



EXHIBIT B: STAFF RECOMMENDATIONS

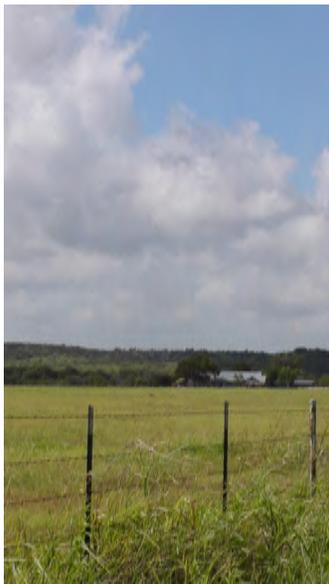


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Wildflowers photographed by Jason Spangler; Colorado River photograph courtesy of Bosse & Associates (Colorado River Plan); Development photograph courtesy of Bosse & Associates (Colorado River Plan); SH 130 photograph courtesy of Bosse & Associates (Colorado River Plan); Sign photograph courtesy of Dwyer Realty; East Travis County farmland photograph courtesy of Travis County; Hamilton Pool photograph courtesy of Travis County

The seal of Travis County, Texas, is a circular emblem. It features a central five-pointed star with a smaller star on each point. Below the star is a pair of scales of justice. The entire central design is surrounded by a wreath of olive and oak branches. The outer ring of the seal contains the text "COUNTY OF TRAVIS" at the top and "STATE OF TEXAS" at the bottom, separated by small decorative symbols.

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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Introduction

Staff's analysis of input received from the public and associated recommendations are provided herein. The comments addressed in this report were received through two venues. Respondents could complete the online Land, Water, and Transportation Plan (LWTP) Survey and they could submit comments via email, mail, or Comment Cards completed at public meetings.

Survey results include answers to both specific and open-ended questions about conservation, development, and transportation. Although questions were based on proposed LWTP policies, answering them did not require knowledge of the LWTP. Responses to open-ended questions also were not specific to the LWTP. This input, however, indirectly indicates the level of support for LWTP proposed policies and will help guide future growth-related planning, policy development, and capital improvement programs. Conversely, Written Comments address the LWTP specifically.

Survey results and written comments are provided in the Public Engagement Report.

Conservation

SURVEY FINDINGS

Conservation Priorities

Conservation priorities are probed in Question 4 in which respondents were asked to indicate their level of agreement with statements about conservation and resource protection in Travis County. Overall, respondents indicate strong support for protecting all listed resources. The relative strength of support, however, is shown in *Table 1: Question 4 Responses* which lists resources by highest to lowest level of support (as based on cumulative “Agree Strongly” and “Agree” percentages).

	Agree Strongly	Agree	Neutral	Disagree	Disagree Strongly
It is important to conserve land to protect water quality and supply.	71%	22%	5%	1%	1%
It is important to protect natural springs.	69%	24%	5%	1%	1%
It is important to protect woodlands, prairies, wetlands, and other natural areas.	54%	32%	10%	3%	1%
It is important to conserve land for public recreational use.	49%	37%	10%	2%	2%
It is important to conserve land to protect wildlife.	55%	27%	12%	4%	2%
It is important to conserve land with the best soils for producing crops.	41%	34%	18%	5%	3%
It is important to support “dark skies” by limiting light pollution.	42%	31%	18%	5%	3%
It is important to conserve working farms and ranches.	39%	34%	17%	7%	3%
It is important to preserve the rural character of the county.	33%	28%	23%	10%	5%

Note: Percentage total may not equal 100% because of rounding

Table 1: Question 4 Responses

Water resource protection has strongest support

There is near unanimous support for protecting water resources through land conservation. When asked about the importance of protecting water quality and supply, an overwhelming majority (93%) feels that it is important to conserve land for this purpose. An equal number (93%) also think it is important to protect natural springs.

Written survey responses support these values as well. More respondents commented on water resource protection than any other single conservation issue. They cite land management techniques

(such as cedar removal and xeriscaping), water conservation, and regulation of water use (through a Groundwater Conservation District in western Travis County, for example) as required tools for protecting the quality and supply of surface and groundwater.

Protecting natural areas and wildlife are top motivators for land conservation

An overwhelming majority of the respondents (86%) agree that it is important to protect woodlands, prairies, wetlands, and other natural areas. And an almost equal number (82%) agree that it is important to conserve land to protect wildlife. Their support also is particularly strong: for each query, more than one-half indicate that conserving land for these purposes is very important.

The importance of protecting natural areas and wildlife habitat were frequently mentioned in open-ended responses as well.

Conserving land for recreational use is equally important

An equal number of the respondents (86%) agree that it is important to conserve land for recreational use as agree that it is important to protect natural areas, making recreational use an equally strong motivator for conserving land. Comments provided in open-ended questions also indicated strong support for recreational access to conservation lands, particularly by way of an interconnected bike and pedestrian trail system.

There is strong support for conserving agricultural resources

Three-quarters of the respondents (75%) indicate that it is important to conserve land with the best soils for growing crops. And an almost equal number (73%) indicate that it's important to conserve working farms and ranches. The importance of maintaining local sustainable, food production is frequently mentioned in written survey comments.

Protecting dark skies is a top priority

Approximately three-quarters of the respondents (73%) indicate that it is important to limit light pollution. The importance of maintaining dark skies in Travis County was frequently mentioned in open-ended question comments as well.

Protecting rural character has the least amount of support

Nearly two-thirds of the respondents (61%) indicate that it is important to preserve the rural character of the county, which is robust support but nevertheless, the least amount of support indicated for resource protection or conservation.

Conservation Strategies

Respondents' support for conservation strategies is probed in Question 5 in which they are asked to indicate their level of agreement with different types of strategies. The strength of their support for the different strategies is shown in *Table 2: Question 5 Responses* which lists strategies by decreasing level of support (as based on cumulative "Agree" and "Strongly Agree" percentages).

	Agree Strongly	Agree	Neutral	Disagree	Disagree Strongly
Travis County should use agreements with willing landowners to conserve land.	55%	33%	8%	2%	2%
Travis County should purchase parkland to conserve land.	45%	31%	15%	6%	3%
Travis County should use voter-approved portions of tax revenues to support land conservation.	40%	34%	13%	8%	5%
Travis County should use voter-approved bonds to support land conservation.	39%	31%	15%	9%	5%
Travis County should conserve land by buying flood-prone properties.	26%	27%	27%	11%	9%
Travis County cannot afford to conserve land and should use public dollars for other purposes	8%	9%	16%	31%	36%

Note: Percentage total may not equal 100% because of rounding

Table 5: Question 5 Responses

Conserving land through agreements with willing landowners has the greatest support

An overwhelming majority (88%) of respondents agree with the statement that county should purchase parkland as a means to conserve land.

Parkland acquisition is a popular strategy as well

Approximately three-quarters of the respondents (76%) agree with purchasing parkland as a means to conserve land.

Strong support for County investments using voter-approved funding

Respondents support county investments in land conservation: less than one-fifth (17%) of the respondents agree that “The County cannot afford to conserve land and should use public dollars for other purposes.” With respect to funding land conservation, approximately three-quarters (74%) agree that portions of tax revenues be dedicated – with voter approval – to funding land conservation and an almost equal number (70%) agree that voter-approved bond funds be used for this purpose.

Acquisition of flood-prone properties has the least support

Although supported by a clear majority (53%), conserving land by buying flood-prone properties has the least amount of support of all the conservation strategies.

Conclusions

Conservation Priorities

Past Travis County practices and proposed LWTP conservation priorities and policies are consistent with survey findings about conservation priorities (Question 4).

- Water quality and supply have been and will continue to be directly protected through conservation of floodplains and development of river and creek corridors. Natural springs also will be protected through the newly proposed conservation of Post Oak Savanna, a region where they are concentrated.
- Natural areas and wildlife habitat have been and will continue to be protected on privately-owned properties through conservation easements and in undeveloped areas of parks.
- Recreational use has been and will continue to be accommodated in county parks and, where appropriate, on non-park conservation lands.
- Agricultural resources have been and will continue to be protected through the county conservation easement program as well as the incidental purchase of prime farmland for park greenways.
- Rural character will be protected by way of protecting natural areas, wildlife habitat, and working farms and ranches.
- The county currently does not have policies or procedures in place supporting “dark skies” but the LWTP include the action item to consider the role the County might assume in protecting this resource.

Conservation Strategies

Past Travis County practices and proposed LWTP conservation policies and practices are consistent with survey findings about conservation strategies (Question 5).

- Travis County initiated a program in 2011 to establish agreements with willing land owners to conserve land.
- Travis County purchases parkland with the intent of conserving land.
- Travis County uses voter-approved funding for acquiring parkland and establishing land conservation easements. The county, however, has not used voter-approved portions of tax revenues to support land conservation.
- Travis County conserves land by purchasing flood-prone properties.

WRITTEN COMMENTS AND RESPONSES

Land Conservation Priorities

Barton Creek and Little Barton Creek Watersheds

Numerous respondents requested prioritizing conservation of the Barton Creek and Little Barton Creek watersheds in southwest Travis County. They maintain that this land is regionally significant because it is within the contributing zone of the Edwards Aquifer and recharges iconic Barton Springs, helping to protect it as intended by the City of Austin through its Barton Creek Watershed Ordinance.

Staff concurs and recommends that the Barton Creek and Little Barton Creek watersheds be identified as LWTP conservation priorities.

Colorado River and Tributaries in western Travis County

A request was made to prioritize conservation of the Colorado River and its tributaries as a specific initiative in western Travis County so as to protect the county's drinking water supply.

Staff recommends maintaining the current prioritization of corridor conservation in western Travis County on the Pedernales River and currently designated creeks. A more broadly stated conservation initiative may result in more fragmented and less connected corridors. There are also programs and regulations in place to protect Lake Travis water quality including the LCRA's Highland Watershed Ordinance and TCEQ's prohibition of wastewater discharge into Lake Travis.

Prime Farmland in western Travis County

A request was made to prioritize conservation of prime farmland as a specific initiative in western Travis County.

Although conservation of prime farmland is a priority throughout the county, staff does not recommend prioritizing conservation of prime farmland as an initiative in western Travis County: there are no large expanses of prime farmland in this region and therefore difficult to assemble "conservation areas" (i.e., large, contiguous tracts of land which provide greater natural and cultural benefits than smaller, isolated tracts) in accordance with LWTP conservation concept.

Geographic Distribution of Proposed Land Conservation Initiatives

A respondent questioned the geographic distribution of land targeted for conservation, stating that the "...LWTP is weighted towards the eastern side of the county and pays little attention to the southwestern corner where I live."

Staff maintains that the LWTP balances conservation throughout the county for several reasons:

- The number of conservation projects does not correlate to the amount of land actually conserved: since 2001, Travis County has acquired approximately 3,100 acres in southwest Travis County for one project (i.e., the Pedernales River corridor) and 2,100 for three corridor projects in eastern Travis County.
- Staff is recommending that Barton Creek and Little Barton Creek watersheds be added as conservation priorities in the LWTP.

Map Changes

Leander Parks

A request was made to add new City of Leander parks to the maps.

City of Leander parks that are not shown on maps are either within Leander's city limits or have not yet been officially dedicated as parks.

Land Use Information

An individual referenced both the large tract of Austin Energy property in the Webberville area and the proposed PGA golf course(s) adjacent to Walter Long Lake as information that needs to be factored into the LWTP.

Staff will include this information into future conservation plans that require this level of detail.

Water-Related Public Opinion Information

An individual questioned the completeness of the public opinion section on water resources because it only discusses Lick Creek and the aggregate mining controversies that the Commissioners Court dealt with.

Section D: Public Opinion of the Background Report includes information taken from either statistically valid surveys or "petitions" to the Travis County Commissioners Court (i.e., ongoing citizen communications about a specific issued by a significant number of constituents). To the best of staff's knowledge, there are no statistically valid surveys pertaining to public opinion about water resources in Travis County.

Farmland Conservation (received after October 1 deadline)

Comments regarding the importance of supporting sustainable food production and conserving prime farmland were submitted after the October 1 deadline. A specific request was made of the County to provide adequate staff and resources to develop and implement policies and programs prioritizing conservation of prime agricultural soils.

There are two potential actions in the LWTP that pertain to protecting agricultural resources. First is the action to update the Conservation Easement program and second is preparing a parks and land conservation package for a tentative bond referendum.

RECOMMENDED PLAN REVISIONS

Executive Summary (EXHIBIT C)

Page viii: Add Barton Creek and Little Barton Creek watersheds to Land Conservation Concept map

Page ix: Add Barton Creek and Little Barton Creek Watershed conservation initiative

Guiding Growth Plan (EXHIBIT D)

Revise Opportunities and Challenges Section

Page 19: Edit Figure 6 notes to include reference to land that is conserved by Travis County and land trust partners

Page 25: Add description of Barton Creek and Little Barton Creek watersheds to Land Resources section

Page 28: Add “Watershed” map showing location of Barton Creek and Little Barton Creek watersheds

Page 34: Add Barton Creek and Little Barton Creek watersheds to Opportunities and Challenges in Unincorporated Travis County map

Page 41: Describe Barton Creek and Little Barton Creek watersheds in “Rural Southwest Travis County” section

Revise Growth Guidance Plan Section

Page 57: Add Barton Creek and Little Barton Creek watersheds to Land Conservation Concept map

Page 58: Add Barton Creek and Little Barton Creek watersheds to “Conservation Areas” priorities

Page 60: Revise description of the Colorado River and Pedernales River to note them as sources of drinking water

Page 60: Revise description of the western creeks to note them as contributors to drinking water supply

Page 62: Add initiative to conserve land in the Barton Creek and Little Barton Creek watersheds

Page 64: Add Barton Creek and Little Barton Creek watersheds to LWTP Growth Guidance Concept map

Page 65: Revise Policy L-3 to include Barton Creek and Little Barton Creek watersheds

Background Report (EXHIBIT E)

Page 77: Delete reference to water forum

Summary of Select Plans, Ordinances, and Rules (EXHIBIT F)

Revise as required to update land and water-related Plans, Ordinances, and Rules

Development

SURVEY FINDINGS

Overall Support for Activity Center and Transportation Corridor Concept

On-line Survey Results

The use of the Activity Center concept to provide for new opportunities and choices in how land can be developed in the unincorporated area of Travis County is strongly supported. This support is shown through a general question (Question 7) asking whether “Travis County should create policies to encourage new growth to locate in Activity Centers, supported by investments in Transportation Corridors”, it received a 71.5% approval. In comparison, the statement that current growth patterns should continue with little focus on Activity Centers received 14.7% of the responses.

Question 10 and Question 11 look at a respondent’s level of agreement and willingness to live in developments that support the Activity Center development concept. Question 10, shows that over 82% of respondents agree that the length of their commute is an important factor in where they live. Respondents also show strong support for multi-modal connectivity in areas where they live and work, agreeing at nearly 79%. Agreement that it is important to live where bus, bicycle or pedestrian facilities are available to commute to work is approximately 50%, with 28% disagreeing.

Question 11 indicates that driving remains an important mode in determining where people live. For non-work related travel 61% agree that the ability to drive to make these trips is important in their community. The agreement that other transportation modes are available in a community for non-work trips is at 52%.

Survey Written Comments

Of the written comments from the survey, regarding Activity Centers, over 75% are favorable. Many respondents identified support for compact development and walkable neighborhoods without calling this type of development an Activity Center. Many written comments indicate support for alternative transportation modes (bicycle/pedestrian, bus transit and rail transit) to improve mobility within Travis County. These comments ran 86% in support of to 14 % against. Again, support for the Activity Center and Transportation Corridor concept can be associated to these type comments since respondents are requesting improvements that will be provided through the development of Transportation Corridors.

Staff’s response and recommendations:

Staff recommends no changes to the proposed concept of providing for an alternative way to develop land that encourages new growth to locate into “Activity Centers”. Strong support is shown in on-line survey results and to a lesser degree in written comments in support of the concept. Staff also

recommends emphasizing in the LWTP that traditional single family residential development transportation needs will continue to be supported through traditional planning and capital improvement funding.

Supporting Activity Center Development along SH 130 and RM 620

On-line Survey Results

The LWTP identifies two areas of emphasis to support Activity Center development through investing in Transportation Corridors, the SH 130 corridor and the RM 620 corridor. Question 8 asks for the level of agreement in the prioritization of these two corridors. More respondents support funding improvements in the RM 620 corridor (51%) than in the SH 130 corridor (38%). Disagreement with prioritizing these corridors for funding is at 32% for the SH 130 corridor and 25% for the RM 620 corridor.

Survey Written Comments

Many respondents through the on-line survey's written comments pointed to needed transportation infrastructure improvements for western Travis County to relieve growth related impacts especially along the RM 620 and RM 2222 corridors. Of those comments citing congestion and growth as a major concern, two thirds specifically mention the RM 620/RM2222 corridor. Very few survey written comments show preferences on support of prioritizing transportation corridors or supporting Activity Center development in the SH 130 corridor and the RM 620 corridors.

Staff's response and recommendations:

As mentioned, more respondents support prioritizing roadway funding for the RM 620 corridor in support of Activity Centers than the SH 130 corridor; however, emerging developments that are market driven are occurring along the SH 130 corridor. With eastern Travis County experiencing rapid growth and many natural and cultural resources in need of protection, staff recommends balancing development with conservation in both eastern and western Travis County by implementing the Growth Guidance Concept. Staff recommends no changes to the draft recommendations that emphasize supporting Activity Center development through investing in Transportation Corridors along SH 130 and in the RM 620 corridor.

Incentives to Support Activity Centers

On-line Survey Results

Question 9 looked at the level of agreement to use incentives to support Activity Center development. Responses to all incentives listed have over a 50% approval rating for use except for the use of tax abatements to employers locating in Activity Centers. That approval rating is just over 45%.

Three of the seven incentives listed have over a 60% agreement for use. These are:

- Reconstructing roadways within and supporting Activity Centers to be more bicycle, bus and pedestrian friendly (67%)
- Locating public facilities in Activity Centers (67%)

- Prioritizing funding transportation improvements that support Activity Centers (63%)

It is important to note that there is strong support from the survey showing agreement to prioritize transportation funding that support Activity Centers which supports the LWTP concept to develop “Transportation Corridors” to support Activity Centers.

Survey Written Comments

Written comments received through the on-line survey reveal some reservations on using incentives to support Activity Centers and Transportation Corridors. Sixty-two comments of the 559 comments identified were grouped in the following areas:

- Funding should occur on current roadways,
- Fund improvements in existing neighborhoods, and
- Fund roads before providing incentives to support Activity Centers.

Of responses against incentivizing Centers, most respond that funding should occur on current roadways, followed by incentives are not needed to support Activity Centers.

Another grouping of comments found that the County should be looking at other ways to plan for growth. Of the 559 comments identified, 29 cited the following ways the County should respond:

- Limit growth,
- Let market determine growth, and
- Development should pay for growth

Staff’s response and recommendations:

There are no changes required. Future policy decisions will be brought back to the Court for discussion that will identify mechanisms to support the development Activity Centers. These questions were developed to gauge the public’s level of support for these implementation tools.

County Needs to Limit Growth

Survey Written Comments

As mentioned, written comments from the survey against the use of Activity Centers requested that the County take measures to limit growth and specifically along the RM 620 corridor until adequate infrastructure is funded to support new growth.

Staff’s response and recommendations:

Staff does not recommend providing measures in the LWTP to limit growth.

Activity Center/Transportation Corridor Confusion

Written comments from the survey reveal some confusion of what an Activity Center represents. Also, discussions with meeting attendees sometimes required visual aides to describe Activity Centers and Transportation Corridors.

Staff's response and recommendations:

Staff is aware that the Activity Center definition needs to have a better understanding especially with the public. Staff will work to make the Activity Center and Transportation Corridor concept more understandable and clear in the LWTP and will work with CAMPO staff in that regard.

WRITTEN COMMENTS AND RESPONSES

Limit Growth

A few written comments requested that the County take measures to limit growth and specifically along the RM 620 corridor until adequate infrastructure is funded to support new growth.

Staff's response and recommendations:

Staff does not recommend providing measures in the LWTP to limit growth.

Request for Adding New Activity Center

Staff received a written request from Qualico Communities to include the Sun Chase development off of Pearce Lane as an Activity Center. Staff met with the developer and reviewed the development's proposed land uses and density and found them to be closer to traditional single family development than those of the proposed Activity Center concept. Staff recognizes changes in proposed developments do occur. TNR staff monitors emerging and proposed developments and if it is determined changes are needed in Activity Center locations; the LWTP amendments will be brought back to the Commissioners Court for approval and submitted to CAMPO for its plan amendment process.

Staff's responses and recommendations:

No changes are required. Staff does not recommend identifying the Sun Chase development as an Activity Center.

Request for Jurisdictional Plan Coordination

The City of Pflugerville has concerns that the LWTP has policies that may conflict with the City's current comprehensive plan especially in the ETJ of the City. City staff also suggested that maps should show the ETJ's of municipal jurisdictions to allow for better coordination between agencies. It requests that County staff coordinate its future conservation and development plans identified through the LWTP with the staff from the City of Pflugerville.

Staff's response and recommendations:

Staff recognizes the planning overlap of municipal extraterritorial jurisdictions in the unincorporated area of Travis County. TNR staff will work to identify where additional planning coordination is needed with all jurisdictions and agencies as new polices and plans evolve from the LWTP Action Plan.

Request for Revision to Emerging Growth Map

The City of Leander requested that TNR staff add new developments occurring in the western portions of the City along FM 1431 to the LWTP Emerging Growth Map.

Staff's response and recommendations:

The City of Leander has annexed these areas and the emerging development currently lies within its limits. Staff is aware of the rapid growth throughout the County and will keep reviewing its Emerging Growth Map in relation to policies developed through the LWTP.

RECOMMENDED PLAN REVISIONS

EXECUTIVE SUMMARY (EXHIBIT C)

Page i: Insert comment regarding traditional single family residential development continuing to be supported through planning and funding of transportation capital improvements.

Page v: Map 2: Development Concept Map revised. Add labels to Activity Centers at periphery of Travis County boundary.

GUIDING GROWTH PLAN (EXHIBIT D)

Page 7: Revise outdated Centers information.

Page 8: Replace Figure 3: CAMPO Centers with updated 2040 Activity Center location map for Travis County.

Page 52: Map 14: Development Concept Map revised. Add labels to Activity Centers at periphery of Travis County boundary.

BACKGROUND REPORT (EXHIBIT E)

No revisions.

SUMMARY OF SELECT PLANS, ORDINANCES, AND RULES (EXHIBIT F)

Revisions were made as required to update select Plans, Ordinances and Rules related to development and transportation issues.

Transportation

SURVEY FINDINGS

Requests for Alternative Modes of Transportation

Survey Written Comments

The predominant comment received requests or supports providing for alternative transportation modes to improve mobility within Travis County. Specifically, most, 161 comments of the 559 identified, respond requesting bicycle facilities and pedestrian facilities to relieve congestion and provide for an option or alternative to driving.

Staff's response and recommendations:

The LWTP proposes to expand options and choice on how people live, work, play and how they travel. With respect to transportation, staff recommends providing for a transportation system that accommodates multiple modes of transportation – motor vehicles, walking, bicycling and transit. The Transportation Corridor Concept as well as Travis County's arterial policy to provide residents a full range of travel options is consistent with the request of the respondents.

Requests for Transit Service and Facilities

Survey Written Comments

Bus transit facilities and service are the next requested mode followed by the need for rail facilities at about half of the response for bus transit facilities.

Staff's response and recommendations:

Staff recommends no changes. The expansion of transit service in unincorporated Travis County is not part of the LWTP. However, the County can do more in helping transit providers expand their service areas and enhance the quality of those services by partnering on infrastructure improvements. Additionally, transportation corridors are to be developed with transit facilities when transit services are available.

Traffic Congestion

Survey Written Comments

Solutions to relieve traffic congestion are the next major concerns of survey participants. Frustration with existing traffic congestion, transportation infrastructure not keeping up with growth and current needs and increased travel times are 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 are identifiable in the survey comments as the RM 620, RM222 corridors. Most concerns cite needed improvements along the existing State system roadways.

Staff's response and recommendations are as follows:

Much of the LWTP planning effort has been in response to the effects of a tremendous amount of growth that has occurred and continues within Travis County. Congestion is major result of the effects of growth and the inability to provide needed infrastructure to support that growth. While many of the respondents point to State system's roadways such as RM 620, RM 2222, Loop 360 as congested corridors and the need for relief, this may signal potential public support of providing for new options and alternatives such as the Activity Center and Transportation Corridor Concept proposed in the draft LWTP.

Prioritizing Transportation Corridors to Support Activity Centers

On-line Survey Results

Part of Question 9 asked for respondents' level of agreement to incentivize Activity Centers by prioritizing funding of transportation improvements that support Activity Centers. Sixty-three percent of the responses were in agreement to prioritize transportation funding that support Activity Centers.

The LWTP identifies two areas of emphasis, the SH 130 corridor and the RM 620 corridor. As mentioned, many respondents pointed to needed improvements for western Travis County to relieve traffic. Limited response was received supporting or not supporting the SH 130 corridor.

Staff's response and recommendations:

Staff recommends no changes to the draft LWTP recommendations that emphasize funding Transportation Corridors along SH 130 and RM 620 to support existing and future Activity Centers. The LWTP does not establish the level of priority associated with funding improvements to the Transportation Corridors that serve the SH 130 and RM 620 corridors. Future discussions will be brought before the Court for consideration to determine level of priority.

Traffic Safety

Survey Written Comments

Safety was mentioned numerous times with specific requests to improve access to Vandegrift High School.

Staff's response and recommendations:

TNR traffic engineering staff is working with TXDoT on providing additional access to Vandegrift High School. Safety improvement funding is outside the scope of the LWTP. Safety improvements are identified and developed by traffic engineering staff and are funded as needed and through the capital improvement bond funding process.

WRITTEN COMMENTS AND RESPONSES

Lakeway Letter

A written response from Lakeway and a few comments from the survey do not support adding additional lane capacity to existing RM 620 and ask for the County to seek additional traffic relief through developing additional new capacity. Lakeway comments also state that providing options that can change travel behavior is not a well-conceived transportation plan. They also state that the plan should focus on planning a regional system of freeways that accommodate the mode of travel that county residents prefer and will use.

Staff's response and recommendations:

The survey responses and Lakeway's concerns show that solutions to congestion especially along the RM 620 corridor are an important issue for this region. Staff is in agreement that a regional system of roadways that are well connected is a part of the mobility solution for the region. However, it is a part of the solution, not all of the solution. County staff believes that the LWTP sets forth the ability to expand beyond just planning for and funding only added lane capacity to one that expands transportation options and development choices. Options related to where people can live, work, play and how they commute and options that support new ways to develop. The LWTP recommends building a transportation system that accommodates multiple modes of transportation, and recognizes that automobiles are the predominant mode of transportation and will continue to be in the future. Staff recognizes that the choice of traditional, low density development will continue and the County will continue supporting the transportation improvements needed for those type developments. Transportation staff will continue to seek solutions to the region's congestion problems through "traditional" transportation planning; however, staff recommends through the LWTP that we look further and provide for new options that will lead to improvements to the region's mobility.

LWTP vs. County Transportation Plan

Discussions with the public during public and community meetings revealed confusion with the LWTP transportation component and the County's transportation plan – the *CAMPO 2035 Regional Transportation Plan*. Many residents misunderstood the Development Concept Map and thought that the only transportation improvements being planned and implemented were those shown as "Transportation Corridors". Staff explained that the County uses the CAMPO 2035 Plan as its transportation plan, used in development review and capital improvement planning. The LWTP, through the Development Concept, provides for an alternative to accommodate new growth, "Activity Centers", and support those new growth areas through "Transportation Corridors". Transportation Corridors are arterials that have expanded travel choices that connect to and serve "Activity Centers". The LWTP identifies the locations of these existing and future "Transportation Corridors".

Staff's response and recommendations:

Staff will clarify the term "Transportation Corridor" in Development Concept section of LWTP to help alleviate the confusion of the LWTP and the County's transportation plan and clarify the uses of the two Plans.

Highlight Planning in SH 130 Corridor

A comment was received to expand discussion on the existing and future development and transportation investment occurring in the SH 130 corridor. Also, show the benefits of these new Activity Center type developments related to limiting sprawl and providing for economic development.

Staff's response and recommendations:

Staff provided a discussion of emerging developments in the C. Opportunities and Challenges section of the LWTP. Within that section, existing and future development is described by quadrants within the County. Benefits of providing for this type development are also provided in the D. Growth Guidance Plan section of the LWTP.

RECOMMENDED PLAN REVISIONS

EXECUTIVE SUMMARY (EXHIBIT C)

Page vi: Add note after Transportation Corridor bullets that clarifies "Transportation Corridor" term and role of LWTP and CAMPO 2035 Regional Transportation Plan.

GUIDING GROWTH PLAN (EXHIBIT D)

No revisions.

BACKGROUND REPORT (EXHIBIT E)

No Revisions.

SUMMARY OF SELECT PLANS, ORDINANCES, AND RULES (EXHIBIT F)

Revisions were made as required to update select Plans, Ordinances and Rules related to development and transportation issues.