcry on the topic.
385. No tolls!
386. Can you possibly explain why the largest apartment complex in the Austin area (Riata) doesn't have a single bus route THROUGH it? It takes 20 minutes to walk to the 183 stop. You are serving low income areas, and that is it. We (taxpayers) pay for it, and you service those who don't pay taxes. Totally unfair.
387. Encourage public transit...bus/rail/bike. If you make cost efficient, reliable, and time efficient the rest should fall into place. At present, I live 12 minutes from downtown and where i work. If i took a bus it would take me 2 hrs. THAT is unacceptable.
388. I live in Wells Branch and work at IBM. Lots of my neighbors work at IBM or National Instruments. There is no reasonable bus route for us -- that's absurd.
389. There has been enough suburban oriented development over the last 60 years. Austin and the surrounding areas need better, more efficient land use.
390. There should never be another street, highway or tollway constructed without large bike lanes.
391. I do not drive due to a disability. I live in Lockhart and work in Austin. Finding a way to work has always been a challenge. I feel that more money and focus should be on mass transit and developing a carpool network along with a carpool lane to encourage ride share.
392. With the temperate climate here in Austin, I feel that there needs to be a focus on cycling/walking options around the city, as well as mass transit options for rainy days/distance travel.
393. better service to ABIA via rail, bus from all regions
394. Please make bicycle commuting easier. Make roads safer and more accessible to cyclists. Add bicycle-only options to planning!!
395. We need a state income tax on households earning more than 400,000 / year. Raise the gas tax. Giving toll profits to private investors is bad business period, keep the money in the state if you're gonna build them.
396. Again, Stop building toll roads. They're a waste of commute time, money, energy and a loss of our sovereignty. Raise the gas tax instead and build overpasses at Ben White and I35, 290 and mopac, and everywhere else. Make right turn lanes in as many places as possible to allow right turns on red to relieve congestion. Synchronize the stoplights to maximize throughput instead of using them for "traffic calming." And remove red light cameras- intentionally short yellows cause accidents. Redflex gets rich while breaking our necks.
397. Planning is the part of the process that has always be shortcutted. We have great natural beauty and rare and endangered species that must be protected.

Do you have any other comments?
398. In 2040, Austin is projected to have 4 million residents. PLEASE emphasize rail systems NOW so our great city will be accessible with this low pollution option. If Austin does not have rail, my husband and I will probably end up retiring somewhere like Boston that has great culture but provides us with the ability to not own a car. Boston is too cold though so I'd really appreciate it if Austin also has a great rail system sooner rather than later.
399. Austin needs safe and quick North-South bike routes if people are going to cycle commute with any frequency. 78727 to Downtown is chaotic by bicycle.
400. improving bicycling as a means of transportation helps solve many problems: air pollution; traffic congestion; obesity; affordable transportation.
401. Why are all the highest budgeted projects on the periphery (where no one lives)? Why not serve the people in cities who provide the bulk of the tax revenue but have historically received very little in return? Its time to take a hard look at whether turning Austin into another Los Angeles is really the right approach.
402. I have been very disappointed in the bike transportation development for bike commuters. I would love a rails to trails program that keeps cyclists safe and would allow us to commute longer distances without fear of motorists. I commute by bike when feasible and dedicated bike paths (not the bike lane next to cars) would help myself and others commute more often and reduce the number of cars on the road. Why can't we have a dedicated path that runs north-south for us to safely commute on?
403. Need more facilities for peds and cyclists! Need more public transportation. Urban rail through mueller Dev. to UT, downtown and airport.
404. We'll never be able to build enough roads to handle future traffic demands. It's past time to focus our efforts on rail - commuter and light rail, along with busses and get people out of their cars!
405. The "Y" in Oak Hill needs SERIOUS attention. This is the only way to get in to Austin from the West and the "Y" is just one big bottle neck.
406. develop the roads BEFORE new sub-divisions, they do nothing but add to traffic woes for people already here. why don't real estate companies contribute DIRECTLY to infrastructure costs?
407. Build SH-45 SW NOW!!!
408. I think that long term transportation needs are best served by encouraging developments where people don't have to drive all that much. They can choose to drive, but it is very valuable for the individual's quality of life and the system overall if they can choose a way to live that doesn't involve a long commute. The old model of building highways out into undeveloped areas only encourages more traffic congestion by guaranteeing the average citizen in any given day has to drive ever farther. Building the transportation infrastructure based on some estimate of where future growth will occur is based on flawed logic in my opinion, because building the roads is exactly what spurs developers to put in new projects in those areas. Truly it is an "if you build it they will come" situation, no matter where you might put the roads. So the smart approach is to encourage developers to build in ways that don't bog down the entire system; encourage them to build so that every person doesn't have to spend hours of their day driving, all the while wasting their time and society's precious resources sitting in traffic congestion.
409. Capital Metro is getting too costly to ride for Express Bus passengers. With excessive fare increases for Express Bus service to take place January 1, 2010 there will be no cost savings to riding the bus as opposed to driving. So I will no longer do so.
410. Looking for more public transport options from communities like the new Mueller Airport development that were intended to rely less on cars and more on public transport. Currently there few convenient public transportation options.
411. I believe new roads that are being built into rural areas are destroying the character of this unique area
412. I believe a commuter train line along the Interstate Hwy 35 corridor is critical to relieving the congestion and safety issues currently plaguing the road.
413. This survey was poorly written and done only to support the current CAMPO agenda and not as a true unbiased collection of all opinions.
414. You should hire better drivers. The bus drivers at Capital Metro are unsafe and overpaid.
415. My highest transportation priority would be a light rail or streetcar system linking major areas in central Austin. My home is at the Mueller Airport redevelopment, and a major reason we bought there was to be part of a transit-oriented development. More broadly, rail encourages density and discourages suburban sprawl. This is crucial as Austin faces ongoing population growth.

Do you have any other comments?
416. hurry!!
417. Planning needs to overlay with utility infrastructure, existing roadways, current planning infrastructure roadways, existing rail, bus routes, preservation of open space, hike-bike trails (existing and proposed), primary drainage direction and major commercial/retail hubs
418. I would like to see a visible east-west, crosstown road plan presented. there is such a strong demand in my opinion.
419. Build SH 45 SW Now!
420. We need to have 20-30 year vision. Highway and feeders should have priority.
421. get 18 wheelers off I-35 within Austin. They are dangerous and most do not need to go thru the city anyway
422. Austin's traffic problem is ridiculous. We need to accept the fact that we are a major city now and plan accordingly. More bike lanes and commuter rails that allows people to cross the city without ever getting into a car. Everything other than focusing on the car is what we need in this city.
423. We are 20 years behind the curve on roadway infrastructure. It is time to correctly prioritize our funding. Expand roadway capacity prior to adding additional transit.
424. NO MORE PET PROJECTS THAT BENEFIT ONLY RICH/ POLITICIANS!!
425. Please support mixed-use developments, like Mueller, with appropriate public transit options.
426. Why doesn't TxDOT build roads with appropriate crowns. Instead, roadways flood when it rains hard. Use proper materials instead of short-term fixes. The roads get pot holes too quickly and then the patches are filled with inadequate materials, using extra man power and tax dollars. Often here in Texas poor road signs and/or directions cause many accidents and/or poor driving. Plan exits and entrances better that lead to and from our major roadways.
427. I support toll roads when regional highway expansion is necessary.
428. mass transit not toll roads
429. discontinue any further waste of money on a rail system. In Austin, growth has followed major highways, not an indirect rail system.
430. Please either shut down Brodie at 1626 or build the highway to direct the people from Buda and Kyle to Mopac through the back way. There are alot of days that we sit at the end of our street for 10-12 minutes waiting for a break in the traffic to get on to Brodie Lane. It is so dangerous for the residents in the area because people are driving over the speed limit and will not even slow down to let us onto the street. Please help us before someone is killed trying to get on Brodie Lane. We appreciate any help you can give us! Thank you!
431. I have no car and depend on Capital Metro to get me where I need to go. Over the past two years it has been harder and taken longer to get me from places that I need or want to be. On a leisurely commute it's no big deal, but I know that if in a bind I had better move mountains to secure a more reliable mode of transportation.
432. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list due to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
433. Public transit based on bus and van has a much lower capital cost per new rider than rail. CMT4Austin.org argues that vans can provide a much more equitable distribution of transportation services over a large area than rail.
434. There has got to be a better way to plan future transportation projects. Political contributors have too much influence on planningA of future projects. Controlled and focused growth, not a quick buck, is what is needed.
435. I'm very interested in any available volunteer, internship, or job opportunities with CAMPO, ECT, and other groups working on transportation and land-use planning in our region. Currently, I'm finishing my BS in Planning at Texas State and could provide assistance in different ways. For example, I could set up a table in the TSU or UT quad to collect surveys and public input. Thank you! Rick Morgan 512-949-0772 rm1415@txstate.edu
436. There will be serious accidents if something is not done to open 45 and relieve Brodie lane traffic

Do you have any other comments?
437. BUILD SH southwest 45 NOW!
438. Do not feel rail is the answer. We need better bus system for the poor.
439. Complete the Trail around Lady Bird Lake with the Boardwalk that would connect the Trail at I-35.
440. just fix the traffic congestion.
441. Don't be discouraged by those who say "no one is ever going to ride those trains." That's what they said in Dallas 25 years ago, and today they're standing-room-only. We need more trains, and we need to develop traffic patterns which give the ROW to buses over cars, and not the other way around. When buses move faster, more people use them.
442. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list due to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road. Buda/Kyle is growing so much we have a new elementary and high school going in. We need more ways to get to Austin! I am offended that it is even a consideration to go forward with other projects before this is complete!!!
443. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
444. The new plan needs to have clearly stated goals and projects that will meet those goals, rather than simply being a list of projects. If you state, for example, that 80 % of all arterials will be in good or excellent condition, then your maintenance policies ought to reflect that goal and you ought to measure progress annually. Too many of the CAMPO projects are hit or miss, disjointed and/or disconnected efforts that don't get us anywhere -- piecemeal efforts rather than a system approach. And there is no holding local governments accountable for failure to do their part. Austin's continued refusal to re-build sections of major arterials results in pointless choke points -- Manchaca for instance. If you want to serve on CAMPO, have the guts to make some tough decisions and move on. Pointless delays only intended to get members past an election date have resulted in millions of dollars in lost opportunities. Stop pointing to ECT as the goal here -- it was not an official effort. It was a voluntary opinion poll filled out by only 12K people in a 3-county region. It was never adopted by any government as the rule of law and cannot cancel out any support for projects that have been duly authorized by voters in real elections. The financial support of ECT cries out for attention -- the city of Austin stopped funding it several years back and many regional governments have also stopped financial support. It was a good planning effort, but send the resulting documents to CAMPO and dismantle ECT.
445. Not now.
446. CAMPO needs a major overhaul, and that would be best accomplished by scrapping the existing board. There seems to be a lack of leadership and vision at to how they should prioritize the resources of CAMPO.
447. Its all about public/mass transit in order to become a truly world class city.
448. Growth seems to follow traffic patterns. To minimize growing impact on land / water that is already marginal, we need to create a more human scale of use including travel. Unchecked expansion has created this mess & will not fix it.
449. Get the light rail moving ASAP
450. Build 45SW because it is the right thing to do. Some of the other major road developments you are talking about pale in comparison to the traffic problems created by MOPAC ending prematurely.
451. I like toll roads!

Do you have any other comments?
452. CAMPO needs to aggressively pursue all available state and federal funding to enhance the highway and major arterial systems in Central Texas similar to other major metros in Texas - Dallas and Houston. We are woefully behind in our highway and major arterial infrastructure and the increased commuting times prove this.
453. Build HS 45 now!
454. please fix "y" in Oak Hill--really need additional vehicle capacity
455. You should look more closely at an elevated high speed transportation system such as a monorail. Until you can transport people and get them there faster than they can get there on their own, you will not be successful.
456. CAMPO's priority should be to support transportation that reduces motor vehicle traffic. Public transportation that serves the community equally should be widely available. Bicycle and pedestrian-only roadways should also be developed so that more people feel safe commuting by these methods.
457. It's time to move beyond the automobile. It's obviously a failed system. Even if we build larger roads, they will still become congested causing health problems due to increased concentrations of pollution. And the cost of such energy will continue to escalate. It's time to become smarter and provide transportation solutions that move more people better. We can do it together. Stop using collective government funding to subsidize individual transit and instead fund collective mass transit projects. The time to start is yesterday.
458. No more roads. Focus on Bicycle infrastructure and public transportation
459. We need to relieve traffic on Brodie Lane. It is a residential street serving as a major road. The need for relief was recognized over 20 years ago. Please put a priority on SH-45.
460. I am puzzled as to why some roads are re-paved when not in need of repair and others roads that are in need of repair are not re-paved.
461. CAMPO needs to divest its sordid symbiotic relationship with moneyed developers and power-brokers and become serious about planning for a world that will be as different as what the "pundits" predict today as was the real Iraq was from the Iraq described by pundits post-9/11. What I am saying is: There are a lot of rose-colored glasses being handed out in the cloakroom, and there are a lot of lies calculated to enrich specific developer interests. CAMPO needs to find its way past these distractions and lead the region into uncharted territory.
462. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list due to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
463. Hurry up and build SW 45
464. SH-45 is very much needed in SW Austin to relieve congestion through the Shady Hollow neighborhood. Otherwise Brodie Lane should be closed at 1626.
465. I commute by bicycle 2 or 3 times per week. I support maintaining safe bike routes through Austin
466. LISTEN to what the population of southern Brodie Lane and Hays and Bexar Counties have to say about our safety and our concerns for our aquifer and our quality of life. Stop the rape of Shady Hollow.
467. Light rail and other mass transit projects are crucial to Austin's continued viability as a livable city in the coming decades.
468. We desperately need SH 45 to relieve the danger, congestion, and pollution associated with the over use of Brodie Lane.
469. Build it
470. SH 45 was planned and funded many years ago. It should be built before roads proposed later. If residents paid bonds for SH45 and TXDoT has a court ruling that outlines an environmentally friendly plan for construction, why is construction not underway?!? It has been many many years since we voted to pay funding bonds. Who has defrauded us? The interest on those funds could build a road by now. I am feeling cheated! This is the kind of stuff that happens in 3rd world countries not Texas!
471. Use to commute about 30 miles one way to both jobs I had since moving out here

Do you have any other comments?
472. Looking forward on improvement in public transportation
473. Bike lanes and education for drivers and cyclists. Bike lanes should be on every road except I35 and Mopac and drivers should be alert and aware of cyclists rights.
474. Central Texas has some of the most congested roadways in Texas, if not the US. Major expansions and improvements of the transportation system are needed. Improvements in mass transit may help this situation but the most needed projects are expansions of the roadway system to provide more vehicle capacity. The continued growth of this area is critically dependent on the ability of people to have adequate transportation options.
475. Boardwalk important to transportation cyclist
476. Please build sh 45 south traffic on Broaddie Ln. is overwhelming
477. no
478. I love how cheap Cap Metro bus prices are so cheap. I think it's good because Indianapolis is \$4.50 for an all day bus pass
479. Great transportation system. Should have been done 20 years ago.
480. Please continue to offer more information for future work. Include public please
481. We need trains both within the city and to outlying areas. I went to school in San Marcos and a train from Austin would be really useful to the many Texas State students who commute from the city.
482. I live off of Brodie with five children and a disabled husband. To get onto Brodie with no light is near to impossible and I have to deal with this on a daily basis, multiple times. Something needs to be done.
483. expansion of current bus route system. increase in bus frequency
484. I think they should make new buses
485. I believe that improving cycling safety and access is of consumate importance. Creating bike lanes or adding bike lanes to future projects seems to be more cost effective than buses. This is a cycling town and there are cyclists everywhere. This needs to be taken into account.
486. I really like the bus transportation here in Austin just wish time was better.
487. I think this is a wonderful thing to do because everyone gets to share their opinion. Thanks so much
488. Decker lane by the school up towards 290
489. SH 45 SW has been passed over for far too long. This road is needed to remove traffic from residential areas that are congested, and dangerous to both commuters and residents. Southwest Austin has been overlooked for far too long.
490. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
491. Existing highway capacity needs expanded. The Austin Tollroad network is a failure at best as is light rail and public transportation. Clear service to some areas have been made and others excluded while we are stuck paying the bill.
492. My ideal commute would be bike to a hub, take an express train / bus to another hub near my office and bike to the office. I'd be willing to bike up to 5 miles on each end, but the express part would have to take 20 minutes or less.
493. build sh45, we paid for it years ago, shady hollow is unsafe for our kids- this is ridiculous!
494. more quality of service and less rates increase
495. We have enough. We voted down the trolley, but you wouldn't listen. Now look see PANJAMDRUMCY
496. I would use public transportation if it was available to me.
497. I Live in Dripping springs--hoping someday we will have lots of light rail in surrounding areas that go to the city. BUt probably not in my lifetime.
498. Please build SH-45 conneting Mopac to I-35

Do you have any other comments?
<p>499. It is time to start thinking about livable cities and to reduce dependence on the automobile. Continued construction of new major roadways is a waste of money and we will never be able to keep up with the growing population if everyone continues to utilize their car every time they leave the house. It is time to start making investments in alternatives and giving people genuine transportation options.</p>
<p>500. Good job CAMPO. Austin needs commuter options that don't get stuck in traffic. I will not ride a bus from Anderson Mill to Enfield Rd and sit in traffic for nearly 2 hours. I will also not ride the Leander train because it goes way out of the way and takes too long. But I would definately take a train that took me down 183 to Mopac and down Mopac. I like Washington DCs Metro system. Keep Austin growing in pods/centers and put the trains in. Underground or elevated. I don't care if they're diesel engines, but what about the electro-magnetic? trains like at DisneyWorld? Why not that technology's latest incarnation. I don't care how much it costs!</p>
<p>501. It is time that SH-45 South be built. The bonds were passed in 1985 and todote you have done nothing that can be seen or to help the pressure on Brodie that you have created. I live in Shady Hollow on the East side of Brodie and it is tough to get out of the area wat sometimes during the day. Please build SH-45 South now.</p>
<p>502. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road. Please build SH45 SW to alleviate the traffic and congestion off of Brodie. We moved into the Shady Hollow neighborhood in 2001 and SH45 SW was promised long before we moved into the neighborhood. The congestion on Brodie is not only annoying but very dangerous as cars are having to pull out from side streets in front of on-coming traffic. The amount of traffic on Brodie in a day is comparable to a major highway and this is a residential street.</p>
<p>503. I still don't understand how the need exists & this road is still not done. The funds were voted for, allotted, studies done to minimize ecological impact & there's NOTHING being done. It takes me 30minutes to get out of my neighborhood @ peak time...</p>
<p>504. Nothing should be done before SH45 is completed. Because the officials aren't in our area/aren't directly affected daily by the situation is no excuse. Someone is going to be killed in this area if the roads are not taken care of.</p>
<p>505. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.</p>

Do you have any other comments?
506. While it's an interesting idea to so frustrate drivers with traffic lights that they will utilize toll roads, it's not very environmentally friendly. US 290 E takes twice as long on the commute to Elgin from Austin if you hit all the lights. Odds of making all the lights- 1 in 27 (thus far). And, this is at 5AM! Of course, the toll road will eliminate some of those lights, which were put in place to support the existing toll roads, and are not synchronised.
507. You keep forgetting about folks in the southern portions of Travis and all of Hays counties. Not recognizing the need for SW45 and other roads is ridiculous. You seem to focus only on the north. We have paid for bonds for these roads. We NEED this.
508. - Some of your budget should be spent on fixing the sidewalks in and around Austin. I'd hate to be a wheelchair user trying to navigate potholes and tree stumps etc. - Please build SH-45S, at least joining 1626 and Mopac. There is so much building going on to the south in the Buda/Kyle area, give it five years and all those extra cars will be crawling up Brodie Lane. Thank you.
509. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exist and it would not be fair to residents in this area to be put at the bottom of the list due to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
510. I do not trust that this survey is reporting accurate results.
511. Stop selling out our infrastructure for kickbacks.
512. enough planning already and too many consultants to be paid and ignored.
513. Make a stronger effort to divert traffic from residential areas!
514. Please build the existing planned roads first. SH 45 has been on the books for too long. It must be completed and should get priority.
515. We need to expand currently over-burdened roadways and build new roads to further alleviate congestion.
516. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exist and it would not be fair to residents in this area to be put at the bottom of the list due to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
517. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exist and it would not be fair to residents in this area to be put at the bottom of the list due to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
518. SW45 needs to be completed NOW!!!!
519. We can't just keep building roads. We have to support growth with mass transit and bike paths.
520. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exist and it would not be fair to residents in this area to be put at the bottom of the list due to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
521. Hays County needs more attention from CAMPO - better leadership on CAMPO board (guess that's our fault)

Do you have any other comments?
522. Synchronize the traffic signals. It is obvious no thought was given to the current settings. The traffic is horrible due to the non-synchronized traffic signals.
523. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road. We need safer roads in this area. Brodie Lane is not supposed to be a major thoroughfare. It has become one. We need this road built. Please help us!
524. A concerned citizen, with whom I agree, wrote: Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
525. I live off of Wyldwood and for the past week and 3 days, I have timed my wait time to see how long it takes to be able to pull out on Brodie. My average so far is 12 minutes. I have a large truck which is always pulling a 36' flat bed trailer or a 40 ' cattle trailer. Every day that we do not do anything about Brodie Ln is a day we increase the chances of a death.
526. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
527. Build 45 S to alleviate Brodie Lane!
528. Lets do our best to encourage transportation that doesn't include cars!!
529. Toll roads cost 3x non toll roads. (Road cost more due to toll collection and toll vs free lanes, cost of collecting toll, cost of financing) Why do we think tolls are the solution?
530. I would take public transit to downtown if it were available. BUILD SH 45 SW NOW!!!!!!!!!!!!!!
531. Roads that were designed many years ago should be given a higher priority than roads that are not yet planned or were planned more recently. Specifically, SH45 SW, which was originally designed as a parkway in 1985 should be a higher priority than 1431, Wonder World or the other examples given. The needs for SH45 SW still exists and it would not be fair to residents in this area to be put at the bottom of the list do to funding or environmental issues. Residents here have paid bonds for the right of way already. Plus TXDoT has gone to court and come away with a consent decree outlining the best way to build the road to minimize environmental impact. It's time to build this road.
532. This survey is very poorly designed. Wording is confusing. Do not believe it will yield appropriate results.
533. Establishing additional park and rides would be useful - for example, from Jester Village to downtown.
534. Bike have NO place in this plan
535. Hope you can find some money - there is a lot to be done to fix the transportation and infrastructure problems.
536. Rather than increase the number of highways, the current infrastructure should be enhanced to assure safety for all road users, and to encourage pedestrian, and cycling road use alternatives.
537. New development should incorporate long term funding for maintenance and should incorporate more green spaces.
538. Please do everything in your power to establish a regional passenger rail service on the existing MoPac/MoKan freight rail lines.

Do you have any other comments?
539. no
540. No
541. Our planet is warming and we are decades behind in meeting the challenges of a hotter and more polluted central Texas.
542. Too much money on rail and north of the river projects and not enough on south/southwest areas
543. BUILD SH-45 SOUTHWEST
544. More toll roads less planning about how to manipulate growth
545. We need to recognize that the state will not be a source of significant funding for projects and that tools such as tolling will have to be used. Quit arguing about it, and quit letting anti-growth (and anti-economic development) groups control your agenda.
546. We need more bike lanes around Austin and the surrounding areas for safety. Also public transportation would promote social equity and the development centers would help with this as well, especially in Georgetown.
547. Look for transit oriented development opportunities (i.e., greyfields, urban redevelopment) Consider opportunities for transit "value capture" to help offset expense of projects.
548. Just keep providing good transportation for our Austinites and surrounding counties because the buses only go so far
549. It is very unsafe on the buses and the bus stops. There is very little light at night and it is very bad standing at the bus stop at night and there should be no fare increases unless you provide more safety on buses and bus stops.
550. They should explore the bus routes that are unsafe at major intersections--some of the routes on the 300 route the walk from bus stops too far apart
551. Capital Metro seems to be in the business of widgets. By reducing services to reduce costs leads to a downward spiral that reduces ridership. CM should experiment with using Dillo buses in under served neighborhoods to connect with the larger, faster downtown and cross town buses.
552. perhaps some way of helping people get their grocery shopping done without using a cab
553. Need buses go to and from Bastrop and Cedar Creek
554. Yes I like to know more about this project or company developing
555. Have not taken bus be about 30 years because some walk
556. None
557. I stopped riding CapMetro, because my commute time from Burnet/2222 to the capitol via bus took approx. as long as my co-worker who drives from Georgetown to TechRidge ParkNRide then commutes via bus to the capitol. The in-town bus system is too slow, with a 15 min. commute taking 50 min. by bus. The push for dense living and condos in Central Austin is going to be a disaster for transit, unless mass transit is radically improved.
558. Please expand the planned metro rail system to Georgetown and Round Rock to relieve some of the horrible traffic on I-35!! This would help make that road safer and encourage a more environmentally sound commute for people!
559. lack of an ability to get around in a community is a major detriment to quality of life for it's citizens!
560. Please do not use taxes to pay for rail, toll roads, etc. Those kinds of projects should be taken on by private business if they think it is worth the investment.
561. I live in central Austin and I long for the day that I can get rid of my car and rely on buses, trains and my bike to do all my daily transportation. The buses don't come often enough to rely on or get anywhere without taking an hour. Transit really works when it can be *almost* as fast as taking a car.
562. With the advent of the light rail --- should it ever come online --- its success depends heavily on concurrent upgrades of bus routes to and from the rail terminus to major employment areas.
563. Mono-rail costs more than trains ?
564. Build roads, expand MOPAC, FORGET THE TRAIN!!!
565. Doing nothing will hurt the lifestyle of Austin's residents more than developing could. Expanding MoPac and Loop 360 would bring great relief as well. Let's be a squeakier wheel than Dallas and Houston and get some good help funding what we need to prevent total gridlock.
566. Light Rail, Bike lanes, electric cars & places to plug them in. NO MORE GAS GUZZLING INDIVIDUAL VEHICLE TRANSPORT SYSTEMS.

Do you have any other comments?
567. Build roads that work and help Austin area transportation. Rail is to expensive and will not help resolve our areas transportition problems!!
568. Keep up the good work. Let's keep planning for bicycle / Pedestrian facilities.
569. Look at all the needs of the community, not just the special interest put forth by the rail lobby.
570. Public Transportation such as bus and light rail cannot succeed until there are higher concentrations of riders (higher density). Until that happens, roadways must be constructed to accommodate the current growth patterns. Austin needs a loop around the City to move traffic effectively. We are in lock down on our major roadways because we do not have a loop and adequate arterials to move traffic to and from the major highways.
571. Government is incompetent to "plan" transportation or "land use" or anything else. Government needs to respect property rights instead of pretending to be sovereign god and dictating to property owners. CapMetro needs to be investigated/audited, then abolished.
572. Build roads, big roads and highways. Forget rail. Rail is a dead system.
573. This survey is very poorly designed.
574. I hope that CAMPO has a big vision like to have the whole area connected with mass transit. We do not need to hang onto the status quo. We should look at how other places have done things better. By just doing things our same old way and being insular, we have fallen behind and hurt ourselves.
575. Get off the dime and move forward. Lets have some progress
576. #1.Cross Town E/W streets are NOT good, whereas all the emphasis is on N/S routes. Beef these up / pave them (again). 51st & Airport, Northloop, 38th, Morrow should open west bound off northbound Lamar, #2.The neighborhood Speed Bumps & Traffic Circles are ridiculous, not to mention dangerous, however, vertical speed bumps = bike lanes (tighten/narrow existing auto lanes forces slower driving) ie, don't mess with the horizontal plane, but expand the use of the roadbed by affecting the vertical plane. Cherrywood Rd/Chestnut, Justin Ln/Woodrow. Capiche? DUVAL Rd Build - Create bike lanes which are safe enough for YOUR 10 year old. Then we will all use them. #3 USE IH35 & MoPac corridors for RAIL (public transport) , this will cost you one lane out of how many used for autos! I know TXDOT is protective over their dominion, however, just get it done, make this a political priority. Political! #4. Force out non local traffic off IH35 (through town), onto 45 instead, by user pass, or penalty, or whatever means necessary! #5. Far too much emphasis on Austin transportation is based on the PERSONAL VEHICLE. Make it a #1 priority to shift that basis, walking, bicycling, bus riding, train riding, etc.... #6. What is up with the FLYOVER exchanges, particularly 1 lane flyovers? Get a muzzle on the TXDOT highway civil engineers. I have a saying. Texas Engineering. It's not a compliment. The ONLY project I've seen in Austin these last 20 years worth a damn is the raised 183 intown, except that the exchange with IH35 was never completed. What UP. The 290/MoPac exhcange was never completed. WHAT UP. The BenWhite IH35 exchange was never completed. WHAT UP. Overly complex road design, too costly, too time consuming to build, eg budget for properly. That's WHAT UP. Get a Muzzle on the TX DOT engineers. thank you, Mitchell PO Box 4157 Austin, TX 78765
577. Judging from other cities, my opinion is that if you build it (mass transit, rail, etc), they will come (development will migrate to the area of easiest transportation).
578. Also, about 1/3 of my commute is by bike. Is there a way to change the toll road rules so I-35 cross-town traffic could be moved to 130? Even if just during the day? Making 130 a tollroad while keeping it cheap to congest downtown was a pretty bad idea. 130 should be used to get the traffic that's not interested in Austin as a destination, to keep on trucking. Cutting through town on I-35 should be the toll.
579. no
580. STOP building and supporting TOLL ROADS! Public funds for unrestricted public access. It punishes people for necessary travel and only gives expedited travel to those who are well off. Overbuilding (especially in locations like the Y in Oak Hill) is unnecessary and undesirable when a correctly scaled improvement with adding 2 lanes and overpasses would solve the problems without needing tolls and 6-8 more lanes!
581. we need more roads and less traffic lights
582. In order to reduce the gas consumption, envirnmental impact and more efficient commutes we have to have public transportation that is easy to use, comfortable and supports residential areas and commercial areas. I have no choice but to be a single commuter, but would switch to public in a minute if there were any alternative.

Do you have any other comments?
583. None
584. If we continue to focus our dollars on an outdated approach to mobility, we will no longer be a leading community. Our economy, our environment, and our community will suffer immeasurable losses!
585. transit should be the priority. the situation with CAP METRO and rail only will help the "nay-sayers" show it wont work. They need to get their act together. It can and does work in other cities not as complicated as Austin. As an avid transit supporter, I find this situation unacceptable.
586. We need a way to get around Kyle and Buda other than by driving. A way to get into Austin without having to drive would also be very appreciated.
587. Great frustration over traffic growth on Brodie Ln. Short expansion of 45 is getting more and more expensive -- putting it off even longer won't help that. The environmental damage caused when cars sit in line doesn't seem to outweigh the Save Our Springs type outcry against road development. Nor does our safety. This was evident with the MoPac delays over William Cannon. The Central Texas area just keeps growing. Road development must grow to catch up.
588. The train must be self supporting. Do not steal from the BUS system to support the train. How much does the FREE internet cost Capital Metro? Cancel it to save money. DO NOT raise bus fares.
589. I'm so glad this survey is being distributed. Austin needs more comprehensive bus service, MANY more sidewalks (it is often dangerous for pedestrians currently), and more bicycle paths. Thank you for considering these options.
590. no
591. We need to invest in highway/tollway projects asap, then we can work on other transportation modes after the primary system is complete.
592. Build it and they will come. In order to minimize the sprawl that is consuming central Texas, it is important to remember that new roads means new infrastructure that is not always needed. It is better to improve what already exists than creating new problems to be solved later on the fringe.
593. Campo's focus should be on current infrastructure and not on trying to bring in new types of systems that cost way too much money and only benefit a very tiny fraction of the people. STOP spending our money on feel good worthless crap.
594. no
595. any public transportation should be underground and quiet! Any not displace anyones home or business. Business should be encouraged in any way possible to provide work at home options as well as business and workers encouraged to work close to where workers live for those jobs that cannot be done at home! This should be a priority where expenditures of funds are concerned.
596. CAMPO needs to focus on expanding and approving highway and roadway projects in an apolitical process. Transit is a proven failure because there are not sustainable population or employment densities to support any system and should be put at the bottom of the pile. Rail service to the airport might work but that's it.
597. Please do anything to relieve congestion on Brodie Lane south of Slaughter (e.g., Build SH45). Also a roadway beautification project would be nice on Brodie north of Slaughter. Finally, better LANDUSE planning!!!! A sea of SF homes without any other use in sight is short-sighted.
598. Decent public transit needs to be developed. Capital Metro is so completely incompetent they need to be shut down and replaced with a completely new organization. The lack of effective transportation in Austin is a disgrace. Having lived in cities such as Boston, London, and Los Angeles, I realize the importance of implementing effective public transit systems at the right time of a City's growth. Austin is in danger of missing the deadline and growing too large before anything is done.
599. More focus on bicycle trans and carpooling
600. Well when Capital Metro is filled the bus should past filled instead of overfilling bus [have sign indicating when a bus is at capacity]
601. Go to every large city and ride the public transportation, shuttle buses, trains. Research who has best trains above ground. More bike paths. Make neighborhoods more centralized. With so much business along the access roads creates a car culture and must drive to get there. Look at old fashioned trains. In Boston parking a car is limited and expensive. Most take subway or car drive to less expensive parking areas at the stations furthest out--research!
602. Nope
603. NO MORE TOLL ROADS! PLEASE EXPAND EXISTING FREEWAYS
604. PULL YOUR HEADS OUT AND HELP 35, MOPAC, & 360. HOW DOES THE CAPITAL OF TEXAS NOT HAVE A COMPLETE LOOP?! CAPITAL METRO AND RAIL ARE A WASTE OF TIME AND MONEY AS WE'VE SEEN FOR YEARS!

Do you have any other comments?
605. I ride the bus to and from work, which is very convenient and saves me time and energy. I'm only able to work this into my schedule because the bus (number 7) runs every 15 minutes. If I plan to stay after 7pm, I drive because the bus runs only every 30 minutes, which is too inconvenient for my schedule. In order to make public transportation a viable option, the lines need to run more often!
606. Should focus less on highway systems but improving safety and security of the already existing transportation system. Austin is a densely populated but small city and the people are resorting to biking and bus routes for faster transport.
607. When is light rail going to begin?
608. I bike and wish Austin was more bike friendly and had more bike lanes and transit.
609. Survey too difficult
610. Do not build any more rail of any kind and rescind charter of Capital Metro. We need the 1% sales tax for maintaining and building new roads.
611. Build more and larger roads!
612. Finding avenues for more investment and more consistent investment in transportation is critical to the economic health of the region.
613. Land-use planning decisions should not be made at the neighborhood level; transportation and land-use are inseparable and should be adaptive to economic and demographic changes
614. Everyone needs transportation
615. We need a affordable commuter rail system between Austin and San Antonio
616. less talk, more rock. get it going.
617. No
618. CAMPO should aggressively pursue additional funding and construction of a wide variety of transportation projects to meet the needs of our growing community.
619. We need pedestrian-friendly, transit-oriented density. We need something like the "centers" concept. We also need enough density along corridors to support convenient and frequent public transit. Also, I'm repeating what I wrote earlier just in case I went above the previous field's character limit: I am a big advocate of public transit, but your public transit system choice lists a lot of crap. Express buses are only worthwhile if they have dedicated lanes, other wise they're still stuck in traffic on Mo-Pac or I-35. Rural transit implies it would not have enough density to support worthwhile public transit. Commuter rail (like the red line and proposed green line) is a complete waste of time and money if the system doesn't serve UT or the Capitol, and the only "downtown" stop is located at the convention center, an inconvenient walk to the majority of downtown offices. Light rail serving downtown, the capitol, and UT is what we need, yet you don't bother listing it. The TWG plan serving the airport, DT, capitol, UT, and Mueller is the best option being discussed, though it pales in comparison to what the 2000 rail plan would have provided.
620. quit trying to force a liberal agenda on people that do not want this type of transportation system.
621. I AM MOVIN FROM THE AREA AND LAYING OFF UP TO 40 EMPLOYEES THAT DONT WANT TO COMMUTE TO NEW BRAUNFELS. ALL BECAUSE I HAVE TO DRIVE BRODIE EVERY DAY. A TRIP THAT TAKE UP TO AN HOUR TO GET FROM GATLING GUN TO SLAUGHTER. I WOULD STAY IF THE 45 EXTENSION LOOKED LIKE IT WOULD HAPPEN SOON.
622. While I currently commute alone via personal vehicle, I would very much like to see the development of a robust public transportation system in Austin, to include rail. I would use it recreationally as well as professionally.
623. With the increase in bicycle and foot traffic in the Austin metro area (from 35th street on down) I have noticed difficulties combining the two in a safe manner. Just today I was almost rear-ended on 35th St. because a car changed lanes to avoid a bike in the right lane but I was having to brake for a left-turning vehicle in the left lane. The bike had no bike lane and there is no left-turn lane there either. We need more bike lanes to get them out of the general roadway. Or, they need to be allowed to ride on widened sidewalks. That may be a good solution on sections of streets like that. Widen the sidewalks and create a bike lane on half of the sidewalk. That would help prevent bike/pedestrian accidents and get the bikes off of the more dangerous roads out there.
624. The region's economic future depends on good mobility; this must include passenger and freight rail.
625. Fund all projec with Taxes instead of Toll Roards. We all need to pay for schools whether or not we have children and we all need to pay for roads whether or not we drive them.

Do you have any other comments?
626. It's African-American
627. Time should be spent on getting mass transit system in place quicker than it is happening. Most African Americans live outside Travis County lines and commute in.
628. Community transportation from San Marcos to Austin would be great
629. I commute into the City of Austin for work - central east area from eastern Round Rock. The majority of commuter projects for the future seemed to be focused on the western side of IH-35 in Williamson County. I would like to see an equitable focus on the eastern side of IH-35 as that area has seen rapid growth too.
630. Quit with tolling roads that are already built, stop putting up elevated highways. If you're going to elevate, throw up a rail system.
631. I oppose the TTC by whatever name, the "sale" of our taxpaid roads to tollers especially foreign companies. The taking of taxpaid roads under construction is criminal and a tremendous breach of faith with the citizens.
632. Yes, I do NOT support Toll Roads as an option to pay for new or to maintain existing roads. I think TXDOT and CAMPO are not run for the people, but rather for private interest and should change their additutes and get the job done without wasting anymore taxpayer money.
633. If TX 45 Southwest is not built quickly, Austin and the outlying areas will find themselves in the same transportation grid lock of the 1980's when highway bonds were voted down to discourage growth. Just my thoughts.
634. By 2030 we need high speed communter rail throughout the area.
635. No more toll roads. We are already taxed on our cars and on the gas we use. We should be able to expand and put up new roads from that source of funding
636. Why don't we have more rail service?
637. We need to raise revenue for transportation in any way we can . . . Then spend such funds on all types of transportation improvements, especially mass transit.
638. Environment impacts should be a major concern in any transportation development project-- otherwise, CAMPO becomes the "bad guy".
639. The goal should be to keep traffic moving.
640. yes campo does not have aclue to what the solution are
641. I hope to see light rail projects expanded.
642. The environmental impact of our transportation systems must be considered as a top priority or we won't need to plan much past 30 years.
643. Encourage small unique businesses not just large box
644. It is good to do this survey
645. Thanks for doing public outreach at the supermarket on the weekend--I would never have time to do this during the work week.
646. A transportation system should meet the needs of the 96% of commuters that choose to drive vehicles & the 100% of businesses that need the roads to drive their trucks and business vehicles delivering goods and services to people and businesses. Any transportation system should cost-effectively meet the needs of people for mobility.
647. no
648. how to get to airport, malls, etc., w/o taking car
649. Use the funding wisely creating safe, less stressful, non-confusing and fast ways of travel!
650. Vans are the best idea yet
651. Barriers are very prominent to those suburbs , rural towns ,that definently prevent the independance of individuals that do not have transportation or persons with disabilities. Forexample employment , education,socialization,and interacting in the developing issues that affect their area of residency .
652. I oppose toll roads. the public has already apid for those highways. It is wrong to charge residents for driving on the roads we paid to build.Also, it is too easy to enter a tollroad without realizing it until it is too late to get off without being charged.
653. We need to get everyone thinking 20-30 years from now. Transit, Light rail and other items.
654. Transportation should support lower income and rural areas.

Do you have any other comments?
655. The eastern williamson county areas is in desparate need of public transportation in the community and an increase of public (affordable) transportation to outside communities for ongoing basic needs and to increase the chance of finding and maintaining work.
656. Policies that reduce sprawl may not be politically popular now, but I do believe our social norms and expectations are driven by our policies. If we start creating greater public transportation and more affordable mixed use development today then the public support will grow as results are recognized.
657. Public transportation options are important for any world-class city, and necessary for those of lesser means to be contributing parts of society. However, the fact remains that cars / trucks are by far the largest proportion of Austin transportation needs and that expansion and new roads is absolutely essential for any growing city, especially Austin.
658. what is going to replace the dillo's east and west route? I moved to 5th street because of the service now it's gone and it's too far to walk in the summer's heat!
659. Raise the gas tax!!!! Keep trying even if the kooks won't let it pass. By all means, do not adopt a satelite-GPS sytem to replicate the gas tax at tremendous cost and yet allow road-hogging Hummers to travel at same cost as tiny cars. Stop using most of the area's funding to supplement TOTALLY INAPPROPRIATE network of largely underutilized toll roads, constructed with EXTRAVAGENT designs, requiring EXTRAVAGENT features, EXTRAVAGENT debt terms, EXTRAVAGENT overhead costs, and capable of incredible invasion of privacy. Existing road corridors (like north Mopac) are not (well, should not be) opportunities for profit-harvesting to supplement more extravagant construction. Sam Houston Tollway style construction should stay in Houston and Dallas where it belongs - build PARKWAYS that everyone can use that can be designed with single-level bridges instead of triple-level bridges that are miles long. See and drive Alt-90 coming SW out of Houston for a good example of affordable, realistic roadbuilding. Oh, and start thinking about HOV lanes (not profit-maximizing lanes) for when gas goes to \$20. Capital Metro CLEARLY has no clue (how old is train transit technology?) and only HOV busses will actually work - and they need their own dedicated corridors. And the bike system here is a joke. See entire state of Colorado for much better system despite being covered by snow 6 months per year. Austin should have the best network in the country and when I was young I thought it would. Now over 40, I realize it is unlikely to occur in my lifetime. Prove me wrong and make me happy. But start with ~10 parkway projects and cut every boondogle toll project in the works. That is probably the most pressing decision that needs to be made. And maybe we will get a new Governor and she will (let's hope) let us raise gas taxes. Democrats should get realistic now and reach out to her and hopefully get some reasonable decisions in return.
660. Thank you for soliciting our input.
661. As a Texas I am really upset about the use of toll roads that are privately owned. I could support a toll road that is owned and operated by the state, and that would go away once the roads were paid for. The idea that we will have to live with toll roads forever is very wrong. The toll roads should not be privately owned.
662. impreach Gov Perry Remove from office
663. Grew up in Texas, just moved back here from Chicago last year. Devasted by how much I have to drive in Austin. In 3 years in Chicago, I put <3000 miles on my car. I could walk, take a bus, or ride a train to almost anywhere. There is not even a bus route to the public high school at which I work. Austin has a car culture; destinations are farther apart because there are parking lots in between everything.... City design encourages car use and makes other methods less feasible. Even bus trips take longer because of longer distances between things. Considering land use and urban planning should be a key part of your transportation strategy.
664. Please consider Travel Demand Management as a priority to guide future planning
665. I would like to see improved bus service and possibly commuter rail to and from the airport. I arrived on a Sunday and it took 4 hrs. for me to get to my home in North Austin. I spent less time on the plane. Usually I take a cab. Even though the cost is high, I'd rather get home quickly. I didn't have the option of a cab this time due to finances. Since I use public transportation, I would use it if the option was effiecient and in my best interest.
666. No Toll Roads. This is our land for Public Use, not Private Economic Gain. Don't build what we can't afford. Stop subsidizing suburban sprawl; Kyle, Buda, Round Rock, Cedar Park and Leander will all be Ghetto in a few years thanks to no Long Term sustainable growth planning. All those 'burbs offer are cheap homes that will only get cheaper. If you live in the 'burbs it should take you an hour or two to drive to work. That's the cost of living out there.

Do you have any other comments?
667. I want the downtown dillo back!
668. No Toll Roads on any part of IH 34, IH 10, Loop 1604, Loop 410, US Hwy 281 and existing roads
669. Need overpasses on Hwy281 N
670. I don't see how your question on ethnicity is relevant to this study. It should not matter what my ethnicity is, all responses should be considered equally. I resent the fact that this question was even asked.
671. no toll roads
672. I would love to take a bus to work (Austin to Georgetown) but there is no supporting services once I got there.
673. Need to pay off current bonds
674. Why on earth would commuters working in central downtown Austin ride the Red Line if it means having to add more time trying to catch an interconnect, since it goes to East Austin before going to the Convention Center?
675. No toll roads. Pressure the state lege to legalize gambling so that a billion dollars of the \$2 billion being spent by Texans in other states stay in TX and be used for public transportation, and the other billion for public ed to lower the highest (or close to highest) property taxes in the US.
676. Mass transit!
677. If the public passes for public transportation and the money that was supposed to be used was government money to fund the project then the public should not be expected to foot the bill by increasing rates when it was communicated that that would not be the case. Also, if the train is going to cost more money then it should be offered at more times. The express bus routes still seem like the better option.
678. Give people alternatives. Commuter rail between San Antonio and Austin is long overdue.
679. No toll roads
680. Yes, One toll road authority. No more \$1.50 charges and adding toll boothes as an after thought for revenue collection. One regional light rail authority (Round Rock may be 2). Distict 14 stinks--Dallas area is doing major realignment of arterials and also adding miles of light rail. All we do in this region is build toll roads.
681. Toll roads are designed to be a perpetual revenue stream to support and enhance the expanding govt bureaucracy. They unfairly tax those commuters who live where they are forced to use the tolled arteries -- 281 is a perfect example. I have watched the bureaucrats thwart efforts to fix 281 just so they can keep it as a tolled roadway for their future revenue stream. Stop this taxpayer abuse!
682. I do not trust that Capital Metro has the public interests at heart. I think these current/planned toll roads are a method of tracking movement rather than helping traffic.
683. Funds need to be distributed in a way to encourage smart, urban, dense, mixed use growth.
684. shut down Campo! Or at least make it an elected body.
685. Please provide service to Sunset Valley. We use CAP METRO all the time.
686. Benefitting the highway building lobby at the expense of the ecological resilience of our local ecosystems is ecocide. Let's do something ecologically sound this time.
687. RAIL on a dedicated system (not mixed w/ traffic) in the urban core that runs FREQUENTLY and that runs LATE!
688. Improve traffic flow with low cost things like synchronized traffic lights and putting overpasses where high volumes of traffic demand and redesign major roads with interchanges instead of intersections appropriately.
689. Finding out about this survey from concerned San Antonio citizens lieu Watson's closed-door CAMPO regime speaks volumes of the self-serving tolling consortium corruption lieu democratic representation -- Watson has been stacking the deck against blue collar workers and all our descendants for the profits of a self-serving tolling consortium that includes himself.
690. Tolls are taxes. DO NOT RAISE OUR TAXES.
691. I live out side of San Antonio Busses or light rail would not work for me.

Do you have any other comments?
692. Use the transportation money to help the most people, not toll roads, which are too expensive for most to use regularly, but to enhance roads already in use and connecting roads to help get traffic around. Toll Roads are not the answer to traffic.....look at 35 and 130.....trucks just don't use 130 as we were led to believe....
693. NO
694. We have enough current revenue from motor fuels taxes to complete most projects. If we need to do more, we need to raise motor fuels taxes to pay as we go for new road construction. And as part of our economic recovery plan, we need to expedite previously funded projects like the 281 overpasses, and devote existing funds and new Federal stimulus funds to the neediest highway projects already planned and approved.
695. It's extremely important the region's transit infrastructure be expanded and improved so that it can handle the huge expected population growth. Austin cannot become a world class city without an urban rail system that operates in dedicated right of ways and goes where the population, employment, and entertainment centers of the city exist.
696. Reduction of VMT's, and the application of Travel Demand Management (to reduce single occupant private automobile commuting) should be the highest priority of the Plan, along with a funding priority for alternative modes of transportation.
697. No outsourcing via privatization....do not want maintenance nor building of our road system to go to overseas private companies
698. We should not toll existing roads or force drivers onto them. Toll roads should be built with out Tax dollars.
699. MPO & TxDOT & Perry should put people's real interest first all the time.
700. NO TOLL ROADS
701. I did not answer some questions b/c they were too vague. For instance, there are obvious projects that need to happen, such as 290/71, but the questions did not indicate which plan. I am against tolling of existing roads and toll roads in general because they create bottle neck congestion and are elitist (look at places like Chicago, for instance). The 290/71 parkway seems like a much better plan than an elevated hwy, ripping through Oakhill. While I drive to work, I limit the days I work, and the hours, so that I'm not on the road every day and do not have to sit in congestion. Bike lanes are so badly needed to make safe commuting possible (for instance, there's no safe way to cross over Barton Creek. I see bikers getting on Mopac from SWPkwy to 360, which is frightening.) Other cities like Seattle have bike highways. Is CAMPO even considering options like that?
702. No toll roads. Use Stimulus money and maximize use of gas tax - even if it must be increased. Roads should be for everyone. When a road is tolled (i.e. 183A, SH 130), there should be a free option and there should be a cash option for those without toll tags. We should not penalize people who travel to Austin or even Austinites that don't regularly travel those areas. It is far too easy to be forced onto the toll road (missed the signs, couldn't exit due to traffic, etc.) and then have to pay the unreasonable toll + mail fees even if you manage to take the next available exit. This has already happened to 2 friends of mine. This discourages tourists from coming to Austin.
703. No NAFTA highway NO TOLL ROADS from freeways, stop it.
704. Listen - Everyone I talk to is for proper roadway expansion and management. Noone likes tolls. Get tolls off the plan and implement some other form of funding and we'll get more support. Furthermore, noone I've spoken with likes the privatization of our roads. That's putting too valuable of a system into the hands of profit seekers that are functional today and mismanaged/gone tomorrow. Return our roads to public management.
705. Use gas tax money for roads, not for other projects to help cover the governors budget. Get rid of TxDot executives, they are the governors puppets. Let the developers and builders develop the roads in the areas they are developing. NO TOLL ROADS !!!! STOP DOUBLE TAXING THE PEOPLE!!!!
706. Keep toll roads out of Texas
707. no toll roads
708. WHERE in all your planning do you even think about the fact that oil, and therefore gasoline, is going to become inaccessibly expensive before your projects are completed?
709. NO HAND HELD CELL PHONES WHILE OPERATING A VEHICLE. NO CYCLISTS WITHOUT PROTECTIVE HELMETS. I don't want to see somebody's brains on the street or sidewalk, it upsets me and ruins my day.
710. For the existing tollroads there needs to be a monthly rate for unlimited usage. e.g. \$25 for the first car in the household and \$15 for subsequent cars in the household.

Do you have any other comments?
711. No new toll roads. I support light rail and hope there will be more stops on it in the future.
712. We DO NOT need/want any more toll roads the NAFTA or a NAU....PERIOD
713. no toll roads
714. I am all for rail between the major texas cities but the Toll roads are double taxing, I dont appreciate having my tax dollars spent the past decade for major roadways then building up new ones right next to them, blocking them off and charging me, I will never drive on the tolls and if my tags get a pic taken as I exit the last exit (which has happened) will never pay for it. I refuse to be a part of this Toll Road fiasco and will vote for anyone that wants to abolish them! No Tolls in Texas!
715. Occasionally, my job requires me to drive to the North Austin area on a daily basis. In 22 years traveling the world with the AF, I've NEVER seen such a screwed up highway system as Austin. Thankfully, its been getting better - but still has a long way to go.
716. There are many alternatives to financing roads other than by tolls.
717. The Oak Hill road situation is dangerous and has been ignored so long that property value is dropping and there is not structure to support the growth. Businesses are closing and no one can do anything until the roads get expanded. It does not even look like Austin anymore.
718. Public transportation systems in harsh climates need adequate shelters at stops.
719. Travel Demand Management should be high on your list to implement.
720. In case my comment was cut off in the previous field. CAMPO should focus on encouraging dense development surrounding mass transit hubs and implement tolls for major highways. Train stations and/or ExpressBus stations should be located outside toll areas and fares subsidized by the tolls. Additionally, malls can be constructed on top of/integrated with the train station and revenue from the commercial rentals can be used to subsidize the train line. Providing a disincentive to drive and an incentive to take mass transit would vastly improve the transportation in the area. I lived in Hong Kong for three years, and would be pleased to share more about well integrated mass transit based on this experience. Feel free to e-mail me at bdkyle@gmail.com.
721. find a way to manage travel demand so that no new roads need to be built!
722. The questions in this survey are worded from a planners perspective, not in a context that the general public would think from. Your results will be questionable. I follow these topics pretty closely and had trouble making sense of what you are getting at in several of the sections.
723. Some of these questions weren't fully clear to someone who does not regularly read about transportation zoning, or just plain could be interpreted multiple ways. I'd recommend (if possible) links with definitions/further clarification.
724. Need for Bastrop to airport service with airport becoming a major transportation hub/node for an Travis County--wide system of rail and bus.
725. We should stop artificially subsidizing the use of the automobile.
726. Fixed route transportation really helps and affects everything else around it, though why is a line that goes all the way out to Elgin being planned? Why not build two more lines in Austin where they'll actually make a difference instead? It's better than nothing, however. Also--toll roads are better than roads, but no new roads lessen our path dependence/lock in. Thank you for taking my input.
727. Once again, increase the focus on managing travel demand in order to maximize existing road capacity.
728. in one of the first few sections one of the choices was mixed-use centers - they don't really have to be mixed-use in the current popular sense - just density centers with offices/retail/housing within a few blocks of each other. In traditional cities, on major roads there is a bus/train stop at the corner, with retail, offices midblock, apartments a block behind the major road, and houses behind that. it's more about a functional neighborhood structure than cutsey disnified plater-zyberk planning.
729. Don't Keep Austin Stupid - Build the damn road that are needed. South 45, Oak Hill. You are letting a few people(SOS) hurt the majority of the population. You just don't get it! Build the roads before we double in size.
730. I would like to see Austin-Metro become pedestrian & bicycle friendly. "Build it, they will come" philosophy. GPS friendly information within city, people who are blind and deafblind can use it. Upgrade bus/train systems to be deafblind friendly. Put in wheelchair friendly sidewalks on all streets, etc. If it's "user-friendly", people will use them.... If it's not user friendly(hassle) people will NOT use them.
731. Direct the money to where problems exist today, like the Y in Oak Hill and SH 45 SW

Do you have any other comments?
732. Why was 183A allowed to cripple the existing 183?
733. Need more toddler friendly playgrounds with shade
734. Please build highway 45 connecting to FM 1626. This highway would help with traffic congestion on 1626, and improve traffic safety in the area.
735. I feel that new growth/construction/developments should pay for infrastructure expenses that result from their creation. the current residents should not have to subsidize new growth or development
736. Thank you for all that you do!
737. Contest, where public gives ideas to improve transportation. Sometime the best ideas come from common folk and not bigwigs.
738. Transportation investments should be based on regional planning which identifies preferred focal points for growth/urbanization
739. Build SH 45 south of Mopac. Southwest Austin needs relief from commuters driving into/out of Austin from Hays county.
740. consideration of expanding the paratransit coverage area
741. Public transportation is top priority to manage traffic and environmental issues.
742. Do not let special interest groups delay implementation of plans for needed road systems.
743. I am extremely disappointed with the quality of the local roads since resurfacing was done a few years ago. I think the city needs to address the poor surface that was laid at that time and take steps to correct it.
744. I dislike the fact that I drive alone to work everyday. I really wish we had an efficient, reliable public transportation system I could use instead.
745. Rail, rail, and more rail. That's what we need.
746. The Bobcat shuttle should be expanded to work on the weekends and also offered at the Round Rock campus. A stop for the 101 at Lamar and Oltorf would be very useful as well.
747. no
748. Public transportation from Mueller via train and bus is very important to me, a significant reason why I purchased my home in this neighborhood. Our future should hold fewer cars and more clean, efficient and fast mass transportation so Austin can meet the future cleanly. This is my dearest hope for my beloved home town.
749. Southwest Austin really needs improved highway systems and the removal of signal lights at the end of major highways.
750. Due to the physical structure of this area, I believe that zero dollars should be spent on mass transit because it is not sustainable. Also, so that transit infrastructure gets the money it needs without tollroads, the legislature should be petitioned to let all gas tax dollars go to transit-related issues instead of being diverted to other programs.
751. Please get on the ball and do something. We are at a crisis level!
752. Travis county impartially needs to have the highways and roads to support the number of people that live in Austin. Traffic sitting does not help the environment which I currently see as the major problem with in Austin and then expanding to the surrounding counties.
753. Our area needs business/manufacturing growth.
754. Long-delayed projects such as 45 South (connecting Mopac with I-35) and the Mopac flyover must be completed. Until mass transit becomes a viable option for those living south of Ben White Blvd., capacity and flow must be improved on these roads.
755. The "Y" at Oak Hill needs to be improved!
756. No tolls on existing roads
757. expansion of the light rail and federal funding opportunities should be pursued
758. area needs better bus route--more convenient to apartment dwellers
759. I drive alone because your transportation system sucks. I simply need to go across town on Ben White (the major road to the regions airport, mind you) to commute to work, but you have no reasonable public transportation route to accommodate that. I either have to take a bus downtown and then back out, or make 2 transfers on local routes and spend over an hour on buses just to make it one way. That's ridiculous. Please put in a comprehensive public transportation system.
760. Be careful not to do so many projects at once
761. thanks for doing this expanded public input process

Do you have any other comments?
762. The SH 45 expansion in SW Austin at the end of the MoPac should be a low priority. That money should be spent on projects that deliver better mobility to larger sections of the region. For example, please complete the flyover at the MoPac and 290 and build a flyover from 290 East to I 35 South. Those projects would deliver major traffic congestion relief. Traffic on Brodie Lane headed out of Austin isn't, and won't be, severe enough to warrant the 45 project when you consider how that money could be better spent. Kyle and Buda homeowners should have thought about the traffic when they purchased their homes.
763. Please build the Southern portion of 45 to connect Mopac to 1626.
764. It is imperative to fund and construct SW-45 highway. Majority of northern Hays county residents now drive the residential roadway, Brodie Lane. Making this highway a reality would not only create better neighbor relations, it would most definitely provide a safer and faster means to enter Austins roadways.
765. i do NOT want a hwy in my backyard. crime and will soon follow. i moved here to get away from austin and it sorry a** problems.
766. Our environment needs green energy and a good public transportation system. Build smarter, not bigger. Be kind to mother nature.
767. Nein
768. Give the money back and fix the damn roads.
769. Thanks for letting us have a voice in these decisions!
770. Will this make a difference?
771. With Texas being one of the better places to get a job during this economy and for the near future more needs to be spent on roads to meet the existing and future demand.
772. This city is choking on traffic congestion. Additional capacity in the highway system is essential to solving that problem. That means completing gaps in the system. Completion of a loop around Austin and above all increase capacity on IH 35 and Loop 1.
773. I must admit I didn't really understand the following under question 1: "Ensuring that transportation projects and their impacts are equally distributed". "Equally" how? Geographically, according to traffic need, projected population growth, current population?
774. If economic status indicates whether or not you are a concerned member of the public you're wrong. I feel very strongly that this question should not be on the survey. It has a way of disenfranchising members of the public. Money should not equal a vote - if so then it is perceived that you only consider monetary contributors when looking at valid responses.
775. Designing roadway projects with bicycle use in mind (primarily, establishing outside lanes of at least 12 feet width to ensure that the lane is amenable to sharing bicycle and automobile traffic) is far more important to bicycle transportation than specialized or segregated bicycle facilities.
776. Do not invest another cent into the rail system until the one you've built can actually be used. Somebody obviously did not do there homework and CAMPO needs to learn from this before making a similar mistake again.
777. My life would be much easier if there was a commuter rail around Austin with many stops
778. I think CAMPO is overlooking the transportation (highway) needs of Texas and too focused on Austin only issues. Everyone (Texans, other Americans, and Visitors) benefits from modern roads systems. (Don't get caught up in "Land Use" issues) That's not your mission.
779. I would like to see fewer personal vehicles on the roadways, fewer 18-wheelers on highways, less gas and oil consumption, and more people living in "small town" communities, so that this could be realized. Mass transportation, rail and other, is a must. Our environment demands it.
780. Poorly designed survey
781. Every other major country in the world as a mass transit system that works, we need a rail system that works. We need local rail, subway systems, and high speed rail and we need now.
782. 1. Sometimes a person could easily walk from their home to a nearby store or coffee shop except they would have to risk their life to do so. For example my daughter lives just south of Parmer Lane and often walks to the HEB on her side of Parmer but feels she can't safely cross to the shops on the north side. Drivers are concentrating on other cars and often just don't notice people walking. Maybe there could be a separate signal that stops ALL traffic at large intersections like Parmer and MoPac, or maybe there could be a separate pedestrian crossing a short distance away from the worst of the congestion. 2. As stated earlier, down here in N. Hays County we need to let commuters get to MoPac in a sensible way. This means you need to finish upgrading 1626 and build Hwy 45 SW. Two or four lanes would be fine. Free or toll is fine. ANYTHING!

Do you have any other comments?
783. I currently drive to work - but I don't want to. I live downtown - and could walk to work if my employer was downtown. Please encourage a dense Residential/Office downtown for pedestrian/bicycle commutes
784. Plans need to try to curb urban sprawl---not open up areas for more development. This only adds to transportation problems. Fix what we have --DO NOT CREATE MORE ROADS.
785. Expansion of Mopac and 1626 are essential to the safety of citizens.
786. SH45SW is a very affordable, efficient use of available dollars. For the relatively short segment, it would improve portability for virtually ALL of Hays county residents, save fuel, reduce pollution, and restore quality of life to neighborhoods who are currently being used as major NS thoroughfares. 45SW was allowed to be hijacked by unrealistic environmental concerns, was juggled in deference to "higher priority" portions of 45 in the NW and SE, and has now become the favorite funding block to be pushed forward on the timeline whenever some token cut needs to be made...i.e. the latest push back to 2013 which took the segment out of the running for stimulus funds. Even we "Bubbas" south of the river deserve our turn...FINISH 45 SW, AT LEAST TO 1626!
787. existing roads can be improved to accomodate traffic needs. People are conserving their trips and gas use. No one but developer interests think toll roads are a solution. Any single toll project should be voter approved, not co-opted by vague language as is currently being done despite public opposition.
788. BUILD 45 (it was approved 20 yrs ago) Improve FM 1626!!! Quit talking and start building. Quit WASTING money on surveys, studies- use that money to BUILD!!!
789. I also ride my bike to work a lot and it often feels very dangerous and risky to do so. I would love to feel safer riding the streets of Austin on my bicycle. I think it's important to encourage more people to bicycle commute (for both environmental and traffic impact) and that it would be valuable to educate drivers on how to share the road with cyclists.
790. We need 45 built now! Brodie Lane cannot handle the traffic.
791. Please work on transportation from suburbs into the city. It feels like we are all going in the same direction to a relative handful of places, but there are little park n' ride (let alone rail!) options.
792. We need to build SH45 now. It has been on the books for years.
793. the region needs more public transportation options, more mixed used development
794. I would like to see planned projects like SH45 actually implemented and completed instead of being put on the back burner while other projects like 183N move ahead and take existing money designated for other projects. It seems very unbalanced that the northern part of the region has so many roads being built and completed while the southern part of the region is virtually neglected. There are several road projects including SH45, I35 at Ben White, Mopac at 290 etc that have sat for years without completion. Why is all of our money going north??
795. Quit charging tolls on existing roads that we have already paid for with bonds and quit using money that was allocated for one road on another i.e. SH 45 south!
796. No
797. CAMPO seems to favor areas in the NW and N areas of the Metro area. Little has been done in the SW area that borders with Hays county. FM 1626 and the failure to move forward with the mopac extension has created deadly results.
798. Please expand 45 to FM 1626.
799. I am a student at Southwestern University in Georgetown. The traffic on I-35 S is horrendous at many times of the day, which prevents me from almost ever going to Austin. Public transit seems like the obvious and logical solution. Georgetown is bursting at the seams during rush hour, and it will probably only get worse with growth. Public transit would also improve the mobility of college students who don't have cars (and would probably cut down on vehicular alcohol-related incidents).
800. We really need to improve mass transit! It shouldn't be necessary to own 2 cars for a family to be able to function
801. please complete the SW 45 we in hays buda area we need a better way in to the metro area! I do not understand why how you could do the east side which is much less traveled and not complete the west side, it just seems crazy/political? Have never received a rational explaintation of this.
802. Build SW 45 with highly limited access, BUT with a bike.nature path along the side, connecting SW 45 to the veloway. Also create a bike loop from Lady Bird Town Lake, south (Barton Creek) to the Veloway, West along Slaughter to Mary Moore Searight north on Congress back to Town Lake. Build this trail SAFE enough so FAMILIES could spend the day biking. Businesses (restaurants, shopping, stores) along this pathway would BOOM!

Do you have any other comments?
803. A democracy will not work if the majority provides the wrong answer. The perspective of what is important to a individuals world may be very different from what is important to the whole world. For the purpose of this survey the majority will probably want 6 lanes to drive their SUV while eating their Big Mac "I know I do" but I also know that that the things I want may not be the things I need (case: Big Macs, cigarets and highways through environmentally non replaceable areas). If our societies (as a whole) situational awareness and intelligence does not dramatically improve in the near future we will not have much of a world to plan for in the next 25 years. We must learn to not protect the world after it is destroyed which is TCEQ's (ED) philosophy but rather learn to prevent our world from being destroyed in the first place.
804. get busy - we have a transportation mess in austin
805. The area is well suited for the installation of a Bart-like light rail that circles the city and connects directly with existing buses.
806. We are far behind in mass transit, needing safe, efficient light rail and bullet trains to Dallas, Houston and San Antonio
807. The answer options offered in this survey seem biased toward limited options for our transportation future.
808. Traffic growth has likely peaked forever. Numerous socio-economic factors have come together across the nation to change our driving habits, so that traffic volume is decreasing while population is simultaneously increasing. Climate change regulations and associated increased costs of transportation, and peak oil, will further enhance these recent societal changes to forever change our driving habits.
809. Do to the time it takes to get transportation projects built and operational, we need to get going now!! Other than the light rail project, which has been in the works for a number of years, I can't think of one other major transportation project that is currently being built to address the rush hour congestion on MoPac and IH35.
810. Stop building highways, which create sprawl, make people DEPENDENT on cars, and cause global warming pollution. Get on with light rail and commuter rail, and create SAFE, WALKABLE, BIKEABLE roadways! That means that new roads need wide sidewalks and bike paths. And all new development needs to be mixed use. NO NEW SPRAWL SUBDIVISIONS that are exclusively residential.
811. Please fix the 290 at the Y in Oak Hill. It is an absolute nightmare and it doesn't need to be! This is long overdue!
812. Creating a lane on Mopac (both directions)for scooters and micro cars would decrease congestion and encourage drivers to buy and use more fuel efficient vehicles.
813. Public transportation including rail is essential to providing opportunity for people to leave the vehicle at home
814. Please be good stewards of our tax dollars! While I don't use public transportation, I support public transportation for the good of the community. I absolutely HATE to see money /wasted/ on projects, like rail, that have huge initial investment, minimal traffic impact, are inflexible and will continue to be highly subsidized by taxpayers. My recommendation is to continue development of fast bus routes, new/improved roads (bus & cars can share that infrastructure) and new circulator bus systems. I do not support the proposed "trolley" system because of the high cost, low impact and lack of shared infrastructure.
815. Portland, what are they doing right? How did they close a major roadway through town?
816. Development of residential and commercial properties should stop until the highway infrastructure is adequate to handle current traffic. This would eliminate all the idling which is a major source of pollution by allowing cars to run at more efficient speeds for shorter periods of time since travel time would be reduced. Developers should be able to foot the bill for all transportation systems to service their developments. This would cause the cost of development to rise instead of being kept artificially low as it is now. These artificially low costs of new development are fuelling development while keeping prices of existing homes artificially low because buyers prefer new construction over existing when the prices are the same. In the meantime, taxes on existing homes continues to rise to cover the costs of new infrastructure which should be borne by the developers and passed on to buyers of new construction.

Do you have any other comments?
817. Regional transportation trends show traffic flattening after explosive growth in the 1990's. We need to develop a transportation system that looks to the future and doesn't just continue the sprawling ways of the past. Increases in the price of gas and combating global warming and air pollution should be of paramount consideration when considering transportation projects. We need big investments in alternative transportation to the motor vehicle. We should abandon the toll road boondoggles that have been planned and focus on smaller, more efficient road projects where needed.
818. As the baby boomers age the access program of capmetro will be more important. Many communities do not offer such services at any prices and capmetro is trying to cut this one down because of the money spent on the rail line. It is important and needs to continue and be started in other areas.
819. Quit doing surveys and study's and do something!
820. Get it right. Project to the future. Quit always playing catch-up.
821. Want better public and alternate transportation options; want public transportation to be enviro friendly; want strict oversight on transportation projects - cost overages on rail plan are so far out of line as to be criminal (or deliberate lie to voters to get bond passed).
822. try to encourage people to invest in advance of painful traffic congestion and air pollution.
823. The traffic signals need to be synched up better to allow for better traffic flow. The Old Settlers/Main Street intersection is a good example of how poorly thought through the traffic flow is. Come during the 4:45-5:15 time-frame and see how messed up things are.
824. The possible SH-45 expansion project is a huge mistake. The land that it is planned for is full of sensitive watershed features. Further building there, especially of a big highway, will endanger the Watershed and the Aquifer and imperil Barton Srping and our local water supply. Runoff from so much imervious cover is sure to raise the numbers of pollutants such as heavy metals in the water system and water supply. These pollutants cause cancers of several types and other serious health problems. Also, building on land of that type requires protective (though sadly, not protective enough) engineering features such as retention pools. Standing water in those pools is a huge breeding ground for mosquitoes, and their natural predators (birds and bats) will be in much lower numbers if the road is built and their habitat is destroyed. Once the land is ruined and the water quality gone, we will not be able to go back in time and fix it. We have already overbuilt on the Watershed and are nearing the tipping point. PLEASE help prevent this huge mistake.
825. Let's not turn this into a horse race between roads and all other forms of transportation. The "mixed" approach is only one that makes sense. It's clear which horse will win. The interesting question is by how much margin. Helping voters understand the total cost of ownership as well as the trip cost of any particular mode is an important part of eliciting informed participation from the electorate. The public needs to understand costs beyond taxes and the gas pump such as time wasted, environmental, economic development impact. They should also understand existing public subsidies such as most public roads do not require use-fees or tolls but all public transportation requires fares. Additionally, voters do not have a good sense of the value of large transportation spends. For instance, we could ask: Would you rather support a toll road amnesty of \$60MM or aggressively collect those delinquent fees to pay for half of the proposed \$120MM downtown circulator? Good idea with the survey. It's a great start. I'm curious to see the results. --r Richard MacKinnon, Chairman City of Austin Urban Transportation Commission
826. Do not listen to the majority of Texans that love their vehicle. They are draining our tax dollars on highways and they are killing us with air pollution. Please do the right thing and make the hard decisions that will save Austin rather than destroy it. Austin is paved over enough. You may think that you should represent the ignorant masses that are your constituents, but your higher calling is to be smarter than the average and do what is right.
827. Brodie Lane needs relief desperately
828. Cap Metro is not very good at reviewing existing service and making changes to correspond to growth and/or need. There planning dept tends to stand by status quo.
829. Finish IH 45.
830. Need to slow down housing developments so inferstructure can catch up.
831. We Need bus transpo in Round Rock!!!!!!!!!!!!!!!!!!!!

Do you have any other comments?	
832.	I would prefer to use public transportation instead of driving my car all the time. However, Central TX needs to provide more public transportation options. Along with expanding public transportation, connectivity and expanded service (rail, streetcar, bus, handi-services, trolley, and safe bike/ped access) needs to be considered simultaneously to make it a great public transportation system.
833.	i would love to take a bus or rail to work but i cannot because i need a car to get to meetings, events at my work. a rapid, efficient public transportation system that gets me around Austin would allow me to leave my car at home.
834.	Highways are a giant waste of money, and help to generate air pollution. Please start funding modes of transport for people who cannot afford to own a car.
835.	IT IS A MISERABLE LIFE IN AUSTIN TRAFFIC. THE NEIGHBORHOODS ARE OVERRUN WITH TRAFFIC BECAUSE WE DON'T HAVE ADEQUATE ROADS...THAT'S THE BY PRODUCT OF DOING NOTHING
836.	Stop tolls unless their new road systems
837.	Please finish SH45
838.	I commute to San Marcos from Austin every day. I would dearly love a commuter rail to be in place between the I-35 corridor cities.
839.	We need to expand public transportation in this city. More commuter AND city rails, please.
840.	I strongly encourage CAMPO to reconsider the expansion of SH 45
841.	build and improve roads and highways now don't wait until traffic gets worse!!!!
842.	I feel it is most important to plan new transportation projects that will help people move in the most cost - and energy- efficient way possible. I tend to think that this means more public transportation. Thank you for the opportunity to complete this survey.
843.	Although I primarily commute by car, I do strive to bike or take the bus at least once a week. Future surveys should ask about occasional commute patterns... we can't all take alternative transportation all the time, but if many people change their habits once a week, it will make a difference.
844.	Get a grip on reality, put taxpayer \$ where taxpayers choose their mobility - roads for on road vehicles. This is the economic engine of our area, and the booster of lowest income people. Forget expensive rail projects as they are not economically viable or sustainable or service centric to those who need public transportation. Instead, concentrate on improving integrated bus services using the Cellular Mass Transit approach www.cmt4austin.org which would revolutionize public transit, serve 100% of the community with 10 minute max wait times, improve ridership over 80%, reduce costs and taxpayer subsidies, while maximizing use of the existing bus/van fleet. What are you waiting for? Just DO IT! Skip Cameron, President, Bull Creek Foundation, 8711 Bluegrass Dr, Austin, TX 78759 794-0531
845.	As in military operations, a diffuse use of resources leads to weaknesses in all areas. Funding must be focused on projects that will have the most impact on major problems.
846.	Water and environmental needs must be looked at in concert with more roads or development. We need a big picture package now. Long range planning so there are smart communities instead of sprawl without resources. Aging population(me) needs better access to needed resources. Younger needs better local planning of new and older development of new housing sites. Why is this in Spanish? Is this America where we want to promote diversity rather than segregation?
847.	Transportation is the area's number one problem we need to address it in a comprehensive and well planned manner.
848.	build the roads that you already know need building
849.	I would like to see toll lanes build on Loop 360 and mopac. I would like to see a safer exit ramp built from southbound 183 connecting to southbound Loop 360 (ramps in all directions would be ideal). I would like to see the flyovers finished at TX 45 & IH-35, at Hwy 71 (Ben White) & IH-35 and at Hwy 71 (Ben White) and Loop 1. I would also like to see a toll road or freeway (depending on funds) built on Hwy 71 from ABIA west to Hwy 95 just east of Bastrop. And what can be done about IH-35 through downtown Austin? What a mess, even with the help of TX 130!

Do you have any other comments?
850. Improve the public transportation! It takes me 7 minutes to drive to work and 35 minutes by bus. Its not worth my time to use a public transportation sytem that doesn't efficiently move me from point A to B. More attention and money should be spent on connecting south Austin to the core instead of transporting people to the airport, or UT students to the airport I'm flabbergasted by the choices that are being made with the commuter rail that doesn't run on weekends. I lived in Germany and Austin's system is one of the worst system I've seen as compared to Europe's public transportation system.
851. stop spending m\$\$\$ and cut county/school taxes !!!
852. Investments into better public transit services (light rail, street cars, commuter rail) need to made in order for this region to grow in a sustainable way.
853. capital metro is in self destruct mode. I
854. My family could have bought a house twice as large, with many new updates, for the same price we paid for our house in Northwest Hills. Property taxes would also be much lower, and amenities (new, "water park" type pools, playgrounds, school athletic facilities, etc.) are also better in the outerlying areas. However, I work downtown, and it is more important to me to spend less time commuting and more time with my family. I do not think I should have to help pay for transportation for those living in outerlying areas.
855. Sidewalks are the connectors to commerce. Give pedestrians and public transit riders more safety and access
856. With the aging population, I believe that providing transportation to and from medical facilities will be a vital part of community safety, and a drawing card for a growing population looking for a place to retire. Additionally, I think a public transportation system would be used by working individuals if it were available....good for the environment, good for the economy overall, and an important drawing card for our future growth and safety...less cars, more efficiency of transport facilities.
857. The public transportation system needs more funding to improve buses so they are not constantly breaking down. Also, if the rail were ever completed this would be a great use to the community and surrounding areas and would decrease traffic and pollution greatly. Central Texas desperately needs a better managed and more efficient public transit system.
858. I'm deeply concerned about how the City will function as gasoline prices rise above \$5 and then \$10 a gallon in the next decade (at least in pre-recession dollar terms). Getting people around will be important but also getting resources into the city will be important too. We need to quit wasting time and money on infrastructure that supports airplanes, single driver cars, and long distant transport trucks in exchange for walking, biking, small buses for local transport and trains for long distant transport.
859. Austin and Texas suck. I hope this place dries up and blows away or washes away in a flood. I was born and raised in Texas and after 40 years here want to get out of here forever, never to step foot in this God forsaken pit again. Have a nice day!
860. Restructure Capital Metro.
861. This region needs decent public transportation if it is to live up to its expectations of sustainability and if it wants to minimize the congestive impact of future population growth. Austin needs an integrated, multi-modal transportation system linking high-speed rail (between San Antonio and Austin), local light rail, bus, and streetcar circulators in central Austin.
862. The key is more alternatives - hard rail is great, nodes at terminals with special taxing districts to pay for the system even better.
863. tax what you do not like...to many miles driven and then let the private sector do the decision making.
864. Bring SH130 under CTRMA and out from under TxDot
865. Fix the traffic! Austin is a mess.
866. I wish I did have a solution especially since I do want Austin to be productive and economically stable, thus more people. Where will we find the space. Is light rail in this city a pipe dream. Yes, we must prepare since we are behind in ecology, transportation, trustworthy police department. Most are good people but...We need to care more about each other and yet how safe is that? If we don't go to the root of the problems, and that means all of the problems of a city, none of this will work. It is working in tandem in every area of government, environment, humanity, socio-economic areas. Our leaders need to buck up and get honest or we need to vote them OUT!

Do you have any other comments?
867. I'm serious about the toll roads. They work. Commuter rail will be cool too though. I really liked DART in Dallas; the trains just didn't run late enough.
868. Why isn't South Austin being considered for future rail? Are we inferior?
869. NO MORE TOLLS!
870. more light rail to more places.
871. We need a balance of solutions including new/expanded roads, public transit, commute solutions and smart signalization to tackle the projected growth.
872. Light rail is not a very good option for downtown since it tears up roads, is very expensive, and only does what buses already do. Dedicated rail is a pretty good option but it will only help some people. I would ride my bicycle to work if I had a protected bicycle lane on Westlake Drive to get to Lake Austin blvd., but currently there is no protected bicycle lane, so I would probably die if I tried to commute via bicycle. However, if there was a protected bicycle lane I would commute most of the time (unless there was a storm or rain).
873. The explosive growth in S. Austin really needs to be addressed via extension of Mopac (via SW 40 project or other), improved access at Mopac and 290, and potential expansion of Hwy. 1626. More and more homes and business are being built in this area without a comparable improvement in infrastructure. It must be addressed.
874. Way too much money is poured into roads and way too little into commuter rails; subway systems.
875. NO TOLL ROADS
876. When is the commuter train going to start running? Waiting to ride it!
877. Presently, I have would have to walk two to three miles to get to the nearest bus stop. This makes public transportation unavailable to me and I pay taxes. I think something certainly should be done about ensuring that all of those who pay taxes benefit from any service for which our taxes pay to provide.
878. this information is non of your business and not pertinent to survey
879. Improving transportation to and within the central business district should be the key consideration for the foreseeable future.
880. Mass public transit systems that are attractive and located where population or business/transportation uses can be served are essential for the future.
881. The East/SE side is neglected (Riverside) when it comes to bike transportation that is not risking life and limb. Also, biking through the parks is not safe due to transients, and crime. I would love to feel as free and easy about biking in my area as I do on the hike and bike trail/shoal creek trail etc., but traffic is crazy in my area and there is no adequate accommodation for bikes. Crime is also a factor in keeping me from biking.
882. Access to and transportation within the Austin CBD must be a priority.
883. Good luck
884. We need adequate and realistic public transportation option in this Region. This is done successfully in other areas, why not here?
885. hurry up with the light rail!
886. CAMPO should educate its board more thoroughly on the sources of air pollution and solutions to reduce air pollution other than from just commute solutions. Some board members, members of the CAMPO TAC and citizens continue to believe that if the roadway system is continually built out that congestion will be reduced for years to come and that air pollution will also be reduced. These generalizations are uncertain at best. CAMPO should have started integrating land-use into their planning process many years ago. CAMPO board members should ask more questions about the projects that they are voting on.
887. Get our Road system going. No more traffice jams on I-35, Mopac and major roads.
888. continue to expand new infrastructure to the east and do something to I-35
889. I want a good bus service, and don't want money spent on comuter rail or trolley cars
890. Austin is lagging behind its peer cities in offering alternatives to driving. This must be fixed. If there was an oil crisis tomorrow, Austin would come to a standstill. We need a robust system.
891. Quit wasting our money. The gross miss management of the CAMPO funds is disturbing.
892. I drive, but am open to taking public transit

Do you have any other comments?
893. Funding should focus on public transit--not expanding toll roads! Threatening punishment for DUI/DWI offenses are not solving the problem, therefore it's time for an alternative. Expanding toll roads into the rural/suburban areas of Central Texas is only encouraging more "drive alone" time, and while it will cut some of the traffic problems of the future, it's not encouraging a change of transportation culture. Encourage public transit and the growth/movement of the town will impact the amount of pollution ALREADY created by people idling on major highways. Fix the problem now, while the land is still undeveloped, rather than making the problem worse. We have the opportunity to avoid that nightmare that is Houston and/or DFW... cease it.
894. Do not detract from the quality of life in existing neighborhoods in order to promote future growth. Do not assume that any area east of I-35 is or should be a projection of east Austin, a holding tank for the poor and minorities.
895. You need to keep your ears more open and your mouth more shut and listen to the folks who have lived here a long time and live in high value real estate, not developers who build housing towers w/ retail on the bottom, take their money and run away to another city and another project and leave us to figure what we are going to do w/ the waste water these projects are going to produce, how we will provide water pressure up to the 22nd floor. The fact is that the fire department has not committed to being able to fight a fire in the recently build residential towers down down until 2012 at the latest. Folks are buying pigs in a poke where they may be emolated in the event of a fire on the first floor.
896. Be fair with regards to providing transportation for the community at large and not just to high income areas.
897. Don't do NOTHING
898. CAMPO needs determination real cost/benefits over time (e.g. 40 years) of SOV-centered transport system including external costs as well as determination of costs/benefits of fully developed alternative transport network also projected over a number of years.
899. I would really like to see improvements in pedestrian and biker safety, as well as increased public transportation options. I heard from a bus driver that the Dillos are being discontinued, which would be unfortunate for me, since I use them often. Also, I have seen several times where people were waiting for a bus and the driver just drove by, even though they were starting to stand up as the bus approached, and looked upset when the bus didn't stop. One bus driver said it was policy not to stop unless people were already standing, looking like they wanted to take that bus. If that is the policy, I would recommend putting signs up at the bus stops saying that, since it's clear that not everyone is aware that that's what they need to do to catch the bus.
900. Complete Streets is a new approach to street design that prioritizes design that is safe for all users - drivers, bicyclists, transit vehicles and users, and pedestrians of all ages and abilities. Travel Demand Management is a new approach to addressing congestion, air quality, and other negative impacts of traditional transportation solutions, e.g., simply supply/build additional road capacity. Curbing demand means promoting, using incentives, and directly helping people use any/every travel option except one person-one car travel. It can have the same benefits as adding new roads at a fraction of the cost.
901. I am most interested in planning for those strategic project that will reduce the total vehicle miles traveled, increase the transportation options available to myself and fellow citizens at any given time, make central Texas a uniquely well-thought out place to live, and enable us to have rich, diverse fulfilling and expanded lives while decreasing out dependence on all fossil fuels at the same time. We can be world-class.
902. any expansion MUST take into consideration the impact on the limited natural resources of the Hill Country!
903. Don't waste any more money on the rail and the buses until they can carry more than just a few people.
904. Currently, I work 4 miles from home in the core of the city. If adequate, convenient, and well-operated public transit were available (i.e. at the standards seen in Denver, SF/Bay Area, Chicago, etc), I'd use public transit more than my own car.

Do you have any other comments?
905. 1) I do not see public transportation as a viable component of regional transportation planning efforts due to the ongoing lack of competence demonstrated by CapMetro. Until a financially viable, truly regional, and competently led organization is created, public transportation is a last tier concern for me. 2) Similarly, I do not see continued upgrades to the major highways as a winning solution, because ultimately there is only so much additional capacity that can be added to them. We need to focus on providing an interior road network expanding on existing roads and building new roads where possible that allow traffic to leave the major highways and traverse the region independent of those major highways.
906. no more roads, make less sprawl
907. Need to connect existing bicycle infrastructure and improve public transportation, most importantly with light rail. Our region is already too polluted, we need to move more cars off the road.
908. Effective rail transportation in Taiwan, Hong Kong, and China is timely, affordable, and effective. I would love to have a better rail system in Austin.
909. I would like to see more mixed-use, dense, transit oriented development. Suburban sprawl feeding onto stressed arterial roads is not a sustainable way of growth.
910. Complete the tollway SH 45 SW as soon as possible--quit the excuses, take action
911. Finish FM1626 and SH45 !
912. As a student at Southwestern University, I believe it is imperative to improve the existing transportation system. Numerous students and other individuals in my greater community of Georgetown do not own cars. A public transportation system that caters to pedestrians, bikers, and people who use a public bus is essential to the region if it continues to grow. Only in this way can we support a growing infrastructure, but minimize environmental impacts as well. Also a public bus route to Austin would greatly lessen current impacts.
913. Improved public transport. Need to improve rapid transportation/trains/subway/monorail. Expand beyond existing rail lines by building subway(below ground) or raised monorails heading all directions to the east and west as well as north and south. Also have bus lines available from all train stations.
914. Please please focus on light rail, commuter rail, etc.
915. CAMPO Staff is doing a great job. I understand this is a thankless effort that brings a lot of complaining. Thanks for all you do
916. Before CAMPO considers the so-called "Green Line" commuter rail, I think the organization needs to focus on creating a circulator (streetcar/light-rail) system to better connect downtown. Once that system is complete, people will be more likely to later support an expansion of the "green line" out to Manor and Elgin.
917. As someone who commutes 25 miles each way every day, I would like better exits/entrances to I-35, more lanes, and a highway loop around the city of Austin.
918. Toll Roads are definitely NOT where I want our transportation system to go.
919. We can be a world class city if our mass-transit means develop and we preserve our natural water systems.
920. Need express or limited bus route from northwest austin to One Texas Center. Pavillion stop, Arboretum stop, down Mo-pac to Cesar Chavez, City Hall stop, One Texas Center (505 Barton Springs Road) stop.
921. alternative transportation options are critical, especially mass transit lines plus protecting bikers & pedestrians; for example, you asked about my commute to work, but didn't ask how I/my husband get around when not working and that answer would be "biking, using the bus, walking about half the time; the car the other half"- there are many of us who must use cars for our work but prefer getting out of the car as soon as our work day is over-
922. I ADVOCATE A MASTER PLAN FOR INTEGRATED REGIONAL AND URBAN RAIL FOR THE ENTIRE REGION, CENTERED ON AUSTIN. PLEASE LOOK BEYOND THE BORDERS OF THE UNITED STATES (RAIL UNFRIENDLY SINCE THE 1930S) FOR INSPIRATION REGARDING TRANSPORTATION PLANNING.
923. Invest transportation funds most cost-effectively and in accordance with market demand.
924. Continue work in suburban areas.
925. Mass transit, short trip buses for state offices and university campuses, full bicycle lanes, sidewalks are essential to mitigate the migration of millions to live in Texas.
926. Public transportation, good facility design for pedestrians and bicycles, are essential for the future.

Do you have any other comments?
927. Increasing road capacity only increases demand for said new road capacity -- this is called induced demand. The only way to improve our current system is through expanded support of public transportation and cycling and pedestrian friendly infrastructure.
928. this is a rather generic survey...I appreciate the intent, but phrases like "maintain existing system" mean little to me.
929. campo needs to controll growth instead of having a 100 mile wide austin
930. finish all the flyovers that have not been finished when you built what we have now.
931. How about investing money in quality (i.e. grade-separated) mass transit?
932. I ride the 1 and 101 buses to UT and the service could not be better.
933. More rail, dual tracks with more frequent trips. Get trucks off of urban IH35.
934. My East Austin neighborhood is not currently served by mass transit; I'd take the bus or train if it were.
935. I would take bus more often if they were less crowed on certain lines (1L/1M) or more often on other lines (5). Maybe right-sizing the busses should be considered.
936. The voters tried to prevent the huge financial drain of commuter rail in several elections, but the rail advocates didn't listen because they knew better than us. Now look at the mess they're in. And in their arrogance, they are still claiming success. They should be fired and replaced by people advocating on the basis of cost effectiveness for the taxpayer. Not for the title of "most progressive." We've been fleeced again by the politics of good intention.
937. 2 way bus system is needed in Georgetown (Not a shuttle loop as before
938. I'm not pleased with the manner in which this survey is constructed, and I consider the broad, general questions to be of little value for planning purposes, or, for that matter, figuring out what my own priorities actually are.
939. More commuter rail!! More ped and bike friendly improvements!!
940. Campo's web page says the survey closed on September 15th. Is that true?
941. I am retired, but I was able to use Cap Metro for my primary transportation to work for the last 17 of my working years. I certainly understand the value of living on a bus line!
942. I would really like to see inter-city rail between Austin / Houston / Dallas / San Antonio.
943. Safety is uppermost in my mind. Eagerly awaiting the start of the commuter rail! Glad the trains have been slowed down; they were scary...so fast and so quiet. Please upgrade the intersection of 45th St and Airport Blvd...right now it is freaky...maybe the solution to that intersection somehow lies with developing a rail station under the overpasses to serve Hyde Park, Airport Blvd neighborhoods and Miller.
944. Austin needs better public transportation if it's truly to be a world class city.
945. You need to have this survey out by social media (ie Facebook and Twitter) if you want people to actually participate in it more than just by chance.
946. Road maintenance costs are getting out of control, funding for any new infrastructure must carefully evaluate ongoing maintenance expenses.
947. We desperately need green public transportation and current roads need expansion. Get the semi trucks off I-35
948. Time to get serious about rail - and Capital Metro is in the way, not helping, at this point. The CAMPO TWG plan should be run by the City of Austin with your help; and you should be directing some rail capital dollars there that would otherwise go to Capital Metro.
949. We need a freeway from Austin to Bastrop.
950. We need more ROADS!!
951. CAMPO must balance current challenges with building a sustainable future for the region. Must invest in transportation infrastructure that minimizes urban sprawl.
952. Future transportation expenditures must be concentrated in areas of the most dense corridors.
953. No more new roads / toll roads in the middle of pristine country side.
954. Expansion of highway and major road systems will make more people happy in the short term (maintaining the status quo) but will not answer the regions long term needs. Building infrastructure that will promote convenient low cost alternatives to car travel will ultimately make for a healthier, more efficient total transportation system in the long run.
955. I can't believe you killed the trolleys. you must have undermined the system. How dumb and wasteful.

Do you have any other comments?
956. No more toll roads, we need regional commuter rail, light rail and streetcars in combination of more bike lanes.
957. light rail is of great interest to me. also, we have no public transportation in the 2222/360 corridor.
958. I am a student at Southwestern University who supports and would benefit from an improved public transportation system.
959. the questions are somewhat ambiguous, for instance ..does "maintain" mean physical maintenance or maintain the existing, with no future construction or activity??? When the statement says "should" ...is the thought, that I think the future "will" continue with or without planning or do I think, we as planners "should" plan for the same growth patterns or "should" we influence growth patterns
960. Routine transportation for the elderly like regular bus service isould be a high priority as the population ages. It is critical that older, slightly impaired drivers have the option to stop driving.
961. Put emphasis on mass transit and acquire land to accommodate growth in the system.
962. none
963. IF THERE ARE TO BE TOLL ROADS, LET US PAY WHEN WE USE THEM, AND NOT ELECTRONICALLY. THE CURRENT TAG SYSTEM IS UNACCEPTABLE
964. We need a bus system that works and meets the needs of a majority of Austin Residents. Additionally, ALL bus stops need shade, seating and a trash container.
965. Protect watershed
966. Tolls are the absolute worst solution to transportation issues. Tolls should be the absolute last resort to any transportation solution.
967. Flyovers need to be completed at I35 and 71/290 to ease congestion and traffic flow.
968. I am embarrassed that we are well on our way to becoming another Houston, albeit one without an effective rail option. When are we going to get serious about discouraging the sprawl that will soon have Austin effectively stretching from San Antonio to Waco and put in place policies that encourage dense settlement and good transit options?
969. region would benefit economically and environmentally if there was greater priority/funding to create more trails -and "mass transit."
970. Government "For the People, By the People" from our homes to the White House is not happening anymore. Way to much money has to be used now for anyone to be elected to anything. So now all elected offices represent the wealthy and their needs and wants. PRINT THIS IN THE AUSTIN AMERICAN STATESMAN, tell everyone Cliff Dunn reminded you!
971. get rid of the dead weight at the top of capital metro.
972. Refusal to consider improved alternative technologies such as Personal Rapid Transit (PRT), also called "Podcars" like the ULTra system now being installed at Heathrow airport in London and at Masdar in the UAE means congestion and pollution will continue to get worse. Cars, trains and buses cannot solve the transportation problem in a world that is running out of oil and heating up with human-caused global warming.
973. We need to find a way to stop spending all the available funding on studies that are out of date by the time they are finished and which leave little funding for actual projects. Its as if, having asked a question, we don't really like the answer so we find a way to ask it again and again. Maintaining and repairing bridges and pedestrian sidewalks should be a top priority if we really want people to be able to continue to use them.
974. Better public involvement, more opportunities for public involvement earlier in the process.
975. I live on the 15 Red River route. The buses that travel through the area nearest me are mostly empty at all times of day. I'd like to be sure that routes are regularly monitored to be sure that they are appropriately running in terms of frequency and correct routing. The fuel used and noise and emissions of buses that are empty don't seem worth the environmental or monetary cost.
976. better transportation to those who use it the most.
977. Shame on you all for asking the commute mode question they way you did. I will happily use my motorcycle less as soon as you all get me better transit, keep cell phone using drivers from threatening cyclists and pedestrians, and generally tame streets designed to help drivers act like kids running naked in the front yard.

Do you have any other comments?
978. Synchronize the traffic lights. The Austin traffic light system is a joke. You go from stop light to stop light and sit in traffic with the engine idling which wastes gas and causes extra pollution. A 3rd grader with a crayon and a piece of paper could do a better job of traffic management than the existing Austin Traffic Department.
979. Correct the priority question from 1-5 to say 1-6.
980. You all seem to talk this to death. When will we see action of a park and ride in the 620/2222 area? When will we have a light rail election? When will the commuter rail get going? etc. The time for talking is past. You spend lots on surveys yet we still have no public transportation on our neighborhood.
981. Question about mode is bad as it doesn't allow for mixed mode. I ride the bus with my bike. Typical 2 mile by bike and 10 by bus.
982. Items No. 3 and 4 (above) are NONE of your business and do NOT have meritorious significance to the answers expressed within this questionnaire. The answers come from knowledge, and certainly from neither ethnicity nor income. Last, in the first page you asked the language I preferred to use while answering this survey. WHY????? It has not reduced having to see the buttons or the closing pages in bi-lingual presentation. This is OFFENSIVE to me – if a person cannot communicate in the language of the country, they should not be allowed to participate in the governance thereof until acquiring such language fluency. Having spent time in other countries, I can assure those countries do not give a hoot if you cannot speak THEIR country's language – learn it or do without/go home.
983. a mix of solutions is the only sane approach. no singular type of transportation is a safe investment of funds nor will meet our communities needs. not to say we divided the baby equally but we make an real effort to provide meaningful alternatives. This will pay back well in the future. Land planning is critical and landowners need to put some skin in the game. Enough property rights and build it so my property values go up. Pay to play and i'm not just talking about tolls. Transportation planning has become a game of connect the dots and this is insane. Land uses need to be compatible with transportation plan.
984. dramatic increases in bicycle use would solve most of this country's problems - environment, traffic, health!
985. Generally, I think the most focus should be on improving transit in the areas where those improvements are most likely to result in increased use. The Urban Rail proposal is one such example, which will result in Riverside and Mueller residents choosing transit over driving to get to work and school, as well as reduced car trips between UT and downtown. The most important currently planned project is Rapid Bus, which is in danger of performing far worse than it has potential for, while sinking a cost that will prevent alternatives from being considered in the near future. This can be fixed by ensuring that Rapid Bus has dedicated lanes in congested areas during peak commute hours, and using signal preemption instead of signal priority. These changes would significantly shorten trips, and possibly increase throughput on the affected roads by increasing ridership. Without dedicated lanes, Rapid Bus is a waste of money that won't improve trips on the N. Lamar/S. Congress corridor, and will only improve Burnet/S. Lamar due to increased frequency. Capital Metro has such a poor reputation because it over-promises and under-delivers. People expect MetroRail and Rapid Bus to lead to significant improvements, which neither of them will as currently planned, which will make future projects even more difficult. It's painful to watch.
986. Curious that the questions focus on solutions/projects rather than future need. Most folks think about "what I need/want today" rather than our future needs - a pop. that is growing older and younger (Hispanic pop. bubble).
987. I cannot overemphasize the importance of developing a good public transit system for the Central Texas region, and Austin in particular. We currently lag behind even Dallas in this regard! With peak oil likely already reached and a growing population of elderly, we cannot afford to continue our unrealistic fixation with cars and roads to the exclusion of all else. We need public transit that is available and affordable to everyone!
988. I really want to see a plan to finish the 290/71 expansion through the Y in Oak Hill. This has been a problem area for years, and will only continue to get worse.
989. The needs of Seniors and other non commuter residents must receive more attention
990. no
991. This survey does not have the depth you need for any decisions of any consequence. Very surprised at how superficial and non-specific this questionnaire is.
992. Where are the conservatives? Sell the light rail cars from Europe that will never run successfully on American gage rail.

Do you have any other comments?
993. Need to look at systems other than Rail at grade. i.e. CMT4Austin.org and Monorail
994. I am currently seeking a degree in Urban and Regional Planning, and what I find the most devastating to Austin's transportation plan is the mentality and thought behind its systems. Portland, Or has a more integrated transit system that complements their road and freeway infrastructure. More detailed studies, like the one the Austin City Council did in the late 1990's should be done to maximize ideas to solve Austin's transportation dilemmas.
995. While the idea of rail transportation is attractive, huge consideration needs to be given to the cost vs the amount of traffic it will replace. The current rail project has turned into a total nightmare for the City and it seems that it may never actually start running.
996. Money needs to be spent to build new roads and relieve traffic congestion on existing highways. DO NOT spend money on bus routes, etc. as this represents only a small % of residents in the area.
997. Build a regional roadway system and THEN you can screw around on feel good projects.
998. I think there are many more people in Austin who would take public transportation if there was a more extensive system available. There are also many people in Austin who like to bike around, and we greatly need better bike routes. We need to promote alternative transportation instead of just building more roads.
999. There is no way to increase urban density (and prevent urban sprawl) without serious emphasis on public transportation. Improving (or creating an entirely new) public transportation system should be the number one priority for the Austin area.
1000. Focus on NON-toll road efficiency and expansion. Quit with the feel good bike lanes and abandon the wasteful rail crap since 1) you failed to meet schedule, 2) exceeded the cost projections, 3) can't get the damn certification, 4) don't provide useful destinations or pickup points, 5) keep soaking us taxpayers for the benefit of the freeloaders.
1001. When planning dense mixed-use development, transit will likely only be used by new residents. Existing residents will likely continue to drive along the arterials. Therefore, when considering rail, we should take into account the cost of removing lanes of traffic from auto use. In that scenario, couplets or elevated rail or bus would better serve the community by offering additional transportation options within the same footprint. For example, it would NOT be ideal to remove 2 lanes of auto traffic on Guadalupe in exchange for light rail. Again, rail should ADD to total capacity, not replace part of EXISTING capacity.
1002. BUILD SH-45 SOUTHWEST
1003. anyone who says there isn't a need for new projects is insane. the only question is "how do we finance?" gas tax is NOT viable
1004. Improve/ expand existing interstates! find ways to reduce traffic
1005. Cars are not going away no matter how much you want them to. We need more roads for the growing number of cars as the population increases.
1006. No more passenger rail without public vote, redirect existing Cap Metro sales tax to road construction and maintenance
1007. Build the damn roads. Stop wasting money, especially on trains. Force CapMetro(media) to first and foremost serve those in need of public transportation by expanding improving bus service where needed - get the empty buses off of the routes that are not utilized.
1008. Thank you for seeking the public's input.
1009. Public transportation does not work in Austin...please disband CAMPO and fire the MGMT they are a drain on the local residents.
1010. Please consider the debt the Obama administration has unleashed on the American public for many years to come. Please don't make the Texans' burder any worse.
1011. I want to see a top notch commuter rail system in our area as well as a high speed rail link from North Austin, Downtown Austin and South Austin to the airport. Freeway access to the airport will be a definite plus as well.
1012. CAMPO is not doing a good job of overcoming the politics of greed and confusion among the board members that is keeping money from projects that need it and keeping people from working together for all forms of transportation for the benefit of the citizens.
1013. It is my opinion that the roads currently in place are already constant constuction or need maintence and there is little need to create more highways in the hill country where large family farms exist and would be destroyed for the change that development areas may differ.
1014. Do what you say you plan and get it done! Stop changing plans and adding overpasses to projects. Quit pointing fingers to county, state and others. Take responsiblity and get on with it.

Do you have any other comments?
1015. Get the Leander Commuter Rail working. Continuing delays are a black eye for your organization.
1016. I agree with the governor and do not think we need to add additional support for bicyclists. Instead I would like to see light rail actually get started so we can determine how to expand it. And I think that state-run toll roads could be built and financed to ease the traffic congestion of Austin. I would like to see transportation planning guide residential and commercial growth, but I understand that directing human beings to that extent is probably fantasy.
1017. I only drive to work because there is no efficient mass transit.
1018. the absence of leadership coupled with political meddling is astounding. the process is so fucked up that the end result will not benefit the citizens of texas, except political zeroes whom become enriched.
1019. protect our environment, farm lands and ranches becoming a slim commodity. Rail should be our future.
1020. Please email me the dates and times of campo meeting dealing with future transportation issues.
1021. Get moving on light rail and highway improvements
1022. Public transportation does not serve my area. Otherwise, I would consider it.
1023. I could use a commuter train between round rock and san marcos. I would like bicycle lanes to be included in more expansions of existing roads like the part of AW Grimes north of 79. Even consider adding them to major north/south passages like I45?
1024. Afro-American is a hair style. African-American refers to ethnicity.
1025. Obama today unveiled the new fuel efficiency mandates for 2016 - 4 years earlier compliance of a reduction in gas taxes.
1026. This is not a very good survey and its results will not be very informative.
1027. Transportation planning in the Austin Region must include the reduction of urban sprawl. Transit oriented development must be encouraged to reduce vehicle miles traveled.
1028. no
1029. Invest in expanding and improving existing bus network including downtown dillo and more cross town routes to major employers.
1030. No hay bus hasta Austin colonies (there are no busses all the way to Austin neighborhoods)
1031. Para el crecimiento de la escuela y estudio (For the growth of schools and studies)
1032. Gracias por tomarnos en cuenta somos hispanos (thank you for lisening to us, we are hispanics)
1033. que extiendan el transporte publico (to expand mass transit) es necesario que extiendans el transporte publico los pueblos alrededor. Austin Round Rock, ciripark leander elguin porque aveces tenemos trabajos lejos y no tenemos transporte. (It is importnat to expand mass transit to the other cities from Austin such as Round Rock, Citipark, leander, elguin, sometimes be have jobs out there and we have no transportation)
1034. no
1035. A veces comparto auto con otros (Some times I car pool with others); Proyecto Laboral; Todo esta bien recibido so es bien todos y del medio ambiente (everything is well done and the environment also)
1036. Por la iglesia (church)
1037. Austin necesita de mas cobertura en cuanto a transporte. Es una ciudad que ya lo necesita (Austin is city that needs more transportation coverage)
1038. Me gustaria que publicaran este proyecto en Periodicos y canales de television de habla hispana, para asi estar mas informados en lo que sucede sobre este proyecto (I would like this project to be published in newspapers and television channels, so people will be more informed about what happens on this project)