

EXHIBIT A: PUBLIC ENGAGEMENT REPORT



NOVEMBER 2014

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McCallum Public Meeting photographed by CD&P; Manor Public Meeting photographed by CD&P; Travis County Public Meeting photographed by CD&P; Wildflowers photographed by Jason Spangler; Hamilton Pool photograph courtesy of Travis County; Downtown Public Meeting photographed by CD&P; Vandegrift Public Meeting photographed by CD&P; Land Development photograph courtesy of Bosse & Associates (Colorado River Plan); Sign photograph courtesy Dwyer Realty; Downtown Public Meeting photographed by CD&P; Dark Skies Photo photograph courtesy of HCA Night Skies Efforts; Conservation Land abutting Wilbarger Creek photograph courtesy of Wilbarger Creek Conservation Alliance; Pogue Springs photograph courtesy of Travis County; AISD Back to School Bash photographed by CD&P.

Travis County Commissioners Court

Judge Samuel T. Biscoe, Travis County Judge

Commissioner Ron Davis, Precinct 1

Commissioner Bruce Todd, Precinct 2

Commissioner Gerald Daugherty, Precinct 3

Commissioner Margaret Gómez, Precinct 4



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Executive Summary

Travis County Transportation and Natural Resources Department (TNR) and their consultant Concept Development & Planning (CD&P) developed a plan to share the Draft Land Water and Transportation Plan (LWTP) with the public, collect their feedback, and report back to the Commissioners Court on what the public felt about the Draft Plan. The Court approved the project team taking this Plan to the public on July 1, 2014. This report provides details on the public engagement activities and what was heard from those that shared comments and preferences on the Draft Plan.

Public Engagement Highlights

The goals of the Public Engagement Process were to create public awareness of the Draft Plan and generate participation of a broad range of stakeholders through a transparent process. The project team offered several different opportunities for Travis County residents to get involved such as attending meetings, seeing our team out in the community at events, through their and social media activities, and even participating from the convenience of their own homes through our online presentation and survey. Below is a snapshot of the results.

 **1,329**
EMAIL CONTACTS

OVER 500 REACHED
AGENCIES + JURISDICTIONS + COMMUNITY ORGANIZATIONS

OVER 1,797  USERS REACHED BY OUR EFFORTS

 **33** TWEETS & **40** RETWEETS

DRAFT PLAN, FLYERS, WEBPAGE, ADS WERE TRANSLATED IN SPANISH

 COMMENTS COLLECTED **728**

15 COMMUNITY MEETINGS REACHING **650** PEOPLE

7 PUBLIC MEETINGS REACHING **82** PEOPLE



1,223
SURVEY RESPONSES

What We Heard

Travis County citizens had many opportunities to share their preferences, opinions, and general comments and questions on the Draft LWTP. An online survey was used to collect input on specific topics as well as general comments and any additional comments and questions were collected via comment cards distributed at meetings and emails sent to the project email address.



Survey Response Summary

Question 1

- 77% of respondents reported they live within a City or other jurisdiction in the county
- 23% of respondents reported they live in the unincorporated areas of the county

Question 2

- The greatest number of respondents live along the 620 corridor

Question 3

- The greatest number of respondents work in the downtown Austin area

Question 4

- The majority of respondents agree with the conservation priorities presented

Question 5

- The majority of respondents agree with potential strategies for funding land conservation strategies, with the least supported strategy being the purchase of flood-prone properties

Question 6

- Open ended question for additional comments on land conservation – see written comments in Appendix B

Question 7

- The majority of survey respondents indicated support for Activity Centers

Question 8

- The majority of respondents agree with supporting the 620 Corridor while 37% agree with supporting the 130 Corridor (a significant number were neutral on both corridors)

Question 9

- The majority of respondents agree with the potential incentives to support the development of Activity Centers, with the least supported types being tax increment finance, public improvement districts, and tax abatements

Question 10

- The majority of respondents indicated the length of their commute and living in communities with trails, sidewalks, and bike paths are important to them when choosing where to live and respondents were split on the importance of living near transit or bike facilities

Questions 11

- The majority of respondents indicated it is important that they can drive for non work related travel and respondents were split on the importance of living in a community where they could use transit or bike for non work related travel

Question 12

- Open ended question for additional comments on transportation and development – see written comments in Appendix C

Question 13

- Gender – number of responses for men and women were near equal

Question 14

- Age – most respondents were between the ages of 25-55 with good representation among all ages

Question 15

- Race/ethnicity
 - 871 respondents were white
 - 23 respondents were black/African American
 - 24 respondents were Native American
 - 61 respondents were Hispanic/Latino
 - 40 respondents were Asian
 - 271 respondents skipped this question

Question 16

- Household income
 - 5 respondents less than \$10,000
 - 134 respondents \$10,000 to \$49,000
 - 259 respondents \$50,000 to \$99,000
 - 205 respondents \$100,000 to \$149,000
 - 313 respondents \$150,000 +

Question 17

- Contact information

Question 18

- Majority of respondents learned of survey from social media closely followed by community groups or meetings

Top Issues Noted in Comments

- Traffic congestion (emphasis on 620/2222)
- Prioritizing roadway improvements
- Increasing alternative modes of travel
- New development – compact growth and limiting growth
- Existing developments – address existing transportation infrastructure before additional growth
- Support land conservation particularly to protect water resources
- Balance conservation and development without sacrificing improvements for congestion relief, safety, and mobility

Public Outreach

The project team employed a wide range of outreach tools to inform residents of Travis County about how to become involved in the development of the LWTP. The following is a detailed report on the tools used and the audiences reached during the public engagement period.

Email Updates

The project team collected email addresses throughout the public engagement process to keep stakeholders updated on the project. The database was made up of: Travis County’s database of approximately 500 people who attended previous bond and planning meetings; 700 contacts added by CD&P; and 130 contacts who signed up during the LWTP process.

Seven emails were sent to the LWTP project database between August 27, 2014 and October 1, 2014 sharing project information and opportunities to participate to the final database of 1,329 emails. Below are dates and number of email addresses the updates were sent to. Updates were sent out via Mail Chimp and new email addresses were uploaded daily. Emails contained LWTP project information, public meeting dates and logistics, a link to the LWTP Survey, the project webpage and email address, as well as social media links to Twitter and Facebook.

Additional emails will be distributed to announce the Commissioners Court update information and announcing the Court’s decision on the LWTP.



LWTP Email Update

Date Email was Sent	Number of Recipients
August 27, 2014	1,195
September 3, 2014	1,212
September 11, 2014	1,205
September 17, 2014	1,289
September 24, 2014	1,310
September 29, 2014	1,307
October 1, 2014	1,329

LWTP Email Updates Sent

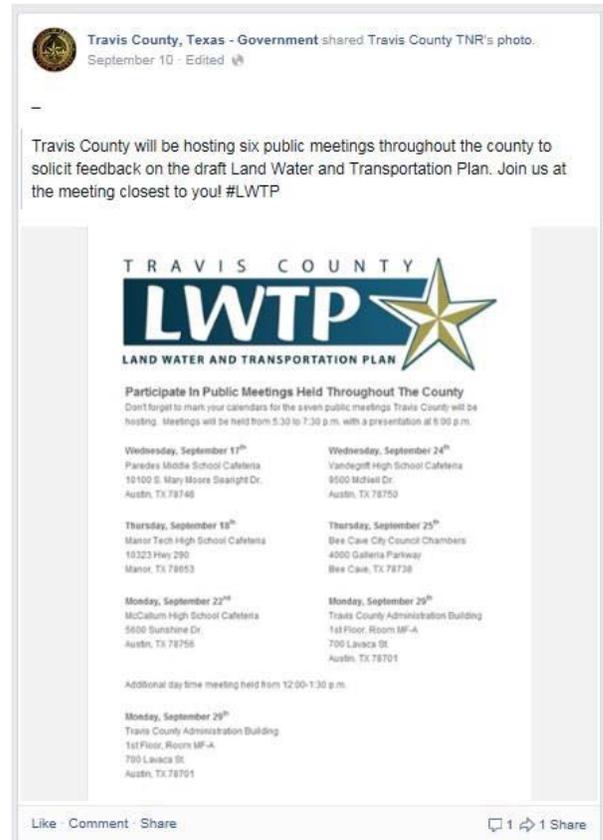
Social Media

As another tool to help increase public awareness about the Draft LWTP and the TNR Department, a social media campaign was employed. Messages ranged from general in nature to specific calls to action for participation. Photographs were also used in real time to encourage participation. To share information on the Draft LWTP the Travis County Facebook page was used and the TNR Twitter account was used. The social media campaign ran from August 15 to October 1, 2014.

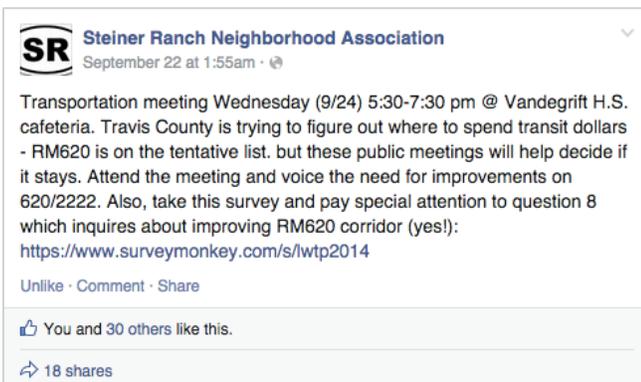
A total of 16 Facebook posts resulted in an organic reach of 1,797, 116 clicks, and 41 interactions. Additionally, Facebook likes increased from 853 to 894 from August 22, 2014 to October 1, 2014. A total of 33 original tweets garnered a potential reach of 107,865. The most retweeted posts generated a potential reach of 24,197.



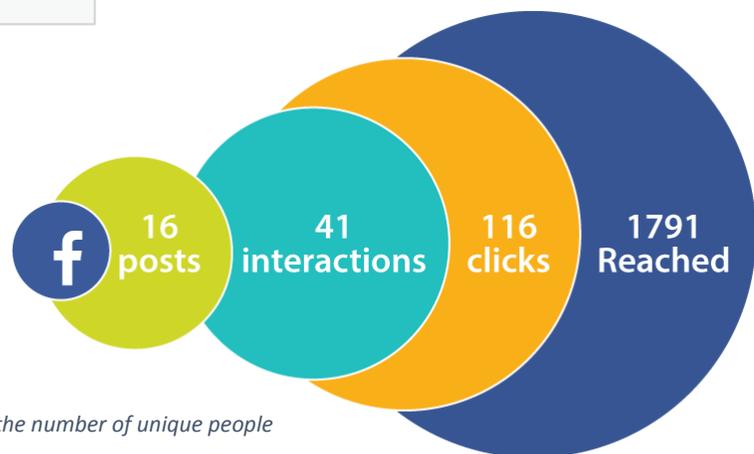
Twitter Stats - Reach equals our followers plus the followers of those who retweeted, and indicates the number of people who may have seen the tweets.



Sample LWTP Facebook Post



Sample Facebook Post on a neighborhood association Facebook page



Facebook Stats - Reach equals the number of unique people who were shown our posts.

Media Outreach

The project team sent two media releases to over 200 local media outlets and media websites promoting the project and the public meetings. The following is a sample of media coverage:

- Austin Business Journal – July 2, 2014
- Austin Monitor – July 2, 2014
- Austin Monitor – September 18, 2014
- BlacklandReporter.com – August 28, 2014
- Clear Channel – September 7, 2014
- Community Impact – October 8, 2014
- Four Points News – October 8, 2014
- KXAN – September 17, 2014



Steve Manilla gives an interview to KXAN



Steve Manilla and Melissa Zone give an interview to Clear Channel for their Community Involvement program.

COMMUNITY IMPACT
LOCAL... USEFUL... STRONG... 2014

Austin Metro DFW Metro Houston Metro Healthcare Vote 2014 About

Travis County plans for new growth
by Leslie Gaseman October 8, 2014 12:00 AM

Do you like this?
Like One person likes this. Be the first of your friends.

RSS Print

Proposed activity centers and transportation corridors

Travis County's proposed land, water and transportation plan includes developing activity centers adjacent to roads, or transportation corridors. The plan is similar to the 2013 plan in western Travis County and NH 190 in Texas.

What is TNR?

The Travis County Commissioners Court, through Travis County Transportation and Natural Resources, or TNR, has jurisdiction in incorporated areas to:

- Plan roads, parks, land conservation projects and other programs
- Regulate development to bring in full-time jobs, services and amenities
- Create emergency disaster practices including plans for roads and utilities
- Infrastructure resources

Plans for activity centers in Western Travis County are shown.

Activity Centers will be focused around the 190 corridor.

Main development agreements

Activity centers
Corridor roads to serve as transportation corridors

Source: Travis County Transportation and Natural Resources

Community Impact newspaper coverage, October 2014

Advertisements

The goal of the media plan was to increase and grow community awareness of the Draft LWTP and participation in public meetings and the online survey.

Several media outlets were selected for placement of paid advertising.

Radio

A total 76 radio spots ran between September 15th and September 24th. A mixture of 15 and 30 second spots were placed on the following stations:

- 93.3 KGSR
- KMFA Classically Austin 89.5
- KAZI FM 88.7
- KUT Austin 90.5
- 107.1 La Z KLZT
- KLZT-HD2 Latino 102.7

76 RADIO SPOTS

NEWSPAPER ADS **19**

423

DIGITAL AD CLICK THROUGHS

Print

A total of 19 display advertisements were placed in the following newspapers:

- The Austin Chronicle
- The Austin Times
- The Austin Villager
- The Daily Texan
- El Mundo
- Elgin Courier
- Lake Travis View
- Oak Hill Gazette
- Pflugerville Pflag
- West Austin News
- Westlake Picayune

SHARE **YOUR** FEEDBACK

TRAVIS COUNTY

LWTP 

LAND WATER AND TRANSPORTATION PLAN

PUBLIC MEETINGS ACROSS THE COUNTY
OPEN HOUSE 5:30-7:30; PRESENTATION AT 6

SEPT 17 - PAREDES MIDDLE SCHOOL
10100 S. Mary Moore Searight Dr, Austin, TX 78748

SEPT 18 - MANOR TECH HIGH SCHOOL
10323 Hwy 290, Manor, TX 78653

SEPT 22 - MCCALLUM HIGH SCHOOL
5600 Sunshine Dr, Austin, TX 78756

SEPT 24 - VANDEGRIFT HIGH SCHOOL
9500 McNeil Dr, Austin, TX 78750

SEPT 25 - BEE CAVE CITY COUNCIL CHAMBERS
4000 Galleria Parkway, Bee Cave, TX 78738

SEPT 29 - TRAVIS COUNTY ADMIN BLDG (12 & 5:30)
700 Lavaca, Austin TX 78704

TAKE THE ONLINE SURVEY OR FOR DETAILS

WWW.CO.TRAVIS.TX.US/LWTP

(512) 387-1730 • lwtp@co.travis.tx.us

LWTP Display Advertisement

Digital

The team also placed 3 digital ads on several community websites. The ads appeared a total of 428,226 times and resulted in 423 individual clicks linking to the project webpage.

TRAVIS COUNTY

LWTP 

LAND WATER AND TRANSPORTATION PLAN

TAKE AN ONLINE SURVEY OR ATTEND A PUBLIC MEETING

For More Information

CLICK HERE

LWTP Digital Advertisement - Banner

The following are websites where the digital ads appeared.

- www.austinchronicle.com
- www.kvue.com
- www.kxan.com
- www.myfoxaustin.com
- www.statesman.com
- www.texastribune.com
- www.univisionaustin.univision.com
- www.theaustintimes.com
- www.thecwaustin.com
- www.keyetv.com
- www.myaustintv.com
- www.austin360.com
- www.austin.citysearch.com
- www.austin.ynn.com



LWTP Digital Advertisement - Display

Community Outreach

The project team took a proactive approach in reaching local community organizations. Contacts were obtained for organizations that typically participate in similar planning efforts as well as those groups that reach individuals that don't traditionally participate in similar efforts. The team offered to share information to their group via a community meeting, asked them to include information in emails to their databases, share social media posts, and distribute information on how to participate in any meetings or events they had planned. The email database included over 500 contacts for community organizations. The project team also reached out via phone to over 60 organizations and contacts. The following is a sampling of community websites that posted meeting information or links to the online survey:

- austintexas.gov
- beecavetexas.com
- bikeaustin.org
- buildingatx.com
- downtownaustin.com
- lagovistaisd.net
- lakeway-tx.gov
- lakewayupdate.blogspot.com
- lovenorthaustin.com
- pfchamber.com
- saraeckhardt.com
- sierraclub.org/austin
- traviscountymud2.org



City of Bee Cave shared meeting information

Jurisdictional Outreach

The project team provided hard copies of the Draft LWTP to all 22 jurisdictions within Travis County to ensure each had the opportunity to review and provide comments. Each set was sent with a letter from Judge Biscoe requesting input from the jurisdiction. Written responses were received from Lakeway, Leander, and Pflugerville. In addition, representatives of several jurisdictions and agencies attended events, visited with staff, and distributed project information.

The team also emailed 33 local municipal utility districts, school districts, and land, water, and transportation agencies in the email distribution list to provide opportunity for those entities to submit comments on the Draft LWTP.

Webpage

The project team worked closely with the Travis County web team to develop a project webpage for the Draft LWTP. The opening page shared background information, project goals, and information on how to get involved. There were additional pages sharing all project materials, the Draft LWTP documents, and the schedule. Contact information, a link to all Spanish materials, and a link to the online survey was included on the right hand bar of each page.

The team also recorded a presentation and posted it to the webpage so that anyone unable to make it to a meeting was still able to learn more about the planning process before taking the survey or sharing their feedback. From August 15 to October 1, 2014, visits to the webpage were tracked showing that 2,831 unique page views and 3,851 page views were received. Of the unique page views, 1,772 were to the project homepage; 374 to the Draft Plan; 347 to the project materials; 261 to the project schedule; and 58 to the Spanish page. The webpage was a great tool offering the ability for people to learn about the Draft LWTP and get involved at their convenience.

The screenshot shows the Travis County website for the Land, Water, and Transportation Plan (LWTP). The page features a navigation menu, a search bar, and a main content area with a 'PUBLIC MEETINGS SCHEDULED' banner. A statistics callout box is overlaid on the left side of the page, providing the following data:

- August 15 to October 1, 2014
- 2,831 UNIQUE PAGE VIEWS
- UNIQUE PAGE VIEWS TO THE SPANISH PAGE 58
- 3,851 TOTAL PAGE VIEWS

The webpage content includes a sidebar with links to 'Engagement Schedule', 'Project Materials', and 'Draft Plan'. The main content area features a 'PUBLIC MEETINGS SCHEDULED' banner with a 'CLICK HERE FOR MORE DETAILS' link. Below this is a section titled 'Recorded Presentation available to learn more about the Draft LWTP: Click here for more details'. The text describes the population growth forecast and the purpose of the LWTP. A 'LWTP Development Process' diagram shows four stages: DRAFT LWTP, PUBLIC ENGAGEMENT, UPDATE LWTP, and PRESENT FINAL LWTP. The 'LWTP will accomplish the following goals:' section lists five goals related to development, conservation, and collaboration.

LWTP Webpage

Outreach to Environmental Justice Populations

The project team emphasized efforts to reach and solicit participation and input from groups and citizens who traditionally do not participate in civic planning efforts. The Executive Summary and Growth Guidance Plan sections of the Draft LWTP were translated into Spanish and a Spanish website was developed to share information on the public engagement process and the materials. The online survey was provided in Spanish as well. Media outlets that serve diverse demographics were selected to offer exposure to information about the meetings and the online survey. A team member who speaks Spanish was available at all public meetings and had the opportunity to visit with Spanish speaking attendees at several of the community meetings the team attended.

Highlights of the diversity of outreach efforts are noted below:

Events

- AISD Back to School Bash
- Manor ISD Back to School Event
- SFC Farmers Market

Media

- El Mundo, leading Spanish newspaper in Central Texas
- The Austin Times, local multicultural news source
- The Austin Villager, newspaper focused on the African American community
- KAZI FM 88.7, community radio station focused on serving the needs of the African American community
- 107.1 La Z KLZT, Spanish radio
- KLZT-HD2 Latino 102.7, Latino market radio
- KUT – Latino USA, weekly public radio show

Environmental Justice Outreach at a Glance

- Spanish materials
- Spanish webpage
- 58 unique page views
- Diverse community events
- Diverse media advertising

COMPARTESUS COMENTARIOS

EL CONDADO DE TRAVIS

LWTP

PLAN DE TIERRA, AGUA, Y TRANSPORTE

REUNIONES PÚBLICAS CELEBRADAS EN TODO EL CONDADO
CASA ABIERTA A PARTIR DE 17:30 A LAS 19:30, PRESENTACIÓN A LAS 18:00.

17 de SEPT - PAREDES MIDDLE SCHOOL
10100 S. Mary Moore Searight Dr, Austin, TX 78748

18 de SEPT - MANOR TECH HIGH SCHOOL
10323 Hwy 290, Manor, TX 78663

22 de SEPT - MCCALLUM HIGH SCHOOL
5600 Sunshine Dr, Austin, TX 78756

24 de SEPT - VANDEGRIFT HIGH SCHOOL
9500 McNeil Dr, Austin, TX 78750

25 de SEPT - BEE CAVE CITY COUNCIL CHAMBERS
4000 Galleria Parkway, Bee Cave, TX 78738

29 de SEPT - TRAVIS COUNTY ADMIN BLDG (12:00-13:30 y 17:30-19:30)
700 Lavaca, Austin TX 78704

TOMA LA ENCUESTA O VISITE EL SITIO DE WEB PARA MÁS DETALLES

WWW.CO.TRAVIS.TX.US/LWTP/ESPANOL

(512) 387-1730 • lwtp@co.travis.tx.us

LWTP - Spanish Advertisement



LWTP – Bilingual Outreach at Manor ISD Event

Community Meetings

The team reached out to organizations to attend their scheduled meetings. Between the dates of August 11 and September 29, 2014, project team members attended 15 community meetings or events of various organizations around Travis County and reached over 650 individual attendees. Over 9,000 people attended these larger events and this information was readily available to all of them.

Community Meetings

The project team identified community organizations with regularly scheduled meetings and events to bring the LWTP information to them where they would already be meeting.

Date	Organization	No. of Attendees	Meeting Type
August 11, 2014	Real Estate Council of Austin	30	Presentation
August 11, 2014	Sustainable Food Policy Board	21	Presentation
August 16, 2014	AISD - Back to School Bash	250	Information Table (~9,000)
August 19, 2014	Rotary Club of Bee Cave	10	Presentation
August 19, 2014	Kiwanis Club - Northwest Austin	15	Presentation
August 22, 2014	MISD - School Resource Fair	60	Information Table (~300)
August 27, 2014	Austin Neighborhood Council	40	Information Table
September 2, 2014	SFC Farmer's Market - East Austin	10	Presentation
September 4, 2014	Austin Chamber of Commerce Transportation Committee	45	Presentation
September 7, 2014	Hope Farmers' Market - East Austin	15	Information Table
September 11, 2014	Lago Vista Planning and Zoning Commission	11	Presentation
September 15, 2014	Lakeway City Council Meeting	50	Presentation
September 17, 2014	Lake Travis Chamber of Commerce	40	Information Table
September 24, 2014	Lakeway Men's Breakfast Club	70	Presentation
September 29, 2014	City of Austin	9	Presentation
Total		661	Total Number of Attendees

The purpose of these meetings was to introduce the Draft LWTP to the public and promote public engagement opportunities, including the public meetings, the survey, and comment submission.

Team members had a table at five community events, passing out LWTP flyers with project and contact information. At the other nine meetings, a presentation on the LWTP and public engagement details was given and flyers were passed out. Email addresses were collected at all of the meetings and events, signing up attendees for project email updates.

TRAVIS COUNTY
LWTP
LAND WATER AND TRANSPORTATION PLAN

Travis County invites the public to review and comment on its draft Land, Water, and Transportation Plan (LWTP), a set of long-term goals and policies that will provide a framework for how the county protects its land and water resources and builds transportation and park systems. Find the full draft plan on the project website.

LWTP DEVELOPMENT PROCESS:

- DRAFT LWTP**
Based on existing plans
- PUBLIC ENGAGEMENT**
Gather input on draft LWTP
AUG 15 - OCT 1 2014
- UPDATE LWTP**
Based on analysis of public input
OCT - NOV 2014
- PRESENT FINAL LWTP**
Commissioners Court Adoption
DEC 2014

TAKE THE SURVEY
Visit our website to participate!
www.surveymonkey.com/s/lwtp2014

GET INVOLVED
Travis County is engaging the public through this process in order to gain insight from residents and to ensure development of a plan that reflects local values and priorities. Visit our website, take the survey, attend a public meeting, or schedule a presentation at your community meeting to get involved.

WE WILL COME TO YOU!
We are currently scheduling outreach efforts for community groups across the county!

INTERESTED?
Send us an email with your organization's name and meeting information.

STAY CONNECTED
www.co.travis.tx.us/lwtp
(512) 387-1730
lwtp@co.travis.tx.us

MANTÉNGASE CONECTADO
www.co.travis.tx.us/lwtp
(512) 387-1730
lwtp@co.travis.tx.us

PARTICÍPE
El condado de Travis está involucrando al público a través de este proceso con el fin de obtener una visión de los residentes y para garantizar el desarrollo de un plan que refleje los valores y prioridades locales. Para participar, visite nuestro sitio web, tome la encuesta, asista a una reunión pública, o programe una presentación en el reunión de su organización.

PODEMOS IR CON USTED!
Actualmente estamos programando actividades de extensión para grupos comunitarios a través del condado.

¿INTERESADO?
Envíe el nombre y la información de la reunión de su organización por correo electrónico.



LWTP – AISD Back to School Bash

Public Engagement Flyer shared at community meetings

Public Meetings

Travis County hosted seven public meetings during the public engagement period to share project information, visit with County citizens, and collect feedback. At least one meeting was held in each precinct.

Public Meeting Format

Each meeting was a hybrid format consisting of an open house period, a presentation and question and answer period followed by an additional open house period.

The open house section of the meeting included six different stations, each with multiple exhibits or handouts. Printed copies of the Draft LWTP and the accompanying background reports were also provided at each station. Copies of the Executive Summary and Growth Guidance Plan were available in Spanish.

Station 1: Sign In

Attendees were asked to sign in and leave their email address if they wished to be added to the contact list. Each was greeted with an overview of the meeting format and a printed handout to guide attendees through, and provide background for each station.

Station 2: Background and Process

Exhibits: Maps of Incorporated Areas of Travis County and Travis County Future Growth (population projections); and a diagram of the LWTP development process

Station 3: Land Conservation

Exhibits: Lands Conserved in Unincorporated Travis County; Land Conservation Concept Map; and an exhibit picturing Conservation Priorities; Parks Facilities Flyer and Matrix

Public Meetings

The project team invited the public to attend meetings hosted by Travis County to share a presentation and other information on the LWTP and to collect input from the community.



Public meeting at Manor Tech High School

Public Meeting Locations and Attendance

● Paredes Middle School	8
● Manor Tech High School	17
● McCallum High School	11
● Vandegrift High School	12
● Bee Cave City Hall	16
● Downtown Noon	18
● Downtown Evening	4

Station 4: Development and Transportation

Exhibits: Emerging Development Map; Development Concept Map; Colorado River Corridor Plan; CAMPO 2035 Plan

Station 5: LWTP Uses

Exhibits: Growth Guidance Map

Station 6: Feedback

Computers were set up at this station to provide attendees the opportunity to complete the online survey. Comment cards were also provided at this station.

Presentation

Travis County staff presented an overview of the Draft LWTP including information on the development of the Draft Plan, unincorporated and incorporated areas of the County, and discussed the County's regulatory ability. Then information was shared on Land Conservation including priorities, details on the different identified corridors and areas, and conservation strategies. Next, Transportation and Development details were shared including emerging development, priorities, and detailed information on Activity Centers and Transportation Corridors with highlights along the SH 130 and RM 620 Corridors. The presentation was wrapped up with highlights of opportunities and challenges noted in the Plan and a discussion of how the Plan would be used in the future.

The presentation was followed with time for the public to ask questions about the Plan, and what was presented. This question and answer period was informal and allowed staff and attendees to engage in thoughtful discussion about topics in the Draft LWTP and its purpose.

Survey Results

A survey was developed to collect feedback and community values on potential growth related policies and priorities identified in the Draft LWTP. The survey was promoted in all project communications and was taken on a volunteer basis. This is not a statistically valid or random sampling survey. The survey followed the Growth Guidance Plan and asked specific questions on Land Conservation as well as Transportation and Development.



Question 1

Answered question	1213
Skipped question	10

In what city or area of Travis County do you live? If you live outside of these city limits, please enter the subdivision in which you live or the nearest intersection to your home in the blank provided. (Example: Steiner Ranch, or FM 1100 and Abrahamson Rd.)

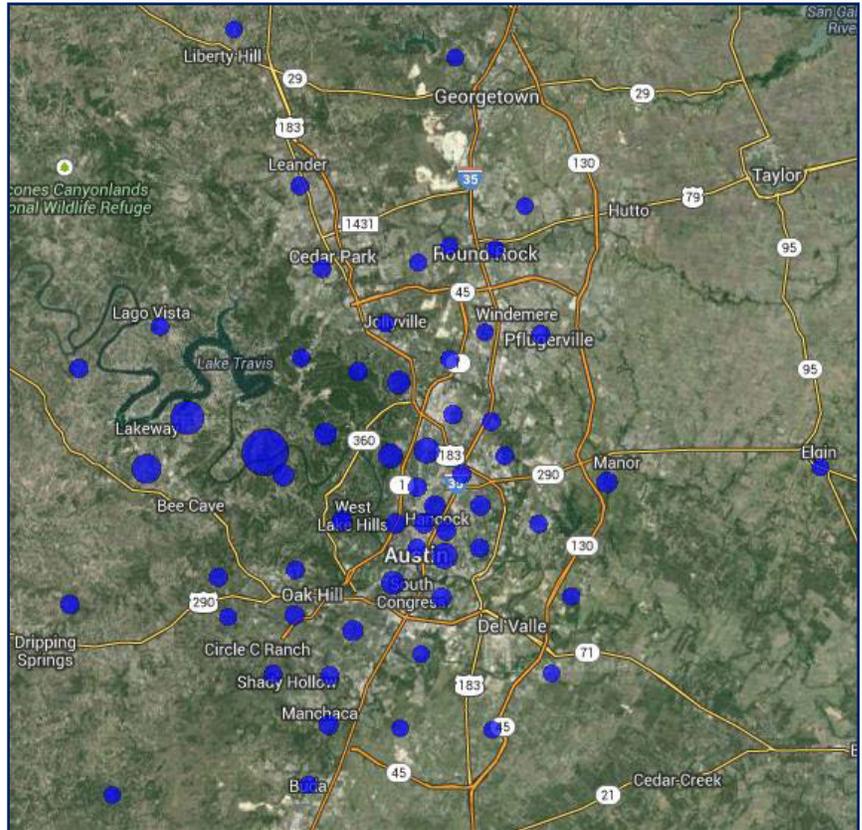
Response Count	Answer Options	Response Percent	Most Common Other Answers
634	Austin	68.0%	Steiner Ranch 172
49	Bee Cave	5.3%	Manchaca 13
6	Briarcliff	0.6%	River Place 11
9	Cedar Park	1.0%	Barton Creek West 8
5	Creedmoor	0.5%	Glenn Lake 8
3	Elgin	0.3%	Belvedere 7
1	Jonestown	0.1%	Hamilton Pool Road 7
141	Lakeway	15.1%	FourPoints 7
3	Leander	0.3%	Northwest Hills 5
8	Lago Vista	0.9%	Oak Hill 5
23	Manor	2.5%	Senna Hills 5
1	Mustang Ridge	0.1%	Shadow Glen 5
10	Pflugerville	1.1%	
0	Point Venture	0.0%	
3	Rollingwood	0.3%	
3	Round Rock	0.3%	
6	San Leanna	0.6%	
3	Sunset Valley	0.3%	
7	The Hills	0.8%	
8	Volente	0.9%	
2	Webberville	0.2%	
8	West Lake Hills	0.9%	
280	Other	23%	

Question 2

Answered question	1213
Skipped question	10

In what Zip Code do you live?

Count	Zip
206	78732
116	78734
85	78738
60	78702
59	78757
50	78731
42	78704
41	78759
36	78730
30	78733
28	78751
27	78653
26	78745
21	78703
21	78723
20	78705
19	78652
19	78722
19	78746
17	78741
17	78749
14	78750
13	78620
13	78669
12	78660
12	78752
12	78756
12	78758
11	78721
11	78748
10	78736
10	78753



Zip Code Map

Size of dot represents number of responses

Less than 10 responses received for the following zip codes:

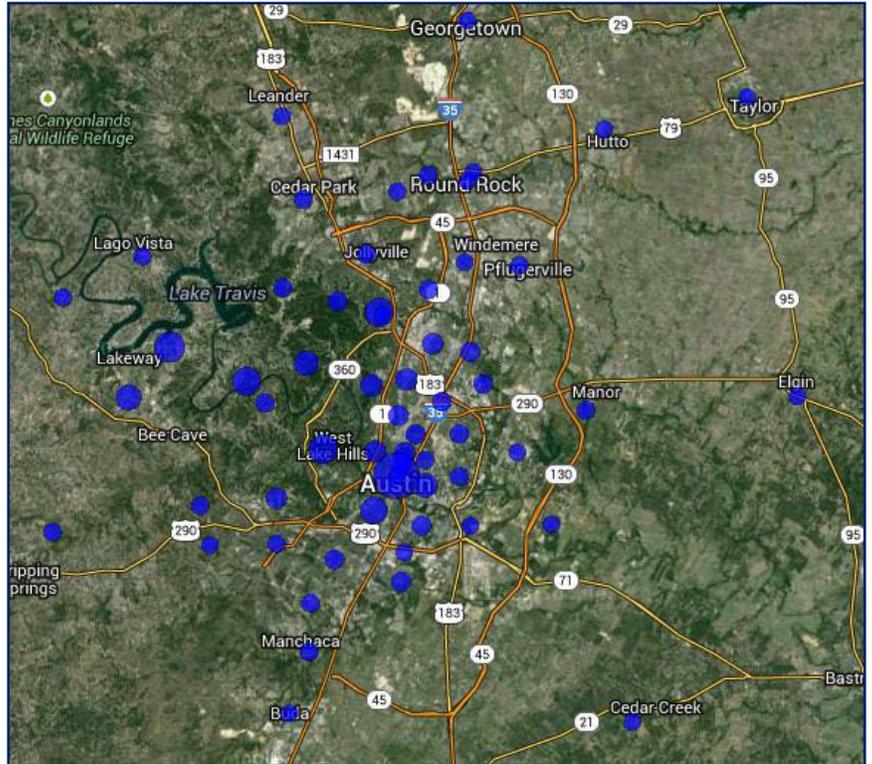
78641; 78727; 78735; 78645;
 78726; 78739; 78754; 78613;
 78724; 78725; 78701; 78610;
 78717; 78729; 78737; 78621;
 78663; 78664; 78744; 78617;
 78619; 78628; 78642; 78665;
 78681; 78719; 78728; 78747;
 79734; 79738; 79751; 95354

Question 3

Answered question	1143
Skipped question	80

In what Zip Code do you work?

Count	Zip
154	78701
73	78734
63	78746
63	78759
62	78732
55	78704
45	78738
41	78730
39	78702
26	78731
26	78757
25	78703
24	78712
23	78758
22	78705
21	78735
19	78756
16	78744
16	78753
15	78750
14	78741
14	78751
13	78745
12	78754
11	78727
10	78723
10	78733



Zip Code Map

Size of dot represents number of responses

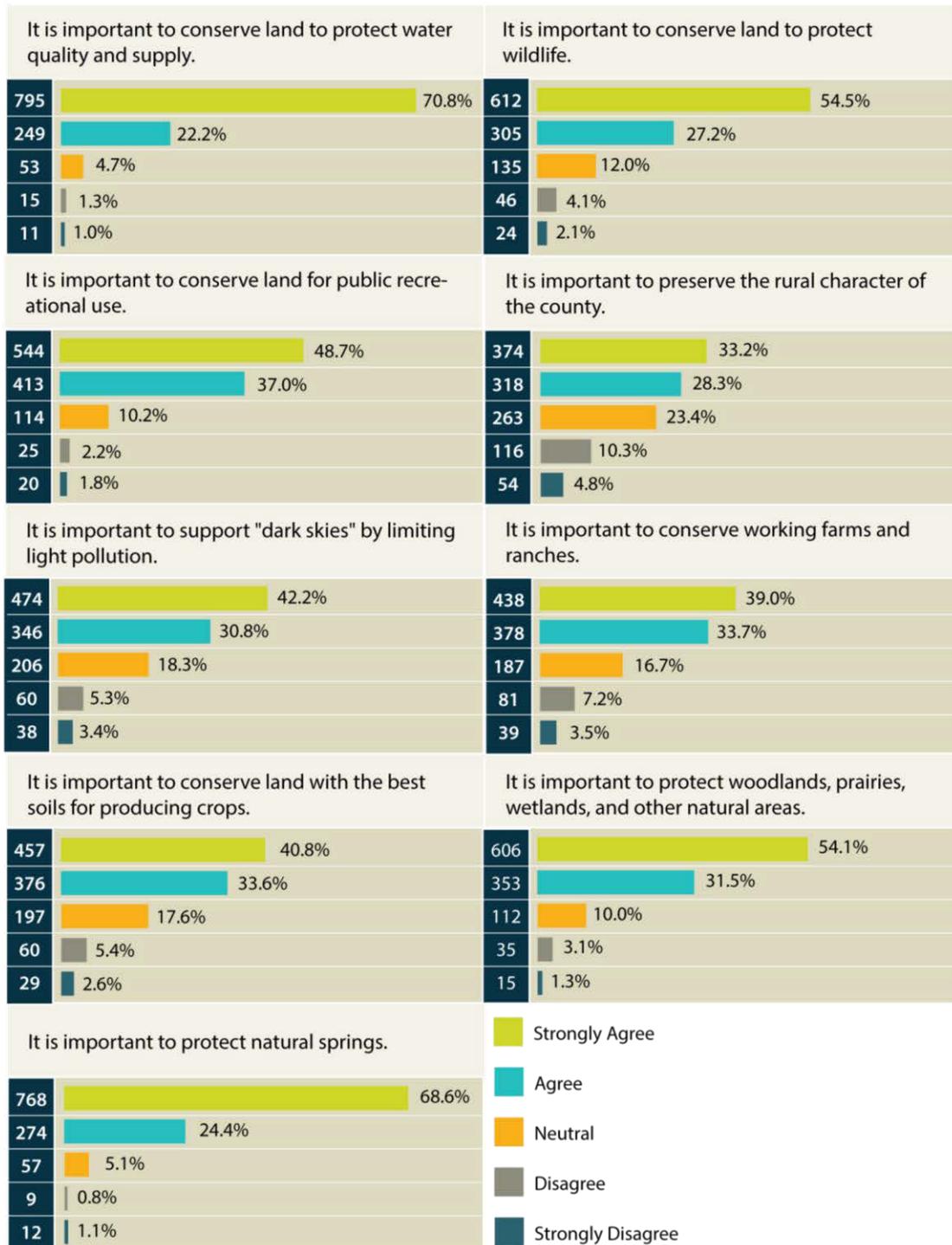
Less than 10 responses received for the following zip codes:

78613; 78653; 78726; 78729;
 78652; 78721; 78748; 78681;
 78736; 78620; 78660; 78717;
 78722; 78645; 78669; 78711;
 78749; 78682; 78641; 78682;
 78767; 78612; 78621; 78666;
 78728; 78737; 78740; 76513;
 76574; 77098; 77450; 78119;
 78610; 78616; 78626; 78634;
 78640; 78662; 78667; 78683;
 78720; 78724; 78725; 78742;
 78752; 78760; 79648; 79702;
 95354

Question 4

Answered question	1128
Skipped question	95

Please indicate your level of agreement with the following statements about conservation in Travis County.



Question 5

Answered question	1122
Skipped question	101

Please indicate your level of agreement with the following statements:

<p>Travis County should use agreements with willing landowners to conserve land.</p>	<p>Travis County should purchase parkland to conserve land.</p>
<p>616 55.4%</p>	<p>502 45.0%</p>
<p>366 32.8%</p>	<p>347 31.1%</p>
<p>85 7.6%</p>	<p>166 14.9%</p>
<p>24 2.2%</p>	<p>64 5.7%</p>
<p>22 2.0%</p>	<p>37 3.3%</p>
<p>Travis County should use voter-approved bonds to support land conservation.</p>	<p>Travis County should use voter-approved portions of tax revenues to support land conservation.</p>
<p>440 39.4%</p>	<p>447 40.4%</p>
<p>347 31.1%</p>	<p>371 33.5%</p>
<p>169 15.2%</p>	<p>142 12.8%</p>
<p>100 9.0%</p>	<p>89 8.0%</p>
<p>59 5.3%</p>	<p>59 5.3%</p>
<p>Travis County should conserve land by buying flood-prone properties.</p>	<p>Travis County cannot afford to conserve land and should use public dollars for other purposes.</p>
<p>289 26.0%</p>	<p>88 8.0%</p>
<p>302 27.1%</p>	<p>100 9.1%</p>
<p>298 26.8%</p>	<p>178 16.2%</p>
<p>123 11.0%</p>	<p>342 31.1%</p>
<p>101 9.1%</p>	<p>392 35.6%</p>

■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree

Question 6 – Open ended question for additional comments on land conservation

Question 7

Which of the following statements best describes your opinion for areas in unincorporated Travis County?

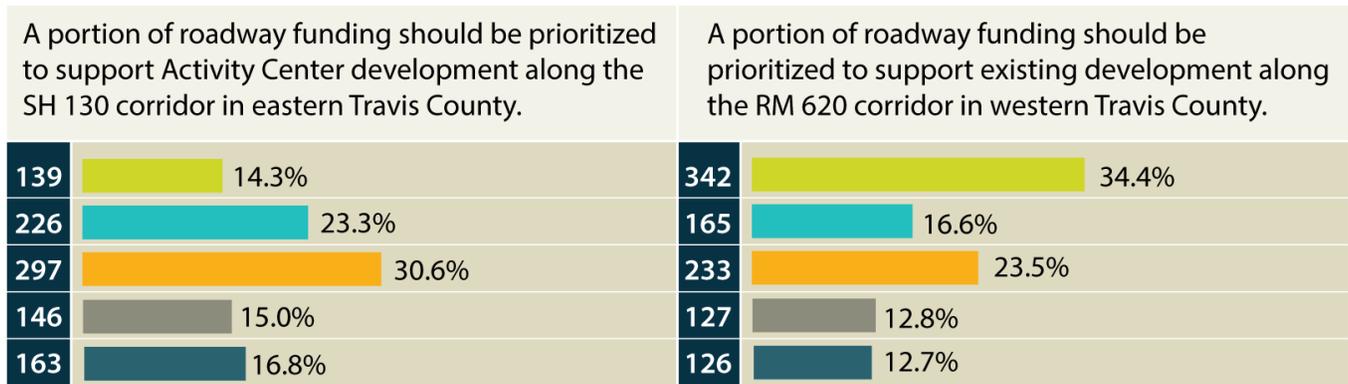
Answered question	985
Skipped question	238



Question 8

Please indicate your level of agreement with the following statements:

Answered question	1002
Skipped question	221

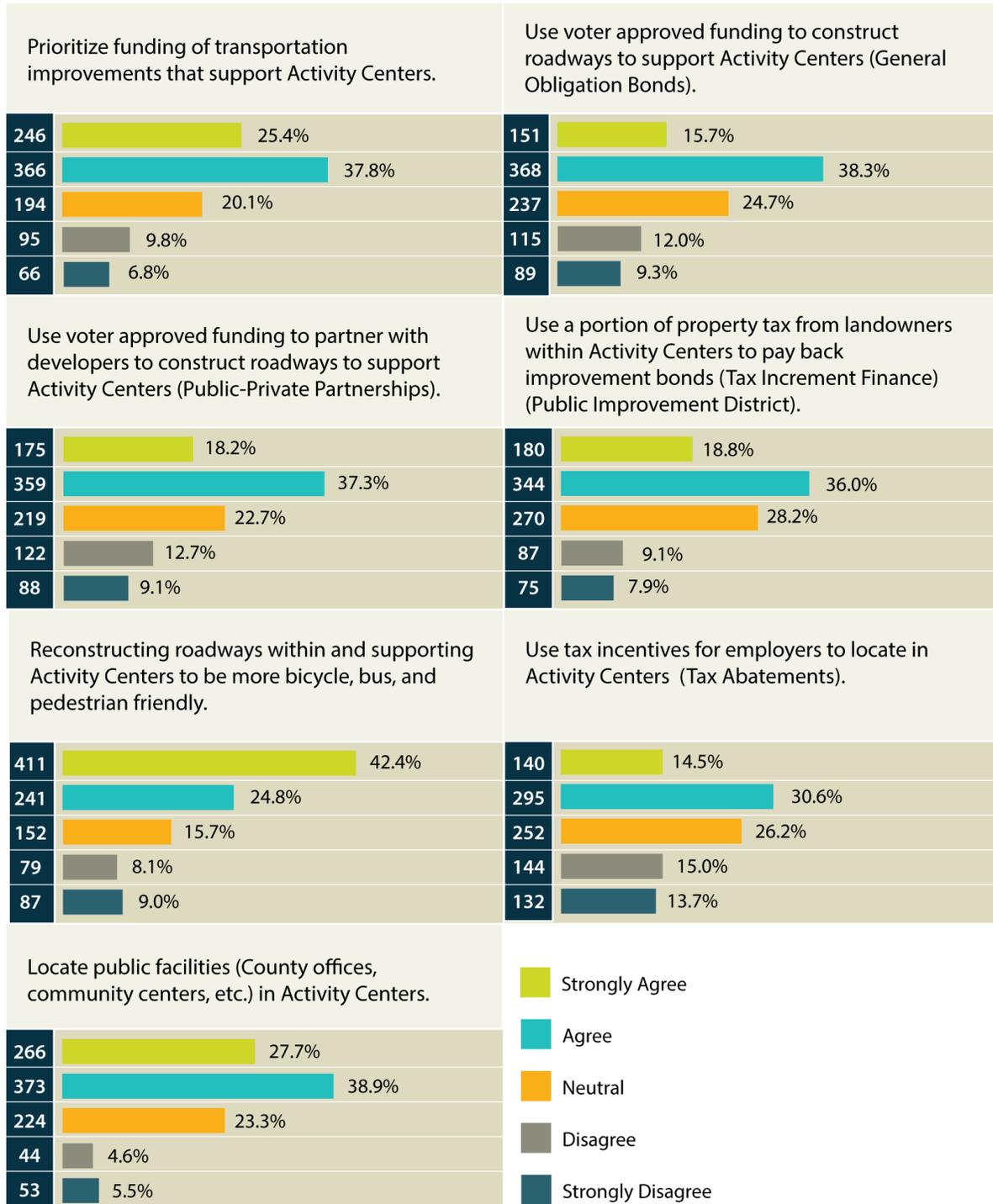


■ Strongly Agree
 ■ Agree
 ■ Neutral
 ■ Disagree
 ■ Strongly Disagree

Question 9

Answered question	982
Skipped question	241

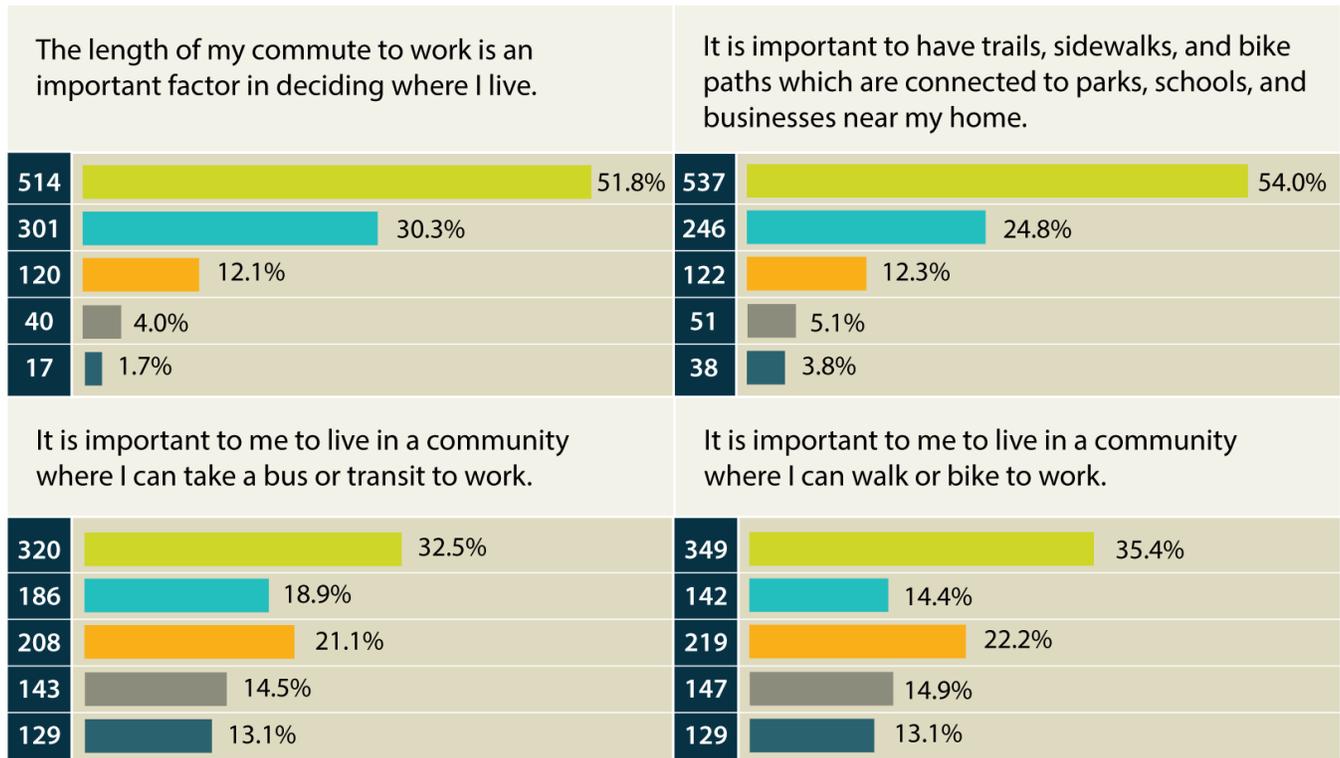
Please indicate your level of agreement with Travis County using the following types of incentives to support development of Activity Centers.



Question 10

Answered question	997
Skipped question	226

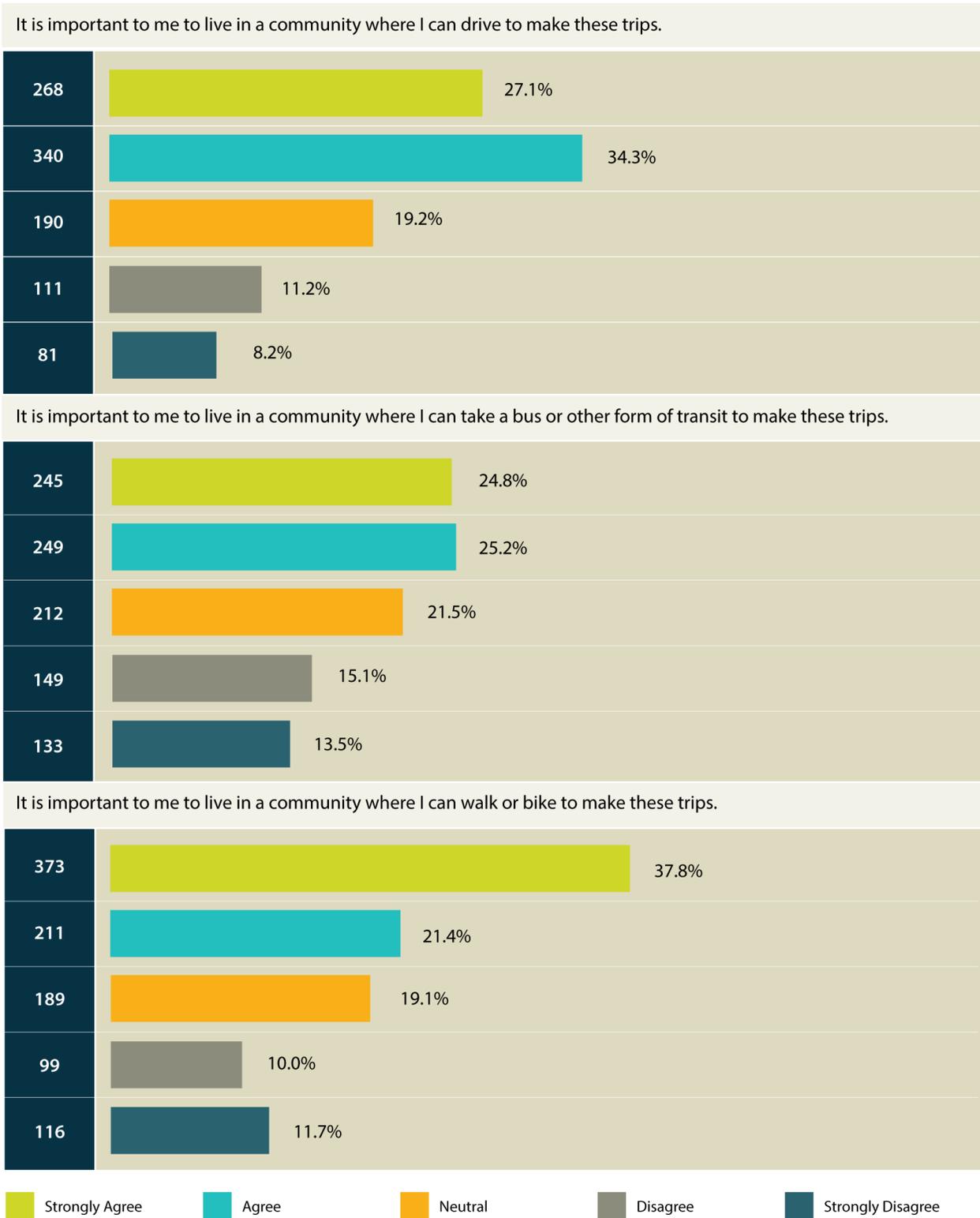
Please indicate your level of agreement with the following statements about your travel to work.



Question 11

Answered question	998
Skipped question	225

Please indicate your level of agreement with the following statements about your non work related travel.

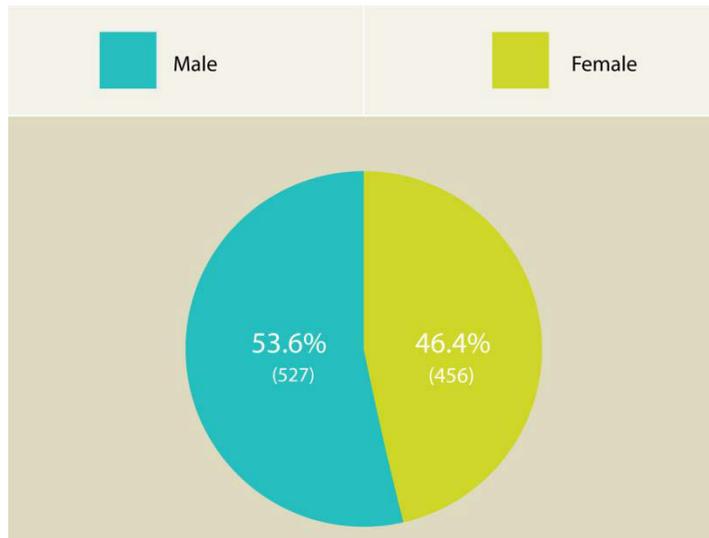


Question 12 - Open ended question for additional comments on transportation and development

Question 13

Answered question	983
Skipped question	240

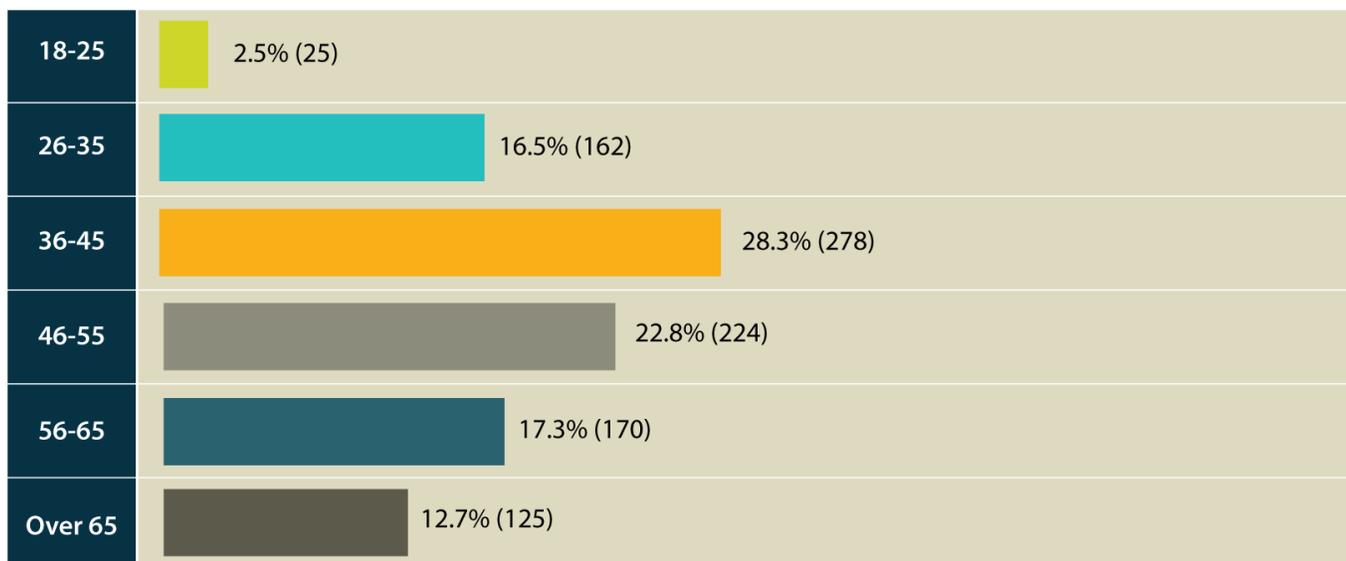
What is your gender?



Question 14

Answered question	984
Skipped question	239

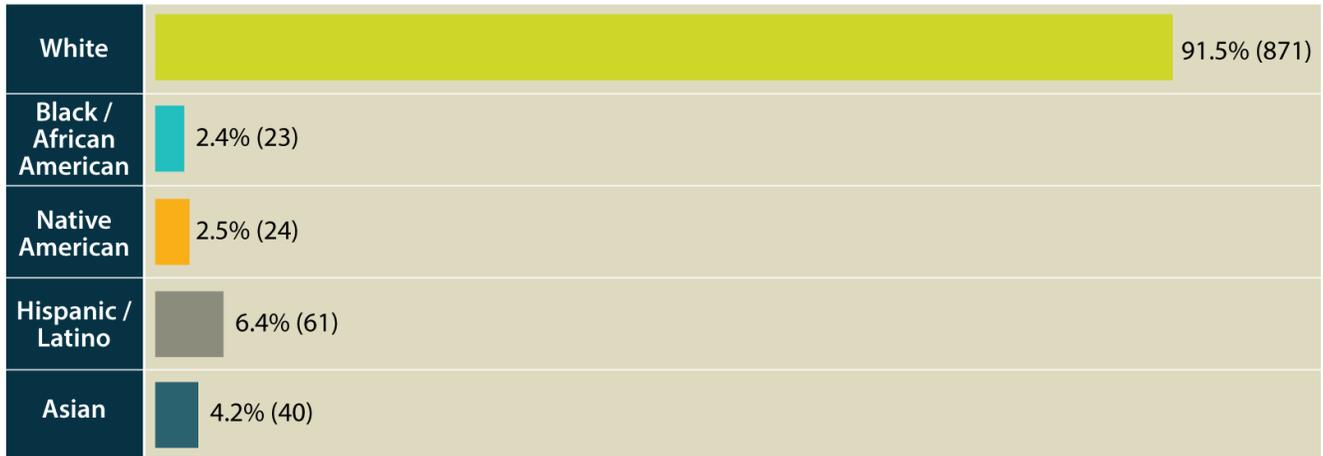
What category below includes your age?



Question 15

Answered question	952
Skipped question	271

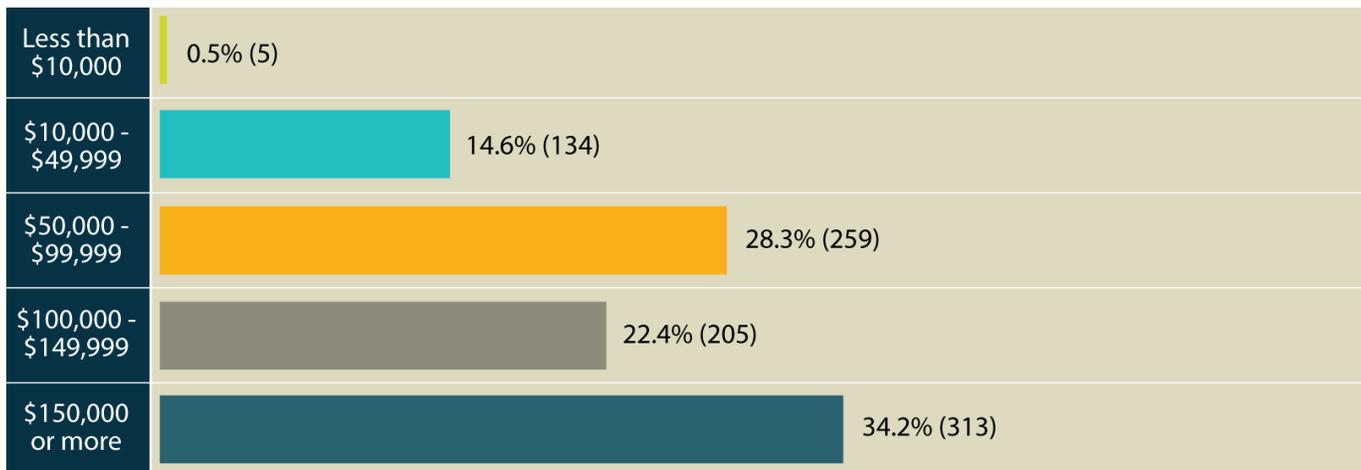
What is your race/ethnicity? (Please check all that apply)



Question 16

Answered question	916
Skipped question	307

What is your household income?

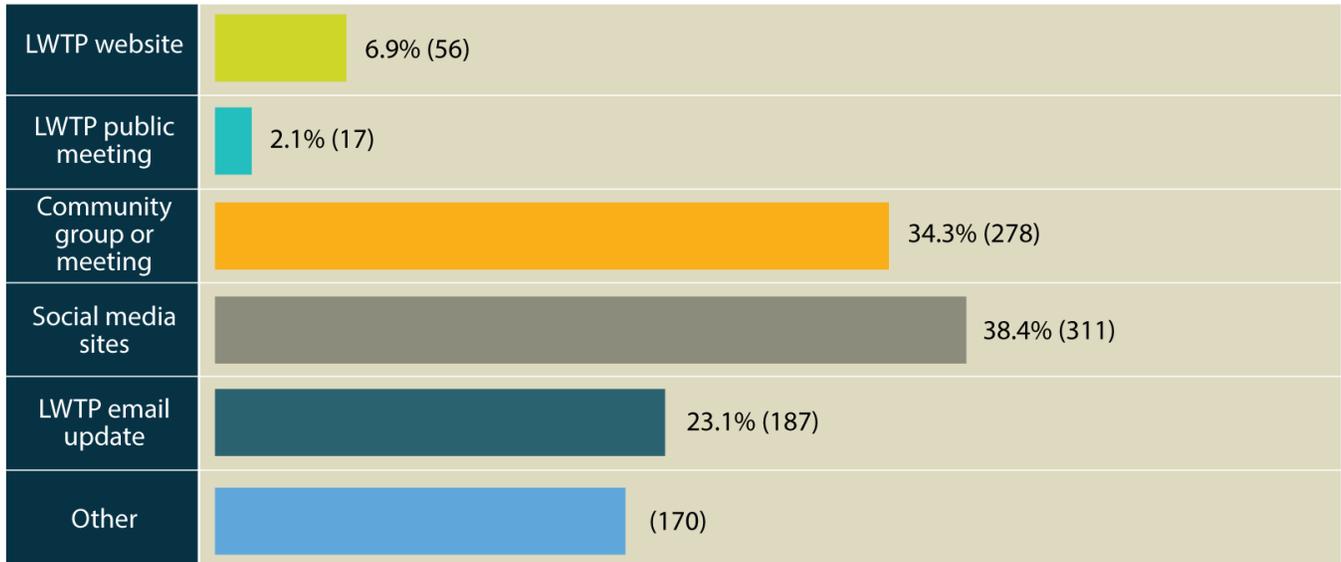


Question 17 - Contact information

Question 18

Answered question	809
Skipped question	414

How did you hear about this survey?



Public Comments

Many residents in the community took the time to share a wealth of information and feedback through email and the online survey. All comments received have been thoroughly reviewed by the project team, including Travis County Staff and consultants, and the team plans to use these comments as they continue moving forward to plan for the future. All comments are included in complete form in Appendices A-C. The following are highlights of comments received through the survey, and those that were submitted by email or in writing.

From August 15 to October 1, 2014:

- 342 comments were shared in the survey relating to Land Conservation
- 347 comments were shared in the survey relating to Transportation and Development
- 39 comments were shared via email or written comment card

 COMMENTS COLLECTED **728**

Transportation

Traffic Congestion and Roadway Improvements

- Solutions to relieve traffic congestion were major concerns of survey participants. Frustration with traffic congestion, transportation infrastructure not keeping up with growth and increased travel times were the most identifiable comments from respondents.
- Of those that cite traffic congestion and growth as a major concern, over two thirds specifically mention the RM 620, RM 2222 area in western Travis County as needing transportation improvements. No other areas in Travis County were as identifiable as the RM 620, RM 2222 area.
- Safety was mentioned numerous times with specific requests to improve access to Vandegrift High School.

Alternative Modes of Travel

- A predominance of responses indicated support for alternative modes of transportation within Travis County. Many of the responses requested bicycle facilities and pedestrian facilities. Several respondents requested that bicycle facilities be separated from traffic lanes and that more education be provided about bicycle traffic.
- Bus transit facilities and service were the next requested mode with many requests for increasing service in the suburbs and unincorporated areas of the County. Emphasis was also given to providing better access at transit stops including sidewalk connections.

- Rail facilities were requested at about half the frequency of bus facilities.
- When commenting on alternative modes of transportation, the majority of responses made were favorable. Most unsupportive comments for alternative modes were made against the need for bicycle facilities.

Development

- Of the comments reported regarding Activity Centers, over 75% were favorable. Many of the participants identified support for compact development and walkable neighborhoods without specifically calling this type of development an Activity Center and a small number of participants reported confusion about what an Activity Center is.
- Very few comments showed preferences on support of prioritizing transportation corridors or supporting Activity Center development in the SH 130 corridor and the RM 620 corridors.
- Of the responses received against incentivizing Centers, more than half responded that funding should occur on current roadways or in existing neighborhoods. This was followed by that development should pay for itself and that incentives were not needed.
- Many survey participants requested that the County take measures to limit growth, particularly sprawling growth outside of the urban area of Austin. Additionally, many respondents requested limiting growth in western Travis County along the RM 620 and RM 2222 corridors until infrastructure can support it.

Conservation

- There is strong support for conserving land in Travis County. Many respondents caution, however, that it must be done so wisely. Conservation should not supersede the need to develop a transportation system that adequately serves the growing population nor be prioritized over public safety relative to mobility and roadway connectivity when hazardous events occur (e.g., flooding and wild fires). The impact of investing in conservation on affordability and taxes also is a significant concern.
- Respondents identified conserving land to protect water resources as a top priority. Barton Creek and Little Barton Creek watersheds, in particular, were identified as important water resources to protect.
- Respondents advocate conserving land for public use, particularly for walking and bicycling; and many want these pathways to be part of a larger network of pedestrian and bicycle facilities. They also value conserving land for agricultural purposes, or protecting natural areas.
- In addition to protecting water resources through land conservation, respondents cite land management techniques (e.g., cedar removal and use of xeriscaping), water conservation, and

greater regulation of water (e.g., having a western Travis County Water Conservation District) as tools for protecting the quality and supply of surface and groundwater.

- Respondents cite different strategies for conserving land with the most frequent ones pertaining to the need to partner and leverage County dollars with other entities including developers, acquiring land in areas of Travis County where it is most affordable, and establishing conservation easements with willing landowners instead of using fee simple purchases to conserve land.

Appendix

Appendix A: General Written Comments	31
Appendix B: Survey Comments on Land Conservation	42
Appendix C: Survey Comments on Development and Transportation	61
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Appendix G: Comments Received After October 1, 2014	102

Appendix A: General Written Comments

A total of 39 general written comments were received from either comment cards turned in at the public meetings or via email.

Background report mentions only Lick Creek and aggregate mining as public opinion about water resources? Get real—unless I'm missing it, you've got to be addressing both groundwater and surface water. Surely there are more informed opinions from TCEQ or TWDB or BSEACD or COA or LCRA. The plan is entitled LWTP. Show me the W. Groundwater regulation in western Travis County MUST be addressed. Thank you.

Thanks for your presentation last night. I like your plans, and wish you had more authority to implement them. I asked a couple of questions. I did take the online survey, but would like the following questions added to your data bank.

1. Are you aware of the 2,800ac tract owned by the City of Austin that occupies most of the Post Oak Savanna area on your map? I hope you can find out what plans the City has for that area that your plan prioritizes and influence what they do with it. Austin Energy's Solar Farm is located on the former farmland in the south part of the POS.
2. Obtain information on the two proposed PGA golf courses to be built on 735ac of land adjacent to Walter Long Lake. Then update your plan to include that possibility.
http://www.mystatesman.com/news/news/local-govt-politics/pgs-level-golf-courses-could-be-built-at-east-aust/nhNNC/?icmp=statesman_internallink_textlink_apr2013_statesmanstbtomystatesman_launch#a9514bf2.3562768.735492

I do not support using taxpayer dollars for unproductive large tract set-asides UNLESS they are wildfire managed and allow a taxpayer benefit, such as public access to a park or trail. I do not support encouraging increased density "Acitivity Centers" on already severely overcrowded roads in our Western area of town along 2222, 620, 2244 and 71 UNLESS coupled with significant and appropriate roadway expansion, and roads must always come first.

I just wanted to send a follow-up note about the meeting last night. I am sorry I was unable to stay until the end to thank you for your time personally. I thought you and all of the Travis County team did a great job with the presentation and the meeting. I am sorry to see that we did not have better attendance from our area, but we appreciate the staff effort to come out and hold a meeting in this area. We know it is difficult to balance all of the different program demands of the county, so we appreciate the staff taking time to hold information sessions and get public input. Thanks for your personal time to discuss the transportation issues. I know it is a difficult challenge. Please pass along my thanks to all of your team. I thought all of the presentations were very good and each staff person I talked to were very helpful. We appreciate your work.

Dear Sir
Please include Barton Creek and its tributaries in the watersheds to be protected under the new Land, Water and Transportation Plan.
Thank you

Please limit the traffic at 360 and 2222 : This area is growing and ply getting worse by the day. Why has the roads widened or the building stopped. Thousands have moved in in the last two years and commutes are dangerous and long.

Judge Biscoe:

I received your letter of August 29, 2014, soliciting my comments on the draft plan. Thank you very much for this opportunity. First, I want to commend Travis County on this project. I am somewhat familiar with the constraints that Texas counties face when it comes to land use and transportation planning, and I applaud your efforts. A county supported plan will have many benefits and is certainly a worthwhile undertaking. The executive summary of the plan starts out by stating, "Taking the lead from the six county Capital Area Metropolitan Planning Organization (CAMPO) policy board, this plan strives to minimize conventional urban sprawl and encourage an alternative pattern of development." This theme is repeated throughout the plan. In essence, the mission of the draft plan seems to be to fundamentally change the way Travis County residents live and commute.

While this is a worthy goal, I argue that it may not be the best way to plan for the future transportation needs of Travis County given the reality of the real estate market in our region and the commuting preferences of the region's residents.

Referring to a proposed transit oriented development, City Manager Kent Cagle told Leander City Council during a January 3, 2013 planning session, "We can't find development of this scope size scale anywhere in the United States that's been built in this kind of area. We're suburbia. I'm not saying we can't do this-I'm not making excuses. I'm saying it has not been done." Attempting to influence change in the lifestyles of area residents might not be the most successful strategy for solving our transportation problems.

Some area residents already have access to public transportation, namely train orexpress bus. While these modes of transit have been somewhat successful, the vast majority of residents who have access to them still choose to drive their personal vehicles. I believe that is a meaningful fact.

The draft LWTP appears to essentially emulate the CAMPO 2035 Regional Transportation Plan, which is heavily biased toward public transportation. My response to that is to refer you to a news report aired by local radio station KUT on July 9, 2014. The following is an excerpt from that report:

Ginger Goodin works at the Texas Transportation Institute (TTI). She says the study examined the 2035 plan from the Capital Area Metro Planning Organization (CAMPO), which includes improvements to U.S. Highway 183,1-35,

MoPac and urban rail lines, among other improvements.

"[F]or 2035, with all of the improvements implemented in the plan," Goodin said. "We are still seeing commute times between downtown and Round Rock of two to three hours."

In essence, Ms. Goodin said that the CAMPO 2035 plan does not work. In less diplomatic words, the CAMPO 2035 Regional Transportation Plan is a plan for failure.

In that same report, former CAMPO director Maureen McCoy said, "Something will change in Austin. Either people will change their behavior, and they'll start finding other ways to do their business - whether it's electronically, whether they'll start taking transit - they'll shift their trips to other times of the day."

Those statements are telling. They suggest that CAMPO's twenty-five year transportation plan is to hope that "something will change." In other words, our longrange transportation plan is to change the way our residents live, and hope that will somehow solve our transportation problems. That does not seem to be a wellconceived transportation plan.

Perhaps Travis County should take a different approach to the way it plans future transportation projects.

Perhaps it should change the focus toward a more fundamental approach to transportation planning, such as planning a regional system of freeways to accommodate the mode of travel that county residents prefer and will use.

There are those who say that planning highways is unproductive. Surely, it is more productive than hoping that "something will change."

Thank you again for this opportunity to have some input into the process.

interested in conservation easement at 14650 Graef Rd.; +/- 85 ac on Hays/Travis Line

Here is my position as a citizen who will be directly affected by any changes in the Four Points area:

Response to Campo "Activity Center" concept-

Absolutely NO NEW DEVELOPMENT ON 2222 and 620 until the roads are improved to handle the existing traffic safely and efficiently. I and many neighbors along 2222 and 620 have lost friends and family members to traffic related accidents recently along those very roads because no effort has been made to mitigate the obvious danger. It is simply inconceivable that any government entity would consider any new development along a route that is already deadly. Regarding the Activity Center concept, people are not hamsters and will not confine 100% of their daily business to a "habi-trail" like mini metropolis. That is a daydream and not realistic. What is real is the significant traffic increase that will happen due to errands and school attendance, the latter of which puts the youngest members of our driving population in grave danger. Please be responsible and table any plans for new development until sufficient road improvements are made. Make that a prime and immediate priority.

Reponse to buying and setting aside large land tracts-

I DO NOT WANT MORE LAND TO BE PURCHASED BY THE GOVERNMENT AND RESTRICTED AGAINST PUBLIC USE. The only land in government hands should be that which is set aside for parks and those lands should be maintained so as to mitigate this area's obvious wildfire danger. I DO NOT agree with setting aside large swaths of forbidden land merely for the purpose of protecting endangered species. I believe that these species can and will coexist with responsible human activity and it is not necessary to deny taxpayers access to the land that their tax dollars have paid for. Furthermore, the unintended consequence of fencing land is that larger wildlife is unable to follow familiar paths to water sources and deer in particular have begun to perish along city park road because of this. Those fences are unsightly and smack of government oppression and should be taken down.

Hello....

My wife and I live on Hamilton Pool Rd, very near little Barton Creek.

We realize that Barton Creek, and its tributaries, does not flow directly into Lake Travis.

But, it is in the contributing zone of the Edwards Acquifer, a major source of drinking water.

With all the development out our way, it is not prudent to assume the Creek is sufficiently protected.

We would strongly urge that Barton Creek and its tributaries be protected under the Plan.

Thank you.

With respect,

To whom it may concern:

Please take into account the impact on the 2222/River Place Blvd. intersection with any projects that affect the 620/2222 intersection. There are cascading impacts to 2222/River Place Blvd. when changes are made to the 620/2222 intersection. Travis County should contemplate and seek to mitigate the negative impacts as part of any traffic redesign project in the area. Thank you.

Regards,

Hello,

I tried to take the online survey and I was connected to survey monkey. They were asking for way too much personal information. Where do I shop and eat. Really?

Anyway. I like the concept of density and activity centers along corridors but would rather see you spend that money on a western outer loop. It's going to happen eventually so let's put our resources towards that instead. In an ideal world I would toll IH 35 and have 130 and 45 free! Barring that I would make them affordable enough that truckers would use them.

After reviewing the Travis County Land, Water and Transportation Plan I'm really disappointed that Barton Creek and its tributaries were not selected as part of this plan. This watershed and area out on Hamilton Pool road is growing so rapidly the impact on the environmental features need help. It seems very short-sighted to leave off this critical area.

We would like you to put your effort on parks and hike/bike trails

I hope you are doing well and keeping your head above water these days! The Plan looks great. I am very happy to see that Travis County is so passionate about conserving these important resources while providing the necessary transportation options.

Hill Country Conservancy's comments follow. You will see that we are acutely interested in ensuring that our threatened drinking water supply is protected.

p. 19 (Figure 6) – For further context, it may be helpful for Note 1 to add something like “as well as land that has been conserved by Travis County and land trust partners”.

p. 58 (Figure 11) – It should be noted that the Colorado River “Protects a Regionally Significant Resource”, given that it is the primary water supply for many residents in the County.

p. 58 (Priority One Corridors) – In the descriptions of the Colorado and Pedernales Rivers, there should be explicit mention of drinking water supply.

p. 59-60 (Priority Two Corridors) – In the descriptions of Cypress Creek, Hamilton Creek, and Cow Creek, Bingham Creek and Big Sandy Creek (tributaries to the Colorado), their contribution to the drinking water supply should be mentioned as well.

p. 60 (Conservation Initiatives West)

- HCC suggests that, due to its contribution to drinking water, the Colorado River (and its tributaries) should be priorities for land conservation. Better yet, this could be more broadly stated as “Conserve land that protects the drinking water supply for Travis county residents”.

- Also, although it is not as common, note that there is some prime farmland in the western part of the County. As evidenced by farms in the eastern part of the County, several acres of prime farmland may be enough for many small-scale farms to provide abundant produce and eggs, etc. to local citizens. When we think of farms in the County, we are not necessarily thinking only of 50, 100 acres or more of prime farmland. It would be good to protect farmland throughout the County.

p. 63 (LAND) – In addition to protecting “land with numerous springs”, it would be wise to also protect the land that provides recharge to those springs, what I like to refer to informally as the “springshed”. For instance, protecting the Barton Springs Edwards Aquifer recharge and contributing zones ensure Barton Springs continues to discharge clean, abundant water.

p. 64 (WATER) – Should also include a bullet that says something like “Focus on conservation projects that protect the drinking water supplies of Travis County residents and communities”.

Thank you,

Re the "Water" portion of the proposed LWT Plan: This seems to have neglected any mention of protection of some of the tributaries of Barton Creek, namely Little Barton Creek and Rocky Creek, in unincorporated western Travis County, part of the contributing zone of the Edwards Aquifer. These creeks both feed into Barton Creek. and are under increasing pressure as far as degradation of water quality. The land around these creeks has been subject to nearly-unregulated intense development as the county has very weak authority in these matters. I have been a resident of western Travis County for the past 20 years and have seen the change in creeks as the area of impervious cover continues to mount. These local creeks were once spring-fed year-round streams with abundant and varied aquatic and riparian fauna and flora, but over the years the run-off from development has sent massive quantities of silt into the creeks, clogging the springs, and if not checked will continue to transform them into wet-weather drainage ditches with increasing negative impact on Barton Creek.

Another problem out here is the continued lack of a groundwater conservation district. Private commercial and municipal wells abound and proliferate, and it seems that every time a new subdivision is built, the developers immediately drill a well to irrigate the landscaping and water features. This "free" water is being mined from the Trinity, a slow recharge aquifer, but one that hundreds of local families with home wells depend upon as the sole source for essential water needs. Any land that can be taken out of development will also benefit all of us who rely on our wells.

Thank you for your consideration.

Dear Judge Biscoe, Commissioners, and County Staff:

I attended today's public hearing on the LWTP Draft Plan. I was impressed by the planning that has taken place thus far and the approach that the County is taking to address planning issues in the unincorporated areas. I also appreciate the many opportunities that the county has given for public input.

First, I will state in writing two comments that I made during the question and answer portion of the meeting today.

1. Given the Conservation Priorities in the Land Conservation section of the plan (which include Endangered Species protection and springs), I suggest adding the Barton Creek Watershed to the list of priority Conservation Areas.

2. I affirm the emphasis on improvements to existing roadways (over the construction of new major roadways) when addressing transportation problems in Western Travis County.

Additionally, I would like to make the following comments regarding the Draft Guidance Policies.

Policy L-11. I especially appreciate the emphasis on Dark Skies. As I also noted in the comments for the online survey, there is great public benefit (tranquility, physical and mental health, wildlife habitat) to protecting our natural soundscapes as well. I hope that staff will look into model policies that improve the quality of our conservation lands and our communities generally through mandatory and voluntary approaches to noise abatement. As I find good model policies, I will forward these along to staff as well.

Policy W-4. For years now, I have been a strong advocate for an effective and financially sustainable groundwater conservation district in Western Travis County. I strongly affirm the county's involvement in working to see that such a district is created as soon as possible.

Policies T-4 and T-11. I believe these policies will create the context for appropriate solutions to real transportation problems throughout Travis County and in Western Travis County in particular.

Policy GGT-2. I strongly encourage Travis County commissioners and staff to work with other counties to obtain additional regulatory authority to plan for and manage growth, especially in the unincorporated areas.

Again, thank you for the opportunity to provide input to this planning process.

Sincerely,

To whom it may concern,

I am a concerned business owner that owns and operates the 7-11 convenience store at the corner of this intersection and the past 5 years have seen astronomical growth to where coming from each direction at different times of the day, it is IMPOSSIBLE for patrons to come into my business both in the AM and the PM. The AM is absurd to where it will take someone going either North on 620 or east towards town on 2222, over 10-15 minutes just to get out of the parking lot. The traffic is backed up down Bullick Hollow road anywhere from 50-100 cars depending on the time and the light stays green for about 10 seconds. As such, no one lets anyone out because they have already been waiting for over 20-25 minutes at ONE light. Same problem coming from the South. Since it is backed up all the way to Steiner Ranch, over 2 miles, you would be a fool to add another 20 minutes to your trip just to pull in for some coffee.

Evenings are no better, 620 is an absolute zoo going north from Steiner again....backed up to Commanche Trail, and 2222 is backed up to Riverplace and then from McNeil Road(Vandegrift High School sometimes to Jester or even City Park Road. That is over 3 miles of bumper to bumper stop light traffic.

I URGE anyone thinking of adding any additional high density development to come out to this area between 7:00-9:00 AM and 4:00-6:30 PM to see the mess that has been created. Without road expansion, it CANNOT handle any more density. Believe me, I would love to see more traffic in our store, but not at the expense of people, including my employees waiting 20-25 minutes just to get through a light. It is out of control Please take this along with the many other emails I know you have received and take a serious look at this area and how to develop it smartly without compromising its beauty. There are ways that it can be done. It is time Austin faces reality and works with environmentalist and other land protecting entities to both protect our animals....AND our people.

Thank you.

Dear Sir or Madam: I attended the open house in Bee Cave last week. I asked a question about the fact that Barton Creek and its tributaries are not included in the LWTP conservation plan. I was advised to provide my views to your agency in writing by no later than the end of September. This e-mail provides my views by that deadline.

Please note that a significant portion of Barton Creek and its tributaries (e.g., Little Barton Creek) lie within unincorporated Travis County. Furthermore, the portions within the western portion of Travis County lie upstream from Austin and from the majority of Travis County residents. Therefore, I strongly believe that the LWTP plan should encompass the Barton Creek watershed in western Travis County.

Additional relevant information is outlined as follows:

(1) Attached is a City of Austin ordinance that makes clear the critical connection between the Barton Creek watershed and clean water supply, natural environment and recreational opportunities for citizens of Austin and Travis County. Here are some key quotes from the ordinance:

“Barton Creek is a significant source of Austin’s water supply.”

“Development activities in the Barton Creek Watershed can result in irreparable damage to the natural environment of, the recreational qualities of, and the quality of the water in, Barton Creek, Barton Springs and the Barton Creek Watershed.”

http://www.epa.gov/safewater/sourcewater/pubs/techguide_ord_tx_austin_zoningnewdiv4.pdf

(2) Barton Creek and its tributaries are inextricably tied to the Edwards Aquifer and to the drinking water for thousands of people. See the following study---

<http://www.beg.utexas.edu/enviroq/ty/vadose/bartonsprings.htm>

(3) Frankly, the LWTP conservation plan is weighted towards the eastern side of the county and pays little attention to the southwestern corner where I live. While the Pedernales River is included in the plan, none of the creeks in our area is included. On the other hand, multiple creeks in the eastern and northeastern sectors of the county are included in the plan. Shouldn’t there be some balance across the entire county in this regard? Thank you for time and for your attention to this issue.

Sincerely,

Travis County Commissioners Court and TNR Staff:

Thank you for your efforts on the TLWT plan. Please consider the following thoughts and comments as you move forward in this process:

The preferred growth corridor along and east of I-35 should remain high priority for transportation and activity center planning and investment.

Investments that have already been made by the County and the City of Austin should be honored and protected. A considerable amount of public investment has been made to conserve lands for water supply and habitat protection. All conserved lands, whether they be public or private conservation areas should remain protected and honored. Conservation easements and preserves should not be considered for future road plans. Investments in upgrading and improving existing roadways in western Travis County should take priority over new roadway construction.

The County should seek opportunities to protect dark skies and protect scenic highways by controlling billboards.

The County should seek opportunities to deal with incompatible land use issues such as the proposed Covert facility on Hwy 71.

The County should work with area developers to encourage a regional, connected trail plan.

The County should continue to seek opportunities to invest in conservation lands both fee simple purchases and also conservation easement funding.

The County should revisit the final recommendations of the Regional Water Quality Protection Plan (www.waterqualityplan.org) and the SW Travis County Growth Dialog.

Thank you,

Dear Judge Biscoe:

I would like to thank you for providing the City of Leander the opportunity to review and provide comments on the County's draft Land, Water, and Transportation Plan (L WTP). As you know, the City of Leander is experiencing rapid growth. Our city includes land in both Travis and Williamson counties and we are seeing significant growth in both counties.

In reviewing the draft L WTP, the primary comment that the City has is related to the accuracy of the maps reflecting current and projected growth in the area within Leander's city limits and ETJ. Specifically in the western portion of our City, the draft L WTP maps do not reflect the Travisso development which includes over 1,000 acres and over 3,000 residential lots. Specifically, map 3 should be updated to reflect the significant number of new platted lots in western Leander. Map 4 should be updated to reflect the 1431 corridor from Lakeline to Travisso Parkway as an emerging growth area. Map 5 should be updated to reflect the parkland that has been dedicated through the development process in western Leander.

The City is happy to assist the County by providing updated maps, demographic data and any other information that would be helpful in the County's effort to complete the L WTP. Thank you again for allowing us the opportunity to review the draft plan.

*The overarching themes (maps, statements, etc) appear excellent.

*Strongly support the conservation concept of waterways. This allows control/management of flooding, greenbelt/recreation development for the ever increasing population...providing open spaces which are useable enhancing quality of life while preserving natural resources. In particular, I support the future preservation/planned development of the upper Wilbarger basin...with the hope to keep it a clean waterway for public usage (not impaired or on the TCEQ list as Gilleland is).

Likewise the preservation of the fertile Blackland Prairie. The Prairie is endangered as we continually see the accelerating shrinkage of family farms being overlaid with concrete/asphalt in the promotion of economic development. Likewise in the grocery store it's more challenging to find foods grown in USA.

*Support activity centers with density hopefully some control of sprawling rooftops.

*Support bike lanes and safe roads. Grave issue of municipalities annexing roads and unable to maintain or safely accommodate the suburb traffic. Inaction & slow process with finger pointing when with overlapping projects involving several governmental bodies (i.e. TC/City). The county has been the most responsive to citizen needs. Thank you!

* NE TC is where the land is available relatively cheap compared to West TC. So visionary leaders can create the "new" design/ control the development. While economic incentives are offered with taxpayers carrying the burden...please emphasize developers should be fiscally responsible for contributing larger portions to the infrastructure. Presently unbalanced with corporate getting the "free" ride with incentives which places more burden on home owners with taxes rising.

Governmental groups (ACC, Central Texas Health, ISD's, ESD's, COP, COA, etc) continue to want MORE for M&O budgets.

As a Former Fire Commissioner with Lake Travis Fire Rescue ESD6 and current member of the Bee Cave Economic Development Corp. I am especially interested in the plan as it relates to Southwest Travis County.

I noticed that you utilized the City of Bee Cave Comprehensive Plan in some of your work. That plan is essentially 10+ years old and the City will be beginning an extensive update soon. Hopefully the LWTP will prove useful as the City embarks on this.

Very thoughtful and comprehensive document. I look forward to seeing the final version.

Thank you.

Please accept this request for staff to consider and add the above referenced project as an "Activity Center". Qualico met with County staff on October 1, 2014 and provided backup for their review and consideration. If anything further is required from our end please feel free to contact me.

Best Regards

The TNR team did a nice job. I feel confident they are looking out for our best interest.

City of Pflugerville staff has received and reviewed a copy of the proposed LWTP, attended the public meeting held on September 29, 2014 and respectfully submits the following comments for your consideration.

Good regional planning, to be effective, must be coordinated. When a multitude of jurisdictions and entities are involved and impacted as a result of the proposed plan, the ultimate intentions should be as transparent as possible. Many of the maps included in the various LWTP documents show current city limit boundaries for jurisdictions in Travis County, but none show city limits and their respective extraterritorial jurisdiction (ETJ). The intention of this plan upon such areas needs to be clarified. As shown on the attached map, only 18% of Travis County is neither within a city limit nor a city's extraterritorial jurisdiction (ETJ).

To be effective in our respective jurisdictions, collaboration is absolutely essential given the legislative framework with which to operate. We are fully prepared to re-engage on subdivision development issues in the Pflugerville ETJ. However, we do not support measures in the proposed plan or resulting from the plan that erode municipal authority in any way particularly in the ETJ, impose an unfunded mandate, or otherwise be detrimental to cities.

Pflugerville's Comprehensive Plan is referenced as not having any known conflicts with the plan and policies of the County, but since the Plan was adopted in 2010, much has occurred.

While Travis County has identified prime farmland and river and creek corridors for conservation, the City of Pflugerville, like others in the region, is already leveraging existing tools to accomplish this in our full purpose city limits as well as our statutory extraterritorial jurisdiction (ETJ). Legislative requirements have non-annexation development agreements preserving farmland for 3,121.87 acres until such time the property owner chooses to develop or otherwise voluntarily surrenders their agricultural exemption. In addition, the City's comprehensive planning efforts have identified creeks, corridors and future right of way needs for floodplain management, wildlife corridors, trail corridors and connections and ultimate roadway needs to serve a projected population of over 250,000 people upon build out of the city. Implementation of these requirements occurs through the platting and development process.

The city's current comprehensive land use plan shows a utility service area boundary demising the Wilbarger Creek and Cottonwood Creek basins. The intent of this boundary is to focus municipal infrastructure in the two basins where infrastructure is generally available to service existing and new development. In addition, over the last 24 months or so, the City Council has adopted a revised wastewater master plan and approved its first water master plan. Essential to the sustainability of central Texas is water, and the wholesale and retail distribution of water resources to our residents and utility customers. These are fundamental to municipal long range planning efforts. The City of Pflugerville has firmed up plans to expand its existing wastewater treatment facility, and has already acquired land and TCEQ permits for two additional discharge points in our ETJ. Septic systems are highly discouraged, to the benefit of water quality and the general health and welfare of the area. Further, the City has secured an expanded wastewater CCN (Certificate of Convenience and Necessity) area to encompass the current ETJ.

We support your efforts to improve growth related tools in the unincorporated areas, but urge the plan and the process to be respectful of the existing plans various jurisdictions, including Pflugerville and its ETJ, that have authority to promulgate comprehensive plans have established. Further, we welcome the opportunity to work with you in this endeavor.

I am writing to express the strong opposition to the development of the planned Masonwood West Subdivision on Hamilton Pool Road in Travis County. The completion of that development will endanger water sources in the Barton Creek water shed. The plan to distribute treated sewage water on the land directly associated with the drainage system for the very critical and sensitive ecosystem in the Barton Creek system is a very dangerous plan and should not be allowed to continue.

Please include Barton Creek and its watershed in your conservation plans.

Thanks for reaching out and sharing your vision

Very good job on LWTP. Only topic I found was not covered for future protection was historic properties in unincorporated and ETJ (municipal) areas. Would like to see the Travis County Historical surveys referenced on any future projects

To Whom It May Concern:

Save Our Springs Alliance, Inc., (SOS) appreciates this opportunity to submit comments on the draft Travis County Land Water and Transportation Plan (PLAN). In general, SOS is encouraged that the County has dedicated resources to studying these important issues as growth in our area continues at a high rate. Specifically, SOS is pleased that the County is promoting growth east of I-35 and near the SH-130 corridor, and hopes the County continues to advance sensible, responsible and fair development solutions in these areas, which are downstream of the aquifer and more protective of our area's water resources.

Second, SOS recognizes that the Capitol Area Metropolitan Planning Organization (CAMPO) plays an integral part in mapping the transportation needs of our area. However, the County does not always need to defer to CAMPO and should advocate that available funding be directed towards projects within the city limits maintaining an efficient transportation infrastructure in an already existing, dense development setting.

Third, as indicated in the PLAN, many residents of the County would welcome service extensions of public transportation to those areas not currently served. SOS supports efforts on the part of Travis County to help facilitate fiscally responsible and environmentally sound extensions of public transportation to areas lacking service.

Fourth, SOS is cognizant that because of development in the eastern part of Travis County is occurring at a high rate; the County must move quickly to ensure conservation measures are taken in these areas. However, SOS would like to see efforts doubled on the Pedernales River so that the goal of conserving 6,000 acres as recommended by the Southwest Travis County Growth Dialogue is met as soon as possible.

Fifth, the Barton Creek watershed should be designated as a conservation area in the PLAN. This designation would protect the area from irresponsible and unsustainable development practices that have already resulted in the degradation of our area's water resources. The County should continue to evaluate, and when reasonable purchase, watershed protection lands.

Sixth, SOS encourages the County to consider recognizing and implementing the recommendations of the Austin Water Task Force. Specifically, SOS would like to see the County promote greater water conservation and reuse measures and advocate against the importation of groundwater from adjacent counties.

Finally, the PLAN does indicate the next draft will address water conservation priority lands. See Pg. 9 of the Growth Guidance Plan. SOS would encourage the County to accept comments limited to land conservation scenarios given the omission of this conservation scenario from the PLAN.

Again, SOS genuinely welcomes and is pleased with the intent of Travis County in commissioning this PLAN. Any consideration these comments are given is appreciated.

290, Parmer Lane, Howard Lane and Cameron Road. These higher density areas, with their excellent road access and utilities, will limit the urban sprawl that would otherwise be created by the future demand for new housing and employment.

I would be pleased to meet you to discuss any aspect of this letter at any time convenient to you.

Yours most sincerely,

1. Travis County needs to make working TxDot to have improvement projects shovel ready for 2222 and 620. Funding needs to happen for Western Travis County.
2. Travis County needs to acknowledge that 2222 and 620 are not only impacted by growth in Travis County, but the corridors are significantly impacted by growth in Williamson County. Commuter traffic from Cedar Park, Leander, and Lakeway are going to continue to create more issues for 620 and 2222. Plans should consider this.
3. Taxpayers in Western Travis County are frustrated to see their tax dollars funding roads for Eastern Travis County only.

Is any consideration being given to development set backs below the earthen dam at Lake Walter E. Long (Decker Lake)? Until recently, Austin Energy would have to open the floodgates of the dam so that flood waters would not over top the dam. The released water would flow down Decker Creek, cross FM 969 (joining flood waters from Gilleland Creek) and flow into the rest of Gilleland and then to the Colorado River.

Dear Judge Biscoe,

Thank you for your open letter, dated August 24, inviting comment on the draft Travis County Land Water and Transportation Plan (the "Plan").

As a long-time land owner in Travis County and as someone who has worked and invested in the development of northeastern Travis County for several years, I would like to offer the following comments.

A. THE PLAN NEEDS TO MORE FULLY BUILD ON THE EXISTING INFRASTRUCTURE.

The Plan correctly sets a strategy to "Encourage new growth along the SH 130 Corridor" But the Plan needs to more fully recognize the major investment in road, utility and social infrastructure in northeast Travis County along, and west of, SH 130:

1. SH 130 is the most important road built in Travis County in the last 50 years costing \$900 million. Travis County spent \$90 million on right-of-way.
2. Manor Expressway is a \$623 million expressway linking Austin to Manor.
3. Howard Lane is now under construction and this \$20 million road is the last link to connect SH 130 with I-35, Techridge and Dell.
4. Cameron Road is a \$15 million major thoroughfare now under design and will link US 290 and SH 130.
5. Major Utilities. Austin Water Utility has invested \$12.59 million on trunk water and wastewater lines and is planning a further \$16.81 million in trunk utilities to serve this area.
6. New Schools. Manor ISD has a Middle School planned on Cameron Road. Pflugerville ISD has a High School/Middle School complex planned just west of Cameron Road.
7. Green Space. Travis County is investing a further \$6.9 million in the Northeast Metropolitan Park and an additional \$16.7 million in greenways - providing valuable green space "lungs" for future residents and employees in this area.

B. THE PLAN SHOULD ALSO ADDRESS ECONOMIC DEVELOPMENT AND JOB CREATION.

This new road, utility and social infrastructure is concentrated along, and to the west of, SH 130. The depth and quality of this infrastructure will support higher-density, mixed-use housing, high-tech, bio-tech, shopping amenities and hospitals -leading to significant economic development and job growth.

C. ECONOMIC DEVELOPMENT WILL CLUSTER AROUND KEY SH 130 INTERSECTIONS.

Existing Growth Nodes. Pflugerville has trunk utilities installed along SH 130. Economic development is already arising at the SH 130 intersections with:

1. SH 45 with the regional Stone Hill Town Center
 2. Pflugerville Parkway with the Hawaiian Falls Water Park and the proposed SunTech Office Park and Sunshine Village.
 3. Pecan Street with the Pflugerville Economic Development Commercial Park and its new high tech buildings, employment centers and proposed new hotel.
- Future Growth Nodes. As the trunk utilities are completed, development will occur at the following additional intersections in northeast Travis County along SH 130.
1. US 290. This intersection of two major toll roads provides the best access of any area of Travis County
 2. Parmer Lane. This intersection will link SH 130 with Dell, Samsung, Applied Materials and the planned \$1 billion Karlin/Trammell Crow development.
 3. Howard Lane. This important new thoroughfare links SH 130 with I-35 and Techridge and Dell.
 4. Cameron Road. Provides a parallel arterial to SH 130 and links employment centers to the new Austin Executive Airport

D. SUGGESTED PLAN REVISIONS.

I respectfully suggest that the Plan and its Exhibits, for northeast Travis County, need revision to more fully:

1. Build on the existing and planned major road, utility and social infrastructure.
2. Reflect that the SH 130 Corridor, and land to the west of SH 130, will predominantly be higher-density, mixed-use development and that this area of northeast Austin will become the engine for economic development and job creation in Travis County.
3. Show the desirability of higher density, more urban development, at the intersections of SH 130 with: US 290, Parmer Lane, Howard Lane and Cameron Road. These higher density areas, with their excellent road access and utilities, will limit the urban sprawl that would otherwise be created by the future demand for new housing and employment.

I would be pleased to meet you to discuss any aspect of this letter at any time convenient to you.

Hello,

My name is Carmalene Churba my husband, four children and I recently moved here from PA. We bought a home in Belvedere off of Hamilton Pool Road. I have two concerns with the projected growth. One is Hamilton Pool road it's dangerous and desperately needs to be widened. It's my least favorite part of living in the beautiful hill country.

I'm also very concerned about the water supply. Is there enough water to support the projected growth of this area? Current water levels are approaching a drought worse than the drought of record. Would it be possible to provide enough water at current levels if there were forty to fifty percent more people living here? The water utility director predicted lake travis would run dry by 2016. April of this year Spicewood beach was still receiving trucked in water, they were out of water for two years and had to drill a forty foot well and have water piped in from over a mile away. The city of Brownwood, about 80 miles south of Abilene is running out of water and will have to use recycled waste water. There are droughts occurring across the state of Texas.

Water is the most important resource on earth. Money and development should not trump current homeowners and businesses water supplies. We invested a lot of money in our home and the water situation makes me extremely nervous.

I'm all for development, however, it should be done responsibly and developed with the water supply being of the most utmost importance. Our home is our largest investment and it will be worthless without water.

Thank you,

Suburban rail connections Elgin & Manor to Austin with a transportation hub in or near Manor would help support an Activity Center in Manor. ; An information clearinghouse for developers, cities, and other planning authorities would be helpful for coordinated planning. This would include information on demographics, business to population projections, tax incentives for activity centers, transportation plans, environmental contacts, and related information.

A key point made in these studies was that the areas served by the WTCPUA were two of the three fastest growing areas in Metropolitan Austin - the Greater Bee Cave area and the U.S. 290 area out to Dripping Springs. The third place growth was The greater Manor area. Eastern Travis County was far behind. We are looking at 25 year projections as well as 10 year projections here. This runs counter to the thinking predominant in City of Austin wishful thinking. (NOTE - Comments sent with link to view their demographic study via dropbox)

Please add Barton Creek and its tributaries in SW Travis County to the list of watersheds to be protected through land acquisition, etc. This is the contributing zone of the Barton Springs segment of the Edwards Aquifer. Protecting water quality in the Springs and Aquifer has been a priority for a number of public entities including the LCRA/WTCPUA, TCEQ and US Fish & Wildlife Service. It should be a priority for Travis County as well. While it is true that some of the Barton Creek watershed is already in conservation and some is protected by Austin subdivision rules (SOS), further protection in the unincorporated areas remains a necessity.

Sincerely,

Appendix B: Survey Comments on Land Conservation

A total of 342 comments were collected from the Land Conservation section of the survey: Question 6. Is there anything else you would like to share with Travis County regarding land conservation?

Travis County has too many parks, we need to conserve land.
Land around growing cities should be put to its best use. There are millions of acres of land to conserve that are not near our growing cities. We need infrastructure in Travis County; not conservation. Why are you guys on this Conservation kick?
We in the east side of Travis county need to get our share of tax monies to help in the conservation of some of our property and keep this part of county clean of unwanted companies that cause more harm than help our part of the county.
The waterways including creeks and streams are being used as dumping grounds for rubbish. Travis County needs to do a better job of notifying homeowners in the rural areas of their violations of the dumping of rubbish and trash on their properties including non-working vehicles. This is a problem in NE Travis County.
As the population grows the entire county will become urban or sub-urban. It is important that we conserve some natural areas in the county. I really like the acquisitions of Reimers Ranch, Pogue Springs, and other Pedernales river corridor land. I would like to see more acquisitions that serve dual conservation and recreational values. An example to consider is Dead Man's hole swimming area near Hamilton Pool.
The County should NOT be telling landowners what can be done with land they own.
Please do not buy up all the land. I moved to Austin in the hopes of finding affordable housing. If the county buys up much of the available land or severely restricts its development, then the housing costs will become unaffordable to the younger generation.
We would strongly support the adoption of a Groundwater Conservation District for Travis County to protect the aquifer and tributaries.
Your statements in No. 4 are ridiculous. Who wouldn't agree with all? The real question should be "At what cost".
We're already experiencing considerable light pollution and loss of conserved/preserved rural land in and around West Austin and Travis County. Immediate action needs to be taken to protect what is remaining. Additionally, there are very little to no landscaping requirements for new commercial developments in ETJ areas, and as such developers are allowed to do only what they feel is necessary to "enhance" the appearance of their project as opposed to being forced to include the costs associated with fully landscaping their properties (such as those within Austin and nearly all other Central Texas cities) within their pro forma.
Any land initiatives should be well thought out and not benefit just the few but everyone. You cannot take someones land rights or water rights away from them. however I do think limits are reasonable. Taxing the entire county for one area of infrastructure is wrong. Rural areas should not have to pay for everything the city is doing. If the city is incurring additional costs due to development, that should be passed on to the developer and the taxpayers in that particular area. In no circumstance should the County be allowed to take land without due process.

Travis County should NOT purchase land in downtown Austin for a new county courthouse. The land that it has already purchased should be sold to a private developer so that it can be put back on the tax rolls, and Travis County should build the court in a less expensive location.
While conserving land is important, so our improved infrastructure like roads as traffic is getting horrible. In my opinion, we have over invested in conserving land and under invested in building roads to improve traffic.
Land conservation is directly tied to water supply - must be addressed.
NO
Conserve water now!
travis county should be developed with dense nodes of multi-use mini-cities that are connected by rail and trail, leaving open natural spaces, farms and sparsely populated areas in between. each node needs to provide the basic services so that nearby residents can get the majority of their needs met without commuting (maybe even by foot or bike) and then hop a train into the main urban core for other activities/needs. we can't preserve open space and protect water supplies/quality if everyone has to drive to do anything they need to do.
yes. Very little water supply is provided to the Cities of the County through groundwater, its a huge misconception, especially Austin. All water used in incorporated Austin is resevoir stored. Parkland and conservation land are two different things: parkland is for public use and recreation, conservation land is often times off limits to general public use. The county's character has already changed and will continue to do so. Overlaying easements to protect farms is costly and ineffective. If protection means endless bond packages to do so, I am opposed. Some easement overlay to protect wetlands and aquifer is reasonable. Springs can be protected, and should, but dont need thousands of acres to do so. thanks for the survey
quit allowing so many mining operations - the trucks are dangerous and it erodes land
Travis County already ownes huge tracts of land alot of it conservation land. If Travis County uses public dollarts or voter approved bonds to support land consevation then they need to include in their land management plan ingress and egress for emergency services, payment for fire protection of the land co ordination with Travis County municipalities for coordination of traffic, fire breaks, land management and other impacting effects.
If you conserve land for public use then make sure we have public transportation to get there. Using more fossil fuels to get to conserved land is counter-intuitive.
Do it now; once it's developed, it's gone.
The lake level of Lake Travis should be included in this.
Reimer's Ranch, Shield's Ranch are excellent examples of what can be done. Thank you for those and the many others.
Quit giving tax breaks to corporations and asking folks to subsidize developers.
Special care should be taken around Aquifer recharge areas.
NO
Please use judgement when allowing growth. Particularly related to making sure the roads can handle the growth before the growth happens
County should work with the City on implementing Imagine Austin. We need more compact and connected development with household affordability and green infrastructure.
Need to balance construction, roadways, conservation to preserve quality of life.
Land conservation in rural areas has to go hand in hand with intensification of development in urban areas. Any money spent on "conservation" within urban core is not only wasted, but backwards. Conserve rural land through more development in already urban places.
In regards to the rural character--- density should be encouraged as much as possible in order to limit sprawl, thus preserving the area's rural character outside of the densely populated areas. Sprawl/suburbs are the worst of both worlds and should be discouraged as much as possible.
Protection of water resources and habitat for sensitive species should be priorities.

It is not more important than quality of life issues for residents such as traffic congestion.
I wish you would make property owners to maintain their property in a neat and orderly manner, with grass being cut and garbage picked up...neighborhoods are being run over by rats due to messy neighbors in Manchaca and on Twin Creek road.
Travis County should discourage urban sprawl and encourage denser development with a variety of housing types and uses represented in order to conserve land and natural resources.
If you want to conserve it, buy the rights or reach some agreement with the landowner.
The burden of county taxes is excessive. Less government is better government.
I strongly advocate supporting local food production (i.e., agriculture and animal husbandry). Farmers should receive ag exemptions on land, as well as water rights and reduced rates. A large city, and Austin in particular, benefits from a local, healthy food supply.
It is sad to see subdivisions like Sweetwater building unattractive houses on top of houses. At least 7-10 acre estate sized lots keep the Hill Country a little bit pristine like in the Travis Settlement or the Reserve. Overdeveloping out on Hwy. 71 West is draining the water supply, making the Hill Country unattractive and not allowing wildlife to survive.
Hold builders to a stricter code on conserving land and water.
Work to reduce numbers of ashe junipers which tend to use too much water..
eliminate many cedar trees
Strongly think apartment units be put on hold until roads to accommodate the 100's more residents that would be residing in them, hit the existing roads, that are already so crowded, the the existing roads are like parking lots.
Farming rice in a drought-prone state such as Texas is illogical and undesirable. Travis county should not be using scarce water resources for this activity, contracts or no contracts.
Don't go overboard by protecting every rare species at great cost to the public.
Don't worry about blind salamanders, spiders, or rare birds.
PLEASE, PLEASE, STOP BUILDING MORE APARTMENTS AND HOUSES!!!!
The traffic is atrocious. And the more people and homes that come in, the more water will be used. Can you place a moratorium on building for a year? Is it possible? How do you expect to conserve water or land when building is still permitted?
There is not enough water now or in the future to support existing population, much less the anticipated growth. Rick Perry needs to stop encouraging out-of-state business to move to Texas
Regarding lake travis. Travis county should manage it better to bring it back to at least 70% of it's capacity. It is a disgrace to see the result of current policies.
we don't want to become a round rock. lakeway is a very unique community and conserving land will put a stop to over building and keep it a beautiful community that holds its property value.
Elimination of juniper cedars would TREMENDOUSLY improve the amount of ground water available. They are not native to TX and consume a lot more than their share of water.
without water there is no life
We will have so much growth in the next few years and we need to manage that growth wisely. Do we have enough water?....do we have the roads to take care of traffic?.....do we have recreational areas to enjoy?.....do we need to limit growth until we can take care of these issues? We should not spend money we don't have!!!! Can't we manage growth without making it burdensome on those of us who already live here?
This should be done primarily for parks and recreation. It's a good thing as long as common sense is used, but tying up a lot of land to protect lizzards,birds, etc is lunacy!

The problem with a survey such as this is that in real life everything is a tradeoff and you are asking point questions without addressing the implications of these positions. I might be willing to devote tax dollars to fund some of these initiatives but that has a limit and you carefully avoid the key question of how much for such conservation initiatives? I think this approach tends to create misleading responses that are in general, more conservative than the population really feels.

Discontinue all building permits county-wide in an effort to conserve water usage. Citizen already here should have access to water over and above future residences and businesses.

off tax incentives for property owners to conserve private land

If we lose the beauty of the hill country than we might as well move downtown.

Travis County should enact the most stringent development regulations allowed by state and federal law to prevent development in flood-prone areas.

County should try to produce a master plan for land conservation with forethought to both short and long-term preservation (the latter being measured in decades and possibly centuries). In addition, this master plan should strive for clarity and transparency to the general public, with built-in safeguards to prevent spoilage by land speculators and developers.

It would be nice to see buildings cap in Austin. The city has become way over populated. I understand some people want more people to move in for what they believe to be "better Business" but the truth is, the more people crammed into this county, the faster land diminishes and local recourses will go away. All the condos, apartments and business suites that keep going up, just take away from the natural beauty here in central Texas. I love the natural beauty here. It just eats me up inside to see these complexes go up and take it away. On another note, the noise pollution act that was put on Austin. Austin was once known as the music Capitol of the World. What happened? I don't understand people. If you don't like hearing music throughout the night, Don't Move To Austin. I'd like to see the noise pollution law go away in Austin, in regards to music.

Fight the use of the BCCP, ESA and EPA as they are used to take land and the use thereof.

Need to outlaw "straws" draining water out of Lake Travis. Need to use more gray water!

Travis County currently has substantial amounts of conservation land in the BCCP and other areas. I don't feel that more land needs to be conserved than already has been. The "dark skies" issue has passed it's time. Travis County is no longer rural in the majority, and it is VERY dangerous for drivers at night because there are no street lights on main roadways such as Ranch Road 620. You can barely see the lines on the roads or where to turn at street corners due to this out-dated ordinance preventing proper lighting at night on roadways. We need street lights on Ranch Road 620.

Do not believe this should be a function of government.

Build large regional detention ponds/lakes with help from Corps of Engineers

Developers have been given free reign to rip up millions of trees and pack in as many plywood paradises as they can fit on each tract. Much of what makes Austin unique in Texas is being destroyed. Fewer trees and more impervious cover on the land means more heat, less water going back into the ground, etc. It's a pernicious cycle that just compounds the protracted historic drought the southwestern US is experiencing. None of this will lead to anything good.

Purchase from "willing" landlords, is the key word. We need to balance these goals with rights of landowners.

We should modify our thoughts around Land conservation for the purpose of land conservation. There should be a purpose (i.e. to protect natural springs....), otherwise we should utilize some of our sacred cows to fix infrastructure issues.

Land that is farmed with good husbandry and sustainable practices is land that is not only conserved but also productive and preserved. Make it easier for young farmers to get started and have access to affordable land through conservation or sustainability easements, rebates or grants.

Please expand and elevate current roads to help with traffic problems, instead of creating new roads through existing preserve and natural areas. The natural areas are the most important part of Travis County - they are what make us unique and set us apart from the other large cities in Texas.

Travis County should enable more public access to Lake Travis.

Conduct studies of the impact of cycling on BCP lands taking into account the landmark study done at Fort Hood in regard to endangered species habitat. The Ft. Hood study showed no impact on the wildlife due to live fire of small arms and large caliber weapons like tanks, simulated chemical and nuclear warfare, vehicle activity, and even cycling.

East Travis County has tremendous potential to meet open space & conservation goals at a reasonable cost.

VERY STRONGLY OPPOSED to RPPS-7 (the proposed feasibility study) and LW01(Proposed Elevated Toll Road SH 45 West connecting 620 at RM 2222 to SH 45 SW/RM 1826). Period.

Land Conservation is the only hope for saving trees in Travis County.

Barton Creek and its tributaries in unincorporated Travis County should be designated as conservation corridors

High priority should be given to protect the areas of Travis County that belong to the Barton Creek Contributing Zone.

Keep pushing the legislature to give Counties some zoning controls.

The county should use areas of the county that are sand and gravel pits as storage and percolation areas to save water that would otherwise run off.

Slow growth, both commercial and residential. Mandate environmental protections for growth that cannot be deterred. Only allow growth in areas where adequate roadways have been built BEFORE development begins. Greatly expand park and ride options for commuters.

I am **STRONGLY** opposed to the SH 45 bridge from Route 620, proposed by Lakeway, over Bee Caves Rd, through/above residential areas, the Nature Conservancy, above Barton Creek waters, etc.

Property values will plummet, affecting homeowner equity, TCAD home valuations, Travis County and EISD tax revenues.

Additionally, protected natural resources and lands will likely be impacted in a negative way.

I do not think I will be able to continue to live in Travis County once I retire. I will not be able to afford the taxes. You spend way too much money on liberal causes that give me no benefit.

In the Highland Lakes, floods are caused by natural events **ONLY** in combination with poor management of the basin. Excessive erosion is most often caused by poor erosion control & detention at improvement projects and excess wave action related to zero limitations on boat traffic on the lakes. Buying land makes no sense and shows poor understanding of the systemic problem. **EROSION CONTROL and RUNOFF DETENTION MUST BE MANDATED** by law for the whole basin (county) and enforced. Taking land and prohibiting improvements seems easier for the Travis County budget, but the county cannot buy all land needed to make a difference and this severely damages the local economy. A good example of Travis County's ineffective and economically damaging management is the excessive prohibition of improvements to Lake Travis. Sure it's easier than actual enforcement of good land management practice, but at what cost? Poor systemic management caused a knee jerk reaction of the government to just prohibit everything. How innovative. Watch the tax base dwindle.

There should be public access to conservation land (parks with trails open to the public) as there is in every other city in the US.

Support early study which identified trails along the Wilbarger Creek basin. This provides conservation, recreation, controls pollution & could conserve water with the inclusion of mini-lakes in designated topographical terrain.

lake Travis was not meant to be a sustainable source of water for the immensely growing population, and especially neighboring cities/counties

I believe Barton Creek/Little Barton and its tributaries should be designated as a conservation corridor. Provide 'transfer of development right' so that landowners outside preferred growth centers can transfer development rights to property owners within a growth center and be compensated. Incentivize land conservation.
Significantly limit high-density development until the drought has been eliminated
Explore the use of hoards made up of local individuals to regulate land development by approving / disapproving individual development projects based upon standard criteria. Promotion of high density, low environmental impact development and discourage sprawl. Allow only new development with exceptionally high environmental standards. Redevelopment standards can be slightly less to promote redevelopment towards higher density. Also utilize tiered development fees to promote density and sustainable building methods and materials.
Land conservation should occur but money should not just be thrown at it. Careful consideration should be given to the ecological effect of both growth and conservation with some overarching principles to guide the process. Principles should include water needs for all purposes, insuring food production in compatible rural areas, protection of natural resources and wildlife and preserving a sense of community for residents and reduction of traffic through use of innovative work locations.
Taking this survey without being informed on the implications of each decision seems wrong. :(
Tree conservation should be high on the priority enforcement list in granting permits to developers for all new construction. Just moving a tree is not conserving it (i.e. the heritage oak moved in the Hwy 290 work - it died).
Travis County should ask for landowners, corporations, and wealthy families to donate land and give money to help purchase land for conservation purposes. The cost burden should not be put on low- and middle-income families.
STOP OVER DEVELOPING AUSTIN! We Austinites do not want any more development, our natural resources cannot support further growth.
It is important for property owners to have the freedom to protect their land. The city, county, state, and/or federal government should have no rights on the property owned by the people.
Promote clustered development to the extent feasible and focus growth in existing developed areas
If Travis County gets zoning rights at some point, it should not limit development everywhere, thereby encouraging sprawl.
Don't approve new developments if the homeowners association or business does not allow for flexibility in landscaping. Change development codes to make xeriscaping and planting native plants required and lawns of St. Augustine or other water thirsty plants illegal.
I speak for the trees! Tree removal must be controlled. Who controls developers? Replacing trees with concrete in this semi desert climate shows no regard for the State's future and could only lead to disaster. Wanton tree removal increases temperatures, reduces rainfall and increases erosion (should rain fall). Without water all life is unsustainable. I also speak for sustainability.
It would be nice if the county had some political means by which to encourage smaller footprint, denser housing developments in order to maximize undeveloped green space.
The City of Lakeway is proposing a toll road that will destroy conservation land and bring massive noise and air pollution to residential neighborhoods along its intended path. This project must be stopped before it ruins the last open land in the western part of the county between 2244 and Southwest Parkway.
I agreed that it is important to conserve working farms and ranches, but would like to qualify that answer. I strongly agree with conserving farms and ranches that are diversified and use sustainable production practices and am not in favor of perpetuating the model of monocultured and heavily amended agricultural production.
Make sure there is enough water before approving housing projects. Limit impervious ground cover in watersheds
Here in Texas we have much less "open space" than other states I've lived in and visited. I wonder why that is and if we might see a trend toward more conservation and public lands? I think it would be wise. thank you
Encourage conservator ships by reducing taxes in the years before the transfer of ownership

Don't believe government has a reason to be involved in land purchases. Let the market decide.
The BCP has been a sore spot because of the approach by COA management. We definitely miss Rose Farmer. It could be seen as a good organization for our community, and not shoved down our throats.
Some type of jurisdictional standard needs to be established to protect residents from municipalities' annexation when municipality has no plan to ensure basic services or maintenance.
"Progress" shouldn't be defined as building & covering with concrete every square inch of land. Destruction of our world is not "progress".
N/A
More conservation is needed in southeast Travis County.
I think a distinct delineation of city to rural should be a goal. Sprawl and subdivisions should be avoided because they cover up valuable farm land and create commuting difficulties. In most of Europe you will see this concept in practice. It's refreshing to have a distinct boundary and know where city ends and farmland and rural begin. Development nodes where density is accomplished are a preference to scattered development.
Conservation of land is important, but not to the extent that it will make taxes increase.
Please become more fiscally conservative. Do not issue more bonds, even for land conservation.
By all means, let's keep wasting water like we have an unlimited supply. Day time watering, commercial landscaping, and car washes; why not? People are in an uproar about lowering the water levels of "Decker" Lake but we don't seem to care about the levels of the Highland Lakes enough to do anything about it. Instead of petitioning the local government to NOT take steps to meet our gluttonous water demands; why don't we pressure the HOAs to reduce landscaping demands or to offer tax breaks to businesses that put down artificial grass like Rudy's in Round Rock? How about a petition to give larger rebates to homeowners that install rainwater retention devices? Water conservation is going to require a culture change, make no mistake. As we round out another consecutive drought year with more "below normal" rainfall, the issue is only going to become more crucial. There are thousands of ways to prevent draining lakes like Walter E. Long, but if we don't change our habits it will become yet another sad "remember when" story. Let's save Decker Lake, but let's do it the right way.
We need to keep a keen eye on all development and the county & city both need to do financial analysis of the costs for infrastructure to support /extend and reach / sustain to the new development BEFORE giving ANY TAX ABATEMENTS!!!!!!
I am so glad to see the future of Travis County being addressed. The preservation and conservation of land with native grasses and springs is vital to our future water needs. Additionally, it is unfortunate to see much of the county's lands being lost to big developments.
Reduce urban sprawl by encouraging development along rail or highway transportation corridors. Discourage development in remote areas, farming areas, or undeveloped regions.
Did you know that while the Civil War was taking place President Abraham Lincoln signed an 1864 bill granting Yosemite Valley and the Mariposa Grove to the State of California. John Muir helped spark the creation of Yosemite National Park in 1890. President Lincoln did not even see Yosemite before he died. The reason I am bringing this up, is because we live here and we need to preserve land, the animals, water now!!!!!! So that generations for future generations can enjoy the beautiful hill country of Austin for all time.
please save our land in Austin Growth is good, but open, land for people and animals makes a city special not just a concrete jungle
Severely limit new construction!!!!!!!!!!!!
Re-evaluate current funding and operating expenses and re-prioritize.
More needs to be done with public/private collaboration for preservation of land so the county and cities aren't growing on the backs of residential tax payers. We must get support at all levels of government to get a better tax appraisal system

Buy land in eastern Travis Co while it is relatively inexpensive. You don't have to improve or spend maintenance money on it - just let it return to whatever state it can.
Right now, it appears that there is no plan to generate growth centers, it's just sprawl along any road that is build.
Land isn't getting any cheaper! But conservation easements are a great alternative than having to buy everything in fee simple.
In general... Texas is late to the party. Other states have strong conservation/development plans that support balance and maintain natural habitats.
Make good use of city owned agricultural land
Evaluate the best use of particular tracts of land. If it's rare habitat, preserve it. If it's best for farming, make sure it is farmland, and so on.
Dense development within existing urban areas is more efficient for cost in the long run.
Increasing public-accessible green space in populated areas should be priority.
So far, this is an awful survey. It doesn't weigh cost/benefits in questioning. It like asking if you support the right to eat apple, but doesn't say that you'll gain weight.
We should not be buying owners out for either poor decisions (flood plains) or for eminent domain (roads).
I see houses being torn down and the developers are chopping down beautiful trees. This should be illegal and happens in crestview all the time
The city if Austin has no business buying land off 45th and bull creek
Land ownership is of Private Property Right / owners, and NOT for state/coutny ownership..
Thank you for caring about land conservation, and providing this survey.
There are certain situations when conservation of land is a threat to the community. i am referring to the 2nd road to Vandrrfrift High School.
Conservation was for the 1960's, it's now 2014 (some people on the Austin City Council need to be told this) and big companies are being sought to move their HQ here. How can we support the growth when we are more worried about the salamanders and birds!
Land should be conserved where it can but not to the point that infrastructure that is needed to support the development not be put in place. Four Points area is a great example of Land Conservation over infrastructure to support the massive growth in the area.
I put education before land conservation.
The problem with "land conservation" is it's not applicable when a commercial development needs to go in. Out in Steiner they are continuing to build! Now a new 150 complex has just been approved when for years we have tried to conserve this land and add to the existing trail system. We were always told this land was not to be developed? There is an ongoing joke...we need to relocate some salamanders to the area ASAP! Then we would get someones attention. WE DON'T NEED MORE BUILDING! SOMEONE PLEASE START PAYING ATTENTION!!! STOP BUILDING IN STEINER RANCH. TRAFFIC IS HORRIBLE.
It is important to use land for its highest and best use. Infill is preferable to suburban sprawl.
Need to develop 620 and 2222!
Travis County should consider the importance of designing and building sufficient roads to protect human life while balancing environmental issues instead of letting the environmentalists waste time and taxpayer money.
Construction causing small mudslides in areas, I'd hate to see when we have really prolonged heavy rain. People need to watch where they build. The air quality is also terrible. Our environment is being destroyed.
Traffic on 2222 and 620 needs to be improved !!!
Proper infrastructure should be the top priority. People will continue to move here and delaying roads for the sake of land conservation is not good planning. Southwest parkway & barton creek preserve are excellent models for maintaining a balance between the desire to conserve land and the needs of a growing population.

Bill the developers for building in a floodplain, don't make us bail people out for their poor home-purchase decisions.
The metro area has already lost much of its natural beauty. We don't want Austin to become another Dallas. Part of what attracts people to this city is the greenness of it.
Travis county should balance land conservation with build better and more roadways.
LIMIT development and work toward maintaining land, space, water... too much growth too fast is hurting all of Central Texas
We need to preserve our ecosystems and the beauty of our geographic areas
620 NEEDS MORE LANES!
I would like the land conservation to take into account saving water as much as possible. For example, doing more to protect more parcels like the Edwards aquifer recharge zone. Water is a precious and quickly depleting resource.
I also believe keeping farmlands close and functioning is extremely important. There should be more focus put on sustainability and permaculture.
We need to do the best we can to protect the quality of life. Clean air, clean drinking water being the most important, to me.
Conserve, yes. But also help secure safe alternative route to/from Vandegrift HS please! What would you do if your own child attended this school? Please test out trying to pick up a person at dismissal during the week-it's a nightmare! Scared for what would happen if evacuation was needed.
I really like the Hill Country Conservancy's model.
Without conservation we will become just another used up overpopulated county unable to support its residents or enjoy its resources.
It is great that Travis County is concerned with land conservation. I support land and wildlife conservation but recognize there has to be a balance when human safety is concerned. The county has botched the management of the land sale to LISD for Vandegrift HS and Four Points MS. The county has allowed two schools and two apartments to be built on a lot with one exit (the second option to get out only allows a right turn on 2222 which forces traffic back to intersecting exiting traffic at McNeil and 2222). Did you not learn anything from the Steiner Ranch fires? It took 2-3 hours for anyone leaving to get out of Steiner via Steiner Ranch Blvd. when Quinlan Park was closed to traffic. There was hope for a second exit via a service road that already existed but then a bird or a salamander was discovered. The county chose an animal over our children, teachers and apartment residents safety should a disaster like the fires ever happen anywhere near VHS.
The same thought goes to Steiner Ranch. The city continues to grant permits to allow multifamily housing to be built in an area that already has overcrowded schools and roads. Where is an endangered animal to halt more apartments from being built? The last duplex project that is being started now was denied permits twice by the city due to inadequate exits. The permit has been granted on the third try and nothing has changed about the exits! There is clearly a lack of regard for human safety when tax revenues can be collected.
Allow homeowners to have a vote for remaining land use inside Steiner Ranch. No more development until infrastructure is greatly improved.
Manage expectations early on and stop catering to developers (Sweetwater Sub). Make developers foot the bill conservation protections, not Travis county voters
It is important but there are more important issues where the county should spend its resources
Make sure there is some that is a desirable place to visit or for wildlife habit.
Nature is keeping this planet alive. Don't ruin it.
Infrastructure should be considered when deciding zoning and land conservation as well.

Conservation of land at the cost of increased traffic and congestion due to not being able to use available land for roadways results in more time on the roadways and thus more pollution and a lower quality of life. Conservation is important, but too much land has been set aside currently, thus restricting possible solutions for improved mobility.

Build more roads!

I can't answer these questions bc they are so vague and out of context.

Care about safety of humans too! Stop going in circles with who can build on land and which agreements in past should count. Developers, city, and transportation should all be on the same plan. No building if land or community does not support or traffic has not been dealt with first.

Widen much needed roads

There must be a balance. A couple of voices concerned about land conservation shouldn't override data that shows humans are in dangerous conditions because land is conserved. (Like roads where there are frequent accidents not being expanded because of wildlife. The people aren't going away, and human lives and safety should be priority.)

Land conservation is important for many reasons however I believe when it comes to protecting human life vs wildlife we need to choose human life.

The toll road proposed by the city of Lakeway should not be allowed or even considered.

Please be mindful of our property taxes. Operate as if you were spending your own money.

Land conservation must be for the benefit of all residents.

I strongly support land conservation for a variety of reasons, but I believe it's important to balance conservation needs with smart development.

None

The County should be working with the COA to conserve land and limit sprawl.

Don't compromise safety to preserve wildlife or land

Land is not a commodity; it is ground of all life! Conservation is our obligation as educated citizens.

Yes, there is no mention of safety, there is no "good soil" in the Four Points area, so that question is irrelevant. In addition there are many acres of protected acres in this area for wildlife, and I think it is appropriate for some of it to be released to protect human life. In addition, stop authorizing dense housing if you are not going to fix current traffic problems.

Need to consider traffic issues on 620/2222

It is possible to conserve land by not providing building permits or allowing development without spending taxpayer money.

Ensure safety of its citizens by improving road systems where population had exploded. Build roads that are needed for the safety of students and workers where there is one outlet for evacuation only the Steiner fires are an example of a travesty of safety due to lack of roads. The same goes for the Four Points area schools

We need contiguous tracts. We need effective land management. We need clear distinctions between parks and preserves. Parks have public access, preserves do not.

Lower Property Taxes

Areas that are flood prone cost the consumer and the county money. Purchase that area to save the consumer headaches and dollars and conserve land.

My agree and strongly agree answers are only if they do not sacrifice public safety.

Land conservation is important, but there needs to be a balance. What are you trying to save? Is it something that is indigenous to the area? Can the area be preserved with some changes?

Land conservation should not be for setting aside the land only. The land should be used responsibly for parks, trails, reserves, etc.

It seems ironic that Travis County is concerned with land conservation while allowing Taylor Morris to overbuild in already congested master planned communities like Steiner Ranch.

Has to be a balance on these issues between conservation and rights of land owners. Some regulations can go to far.

People comfort, facilities and quality of life takes priority than other things

Travis County will not stay rural, focus on protecting specific resources rather than keeping things "rural". Dark skies cannot be maintained. That's what truly rural areas are good for (Burnet County, Milam County, etc.)

Stop putting critters and land in front of safety and total gridlock.

I am the Executive Director of Farmshare Austin and we believe it is critically important to protect good farmland in the County. Central Texas is poised to become a really innovative food and agriculture center for the country but only if we can balance these interests with the other demands of development.

don't think Travis County is responsible to buy flood prone properties, my tax dollars should not be used to buy out homes. I have to spend my own money to keep my house from flooding. The process used to determine "who/what" should be bought out and "who/what" shouldn't is not done in a fair/just manner.

Manor area roads need attention while you're at it

I DO NOT support using taxpayer dollars for unproductive large tract set-asides. The 6000 acres of land Travis County already owned needs to be wildfire-managed and allow a taxpayer benefit, such as public access to a park or trail.

Travis County and local cities should encourage businesses (especially those relocating to the area) to purchase or contribute to the purchase and conservation of lands -- perhaps as part of a new program that provides tax or other offsets in response to their up-front purchase/conservation/restoration of acreage.

We must learn to live with our natural surroundings and the ecosystems that were already here.

Please limit development in central Austin! Why did the zero development policy stop?

Travis County appears to have no plans and limited authority over the development in the west. Road safety, schools and most importantly water need to be taken into consideration when developers bring projects for mass growth to the commissioners court. Seems like Travis County cares ONLY about more property tax income. It starts with a smart plan for land conservation. Get your act together. Period.

We need wealth developing growth and density. <http://www.strongtowns.org/journal/2014/9/3/a-wealth-creating-pattern-of-development.html>

Highest priority is improved traffic and lower property taxes

Traffic on 620 is really bad, specially from N Quinlan Park till 620/2222. There is only one road which is always blocked.

Conserving land to protect the water supply and natural features is very important. Especially interested in Little Barton Creek which runs thru my subdivision.

stop inviting people and companies to move here.

emphasis should be placed on reforesting lands in floodplains

I've lived in Travis county my entire life. I grew up in Westlake and now reside in Manor. The differences are astonishing. I believe if you create a beautiful place to live, then it boosts the self esteem of the residents and make the county stronger as a whole. P.S. If you could tell McDonalds on 290 their lights are obscenely bright and the majority of uninformed folks who eat there already recognize the arches of death without the bright lights - it would be marvie. (Sorry for the run on sentence, but I'm doing this on an iPhone)

I don't support government land grabs for conservation, though I do support a limited amount of parkland. In general, the land belongs in the hands of private citizens and organizations.

I also don't support government legislation and decisions made in the area of global warming as this is unsettled science.

I believe that the protection of endangered species is a claim that is often abused to allow for government control of property and citizens. More unbiased oversight should be done when decisions are made on behalf of endangered species, especially when human life and safety is an immediate factor.

Where safety of the existing community has become at risk due to growth, adjustments to conservation easements should be encouraged. Future growth should be appropriately controlled and guided to prevent further pressure on easements. Everything from traffic to fire risk, to schools need to be considered in planning for SAFE growth.

Limit apartment building concentration in the 360-2222 area. Roads cannot support density development.

The focus on conservation to exclusion of planning for the population growth ie infrastructure and roads is irresponsible. Growth is coming regardless of what we want. Trying to use conservation measures to limit growth is not going to work. A plan which allows for the anticipated growth in concert which conservation is the appropriate response.

We choose to move into our area because it was less developed and had a lot of greenbelt around us. Within 13 years this area has become so overdeveloped with little or no planning on traffic flow . If this will continue this area is going to look like Houston.

There should traffic control and fire management should strongly factor in to ALL decisions re development on 620 and 2222. Rules should be more stringent on matching growth to improved traffic management.

Transparency is Key to determining the best course of action regarding conservation.

The overbuilding in the Four Points area and throughout Austin is out of control. It's dangerous and our traffic problem is reducing quality of life, our schools are overcrowding and we have reduced safety on our roads. Stop the poor planning and overbuilding in our city. It's time for the roads to catch up to the extreme growth that is occurring in our city.

wetlands is a trojan horse for the EPA which bypasses law from Congress.

Land conservation should be a part of the Travis County's charter, but not the over-riding objective. Taxes are too high, so land conservation should be done in the most efficient way possible. If it is too expensive, it should not be pursued.

Find uses for conserved land that do not negatively impact that land (if possible) - including parks and sports fields for flood prone areas.

Yes, I understand Lakeway has proposed extending SH45 through the Dell Ranch and other preserve lands. I strongly object to this plan and request that funds for the feasibility study be denied. Besides my primary objection that we should not destroy preserves to build new roads, I object that the funds would be provided to Lakeway to conduct their own, and therefore biased, study.

Strongly opposing the proposal of toll road between lake way and bee caves road. This is too disruptive to wild life.

Small farm-to-table local farms operating adjacent to sections of dense residence/ mixed-use centers would be ideal. Greenbelts in sensitive areas provides for conservation and recreation. Finding the best use of particular soils / watersheds / topography is difficult, but would lead to the highest and best use of the highly varied topography we find in western Travis county.

In the same way that local governments are working to protect dark skies, there are many reasons to protect natural soundscapes as well (tranquility, physical and mental health, quality of habitat for wildlife species). I recommend staff look into model policies that promote quality soundscapes through noise abatement policies.

There is a way to conserve land and make it useful to citizens through parks, bike trails and in some cases, even roads. Lets start using common sense growth and development to move people AND protect animals as Austin continues to EXPLODE growthwise. We cannot continue to 100% protect the land that has been reserved. There are ways to build where once completed, the areas remain very rural and protected from development. See Mopac and 290 over Barton Creek or Loop 360 over Bull Creek. We must move people to keep this city booming.

Every parcel of land the county buys or owns eliminates those properties from the tax roll and therefore, the citizens make up the difference with higher taxes.

Land that has been conserved needs to be off limits for roads, transmission lines or other infrastructure proposals. Conserved land needs to be protected for the long-term, honored and valued. I have seen proposals to build roads through preserves, this is completely unacceptable.

Please consider including the Barton Creek watershed in Conservation Areas. This is a critical watershed and needs protection.

Local government is the voice of the people, reflecting our values, I chose Austin because of its' liberal, progressive politics and gentle climate. I was disappointed when we voted down light rail 11 or so years ago. My fear is our growth will outstretch our ability to keep quality of life good. Traffic comes to mind. Thank you for asking the question about light pollution and dark skies. Keep going! Charla

Land conservation is important but I want to make sure if tax dollars are used that tax payers are allowed to use it. I am opposed to agreements with Nature Conservancy where only the "elite" are allowed to make appointments to enjoy the land (St. Edwards Park is a prime example).

Discourage watering of "lawns" and encourage substituting native plantings for grasses and such that belong only in west coast marine type climates. Encourage commercial enterprises to use native plantings and self draining type pavements.

Austin zoning is a mess. TravisCo should not attempt anything similar.

Direct ownership and conservation easements are the best way for TravisCo to conserve and control property.

Then the appetite to control is limited by the willingness to tax.

Also, public recreation needs in TravisCo are increasing with population and since Austin gives such large portions of parkland to private event promoters.

Local government take over of lands is a no no

It wasn't clear on question 4 if you were referring to the behavior of private citizens or the government. All of them are important to a degree. The Travis County government does not have the wisdom to efficiently spend tax money to do any of them. Hell you cannot build the Consolidated Vehicle Service Center on Blue Bluff Rd without royally screwing it up. How much did that bridge over the creek (that goes nowhere) set you idiots back? No amount of tossing my tax money around will atone for the environmental screw up that project turned into. Famous last words, "We don't need building permits, were Travis County".

Travis County already has a ton of preserved land.

Need to encourage denser land use by developing population nodes, connected by commuter rail and cease developing new roads to accommodate sprawl.

Over growth will be a disaster to the county as we need to maintain the water needs and the infrastructure needed to enable people to travel and live. The limitations need to be put in place in the housing developments as the roads, schools and overall quality of life will be depleted. A perfect example is the growth along 969 from Austin. Any morning during the week travel is backed up at Austin Colony and can take sitting through many lights to get through this intersection and if more homes are built this will only magnify.

The focus should be on protecting existing green spaces. The county should work with land trusts, neighborhoods and individuals who want to protect green spaces, and should encourage the use of conservation easements. Not all conservation needs to be done by the county - the county can reduce its costs by helping & partnering with private individuals and land trusts. The theory that developing very densely will result in preserving green spaces farther out is false, and creates dense sprawl. Green spaces should be protected whenever and where ever they can be (where ever nearby residents are ready to help protect them), and they should be protected and conserved as development spreads.

land conservation should be an adjunct to protect and filter the water supply

Building restrictions in flood plains are key! It is in the best interest of future generations for Travis County to purchase prime conservation lands in floodplains for green infrastructure that can serve regional storm water quality purposes and serve as recreational amenities. This is a great survey - thanks for reaching out to the community.

Make developers pay large sums in environmental fees to build in environmentally sensitive zones. Use county and city resources to sue developers.
I would rather Travis County purchase land for conservation rather than "parkland" which has so many restrictions. The goals should be preservation. If a commercial use is able to build in a way that supports the conservation goal, this should be an option.
Key lands and creek/ river corridors should be squired before development to ensure continuous corridors.
Future development approval must be in concert with the reality of this land. We have large rains and flash floods, we have long droughts and deplete our drinking water supply. These are facts and any development that does not consider land density, runoff water and green building practices should not be approved. In addition, any development should be near existing roads and not expect new roads for their benefit.
Floodplain acquisition could be more costly as it may include homes, businesses, etc and may not be in the right location for a well-planned land conservation program, so, it should be evaluated based on those goals rather than just buying flood-prone properties
Use common English instead of resorting to back-formed words, such as "incent." "Identify where the county will INCENT development Identify where the county will INCENT conservation"
Clearly I am in favor. As an outdoor recreationalist - this area is significantly underserved - just visit a swimming hole or ladybird lake trail - we have too many people on too little land. Best of luck finding ways to preserve more land for the enjoyment of all.
Make the conservation areas open to the public. The Balcones reserve on City Park Rd is closed to the public. A high fence has been erected that prohibits the movement of wildlife. This is wrong!
This plan is extremely important for the livability and sustainability of our region. In order for people to live here with dignity, we must be able to have some self-sufficiency in supplying our most basic needs - food and water. This requires resource allocation in terms of staff time and dedicated bueget allocations to coordinate efforts with community partners and to leverage public and private funds increasingly available for these purposes. This plan is prudent. We have already lost time and potetial oportunites to preseve land for these purposes. These elements of resource preservation must consistently be part of the County budget and staff priorities given the population and development pressure this area is facing. Thank you so much for the opportunity to weigh in.
Conservation is so important. I bought my house 6 years ago and am now surrounded by subdivisions and light and it breaks my heart.
Land conservation itself should rarely be used as a reason to limit walking and bicycling mobility, e.g. we should not use the excuse that we can't build a trail because we've already built a freeway and can't afford to destroy more of the natural environment to build the trail
Bike facilities take up small areas of public land and should be used to promote access to preserved land in ways other than cars.
Growth in western Travis county is too fast with little plan to keep it sustainable. Lake Travis and the Pedernales River are huge symbols of the potential disaster we are facing if we do not start doing this more wisely. Please slow it down until we have something that can work into the future, not just help developers make money today.
Travis County should prioritize conserving inexpensive land far away from downtown Austin. It should not put any resources into "conserving" land in Austin, where people should live more densely. Keep the city city and the country country.
Travis County should use/acquire easements to create bike and pedestrian trails.
It's hard to answer questions without the details of "protect, conserve and support". I would rather see any major monetary expenditure be on the Commissioner's agenda
Please protect the land over the Edwards Aquifer Recharge Zone by withdrawing support for SH 45 SW.
Please start modeling cumulative effects on the watershed when looking to approve gray infrastructure impacts like development.

Protect bottomland riparian forests
Recreational trails are an effective way to increase residents' understanding of and attachment to conserved lands.
Restrict run off from development land. Do Not allow our limestone creeks in Travis County to be turned into storm drains as it has been done in Austin. I've owned land along the Travis/Hays countyline for twenty years. Be responsible for the development impact to our land and accountable to the citizens/taxpayers/voters that cherish our unique Travis county landscape.
Urban development in the city is equally as important as conserving existing natural spaces.
Land is a resource for the future, and once damaged represents a debt. Since the population is growing so fast I believe it has never been more important to conserve land than today.
Conserved land can also support low-impact transportation corridors for those who walk and cycle to work.
Increase transportation options, particularly bike infrastructure.
Do not allow tax breaks for corporations. Protect the aquifers.
Investing in improved water and soil quality now mean billions of dollars saved later that would be wasted on healthcare costs/productivity losses
Provide bikeways through conserved land.
Having conservation land in part use for ease of mobility for bicycles and pedestrians.
The 620 corridor is already clogged beyond capacity. The plan admits there are few options to improving it. The plan still calls for promoted growth at an activity center at Four Points? This is not logically consistent. Increase density, no transportation options, promote more growth. The current transportation plan is simply trying to catch up to needs already present. Do not make it worse by promoting more/denser growth there.
Land conservation may also provide much needed greenways where walking and biking infrastructure can be built to support recreation, exercise and (most importantly) alternative transportation. We need more corridors for safe biking access OFF the streets to all neighborhoods and downtown. South Walnut Creek is a great example. It just falls short of linking Manor to downtown. The NW, SW, and SE zones need similar access on these greenways.
Protecting our lands will keep Austin from becoming Houston, a fate far worse than death!
Water is the number one issue and will depend greatly on curtailing or regulating over development and urban sprawl.
Travis County should invest in land conservation in areas that have been identified as high priority conservation lands that meet multiple conservation goals (ie water quality, habitat, farm land). The county should also work closely with surrounding cities to encourage more dense development in already urbanize areas, thereby maximizing existing infrastructure and taking growth pressure off undeveloped land. Sprawling single-family subdivisions are NOT what we need more of if we want to deal with traffic congestion and environment preservation needs.
I could "strongly agree" with all of the conservation statements above, but I don't trust you to use this information fairly. I strongly support all the ideals listed in the conservation statements, but I don't trust you to implement policies that are fair to private land owners. Development/building in Austin city limits is already a nightmare and we are losing important businesses and segments of our population because of the over regulation. Please be judicious with your power and learn from the City of Austin - don't be like them.
Greenbelt committee may be beneficial in working along with developers and construction for preventing the demise of the local wildlife.
As long a conserve doesn't = keep the public out, I'm all for conservation. There are responsible ways humans & nature/wildlife can co-exist & make use of the same tracts of land for recreation (humans) and to live (wildlife)
Travis County should mitigate flooding by restricting development in flood plains, limiting impervious cover, and requiring detention ponds for all developments.

I am not in favor of things that will continue to drive our property taxes up. We need to spend within the given budget. Additionally, IF tax money gets spent on buying land, I feel it should be for the purpose of public use. I have a very strong dissatisfaction with what happened with the BCCP acreage. Bonds were voted in by the public, then we were essentially written out of the use of that land we paid for.

springs, streams, and all bodies of water in Travis county is so special and important, the conservation and protection of these natural resources should be a priority

I would like to see more dense urban areas in order to minimize the area of human impact (sprawl) as a way to preserve wild spaces outside of the urban zones.

Having green space reserved within communities was one of the reasons that I chose to live in Austin. I'd like to ensure that we have as much conservation space as possible, but ensure that active folks can still access the trails within for biking, hiking, etc. within reason.

I love Reimer's Ranch Park the most - thanks!
Pace Bend is great to, too bad about the drought.

Density is much better use of land than sprawling development.

Thank you for planning for our future!

More needs to be done regarding water conservation.

Travis County should do everything in it's power to protect our water sources and conserve land. Water is becoming the number one issue we face. Investment now will pay off later.

Uncontrolled growth of the suburban area is the biggest threat to quality of life in central texas. Land conservation provides a valuable tool in the presence of state laws that do not allow stronger urban growth boundary regulation.

We need more transportation trails or biking and hiking ilk the Violet Crown Trail

Our county is unique as an urban area in Texas. It will continue to draw people. We should be mindful of maintaining character and that may mean forgoing revenues.

all of the charm of this place comes from people living in harmony with the native landscape. cotton farming, over grazing and over urbanizing leads to ugliness, dead spaces. we can manage our growth better than that

This plan is extremely important for the livability and sustainability of our region. Travis County's governmental role must include real support for self-sufficiency and resiliency in supplying our population's most basic needs - food and water. This requires resource allocation in terms of staff time, as well as dedicated budget allocations to coordinate efforts with community partners and to leverage public and private funds that are increasingly available for these purposes. This plan is prudent. We have already lost time and potential opportunities to preserve land for these purposes. Critical elements of resource preservation (i.e., land, soil, water), must consistently be part of the County budget and staff priorities given the population and development pressure this area is facing. Support for food production - and related economic food sector drivers like distribution, storage, processing, and recovery - must be integrated into county planning, in addition to water and soil conservation. Thank you so much for the opportunity to weigh in.

Encourage smart growth, low impact development, and protection of limited water resources in this increasingly dry/drought-prone region.

Farmland and green space are vital to the health and well being of Travis County. Conserving land for these purposes should not go undervalued. We cannot afford for our farmers to be priced out for another development or our streams and tributaries forever sealed by more pavement. The future of Austin depends on these resources and serious conservation steps are necessary to preserve and reserve them.

With the growing population the land area for recreational purposes -hike and bike trails, mountain bike tails, swimming pools - should also proportionally increase. The corporations who buy up land and build condos for the wealthy should pay for this.

Use public lands to build a network of bicycle trails.

When conserving land for farming, I think it would be beneficial to support small-scale, family-owned enterprises, especially those producing a variety of fruit and vegetable crops, and especially those using sustainable farming practices.

Conservation easements are paid for with local tax dollars in Routt Co Colorado. They are called purchase of development rights and they are very well supported and were refunded by popular vote. I think Travis Co needs to be aggressive and in catch up mode to protect undeveloped lands. Please be BOLD!

Parkland pays for itself over time by reducing flood mitigation costs, erosion costs, and by increasing property values! Lets catch up before for there isn't anything to conserve.

out here in the hill country, we need to be able to better limit how a developer can alter te topography. ie; infilling ravines and leveling hillsides as is being done along highland blvd in Lakeway. It's a tragedy.

TC should spend money to do the right thing, conserving natural resources regardless of voter approval.

Need to protect creeks and aquifers from pollution and overuse

These questions are not fully informative. I'd like to know what alternatives there are in order to make a better informed decision. Without knowing all the items on the table, I feel like I'm just agreeing to general abstract ideas instead of realistic representations of concrete actions. Maybe present what amount of money is currently budgeted towards conservation, and whether that is increasing or not, and also present the other projects that would be losing funds as consequence.

Conserved lands should be maintained to include natural areas that enhance indigenous plants and animals, and include some trails to allow people to enjoy them, by foot. Land as it is, is as it is, for a reason. Do not try to out-think the land. That usually ruins it.

maximize funds; matching local dollars; matching county dollars and matching state and federal dollars. "Bang for your buck"

Be bold in the roll-out of these conservation programs.

Like to see park land or hiking trails or county owned green space in the Manchaca/San Leanna/Onion Creek areas. There is no Travis County Parks easily accessible to the Manchaca area without driving at least 30 to 40 minutes.

These questions are oddly skewed towards promoting land conservation as opposed to getting an accurate accounting of what people feels needs to be done in the area of conservation.

Development of property for home sites should be done with strong consideration of the impact on water quality and availability for both surface and ground water supplies. Travis County must do a better job looking at future water sources for development and the impact development will have on surface run off especially in sensitive areas such as the Barton Springs Ecosystem.

No more new subdivisions on Hamilton Pool Road

Barton Creek and its tributaries should be included in the watersheds to be protected under the Land, Water and Transportation Plan.

The county needs to stop using conservation land as parks. No ATVS in the preserves!

I was on the board of The Northcentral Pennsylvania Conservancy, before moving here in June. NPC currently holds 43 conservation easements and 1 facade easement on over 4,735 acres. Another 6,300 acres were protected through ownership. I'm currently a stay at home Mom with all four of my children in School full time. I have time to volunteer, If you need someone. I also took a community planning and zoning class through Penn State Extension and was in the Paralegal program at Penn College before moving to Austin. Carmalene Churba 610-389-3220

Support repeals of mandatory landscape in HOA communities; urge more xeriscape in community public spaces.

Minimize development, stop cutting trees down for toll roads, educate the public more on why we should prioritize protection of natural resources and natural lands for animals and for ourselves. Travis counting is populating at an alarming rate and with that there are many consequences. Conserve, water, land and trees for if we don't we will suffer.

I strongly support land conservation -- primarily through regulation. . . . Buy only if you have to. But to accommodate growth and preserve our open areas, we have to add density. Density is the single greatest tool we have to save our open spaces and the environment.
There are aggregate mining areas that seem to be used and abandoned in Eastern Travis County. This land needs to be reclaimed for positive future use, instead of just being wasted.
It's great that Travis County is being so proactive about conservation--especially in Eastern Travis County which is going to experience the most pressure. Conservation easements are a very cost effective way to protect open space, water and wildlife.
It should NEVER be okay to violate protected wildlife areas! Development and growth need to conform to these essential limitations. There will always be more cars until we create alternative transportation systems.
We must conserve our groundwater resources and need to embrace a western Travis county GCD that has real power to stop unmeasured commercial exploitation that unfairly disenfranchises our homeowners and wildlife. DO NOT allow a GCD to be defined that does not have regulatory power as has been proposed and defeated before.
All efforts should be used to steer development away from sensitive lands. If that does not work, substantial money should be used to buy those sensitive lands. Preserving and improving water quality should be a high priority when planning land use. Preserving land for wildlife should also be a high priority. As should be preserving land to protect native plant life. Setting aside land for public parks should also be a priority but water, wildlife and native plants should come first. I would also support strong ordinances and public education to save what "dark skies" we have remaining on the outskirts of Austin. This would include being smart about bill board lighting and large highway signs.
We should concentrate much of our future growth in centers (downtown or other established areas of residential + commercial + jobs) as opposed to spreading out horizontally across the environmentally sensitive county.
We need protection of our underground aquifer to protect the dependence of west Travis county residents on wells by limiting large subdivisions and small lot sizes. We should have a minimum of 1 acre lots and no ability of developers to put in "amenity" pools that use groundwater in new developments.
We need to look at the big picture and down the line
Need more roads!
Do something, anything, to assist in the congestion on RR 620 and FM 2222. It is unsafe . Do whatever it takes to resolve the Steiner Ranch traffic issue.
Water preservation and reduction of use need to be among the most significant priorities. Zero lawn scapes should be allowed in all home owner associations and encouraged.
Land conservation should be considered ONLY when traffic and access requirements are also being considered.
Use dyes to determine where water flows, not what someone guesses.
Land conservation and environment must be protected but a compromise, practical attitude and common sense need to be used. Instead of an intransigent attitude defend a few feet of protected land when the benefit to the community could be great and economical.
Private ownership is superior to gov'n't intervention for conservation
We should leave the preserves alone; thats why we live here
Land conservation pales in comparison to quality of life for the average person. Prioritization of those living and paying taxes needs to be prioritized over any other environmental concerns. Anyone on the other side is just trying to come up with a good excuse to try and create population control, which is a feeble attempt to try and stop what cannot be stopped.
We need more land to help with traffic

The ash juniper (cedar) tree is depleting a lot of water in Travis County. Look at Texas Parks and Wildlife's studies on this. Part of our land conservation should include remediation of runoff and soil conservation as well as the removal of invasive non-native vegetation that is destroying habitat for birds and animals. Something has to be done about the loss of our creeks and streams due to non-native vegetation.

Conserving land will make affordability an even greater challenge. Affordable housing and commercial needs considered at the same time as conservation.

Common sense should be used to conserve land, water and wildlife while adopting to a growing population's transportation and land needs.

Appendix C: Survey Comments on Development and Transportation

A total of 347 comments were collected from the Development and Transportation section of the survey: Question 12. Is there anything else you would like to share with Travis County regarding development and transportation?

Stop building new roads! If a developer wants to build in the unincorporated areas of Travis County then make the developer pay for roads. Stop passing the developers obligation to your constituents.
We need an Activity Center in West Travis County on Hwy 290 West. That area is FULL of people and it is only growing. If we had an Activity Center near the TC border, we could save ALOT of those people from driving into downtown Austin. Also, Hwy 290 West should be a Transportation Corridor since it is linking with Dripping Springs. We can't close our eyes to REALITY.
We are limited in the growth of highways in our area, 969, 973, and 130. We see a lot of trucks in our area and they tear up the roads, mostly overloads and the county does nothing to stop the overloads!
I think for new development that land developers should bear much of the cost for new infrastructure. It is unfair for the county to subsidize development through building new roads. I would rather the county use its road funds to widen existing congested roads. I would also like to see more dedicated bike lanes.
Too much emphasis is put on bike lanes. A very small percentage of the city uses or benefits from them. There also seems to be little or no enforcement of traffic laws for bicycle riders and increased focus can only encourage the same dangerous and, often, illegal, behavior.
No more Tax Abatement Incentives for business relocations.
Please focus on widening the freeways and adding more non-toll roads to reduce the traffic. I prefer to drive to work, instead of using public transportation.
I hate toll roads. I think roads should be, for the most part, public domain and paid for via tax revenues and developer fees.
New developments should be supported by the tax revenues from that surrounding area. There are plenty of existing developments where taxpayers have lived there for many many years and not getting improvements because tax dollars are going to support new developments. This should be fair, existing infrastructure improvement is as important or more important than new developments. Fairness is the key here.
Enough bike lanes already!!!!!! STOP!
Manage the natural growth of the county and build roads accordingly.
BUT if the support of Activity Centers detracts from overall transportation developments across the region, I would strongly oppose the use of such funding at the expense of other projects. The emphasis of funding for bicycling across Travis Co at the expense of roadways is ludicrous. And I'm a bicyclist. Priority on roadways, rail, busing.... As I have a company with over 300 employees who must travel across Travis Co, Williamson and Hays Co., it is imperative that we work on long term traffic solution of intra and inter county travel. Roads are the only answer for many individuals and companies. We are not against alternatives, just not at the expense of realistic road projects. and we do support rail.
Travis County should sell the parcel it bought in downtown Austin and build the new courthouse in a more cost effective location. That land should be sold to a private developer and returned to the tax rolls. It is ridiculous that the County is that irresponsible with tax dollars.

Should participate in commuter light rail costs with City of Austin and Cap Metro to access the major work centers, ie downtown, state complex, and UT.

I don't understand Activity Centers, but doubtful they will work in Austin.

I don't trust the Commissioners to make the most taxpayer-beneficial decisions; too much influenced by developers.

The activity center concept sounds like social engineering. Counties shouldn't be involved in land use, that is a municipal function.

more legitimate and simple bike "superhighways" to get people from the outskirts into the urban core without interruption, danger or thinking much. this will be the key to connecting the final mile or two between a destination and a rail service.

the questions are too simplistic, as if what I want is significant re. where I CAN work, re. jobs

If you are discussing existing Activity Centers I agree with most of the above, but its unclear. Development will occur where land is least expensive or close to Activity Centers. There is very little Counties can do to influence that growth. Investments in transportation should be where known growth is occuring, and where employers are, are seem likely to locate. Say, Parmer Lane east.

I do not work so there questions do not apply.

Any company or organization benefitting from an Activity Center should be required to pay for the use of the property. Taxpayers don't need to support more profit making businesses. In this area we are not hurting for viable businesses.

It is my humble opinion that if you build a transportation corridor, the business will migrate to be near the corridor. No need to lose tax money for that purpose. Save it for something else.

More busses, trains, and sidewalks please.

MANCHACA TX NEEDS BUS SERVICE LOTS OF PEOPLE OUT HERE DON'T HAVE TRANSPORTATION AND THE NEAREST BUS STOP IS 5 MILES AWAY AT SLAUGHTER AND MANCHACA RD

Do not use toll roads to solve transportation woes.

The county should not be building or widening roads in environmentally sensitive areas. It is now well-established that adding untolled roadway capacity results in more trips being taken and does not "relieve" congestion. The county should focus on maintaining existing roadways and improving their efficiency while also creating more choices for residents by supporting biking, walking and transit use. Above all, the county should do what it can to support growth patterns like activity centers that are not auto-dependent.

Household affordability should be calculated in terms of housing, transportation, and utility costs.

"Activity Centers" is jargon terminology that is not useful for communicating with the public. Anybody could take it to mean whatever they like.

If traffic gets any worse, I will change my job before I change where I live. These questions are trying to lead me a certain way and I do not want to justify any new taxes for individuals while developers get tax breaks and create more congestion without creating more infrastructure.

We should develop centers, but not in rural areas like along 620 or SH 130. Centers should be mainly in existing urban area. We should prioritize transit access to and within centers. Minimize construction of new roads as much as possible.

Congestion along 1626 is horrible and needs to be improved.

If you allow new housing, you must provide roads to accommodate all these people. I 45 extension is a must if you allow houses and apartments to be built in southern Travis County. Already, we are grid locked...So stop the housing permits or put in roads..It is quite simple.

Building more roads/expanding lanes is not the solution. We cannot build our way out of congestion. It is imperative to incentive development in these activity centers that supports alternative forms of transportation (bike, walk, transit) and DISINCENTIVE development that perpetuates car dependency, in order to improve quality of life in the region and conserve our natural resources.

Public transportation is a terrible waste of tax dollars.

Streets and highways must be connected and rerouted for efficient transportation BEFORE they are built or improved.

The most important focus should be on improving, widening and creating new roads for cars. The congestion in our area is awful!

Transportation, mainly lack of adequate roads is the biggest problem in Western Travis county and the Lakeway Area.

People in Texas use cars....get used to it.

Wheelchair travel on most city buses is cumbersome. Being required to raise the front seat and strap in a wheelchair forces the wheelchair user to become a burden on the driver and other riders. It also makes a spectacle of what should be a simple commute. Other large cities have purchased buses that allow a wheelchair user to simply board and exit on their own without any assistance--like non-disabled passengers.

I don't believe development should continue down Hwy. 71 West into the Hill Country we don't need busses, public transit, trails, bike paths, etc.

Improve all main road corridors to/from Austin, north/south and east/west. 620 is a major mess as is MOPAC south of the river.

There should be public transportation between Lakeway & downtown Austin.

Your questions 7 and 8 are not specific enough. Transportation corridors are already formed and they are the problem. They are congested and will always remain so - even with public transit. Every major city in the world has congested roads regardless of its public transit systems, so it is disingenuous to think this will change. My specific concern is RR620 because it is not designed for the current traffic load and I prefer a bypass of some sort somewhere other than Lakeway. Travis County AND Lakeway should have master planned development by professional/national firms that know how to resolve these issues.

I would like to have access to public transportation in Lakeway. Presently there is no way to get from Lakeway to downtown Austin or any other part of Austin unless one uses private transportation.

Public transportation and bicycle transportation for daily commuting are unrealistic alternatives for most working adults. Using public transportation would not allow me to drop my children off on my way to work, or allow me the flexibility to leave work if they need me. In addition to those concerns, much of the year, it is simply too hot to bike to work and still present a professional appearance.

Do not make tax incentives to large companies to locate in what should be protected Hill Country areas.

Focus on the needs not the wants of the community.

Please support improved infrastructure including a loop around Austin - the West side needs a new road to connect 45 for a loop. Expanding 620 will only slightly improve our situation - right of ways would prove expensive. Trying to change the population to accept Activity Centers is a waste of time. Population is moving away from Downtown, not toward it. The current CAMPO plan if completely done will fail according to all of the studies done. Scrap it and look for new ways to improve traffic flow with grade separated roadways.

My answers may sound contradictory but I don't want any new growth except for bikes, walking and running paths.

Stop the growth in Travis County. The proposed RR 620 Corridor by Joe Bain is a joke

Please do not invest in subways or light rail. I worked for the Washington Metropolitan Area Transit Authority (Washington, DC) for 20 years and saw first hand how extremely expensive they are relative to the number of people they service. Expanding roads to accommodate cars is a MUCH better solution to transportation problems.

Public transportation is non existent. Bus route to downtown Austin/UT area is a must to be able to commute and ease traffic in 620 (a nightmare) and 71.

RR 620 Corridor is not needed; another bridge over Lake Austin would be a disaster

We need to have faster routes to downtown. There have been times I've been stuck in traffic on 2244 because there are no alternatives. Mass transit is a must for the future!

I live in Lakeway. We have two main routes into Austin and both are always bumper to bumper in the morning. We have NO public transportation into Austin. NONE.

no bike lanes on FM620 due to congestion

Work with TxDOT to fix RR620 and RM 2222 congestion. Take a lesson from Williamson and Hays Counties and spend county \$\$ to fix congestion on city and TxDOT roads.

As a community we go overboard on our green and transit solutions. It is a joke to spend so much per capita on light rail or the toll road corridor when the mass of the population does not live or travel in that area.

620 traffic has gotten really awful so before more housing developments/apartment buildings are conceived a traffic plan needs to be developed to provide alternate routes

Given the dispersed nature of county growth, only large-scale investment in a wide-ranging bus system would provide any significant improvement to road/traffic congestion. Such a system is especially needed to bring low-wage earners to the abundant service jobs increasingly difficult to fill in western Travis.

need to have public transportation to austin from lakeway

Because of the growth of population that Travis County continues to promote here, I've thought about moving to a less congested area. The only reasons I have not is because, I'd like to finish my college and my fiancé loves the greenbelt. I use to love going on a drive through downtown Austin 6 years ago. I do everything I can to stay away from that area now, because of the traffic. The population has become too much. Pretty soon it'll be like Sacramento and San Francisco in California. The next stage would be close to Los Angeles. I've lived around all three of these areas and, honestly, attracting tourists is OK, but stop, please stop, allowing more apartments, and high rise condos (that are way too expensive and ugly) that take away the natural beauty and will bring this county to a place to be even harder to get around in.

I support Activity Centers only as they originate and grow organically as dictated by free market influences. Government should not be allowed to pick winners and losers.

Make rail airport accessible!

Traffic on Ranch Rd. 620 is getting worse every day, more roadways to and from the Lakeway area are greatly needed.

Build or improve roads where the traffic is. Let people make their own choices of where they live.

I have asked Mr. Jones twice, several years ago, about bus transportation or carpool. He told me twice he was not interested in bus or van transportation and that I should advertise on my own.

shoulder should be marked appropriately so people do not use them as turning lanes when bikes may be present and other people are turning from the right hand travel lane. Example on RR620 in Lakeway at Lohman's crossing (both sides of the road) and at Lohman's spur. Also turning right into Target, in Bee Cave.

All new developments need to have an assessment charged to it based on how it and any additional phases of that development will impact the roads connecting it to the traffic system. As the phases of construction start, monies should be deposited with County transportation department. That money will be spent only on identified improvements to assimilate that phase to the traffic system. Potential tax base income increase based on property tax revenue increase should be considered when calculating the assessment to the developer. The goal is to identify impact, cost to accommodate impact, specify dollars needed to relieve impact to traffic system, collect as previously discussed and construct improvements immediately.

It is important to me to prioritize transportation funding to address air quality problems in the region.

I would love a shorter commute, but I had to move to where the schools are decent (not the case with AISD). I would love to use public transportation, but those options are nonexistent in Western Travis County. I would love to be able to walk to places, but most Texans seem to hate the very idea of both public transportation and walking.

Travis County and City of Austin need to support and help fund TxDOT improvements to Loop 360, 620, 2222, 71, and 290.

You need to prioritize funding for the 620 corridor now. We cannot wait until 2040 for a solution. There are many options like widening roads, adding turn control medians, converting to curb & gutter that will help traffic flow. I have lived in Lakeway for 15 years, little has been done on this road to help with the congestion and our population has almost quadrupled in that time frame. There are several areas between Lohman's Crossing and Lakeway Blvd, that are very dangerous at peak times, especially around the post office.

Would really like a bus system connecting Lakeway...my young adult daughter has a disability and can't drive.

I would like to see Travis County study successful bicycle transportation plans around the nation and the globe. Bicycles are part of the solution to the obesity problem and traffic congestion and should be a sizable part of Austin's infrastructure.

No more toll roads. Use our tax dollars for toads

It's it true this region has spent more on roads than any other region on the country? If so, let's try to spend more money on alternatives.

Fast trains needed, metro type, more fast buses.

There should be development right exchanges so that landowners outside of activity centers can transfer development rights to developers within activity centers. This might create broader acceptance of concentrating development.

There has to be solutions for the I35 mess around downtown. There's also the on and off ramp for 183/35 which is INSANE. I live 20 mins from work when there isn't traffic, 40 minutes when there is, and it would take me 2 hours to ride the bus. That's unacceptable. Thank God I'm not totally poor.

No more privately owned toll roads, we need to stop selling our infrastructure

I'm retired - travel to work is a non-issue for me, but I'd like convenient access to non-work necessities - grocery store, medical.

Need less investments in roads and highways, and more investments in public transit. Have to make tough decisions for the long term.

I have no idea what you are talking about in question 9 - you need to briefly describe these jargon laden options in order to actually get public opinion on the best ones.....

The county needs more transit to connect different parts of the county to one another so individuals can travel across the county in a seamless manner.

Development needs to focus in infill of areas already developed to create a more dense urban core. The county should limit development in unincorporated areas, and instead focus on conservation of those areas. The county should not use my tax dollars to promote development in unincorporated areas. Period. Development along SH130 makes some sense, however it needs to take into account preservation of prime farmland, much of which lies in or near that corridor.

when building new roads or up grading old one, the County should look to the use of elevated roadways at major intersections to speed traffic along. Look at Florida 17 in Clearwater Florida as an example of the concept.

What the hell is an "activity center"? You act like regular people understand what you are talking about. We don't. Bicycles sould have to pay a vehicle registration as well if they are going to be using the roads most of the road ways are payed by vehicle registration and taxes and sould only be used by registered taxed vehicles

Bus route up and down Bee Caves Rd. from Bee Cave/Galleria areas to existing CapMetro stops at Walsh Tarleton/ Bee Caves Rd., Barton Creek Mall, as well as selected stops at retail sites in Rollingwood, is a big priority. Stops should be at residential developments, retail sites where there are signal lights for crossing Bee Caves Rd. and Route 71 to retail area across 71 from Gallerua.

The more the community ages, the more necessary bus routes will be, to give potentially unsafe drivers the oppirtunity to " age in pkace" in their homes, take short safe walks to buses for exercise, and remain independent. The Silver Tsunami is already here.

We cannot even let our kids walk up our street because of the high-speed through traffic. Sidewalks and pedestrian-friendly speed limits in existing communities are very important,

Support Impact Fees for developers who bring in hundreds + homes dumping commute traffic + school traffic + regular traffic on 2 land winding county roads. Developers should be responsible for assisting/providing for adequate public roadways to their new subdivisions rather than expecting other property owners to foot "their" bill/new residents/profit margin.

Development should have to limit irrigation and new housing should only be drip irrigation to help reduce evaporative losses.

620 needs a major overhaul in the area of Anderson mill and 2222.

The steps to building should begin from the bottom: grid patterned development with sidewalks for pedestrians, bicycle lanes, buses, then roadways.

The Manor commuter bus needs to connect with the North Austin Transit Center.

The issue with activity centers is that the City of Austin has annexed them all. We need activity centers that also include areas in the unincorporated areas.

Mass transit should be a planning priority. I personally see greatest benefits from rail, bicycle, and pedestrian improvements. Transportation funds should be used to create more bike and pedestrian paths as these are much less expensive. These paths should also be completely separate from car roadways, which should result in more people using them, fewer carbon emissions, and better health. Money towards car roadways in high density areas should de-emphasize cars by utilizing speed decreasing infrastructure and empower the pedestrian with wider sidewalks, etc.

Special consideration should be given to the elderly and the difficulty for the elderly to be mobile, transport packages, shop and keep medical appointments. Most elderly prefer independence rather than dependency on providers yet need careful, innovative, thought given to the above difficulties.

Instead of accommodating cars (more roads and parking lots), spend the money on accommodating commuters and pedestrians!

Cars are dangerous, polluting, and destroy social habitat.

STOP OVER DEVELOPING AUSTIN!!!!

It is very important to also work with other governmental entities to leverage resources and dollars to accomplish these goals.

I strongly support focusing growth in activity centers.

More development like The Triangle & The Domain (but with an Austin / Local vibe).

Activity centers create super congestion even if they protect land. Witness Austin's changes in the last ten years. Constant road construction, street detours, lane changes due to construction and "densifying." Makes everywhere a pain in the rear to get to. I totally hate new bus lanes on the only major north/south streets in downtown (Guadalupe/Lavaca) and refuse to ever take the bus again. Not your problem I know. Please don't create this sort of issue for the rest of Travis County.

Transportation in this state is disastrous. There has obviously been no long term planning & the only solution appears to be flyovers. Every city should have a long term plan. Road reserves should be planned & mapped for long term expansion. The absence of sidewalks & pedramps (despite the 1992 Disabilities Act) demonstrates an absence of leadership. TXDot needs exposure to developments in modern cities & to recruit specialists in various aspects of transportation. (Transportation is more than filling potholes.) Also, City lifestyles have changed & public transportation must be expanded & employee commute options explored. The pick-up replaced the buggy, but we're not in 1820 any more. Transportation is time, time is money. This poor transportation system will render the state uncompetitive in the future.

No more roads. No more sprawl. Infill central Austin.

Travis County should not be encouraging more growth on the fringes of the current urbanized area. That is essentially business as usual. Instead, the county should focus on working with cities, especially Austin, to create infill development on the sea of surface parking lots and big box stores that currently blights our corner of the world. There is plenty of space within the current urbanized area to avoid greenfield development entirely. The question is whether that space will be used. Higher taxes levied on lots held mostly vacant and hostage by speculators in central locations could advance this cause. Increase the tax rate on land value and decrease the tax rate on improvements to accomplish this.

Your focus on roads is short-sighted. We don't need more roads designed to foster sprawl, and we don't need to encourage growth along 130 and 620 if it's not happening organically. We need to build Austin up as a dense, walkable city. Travis County should support that goal by NOT building more useless sprawling roads and instead prioritizing bike paths and making our current roads more conducive to walkable development. An example would be more bike lanes, more sidewalks, and investing in road connectivity - reconnecting the grid wherever possible to make traffic flow better.

More oversight of small municipalities.

A working rail system that is woven throughout the county would be excellent and reduce road congestion

Retired. I don't travel to work.

I have not had the opportunity to research the Activity Center concept.

As a longtime resident of Austin, it has become absolutely impossible to drive on the roads. The most important issue to me is transit other than car; bike, bus, subway/commuter rail. Roads are so clogged and congested that people have got to get out of their cars if this city is ever to be a truly robust hub.

Regional commuter rail is essential to address the 86% of traffic congestion that is generated locally during peak hours. We need viable alternatives other than just roads. There isn't enough concrete and asphalt, and available space in the world to address the needs.

The Manor commuter bus needs to connect with the North Austin Transit Center.

I am a farmer and only commute to do deliveries or farmer's markets. I need my truck and can't deliver using public transportation. I do want a commuter train from Austin to Manor and Elgin. I would use this for non work related commuting and believe this would relieve car traffic for work commuters along 290 and thusly in Austin.

I believe if a developer is going to build and make a profit then he should build in what is needed for his development. I do not believe that should be the counties responsibility. this includes roadways into his development.

Focus on improving already existing community areas and access to them.

Stop wasting taxpayer money on frivolous activites like: •Item 26: Authorize a \$1.2 million agreement for artwork at the Consolidated Rental Car Facility at Austin-Bergstrom International Airport.

•Item 67: Sign contracts with Planned Living Assistance Network of Central Texas and Caritas of Austin to provide life skill training and classes to people in need for a total of six years for \$2.17 million (please let private charities take care of this).

I want to BIKE TO WORK , I WANT TO BIKE TO THE GROCERY STORE !!!! Can we become an active community ?

Against activity centers. Against paying for alternative forms of transportation. For driving and roads. Please quite pushing progressive agenda on us.

Activity centers are just a buzzword for more development. Growth needs to be severely limited and discouraged as much as possible. Not building more roads, schools, etc. would discourage growth

Build the roads BEFORE developments take place.

Austin is not Portland Oregon. Few bikers are actually biking to work because of our hot weather.

I don't mind taking a combination of bike & bus routes to work, but the bike routes can be scary! Currently I do more bike riding to events instead of commuting to work.

Would like to see more separated bike paths (see Denver, CO's example of the E470 & Platte River trails) for transportation.

Also, the COTA track did very little to put in bike lanes - I know this may not be your jurisdiction, but jeez! I can't believe it was ignored.

Time to right size roadways... return neighborhood streets to two lanes... correct markings on pavement or make islands/roundabouts... Encourage pedestrian and biking in a safe environment. Control speeding vehicles by making roads winding and use medians...

The length of my commute to work is an important factor in deciding where I work, not where I live.

Yes to supporting development along 130 bc it is controlled access. No to supporting development along 620 bc it is already a safety disaster as uncontrolled access.

I feel strongly that new developments should be designed with a variety of transportation modes in mind, not just reliance on cars. We cannot afford to let sprawling bedroom communities reinforce already bad traffic patterns. I love that I can commute 5 minutes from my central home to work, and more people need to have that option.

Infrastructure projects to be from appropriate funding sources... i.e. roads from gas tax and vehicle registrations.. bike paths from bike tax and bicycle registration tax (so if none, then none).. plain and simple... NO more Peter Pan...(i.e, no more 'rob Peter, to pay Paul')...

VHS access is congested

Steiner Ranch needs more emergency exits

Retrofitting old neighborhoods to be activity centers and old roads to be transportation corridors are actions I strongly disagree with. I am in favor of the activity center concept in areas where the other transportation options are more easily implemented. Changing Burnet Rd to accommodate bike lanes, for example, has created a more dangerous roadway for cars and cyclists (who I never see biking in those bike lanes anyway) and the added congestion from the "density" projects in this area have made it very difficult to get around. The idea of urban density only works when there is existing alternative transportation available that actually works for the people living there. Now we just have more traffic than the roads can handle and it takes me 40 minutes to get home from work - this is a 6 mile trip from downtown to Crestview.

Travis County needs to put some emphasis on protecting and restoring Blackland prairie. Government agencies and the conservationists in general tend to ignore the need for restoration of some prairie in favor of protecting the Hill Country. In other words, don't sacrifice the east for the west, one ecosystem (largely destroy -- Blackland prairie) for one that is already highly protected (Hill Country through preserve lands, water quality lands, and federal wildlife refuge.)

Development questions should have somehow gotten at water conservation issues and failed to do so.

More bike lanes please!

I strongly advocate public transportation. Austin needs better transport with rail reaching all areas of the city.

Bus service is needed in this area.

Public Transportation in Travis county is insufficient, so car traffic will continue to grow and clog all roads in the area with traffic.

Public Transportation should be separated from car traffic. Corridors for mass transit rail systems, subways, and buses is the best solution to the traffic problem. Separate bike ways, completely isolated from car traffic would provide safe passage for bicycle commuters.

Beware of developers who promise to abide by a contract with the city, then do whatever they please.

The light rail and other public mass transit developments should go in existing high density corridors like North/South Lamar.

Need to fix up RM620/FM2222/LOOP360

620/2222 is extremely congested. Public transportation into town would significantly reduce the congestion.

Development in highly congested areas should be discouraged until a transportation plan is both planned and funded (ex, 620 at 2222)

Home/apartment Developers should be required to participate in funding for infrastructure to support their developments - water, roads, schools, etc

Please help the Four Points area. This area cannot be supported with the same roads used in the 1960's.

I will restate that the lack of roads in the Four Points area is decades behind the development that was allowed to happen. Austin has never kept up with traffic demands, but has encouraged more and more people to move here. You can't keep selling seats to the show if it is sold out. You must build roads or halt development.

We need someone to pay attention to the Four Points area! This community does not want more building - we need more roads...but of course I'm sure the salamander is hanging out where the road need to go right next to the new 500 new apartments!

Stop wasting taxpayer money trying to social engineer the population and focus on the needs of the citizens. We do not need buses in our area, they are always completely empty. Budget the mass transit funds to build roads!

It was awful getting to work when two people share one car. If we ever had an accident, we'd be done.

Please stop building before road improvements are made to the area in which the building will take place. The increase in apartments, homes, business' that have been approved and built without a single improvement to roads was and is wrong for all the people living and working in the area. 620/2222 is proof that the care in the safety for humans means less than all money these developers can make. Development can be so fantastic if it is done correctly. Stop and fix the roads first!

Please please help fix the traffic mess on 620 especially at Four points. Coming out of 620 to four points. And coming back up 2222 towards 620. Thanks!!

Growth does not need to be incentivized in the Travis County area. The money for the infrastructure in the SH130 area has already been spent, the excellent road system over there is incentive enough for employers and developers to locate there.

Western Travis County needs to play catch-up and CAMPO needs to determine how, when and where to place 45 on the western and southern side of the city.

Further improvements to 183 and I35 need to be made to fix the traffic problems in downtown. Here is an idea - what if Travis County were to pay the tolls for trucks to bypass I35 via SH130 - on a trial basis to see the impact this would have on I35 traffic.

When you say 'private-public partnership' all I see is tax payers getting fleeced while a corporation takes home all the profits; just like is happening on many of our toll roads. We pony up the capital, they take home the profits. Please don't fall into the same trap as TxDOT has.

I would never live in a neighborhood that is not buyable or bikeable, and I dislike visiting them, or spending money in them.

better and wider roads - traffic is unsustainable - reality is that people who live more than 2 miles outside of downtown will drive - so support that reality.

We need to to have left turn lanes on 1431 and Lohmans as well as traffic signals at Park and 1431, Main(Jonestown) and 1431, Lake Oaks and 1431(Jonestown) Ridgeview Road and 1431 Lago, Run traffic Study...

Improve the nightmare that is 620 at 7am and 4pm.

Please allocated funding and expedite fixed to the mess that exists on 620 and particularly at 620&2222. There are many downtown commuters using 2222 and more parents and students trying to get to Vandegriff HS. If a parent leaves Steiner Ranch after 7:15AM on a school day, they must allow almost an hour to get their child to school and return home. Yes, I support riding the bus and send my own kids on the bus but there are days that they must arrive early for band or sports. The commute is ridiculous and it could be fixed with road improvements. VHS has been open for five years and there is still a single turn lane to get off of 2222 and a single turn lane from McNeil to turn on to 2222? Why?

We need more rail. Cross town. West side (N to S).

Please help us solve the horrific traffic conditions at the 620/2222 area. Coming from Los Angeles, it is shameful to see this disorganized and often dangerous traffic. Help!!

I like this idea of focusing development on Activity Centers, I just don't know how you prevent growth/development between them.

It is not feasible for most people to bike or walk to work in the Texas heat. Expecting people to is unrealistic, especially when most people (like myself) need to present a professional appearance while at work. I don't have a shower or convenient place to change clothes at work. And I can't roll up dress clothes in a backpack and still look presentable.

Commuting from Steiner Ranch has become dramatically worse over the last five years. Given the growth in the area, this is going to get worse before it gets better. Improvements need to be prioritized now and projects need to start to stop from getting further behind. As a 15 year resident of Steiner Ranch, traffic is the one reason that has made us start thinking about leaving the area.

We need a north-south bridge across Lake Travis, probably west of Pace Bend.

No need for public transportation options, just better through way on existing or additional roads.

Not everyone wears tight pants, sports handle bar mustaches and claims to be gluten free - the rest of us have to pay for their hipster ways - like bike lanes, boardwalks and a slew of other nice-to-haves. Start requiring developers to civet the cost of captial improvements.

The first priority needs to be improvement of existing roads to move the volume of traffic - there are developments underway that will put an even greater strain on the 620/2222 corridors and the roads are already overtaxed

Re-assess the traffic light times to make them last longer for traffic during peak hours. Especially between 360 and 620 on 2222

The infrastructure, or lack thereof, in the unincorporated area of Travis County in which I live should be trying to catch up with the growth out here. We are tired of paying taxes that don't support our community (and we vote!)

Infrastructure needs to support current population centers as well as plan for new growth. Tens of thousands of individuals aren't suddenly going to move to an "activity center". "Activity centers" are a 30 year plan. County needs to deal with current issues NOW! Don't use current tax payer money on theoretical when they sit in traffic for an hour.

We desperately need improvements & public transportation into DT Austin from 2222

While I support the idea of Activity Centers as part of future planning, funding for these should not take away from addressing current transportation issues and need for more roads.

Widen 620 to account fOr growth

It is important to me that my children have a safe place to drive as they learn to drive and not have to navigate such confusing and unnecessary traffic.

I don't really understand this Activity Center. If it's trying to build mini-downtowns to concentrate homes and businesses together, I don't think that is a good strategy for resolving traffic issues or conserving land. People in Travis County live where they live and work where they work. If their job changes, they are unlikely to move homes to be closer to work. Employment changes too frequently to base where you live on where you work. There are also households where 2 people work, so the location is based on 2 work locations. I just don't see the 'if you build it they will come' here.

We need more bike trails.

Need to fix the traffic at 620 and 2222 ASAP

Transportation must be senior friendly.

I don't know enough about Activity Centers to offer a real assessment. This is the first I've heard of them. Therefore, I'm neutral on the subject.

Work harder to get Rollingwood to add stop. Or make mall stop or Walsh Talrtlon stop more connective.(Westlake area)

Development cannot come without the necessary infrastructure to guarantee safety of our children. The situation @ 620 and 2222 is unsafe for young drivers

The 620/2222 corridor MUST be fixed. This area is a complete mess and impacting a large population in western Travis County. Please help!

Please do something to alleviate the dangerous and horrific traffic on 620!!

Trains are built all over the world to facilitate transportation. Surely Travis County can figure out how to construct a system here.

So what if biking and pedestrian transportation are simply unfeasible in the corridor?

Need to fix traffic flow issues at 620/2222 and on 2222 near river place and the high school.

There are too many incomplete roads that will allow for thoroughfares. As well, there MUST be a compromise on these protected land areas. Otherwise Austin will come to a standstill with all of the increased populations, new housing communities and resulting traffic from it.

Develop parks and libraries in unincorporated districts of Travis County.

The morning and evening commute along the 620/2222 corridor is frankly, atrocious. It affects everyone for hours per day:kids getting to school, parents going to work, getting to late-day activities, etc. I'm very concerned for property values in Steiner- people are relocating away from Steiner, just because of traffic.

all new and improved roads should have bike lanes and pedestrian sidewalks! This should be a requirement in public and private developments.

Stop building multi unit buildings and strip malls where the infrastructure can't handle it

Need to build roads where people want to live, not just to government preferred activity centers.

Need to develop more east-west connections

We are way behind in our infrastructure - need better roads structured transportation.

Cost is the primary factor in deciding where to live. The suburbs are cheaper and you get more for your money. I support rail. I will not ride buses. I want transit that does not get stuck in traffic with cars. Maybe buses that run on HOV or toll lanes. I support toll roads. I support roadways that may involve construction over sensitive areas, however good construction and drainage practices to prevent decimation of resources are a must. Developers should be responsible for protecting,not just mitigating.

Build the roads to support the growth.

more companies should allow workers to work from home to avoid traffic congestion. workers who need to commute should be allowed to have "flex" hours. If there were "flex" hours, county/city offices could open before 8 and stay open past 5...that way, if people had to work specifically from 8-5, they would be able to get things done before or after work

I do not want to see public monies go towards any development of, or around, toll roads. These roads & developments such as Activity Centers must be kept funded separately. Developments in those areas should come out of toll revenue, not general revenue. City Planning should dictate how developments are done. Taxes should not be used as incentives until we find a more progressive tax system. Property taxes are too high and extremely regressive!

I DO NOT support encouraging increased density "Activity Centers" on already severely overcrowded roads in our Western area of town along 2222, 620, 2244 and 71 UNLESS coupled with significant and appropriate roadway expansion, and roads must always come first.

Travis County should focus on planning for multiple modes of transportation infrastructure (both in existing communities and in newly planned communities)PRIOR TO recruiting high-density development. Do not give incentives to new developments or employers if you do not have the infrastructure to accommodate the growth already planned or in place. Stop taking traffic surveys in the "summer" or during "school breaks"; these measures are false representations of traffic in the Austin area.

Additional roads are needed in western Travis county. Both North/south and east/west directions. Funding the extension of the 45 toll road from 183 to highway 71 was needed years ago and should not wait any longer. Once business start moving away because of traffic congestion with no hope of fixing the problem.....Austin will loose

More bike lanes like along Guadalupe with a barrier of parking spaces between car traffic and bike traffic to protect cyclists.

What are you doing to make Hamilton Pool Road safer? I understand it is a State road but it affects safety for those in western Travis County and you keep approving new development on a road not built to support it. Who is responsible for coordinating development growth with the State?

Development should not be approved on roads that cannot handle the added traffic created by the new development. Road improvement should be approved and moving forward before new development that will bring added traffic is approved. Hamilton Pool Road is a case in point. No road improvements are being made (or planned insofar as I am aware) yet more and more development is taking place along the corridor. An unsafe situation has been created by adding more and more homes (and commuters) along the road without planning for the future.

Kill the Stroads

<http://www.strongtowns.org/journal/2013/3/4/the-stroad.html>

More public transportation in the eastern part of county, especially the 130/290 area.

Build denser closer in. Protect the outlining areas by NOT BUILDING ROADS THERE.

It is a huge personal priority of mine to find ways to make the Bee Cave area more bike and pedestrian friendly.

Austin used to be a great place to live, but there are too many people here now and not enough open spaces and property taxes are too high.

Utilize the Envision Central Texas "vision" in developing policies and regulations, and cooperate/"link up" with the Imagine Austin plan vision (including continuing designated transit transportation corridors out into the county, past City of Austin city limits).

"Compact and Connected" is one of the keys to a healthier future for Travis County.

Existing roadways have not been improved to handle the increase in traffic. Dangerous road conditions are not being addressed

People on the east side need walking/biking paths more than those on the west side. People on the west side can afford to drive, the east side struggles more and have to walk on streets without sidewalks to get to the store, bus stop, park, etc... Look at Westlake drive (no path) and then look at Greg Manor. More people (many children) walk on Greg Manor because they don't have a ride/car, etc.... Rarely anyone walks on Westlake Dr, because they will almost always have transportation available. I once saw a man and a woman on a very dangerous stretch of road after dark. (It was winter and so it was only around 6:15- 6:30 or so...) their car had broken down and they had to take the bus to work. It was about 3 or 4 mile walk from the bus stop to their subdivision. They could ride a bike, one because they were too old, and two because it says NO BiKING on the only stretch of road between the bus stop and their subdivision. That is FUCKED UP.

Improve the roads and make them safe for individually driven automobiles before you spend one dollar to encourage more cars to drive on 2222 and 620. High density "Activity Centers" Do Not solve the problem. They will bring more people who will drive their cars in our area. Do NOT add more TPD's to these dangerously overcrowded roadways. Spend the money first to mitigate the existing danger. Human lives are at risk.

620/2222 is heavy car dependant and there are many teenage drivers due to so many schools located in this area. This congested area is an unsafe commute. Please allocate \$\$ and solutions to this area quickly.

Water availability needs to be considered as future development is planned. Rice farming should not be a priority use of water. The area is naturally too arid to support this form of agriculture.

Once again it appear as though you are attempting to limit the growth that is going to come regardless. That is a recipe for disaster.

We need road improvements in the Four Points and along 620. Traffic is so congested it has caused us and many to consider moving to other cities outside of Austin. Long-term plans are needed ASAP with real solutions that apply to the majority of people. Expensive mass transit that will not be utilized is a waste of tax payers money. We need real solid solutions.

Travis County needs to do more to improve the roads. Cars are the number one mode of transportation and have been ignored for too long. Improve the roads and good things will happen. Ignore them and commutes become intolerable and economic development will be hampered.

Instead of trying to micromanage the growth in Austin, why don't you try to deal with it in creative ways. For years all the new migration into town has been along the 620 corridor. Even the Statesman noted that years ago. Nothing has been done. There is no reason 620 and 2222 cannot be made into 6 lane roads like Parmer.

Walking, biking, and taking transit are paramount. Development (location of businesses and services) needs to happen in places that are reachable by transit (activity centers), and most of all roadways MUST be constructed as Complete Streets so that EVERYONE can use the roadway, whether they are in a motor vehicle, in a wheelchair, on a bus, walking, or bicycling.

I would like to see alternatives to driving alone made available for commuters from outside Austin to reach work in Austin. Public transport into the city or incentives to employers to place their offices closer to the commuters residences.

Don't ruin Austin trying to get more commuters into downtown.

Build roads and bikeways that move people. Look at building bikepaths through preserve land to keep bikers safe and allow many that dont, to ride bikes to work. Many would if it were safer. Also city offices should not be in Business centers if land is too expensive. Taxpayer money should not be wasted just to give government employees access to trains etc. Trains should be used to move everyone and if everyone doesnt benefit, they should not be used. Spend the money on roads if a plan cannot be enacted.

Fix the current, congested roads that we all use everyday before anything else. The traffic is out of control

We should invest in roads along the ECT preferred growth corridor and, we should let it be known that conservation lands and environmentally sensitive areas are not preferred for commuters.

no

Let's live and work close to home, see our neighbors as we transit, have time to walk neighborhoods, shop and buy in stores that we can walk to or take a bus.

Need a bus route on Springdale Rd. Through Walnut creek area. Install speed bumps in Walnut creek area of Ferguson Rd..

Quit spending money

Let the market decide where people live. Central planning has never worked (example, USSR).

Why don't you guys concentrate on roads, police and fire departments? Those are the things you need to be doing. Leave the sexy social engineering experiments in California were they belong. People there seem to not mind when you waste their money.

The county should encourage development or commuter rail on all major corridors to include I-35, US 290, and SH 71.

Limit the growth where these activity centers are not feasible. I live in rural part of county on acreage in the county and do not want to see these housing developments come in and tear up and monopolize the roads we currently have as traffic is bad enough already. I do not understand how when we are in severe drought that this building is not being limited. Where do people think the water is going to come from to maintain the growth? I have lived out here for 30 years and moved out here to have a peaceful lifestyle and to appreciate the quality of life in a rural area.

Travis County has no discernible traffic control. A simple thing like timing traffic lights would be a great improvement.

Sidewalks need to be the top priority for non-road connectivity. Many more people are able to use sidewalks than those able to bike.

grouping walking and biking could be misleading since I believe sidewalks should precede bikeways which require significantly more impervious cover and roadway space.

Please make every effort to communicate the fact that focusing our development in activity centers is the only way to save our open space, parkland, and farmland.

We ask that Barton Creek and its tributaries (including Little Barton Creek and Rocky Creek) be included in the watersheds to be protected under the Land, Water and Transportation Plan.

Travis County is growing and we need to exhaust all other options before we build new roads anywhere. We need to stop any toll roads. We need to build a rail system to move people comfortably and quickly and we need to get started. We are thirty years behind on getting a rail system in this area.

There is a lot of potential for Travis County to be the leader in bike and pedestrian friendly travel.

More light rail! Buy the MOPAC line and turn it into the commuter rail we need!

Why keep approving development when the existing roadways can not handle the current volume of traffic! If a developer wants to build they should be required to contribute to roadway improvements.

We need to curb growth, Travis county is getting too many people. We do not need more people. We do not have enough water for them. In fact, we have no more water for them at all.

I don't think that businesses will need incentives to locate in these activity centers if they are designed in a way that it makes sense for the market. I generally commute by bicycle in work and non-work activities and believe more people would do so if they could interact less with motorized traffic. More money should be put into dedicated and protected bikeways that are ample and surfaced to attract more users, rather than put into more roads and highways. The cost for infrastructure development is way less, and the pay off high on many levels (e.g., human and environmental health).

Public transportation is also critical, as not everyone will be comfortable riding bikes. Our reliance on cars must be minimized for improved quality of life in this region.

I moved to the country to live in the country. I am not interested in it becoming incorporated as a part of the city.

We need to focus more on providing excellent walking, bicycling, and transit access from "day one" in new developments.

Bike and walking facilities are VERY important

More separated bike paths please, more coordination of land use and transportation, more density in activity centers

Tax developers so they are helping pay for infrastructure needed to support their developments.

Building infrastructure to allow the use of bicycles (includes electric assisted bicycles) will give people the option to not use an automobile which is expensive and causes traffic congestion. It will encourage a healthy and active population. Electric assisted bicycles make travel of 5, 10, 15, 20 miles much more realistic, in our hot climate, and at 20mph top speed speed, they need separated infrastructure to operate safely, rather than on roads with high speed autos. These ebikes have immense potential to provide an excellent means of transportation, but only if our gov'ts allow non-auto transportation by providing safe infrastructure. We don't have the money or resources to continue to allow our growing population to travel by auto everywhere, without congestion, pollution and casualties caused by the auto-dependent society. We do have the money and resources to build a much more sustainable bicycle transportation network. Thank you.

Please withdraw support for SH 45 SW and invest Travis County's tax dollars in ways that benefit Travis County residents.

I would like to see activity centers with good bicycle and transit connections all throughout the metro area. Sort of what the Mueller Development is like but with even better bicycle and transit access and new urbanism. Protected bike lanes and separated paths that connect residences, businesses, schools, and shopping so that people of all ages feel safe riding.

It's all about having options for trips based on time and distance constraints.

More funds allocated to ensure local roadways and sidewalks are maintained on an annual basis. Finding continuous sidewalks in my area is a huge problem. They start and stop randomly and the ones in my immediate area are in such poor shape they are unusable. Would prefer to see more money and work put into making the whole of the city accessible to pedestrians and cyclists who would prefer to not ride on the road.

Austin cycling routes have improved dramatically in recent years, but are still nowhere near where they need to be.

Create bicycle infrastructure that can split mode-share 50:50.

Studies have shown that adding roads or lanes only temporarily reduces traffic congestion and that the new infrastructure quickly refills to (and beyond) capacity with new users; transit is a more effective investment.

Having Complete Streets built for all roadway users, including bicyclists and pedestrians, is important to me and for all roadways and development in Travis County. I support the adoption of a Vision Zero policy in Austin, and state-wide.

Alternative and mass transit systems are the key to building urban density

Development that covers the recharge zone of our water supplies is Not Acceptable. The higher demand for water with increasing population and the aridification in Central Texas demands support for our underground aquifers. Support and develop healthy, sustainable communities that work for future generations and preserve the unique Hill Country landscape.

More hiking and bike trails.

Travis County should Partner with TxDOT & COA to make FM1325 Bike friendly north of Duval to Round Rock.

It is high time to make strong efforts to encourage people to use non-automotive transportation, and to make bus, bike, and foot more rewarding choices. My tax dollars should be used to promote the kind of development that will allow people to choose to not drive a car everywhere they go.

More frequent buses that run later. More protected bike lanes. A protected bike lane on East Riverside

We desperately need more and better bike lanes/thoroughfares, improved/completed sidewalks for those who cannot ride bikes, and MOST of all, education to the public on the rules and safety of sharing roadways with bicyclists!

Please move forward with the Bike Master Plan.

More bike trails please.

What about rail?

I hope there can be more coordination between the County and City of Austin as it relates to public transportation.

We need more night owl buses and more frequent service in general - also more options for vanpools and getting to San Antonio, Dallas and Houston - give people incentives/ tax breaks to use public transportation

More safe bicycle route away from traffic

keep developing rail access and extend rail days/hours of operation

Fund more separated bike facilities and off street paths. Focus on activity centers

The key to Austins traffic problem is getting cars off the road. You can only do that if there are other VIABLE options. Bus's, bike lanes, etc. People who use those methods of transport do all of Austin a huge favor.

Clearly a multi-modal solution to transportation is needed. The degree to which the county can actually have an impact on where job centers end up is unclear but partnerships with surrounding cities and counties, as well as groups like the Chamber of Commerce, can help our entire region have a more coherent growth strategy rather than "every jurisdiction for itself" and Travis County can help be a leader in this regard.

Increased accommodation/infrastructure for bike roads would be preferred

I cannot support the activity center concept if you insist on targeting areas like Four Points and Lakeway that are already clogged by prior growth patterns. There are no feasible options to improve those transportation corridors so you should strike them from the activity center concept. Provide all the incentives you want to steer growth to 130 where the roadway and space supports it. Heck, there's even room for a beloved light rail line over there.

I'm tired of pretending that biking is an actual alternative mode of transportation. There are numerous bike lanes in my neighborhood - no one uses them to transport themselves to work or run errands. Bike lanes are used for exercise. We are supporting/spending millions so that groups of people have safe places to exercise. I might be more supportive if we were honest about it. Around UT campus there are still lots of people using bikes as a means of transportation; but in my neighborhood it is a joke. Working moms can't put their multiple children on bikes and drop them off at day care. The contractors that live in my neighborhood can't bike to a construction site with their work tools. Get real.

Make major arterials wider for cars

Existing Arroyo Doble Dr and should NOT be used as transit to new development in the surrounding area of Arroyo Doble neighborhood. The developers should fund the new roads to avoid traffic congestion in small rural communities.

Make it easier for people to get around without the need for a car. More bike lanes, bike paths, trails, public transportation via bus, train, etc.

No tax incentives for development.

There are a few questions in this section that state- "use voter approved funding". Is this CURRENT funding or future voter approved funding? If its future, then I disagree with all of the ones that state this in the question. I want my city to remain inside its current spending budget. I do not want more tax increases.

I do bicycle regularly for exercise and work. I occasionally walk to work. My decisions on where to live do take these things into account.

We need more bike lines along heavily trafficked corridors and peripheral corridors like Montopolis road. The stretch of Montopolis to the bend where it transitions to Stassney is not bike friendly. With a bike lane installed from Grove Blvd and Riverside to Montopolis I would never need to drive to work again! I could bike there in 30 minutes instead of a 20 minute car ride

Improving bus service (routes, schedules, etc.) is a cost effective way to make public transportation a viable alternative, since the infrastructure is already there. The 2 rapid bus lines in Austin are great and I want to see more of these throughout the county.

you can change the bus route IF (intramural fields) for students at UT to reach their classes and not affect people who use the bus 5 which will work to the south?. Some buses are full and can't hold more people.

Don't build any more roads until I can safely bike everywhere cars currently go.

Love Bikes!

We need a better connected bicycle infrastructure in which takes full use of urban trails and cycle tracks. Bicycle lanes on every road are nice but what would be better is strategically placed trails/lanes which separates bicycles from car and bus emissions and reduces the risk of cyclists being hit by these vehicles.

Please continue to support bicycle infrastructure. More bikes=less cars!

Have chosen not to own an automobile - using bicycle instead as my primary transportation (since 2001). Some parts of Austin ok for bicycle transport, but a lot more can and should be done.

I am skeptical of activity centers on the outskirts of Austin/Travis County. We should focus more growth in existing, central areas, not on new activity centers out on SH 130 or other far flung areas. This is just sprawl by another name.

Less people driving cars is the only way to improve our situation, other transport options are the answer

More safe bike routes!

Roadway investments should not only focus on non-incorporated areas. Investment in undeveloped areas that do not support walking, bicycling and transit use only generate more low density development sprawl. We have to stop this cycle and invest in strategic ways rather than bailing our developers who locate on the outskirts of town along roadways that do not support the traffic demands generated by their single mode development.

We shouldn't widen the roadways to make it more convenient for the people who choose to live in the suburbs. Put in urban rails.

Activity Center is a new term to me.

Travis County has the potential to reverse sprawl by developing infrastructure that removes the need/perceived need to drive.

I don't think that businesses will need incentives to locate in these activity centers if they are designed in a way that attracts market. I generally commute by bicycle for work and non-work activities and believe more people would do so if they could interact less with motorized traffic. More money should be put into dedicated and protected bikeways that are ample and surfaced to attract diverse users, rather than put into more roads and highways. The cost for bicycle infrastructure development is way less than roadway infrastructure and the pay off high on many levels related to human and environmental health.

build complete streets

Please create walkable and bike able infrastructure

PLEASE help make roads safer for cyclists!! I'm a young female and I have nearly been run off the road in a couple places where there is no shoulder or bike lane. People don't understand the safety rule for cyclists or the need to share the road. It's dangerous - we need more investment in education and cycling lanes!

We need to realize that the answer to our transportation problems lies in offering various transportation options such as biking, walking, rail and other forms of transportation outside of single occupant motor vehicles.

All transportation projects should consider the needs of all citizens, many of whom cannot drive or afford to own, maintain, and insure a car.

More bike paths and bike trails

it's too late to add transportation sources. Texas is too much of a car/truck state. Coming from Philadelphia, which has buses, subways, trolleys, el's, and regional connections to the NE corridor, i could travel easily from suburbs to destinations hundreds of miles a way. It ain't gonna happen here. LOL

It would be great to see a rail line in low income areas such as southeast austin and northeast Austin. Having bike paths and walk ways makes a community safer and allows people to connect together

Many of the roads I use to commute to work do not have proper bike lanes, especially Rundberg. and the 183 area. I feel at risk of getting hit every time I bike to work.

Activity Centers should be defined both as things that currently exist (downtown, Arboretum/Domain, Oakhill, Westlake) and new expansion. More emphasis should be placed on what already exists, rather than just building new.

more multimodal (bike, ped, transit) options!

Do anything to stop sprawl, for the love of god, please.

I am tepid on supporting development along SH 130 because I am strongly opposed to SH 130 itself. It was an unfortunate farce that was forced upon us by corrupt politician who were paid off by private corporations. I normally would support Activity Centers, but I am opposed to anything that will make SH 130 look like it was a good idea.

Yes, these so-called activity centers should prioritize mixed-income development. Until that is made a priority, any attempts at making more livable cities is a joke.

None of your questions ask about encouraging lower income development, revealing a bias for the type of high-end, exclusionary development that is displacing people who can't afford it or don't buy into the urbanism trend. I'm a huge supporter of denser housing/commercial. I bike to work every day. But what is happening is only being developed for those who can afford it. I don't support public funds being used if it's to 'encourage' or 'assist' developers who have to be begged to build affordable housing.

Traffic congestion currently is a major problem and without action will only grow worse in the future.

Stop perpetuating low-density sprawl in western part of the county.

Public transportation servicing East Travis County has been brought up Many times... But still does not exist.

Lightrail from far southern Travis County through downtown is needed now.

Safer roadways, better public transit support, potentially a monorail or gondola system that can exist above street level, so that there is minimal impact on current infrastructure. One thing that I would particularly like to see is a public transit system along Lamar, something like the MetroRail. I believe that Lamar is probably the place that needs it most.

Watch the documentary, 'The End of Suburbia' and think about the future. Suburbs need mass transit as much as do inner cities. Like the body, mass transit must have free-flowing arteries - not enlarged ones, not blocked ones, but free-flowing. Rail has been shown internationally to be the superior form of artery. Money spent needs to feed into the future, and not to the ways it was done in the past. The auto age is not a permanent fixture; there will be cars but not like today. Cars waste time and destroy resources. The one-person car increases isolation of human from human. Not good!

Existing funds should be used to improve existing neighborhoods so that these areas have bike paths, sidewalks, public transport options. Seems like all funds are being pushed for areas like Activity Centers that already exist. Those are new neighborhoods. No such funds are being used in my already existing neighborhood that would benefit from these things. It feels these activity centers are catering to rich people. I am offended that my tax dollars are being used for these areas instead of sprucing up already existing neighborhoods like mine. We don't have street lights or sidewalks. I am tired of being discriminated against.

Please develop and enlarge the existing route to accommodate current traffic patterns. My commute time has doubled in the last 7 years. There has not been any adjustment to the road system other than changing the timing of the lights. All this does is change the traffic from one area to another. Drivers are becoming increasingly frustrated. The wait time to exit our subdivision if you happen to miss the light is 15 minutes. Sometimes it takes 2 light cycles to make it through the light. Our subdivision is built out so the outgoing traffic is relatively constant. 30 minutes to exit a subdivision is a long time and then add the traffic from 2222 or 620 to the commute...

I do not support providing bus or public transit to areas outside of city limits. Granted it does provide for good people to get from point A to B, but it also provides the criminal element a means of transport to reach areas outside of his or her local area. Crime rates in rural areas would increase with public transit systems.

My home is where I can easily use means other than cars but my workplace is not accessible by any means other than a car. (Adjoins only a highway access road and is not served by a sidewalk.) So even though theoretically I live in a community where I can take transit, walk or bike to work in reality I can't if I like my job (which I do). So for me a community where I can walk or bike to work would be one where you could walk and/or bike everywhere safely because employers don't always stay put. (Mine was downtown when I started 14 years ago.) If the county can't achieve both walking/biking is more important than transit access because if there is not safe walking or biking from the transit stop to the home or workplace people won't use it. (If I have to use a car for part of a trip I will use it for the whole trip, and I don't think I'm at all unusual in that.)

Bike and pedestrian paths should be physically separate from auto traffic wherever possible.

I live in the country atmosphere and would like to keep it that way.. Bicycles do not belong on country two lane roads. It is too dangerous for everyone.

Stop building roads for developers! If developers want to build in the county then they can PAY for their infrastructure. Stop using my tax dollars for developers interest!

Is there enough water to support the projected growth of this area? Current water levels are approaching a Drought Worse Than the Drought of Record. Would it be possible to provide enough water at current levels if there were forty to fifty percent more people living here? We invested a lot of money in our home and the water situation makes me extremely nervous. The water utility director predicted lake Travis would run dry by 2016. I'm all for development, however, it should be done responsibly and developed with our water supply being of the most utmost importance. Our home is our largest investment and it will be worthless without water. Water is the most important resource on earth. Money and development should not trump our right to water.

Today, I don't have much choice but to drive. I ride a bike occasionally, but I don't interact well with cars (they win). I have learned that multi-modal works. Transit improvements to dense activity centers works. We must do this to address our transportation woes.

Is it possible for Travis County to partner with Capitol Metro to provide bus/train service to unincorporated areas?

Please make every effort to protect our environment by creating bus, bike, and walking friendly transportation corridors!!

"Build it and they will come" - if you make it possible for people to walk and bike safely, a considerable number will. Transportation money should be spent not only on improving roads but also on providing and improving alternatives to auto transportation. One of the reasons I choose to live in the inner city is because of the options I have of walking and biking. In my opinion, the quality of life in suburbs and rural Travis County could be improved significantly by adding dedicated bike paths and trails.

We have an overabundance of single-family auto-oriented housing nationwide and in Travis and Williamson Counties. It's time to focus on different housing products, whether apartments, townhomes, or cottages, to meet the pent up demand for walkable urban housing in activity centers.

Developers should contribute to our infrastructure rather than merely creating more living spaces and commercial users without having to help accommodate for the increased traffic their developments will bring to the area. We are not keeping our infrastructure up with our population increase.

Improve the traffic situation at the intersection of 620 and 2222

Sometimes people move further away from cities and compact development on purpose.

Focus on the congestion on 620 and 2222. Please

The traffic congestion in the 620/2222 area has become unbearable. My evening commute is commonly one hour and I fear for my children's safety as they approach age 16. Simply getting to high school next year is something already causing us great concern given the increased traffic concerns near Vandergrift High School. I fear it will ultimately force us to leave this beautiful part of the city.

620 particularly the 2222 intersection needs to be a high priority

Improve road planning to remove or minimize traffic light delays on higher-speed roads such as 620 and 2222.

Prioritize the general good of the road users over individual business concerns.

In the four points area development is outpacing roadway improvements leading to severe congestion. 620/2222 should be highest priority for traffic improvements.

We need bus transit to 620 corridor and 2222. We need help with severe traffic congestion in 620/2222. All hourly workers coming here drive to get to work - many drive solo - buses would be better.

Unless a public transportation can connect any two points with less than 1/2 mile walking is a waste of resources that benefits very few at enormous cost. Fund and Build the roads.

Something must be done along 620 and 2222. Traffic becomes an issue at various times throughout the day and continues to get worse with the additional growth.

We need help out in northwest austin. Traffic is horrible. Safety is a major concern

Focus on congestion closer to center of town rather than out near 620 or 130

Please come to the 620/2222 intersection at 7:45am or 5:00pm and see how we desperately need some immediate improvement to the infrastructure in our area. It should not take high school students 45 minutes to drive to a high school that is located 5 miles away. I commute from Steiner Ranch to East Austin and the busiest part of my commute by far is around 620/2222. 2222 clears up past the high school and 360 and 183 are a breeze compared to 620/2222. Besides the traffic, these roads are so dangerous as well. We desperately need the bypass they talked about putting from 620 over to 2222 to avoid the Four Points intersection. I don't think we can wait 3 years (or whatever is the plan). We also desperately need a double turn lane into Vandegrift high school. We need some traffic engineers to sort out the traffic lights as well since some improvement could definitely be made there. Going northbound on 620 can also be a nightmare due to the light at Anderson Mill or El Salido.

Strongly support roadway assistance in the 2222/620 exchange.

Travis County should stop trying to control where developers want to build. Just make sure the regulations are followed and shut down the development if not. Fines and lost time in development is the way to control things. Stop throwing money at a problem. Having too many people in one area causes problems also. Diseases spread more rapidly in condensed communities. Air Quality and Water Quality are affected negatively by condensed communities. Activity Centers should be reserved for elderly people who have problems with mobility.

Appendix D: Community Meeting Notes

Organization/Group: Real Estate Council of Austin

Date/Time: August 11, 2014, 12:00 noon

Location: 98 San Jacinto, Austin, Texas 78701

Number of Attendees: 30

Travis County/Consultant Staff: Wendy Scaperotta, Charlie Watts, Melissa Zone, Arin Gray

Presentation Details: Wendy Scaperotta presented on conservation, Charlie Watts presented on transportation corridors and activity centers, and Arin shared public involvement details.

Questions/Comments

- What is the annual budget for conservation?
 - Approximately \$80 million for parks with \$8 million allocated for conservation easement projects were approved in 2011 bond election
- What does the County pay for waterfront land?
 - There is no general price and Greg Chico can share more details on prices/values
- If a road is not included in the Plan or does not connect an activity center, does it have to be added before it can become a project?
 - No, the roads identified in the Plan would be priorities if adopted and staff would imagine some percentage of funds going to road/infrastructure that supports activity centers, but there are several other plans (such as CAMPO and others) that include future projects
- If the LWTP becomes a policy, but the County has no zoning authority, how would this plan be used?
 - Plan would identify priorities
- How often would TNR update the LWTP as don't want to participate if it just sits on a shelf?
 - Would envision the LWTP being updated every 5 to 10 years
- How does the Court feel?
 - Commissioner Daugherty has spoken against activity centers, and others are looking forward to hearing what the public thinks of the draft plan
- What sort of incentives is Travis County considering for activity centers?
 - Still working on gathering input on the activity center concepts
- Asked what known developments were
 - Walked through identified developments
- Is the Colorado Activity Center in the CAMPO 2040 Plan?
 - Yes, though the CAMPO 2040 Plan is still being developed

Organization/Group: Sustainable Food Policy Board

Date/Time: August 11, 2014, 6:00 p.m.

Location: 1000 East 11th Street, Suite 400A, Austin, Texas 78702

Number of Attendees: 21

Travis County/Consultant Staff: Wendy Scaperotta, Melissa Zone, Arin Gray

Presentation Details: Wendy Scaperotta gave a condensed version of the presentation focusing on farmland and conservation, and shared the transportation corridor map, and Melissa Zone shared public involvement details.

Questions/Comments

- What constitutes prime farmland?
 - Prime farmland is defined by the US Agriculture Department
- Mentioned that the LWTP focus on larger properties worries them as they are working with a lot of smaller family size farms that would be interested in conservation
 - Noted that this is exactly the type of input we are seeking and the County will continue to work with all sizes of property for land conservation.

- Organization/Group:** Austin Independent School District – Back to School Bash
- Date/Time:** August 16, 2014, 9:00 a.m. – 12:00 noon
- Location:** Austin Convention Center, 500 E. Cesar Chavez, Austin, TX 78701
- Number of Attendees:** 9,000 total attendees, approximately 250 reached at the LWTP table
- Travis County/Consultant Staff:** Arin Gray, Julie Richey, Albert Castro
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. Children who visited the table received LWTP Volunteer Planner stickers and were able to draw with dry erase markers on large plotted Travis County maps to give them an idea of how the County plans for the future as they were given a chance to identify where parks, preservation areas, and roads should be. These activities gave team members an opportunity to visit with parents to explain the LWTP, promote attendance at public meetings and participation in the online survey, and collect email addresses from interested stakeholders. Team members visited with both English and several Spanish speaking attendees.

Organization/Group: Rotary Club of Bee Cave

Date/Time: August 19, 2014, 7:00 a.m.

Location: Mimi's Café, 12613 Galleria Cr., Bee Cave, TX 78738

Number of Attendees: 10

Travis County/Consultant Staff: Arin Gray, Albert Castro

Presentation Details: Arin Gray presented on the LWTP and the public engagement details.

Questions/Comments

- Is there a way we would be able to view the project maps electronically?
 - Maps and the draft plan are available on the LWTP website in PDF format
- Does this plan tie into Williamson County and other counties to work together?
 - Yes, Travis County is working with other counties and most significantly they are working very closely with Capital Area Metropolitan Planning Organization, (CAMPO), which is a collaborative effort of the 6 counties in the Central Texas Region.
- Is the Galleria Area an example of an 'Activity Center' and Onion Creek floodplains an example of areas covered by the LWTP.
 - Yes, both are good examples.
- How does this plan hope to fix traffic problems?
 - This plan focuses on RM 620 and SH 130 corridors. The plan would help to connect Activity Centers along the corridors which would help growth and congestion.
- How will this plan protect real estate values?
 - One of this plan's goals is to protect water supply and this will help to protect current real estate values.
- When would these projects start?
 - There is no start date for these projects, but if approved, there could be a bond in coordination with other agencies. This is a broad planning effort which will help guide where priorities could be moving forward in the future.
- Which CAMPO plan are we currently under?
 - Currently the CAMPO 2035 Plan is in effect. The 2040 Plan is expected to be approved in 2015.
- Noted that there are several developers that don't coordinate with long range plans.
- Noted that Loop 360 and Westlake Drive have huge congestion problems. Bee Cave Road also needs to be looked at as a traffic problem. SH 620 not going through Lakeway needs to be a priority. Steiner Ranch from SH 620 to RM 2222 has horrible traffic and congestion problems.

Organization/Group: Kiwanis Club—Northwest Austin

Date/Time: August 19, 2014, 7:00 a.m.

Location: Marie Calendars, 9503 Research Blvd. Austin, TX 78759

Number of Attendees: 15

Travis County/Consultant Staff: Melissa Zone, Julie Richey

Presentation Details: Melissa Zone presented on the LWTP and Julie Richey presented public engagement details.

Questions/Comments

- What authority does Travis County have regarding planning, relative to FEMA, CAMPO, etc.? Does the County supersede these agencies?
 - FEMA provides mandates that must be met and CAMPO is the funnel for federal dollars in the region. Travis County does not have the regulatory authority, but rather is providing guidelines and possible incentives for locating future development and infrastructure.
- How does the County work with the City of Austin?
 - The County’s jurisdiction lies outside of incorporated areas. When drafting the LWTP, the county used research and planning documents developed by the City of Austin. When there are opportunities for the county to cooperate with municipal jurisdictions on development issues such as permitting, the County does work with these entities to try to streamline the process.
- Is Mueller an example of an Activity Center?
 - Yes
- When someone wants to build do they have to go through every local agency?
 - If building or developing in an unincorporated area of the County, it’s a one stop shop. If in the ETJ or other jurisdiction, it can be several agencies.
- Does the County have any involvement in the development in Northwest Hills near Mopac?
 - No, that is within the City of Austin.
- It looks as though the County is encouraging development in the SH 130 area. Is there attention being given to east/west connections?
 - Much development is occurring in this area and many of the identified transportation corridors in the plan are east/west connections in this area. Much of the needed infrastructure lies within municipal jurisdictions and the County’s control is limited.
- Are there any plans for a full loop within the County? What is the process for making this happen?
 - No formal plans for a loop. There are roadways that can connect to form a loop, however there is no established consensus supporting this concept on the part of the public, responsible entities, and elected officials.
 - The process could start with local coordination, public expressing desire for this solution to elected officials and/or elected officials carry this to CAMPO.

- Organization/Group:** Manor Independent School District – School Resource Fair
- Date/Time:** August 22, 2014, 9:00 a.m. – 12:00 noon
- Location:** Manor New Tech High School, 10323 US Hwy 290 E, Manor, TX 78653
- Number of Attendees:** 300 Total attendees with approximately 60 reached at the LWTP table
- Travis County/Consultant Staff:** Arin Gray, Albert Castro
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. Children who visited the table received LWTP Volunteer Planner stickers and were able to draw with dry erase markers on large plotted Travis County maps to give them an idea of how the County plans for the future as they were given a chance to identify where parks, preservation areas, and roads should be. These activities gave team members an opportunity to visit with parents to explain the LWTP, promote attendance at public meetings and participation in the online survey, and collect email addresses from interested stakeholders. Team members visited with both English and several Spanish speaking attendees.

- Organization/Group:** Austin Neighborhoods Council
- Date/Time:** August 27, 2014, 6:00 p.m.
- Location:** Austin Energy Building, 721 Barton Springs Road, Austin, TX 78704
- Number of Attendees:** 40
- Travis County/Consultant Staff:** Melissa Zone, Arin Gray
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed as attendees entered the meeting. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP were also available for review. The team explained the LWTP, promoted attendance at the public meetings and participation in the online survey, and collected email addresses from interested stakeholders.

- Organization/Group:** SFC Farmers Market – East Austin
- Date/Time:** September 2, 2014, 3:00 – 7:00 p.m.
- Location:** 2835 E. Martin Luther King Jr. Blvd, Austin, TX 78702
- Number of Attendees:** 50 Total attendees with approximately 10 reached at the LWTP table
- Travis County/Consultant Staff:** Julie Richey, Albert Castro
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. The team explained the LWTP, promoted attendance at the public meetings and participation in the online survey, and collected email addresses from interested stakeholders. Team members visited with both English and Spanish speaking attendees.

Organization/Group: Austin Chamber of Commerce, Transportation Committee

Date/Time: September 4, 2014, 4:00 p.m.

Location: Austin Chamber Board Room - 535 E. 5th St, Austin, TX 78701

Number of Attendees: 10

Travis County/Consultant Staff: Wendy Scaperotta, Charlie Watts, Arin Gray

Presentation Details: Wendy Scaperotta presented on conservation and public involvement details and Charlie Watts presented on transportation corridors and activity centers.

Questions/Comments

- Noted that projects within city limits were not included and hoped that Travis County would still participate in other projects as well

- Organization/Group:** Hope Farmers Market – East Austin
- Date/Time:** September 7, 2014, 11:00 a.m. – 3:00 p.m.
- Location:** Saltillo Street Metro Station - 412 Comal St, Austin, TX 78702
- Number of Attendees:** 60 total attendees, approximately 15 reached at the LWTP table
- Travis County/Consultant Staff:** Julie Richey, Albert Castro
- Presentation Details:** No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. The team explained the LWTP, promoted attendance at the public meetings and participation in the online survey, and collected email addresses from interested stakeholders.

Organization/Group: Lago Vista Planning and Zoning Commission

Date/Time: September 11, 2014, 7:00 – 8:00 p.m.

Location: Lago Vista City Hall, 5803 Thunderbird St., Lago Vista, TX 78645

Number of Attendees: 11

Travis County/Consultant Staff: Wendy Scaperotta, Charlie Watts

Presentation Details: Wendy Scaperotta and Charlie Watts presented on the LWTP and the public engagement details.

Questions/Comments:

- Why Activity Centers and can you make people live in them?
 - The County is looking to expand development options on where people live, work, and play. Staff expects these new options will help protect the County’s land and water resources.
- In reference to the 1431 Corridor, why not get ahead and not be like RM 620?
 - Access onto State roadways is reviewed by TxDOT. Applicants are required to get a driveway permit from TxDOT.
- What is the status of Lohman’s Ford Road in the CAMPO Plan?
 - Lohmans Ford Road is included in the CAMPO 2035 Illustrative Project list. It is proposed as a future four lane divided major arterial from FM 1431 to Sylvester Ford Rd. and a four lane minor arterial from Sylvester Ford Rd. to Point Venture.
- Who is funding LWTP?
 - Future projects will be identified and funded through a bond funded capital improvement program.
- What is the plan amendment process?
 - There is a process defined by CAMPO staff that allows jurisdictions to amend Activity Center locations in the CAMPO long range transportation plan.
- Can Lago Vista have an amendment?
 - If Lago Vista creates an Activity Center, the LWTP and CAMPO Plan can be amended to include the Center at the jurisdiction’s request.
- Noted the traffic load on Lohman’s Ford Road near the high school and that they are waiting to see the impact.
- City Manager noted necessity for Lago Vista to complete their comp plan.
- What standards designate certain areas as activity centers?
 - There are no adopted standards the County has to identify Centers. Discussions continue at CAMPO to establish a formal definition.
- How do we get funding for Lohman’s Ford Road improvements?
 - Discussed last 2011 bond election process and the removal of Lohmans Ford Road as a project. Discussed Bond Committee and project selection process.
- Noted Lago Vista working on comp plan and the status of Arkansas Bend Park.

Organization/Group: Lakeway City Council Meeting

Date/Time: September 15, 2014, 6:30 – 7:30 p.m.

Location: City Council Chamber, 1102 Lohmans Crossing, Lakeway, TX 78734

Number of Attendees: 50

Travis County/Consultant Staff: Steve Manilla, Wendy Scaperotta, Charlie Watts, Albert Castro

Presentation Details: Wendy Scaperotta and Charlie Watts presented on the LWTP and the public engagement details.

Questions/Comments:

- Why is there little detail to the Western side of the County?
 - This is due to the limited Activity Center Development in the Western side of the County
- Is there a solution for the Western part of the County?
 - This is not a Transportation Plan. This will be used to set up prioritization for Transportation Corridors and connecting Activity Centers. In the western part of the County, we will need to use existing infrastructure to support Transportation Corridors.
- What is the plan for RM 620?
 - While the CAMPO 2035 plan does not discuss RM 620, the CAMPO 2040 Plan proposes to add capacity to RM 620, although Right of Way would be an issue.
- It is 2014, and traffic congestion is a serious issue. In 20-30 years it will be a total gridlock. Eastern Travis County has SH 130, Western Travis County needs another option besides RM 620.
- Noted that we want Travis County to create their own Transportation Plan and not just use the CAMPO Plan
 - After the LWTP is passed by the Commissioner’s Court, the County would begin working on its own transportation plan.
- How does the LWTP pertain to water supply as part of development?
 - The LWTP would protect water supply through land conservation.

Organization/Group: Lake Travis Chamber of Commerce Luncheon

Date/Time: September 17, 2014, 11:00 a.m.

Location: Lakeway Resort and Spa, 101 Lakeway Drive, Austin 78734

Number of Attendees: 40

Travis County/Consultant Staff: Julie Richey

Presentation Details: No formal presentation, distributed LWTP information from table

Summary:

An LWTP table was set up where project information was distributed to event attendees. Flyers promoting the public meetings and survey were distributed in English and Spanish. Copies of the Draft LWTP and large format maps were also available for review. The team explained the LWTP, promoted attendance at the public meetings and participation in the online survey, and collected email addresses from interested stakeholders.

Organization/Group: Lakeway Men’s Breakfast Club

Date/Time: September 25, 2014, 7:30 – 9:00 a.m.

Location: Lakeway Activity Center, 105 Cross Creek, Lakeway, TX 78734

Number of Attendees: 55

Travis County/Consultant Staff: Melissa Zone, Albert Castro

Presentation Details: Melissa Zone presented on the LWTP and the public engagement details.

Questions/Comments:

- Noted that one member did not want his tax money going to develop the Eastern part of Travis County (prefer investments stay in the west)
 - The County has made significant investments in the past 25 years to develop the western side of Travis County, and now that the eastern side is growing, this is an area of focus. The Plan addresses both sides.
- Who is paying for the Onion Creek buyout?
 - The City of Austin and Travis County have been paying for the buyout with the Federal government matching funds.
- Are there plans for mass transit?
 - Capital Metro is responsible for transit, but we anticipate transit routes will be identified as more density in Activity Centers occurs.
- Can roads be built through the Balcones Canyonlands Preserve with Federal regulations?
 - Private land owners can go through the permitting and environmental process. Currently, land conserved by County and other agencies cannot accommodate roads or transit.
- A discussion was held on why County staff recommended removing the Lakeway Loop Proposal (extension of SH 45).

Organization/Group: City of Austin Staff representatives from Economic Development, Planning and Development Review, and Office of Sustainability

Date/Time: September 29, 2014, 2:00 p.m.

Location: Travis County Admin, 700 Lavaca St., Austin, TX 78701

Number of Attendees: 9

Travis County/Consultant Staff: Melissa Zone, Wendy Scaperotta, Charlie Watts, Arin Gray

Presentation Details: Wendy Scaperotta presented on conservation, Charlie Watts presented on transportation corridors and activity centers, and Arin shared public involvement details.

Questions/Comments:

An open dialogue was held after the presentation with several comments and discussions including:

- Will the County go to the legislature for limited land use control?
 - Yes, we plan to go back for land use authority
- At the City, how can we best promote a partnership involving Imagine Austin?
 - We can coordinate on several planning efforts. For example, the trail and bike plan.
- What kind of tool kit does County have to influence growth patterns?
 - We are limited, but can use partnerships, tax incentives to locate in Activity Centers, and use transportation dollars to encourage growth there
- What is success on SH 130?
 - Reduction in congestion, strong greener presence, and working towards less sprawl
- Discussed impact of growth along SH 130 on affordability because people will not be able to get on and off without paying toll. Discussed transit on SH 130.
 - Travis County does not have land use control or zoning powers; therefore, the LWTP provides means to incentivize developers toward areas that can accommodate growth. The area is attracting new development due to lower land costs, not because the county is directing growth along the SH 130 corridor.
- Will Activity Centers be job centers?
 - Staff explained that the County doesn't develop centers but activity centers should include job opportunities to meet the definition of mixed use
- Noted that in Imagine Austin they have identified trails and habitats in flood plains
 - Noted that the Draft LWTP has river and creek corridors which will include trails and natural areas
- Edwin asked for the CAMPO Center GIS File
 - File was sent after meeting

- Noted that from 2007-2012 there was a 70% increase in local sales of fruits and vegetables
- Had a discussion of Manor
- How does County preserve farmland?
 - Noted that in 2011 had an \$8 million bond for conservation easements
- Is Hill Country Conservancy involved?
 - Yes, they helped establish the Wilbarger Creek Conservation Alliance
- What is Hamilton Pool Road status?
 - Design included in 2005 bond, staff is currently working on safety alternatives to help guide the design of future road improvements
- Noted in the Community Impact story that western Travis County was having a hard time filling some jobs due to lack of affordable living
- Mentioned east and west connectivity
- Noted that COA is looking at updating subdivision regulations
 - County commented that they would like to work with City as they do this

Appendix E: Public Meeting Notes

During the question and answer session of the Public Meetings, the following topics were discussed:

Paredes Middle School (Precinct 4)

September 17, 2014

Attendance: 8

- Desire to keep development low in the Manchaca area
- Asked about the South Austin Regional Center
 - Staff indicated that this center encompasses what is anticipated in the I-35/SH 45 area
- Concern for lack of attendance at the meeting
 - Consultant noted that the team has provided many other ways to participate besides attendance at the public meeting

Manor Tech High School (Precinct 1)

September 18, 2014

Attendance: 17

- Asked about impacts of the Draft LWTP on eastern Travis County
 - Staff indicated that the Manor area may see more PUDs which can lead to different types of roadway options
- Staff explained that they work with cities regarding the ETJ and future annexation areas; that there is the opportunity for collaboration during the review process
- Gilliland Creek is an example of a conservation priority in eastern Travis County
- Impact of population growth on sewage infrastructure
- Hike and bike plan along Wilbarger Creek
- The speed limit decrease to 55 on 290E access roads
- Development restrictions near the earthen dam at Lake Walter E Long
- Plans for transportation options from east Austin to Manor
- Development caused erosion and flooding
- Bridge on Gregg Lane at Wilbarger Creek needed

McCallum High School (Precinct 2)

September 22, 2014

Attendance: 11

- Will the pattern to annex development continue?
 - Travis County makes it appealing for cities to annex developments when the developer is required to provide the infrastructure

- Have there been many requests for approval of activity center type development
 - Staff indicated that some have been requested
- Is the type of compact development described for activity centers occurring in the places identified as activity centers
 - Staff indicated yes, they are starting to see it occurring
- Does the County consider existing developments that have evolved and grown into similar types of developments activity centers? For example, Wells Branch, Milwood
 - Staff indicated not at this time, may need to examine this further
- Does the County expedite this kind of development
- Concern that too many resources will be allocated to this type of development
- What tools does the County have to regulate water resources
 - Developers have to prove that water is available
- Concern that existing water infrastructure and supply won't support more dense development

Vandegrift High School (Precinct 3)

September 24, 2014

Attendance: 12

- Would like to see more bicycle facilities on roadways to get across larger areas and to work to connect existing bicycle and pedestrian facilities (specifically within developments)
 - Staff noted that all proposed roadways would include bicycle/pedestrian facilities
 - Also noted that the next steps would be for County to develop their own transportation plan and would incorporate bicycle/pedestrian facilities
- Asked if County had availability to provide water
 - Not currently, but developers do have to prove they will have access to water prior to building
- Discussion of negotiations with developers to provide infrastructure and areas for public services (like fire stations) and noted some feel County needs to do more while others feel County does too much
- Asked if County works with other counties and cities to plan
 - Yes County will partner with other entities
- Noted that County needs to update future growth map
- Western Travis County residents value land and spring conservation but feel transportation needs to be the priority; seems like more focus is given to the east side of the County in the LWTP
- Noted that the CAMPO 2040 Plan does include improvements to 620
- Who decides if a developer gets access to state highways

- TxDOT
- Didn't feel Plan should focus on Activity Centers if the market is not there; don't want to see infrastructure built before centers exist

Bee Cave City Council Chambers (Precinct 3)

September 25, 2014

Attendance: 16

- Asked why Little Barton Creek and Barton Creek are not listed even though they are in the unincorporated areas
 - Staff noted that focus in the Plan was on drinking water supply, and noted that there is already established preserve area on Barton Creek
- How do you protect Little Barton Creek and Barton Creek
 - Through conservation easements, and normal State regulations also apply to these areas
- Noted that Barton Creek feeds into Edwards Aquifer so it should also be preserved
- Asked how Pedernales River is a water source considering its state in the current drought
 - Staff noted that it is still considered a water source because of its relationship with the reservoir
- How is the County going to balance conservation and development
 - County will continue to work with developers and at the same time make efforts to conserve land
- Are the corridors, specifically 620 toll roads
 - Based on the CAMPO Plan, 620 elevated road is going to be tolled
- Felt that because only 5% of population lives in unincorporated they don't have a say even though they contribute money
- Concern that conservation could impede development and that water availability needs to be the first priority
 - Staff noted ground water is not covered in presentation but is a growing issue; also noted it is hard to control ground water with the tools the County has
- Asked if County was coordinating with the PUA and their growth projections as growth will continue in west part of county
- Noted that Plan should focus on infrastructure, water, and utilities; This seems to be about what happens in 2040 and environmental conservation

Travis County Administration Building

12 Noon Meeting, September 29, 2014

Attendance: 18

- Need to focus on straightening many roads with S curves out
- Want to work together for legal changes on County's authority in the future
- Asked about encouraging growth on 620 and what plans have been done for this
- Asked about the water plan for growth
 - Staff noted that there are many state and regional planning efforts and Travis County is planning for conservation; LWTP does focus on water but the County is not a supplier, so will continue to work with partners
- Asked if could make all developers include reclaimed water
- What happens if Plan not adopted
- Staff indicated that the County would rely on CAMPO plans and could change when CAMPO changes
- How can County work with employment and development centers
 - The County can use this tool for incentives
- Why is Barton Springs watershed not included
 - The project team will look into this
- Are there any definitions for size or focus of Activity Centers?
 - Yes, the County is following CAMPO definitions
- Staff noted that the County is not creating new activity centers, but plan is summarizing existing centers and will work in the future to use all tools available for development

Evening Meeting, September 29, 2014

Attendance: 4

No presentation was given during the evening meeting as there were only a few attendees and all visited with staff throughout the open house

Appendix F: Website Analytics

The graph and tables below share information on the number and timing of visitors to the LWTP page on the Travis County website from August 15, 2014 to October 1, 2014.



http://www.co.travis.tx.us/default.asp - ... [Go to this report](#)
www.co.travis.tx.us

Content Drilldown

Aug 15, 2014 - Oct 1, 2014

ALL » PAGE PATH LEVEL 1: /trn/ » PAGE PATH LEVEL 2: /lwtp/

All Sessions
0.38%

+ Add Segment

Explorer



Page path level 3	Pageviews	Unique Pageviews	Avg. Time on Page	Bounce Rate	% Exit
	3,851 % of Total: 0.38% (1,017,108)	2,831 % of Total: 0.35% (802,096)	00:01:49 Site Avg: 00:02:05 (-12.47%)	63.48% Site Avg: 60.35% (5.18%)	46.53% Site Avg: 47.09% (-1.18%)
1. /default.asp	2,320 (60.24%)	1,772 (62.59%)	00:01:30	61.17%	48.36%
2. /draft.asp	520 (13.50%)	374 (13.21%)	00:03:48	71.21%	57.69%
3. /project_materials.asp	427 (11.09%)	347 (12.26%)	00:01:47	86.23%	51.05%
4. /schedule.asp	419 (10.88%)	261 (9.22%)	00:01:50	55.56%	28.40%
5. /espanol/	112 (2.91%)	58 (2.05%)	00:01:11	50.00%	19.64%
6. /draft_z.asp	24 (0.62%)	9 (0.32%)	00:03:57	75.00%	25.00%
7. /pdfs/	22 (0.57%)	3 (0.11%)	00:00:05	100.00%	9.09%
8. /loading2.gif	6 (0.16%)	6 (0.21%)	00:01:14	100.00%	50.00%
9. /schedule.asp\	1 (0.03%)	1 (0.04%)	00:00:02	0.00%	0.00%

Rows 1 - 9 of 9

Appendix G: Comments Received after October 1, 2014

A total of 5 written comments were received after October 1, 2014 via email.

Hi Wendy,

I'm writing to you to submit a comment on the proposed Land, Water, and Transportation Plan. I would like to encourage LWTP and Travis County to support existing and future farms in our county by conserving prime farmland, as well as existing and future farms, through a variety of means. Purchasing conservation easements and putting this land aside for agricultural use would be one way to do so. Leasing county owned land to new, beginning farmers for little to nothing would go a long way to increasing our regional food security and spurring local economic activity. LWTP might also consider requiring new developers to include ways in which they will incorporate local foods and farms into their plans. Also, ample consideration as to how we conserve our current water supply - and how we are going to address this issue into the future - is of paramount importance for farmers in Travis County.

Thank you for your time and consideration.

Wonderful. Thank you for this connection, and for your speedy reply.

The Hill Country Alliance is interested in promoting more robust land and water planning by the area's counties especially where there is little authority in the unincorporated areas.

I wonder if you can give me a sense of how robust Travis County's development efforts are in relation to other Hill Country counties, especially to those (if any) that are taking a similarly pro-active position?

AND, who are your contemporaries in the neighboring counties that I should contact to establish a dialog?

Thank you Mr. Watts,

Wendy and Charlie,

Over the weekend I came across an article on the proposed LWTP. I currently manage a commercial office development at the corner of 360 and Bee Cave, Dimensional Place, and would like to know more about the Transportation Corridor concept. A Google search produced a presentation from September but details are slim. Would either or both of you have time to meet to present this plan?

Good afternoon Mr. Watts,

I just read a very nice article in the Community Impact Newspaper that featured information about Travis County's draft Land, Water and Transportation Plan, and wonder if I could get a copy.

Thank you,

SUSTAINABLE FOOD POLICY BOARD RECOMMENDATION

WHEREAS, the Land Water and Transportation Plan (LWTP) will provide a framework for formulating policies and developing capital improvement programs to guide growth and protect land and water resources in unincorporated Travis County (areas outside of city limits) as it faces a tremendous amount of population growth; and

WHEREAS, Travis County will be incorporating public input into the draft LWTP over the next two months for final approval by the Travis County Commissioner's court in late 2014, which will guide resource allocation and policy development that will impact land availability for food production; and

WHEREAS, the market value of Travis county's agricultural products was an approximate \$41.7 million in 2012; and

WHEREAS, Travis County voters in 2011 passed Bond Proposition 2, which earmarked \$8.3 million to preserve open space, and agricultural lands through the purchase of conservation easements; and

WHEREAS, the Natural Resources Conservation Service (NRCS) provides millions of dollars in funding annually to assist with the purchase of conservation easements in Texas in order to help conserve agricultural lands and wetlands and their related benefits, whereby Travis County could effectively leverage local funding; and

WHEREAS, the method and incentives to preserve farmland as contained in the Travis County Conservation Easement Program provides an example of how Central Texas can take immediate and effective action;

NOW, THEREFORE, BE IT RESOLVED that the FARMLAND PRESERVATION AND ACCESS WORKING GROUP of the Sustainable Food Policy Board recommends that the Travis County Commissioners' Court ensure that the final Land, Water, and Transportation Plan includes strong support for conserving land for food production and that prime agricultural soils, wherever they occur, should be a priority in selecting land parcels while, when possible, also preserving other important conservation values such as water quality, wildlife habitat, scenic views and cultural resources.

BE IT FURTHER RESOLVED that funding adequate staff and resources to develop and implement related policies, programs, and collaborations also be a priority in the final version of the LWTP.

Date of Approval: October 13th, 2014

Record of the vote: (Unanimous on a 7-0 vote)