



Austin Transit Partnership

Austin Light Rail Phase 1 Project

Scoping Summary Report

Austin, TX
May 2024

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Table 1. Acronyms and Abbreviations

Term/Acronym	Definition
ADA	Americans with Disabilities Act
ATP	Austin Transit Partnership
BIPOC	Black, Indigenous, and people of color
CAMPO	Capital Area Metropolitan Planning Organization
CapMetro	Capital Metropolitan Transportation Authority
City	City of Austin
EIS	environmental impact statement
EJ	environmental justice
FTA	Federal Transit Administration
LEP	limited English proficiency
LRT	light rail transit
MOW	maintenance of way
NEPA	National Environmental Policy Act
NOI	notice of intent
NPS	National Park Service
OMF	operations and maintenance facility
PEL	Planning and Environmental Linkages
Project	Austin Light Rail Phase 1 Project
ROD	Record of Decision
Section 4(f)	Section 4(f) of the U.S. Department of Transportation Act
Section 6(f)	Section 6(f) of the Land and Water Conservation Fund Act
Section 106	Section 106 of the National Historic Preservation Act
SH 71	State Highway 71
US 183	United States Highway 183
U.S.C.	United States Code
USDOT	U.S. Department of Transportation

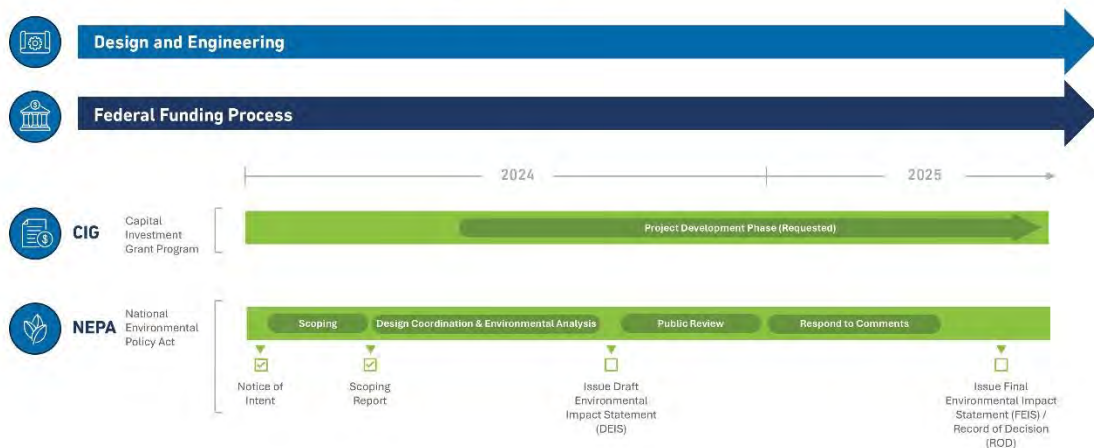
1 Purpose of this Report

The Federal Transit Administration (FTA) and Austin Transit Partnership (ATP) are preparing an Environmental Impact Statement (EIS) for the Austin Light Rail Phase 1 Project, in compliance with the National Environmental Policy Act (NEPA). FTA is serving as the lead federal agency and ATP is serving as the local project sponsor. The Austin Light Rail Phase 1 Project will pursue federal funding through the FTA’s Capital Investment Grant New Starts program.

One of the requirements to receive federal grant funding is to comply with NEPA. As such, FTA and ATP conducted scoping from January 19 through March 4, 2024. The scoping process provides our community with an opportunity to understand the proposed project and potential design options that will undergo comprehensive studies in accordance with NEPA and associated statutes, and provide input on the issues and questions to be considered in those analyses.

This report describes how the FTA and ATP conducted scoping and summarizes the comments received during the scoping period. It also describes how the FTA and ATP plan to use this information to help identify reasonable alternatives and environmental issues to be evaluated in the EIS. Later in 2024, FTA and ATP will issue a Draft EIS for public review and comment, which will be an opportunity for the community to review the analysis and recommendations prior to issuance of a Final EIS, seen in **Figure 1**.

Figure 1. Work to Advance Austin Light Rail



The remainder of this report is organized into five sections:

- Overview of the Austin Light Rail Phase 1 Project
- Description of the scoping process
- Overview of scoping activities and summary of scoping comments from agencies and partners
- Overview of scoping activities and summary of scoping comments from the public
- Next steps

2 Overview of the Austin Light Rail Phase 1 Project

In November 2020, Austin voters approved a referendum (“Prop A”) to provide a dedicated revenue stream to fund investments in Project Connect, a program of transit improvements, including Austin Light Rail. ATP is the independent Local Government Corporation responsible for the overall implementation of the Project Connect program and the day-to-day implementation, planning, financing, execution, and oversight of Austin Light Rail.

ATP, City of Austin, and CapMetro adopted the Light Rail Implementation Plan in June 2023. The Implementation Plan recommended the first phase of light rail to be implemented as on-street light rail from 38th Street on Guadalupe Street to Oltorf Street on South Congress Avenue, and to Yellow Jacket Lane on East Riverside Drive, crossing Lady Bird Lake at Trinity Street, as shown in **Figure 2**.

The Austin Light Rail Phase 1 Project is a proposed 9.8-mile light rail transit branched line, including 15 stations from points north, south, and east of downtown Austin. The project also includes an operations and maintenance facility, maintenance of way shops, and associated light rail transit equipment storage functions. Six design options are being considered—two options that affect the horizontal and/or vertical profile of the alignment and associated multimodal integration, as well as four options that affect the number and location of light rail stations.

Light rail is an electric train system used in metropolitan areas. It is part of the overall transit network, connecting the community to key destinations where they live, work, and play to improve mobility, connectivity, affordability, and sustainability. Light rail will also support future transit network expansion, so it will continue to serve Austinites as the city grows. With the Implementation Plan in place, ATP is now working to advance the project for federal grant funding and environmental clearance.

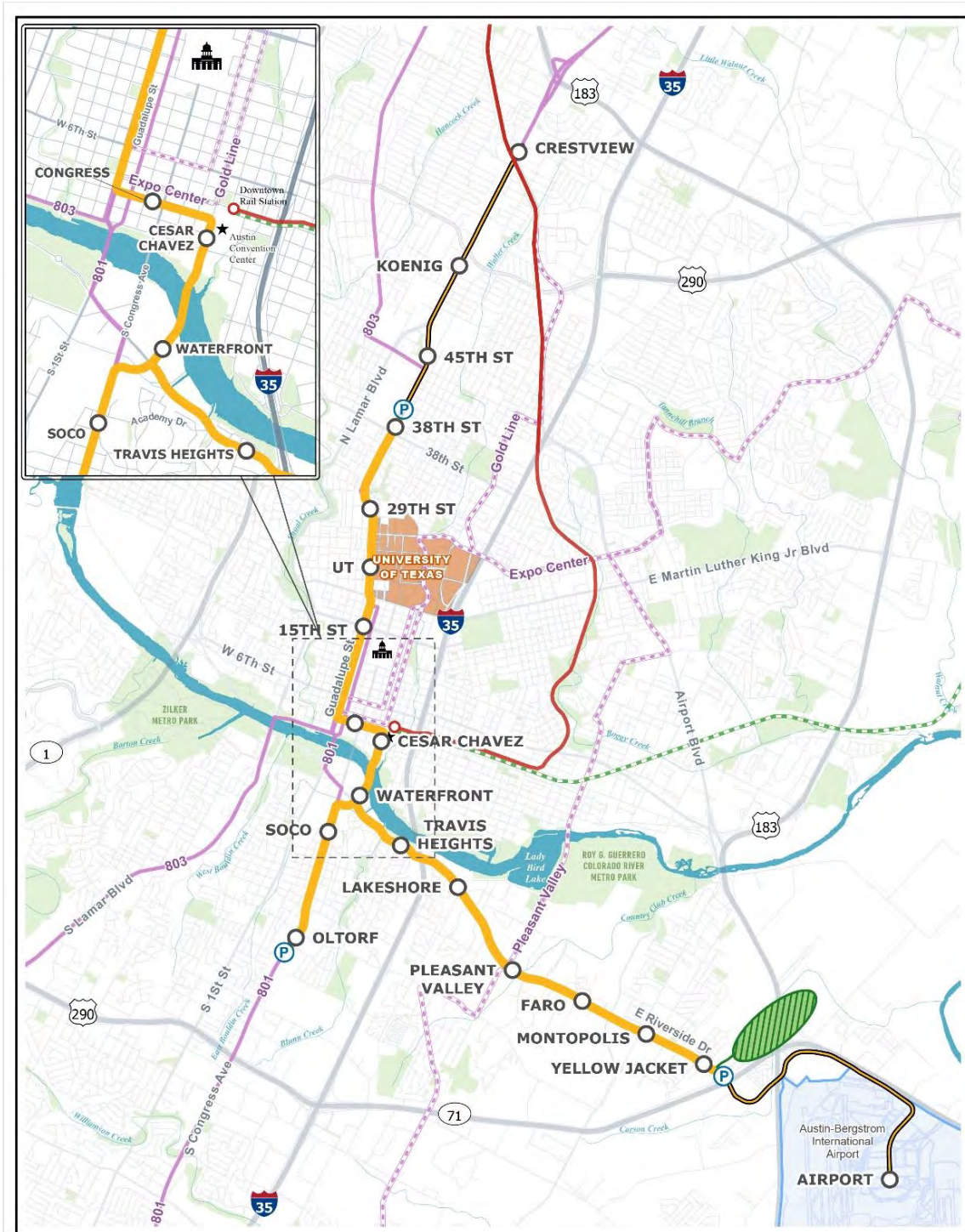
A vital component of the project involves continuous engagement with the community to gather feedback on proposed designs, routes, and potential impacts. This process verifies that the project aligns with the needs and desires of Austin residents and stakeholders.

Community input helps shape the project's direction and ensures that it reflects the values and priorities of the people it serves. As ATP continues to advance design and environmental analysis—along with receiving continuous community feedback—a set of design options are proposed for evaluation in the Draft EIS.



An open house event took place at The University of Texas at Austin in February 2024.

Figure 2. Project Location



LEGEND

- Light Rail Station
- Light Rail - Phase 1
- Light Rail - Priority Extension
- ▭ Operations & Maintenance Facility (OMF) Study Area
- Ⓟ Park & Ride Study Area
- Ⓜ Texas State Capitol
- Transit Routes**
- Red Line
- Green Line (future)
- CapMetro Rapid
- CapMetro Rapid (future)

Source: CapMetro 2024, Project Connect 2021



3 Description of the Scoping Process

3.1 Purpose of Scoping

Scoping is an early step in the NEPA process, as shown in **Figure 3**. The purpose of scoping is to inform the public of the proposed project and the purpose and need for the project, seek public comment on potential design options, and collect feedback from partner agencies and the public on the scope of the environmental issues to study during the EIS process. A purpose and need statement defines the objectives that project alternatives must meet and helps guide decisions about the project.

Figure 3. Key Steps in the NEPA Process



During this phase, with environmental analysis underway, members of the public are able to comment on the range of issues and topics that the Draft EIS will evaluate.

ATP hosted a series of in-person and online events to understand the key questions and concerns that people have that the Draft EIS should investigate, further detailed in section 5. Scoping for the Austin Light Rail Phase 1 Project was conducted under NEPA, in accordance with applicable regulations and guidance.

3.2 Public Notice in the Federal Register

The NEPA scoping process began with a formal notice to prepare an EIS for the Austin Light Rail Phase 1 Project in Austin, Texas. On Friday, January 19, 2024, the FTA and ATP published a notice of intent in the Federal Register. ATP also sent out a media release notifying the community about the start of scoping, as well as published the release on its website.

The notice provided information about the project including the purpose and need, the environmental analysis process, maps and diagrams describing the proposed project (and design options within) that are being evaluated, the dates and times of public meetings, how to learn more about the project, and how to provide comments during the 45-day public comment period.

A copy of the Federal Register notice and media release can be found in Appendix A: Federal Register Notice.

3.3 Opportunities for the Public and Agencies to Comment

Scoping included a public comment period from January 19 through March 4, 2024. ATP accepted comments by U.S. mail to ATP, c/o Mr. Deron Lozano, Austin Transit Partnership, 203 Colorado Street, Austin, TX 78701; by email to input@atptx.org; or by filling out a survey at a scoping meeting. The public also had the opportunity to provide comments and express opinions about the project by completing an online survey, which was available on the project website at www.atptx.org, as well as via PublicInput at PublicInput.com/austinelightrailopenhouse.

FTA and ATP notified federal, state, regional, and tribal governments, and other cooperating and participating agencies of the Austin Light Rail Phase 1 Project status and their upcoming scoping meetings on January 19, 2024, and held multiple public scoping meetings on February 1, 10, 12, 22, 27, and 29 in Austin. More details about the scoping meetings can be found in section 5.2.

Copies of all scoping comments submitted to ATP can be found in Appendix B: Agency Comment Letters and Appendix C: Public Comment Letters.

3.4 Background Materials

ATP produced the following publications to provide additional information about the Austin Light Rail Phase 1 Project, analysis of proposed design options, and how the EIS will be conducted.

- [Light Rail Implementation Plan](#): An overview of the project, alternatives, and purpose and need statement.
- [Federal Process FAQ](#): An overview of the federal environmental review process, timeline, and analysis of proposed design options.
- [Previous Outreach Efforts](#): Reports documenting previous Phase I implementation, including focus groups in fall 2022, public meetings in spring 2023, and user experience engagement in fall 2023. Information about each effort can be found in Appendix E: Previous Outreach Efforts.

ATP posted all publications to the project website (www.atptx.org) prior to scoping, and the Implementation Plan and FAQs were available at the public scoping meetings. Open house meeting guides, detailed in section 10.4.5.4, were also available at the public meetings. Information on previous outreach and planning activities were available on ATP's website.

4 Overview of Scoping Activities and Summary of Scoping Comments from Agencies and Partners

4.1 Agency and Partner Engagement

FTA and ATP invited agencies and partners to formally participate in the environmental review process by inviting them to be cooperating and partnering agencies. The agencies were provided with a project update where they were informed of scoping activities. The agencies that were invited to participate and their respective roles are shown in **Table 2** and **Table 3**.

Table 2. Cooperating Agencies

AGENCY	OUTCOME
U.S. Army Corps of Engineers	Confirmed
U.S. Environmental Protection Agency (EPA)	Confirmed
Texas Department of Transportation	Confirmed
Texas Parks And Wildlife Department (TPWD)	Confirmed

Table 3. Participating Agencies

AGENCY	OUTCOME
Federal Aviation Administration	Confirmed
Federal Emergency Management Agency, Region 6	No response
Federal Highway Administration (FHWA), Texas Division	Confirmed*
U.S. Department of Agriculture, Natural Resources Conservation Service	No response
Austin Community College	No response
Austin Independent School District	Confirmed
Capital Area Metropolitan Planning Organization	No response
Capital Area Rural Transportation System	Confirmed
Capital Metropolitan Transportation Authority	Confirmed
Central Health, the Travis County Healthcare District	No response
Central Texas Regional Mobility Authority	Confirmed
City of Austin	Confirmed
Downtown Austin Alliance	Confirmed
Huston-Tillotson University	No response
Lower Colorado River Authority	No response
Travis County	No response
Texas Commission on Environmental Quality, Region 11	Confirmed
Texas Parks and Wildlife Department	Confirmed*
Texas Historical Commission	Confirmed
The University of Texas at Austin	Confirmed

*FHWA and TPWD, originally invited as cooperating agencies, each elected to be designated as a participating agency.

A copy of the scoping notice email can be found in Appendix B: Agency Comment Letters.

4.2 Summary of Comments from Agencies and Partners

Three public agencies and partners submitted written comment letters during scoping:

- U.S. EPA, Region 6
- City of Austin
- National Park Service (NPS)

U.S. EPA expressed an interest in seeing potential air quality impacts in regards to construction, maintenance, and operational activities; permitting requirements for stormwater discharges from construction activities as outlined in the National Pollutant Discharge Elimination System Permitting Program; and ensuring environmental justice impacts and considerations are included as part of the EIS.

City of Austin reiterated its deep commitment to Project Connect, of which Austin Light Rail is a component, and outlined its priorities for inclusion in the environmental scope. They requested the following as topics to study: minimizing and mitigating impacts to city utilities; minimizing and mitigating impacts to trees and critical environmental features; continuing to coordinate on parkland impacts; designing the light rail system to provide seamless connections to the broader transportation network; coordinating with key stakeholders along the alignment, including low-income communities and communities of color to address displacement and gentrification; and minimizing impacts to small businesses and cultural resources. The city also stated that they support the Austin Light Rail purpose and need and EIS scope.

NPS noted its National Trails Office administers the El Camino Real de los Tejas National Historic Trail, which intersects the eastern portion of the Austin Light Rail planning area. NPS is asking that an analysis of potential impacts to the National Historic Trail be included in the EIS. Additionally, the NPS Natural Sounds and Night Skies Division is requesting that consideration be given to impacts of potential noise and light pollution on the National Historic Trail and for developers to include mitigation strategies. NPS also expressed concern for potential direct and indirect impacts to two National Historic Landmarks—the Texas State Capitol and the Governor’s Mansion.

A copy of the agency and partner comment letters received during scoping can be found in Appendix B: Agency Comment Letters.

5 Overview of Scoping Activities and Summary of Scoping Comments from the Public

5.1 Boards, Commissions, Advisory Committees, and Stakeholder Briefings

ATP addressed several boards, commissions, advisory committees, and participated in stakeholder briefings to encourage interagency coordination and community involvement. ATP provided the community and elected officials with multiple opportunities to review the proposed project and potential design options that will undergo comprehensive studies of project benefits and impacts as part of the required environmental review, and sought their input on the issues and questions that should be considered in the analysis.

Outreach opportunities were designed to inform and obtain input from the affected agencies and the community. While each of these outreach activities are unique, in general, the engagement consisted of a scoping presentation or handout, project information displays, and staff available to answer any questions received. The events held during the scoping period are listed in **Table 4**.

Table 4. Outreach Event Details

DATE	TIME	EVENT	EVENT NAME	LOCATION	ZONE	FORMAT
Friday, Jan. 26, 2024	9:30 a.m. – 11:15 a.m.	Tabling	Dove Springs Pickup Launch	5801 Ainez Dr.	All	In-Person
Saturday, Jan. 27, 2024	All day	Tabling	MLK Celebration	Huston Tillotson	All	In-Person
Thursday, Feb. 1, 2024	11 a.m. – 2 p.m.	ATP Open House	Austin Light Rail Open House	Texas Student Union	North	In-Person
Monday, Feb. 5, 2024	6 p.m.	Boards and Commissions	Pedestrian Advisory Council	City Hall, Rm 1029	All	In-Person
Tuesday, Feb. 6, 2024	5 p.m.	Boards and Commissions	Urban Transportation Commission	City Hall, Boards and Commissions, Rm 1101	All	In-Person
Wednesday, Feb. 7, 2024	7:30 a.m. – 9 a.m.	Event	Movability Breakfast	Austin Public Library	All	In-Person
Wednesday, Feb. 7, 2024	7:30 a.m. – 9 a.m.	Event	DAA Issues and Eggs	St. David’s Episcopal Church	All	In-Person
Wednesday, Feb. 7, 2024	12:15 p.m.	Presentation	Trail Conservancy	1333 Shore District; Zoom	Downtown	Hybrid
Wednesday, Feb. 7, 2024	5:30 p.m.	Boards and Commissions	CapMetro ACCESS	Virtual	All	Virtual
Thursday, Feb. 8, 2024	5 p.m.	Presentation	Community Advisory Committee	203 Colorado	All	In-Person

DATE	TIME	EVENT	EVENT NAME	LOCATION	ZONE	FORMAT
Saturday, Feb. 10, 2024	10 a.m. – 2 p.m.	ATP Open House	Austin Light Rail Open House	Montopolis Rec Center, 1200 Montopolis Dr.	East	In-Person
Monday, Feb. 12, 2024	5 p.m. – 8 p.m.	ATP Open House	Austin Light Rail Open House	League of Women Voters, 3908 Avenue B	North	In-Person
Wednesday, Feb. 14, 2024	12 p.m. – 1:30 p.m.	Community Event	Navarro Community School Alliance	Navarro Early College High School, 1201 Payton Gin Rd., Austin	North	In-Person
Wednesday, Feb. 14, 2024	1 p.m.	Boards and Commissions	CapMetro Ops Committee	Rosa Parks Board Room - CapMetro HQ	All	In-Person
Wednesday, Feb. 14, 2024	6 p.m.	Boards and Commissions	CapMetro Customer Satisfaction Advisory Committee	Virtual	All	Virtual
Friday, Feb. 16, 2024	11 a.m. – 12 p.m.	Presentation	Southeast Health and Wellness Center Operations Meeting	2901 Montopolis	East	In-Person
Friday, Feb. 16, 2024	1 p.m. – 2:15 p.m.	Community Conversation	Lakeside Apartments	85 Trinity St., Austin, TX 78701	Downtown	In-Person
Tuesday, Feb. 20, 2024	6 a.m. – 9 a.m.	At Stop Outreach	North/South OR East/West	ACC Riverside at Grove, Faro, Montopolis, Pleasant Valley/ Riverside (HEB), Republic Square (People getting on and off of the #20)	All	
Tuesday, Feb. 20, 2024	8 a.m. – 12 p.m.	Tabling	Southeast Health and Wellness Center	2901 Montopolis	East	In-Person
Tuesday, Feb. 20, 2024	4 p.m. – 7 p.m.	At Stop Outreach	North/South OR East/West	ACC Riverside at Grove, Faro, Montopolis, Pleasant Valley/ Riverside (HEB), Republic Square (People getting on and off of the #20)	All	
Tuesday, Feb. 20, 2024	6 p.m.	Boards and Commissions	Bicycle Advisory Council	City Hall, Boards and Commissions, Rm 1101	All	In-Person
Tuesday, Feb. 20, 2024	7 p.m.	Presentation	South River City Citizens Neighborhood Assoc.	Good Shepherd On The Hill, 1700 Woodland Ave.	South	In-Person
Wednesday, Feb. 21, 2024	5:30 p.m.	Boards and Commissions	Downtown Commission	City Hall, Council Chambers, Rm 1001	All	In-Person
Wednesday, Feb. 21, 2024	6 p.m.	Boards and Commissions	Environmental Commission	PDC, 6310 Wilhelmina Dr., Rm 1405	All	
Thursday, Feb. 22, 2024	1 p.m.	Boards and Commissions	Mobility Committee	City Hall, Council Chambers, Rm 1001	All	In-Person
Thursday, Feb. 22, 2024	5:30 p.m. – 7 p.m.	ATP Open House	Austin Light Rail Open House	Virtual	All	Virtual
Friday, Feb. 23, 2024	12 p.m. – 1 p.m.	Presentation	UT C9 Committee	Virtual	North	Virtual

DATE	TIME	EVENT	EVENT NAME	LOCATION	ZONE	FORMAT
Saturday, Feb. 24, 2024	9 a.m. – 12 p.m.	Tabling	McKalla Station Grand Opening	Q2 Stadium	All	In-Person
Tuesday, Feb. 27, 2024	12 p.m. – 1 p.m.	Presentation	Dell Medical School Resource Webinar	Virtual	All	Virtual
Tuesday, Feb. 27, 2024	4:30 p.m. – 7:30 p.m.	ATP Open House	Austin Light Rail Open House	Twin Oaks Library, 1800 S. 5th St.	South	In-Person
Wednesday, Feb. 28, 2024	3 p.m.	Boards and Commissions	Joint Inclusion	City Hall, Boards and Commissions, Rm 1101	All	In-Person
Thursday, Feb. 29, 2024	8 a.m. – 12 p.m.	Tabling	Southeast Health and Wellness Center	2901 Montopolis	East	In-Person
Thursday, Feb. 29, 2024	7:30 a.m. – 9 a.m.	ATP Open House	Austin Light Rail Open House	St. David's Episcopal Church, 301 E 8th St.	Downtown	In-Person
Tuesday, March 5, 2024	11:30 a.m. – 12 p.m.	Presentation	AISD Parent Support Specialist	4000 S. I-35, Austin, TX 78704	All	In-Person

5.2 Public Scoping Meetings

ATP hosted a total of six public meetings—five in-person and one virtual—during the scoping period of January 19 through March 4, 2024, as shown in **Table 5**. More than 480 people attended the public meetings. Additionally, 268 people submitted completed surveys at the in-person meetings, 94 people provided a completed survey at an outreach event, and 396 individuals submitted completed surveys online. In total, ATP received 758 completed surveys. There were also 135 people who signed up during a public meeting to receive additional information from ATP via emails and/or e-newsletter distribution.

In addition to the public meetings and surveys received during the scoping period, the community also shared input online about the project via PublicInput and email. In total, ATP received 10 substantive online comments (not including surveys, which are accounted for above).

Table 5. Public Meeting Details

DATE AND TIME	MEETING LOCATION	PARTICIPANT COUNTS
Thursday, February 1, 2024 11 a.m. – 2 p.m.	University of Texas, Eastwoods Room 2nd floor (ground level), Texas Union 2308 Whitis Ave., Austin, TX 78712	<ul style="list-style-type: none"> • 108 individuals attended • 82 surveys submitted • 23 signed up for email list
Saturday, February 10, 2024 10 a.m. – 2 p.m.	Montopolis Recreation and Community Center, Room 110 East 1200 Montopolis Dr., Austin, TX 78741	<ul style="list-style-type: none"> • 84 individuals attended • 61 surveys submitted • 28 signed up for email list
Monday, February 12, 2024 5 p.m. – 8 p.m.	League of Women Voters/Baker Center 3908 Avenue B, Suite 105, Austin, TX 78751	<ul style="list-style-type: none"> • 73 individuals attended • 54 surveys submitted • 38 signed up for email list

Thursday, February 22, 2024 5:30 p.m. – 7 p.m.	Virtual Open House Meeting—Zoom	<ul style="list-style-type: none"> • 72 individuals attended
Tuesday, February 27, 2024 4:30 p.m. – 7:30 p.m.	Twin Oaks Library, Rooms 1 & 2 1800 S. 5th St., Austin, TX 78704	<ul style="list-style-type: none"> • 119 individuals attended • 50 surveys submitted • 41 signed up for email list
Thursday, February 29, 2024 7:30 a.m. – 9 a.m.	St. David’s Episcopal Church, Sumners Hall 301 E. 8th St., Austin, TX 78701	<ul style="list-style-type: none"> • 27 individuals attended • 21 surveys submitted • 5 signed up for email list

5.3 Meeting Notification

ATP advertised the public scoping meetings through a variety of methods, including a postcard mailing to approximately 38,445 homes, apartments, and businesses within one-half-mile of the project area and along 45 existing transit routes; print and online advertising; media advisory; multiple listserv emails sent to 5,066 email addresses; notification on the project website and various community calendars; and social media posts. ATP also created a Federal Process Communications Toolkit (designed for partners/agencies to help spread the word) and distributed flyers advertising the scoping meetings at libraries, community gathering places, bus stops, and through contacts at large employers throughout the project area.

ATP placed print advertisements in the following print publications:

- Austin American Statesman (published Jan. 15, Jan. 22, Jan. 29, Feb. 5, Feb. 12, Feb. 19, Feb. 26, 2024)
- The Austin Chronicle (published Jan. 12, Jan. 19, Jan. 26, Feb. 2, Feb. 9, Feb. 16, and Feb. 23, 2024)
- The Austin Villager (published Jan. 12, Jan. 19, Jan. 26, Feb. 2, Feb. 9, Feb. 16, and Feb. 23, 2024)
- Konnect News (published Jan. 19, 2024)
- La Prensa (published Jan. 11, Jan. 18, Jan. 25, Feb. 1, Feb. 8, Feb. 15, and Feb. 22, 2024)
- El Mundo (published Jan. 11, Jan. 18, Jan. 25, Feb. 1, Feb. 8, Feb. 15, and Feb. 22, 2024)
- Austin South Asian (published February 2024)
- Community Impact (published January and February 2024)

Notices of the public scoping meetings were also posted on several online community calendars and newsletters, including:

- Austin Transit Partnership website
- City of Austin mobility newsletter
- Do512 calendar of events
- First English Lutheran Church Austin

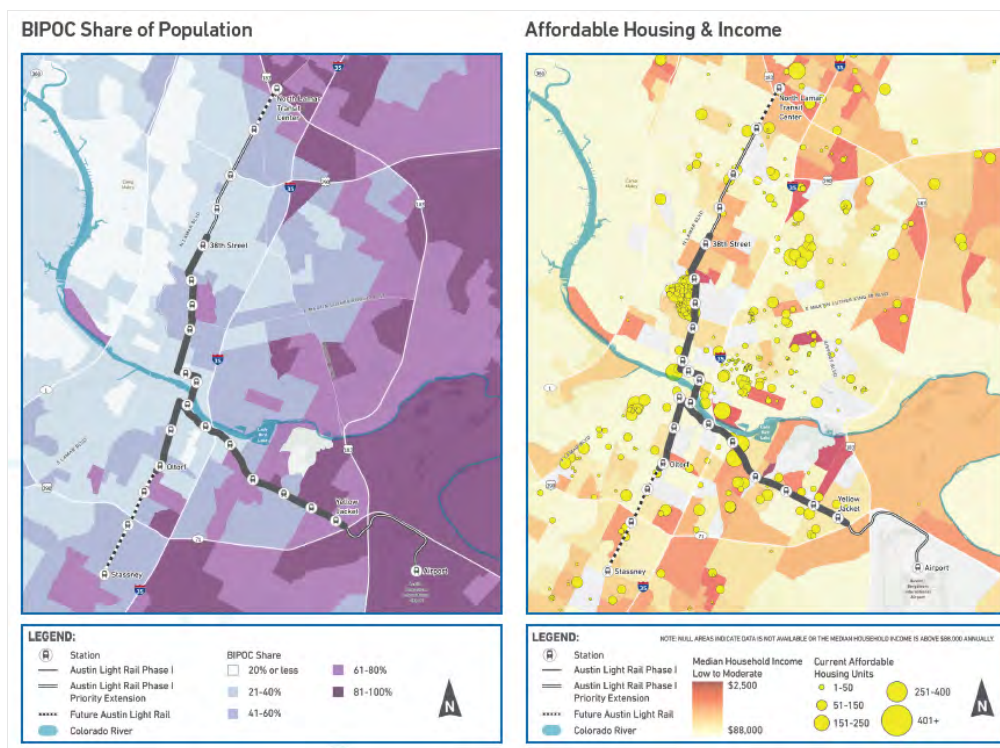
Samples of all meeting notifications are provided in Appendix D: Meeting Notifications and Outreach.

5.4 Public Outreach to Minority and Low-Income Populations

ATP is committed to engaging with the community in an equitable manner throughout planning and project development—including historically underinvested communities—to ensure that diverse perspectives inform the development of the project. This includes providing outreach opportunities to communities in ways that are accessible and convenient, and continuing to lessen or remove barriers to participation. Opportunities for two-way dialogue increase accountability and offer insight on ways that public feedback and participation can help move the project forward.

In addition to ATP’s commitment to prioritize mobility solutions for historically underinvested communities and to serve Black, Indigenous, and People of Color (BIPOC) communities, affordable housing units, lower income areas, and households that rely on public transportation, multiple federal laws and guidance encourage/require ATP to provide meaningful opportunities for these groups to engage in the planning process, as shown in **Figure 4**.¹ Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin. Executive Order 12898 directs federal agencies, to make environmental justice (EJ) a part of its mission by identifying and addressing disproportionately high and adverse human health and environmental effects of its programs, policies, and activities on minority and low-income populations.

Figure 4. BIPOC and Lower Income Communities Within Project Area



¹ Austin Light Rail Implementation Plan: https://www.atptx.org/wp-content/uploads/2024/03/Austin-Light-Rail-Implementation-Plan_508_May_2023.pdf.

In the context of transportation, effective and equitable decision making depends on understanding and properly addressing the unique needs of different socioeconomic groups. ATP employed the strategies listed below to guarantee that all members of the community had an opportunity to participate:

- Engaged individuals within geographical areas that include historically underinvested populations, such as limited English proficiency (LEP), BIPOC, and low-income populations.
- Strategically planned to engage specific venues, events, or organizations within EJ and LEP communities.
- Attended existing community events and incorporated a 'go-where-they-gather' strategy for pop-up outreach events in EJ and LEP communities.
- Distributed event and project information through groups and existing networks, such as chambers of commerce, schools, neighborhood and community groups, faith-based and community-service organizations, and low-income assistance programs.
- Coordinated with essential services for information sharing and distribution through existing networks.
- Coordinated with apartment complexes in EJ and LEP communities for information sharing and distribution.
- Distributed information via print and broadcast channels including local community papers, social media, and neighborhood magazines/publications. These publications also include Spanish, Korean, and Vietnamese translations.
- Provided translation of meeting documents and web content on key initiatives into languages other than English upon request.
- Provided Spanish interpretation services at all six public meetings.

5.5 Public Scoping Meeting Format

Upon arrival at the public scoping meeting, staff members welcomed participants and explained the meeting purpose and format. ATP provided participants an informational project handout and survey, and asked participants to fill out the survey as they progressed through the meeting. Staff members explained how the numbers on the boards directly correlated to the question number shown on the survey.

The meetings were conducted in an open house format where participants were invited to review displays and discuss the project with ATP staff and members of the consultant team at their leisure. Displays provided information about the purpose of and need for the Austin Light Rail Phase 1 Project, project timeline, environmental review process, design options, and next steps, which includes ways to submit feedback.

At the conclusion of the meeting, participants were encouraged to turn in any completed surveys and sign up to receive future project updates. They were also provided a handout with the list and QR code of all public scoping meeting opportunities that they could reference or share with others.

Examples of the display materials are provided in Appendix D: Meeting Notifications and Outreach.

5.6 Summary of Public Comments

ATP accepted comments a variety of ways during scoping, as noted in section 3.3. This included by mail, email, in-person during an outreach event and/or public open house meeting, by filling out a survey, or online. In total, ATP received 3,863 comments about the project during the scoping period.

The majority of public comments (3,850) were received in the form of a scoping survey. As such, additional information for each of these comments is summarized in section 5.6.1. Three of the comments were from partnering agencies and summarized in section 4.2. The remaining 10 comments were received via email. A summary of those comments is provided below.

Multiple commenters (4) implored ATP to study the environmental impacts of the project to the Montopolis neighborhood. They also requested ATP consult with residents and experts before finalizing the placement of the operations and maintenance facility, as they were opposed to the proposed location near SH 71, citing air and water quality, noise, and equity concerns in a residential neighborhood. Several commenters (2) had questions about the proposed route along Riverside Drive, citing noise and construction-related concerns, displacements, and other impacts to private residences. There were also multiple comments received (4) regarding the scope of the project and questioned if it was fulfilling the voters’ original intent, as well as posed questions about the project’s logical termini, as they supported going all the way to the airport as part of this first phase. Other commenters (2) shared feedback on the Travis Heights Station design option and opposed removing the station. Finally, other comments were received (3) stating ATP should implement a bus rapid transit system in lieu of light rail to save money, better serve Austinites, and have a less drastic impact on downtown Austin.

A copy of the public comments received can be found in Appendix C: Public Comment Letters.

5.6.1 Scoping Survey

During scoping, ATP sought input from the community through the use of a survey. These surveys included 16 questions—four questions to collect respondent’s demographic information, one question affording the opportunity for respondent’s to comment generally on the proposed project, and 11 questions about the different design options proposed. A set of themes and sub-themes were generated based on the comments received to help ATP categorize and analyze each question, as shown in **Table 6**. This method helped ATP accurately quantify and categorize each response received, regardless of the number of times it was stated.

Table 6. Themes and Sub-Themes

THEMES	SUB-THEMES
Business Assistance Opportunities	
Career Development Opportunities	
Community Outreach	

Construction Impacts	<ul style="list-style-type: none"> Noise and Vibration 	
Cost	<ul style="list-style-type: none"> Overall Project Cost Federal Funding City Funding 	<ul style="list-style-type: none"> Fare Taxes
Customer Experience	<ul style="list-style-type: none"> Shade Customer Amenities Parking 	<ul style="list-style-type: none"> Visual and Aesthetics Design Utilities
Displacement	<ul style="list-style-type: none"> Neighborhoods and Community Resources Acquisitions and Displacements 	
Environmental Impacts	<ul style="list-style-type: none"> Air Quality Hazardous Materials Threatened and Endangered Species Soils and Geologic Resources 	<ul style="list-style-type: none"> Water Resources Parklands Cultural Resources Energy and Electromagnetic Disruption
Equity	<ul style="list-style-type: none"> Neighborhoods and Community Resources 	
General Opposition		
General Support		
Land Use Plans		
Mobility and Accessibility	<ul style="list-style-type: none"> Station Accessibility 	
Multimodal Transit Connections	<ul style="list-style-type: none"> Connection/Access to Other Modes of Transportation 	
Project Art		
Project Impacts	<ul style="list-style-type: none"> Right of Way Impacts Cumulative and Indirect Impacts 	<ul style="list-style-type: none"> Noise and Vibration Vehicular Traffic
Project Route	<ul style="list-style-type: none"> Priority Extension (North) Priority Extension (Airport) 	<ul style="list-style-type: none"> Future Extensions
Project Timeline	<ul style="list-style-type: none"> Project Phasing Build Project Now 	
Regional Connectivity	<ul style="list-style-type: none"> Parking 	
Reliability	<ul style="list-style-type: none"> Service Reliability Ridership 	
Safety	<ul style="list-style-type: none"> Safety and Security 	

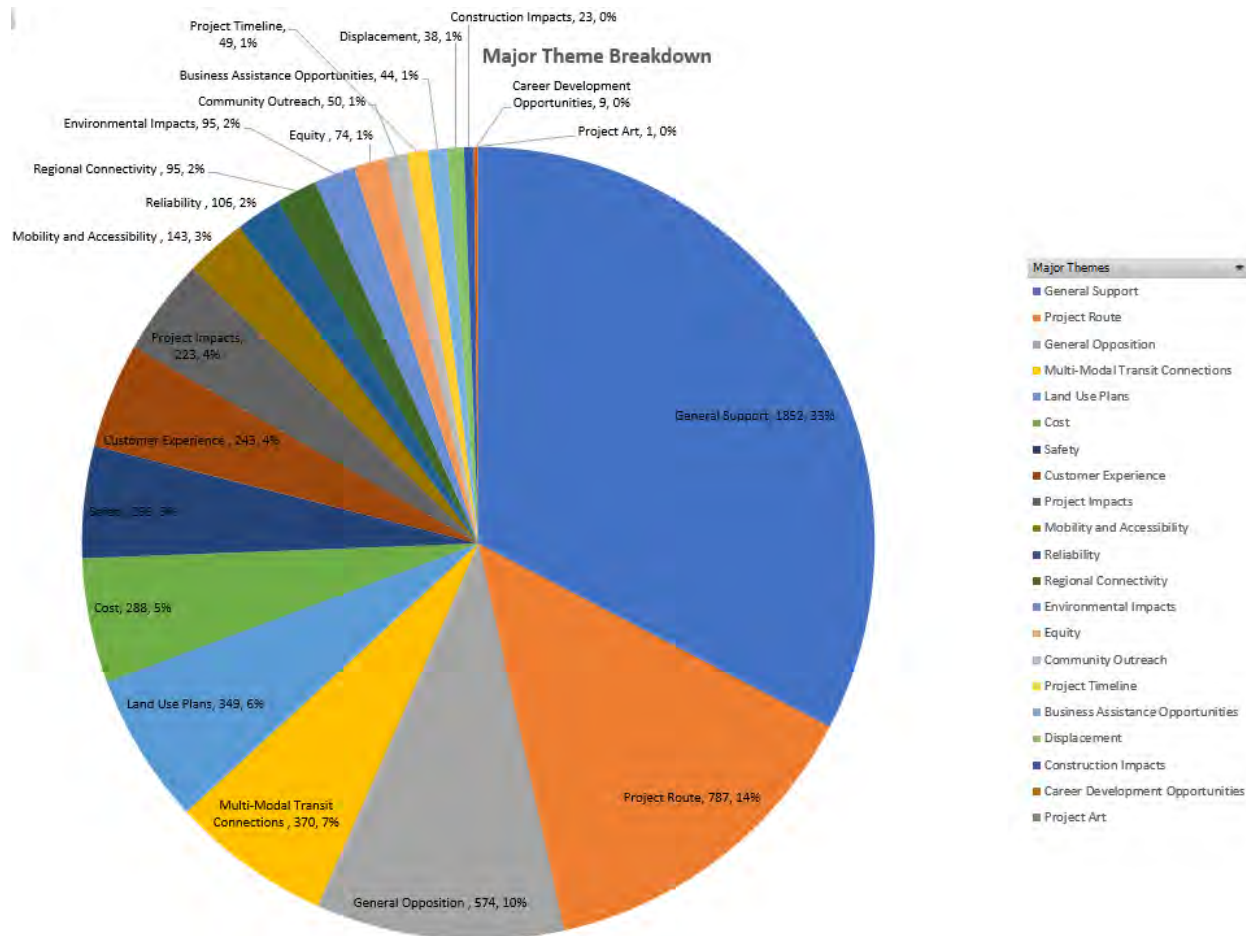
In total, ATP received 3,850 comments on the surveys. Those comments that were supportive of the plan to build Austin Light Rail urged ATP to build a reliable, safe, and cost-effective light rail system as quickly as possible. The top five major comment themes that applied to the entire project included the following:

- General support.** The frequency of mentions for this theme included 1,852, or 33% of all comments.
- Project route.** The frequency of mentions for this theme included 787, or 14% of all comments.
- General opposition.** The frequency of mentions for this theme included 574, or 10% of all comments.
- Multimodal transit connections.** The frequency of mentions for this theme included 370, or 7% of all comments.

5. **Land use plans.** The frequency of mentions for this theme included 349, or 6% of all comments.

The breakdown of all 21 major themes and their frequency of mentions (by total comments received and percentage of received comments) is shown in **Figure 5**.

Figure 5. Major Themes Overview



ATP also conducted a demographic analysis of its community engagement efforts. Four demographic questions were asked including allowing survey respondents to share their race and ethnicity, gender, age, and whether they are differently abled. Survey questions also inquired whether respondents use public transportation, their zip code, and their income and dependent status. All questions were optional. Some respondents opted to supply information for all questions, while some only answered a few questions, and others did not answer any of them.

The breakdown of the scoping survey demographic results received are shown in **Table 7**.

Table 7. Scoping Survey Demographics

DEMOGRAPHICS OVERVIEW		
Race and Ethnicity	Count	Percentage
Asian American, Native Hawaiian, or Pacific Islander	61	8%
Black or African American	40	5%
Hispanic, Latino/a, Latinx, or Chicanx	160	22%
Indigenous	11	2%
White	460	63%
Gender	Count	Percentage
Gender non-conforming	15	3%
Man	259	54%
Woman	210	43%
Age	Count	Percentage
60 years or older	84	11%
Under 21 years old	10	1%
Other (respondent either did not answer or selected 'none')	664	88%
Differently Able	Count	Percentage
I am a person living with a disability or am a differently abled person	37	5%
Other (respondent either did not answer or selected 'none')	721	95%
Dependents	Count	Percentage
I am responsible for a person in my household who is older than 65 years	39	5%
I have dependents who are children in my household	106	14%
Other (respondent either did not answer or selected 'none')	613	81%
Income	Count	Percentage
My household's income is less than \$71,576 in one year	126	17%
My individual income is less than \$43,043 in one year	125	16%
Other (respondent either did not answer or selected 'none')	508	67%
Transit User	Count	Percentage
No	304	42%
Yes	416	58%
Homelessness	Count	Percentage
I am a person experiencing homelessness	11	1%
Other (respondent either did not answer or selected 'none')	747	99%

A copy of the survey results can be found in Appendix C: Public Comment Letters.

5.6.1.1 Project Overview

One project overview question was asked on the survey, allowing commenters to provide input on any overarching project questions, opportunities, or concerns that should be considered. ATP received 420 total comments regarding the project overview. The major comment themes included:

- Project route (195)
- Multi-modal transit connections (61)
- Cost (54)

In general, the supportive comments suggested that the project was needed to help enhance mobility and reduce traffic congestion; however, respondents opposing the project (19) expressed concerns about cost and ridership, as well as a preference for other transit enhancements like more buses. Commenters stated a desire for future extensions (39), including the priority extensions to the airport (42) and to Crestview Station (12) where it would connect with Capital Metro’s Red Line commuter rail service. More than two dozen comments stated “build it now” in response to this question. Sixty-eight comments noted the importance of ensuring connections to other modes of transportation, and 50 comments expressed the need for reliable service. Other comments centered on station accessibility (23), safety and security (22), right-of-way impacts (20), and acquisitions and displacements (7).

There were a few comments around environmental issues such as shade (8), water resources (4), noise and vibration (3), air quality (2), and threatened and endangered species (1).

5.6.1.2 Comments Related to the North Section

ATP received 671 total comments regarding the North Section of the project. Major comment themes that applied to the design options in the North Section included the following:

- Project route (152)
- Multimodal transit connections (103)
- Land use plans (85)

Respondents were asked two questions related to design options for the North Section of the project. A summary of their thoughts on each are described below.

Question	Themes
<p>Q6: The proposed project would serve the University of Texas from Guadalupe St. Please share your thoughts on the opportunities and/or concerns around this part of the project.</p>	<p>Those comments expressing support (166) for this portion of the project cited its proximity to The University of Texas and its student population. Other comments endorsed the idea of moving vehicles off a portion of Guadalupe Street, but had reservations about re-routed vehicles creating congestion on adjacent streets that are not designed to accommodate heavy traffic (95). Connection to other modes of transit was also a recurring theme (66), as well as station accessibility (40), safety and security (33), and connection to</p>

	<p>Crestview Station (18). Some commenters inquired about the design (16) and expressed concerns about acquisitions and displacements (14) and right-of-way impacts (5).</p> <p>A few respondents provided comments on the need to provide landscaping for shade (3), concern over air quality (1), and the preservation of parkland near the project area (2).</p>
<p>Q7: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near 38th and Guadalupe streets. Please share your thoughts on the opportunities and/or concerns around Park & Ride facilities.</p>	<p>Some respondents who answered this question stated their support for the location of a Park & Ride facility in this area (94), while others were opposed (54) and noted that a Park & Ride should be located farther north to reduce traffic congestion sooner rather than placing it in a central location that is “well served by rapid transit.”</p> <p>Other responses to this question included respondents that expressed the need to connect with the priority extensions, as well as give consideration for future extensions to regional areas (55). Additional commenters shared thoughts on cost—overall project cost (28), fares (8), and taxes (1)—and inquired whether parking would be free or if the funding saved by not placing a Park & Ride facility here could be used to extend the line, instead.</p> <p>Connection and access to other modes of transportation was also cited as a priority (56), along with safety and security (20), and parking (16). Additionally, other comments were received about the need to preserve parkland (4), provide shade (3), and provide a water containment feature (1).</p>

5.6.1.3 Comments Related to the Downtown Section

ATP received 619 total comments regarding the Downtown Section of the project. Major comment themes that applied to the design options in the Downtown Section included the following:

- Project route (94)
- Multimodal transit connections (63)
- Land use plans (62)

Survey participants were asked to share their thoughts on two design options for the Downtown Section of the project.

Question	Themes
<p>Q8: ATP is exploring adding a station at street level downtown near Wooldridge Square. Please share your thoughts on the opportunities and/or concerns around this design option.</p>	<p>Supportive respondents (229) to the proposal adding a station near Wooldridge Square cited its proximity to government buildings and the Texas Capitol, and the need for a station between 15th Street and Congress Avenue/Cesar Chavez stops. Other commenters (41) cited the ability to transfer to buses from this location and the ease of accessing a station here (29). Additional comments focused on ridership (13), vehicular traffic (12), safety and security (10), and service reliability (10).</p> <p>Given the proposed location, several respondents expressed concern for preserving green space in the area (4) and the need for added shade (2).</p>
<p>Q9: A station is planned at street level on Trinity street between Cesar Chavez and 2nd streets, next to the Convention Center. ATP is evaluating a design option that would shift the Cesar Chavez station to be off-street at the corner of Trinity and 3rd streets, and potentially integrated into a private development in that location. Please share your thoughts on the opportunities and/or concerns around this design option.</p>	<p>Comments received that were supportive of this design option (168) to move the station to Trinity and 3rd streets, stated they wanted a smooth/easy/closer connection to the Red Line. Other comments centered on the availability of connections to other transit modes (62) and easier accessibility to the station should it be off-street (35), as well as utilizing this option to help improve traffic flow (19).</p> <p>There were questions regarding costs (28) and neighborhood and community resources (27), should the station be integrated into a private development. Additionally, respondents provided comments on service reliability (12) and safety and security (9). Other comments expressed positivity at the possibility of having shade if the station were integrated (6).</p>

5.6.1.4 Comments Related to the South Section

ATP received 952 total comments regarding the South Section of the project. Major comment themes that applied to the design options in the South Section included the following:

- Project route (164)
- Cost (111)
- Land use plans (109)

While some respondents were supportive about the South Section of the project, other commenters expressed concerns with station accessibility and overall cost. Respondents were asked three questions related to design options. A summary of their thoughts on each are described below.

Question	Themes
<p>Q10: Travis Heights station is planned at street level on East Riverside Drive just east of Travis Heights Boulevard. ATP is considering a design option that does not include Travis Heights Station. Please share your thoughts.</p>	<p>There were an almost equal number of comments supporting the design option that does not include the Travis Heights station (114) as there was opposing this option (106). Respondents who supported the option to remove the station cited a lack of density in the area, low ridership, challenging terrain, and limited space for development. Respondents who opposed this option cited the need for local station access, fears that removing the station would reduce ridership, and losing an opportunity to provide better connectivity to area attractions. A few commenters noted the potential savings in overall project cost (15) if the station was constructed later. Other commenters were concerned with the distance to other public transit options reducing station accessibility (45); limited access to trails, the waterfront, and South Congress (i.e., land use plans (34) and neighborhoods and community resources (23)); as well as the station being a necessary stop when the priority extension to the airport is built (13).</p> <p>There were a few comments around environmental issues such as soils and geologic resources (2), shade (1), noise and vibration (1), and threatened and endangered species (1).</p>
<p>Q11: Austin Light Rail will cross Lady Bird Lake on a new bridge connecting Trinity Street on the north side of the river to the Waterfront Station on the south side. ATP is evaluating options for the new bridge landing. One option is for the bridge to end before the Waterfront Station with the station and light rail intersection (referred to as a junction) that branches out to the north, south, and east at street level. The other option is to keep the bridge elevated longer and connect it to the surrounding hills, which would cause the Waterfront Station and light rail to also be elevated. Please share your thoughts.</p>	<p>Respondents (166) who support the elevated bridge option cite a concern for flood risk at street level (35); appreciation for aesthetics (30); having less of an impact on vehicular traffic (30); the possibility of increased service reliability (34); safety and security (9); and a need to consider ease of access for people with disabilities (28).</p> <p>Those opposed to the elevated option (43) point to concerns over accessibility, cost, and noise. Commenters also stated a final determination should not be made until one could weigh the overall project cost (49) with other potential tradeoffs, such as safety, timeliness, and the environment.</p> <p>Respondents also stressed the need to evaluate multimodal transit connections in this area (19), as well as priority and future extensions (10).</p> <p>Others expressed concern with environmental impacts to the area, including water resources (14), threatened and endangered species (4), noise and vibration (4), soils and geologic resources (3), and green space (2).</p>

<p>Q12: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near Oltorf Street and South Congress Avenue. Please share your thoughts.</p>	<p>Respondents who favor (154) the addition of a Park & Ride near Oltorf and South Congress Avenue stated it would increase accessibility (6) and ridership (14) by south side residents. Those who opposed the Park & Ride addition (66) noted its close proximity to the city center, concerns with increased traffic congestion in the area, and land costs.</p> <p>Commenters highlight the need to focus on future extensions (26), the need for seamless multimodal connectivity (28), safety and security (15), the need for shade (2), and consideration for placing EV charging stations and solar carports.</p>
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5.6.1.5 Comments Related to the East Section

ATP received 927 total comments regarding the East Section of the project. Major comment themes that applied to the design options in the East Section included the following:

- Project route (135)
- Safety (131)
- Customer experience (83)

Survey participants were asked to share their thoughts on three design options for the East Section of the project.

Question	Themes
<p>Q13: Along East Riverside Drive east of I-35, ATP is planning for Austin Light Rail to run in the center of the street, between the roadway lanes, with stations in the median and typical sidewalk and bicycle paths on the outside of the traffic lanes. ATP is exploring a design option that brings the pedestrian and bicycle pathways next to the proposed Light Rail in the center of East Riverside Drive and those pathways will run the length of East Riverside from the</p>	<p>Safety is a concern for survey participants who are supportive and opposed to this option. Ease of connection and access to other modes of transportation (139) was also mentioned by respondents. Commenters noted that separating cyclists from vehicular traffic would provide the most protection. Others cite access to shade (18), station accessibility (8), and noise reduction (2) as positives.</p> <p>Those in opposition to this option (73) say cyclists’ and pedestrians’ proximity to the rail track creates a safety risk. They also question whether the center pathways would prove difficult for people with disabilities to navigate.</p> <p>There were a few comments around environmental issues such as ensuring green space (4), air quality (2), soils and geologic resources (1), and water resources (1) are protected.</p>

<p>Lakeshore station to the Yellow Jacket station. Please share your thoughts.</p>	
<p>Q14: Two station locations are proposed along East Riverside Drive at Faro Drive and Montopolis Drive. ATP is exploring whether the Faro Drive and Montopolis Drive stations should be combined into one station at Grove Boulevard. Please share your thoughts.</p>	<p>Survey respondents supporting this option (144) note the proximity to Austin Community College at Riverside, Ruiz Library, and CommUnityCare Health Center, as a reason to combine the two stations; as well as the ease of connection and access to other modes of transportation (28). Other factors mentioned are station accessibility (52) and ridership (23).</p> <p>Those who oppose this option (101) state the Texas heat makes walking to the Grove station prohibitive, and may serve to increase vehicle usage by neighborhood residents in an already heavily trafficked area.</p>
<p>Q15: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near Yellow Jacket Lane and Riverside Drive. Please share your thoughts.</p>	<p>Commenters supporting this location for a Park & Ride and end-of-line facilities (179) state it could help increase ridership (7) and could serve as a stop to access the airport (43). They also note safety and security measures are needed (10), as well as landscaping to provide shade (3).</p> <p>Those in opposition to this location for a Park & Ride (46) note that a parking lot does not support sustainable transportation solutions, is too close to residential areas and to the city center, and could increase traffic congestion (17). Other commenters expressed disappointment that the extension to the airport is not being built at this time.</p> <p>Others suggested providing EV charging stations and a ride share lot within the Park & Ride. A few commenters noted the importance of connection and access to other modes of transportation (19) and station accessibility (13).</p>

5.6.1.6 Comments Related to the Operations and Maintenance Facility

ATP received 261 total comments regarding the operations and maintenance facility (OMF). Major comment themes that applied to the design options for the OMF included the following:

- Project route (47)
- Land use plans (18)
- Equity (13)

Respondents were asked one question related to the OMF. While there was support, a few commenters expressed concerns with the location and cost of the facility. Other themes that rose to the top included

cost (12) and project impacts (12). A summary of the respondents’ thoughts are described below.

Question	Themes
<p>Q16: ATP is studying the area along Airport Commerce Drive near US 183 and SH 71 as the location for the Operations and Maintenance Facility (OMF). An OMF is required to provide necessary functions for the operation and maintenance of the light rail system. Please share your thoughts.</p>	<p>Respondents supporting this proposed general location for the OMF (160) cite the need that it be well designed and maintained. Those who oppose the location (14) cite the possible negative impacts to the neighborhood such as noise pollution and other environmental impacts, as well as possible displacement. Other commenters encouraged additional community outreach to the neighborhood (4), while others said to use a location where land is the cheapest, thus reducing the overall project cost (9).</p> <p>With the close proximity to the airport, other respondents expressed the need to evaluate priority and future extensions (41), as well as multimodal transit connections (6) and access to other modes of transportation (5). Some commenters also expressed an interest to integrate the OMF with the airport.</p> <p>Other commenters inquired about the design (4) and visuals and aesthetics (4), and expressed concerns about acquisitions and displacements (2) and right-of-way impacts (1). Others provided comments on noise and vibration (3), concern over air quality (2), water resources (2), and the preservation of parkland near the project area (1).</p>

6 Next Steps

6.1 Identifying the Draft EIS Alternatives and the Scope of the EIS

The agency and public comments received during scoping will help the FTA and ATP finalize the purpose and need for the project, identify additional considerations, and inform the evaluation of the design options in the Draft EIS.

Other considerations and analysis will continue as the project progresses to the next phase. These include:

- Reviewing and utilizing community feedback to inform the environmental review and design of the project.
- Refining and identifying preferred design options.
- Continuing outreach to the public post-scoping, providing education and information on the NEPA and project development processes.

6.2 Draft EIS

After considering scoping comments, FTA and ATP will prepare a Draft EIS that will evaluate the preferred alternative, including preferred design options, and describe why alternatives were eliminated from detailed study. The Draft EIS will summarize the studies, reviews, consultations, and coordination required by environmental law or executive order to the extent appropriate at this stage in the process. Resources that will be analyzed as part of the physical and natural environment, human environment, and cultural environment, are shown in **Figure 6**.

FTA and ATP expect to complete the Draft EIS in fall 2024 and will circulate it for public comment for at least 45 days. In addition, ATP will hold at least one public hearing on the Draft EIS. At the conclusion of the comment period, the FTA and ATP will address the relevant comments received.

Figure 6. Analysis Performed During the Draft EIS



6.3 Final EIS and Record of Decision

After circulation of the Draft EIS and consideration of comments received, FTA intends to issue a combined Final EIS and Record of Decision in fall 2025. The Final EIS will identify ATP’s preferred alternative and will contain a response to comments received on the Draft EIS. It will also outline mitigation for unavoidable environmental impacts. The Final EIS and Record of Decision will be publicly issued but will not include a comment period. The Record of Decision will be the FTA’s final agency action under NEPA and conclude the EIS process.

7 Appendix A: Federal Register Notice

- Federal Register notice
- Media release

7.1 Federal Register Notice



3706

Federal Register / Vol. 89, No. 13 / Friday, January 19, 2024 / Notices

Agency to terminate the exemption. If comments are received to the public docket, FMCSA will publish a second Federal Register notice affirming or revoking the renewal. The exemption from the requirements of 49 CFR 395.3(a)(1) (the 10-hour off-duty rule) and (a)(2) (the "14-hour rule") is otherwise effective beginning April 17, 2024, through April 16, 2029, 11:59 p.m. local time, unless previously revoked.

B. Applicability of Exemption

During the exemption period, WestRock's shipping department employees and occasional substitute CDL holders who transport paper mill products between the shipping and receiving locations along the designated route on Compress Street in Chattanooga, TN, may work up to 16 consecutive hours in a duty period and return to work with a minimum of at least 8 hours off duty when necessary.

C. Terms and Conditions

The exemption is restricted to shipping department employees and occasional substitute CDL holders employed by WestRock who are exclusively assigned to a specific route. This specific route is entirely on Compress Street, between WestRock's shipping and receiving departments, measuring approximately 275 feet in one direction.

D. Preemption

In accordance with 49 U.S.C. 31315(d), as implemented by 49 CFR 381.600, during the period this exemption is in effect, no State shall enforce any law or regulation that conflicts with or is inconsistent with this exemption with respect to a firm or person operating under the exemption.

E. Notification to FMCSA

WestRock must notify FMCSA within 5 business days of any accident (as defined in 49 CFR 390.5), involving any of the motor carrier's CMVs operating under the terms of this exemption. The notification must include the following information:

- (a) Name of the exemption: "WestRock";
- (b) Date of the accident;
- (c) City or town, and State, in which the accident occurred, or which is closest to the accident scene;
- (d) Driver's name and license number;
- (e) Vehicle number and State license number;
- (f) Number of individuals suffering physical injury;
- (g) Number of fatalities;
- (h) The police-reported cause of the accident;

(i) Whether the driver was cited for violation of any traffic laws, motor carrier safety regulations; and

(j) The driver's total driving time and total on-duty time prior to the accident.

Reports filed under this provision shall be emailed to MCPSD@DOT.GOV.

F. Termination

FMCSA does not believe the drivers covered by this exemption will experience any deterioration of their safety record. The exemption will be rescinded if: (1) WestRock and drivers operating under the exemption fail to comply with the terms and conditions of the exemption; (2) the exemption has resulted in a lower level of safety than was maintained before it was granted; or (3) continuation of the exemption would not be consistent with the goals and objects of 49 U.S.C. 31136(e) and 31315(b).

VI. Request for Comments

FMCSA requests public comment from all interested persons regarding WestRock's application for a renewal of the exemption. The Agency will evaluate any adverse evidence submitted and, if it determines safety is being compromised or if continuation of the exemption would not be consistent with the goals and objectives of 49 U.S.C. 31136(e) and 31315(b), FMCSA may take immediate steps to revoke or modify the exemption.

Robin Hutcheson,

Administrator.

(FR Doc. 2024-00639 Filed 1-18-24; 8:45 am)

BILLING CODE 4910-EX-P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Preparation of an Environmental Impact Statement for the Austin Light Rail Project in Austin, Texas

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA), as lead Federal agency, and the Austin Transit Partnership (ATP), as local project sponsor and joint lead agency (collectively, the Agencies), issue this notice to advise the public that they intend to prepare an environmental impact statement (EIS) for Phase 1 of the Austin Light Rail Project (the Project) in Austin, Texas (City) pursuant to the National Environmental Policy Act (NEPA). The Project is a proposed 9.8-

mile light rail transit (LRT) branched line, including 15 stations, from points north, south, and east of downtown Austin, as well as an operations and maintenance facility (OMF).

maintenance of way (MOW) shops, and associated LRT equipment storage functions. FTA has determined that the Project is sufficiently developed to allow for meaningful public comment and requires an EIS.

DATES: Comments related to the NEPA review of the Project must be received on or before March 4, 2024.

ADDRESSES: Comments on the scope of the EIS should be sent to: Austin Transit Partnership, 203 Colorado St., Austin, TX 78701 or via email at input@atptx.org.

FOR FURTHER INFORMATION CONTACT: For FTA: Mr. Terence Plaskon, Federal Transit Administration, Region VI, 819 Taylor Street, Fort Worth, TX 76102, at (817) 978-0573 or terence.plaskon@dot.gov. For ATP: Mr. Deron Lozano, Austin Transit Partnership, 203 Colorado Street, Austin, TX 78701, at (512) 923-3257 or deron.lozano@atptx.org.

SUPPLEMENTARY INFORMATION: The Agencies will prepare the EIS in accordance with NEPA and its implementing regulations. The EIS will evaluate two alternatives: a No Build Alternative and a Build Alternative. After circulation of the draft EIS (DEIS) and consideration of comments received, FTA intends to issue a combined final EIS (FEIS)/Record of Decision (ROD) document pursuant to 23 U.S.C. 139(n)(2), unless statutory criteria preclude issuance of a combined document (*i.e.*, the FEIS makes substantial changes to the proposed action that are relevant to environmental or safety concerns or there is a significant new circumstance or information relevant to environmental concerns that affect the proposed action or its impacts). FTA is currently evaluating the Project's eligibility for discretionary Federal funding under FTA's Capital Investment Grants program.

I. Purpose and Need for the Proposed Action

The Project is part of the Project Connect Long-Term Vision Plan (Project Connect). Project Connect includes high-capacity transit (HCT) corridors and is an integral part of the Austin Strategic Mobility Plan that was approved by the Austin City Council in 2019. In 2020, the Capital Area Metropolitan Planning Organization adopted its 2045 Regional Transportation Plan which included

HCT corridors as priority transit capital investments. On November 3, 2020, City of Austin voters approved a ballot measure (Proposition A) to increase the City's property tax rate to provide a dedicated local funding source for Project Connect, including LRT. ATP, an independent local government corporation, is responsible for the financing, design, and construction of the Project. Respective obligations and roles related to operation and maintenance of the Project, including future funding obligations of ATP, will be detailed in a binding implementation agreement between ATP, the City, and the Capital Metropolitan Transportation Authority (CapMetro), the local transportation authority.

In 2020, FTA and CapMetro completed two Planning and Environmental Linkages (PEL) studies following Federal guidance that documented the alternatives analysis, the purpose and needs, and public outreach which led to the selection of a locally preferred alternative for an LRT system. The PEL process resulted in broad public support of the purpose and needs and the alternatives analysis. However, as the initial environmental review process unfolded and design work for LRT advanced, the estimated project construction costs increased. The primary cost drivers were increasing real estate costs, inflation, supply chain cost escalations, and desired scope refinements. Due to this material change in circumstances, it became clear the LRT alignment and design warranted adjustment to ensure ATP could deliver a project that was fiscally feasible and responsive to the needs of the public. In July 2022, taking the original PEL studies and cost escalation factors into account, ATP commenced community-driven planning efforts to develop a viable and affordable alternative LRT implementation plan that addresses the purpose and need of providing quality and reliable HCT to the Austin metropolitan area. On June 6, 2023, the City, ATP, and CapMetro unanimously approved the advancement of the Project into the next phase of implementation.

The purpose of the Project is to meet growing corridor travel demand with a reliable, safe, cost-effective, time competitive, sustainable, and equitable LRT system. The lack of transportation options and limited roadway capacity to accommodate growth in central Texas may hinder the continued vitality and economic health of the City and surrounding areas in the future. Inadequate transit access coupled with rising travel demand have resulted in

longer travel times, decreased mobility, and additional travel costs for residents and businesses. The Project is needed to:

- increase transportation network capacity to meet existing travel demand;
- sustainably support the Austin area's population and employment growth;
- improve transit access between affordable housing and jobs; and
- support growth of and connectivity to regional activity centers designated in local land use plans.

II. Description of Proposed Action and Alternatives

The EIS will evaluate two alternatives: a No Build Alternative and a Build Alternative. The No Build, or No Action, Alternative includes existing and committed improvements to the regional transportation network, not including the Project, that are expected to be operational by 2045. The No Build Alternative is included as a benchmark against which the impacts of the Build Alternative can be compared. The Build Alternative is a 9.8-mile LRT branched line (see the project website at <https://www.atpx.org/about/light-rail/>). Beginning at the intersection of Guadalupe Street and 38th Street, the in-street, LRT-dedicated, double-tracked alignment would extend south past the University of Texas and the Texas State Capitol. At the intersection of Guadalupe and 3rd Streets, the alignment would extend east on 3rd Street, cross Congress Avenue, and connect to Trinity Street. The alignment would continue south on Trinity Street and cross Lady Bird Lake on a new LRT-dedicated bridge. On the south shore of Lady Bird Lake, the alignment would connect to and split on East Riverside Drive, where it would split into two branches. The western branch of the split would cross East Bouldin Creek and extend south on South Congress Avenue with a terminus at the intersection of South Congress Avenue and Oltorf Street. The eastern branch of the split would continue southeast along East Riverside Drive with a terminus just west of SH-71 at the Yellow Jacket station.

An OMF would be located in the vicinity of the US-183/SH-71 interchange near Airport Commerce Drive in a light-industrial use area. The proposed site would include space for administration, operations and maintenance staff, an LRT control center, and light rail vehicle (LRV) maintenance. The OMF would also serve as an LRV storage yard with the capacity to support both LRV operations and fleet storage. The OMF would

include MOW shops and associated LRT equipment storage functions.

III. Summary of Expected Impacts

The Agencies will evaluate the No Build and Build Alternatives for potential direct, indirect, and cumulative impacts (including benefits) to the natural, built, and social environments. Resources to be evaluated and potential impact areas include, but are not limited to, transportation, land use, socioeconomic and economic development, parklands and recreational facilities, neighborhoods and community facilities, environmental justice, noise and vibration, hazardous materials, ecosystems, water resources, residential and commercial displacements and relocations, historic and archaeological resources, visual quality, vegetation, air quality (including greenhouse gas emissions), and energy. The potential effects of the construction and operation of the Project on these resources will be evaluated for the short-term construction period and long-term operation of each alternative. Measures to avoid, minimize, or mitigate potential adverse impacts will be evaluated and proposed.

IV. Anticipated Permits and Other Authorizations

The Agencies anticipate that required permits and other authorizations may include:

- U.S. Department of Transportation section 4(f) determination;
- U.S. Department of Interior approval under section 6(f) of the Land and Water Conservation Act;
- U.S. Army Corps of Engineers approval under section 404 of the Clean Water Act and/or section 10 of the River and Harbors Act;
- Memorandum of Agreement with the State Historic Preservation Officer under section 106 of the National Historic Preservation Act; and

V. Schedule for Decision-Making Process

Below is a tentative schedule of major milestones for the EIS:

- *Scoping Period*: January 19, 2024 to March 4, 2024.
- *DEIS Release, Public Hearing, and DEIS Public Comment Period*: Fall 2024.
- *FEIS/ROD*: Fall 2025.

As noted in the tentative schedule, the Agencies intend to complete the EIS for the Project within two years, measured from the date of the publication of this notice to the date the ROD is signed. The Agencies will accept public comments on the scope of the

EIS at <https://www.atptx.org/> until March 4, 2024. The Environmental Protection Agency will publish a notice of availability of the DEIS in the **Federal Register** and via local media outlets. ATP expects the DEIS will be available for a minimum of 45 days for the public comment period by Fall 2024. The DEIS will be distributed electronically and made available for public and agency review and comment prior to a public hearing. The Agencies will consider substantive comments timely submitted during the public comment period and then anticipate preparing a combined FEIS/ROD by Fall 2025. The FEIS/ROD will identify the NEPA preferred alternative and any necessary mitigation commitments. The Agencies expect that all Federal environmental authorization decisions for the construction of the Project will be completed within a reasonable period following issuance of the FEIS/ROD.

Notices of public meetings, including hearings, have been, and will continue to be, given through a variety of media providing the time and place of the meeting along with other relevant information. Meeting date, time, and location information can be found on the Project website, Meetings and Events page, at <https://www.atptx.org/>. Public meeting locations will comply with the Americans with Disabilities Act. Persons needing special accommodations should contact Ms. Sophie Petkus at sophie.petkus@atptx.org or (512) 917-2492.

VI. Request for Identification of Potential Alternatives, Information, and Analysis

The Agencies invite all State, Tribal, local governments, and the public to comment on potential alternatives, information, impacts, and analyses to be considered in the EIS, as well as any other relevant information, studies, or analyses with respect to the proposed agency action.

Gail Lyssy,

Regional Administrator, FTA Region VI.

[FR Doc. 2024-00963 Filed 1-18-24; 8:45 am]

BILLING CODE 4610-57-P

DEPARTMENT OF THE TREASURY

Office of the Comptroller of the Currency

FEDERAL RESERVE SYSTEM

FEDERAL DEPOSIT INSURANCE CORPORATION

Proposed Agency Information Collection Activities; Comment Request

AGENCY: Office of the Comptroller of the Currency (OCC), Treasury; Board of Governors of the Federal Reserve System (Board); and Federal Deposit Insurance Corporation (FDIC).

ACTION: Joint notice and request for comment.

SUMMARY: In accordance with the requirements of the Paperwork Reduction Act of 1995 (PRA), the OCC, the Board, and the FDIC (collectively, the "agencies") may not conduct or sponsor, and the respondent is not required to respond to, an information collection unless it displays a currently valid Office of Management and Budget (OMB) control number. The Federal Financial Institutions Examination Council (FFIEC), of which the agencies are members, has approved the agencies' publication for public comment of a proposal to revise and extend for three years, the Foreign Branch Report of Condition (FFIEC 030) and the Abbreviated Foreign Branch Report of Condition (FFIEC 030S), which are currently approved collections of information. The agencies are requesting comment on proposed revisions to the FFIEC 030 report that would incorporate new line items from the FR 2502q, Quarterly Report of Assets and Liabilities of Large Foreign Offices of U.S. Banks (OMB Control No. 7100-0079). The revisions are proposed to take effect as of the June 30, 2024, report date. There are no proposed revisions to the FFIEC 030S at this time.

DATES: Comments must be submitted on or before March 19, 2024.

ADDRESSES: Interested parties are invited to submit written comments to any or all of the agencies. All comments, which should refer to the "FFIEC 030 or FFIEC 030S," will be shared among the agencies.

OCC: You may submit comments, which should refer to "FFIEC 030 or FFIEC 030S," by any of the following methods:

- **Email:** prainfo@occ.treas.gov.
- **Mail:** Chief Counsel's Office, Attention: Comment Processing, Office of the Comptroller of the Currency,

Attention: 1557-0099, 400 7th Street SW, Suite 3E-218, Washington, DC 20219.

• **Hand Delivery/Courier:** 400 7th Street SW, Suite 3E-218, Washington, DC 20219.

• **Fax:** (571) 293-4635.

Instructions: You must include "OCC" as the agency name and "1557-0099" in your comment. In general, the OCC will publish comments on www.reginfo.gov without change, including any business or personal information provided, such as name and address information, email addresses, or phone numbers. Comments received, including attachments and other supporting materials, are part of the public record and subject to public disclosure. Do not include any information in your comment or supporting materials that you consider confidential or inappropriate for public disclosure.

Following the close of this notice's 60-day comment period, the OCC will publish a second notice with a 30-day comment period. You may review comments and other related materials that pertain to this information collection beginning on the date of publication of the second notice for this collection by the method set forth in the next bullet.

• **Viewing Comments Electronically:** Go to www.reginfo.gov. Hover over the "Information Collection Review" tab and click on "Information Collection Review" from the drop-down menu. From the "Currently under Review" drop-down menu, select "Department of Treasury" and then click "submit." This information collection can be located by searching OMB control number "1557-0099" or "FFIEC 030 or FFIEC 030S." Upon finding the appropriate information collection, click on the related "ICR Reference Number." On the next screen, select "View Supporting Statement and Other Documents" and then click on the link to any comment listed at the bottom of the screen.

• For assistance in navigating www.reginfo.gov, please contact the Regulatory Information Service Center at (202) 462-7340.

Board: You may submit comments, which should refer to "FFIEC 030 or FFIEC 030S," by any of the following methods:

• **Agency Website:** <http://www.federalreserve.gov>. Follow the instructions for submitting comments at: <http://www.federalreserve.gov/generalinfo/foia/ProposedRegs.cfm>.

• **Email:** regs.comments@federalreserve.gov. Include "FFIEC 030 or FFIEC 030S" in the subject line of the message.

7.2 NOI Media Release

AUSTIN LIGHT RAIL ADVANCES IN FEDERAL PROCESS

January 22, 2024

ATP WILL HOST SERIES OF PUBLIC OPEN HOUSES, ENGAGE WITH COMMUNITY

AUSTIN, Texas—On Friday January 19, 2024, the Federal Transit Administration (FTA) published a Notice of Intent to work with Austin Transit Partnership on advancing Austin Light Rail. The [Austin Light Rail Implementation Plan](#) was adopted in June 2023. ATP is proceeding with required studies to support the federal process and secure federal funds. The [Notice of Intent](#) filed by the FTA on January 19, 2024 kicks off the formal 45-day public scoping process that will examine the proposed project’s station locations and design options.

“This next phase is critical in implementing this transformational project for Austin,” Jennifer Pyne, executive vice president of planning, community and federal programs with the Austin Transit Partnership, said. “Since its inception, Austin Light Rail has been informed by community input and now, Austinites will have the opportunity to provide their thoughts and insights into the design topics that they feel are most important.”

Information to be shared with the public during this period includes:

- A description of the purpose and need for Austin Light Rail
- Education on the environmental analysis process
- Maps and diagrams describing the proposed project (and design options within) that are being evaluated in accordance with the National Environmental Policy Act.

“Input from the community is crucial to the success of the light rail implementation process,” Courtney Chavez, senior vice president of equity and community partnerships for ATP, said. “The feedback we gather from our open house events ensures that community values are reflected in Austin Light Rail.”

ATP will host in-person and virtual open house events to further inform the analysis that will be used to prepare the draft Environmental Impact Statement that will be released in the fall 2024.

Community events will be held the following days/times:

Thursday, Feb. 1
11 a.m. – 2 p.m.
University of Texas: Texas Union Eastwoods Room
2308 Whitis Ave.

Saturday, Feb. 10
10 a.m. – 2 p.m.
Montopolis Rec Center
1200 Montopolis Drive

Monday, Feb. 12
5 p.m. – 8 p.m.
League of Women Voters Cafetorium
3908 Avenue B

Thursday, Feb. 22
5:30 p.m. – 7 p.m.
Virtual Zoom Meeting

Tuesday, Feb. 27
4:30 p.m. – 7:30 p.m.
1800 S. Fifth St.

Thursday, Feb. 29
7:30 a.m. – 9 a.m.
St. David’s Episcopal Summers Hall
301 E. Eighth St.

-

Register to attend at www.atpbx.org/events

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ABOUT AUSTIN TRANSIT PARTNERSHIP

The Austin Transit Partnership (ATP) is the local government corporation responsible for implementing Project Connect and leading Austin Light Rail.

ATP is responsible for the day-to-day implementation, planning, financing, execution and oversight of Austin Light Rail.

In November 2020, Austin voters approved a referendum ("Prop A") to provide a dedicated revenue stream to fund investments in Project Connect, a program of transit improvements, including Austin Light Rail. More information on the original Proposition can be found at <https://www.austintexas.gov/2020PropA>

MEDIA CONTACTS: ECPR TEXAS

[Dennyse Salinas](#) – 956.588.8943

[Anita Garza](#) – 361.655.4683

8 Appendix B: Agency Comment Letters

- Agency scoping notice email
- Agency comment letters

8.1 Agency Scoping Notice Email

From: Plaskon, Terence (FTA) <Terence.Plaskon@dot.gov>
Sent: Friday, January 19, 2024 9:15 AM
To: MacFarlane, John (FAA) <John.MacFarlane@faa.gov>; Leary, Michael (FHWA) <Michael.Leary@dot.gov>; Heather.AshleyNguyen@txdot.gov; houston.robert <houston.robert@epa.gov>; martinez.eli@epa.gov; Fric.J.Dephouse@usace.army.mil; richardv.mendoza@austintexas.gov; jim.dale austintexas.gov <jim.dale@austintexas.gov>; kris.hafezizadeh@austinisd.org; edna.butts@austinisd.org; anna.martin@austintexas.gov; Ashby.johnson@campotexas.org; dave.ridecarts.com <dave@ridecarts.com>; mike.geeslin@centralhealth.net; dailey@ctrma.org; jesus.garza@austintexas.gov; christine.maguire@austintexas.gov; kimberly.mcnealey@austintexas.gov; denise.lucas@austintexas.gov; mbarry@downtownaustin.com; tony.robinson@fema.dhs.gov; phil.wilson@lcra.org; Anna.R.Brulloths@tceq.texas.gov; Mark.Wolfe@thc.texas.gov; Jessica.Schmerler@tpwd.texas.gov; Scheleen.Walker@traviscountytexas.gov; Alan.Stahnke@usda.gov; jimmy.johnson@austin.utexas.edu; Justin.Kockritz@thc.texas.gov; annick.beaudet@AustinTexas.gov; jim.smith@flyaustin.com
Cc: Hayes, Lynn (FTA) <Lynn.Hayes@dot.gov>; Shoaib, Suleman (FTA) <Suleman.Shoaib@dot.gov>; Bartels, David (FTA) <david.bartels@dot.gov>; Doss, Michael (FTA) <michael.doss@dot.gov>; Koski, Donald (FTA) <Donald.Koski@dot.gov>; Lyssy, Gail (FTA) <Gail.Lyssy@dot.gov>; Adhikari, Shubha (FTA) <shubha.adhikari@dot.gov>; Van Wyk, Christopher (FTA) <Christopher.VanWyk@dot.gov>; Bochicchio, Juliet (FTA) <Juliet.Bochicchio@dot.gov>; Deron Lozano (deron.lozano@atptx.org) <deron.lozano@atptx.org>; Jennifer Pyne (Jennifer.Pyne@atptx.org) <Jennifer.Pyne@atptx.org>; Rachel Thomas (Rachel.Thomas@atptx.org) <Rachel.Thomas@atptx.org>; Tom Underwood (tom.underwood@hdrinc.com) <tom.underwood@hdrinc.com>; Sharmila Mukherjee (sharmila.mukherjee@capmetro.org) <sharmila.mukherjee@capmetro.org>
Subject: Austin Light Rail Project - Cooperating & Participating Agency Update

All,

As Federal lead agency, the Federal Transit Administration (FTA) provides this update on the **Austin Light Rail Project**. You are receiving this update as a National Environmental Policy Act (NEPA) Cooperating or Participating Agency for the Austin Light Rail project. In our last update on July 20, 2023, we informed you that the Austin Transit Partnership (ATP) Board, the Capital Metropolitan Transportation Authority (CapMetro) Board, and the City of Austin City Council adopted a revised Light Rail Implementation Plan that combined elements of the original Project Connect Orange and Blue Line Light Rail Transit (LRT) projects into one initial project (Austin Light Rail).

Beginning at the intersection of Guadalupe Street and 38th Street, the in-street, light rail-dedicated, double-tracked alignment would extend south past the University of Texas and the Texas State Capitol. At the intersection of Guadalupe and 3rd streets, the alignment would extend east on 3rd street, cross Congress Avenue, and connect to Trinity Street. The alignment would continue south on Trinity Street and cross Lady Bird Lake on a new LRT-dedicated bridge. On the south shore of Lady

Bird Lake, the alignment would connect to and split on East Riverside Drive, where it would split into two branches. The western branch of the split would cross East Bouldin Creek and extend south on South Congress Avenue with a terminus at the intersection of South Congress Avenue and Oltorf Street. The eastern branch of the split would continue southeast along East Riverside Drive with a terminus just west of SH-71 at the Yellow Jacket station. An operations and maintenance facility (OMF) would be in the vicinity of the US-183/SH-71 interchange near Airport Commerce Drive in a light-industrial use area. The proposed site would include space for administration, operations and maintenance staff, an LRT control center, and light rail vehicle (LRV) maintenance. The OMF would also serve as an LRV storage yard with the capacity to support both LRV operations and fleet storage. The OMF would include maintenance of way (MOW) shops and associated light rail equipment storage functions.

Two priority extensions are identified, to be accelerated if additional funding becomes available: one priority extension would extend the northern terminus from 38th Street north to Crestview, and a second priority extension would extend the eastern terminus east from Yellow Jacket Street to the Austin-Bergstrom International Airport. The NEPA effort for the current Austin Light Rail Project does not include the priority extensions. The following link provides additional information concerning the proposed project: [Austin Light Rail Implementation Plan](#).

NEPA Notice of Intent

The revised Austin Light Rail Project is a combination of the original Orange and Blue Line light rail projects. With the exception of eliminating the tunnel under Lady Bird Lake, the alignment, mode, and overall operation of the system remains primarily unchanged; moreover, much of the analysis conducted for the Orange and Blue Line projects still applies to the current project. FTA has [rescinded the two Notices of Intent \(NOI\)](#) for the original two projects and [today issued a new NOI for the current project](#). The current project has a 45-day Public Scoping Period for review and comment of the current project and design options under consideration.

Roles and Responsibilities

ATP is the independent Local Government Corporation formed in December 2020 after a successful referendum and is responsible for the overall implementation of the Project Connect Program, including the current Austin Light Rail Project. On June 6, 2023, the Austin City Council, CapMetro Board of Directors, and ATP Board of Directors (collectively, the “joint partnership”) concurrently adopted changes to the tri-party agreement (the “Joint Powers Agreement” or “JPA”) regarding the implementation of Project Connect among the entities and confirmed the change from CapMetro to ATP as the role of Project Sponsor and direct grant recipient for Federal grants for the Austin Light Rail Project (pending any necessary FTA approvals). ATP is responsible for the financing, design, and construction of the Project. Respective obligations and roles related to operation and maintenance of the Project, including future funding obligations of ATP, will be detailed in a binding implementation agreement between ATP, the City, and CapMetro.

We value and appreciate the interest and input of our Cooperating and Participating Agencies. Under [23 U.S. Code § 139](#), we assume you will continue to serve in your current capacity as a Cooperating or Participating Agency unless you indicate otherwise in writing by the end of the Public Scoping Period. ATP, in cooperation with FTA, will make available a schedule detailing the current

NEPA process and key milestones dates for when you may review related NEPA documents.

FTA and ATP, in cooperation with CapMetro, the City of Austin, and program stakeholders will continue to advance planning and conceptual design activities throughout 2024 and 2025. If you have any questions, please contact me. Thank you.

Terence Plaskon
Environmental Protection Specialist
Federal Transit Administration, Region 6
819 Taylor St., #14A02 Fort Worth, TX 76102
(817) 978-0573 | terence.plaskon@dot.gov

8.2 Agency Comment Letters



REGION 6
DALLAS, TX 75270

February 27, 2024

VIA Email Submission

Terence Plaskon
Federal Transit Administration
Region VI
819 Taylor Street
Fort Worth, Texas 76102
terence.plaskon@dot.gov
input@atptx.org

Re: EPA Scoping Comments for the Austin Light Rail Project, Travis County, Texas, Federal Register Document 2024-000963

Dear Mr. Plaskon:

The Region 6 office of the U.S. Environmental Protection Agency (EPA) has reviewed the Federal Transit Administration (FTA) Federal Register Notice of Intent (NOI) requesting comments on environmental issues for the Proposed Austin Light Rail Project published on January 19, 2024. The Project is a 9.8-mile light rail transit (LRT) branched line, including 15 stations, from points north, south, and east of downtown Austin, as well as an operations and maintenance facility (OMF), maintenance of way (MOW) shops, and associated LRT equipment storage functions. Beginning at the intersection of Guadalupe Street and 38th Street, the in-street, LRT-dedicated, double-tracked alignment would extend south past the University of Texas and the Texas State Capitol. The review is pursuant to the National Environmental Policy Act (NEPA), the Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500 – 1508), and our NEPA review authority under Section 309 of the Clean Air Act.

To assist in the scoping process for this project, EPA has identified significant areas for your attention and provides program specific comments for your consideration. EPA is most interested in the Air Quality, National Pollutant Discharge Elimination System (NPDES) Permitting Program and Environmental Justice (EJ) impacts. We offer the following comments for your consideration.

Air Quality Comments

EPA asks that the environmental document provide a detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS) and non-NAAQS pollutants, criteria pollutant nonattainment areas, and potential air quality impacts of the proposed project. Such an evaluation is necessary to understand the potential impacts from temporary, long-term, or cumulative degradation of air quality.

EPA recommends the environmental document describe and estimate air emissions from potential construction, maintenance, and operation activities, as well as proposed mitigation measures to minimize those emissions. We recommend an evaluation of the following measures to reduce emissions of criteria air pollutants and hazardous air pollutants (air toxics):

- **Existing Conditions** – We recommend the environmental document provide a detailed discussion of ambient air conditions, NAAQS, and criteria pollutant nonattainment areas in the vicinity of the project.
- **Quantify Emissions** – We recommend the environmental document estimate emissions of criteria and hazardous air pollutants (air toxics) from the proposed project and discuss the timeframe for release of these emissions over the lifespan of the project and describe and estimate emissions from potential construction activities, as well as proposed mitigation measures to minimize these emissions. The environmental document should also consider any expected air quality/visibility impacts to Class I Federal Areas identified in 40 CFR Part 81, Subpart D.
- **Specify Emission Sources** – We recommend the environmental document specify all emission sources by pollutant from mobile sources (on and off-road), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. This source specific information should be used to identify appropriate mitigation measures and areas in need of the greatest attention.
- **Construction Emissions Mitigation Plan** – We recommend the environmental document include a draft Construction Emissions Mitigation Plan and ultimately adopt this plan in the Record of Decision. We recommend all applicable local, state (e.g., coordination of land-clearing activities with the state air quality agency to determine air quality conditions such as atmospheric inversions prior to performing open burning activities), or Federal requirements (e.g., certification of non-road engines as in compliance with the EPA Tier 4 regulations found at 40 CFR Parts 89 and 1039) be included in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of particulate matter and other toxics from any potential construction-related activities.

NPDES Permitting Program Comments

The anticipated Clean Water Act (CWA) permit and other authorizations described in Section IV of the Notice of Intent (NOI) only addresses the CWA 404 permitting program. The NOI does not address CWA 402 NPDES permitting requirements for stormwater discharges from construction activities on areas upland from a waterbody and not considered a jurisdictional wetland area which are not covered under the CWA 404 program.

For 40 CFR § 122.26(b)(15)(i) NPDES regulations (applicable to State NPDES programs, see § 123.25) which authorize the discharge of stormwater from construction activities, all entities associated with a construction project who: 1) meet the NPDES permitting authority's Construction General Permit (CGP) definition of "operator," 2) cause an earth disturbance of 1 acre or greater, or less than one acre if part of a larger common plan of development or sale that ultimately disturbs 1 acre or greater, and 3) discharge stormwater from their construction activities (including any on- and off-site construction

support activities), are required to obtain NPDES permit coverage via the CGP or other NPDES permit from the NPDES permitting authority prior to beginning construction activities and/or construction support activities.

EPA's 2022 CGP definition of construction activities refers to "earth-disturbing activities, such as the clearing, grading, and excavation of land, and other construction-related activities (e.g., grubbing; stockpiling of fill material; placement of raw materials at the site) that could lead to the generation of pollutants. Some of the types of pollutants that are typically found at construction sites are: sediment; nutrients; heavy metals; pesticides and herbicides; oil and grease; bacteria and viruses; trash, debris, and solids; treatment polymers; and any other toxic chemicals." Therefore, clearing, grading and excavation of land for light rail transit lines, associated rail stations, OMFs, MOW shops/buildings, parking, access roads, borrow areas, temporary work areas, and etc. on areas upland from a waterbody and not considered a jurisdictional wetland area that results in earth disturbance and/or construction support activities (e.g., equipment staging yards, materials storage areas, excavated material disposal areas, etc.), are considered construction-related activities that require NPDES permit coverage. However, because the overall earth disturbance of this project is greater than 1 acre, the larger common plan of development or sale is triggered at each location, therefore stormwater discharges from all construction activities and on-site or off-site construction support activities (i.e., borrow pits, staging areas, material storage areas, temporary work areas, etc.) are required to obtain NPDES permit coverage via the CGP or other NPDES permit (except any portion of the project's construction activities that is covered by a CWA 404 permit) regardless if the smaller project's earth disturbance is less than 1 acre at each location. In Texas, the Texas Commission on Environmental Quality (TCEQ) is the NPDES permitting authority, except on Indian Country.

EJ Comments

EPA recommends the FTA and Austin Transit Partnership (ATP) provide an over-all analysis in the EJ section of the environmental document that discusses the direct, indirect, and cumulative adverse impacts, and the impact Project Connect (including the proposed project build) will have on any minority, disadvantage, and low-income population. It is recommended the connected actions and its analysis as it relates to any minority, disadvantage, and low-income populations take in consideration present and future adverse impacts (e.g., displacement, community cohesiveness and accessibility, community facilities, air quality, noise intensity, public transportation, historical sites, and cultural sites, visual and aesthetic and safety).

We recommend the FTA and ATP fully comply with Executive Orders 12898, 14096 and 13175 and the CEQ guidance pursuant to NEPA.

EPA recommends the FTA and ATP use EIScreen 2.2, the Environmental Justice Screening and mapping tool to aid in the minority and low-income assessment process, which can be found at <https://www.epa.gov/eiscreen>.

We recommend the FTA and ATP use all available tools necessary to identify low income and minority concerns and in assessing disproportionately adverse impacts.

EPA recommends the FTA and ATP utilize the Promising Practices for EJ Methodologies in NEPA Reviews (<https://www.epa.gov/environmentaljustice/ej-iwg-promising-practices-ej-methodologies->

[nepa-reviews](#)) to supplement the applicable requirements for considering and analyzing minority and low-income populations for the proposed project.

We recommend FTA and ATP discuss avoidance and mitigation measures be implemented for present and future impacts associated with the proposed Project. The mitigation measures should include, but not limited to adequate monitoring and means that reduce Hazardous Air Pollutants from the proposed and future related activities.

We appreciate the opportunity to review the environmental issues for the proposed action and are available to discuss EPA's scoping comments. Please send our office an electronic copy of the environmental document when it is electronically filed with the Office of Federal Activities using the following link: <https://www.epa.gov/nepa/environmental-impact-statement-filing-guidance>. If you have any questions, please contact Gabe Gruta, project review lead at 214-665-2174 or gruta.gabriel@epa.gov.

Sincerely,

**Robert
Houston**

Digitally signed by
Robert Houston
Date: 2024.02.27
13:02:17 -0600

Robert Houston
Staff Director
Office of Communities, Tribes and
Environmental Assessment



City of Austin

P.O. Box 1088, Austin, TX 78767-1088

March 4, 2024

Austin Transit Partnership
Atten: Jennifer Pyne
Executive Vice President, Planning, Community & Federal Programs
203 Colorado Street
Austin, TX 78701

Re: Austin Light Rail – Early Scoping Comments

Dear Ms. Pyne,

On behalf of the City of Austin, I want to thank you and the staff of the Austin Transit Partnership (ATP) for your diligent work on the Austin Light Rail component of Project Connect. The City of Austin is deeply committed to the Project Connect transit expansion program – one of the most important initiatives in the past century in Central Texas.

In addition to our established partnership with ATP and the Capital Metropolitan Transportation Authority (CapMetro) in delivering Project Connect, which is defined through our Project Connect Joint Powers Agreement, the City is pleased to be a Participating Agency in the preparation of an Environmental Impact Statement (EIS) for the Austin Light Rail Project. In our role as a Participating Agency, we provide this letter to convey the City of Austin's comments on the scope of the EIS.

City of Austin Guiding Policy for Project Connect & Austin Light Rail

Guiding our comments are the City's adopted plans and policies – specifically our Imagine Austin Comprehensive Plan, Climate Equity Plan, Strategic Housing Blueprint, and Austin Strategic Mobility Plan (ASMP), the transportation element of our comprehensive plan. In light of the tremendous population growth Austin has seen over the last several decades, the City has adopted these plans to direct our transportation and land use programs, projects, and investments in an equitable manner for the future. Both the ASMP and the Climate Equity Plan include the critical goal of achieving a 50-50 mode split, where 50 percent of people drive alone, and 50 percent take another form of transportation. Transit is an essential element of achieving this mode share goal. To make transit a viable option, we must work with our public transportation partners and enhance services to create an experience that attracts and retains riders. With the adoption of these Plans, the City of Austin set a strong policy foundation for the 2020 voter approval of Project Connect and the implementation of Phase 1 of the Austin Light Rail Project.

City of Austin Priorities for Environmental Scope

The following are priorities of the City of Austin for Phase 1 of the Austin Light Rail Project:

- **Minimize and mitigate impacts to City utilities.** We will continue to work closely with ATP to identify existing utilities and relocations with the goal of ensuring connections to existing infrastructure, coordination with ongoing and upcoming City capital improvement projects, and reliability of City utility services.

The City of Austin is committed to compliance with the Americans with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request.

City of Austin Comments

- **Minimize and mitigate impacts to trees and Critical Environmental Features.** We look forward to coordinating with ATP to develop tree surveys, and identifying and minimizing any impacts to important environmental resources.
- **Continue to coordinate on parkland impacts.** There are several parks along Phase 1 of the Austin Light Rail Project, owned and managed by our Parks and Recreation Department, some of which may be impacted by the proposed project. We look forward to coordinating with ATP to identify and mitigate any parkland impacts.
- **Design the light rail system to provide seamless connections to the broader transportation network.** With Austin’s goal of a 50-50 mode split, providing transportation choices and ensuring those transportation modes are well connected is very important. The City will continue to work with ATP to ensure connections to local transportation systems (bikeways, sidewalks, urban trails, and underlying bus network) are identified in the design.
- **Coordinate with key stakeholders along the alignment, including low-income communities and communities of color to address displacement and gentrification.** To ensure equitable outcomes are part of the Austin Light Rail Project, and that transit is not accelerating displacement and gentrification; robust public outreach and engagement should be utilized during the environmental review to better understand the needs of impacted communities and the actions needed to mitigate impacts. This outreach should include low-income communities and communities of color that are living, working, and riding along the light rail alignment. Doing so will help the project team avoid impacts to affordable housing and small businesses facing displacement pressures; and understand the direct and indirect impacts of design decisions.
- **Minimize impacts to local small businesses and cultural resources.** The Austin Light Rail Project should take into consideration the impacts on the existing cultural fabric of the Austin community. We recommend an evaluation on how the project infrastructure and adjacent properties can support local artists, especially those from impacted communities; advance “placekeeping” work; and strengthen neighborhood identity. During the design and construction phases of the project, it is essential that the project team minimizes disruption and displacement of small businesses along the light rail. This is especially important for neighborhood business districts, businesses in low-income tracts or with high percentages of disadvantaged populations, and culture and music venues. We look forward to working with ATP to identify these impacts and collaboratively address them for construction mitigation and anti-displacement support as they are an essential part of Austin’s brand and identity.

City of Austin Commitment to Austin Light Rail

We are committed to supporting the purpose and need of the Austin Light Rail Project and the EIS scope. The City’s Project Connect Office will continue to lead the City’s participation in Project Connect, with support from many of our departments and the City Manager’s Office. Specifically, we want to highlight the following commitments:

- **We support continuing to pursue funding for the Priority Extensions** identified in the Light Rail Implementation Plan, as adopted in June 2023, to accelerate those segments of the light rail system. The Austin-Bergstrom International Airport connection is important as the airport, which is undergoing a significant expansion program, is a major employment hub in the region, as well as a destination for the growing number of Central Texans and our visitors. Additionally, the connection to the Crestview Station is key for regional mobility as it provides a link to the CapMetro Rail Red Line commuter service and rapidly developing transit-oriented development (TOD) district.

City of Austin Comments

- We are committed to planning for, funding, and delivering multimodal integration, especially in areas of high pedestrian and bicycle activity, such as near the University of Texas at Austin, and along the entire light rail alignment. The City has a track record of supplying first- and last-mile connections to transit with robust sidewalk, urban trail, bikeway, and Vision Zero programs, that we will continue as the Austin Light Rail Project advances.
- We will continue to pursue Equitable Transit-Oriented Development (ETOD) and affordable housing policies that will maximize the transit investment along the Project Connect system. Austin City Council adopted an ETOD Policy Plan in 2023 to help the Austin community ensure that future development around the transit system supports residents of all incomes and backgrounds, especially those who have been disproportionately burdened by past transportation and land use decisions. The City worked with our partners at CapMetro and ATP, as well as the community to craft the goals of ETOD in Austin, the tools that can help us reach those goals, and the actions we must take to achieve equitable outcomes along the transit system. To support ETOD implementation along Phase 1 and Priority Extensions of Austin Light Rail Project, the City of Austin's Planning Department is bringing forward multiple regulations for Council consideration in Spring 2024.

In 2020, Austin voters allocated \$300 million of Project Connect dollars to anti-displacement funding; the City of Austin's Housing Department is charged with implementation. Over the past three years, the City has authorized \$43 million in Real Estate Development and Acquisitions and recommended funding for 14 community organizations under the Community Initiated Solutions contracts. The City will continue to deliver anti-displacement funding to support communities along Project Connect lines.

Thank you again for providing this opportunity to comment as part of the early scoping process. If you have any questions or need further information, please don't hesitate to contact me at Annick.Beaudet@austintexas.gov.

Sincerely,



Annick Beaudet, FAICP
Mobility Officer – Project Connect
City of Austin, Texas

Cc: Robert Goode, Assistant City Manager, City of Austin

From: [Skaar, Karen S](#)
To: [Inpvt](#)
Cc: [Bauer, Skylar A](#); [Jarrett, Jordan E](#); [Olstad, Tyra A](#); [Collins, Rebecca L](#)
Subject: NPS Response: DOT/FTA Proposed Austin Lightrail Project
Date: Monday, March 4, 2024 4:11:32 PM

Good morning,

The National Park Service (NPS) appreciates opportunity to review the Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) for the Austin Light Rail Project in Travis County, Texas.

The NPS National Trails Office administers the El Camino Real de los Tejas National Historic Trail (NHT), which intersects the east portion of the planning area. Our office is able to provide expertise as it pertains to NHT resources and impacts to their resources and asks that analysis of these impacts are included in the EIS. The geospatial data for the El Camino Real de los Tejas NHT can be found at the following location: <https://nps.maps.arcgis.com/home/item.html?id=e1708f95308c4049bc0982c0c9d81afd>.

Similarly, as plans for the Austin Light Rail Project progress and the EIS commences, the NPS Natural Sounds & Night Skies Division encourages reviewers to consider impacts of potential noise and light pollution on the El Camino Real de los Tejas NHT, and developers to include mitigation strategies (for example, ensuring nighttime lighting along the rail corridor and at stations is minimized, fully shielded, and uses warm color LEDs.) Should you have any questions or data needs regarding the NHT, please contact Jordan Jarrett archeologist with the National Trails Office, at jordan_jarrett@nps.gov.

Similarly, the NPS National Heritage Partnerships Program administers National Historic Landmarks including the Governor's Mansion and State Texas Capitol. While planning and conducting analysis of the proposed light rail project in Austin, Texas, please consider potential direct and indirect impacts to the two National Historic Landmarks in the area. For further questions or data needs, please contact skylar_bauer@nps.gov.

Thank you -

Karen Skaar (she/hers)
Environmental Protection Specialist
National Park Service Intermountain Region
(303) 349-4160
karen_skaar@nps.gov | [NPS IMR Internal SharePoint](#)

"The Earth is the Mother of All People" - Chief Joseph - Nez Perce

9 Appendix C: Public Comment Letters

- Comment letters
- Scoping meeting survey form and results
- Survey themes summary

9.1 Comment Letters

Jocelyn Vokes

From: Jocelyn Vokes
Sent: Wednesday, March 6, 2024 2:29 PM
To: Elena Goyanes
Subject: RE: Project Connect

Good afternoon, Elena,

Thank you for your message. I am writing to let you know it has been included in the data gathering process for our scoping report. We will have more information in our Draft Environmental Impact Statement which will be released this Fall. At that point, the public will be able to review the analysis and have additional (formal) opportunities for comment.

If you would like to discuss anything in further detail between now and then, please do not hesitate to reach out to me directly.

Sincerely,
Jocelyn

-----Original Message-----

From: Elena Goyanes <elena@goyanes.org>
Sent: Thursday, February 8, 2024 8:33 AM
To: Input <input@atptx.org>
Subject: Project Connect

I live in downtown Austin and Project Connect as now proposed would negatively impact the Four Seasons Residences by situating a station so close to that building that we would not be able to access our loading dock or rear doors.

Also, the larger plan would displace thousands of Austinites. Why have you not assessed the feasibility of a bus program that would have a less drastic impact on downtown Austin?

Thank you for your attention.

Elena Goyanes

Jocelyn Vokes

From: Jocelyn Vokes
Sent: Wednesday, March 6, 2024 2:21 PM
To: Delwin Goss
Subject: RE: Light rail Maintenance Yard

Good afternoon, Delwin,

Thank you for your message. I am writing to let you know it has been included in the data gathering process for our scoping report. We will have more information in our Draft Environmental Impact Statement which will be released this Fall. At that point, the public will be able to review the analysis and have additional (formal) opportunities for comment.

If you would like to discuss anything in further detail between now and then, please do not hesitate to reach out to me directly.

Sincerely,
Jocelyn

From: Delwin Goss <delwingoss@gmail.com>
Sent: Saturday, February 10, 2024 12:07 PM
To: Input <input@atpbx.org>
Subject: Fwd: Light rail Maintenance Yard

As usual Montopolis is once again being offered up as the dumping ground for projects no other neighborhood wants.

Even though it's ranked all the way down to number 5 on the list of desirable locations for the light rail maintenance yard; they are pushing hard to put that proposed light rail maintenance yard on Yellow Jacket Lane here in Montopolis. We are tired tired of Montopolis being the dumping ground for so many projects other neighborhoods don't want?

I want to go on record as speaking for the members of the Montopolis Community Alliance. We don't want it. Use the number 1 through 4 preferred locations but quit dumping on us!!

sincerely,
del goss
Montopolis Community Alliance
Delwin Goss
6410 Ponca Street
Austin, Texas 78741
delwingoss@gmail.com
512-507-7615

From: [Steven Schwartzman](#)
To: [Inbox](#)
Subject: Austin rail projects
Date: Saturday, February 10, 2024 9:15:12 AM

If it's true that the City of Austin is currently planning to use taxpayer money to do something different from what voters approved in 2020, the new plan must be submitted to voters for approval. Otherwise it's an illegal "bait and switch."

Steven and Evangeline Schwartzman
10702 Bull Ridge Dr.
Austin, TX 78759

From: [Mehrad Yasrebi](#)
To: [Input](#)
Cc: [Mehrad Yasrebi](#)
Subject: 518 Sunny Lane, Austin 78704 (Input about Project Connect Metrol Rail on Riverside Drive west of I-35)
Date: Sunday, February 11, 2024 3:25:24 PM

Re: Our discussion at Project Connect Open House event yesterday *Feb. 10, 2024)

Greetings,

I am sending this email as you suggested during our visit in the referenced meeting. There are many hereto known and unknown problems with a Light Rail on the West Riverside Drive, and any and all adverse effects on private residences such as mine would be the city's responsibility, regardless of what solution the city decides upon.

Statement of Facts Regarding Street Space Availability, Example Concerns and Example Potential Problems

1. West Riverside Drive has narrow areas which poses a challenge for incorporations of light rail into the existing space.
2. The majority of the private residences on the West Riverside Drive are on the south side, and these properties back to West Riverside Drive.
3. Noise, View-disturbance, safety and Vibration would adversely affect the residences in terms of structural damage, noise pollution, eliminations of river and city views, reduced property values, and a host of other reasons. Many of these are multi-million dollar properties.
4. Unlike businesses/commercial properties, private residences are occupied throughout the days, evenings and nights; accordingly, these private residences would suffer more than the commercial properties.
5. The structures on West Riverside Drive that border the lake (the North side) in this area are commercial, single-story buildings that have large parking lots at street level that border West Riverside Drive. On the contrary, many houses on the opposite (South) side, including mine, back into Riverside Drive. There is no room for street expansion into our lands/backyards.
6. Many private residences were purchased at expensive prices to have views of the lake, downtown and the river without views of street traffic. Many are multi-million dollar residences. Any changes that adversely affect such private residences would be undesirable.

If the rail is to be build on West Riverside Drive, your Proposed Solution Example Alternatives are as Follows

During our visit, you indicated that your goal is to avoid displacements, and indicated that two two-rail options are being considered:

1. Street/lake-level addition of light rail.
2. Elevated light rails.

These would have the aforementioned undesirable impacts on the residential properties.

Associated Analysis of Your Proposed Solution Alternatives

If Light Rail (as opposed to only bus service and eliminations of non-local/resident traffic) is

to be adopted for this area, then your option 1 (street/lake-level rails):

1. Reducing the number of lanes from 4 to 2 on W. Riverside Drive, and/or
2. Building the proposed rail bridge for longer over-water area to join land on the south side near IH-35 (as opposed to near South Congress bridge) and/or
3. Widening of the street into the existing flat parking lots of businesses (on the North side of the West Riverside Drive) that also broder the lake

would seem to have fewer adverse impacts in terms of views of city and lake.

Designing the rail bridge to IH-35 over water (item 2 above) would likely eliminate most of such issues:

- The properties on both sides of W. Riverside Drive would still have undistributed views of downtown and the lake.
- Additional Noise pollution would be reduced for residences on the South side such as mine.
- Chances of vibrations to the residences would be reduced.
- There would be no displacements of residents.
- A station can be incorporated near the newly-proposed residential, entertainment & retail area to replace the Austin American Statesman property and/or near IH-35.

Elevated Light-Rail, if even considered, would have to be designed in such a way so as to avoid blocking the views of the private residences such as mine and to prevent noise pollution (the rail cars would be closer to the windows of the private residences) and to avoid ugly views.

Further Request

As part of this process, it would be safer to disallow commercial trucks to use the West Riverside Drive (Highway 290 would be used by such vehicles).

Additional Notes:

- A light Rail that would be built on Highway 290, instead of the West Riverside Drive, would be a better solution.
- As part of this process, it would be safer to disallow commercial trucks to use the West Riverside Drive (Highway 290 would be used by such vehicles).

Request for Response/Visit

Based on your suggestion today, I request a response, and am prepared for an in-person visit to discuss these issues in detail. Conveying such complicated topic by email is not easy, is subject to miscommunications and is error-prone.

I look forward to hearing from you.

Thank you.

Respectfully yours,

Mehrad Yasrebi, Ph.D.
518 Sunny Lane
Austin, Texas 78704

From: [Yannis Banks](#)
To: [Philip Russell](#); [Input](#)
Subject: RE: light rail
Date: Thursday, February 22, 2024 1:19:00 PM

Hello Phillip,

Thank you for participating in the open house. We have noted your additional comment & will include it in our data collection. You are also able to visit our virtual open house at <https://publicinput.com/austinlightrailopenhouse> if you have any more comments you would like to make. It will be available open until March 4th.

From: Philip Russell <adonfelipe@gmail.com>
Sent: Sunday, February 18, 2024 11:07 AM
To: Input <input@atptx.org>
Subject: light rail

I filled out your questionnaire at the Avenue B open house before viewing the exhibits. After viewing the exhibits I would like to add:

Bushes and light rail systems are different. With bushes, a satisfactory trim can be obtained by cutting a little off each branch. The result is a smaller, but still symmetrical bush which continues to fulfill the esthetic function of the bush.

Unfortunately the design presented at Avenue B indicated that the same trimming policy had been adopted—a little off each branch. The result is nice and symmetrical and since no ridership is totally

left out, opposition is minimal.

However, since the remaining stubs don't really connect with anything, ridership will be low and future voters will be reluctant to fund further expansion.

Better to cut out north and south lines and complete a single downtown-airport line. (Align the track so it could be extended to Circuit of the Americas.) That synergy would produce high ridership and lead the public to vote for further expansion.

P.S. Returning from the open house on the 801 bus I was puzzled by the current proposal ending the North Lamar line one stop south of the Triangle. The Triangle stop consistently generates the most ridership on the 801 line north of campus.

Philip Russell
adonfelipe@gmail.com

From: [Lynn McNeill](#)
To: [Tina](#); [Courtney Chavez](#)
Subject: Re: why eliminate light rail stations
Date: Monday, February 26, 2024 12:37:29 PM

Hi Courtney,

I have summaries by concerns about the elimination of the Travis Heights Station below:

1. An urban light rail transit system should have frequent and convenient stops to maximize adoption and to expand walkable neighborhood from downtown to east riverside, south congress and north Lamar.
2. The station will be used to provide access to parks near Travis Heights.
3. The development of the south central waterfront district will bring high density development up to Blum creek (current Cidercade site) the Travis height station would be only 850 from the Cidercade. the Cidercade is over 2,400 feet from the waterfront station. additionally the waterfront station will already be overloaded with 10's of thousands of new residents and people at the businesses, hotels, restaurants... people wanting to access eastern end of the district will find the Travis Height station much more convenient.
4. To the east of the Travis heights station we have the East Riverside Development District from i35 to 71 along riverside drive. The Riverview apartment towers are only 1,200 feet from the Travis Height station and 2,300 feet from the lake shore station. Additionally, the lake shore station will be almost as busy as the waterfront station and new residents near 35 would find Travis Height station more convenient.
5. There was a comment about the protecting the historic nature of Travis Heights, but only two home facing riverside are of historic significance. The very short distance from Blum Creek to 35 have some property facing riverside where some development is possible without endangering the nature of the neighborhood.
6. Removing the Travis Heights station would require Travis Heights community members to walk down a steep hill.
7. Removing the Travis Heights station would require Travis Heights community members to walk to stations at Waterfront and Lakeshore to access the light rail.

Thank you for your response. I will be at the meeting on Thursday if you would like to discuss.

Lynn E McNeill

On Monday, February 5, 2024 at 05:59:07 PM CST, Courtney Chavez <courtney.chavez@atptx.org> wrote:

Dear Lynn McNeill,

Thank you for your message to Austin Transit Partnership regarding the Travis Heights

station. We welcome and encourage feedback like yours as we share with our community the proposed project and potential design options that will undergo comprehensive studies of project benefits and impacts as part of the required environmental review process.

I want to make sure we record your comments correctly for our analysis. You indicated that the Travis Heights station is necessary for the following reasons:

1. An urban light rail transit system should have frequent and convenient stops.
2. The station will be used to provide access to parks near Travis Heights.
3. Removing the Travis Heights station would require Travis Heights community members to walk down a steep hill.
4. Removing the Travis Heights station would require Travis Heights community members to walk to stations at Waterfront and Lakeshore to access the light rail.

Thank you again for your insights. Please let me know if I have mischaracterized or misunderstood any of your comments so that we can ensure we accurately reflect your feedback.

Also note that we are collecting comments through March 4, and welcome any additional feedback you may have. If you are interested in joining us at any of our upcoming Open House events, you can find more information on our website at www.atptx.org/events. We have also launched a [Virtual Open House](#) option for those who want to provide comments and cannot attend one of our events.

Again, thank you for your feedback.

Best,

Courtney

Courtney Chavez (she/her)
SVP, Equity & Community Partnership
Austin Transit Partnership

Courtney Chavez (she/her)
SVP, Equity & Community Partnership
Austin Transit Partnership

From: Lynn McNeill <lemcneill@yahoo.com>
Sent: Friday, January 26, 2024 11:08 AM
To: Input <input@atptx.org>
Subject: why eliminate light rail stations

Why would you be considering eliminating the Travis Heights station? I know there are powerful people in this neighborhood that hate idea of poor people getting transportation to the parks conveniently located near Travis Heights, but for you to cave into their pressure at the expense of regular people like us in the neighborhood that will actually use the transit is an embarrassment to your organization.

I have been an ardent supporter of the light rail from day one. This is an urban light rail transit system. It should have frequent and convenient stops. It is not a park and ride station. We have plenty of people who would use the Travis Height station. If you eliminate it, we would be required to walk down that steep hill and to the lake at the waterfront station or across I35 to the lake shore station. It is so obvious people like Kathy Tovo have gotten into your ear and you folding under the her pressure. I'm embarrassed I ever supported an organization run by such weak minded spineless individuals. I have lived in this neighborhood for 29 years now and I'm sick of the loud and powerful always getting their way at the expense of regular people.

Grow a pair and do what is right and stick to the original plan of the station at Travis Heights!!!!

Contact me if you care for additional input.

Lynn McNeill
1023 E. Riverside Drive
Austin, Tx 78704
512-415-6454

Sent from [Mail](#) for Windows

From: [Courtney Chavez](#)
To: [Fred McGhee](#); [Input](#)
Cc: [Plaskon, Terence \(FTA\)](#); michael.doss@dot.gov; [Deron Lozano](#)
Subject: RE: Austin Light Rail Project Comments
Date: Monday, March 4, 2024 3:48:24 PM
Attachments: [irraoe001.png](#)

Dear Dr. McGhee,

I want to acknowledge receipt of your email and confirm that your comments have been recorded as part of our Notice of Intent scoping process. Thank you for providing your feedback to Austin Transit Partnership. Please feel free to reach out to us with additional questions or comments.

Best,

Courtney

Courtney Chavez (she/her)
SVP, Equity & Community Partnership
Austin Transit Partnership

From: Fred McGhee <fmcghee@montopolis.org>
Sent: Monday, March 4, 2024 12:39 PM
To: input@atptx.org
Cc: [Plaskon, Terence \(FTA\) <terence.plaskon@dot.gov>](mailto:terence.plaskon@dot.gov); michael.doss@dot.gov; [Deron Lozano <Deron.Lozano@atptx.org>](mailto:Deron.Lozano@atptx.org)
Subject: Austin Light Rail Project Comments

To FTA and ATP:

My name is Fred L. McGhee. I am well known NEPA and NHPA practitioner, the first African American to earn a Ph.D. in archaeology from the University of Texas at Austin, and the president of Fred L. McGhee & Associates, one of the country's first African American and Disabled Veteran owned and operated archaeological and environmental consulting firms.. Between 2001 and 2003 I was the Chief Archaeologist for the Air Force in Hawai'i, where my base won the 2004 service-wide award for having the best cultural resource management program in the Department of Defense. I have been in the private sector since, with clients disbursed throughout the United States, but mainly focused in Texas and the greater Southwest. I am the author of four books, including the 2014 book "Austin's Montopolis Neighborhood."

In my considered opinion and judgment, the current version of Austin's light rail proposal makes a mockery of the fair treatment and meaningful involvement provisions of NEPA's environmental justice provisions. In only considering one option (the proposal alongside the no-action alternative), ATP's proposed action also ridicules the intent of the environmental impacts analysis process at the core of NEPA. NEPA was never supposed to be about the artificial or political constraint of options.

FTA SHOULD DENY FEDERAL FUNDING FOR THIS PROJECT UNDER ITS CAPITAL INVESTMENT GRANTS PROGRAM, until the Austin Transit Partnership properly discharges its moral and legal obligations to sit down and negotiate with the Montopolis community and its leadership on a basis of mutual respect.

1.) Despite being a well known locus of some of the most egregious environmental injustices in the history of Austin, the Montopolis community is being inequitably targeted by the current plan to locate a multi-acre site support facility in our community. The delayed and belated decision to place the operations and maintenance facility (OMF) in a family neighborhood already teeming with air quality, water quality, airport noise, ground level ozone, brownfields, and other environmental harms was an internal political decision taken without our community's knowledge or involvement, despite the predictable environmental and equity consequences for our children and families. We still do not have an official explanation about why our community was chosen instead of the other locations that were considered during ATP's planning process.

How could ATP come to such a reprehensible decision? By abandoning any consideration of equity as part of its planning process, and by abandoning the "racial equity anti-displacement tool" that was supposed to serve as a mechanism for "accountability to the community." A copy of the "Equity Tool" report is attached, and I would appreciate its placement into the federal record for this project, alongside the memo the Montopolis community wrote in response to this decision.

2.) ATP's well compensated contractors (more than twenty-five million dollars) are obviously acting as part of the project team instead of as objective analysts of serious alternatives, including those put forward by the public. This is neither what the drafters of NEPA nor Congress intended.

3.) So far ATP has not considered ALL kinds of project effects--direct effects, indirect effects, and crucially, how the single alternative under review would contribute to cumulative effects.

4.) ATP's analysis should not just be about quantifiable impacts, but also about those that cannot be quantified such as effects on social, cultural, and spiritual values or other impacts best identified using qualitative research methods. For instance, will the proposed project worsen gentrification in the Montopolis community?

5.) To date, Section 106 coordination has been lacking or poor. Treating this as an afterthought is a mistake. The process should begin anew, as the previous consultation no longer applies. ATP should proactively reach out to the Montopolis Neighborhood Association in identifying its areas of potential effects as well as historic properties, and its scoping process should be done with neighborhood experts and community members such as myself, not just consultants on its payroll. It goes without saying that the category of "historic property" is about more than just buildings or archaeological sites, but also includes Traditional Cultural Properties. The Montopolis community expects to be a full invited signatory to any MOA for this project. "Concurring party" status will be insufficient.

My contact information is below. Please do not hesitate to reach out if there are any questions or if you desire further elaboration.

From: [Courtney Chavez](#)
To: [Bill Aleshire](#); [Input](#)
Cc: [Plaskon, Terence \(FTA\)](#); [Doss, Michael \(FTA\)](#)
Subject: RE: Scoping Comments - Notice of Intent to Prepare EIS for the Austin Light Rail Project
Date: Monday, March 4, 2024 11:10:40 AM

Dear Mr. Aleshire,

I want to acknowledge receipt of your email and confirm that your comments have been recorded as part of our Notice of Intent scoping process. Thank you for providing your feedback to Austin Transit Partnership. Please feel free to reach out to us with additional questions or comments.

Best,

Courtney

Courtney Chavez (she/her)
SVP, Equity & Community Partnership
Austin Transit Partnership

From: Bill Aleshire <bill@aleshirelaw.com>
Sent: Monday, March 4, 2024 10:46 AM
To: Input <input@atptx.org>
Cc: Plaskon, Terence (FTA) <terence.plaskon@dot.gov>; Doss, Michael (FTA) <michael.doss@dot.gov>
Subject: Scoping Comments - Notice of Intent to Prepare EIS for the Austin Light Rail Project

TO: FTA and ATP

I have lived in Austin/Travis County since 1970. I worked in East Austin for the Human Opportunities Corporation, part of the “war on poverty.” I served as Travis County Tax Collector and Travis County Judge and have been a practicing attorney for over 22 years. With that perspective, I offer the following comments in response to the following found at 89 FR 3706 (“The Notice”):

“The Agencies invite all State, Tribal, local governments, and the public to comment on potential alternatives, information, impacts, and analyses to be considered in the EIS, as well as any other relevant information, studies, or analyses with respect to the proposed agency action.”

Aleshire Comment 1 (Alternatives): Within either the No-Build or Build analysis, the EIS should consider the alternative of starting with a BRT (Bus Rapid Transit) system with dedicated lanes, similar to the federally-funded VIA BRT in San Antonio, Texas. An Austin BRT could be built for the *entire* routes promised to the Austin voters in 2020, including reaching the Airport. An Austin BRT can be built for a fraction of the local and federal cost of LRT; multiple times more efficiency in construction cost/mile and cost/rider; elimination of the restraints on where the OMF can be placed away from residential neighborhoods; and all

the environmental benefits purported to be obtained by LRT. With an Austin BRT, ridership can be tested and established before the extremely cost-inefficient and environmentally unjust Austin LRT and OMF is committed to in perpetuity.

Aleshire Comment 2 (Alternatives/Injustice): As proposed, the Austin LRT (old Blue Line), which does not connect to the Airport, should be rejected or replaced with an Austin BRT with an OMF located away from any residential neighborhood. The failure to fulfill the promise made to voters to connect LRT to the Airport has resulted in an environmental injustice of locating the negative feature, the OMF, next to a residential neighborhood in East Austin. Anyone who understands Austin and its horrible history of the treatment of Black and Hispanic people and their segregation to East Austin understands the absolute atrocity of the decision to locate the LRT OMF in the Montopolis residential neighborhood. This is another dirty trick on the people of East Austin as this location of the OMF was not disclosed to voters in 2020, and, in fact, was not revealed until the Spring 2023. The stupid mistake of not connecting mass transit to the airport results in the atrocity of locating the OMF in an East Austin residential neighborhood.

Aleshire Comment 3 (Alternatives/Noncompliant Process): The NHPA Section 106 analysis was done prior to sufficient design of the Austin LRT to comply with applicable federal law. The Section 106 must be redone and, as required by the NHPA, must include analysis of both “historic” features impacted but also the “cultural” impacts. Insufficient contact was made with impacted communities of people of color, especially in East Austin, in the previous Section 106 analysis. The Section 106 analysis made the following typical errors:

- Failing to consider LRT/OMB impacts on culturally important neighborhoods and the ambiance of a neighborhood;
- Considering only an undertaking's direct physical effects (demolition, bulldozing), ignoring less obvious effects (e.g. visual and auditory effects, effects on land use, gentrification, regardless of impacts on other cultural values (such as to “stop dumping negative features on East Austin neighborhoods”);
- Failing to present the Montopolis Neighborhood Association an MOA.

Dramatic changes have been made in the Preferred Alternative such as the OMF in the Montopolis residential neighborhood and use of 3rd street, instead of 4th street, for LRT in downtown Austin. In addition, apparently the previous Section 106 analysis failed to deal with the LRT (Orange Line) running right over the historic 98-year-old Austin restaurant, Dirty Martin's. What else did the section 106 analysis miss?

Aleshire Comment 4 (Alternatives/Unlawful Segmentation): The Austin LRT EIS must include analysis of the entire “project.” The 2020 “system” “Initial Investment” Plan (see attached) has now been illegally segmented (see attached Map) into (a) “Austin Light Rail Phase 1” (b) “Austin Light Rail Phase 1 Priority Extension” and (c) “Future Austin Light Rail.” Analyzing only the “Phase 1” impact is the wrong, incomplete, and unlawful context in which to prepare the EIS.

Aleshire Comment 5 (Alternatives/Logical Termini): “Yellow Jacket” is not a logical termini for the Austin LRT from downtown, a few miles short of the Austin Airport. Neither, for that matter, is it a logical termini of Guadalupe & 38th Street short of Crestview or a connection to the north end of the Red Line. Nor is the Congress & Oltorf a logical termini. If ATP cannot afford what voters approved, that does not mean they are free to construct a truncated system that frankly makes no sense.

Aleshire Comment 6 (Information): The Notice contains either unverified or false information about why the 2020 Voter-approved Project Connect LRT is not being implemented. “Inflation” is not the reason. The reason is that the plan submitted to the voters contained material, if not deliberately underestimations, errors in its costs estimates and routes that violated Texas law (such as the Capitol View Corridor law). This false information should be studied and exposed and considered by the FTA because it reflects on whether the FTA can trust the cost and ridership estimates provided in 2020 or now by CapMetro or ATP. The Notice also contains false information that voters approved a property tax dedicated to the *truncated* LRT being proposed as the Preferred Alternative which is less than half the length and stations presented to the voters in 2020 and eliminates elements (such as the undergrown “destination” station with shops and entertainment) that attracted voter support and now includes elements, such as the Montopolis OMF, that would have decreased voter support in 2020.

Bill Aleshire

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From: [Yannis Banks](#)
To: [Brian Lukoff](#)
Subject: RE: Alignment along Riverside Drive
Date: Tuesday, March 5, 2024 3:32:00 PM
Attachments: [image001.png](#)

Hey Brian,

Thank you for participating in the virtual open house last week. The property we mentioned in the press release is the Riverwalk Condos, which I now realize that was the property you were referring to in your original email. Initially, our preliminary designs showed that we might impact Riverwalk Condo buildings for the light rail to operate on Riverside. Through our continuing engineering work and coordination with the City of Austin, we were able to adjust the minimum widths required for some streetscape components, which allows us to avoid impacting the buildings themselves. This is an example of the design process, like the businesses along 29th and Guadalupe, where we aim to minimize impacts on property along the entire alignment. We will continue to work to reduce impacts to the extent possible as the design process occurs over the next few years.

Hopefully this helps.



Yannis Banks
Community Engagement Manager
Austin Transit Partnership
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A: 203 Colorado Street, Austin, TX 78701

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From: Brian Lukoff <brian.lukoff@gmail.com>
Sent: Tuesday, March 5, 2024 9:39 AM
To: Yannis Banks <yannis.banks@atptx.org>
Subject: Re: Alignment along Riverside Drive

Hi Yannis,

Thanks for this information. I submitted to the virtual open house last week but if I can add one more piece of advocacy here, I would strongly oppose removing the Travis Heights station! Due

to the proximity to downtown, our neighborhood will I think continue to attract more folks who value and want to use transit (like myself), and I think it would be a mistake not to serve the neighborhood at that station. I imagine the costs of building that station now, as part of the initial rollout, would be much lower than the cost of trying to add a new infill station in the future?

This 2/7/24 press release (<https://www.atptx.org/austin-transit-partnership-provides-design-update-as-open-house-events-continue-through-february/>) says that "ATP applied similar methodology on Riverside Drive, just west of I-35. As a result, several conflicts with multi-family buildings have been reduced." Can you tell me more about what changes those are referring to?

Brian

On Mar 5, 2024 at 9:02:42 AM, Yannis Banks <yannis.banks@atptx.org> wrote:

Good morning, Brian,

Thank you for reaching out to Austin Transit Partnership. As of right now, there haven't been agreements made between us and 500 Riverside Dr. or any property owner. Currently we are at the beginning of the environmental analysis process, which provides an opportunity for the public and other public agencies to provide input on the light rail project. There is an opportunity provide feedback by the end of today, March 5th, online at <https://publicinput.com/austinlightrailopenhouse>. Although we have established a cut-off date of March 5 for scoping input that will be documented in the scoping summary report, we will always be accepting and considering comments from the public and particularly will engage with any potentially impacted property owners that want to connect. After we receive the feedback and comments, we will create a Draft Environmental Impact Statement (DEIS) that will show the results of the environmental analysis and where we will share our recommendation for how to move the project forward. We will release the DEIS in Fall of this year for the public to review and comment. In the summer of 2025, we will release our Final Environmental Impact Statement (FEIS). As you can see there is still a lot of time and work left before anything is finalized and we would like to hear from the community throughout the process on any concerns they have. I have attached a slide to help show where we are in the process and the path we are taking.

Yannis Banks

Community Engagement Manger
Austin Transit Partnership

From: Brian Lukoff <brian.lukoff@gmail.com>
Sent: Tuesday, February 27, 2024 10:24 AM
To: Input <input@atptx.org>
Subject: Alignment along Riverside Drive

Hi,

I live along Riverside Drive and I recently heard that ATP has reached some sort of agreement with the owners of 500 Riverside Drive about the use of its right of way. As a homeowner on the other side of the street, I'm concerned about how that impacts my property. Can you share the details of the new alignment?

Brian

From: Courtney Chavez on behalf of Input
To: "Miranda Best"; Input
Subject: RE: Input for Preparation of an Environmental Impact Statement
Date: Wednesday, March 6, 2024 10:02:00 AM

Dear Miranda Best Campos,

I am confirming receipt of your message below and letting you know that we have included your comments in our scoping report data collection. Please feel free to reach out with additional questions or comments.

Best,

Courtney

Courtney Chavez (she/her)
SVP, Equity & Community Partnership
Austin Transit Partnership

From: Miranda Best <miranda.bestcampos@utexas.edu>
Sent: Tuesday, March 5, 2024 10:50 AM
To: Input <input@atptx.org>
Subject: Input for Preparation of an Environmental Impact Statement

Hello,

I recognize that I missed the deadline (yesterday) to [share input](#) for the NEPA review, but I hope that you will still take my comments into consideration.

The Austin Transit Partnership's revised transit plan has diverged considerably from the voter-approved 2020 plan. This should raise public concern because voters are not getting what they agreed to! The FTA is only evaluating the environmental impact of the smaller voter-approved 2020 plan and not the new bigger plan which is purposely misleading. Where are the environmental and displacement impacts of the larger plan? There are consequences of this new plan such as the relocation of the maintenance facility from a non-residential area to the Montopolis neighborhood that will cause safety, environmental, and displacement concerns. Reports indicating the potential displacement of 300,000 residents and numerous businesses along the rail lines necessitates an evaluation of alternative plans with reduced societal and environmental impacts like what was first agreed upon by voters. Additionally, the FTA must consider the environmental repercussions of recent land-use policy changes, such as the city's HOME initiative linked with Project Connect.

Comparisons with expanding the bus transport system, particularly in relation to San Antonio's successful bus rapid transit system, should be part of the Environmental Impact Study. The cost-effectiveness and lower environmental and displacement consequences of a robust bus system, capable of rapidly increasing transit ridership, make it a viable alternative that warrants careful consideration. The FTA should

prioritize a comprehensive analysis of such alternatives in its decision-making.

Before approving funds, a thorough examination of the initial promises made to voters and the current proposal, the environmental and displacement of people and business impacts, and a cost analysis of the Bus RapidTransport System are demanded to be made aware of.

Thank you,

—
Miranda Best Campos

she/her/ella

The University of Texas at Austin

MSW and MPAff '24

9.2.1 Survey Results

While respondents were encouraged to provide feedback for the entire survey, all questions were optional. As a result, some respondents opted to supply information for all questions, while some only answered a few questions. Those cells left blank indicate that no response was received.

9.2.1.1 Overview (Question 5)

Please note, all comments are written verbatim as received and do not correct spelling or grammatical errors. Those cells left blank indicate that no response was received.

Count	Zip Code	Question 5: Are there overall questions, opportunities, or concerns you have that should be considered in our ongoing study of the project?
1	78751	Expand tree cover along stops!
2	78745	—
3	73728	Accessibility to key points in the city, access from marginalized areas of the city like East Austin.
4	78613	Continuing accessibility and easy access to and from stations to other destinations nearby (bus, etc.) will be important for ridership.
5	78732	Looking forward to building it and riding.
6	32905	Yes, I'm concerned about the block of Guadalupe at 30th Street to 34th Street. The street narrows. Will this block at 30th to 31st Street east side be torn down?
7	78730	Interested in knowing impacts to cross street traffic (streets perpendicular to LRT)
8	77007	—
9	78756	—
10	78750	—
11	78751	How many auto trips are we projecting to remove with this project? What will ticket prices be (rangewise)? What will be done to ensure financial access?
12	78705	Need as many stations as feasible! Regularity
13	78757	My main concern is related to seen maybe an expansion of the retail. It seem really concentrated in areas of downtown. I am glad in your renders do not show cars I hope, those areas will have no cars.
14	78705	Accessibility to stations with sidewalks, buses; service to marginalized communities
15	78751	How long would it take the project to be built?
16	78705	Will the light rail have signal priority and what is the planned frequency and anticipated route speed?
17	78666	The area of phase 1 is quite large, have you thought about scaling down and building it up over time?
18	78741	Will the stations be accessible to different parts of the route (not all concentrated in one area)?
19	78751	—
20	78705	I am concerned with the risk of displacement along the route - while and after implementation.

21	78705	My main concern is that the project gets completed as soon as possible. Also, it may not be relevant because you probably want to separate bike/rail alignments, but it's good to be aware of bike-friendly tram tracks, which are filled with rubber so they don't eat your tire (developed & deployed in Basel, Switzerland).
22	78701	How are you addressing car dependency and incentivizing the public to use LRT?
23	78731	Providing service up to Rundberg/Lamar which is very high ridership station for the 801.
24	78705	Concerns of very congested traffic.
25	78722	Connectivity blt station areas + UT. Ped crossings across Guadalupe (blt west campus + UT). Maintaining bike access through west campus. Don't replace bike infrastructure with infrastructure for diverted cars.
26	78709	Main concern is that it's affordable to use and that service is reliable unlike meters bus, which is from for not sticking to the schedule.
27	78705	—
28	78705	One more stop to the airport?
29	—	Access to limit walking to get to the rail.
30	—	How will you balance car traffic, bike/walk on these streets alongside trains. Please break down acronyms like FEIS/ROD/EIS.
31	78704	Further define what NEPA's ROD acronym stands for so those not versed in environmental policy have full grasp. Also, make the slides that pertain to survey questions more obvious. The little side stickers are not easy visual cues.
32	78705	Since it will go through UT campus, many students might take the light rail to commute. Will there be any plans for student commuters? Or certain times of free rides the light rail in a month?
33	78705	—
34	78751	Ensuring that construction doesn't further divide marginalized communities like the I-35 does.
35	78751	—
36	78703	What would projected costs be to use light rail & how would the project affect taxes in surrounding areas?
37	78705	Pedestrians > active transportation > transit > ... Cars
38	78751	I'm curious about the impacts to service on the light rail without an underground station and trains at street grade.
39	78705	Which station locations will Austin Light Rail offer service and exactly when will they be open to the public?
40	78704	Ability of student or other from Guadalupe safely at 22nd and 23rd Streets. Train should have the end at the airport.
41	90021	Keeping them clean and safe.
42	78751	None.
43	78702	Please just deliver the system ASAP. Please make sure it works with bike infrastructure projects. Please provide us info about how it will work with ongoing construction (e.g. increased density downtown). It's hard to provide feed without numbered context, etc.
44	76501	So many opportunities with this project. I'm not concerned with potential urban growth that comes with the implementation of this project.

45	78751	—
46	78717	On street systems take away lanes for cars. Most (many) people cannot afford to live close to central Austin and need cars to get them to the city. I am concerned that this project will impact my drive for a long time.
47	78704	Suggest you put a metabike station (bicycle) at terminals of the lines (north, south) and major hubs/stations as well. Ensure there is significant shade. Also, good opportunity for creative morals/design.
48	78726	Connection with red line. Consider mechanical walkways for passengers to move from Red Station to new light rail station to better serve Austin residents.
49	70703	It is important to consider the positive and negative impacts on the communities that this rail line runs. Going out and talking with as many as possible groups and individuals within these communities is how to understand the impact and how best to make a positive impact for all. Assuming to know the community without begin present in it will be affective.
50	78704	Fully support this project.
51	SE8 3HT	Will the construction interfere with the general campus life?
52	G3 7 TT	Need to ensure that people from all walks of life will benefit - not just the well off.
53	78660	Will there be parking at the beginning of the route?
54	78731	Interested in possibility of elevated sections of the line - I'm from Chicago and love the EI!
55	78717	—
56	78757	Capacity of cars - they are really full, sometimes I cannot get on. Connectivity. The closest light rail is 1 mile from my house, which is too far to walk in bad weather. Noise level is important. Current trains are very quiet, which I can appreciate.
57	78758	—
58	78705	Rio Grande is an excellent, shady bike route. Do not include bikes on Guadalupe with 2 bad options (bikes sharing with buses or buses sharing with trains).
59	78757	Can it go all the way to the airport?
60	78705	Transportation to and from light rail stops.
61	78705	What will this cost tax payers? How will this affect the environment?
62	78745	Would this make the city feel more or less congested?
63	77584	—
64	78745	1: I don't think the Park & Ride is very valuable when its close to the ending. 2: Function over looks. I would rather have an ugly station that helps the whole city than a beautiful one that doesn't. 3: Prioritize the rail system. If there is compromise between impacting traffic or walk/bike facilities vs the tram, do what is best for the train. We voted for a bight light rail system. Make this function #1.
65	78705	I would love to see West Campus and North University implemented into the plan.
66	78745	Minimize removal of businesses on Guadalupe line. Make Guadalupe from 29th - the river a transit bike ped route.

67	78701	So excited for the light rail! We should spend a bit less time with community outreach and more time moving towards implementation.
68	78705	—
69	78741	—
70	78754	—
71	78751	Everything. Station locations. Property - road width - issues.
72	78653	It is a good idea to build a rail system here in Austin. Are there going to be opportunities for jobs for college students when the work starts?
73	78712	How long would a full route take?
74	78702	—
75	78704	Extension north to red line/crestview and east to airport a critical must and should be priority.
76	78702	I like the goals/objectives.
77	78705	How will construction disrupt traffic? Will it be free for students as how the current bus system is?
78	78758	Prioritizing figuring out the priority extension as soon as possible. Cost and efficiency and removal of bureaucratic obstacles.
79	78705	Traffic concerns around Uni/on Guadalupe - at least initially. Questions about expanding lanes.
80	78521	No questions but a great opportunity to have a line from the airport to 38th St.
81	78757	—
82	78721	—
83	78752	Please prioritize the extensions to Crestview and ABIA.
84	78702	choo choo!!
85	78751	Transit is awesome
86	—	—
87	78724	The airport extension should be included in the initial build out to avoid the additional costs that will come from delaying full construction.
88	78741	—
89	78750	Need to extend to the airport! This is a huge mess to the present project!! Need airport service for conventions and music events, and visitors! Huge miss if airport service not available!!! Must be part of the plan!
90	78704	—
91	78610	None
92	78744/78722	Environmental study about going under river? Or which option causes (street level/extended bridge) least environment damage. Why not starting w/Green line? (already there) Why not something to airport?
93	78741	—
94	78660	The connection to Crestview out to airport is very important. How does the station(s) connecting to red line to light rail and Amtrak to light rail look?
95	78733	—
96	78741	—
97	78741	—
98	78701	Very happy that ATP worked to resolve the Dirty Martin's situation. Traffic and corridor redesign with the City of Austin in the West Campus area will be a critical component to project success.

99	78723	—
100	78613	—
101	78752	I like what has been planned so far. I think it really opens up transportation options to have a metro system that goes beyond the downtown station stop. If funding could be secured for the priority lines to go to the airport that would be huge! Also, as the city continues to grow, options need to be explored to go further south.
102	78741	Logistics and construction planning on project along with timelines would be helpful when shared with the public on a regular basis - transparency and public input is crucial!
103	78724	Just hoping for continued focus on station placement with plenty of pedestrian options (as opposed to needing to walk in the street).
104	78741	On Pleasant Valley Rd, I see future lines going by. Pleasant Valley Rd is not that wide. Will it be completely removed for the line? How many trains are supposed to pass by?
105	78717	—
106	78729	Would love for the light rail to extend more north and prioritize the airport extension. Add food and drink vending machines to stop. Healthy (farmers fridge) or local groups
107	78747	Safe access to/from stations. Shade, reliable arrival info. Current CapMetro station screens often inaccurate.
108	78702	It should be a top priority to go to the airport ASAP. Red L needs additional stops in Cherrywood and Hyde Park. I'll take any light rail I can get, but also ideally not all of the rail lines will be at-grade.
109	78741	—
110	78704	—
111	78741	Priority extension should be Crestview before airport
112	78704	Traffic flow and parking
113	78701	—
114	78750	The priority extension to the airport should be built if possible. Even if funding isn't available originally, more creative solutions to get transit from the airport should be considered like a frequent short BRT line. Frequently will be very important to all ridership. I think functionality of the system should come before unneeded instruments to get the system operating well. Long term parking at end stations should be considered so those traveling to the airport can park.
115	78731	A no build alternative is not realistic because ATP already has \$400 M and tax collections for over \$100M a year, so the alternative option in the EIS should be for a BRT system, including on same streets as proposed new rail lines.
116	78750	Will there be sufficient parking at 38th and Lamar? Is long-term parking possible in conjunction with the airport extensions?
117	78724	Will there be traffic signal priority, physical barrier separation from cars, what will the headways be?
118	78741	I hope there may be an opportunity to develop the pedestrian and cycling improvements along the route before the train rail construction since it will be so far in the future.
119	78745	—
120	78729	—

121	78723	Please consider parking and multimodal integration at each of the stations
122	78722	This looks amazing! I wonder why the light rail phase 1 line continues out to yellow jacket station but the last leg to the airport (Bergstrom) is only part of the priority extension? It seems worth connecting to the airport!
123	78741	Would future stations be allowed if same fit?
124	78722	cost to rider. bicycles, how many per train?
125	78741	—
126	78741	—
127	78741	—
128	78741	No
129	78751	How will y'all consider what part of the street the station will be on? (center or side)
130	78741	How many people are going to use it? Is it really beneficial? I don't want a bus stop on our street. It brings loitering and trash to our community and obviously probably higher taxes for everyone.
131	78741	We don't need the bus stops on our street.
132	78704	—
133	78741	My only preference would be keeping the Montopolis and Faro stations instead of joint Grove station.
134	78702	At grade systems generally are slow and more dangerous.
135	78744	—
136	78741	Integrate bike pedestrian connectivity. Safe routes to grocery stores, etc. a ___ safe routes to schools.
137	78703	—
138	78705	Will roads be adjusted to handle increased traffic after Guad is constructed to ped only?
139	78703	Guad is very busy, where the traffic goes?
140	78739	I would love to see this!
141	78741	Impacts of heat/cold on usage and stations.
142	78741	Impact on existing roadway and bus lanes? Would the on-street portion reduce Lamar capacity?
143	78702	Ensure a fast, easy, seamless connection to red line. Important things to consider: easy connection to red lines so you have one big network. Short (<2 minutes) walk to get to red line to light rail; fully indoor walk, protected from weather elements; timed connection. Faster cars during rush hours; that's why underground or above ground to avoid traffic and traffic lights is essential.
144	78751	One major question in regards to why on earth the station cannot end at 45th. The population hug of Hyde Park and the Triangle are very transit-oriented. It would be valuable to end it there. Park and ride mixed use.
145	78751	Why is 45th no included in the Phase 1 plan? There is a strong population living in this area that would strongly benefit from this in Phase 1. The students being able to go to the UT Field, the shops at the Triangle, it would be a huge asset to Phase 1.
146	78751	—
147	78704	Relocation, displacement, shared traffic flow, pedestrian walkways!
148	78757	—

149	77379	—
150	78705	—
151	78705	What do you anticipate being the most contentious issues with the project? I'd bet fares, frequency, and hours of service. I encourage engaging on them. What decisions are being made by ATP that will impact operations (CapMetro)? Ensure really good info-sharing. Make a concept of Operations.
152	78748	Maximization of ridership, integration with other transit safe bike trails to stations. Ability to bring bikes on to trains.
153	78751	I realize that the airport is considered a "priority" extension. However, I fear this will end up getting cut with continued inflation. In this event, CapMetro & ATP MUST work to get more bus lines to the airport while also improving the 20. A fifteen minute car ride should not be a 1 hour bus ride.
154	—	—
155	78723	It's long overdue.
156	78723	Great idea
157	78704	We need this! Wish it went to airport! Most of the plan mirrors currently most popular bus lines--not a lot of new service. Need to start somewhere and while I am under impressed with reduce plan, it will be good beginning of wider system.
158	78703	Crime, lighting/safety, removal of existing buildings/businesses
159	78757	—
160	78751	Want it now. Want more lines. All good stuff. Especially more in N/Cen East Austin. 78702/78722
161	78751	More stations ASAP please!
162	78751	Connection to existing/proposed bike and bus networks
163	78705	Neighborhood access during and after construction? Traffic on Nueces and San Antonio - buses too? 1 lane? At MLK, 1 lane now, parking for vehicles who will ride rail
164	78705	Access into and out of neighborhoods abutting the 29th-38th St area.
165	78757	Ways to get to the main lines: e.g., park & ride or feeder routes
166	78758	Large populations of commuters are located in North Austin, having the rails connect up to Koenig and Crestview would benefit so many people. It's a disappointment that it's not included in the first round when it seems the North part of Austin past Hyde Park does not get the attention it deserves.
167	78759	Light rail is a boondoggle and an enormous waste of time, money and the fabric to old Austin.
168	78751	—
169	78705	What does this 10 mile trail do to the infrastructure of the city? How does
170	78751	As I-35 is expanded to accommodate more vehicles, I'm disappointed that the light rail plan had to be scaled back and can't be elevated or buried--it seems on-level will add congestion to streets that will make the project harder to move forward.
171	78704	North to Crestview should have been higher priority
172	78704	Just do it! Happy to let the experts make these decisions.
173	78745	Where is the ridership expected to come from in large numbers without a park and ride

174	78705	1. 29th station placement - keep as close to 29th as possible; 2. Priority pedestrian crossings - can we do bridge/tunnel at 38th; 3. Traffic diversion from Drag - prefer 2 two-ways __ cannot set 4 lanes down Nueces
175	78756	Safety signage/sounds/whatever needed to make it a priority
176	78745	At 29th Street, we should divert bus and bikes off Guadalupe. It is impractical to run 10 bus routes on the rail line with 5 min headways, forcing the buses to share a lane with bikes - dangerous! Better to push bikes to San Antonio/Nueces at 29th Street to remove the conflict and safe streets ATX showdown that is sure to follow.
177	78751	How will the trains run and where will other modes of transportation look like
178	78744	—
179	78704	—
180	78748	—
181	78731	Park & Ride! Cost transparency
182	78705	—
183	78751	Frequency of cars/schedule - would like it to be fairly frequent. How will stop locations be chosen? What will be built around the stops? Pedestrian only street potentials. Please go up to crestview!
184	78751	Affordable housing and business space for local retailers/restaurants everywhere along the route. Fast. Frequent. Reliable.
185	78722	Coordination with I-35 expansion will be important. All construction, no matter where, will add to the city frustration so working together would help alleviate as much chaos as possible. Public transport (easy & efficient) to/from airport is highly needed by Austin citizens as well as visitors. This should be addressed in the initial phase of any new transport plan.
186	78722	—
187	78705	Prior to moving to Austin, I lived in Seattle, which has a light rail system. The biggest lesson to be learned is this: don't half-a** your transit system because of perceived resistance or desire for austerity. Now is the chance to build it well and build it right. Take every opportunity to make the system the best it can be. It will pay dividends in the long run.
188	78723	Is the track going to be separated by barriers
189	78701	—
190	78702	—
191	78758	last mile connectivity
192	78702	It should be made clearer to the public that full network build out is still happening. There has been no scaling back.
193	78751	The current red line is painful for those with sensory differences. Lighting interiors is overwhelmingly bright and white at night and does not encourage hushed tones. Sometimes the train shakes and rattles when sitting at the station. Please prioritize efficient comfortability, a reliable track and train car that operates well and lasts for time. Please consider acoustics in every aspect (impact to neighborhoods, to people waiting,- and especially users within the train cars).
194	78662	Have the time system be 24 hours, like 21:54 instead of 9:54 pm, eliminates ambiguity. Use YYYY-MM-DD format because 1/3rd of the city is Hispanic

		which uses DD-MM-YYYY and 2/3 anglo which uses MM-DD-YYYY - eliminates ambiguity
195	78702	I'm concerned that the extensions will never get done especially because the NEPA isn't happening. Hope isn't a plan.
196	78756	I'm unlikely to ride it without the airport extension or Koenig extension, but I'm very excited about the accessibility for UT students
197	78741	—
198	78751	—
199	78751	<p>Why do you think it is better than buses? Why is it over budget and way off schedule? Was there a TIA done? What is the anticipated reduction in greenhouse gases? [Note from transcriber: The following was included on three printed sheets]: Good evening and thank you for the opportunity to speak. My name is Richard Maier and I am a long-time resident of Austin - moved here in 1983. I grew up with public transit - streetcars and buses - in Pittsburgh. I rode public transit exclusively while in graduate school in Chicago. So, you could call me a fan of public transit. I would love to see Austin have a successful public transit system. It would be a giant step toward combating Climate Change. But I question that assumption. Early in my real estate career I was involved in the Atlanta area when the MARTA system was being planned and constructed. I had many conversations with the planners of that system. They impressed upon me that TEN factors were absolutely necessary if it was going to be successful pulling folks out of their cars. 1. FAST 2. ON- TIME 3. FREQUENT SERVICE 4. PRICED AFFORDABLY 5. CLEAN 6. SAFE 7. RELIABLE 8. GRADE SEPARATED 9. ABILITY TO ADD MULTIPLE CARS DURING PEAK OPERATING TIMES 10. and CHANGE ZONING TO ALLOW INTENSE VERTICAL DEVELOPMENT AROUND THE TRANSIT STATIONS. The proposed Austin system does not meet all TEN of those requirements and is thus doomed to be a mediocre system. The lack of grade separations (over or under) means that it will be slower and not provide a faster alternative to private vehicles so I suggest it will not have a significant effect on reducing private vehicle use, so not much impact on Climate change. Also, the Austin proposal will be operating at grade on existing streets which means it will be limit the number of train cars at connected one time thus reducing capacity. Without grade separations, the proposed system will lower speeds and require cross traffic to stop whenever the light rail goes through an intersection. Running at-grade on public streets will endanger pedestrians. But worse of all it will CREATE MORE POLLUTION BECAUSE VEHICLES SITTING IN TRAFFIC WAITING FOR THE RAIL CARS TO GO BY WILL SIT THERE IDLING AND SPEWING POLLUTANTS. A perfect example is the intersection of North Lamar and Airport Boulevard. So my questions are: 1. Has there been a Traffic Impact Study done to determine the system's impact on private vehicles. And 2. with the poor ridership history with the Red Line and buses in Austin, what evidence do we have that this proposed system will actually remove enough private vehicles from the roads to impact progress toward heading off CLIMATE CHANGE? In my humble opinion based on my experiences in Atlanta, living with the EL in Chicago, and using systems in many of the great cities in the US and abroad, this system will be disappointing unless it is reformatted into a grade-separated system and all ten of the aforementioned requirements are present. Thank you.</p>
200	78704	—
201	78704	Build it ASAP
202	78727	Build it as fast as you can
203	78704	Don't put in [garbled]
204	78704	Project should initially go to airport with thoughts to extending the Circuit of Americas. Two incomplete rail routes make no sense.

205	78744	Environmental issues: Warming stations for the winter; cooling stations for the summer; safety for overall people -- any protocols?
206	78704	—
207	78704	—
208	78704	Please complete the infrastructure work within 5 years.
209	78619	Make stations simple to save money
210	78704	—
211	78740	I live in South Austin, so being able to ride from South is a priority for me
212	78745	Included a note on cover sheet: Going forward, thumbnails of consideration points would be good for reference (per question)
213	78704	—
214	78704	What allows private enterprise to add amenities at station stops?
215	78704	Need to connect to airport. Need to connect to Red Line (even if pedestrian walkway)
216	78701	Stupid idea to unnaturally come to convention center as very few locals come to convention center. They go to Auditorium Shores more
217	78701	—
218	78701	This is well thought out, practical plan. I love the bike/pedestrian access along the rail line. Appreciate keeping the fares same as bus. Using one pass for bus & rail helpful.
219	78701	—
220	78704	Shade and fans/misters. Don't let people perceive the heat as a reason to not ride. Add coffee shops, bakeries, etc., like Japan to make stations themselves destinations.
221	78745	—
222	78745	—
223	78617	Any Park and Ride facilities proposed?
224	78704	Oltorf is a major east/west -- can it be improved for bikes/[garbled] to access Gold Line @ Congress and Oltorf?
225	78731	I'm concerned about the long term impact of at grade lines in tight corridors like downtown. It seems like elevated rail would be better for "future proofing" the system.
226	78704	Would still prefer a bridge near 1st Street rather than making 3 90 degree turns to be a few blocks closer to the Convention Center. Please reconsider.
227	78704	This project has got to connect UT and downtown with the airport
228	78721	Connect to the airport in Phase I - Don't wait!
229	78745	See answer below.
230	78745	—
231	78723	Will the light rail have signal priority?
232	78705	I believe the system will not be useful without grade separation/improved travel times or without high frequency. I hope CapMetro also pays attention to the amount of unhoused mentally ill folks on the system for public safety.
233	78704	The effect of traffic along S 1st in the N-S direction. Will it become even more congested if part of S. Congress is filled partially w/a train. S 1st is <u>very</u> busy currently.
234	78704	Understood crossing 71 incurs large expense, but hope ABIA cooperates for "Priority Extension" as in St. Louis, Chicago, D.C., Boston, Minneapolis, NYC.

		Please ensure section to airport directly connects w/route to Oltorf, i.e., not needing to go to downtown to transfer.
235	78746	—
236	78748	N/A
237	78704	Need more stations
238	78704	The terminus of these are not ideal. This is a lot of money to drop to have such a short line that goes from HEB in the south to the back end of the old mental hospital and then to the middle of nowhere on Riverside. Ridership will be abysmal. This serves next to nothing.
239	78703	—
240	78902	—
241	78745	I'm concerned with frequency and reliability if it's on street.
242	78751	Signal priority for trains would make this much better. Is it in the plans?
243	78704	—
244	78703	Ditch light rail and do more and better busses. Much cheaper, much faster, way more flexible
245	78704	Keep as many car lanes as possible
246	78704	An east west line -- 6th west of Guadalupe? Traffic impacts of new light rail would be helpful to see.
247	78704	No.
248	78729	No concerns with the growth needs to move forward ASAP.
249	78731	My wife and I are in favor and we look forward to adding the airport extension.
250	78741	In general - hurry up!
251	78751	How are design decisions balanced between existing community & predicted growth? How XX are beneficiaries - owners of existing properties, not potential riders - transparently noted in proposed stations?
252	78731	Biggest concern is time, making schedules, not long commutes.
253	78701	Yes, please XX this mode choice to as many users as possible
254	78749	—
255	78702	We wanted more....
256	78758	None
257	78701	Should go to airport - so working people can get there more affordably
258	78723	Nah, I like it (heart symbol)
259	78610	Monterey Mexico has light rail too. Just another example. A good place to visit for the community engagement team. I would like to learn more about water quality. What that mean in relation to this project.
260	78701	Go to the AIRPORT! Needs to be your next expansion
261	78752	Station at Woolridge
262	78705	A station at Woolridge Square! The spacing between the Congress & 13th St. stations is the furthest in the entire proposal and not practice for station spacing.
263	78701	—
264	78653	—
265	78731	The park and ride location seems to be a key component in the early days of getting the light rail to have high ridership.
266	78618	—

267	78701	How will it impact homes & help bring visibility to economy
268	78701	My overall concerns are around the quantity of stations. More stations = better.
269	78752	My main priority is to get this done! We desperately need light rail. The city wants is so let's make it happen!
270	78660	—
271	78744	Many people who drive in Austin have residency in Round Rock, Georgetown, Jerrell, etc. Are you planning to serve them?
272	78702	How this project is going to affect the traffic in those areas?
273	78744	—
274	78724	The project is catering to individuals who are using/living downtown. People who already have access to the public transportation. This seems unnecessary.
275	78660	—
276	78660	—
277	78666	—
278	78653	Yes, please do it!
279	78618	Pass frequently
280	78723	—
281	—	The light rail needs to reach as north as possible in phase 1.
282	78751	—
283	—	I would like more clarity on how Priority Light Rail extensions could be accelerated in the NEPA analysis. The promise from CapMetro leadership in 2020 was that we would clear environmental review for the entire corridor. I understand that may not be possible, but I would like some clarity as to what the future holds.
284	—	Love it! Want to see more.
285	78702	—
286	78721	—
287	78660	I would use a station just south of the river to commute to UT and go to Q2
288	78704	We need rail to extend up north to cedar park area
289	—	—
290	78628	I used to live near Riverside and pleasant valley and this type of transit would have made a very big difference then. I appreciate the focus on south east Austin even though I live in southwest Austin now.
291	78748	Cost per mile is incredibly high as currently planned. Obviously it's not this simple, but an effort should be made to get at least one of the Priority Extensions into the initial operating segment/Phase 1. Starting with only ten miles of at-grade light is a disappointing showing for a city of Austin's size, and will invite many comparisons to the Project Connect maps of years past showing the Orange Line's Phase 1 stretching from William Cannon to Rundberg. I would pick the Crestview extension - higher ridership, and I would expect, less cost per mile - but either would be a major gain for the project as planned.
292	78749	A leg to the airport would be wonderful! Also a leg to the UT campus would potentially get many cars off the road. And having a stop near Barton springs for events would help immensely.

293	—	I very much appreciate your moving this forward. There will always be tradeoffs, and I don't have strong opinions about how these should be made. Just do it!!
294	78702	—
295	78704	One of these three spokes of the initial phase needs to go *somewhere*, point blank, period. In the words of Ron Swanson, don't half-ass two things—whole-ass one thing. I'd prefer to see it connect to the airport first and foremost, with finally having a Guadamar solution a close second. Just getting that expensive bridge over the river so the Waterfront development can begin around it is enough of a win for South Austin for Phase 1, as much as it pains me to say that from 78745.
296	78745	—
297	78751	Yes I want to give input that I would love to see light rail all over Austin so people don't have to use a car
298	—	—
299	—	—
300	78704	Don't make short term decisions that compromise long term system health and functionality.
301	78703	—
302	—	—
303	78723	—
304	78724	Priority extensions add a lot of value for both people visiting Austin (arriving by plane) and for Austinites north having a more direct access to downtown and everyday commuting, can we include these "priority extensions" in the initial assessment? Can the Crestview extension stop terminate the line South of the Red Line crossing to save costs? How does the light rail plan to run particularly at that intersection near waterfront? Is the train continuous (no transfers) from 38th to Oltorf, or from 38th to Yellow Jacket, or from Oltorf to yellow jacket?
305	78757	—
306	78705	—
307	78745	—
308	78739	—
309	—	My biggest concern is just how long it's been since the project gained voter approval and we still have 0 miles of the new light rail. We have to find ways to pick up the pace of this project
310	78758	I avidly utilize the CapMetro red line and the bus lines downtown to commute, so I don't have to drive my car frequently all over Austin. It has been almost half a decade since this project gained voter approval, and every day that the city fails to begin work on this project, the more difficult it becomes. How long will this study take to finish? How long will it take before ground is broken on actual rails?
311	—	I'm curious as to what the connection between the downtown station for the redline and the station for the light rail will be like. I live near the lakeline station along the redline and would love for it to fully connect to the new light rail or at least have an easy transition
312	—	—

313	—	Why on earth is the line not extending to 45th? That would include all of Hyde Park and the Triangle and the many of public and private businesses nearby.
314	78751	Austin is also growing exponentially south of highway 71 and yet there is nothing in the proposal to extend service to the south which would alleviate much of the traffic on I35.
315	78748	You could not come up with a worse plan. Serves few and connects even fewer. A train for students? For those that choose to drive over bus/bike? ...makes very little sense for such price tag.
316	78704	—
317	78701	—
318	78701	—
319	—	—
320	78704	<p>Hello, As with other capitol metro public transportation offerings, the intent of any project should be to provide an attractive alternative to using one's own vehicle to travel within the city. The ridership of the existing light rail and numerous bus routes is low due to locations served and reliability. Many of Austin's large attendance events such as concerts and COTA do not get the mass transit service necessary to alleviate the traffic congestion. Why not utilize our existing road and highway system with a priority on clean comfortable safe efficient and speedy modern concept evolved transportation that will attract commuters and other travelers to leave their personal vehicles in outlying secure free parking structures. These could be located in large retail zones like malls.</p> <p>The actual ride design has the potential for great creativity to offer an experience like the express trains in Europe, but without the dedicated rail infrastructure. The comfortable "trains" would run in express lanes or have signal changing capability to avoid red lights. They could be routed to high demand locations via passenger advance requests during peak load times after a soccer game or large gathering. Frequency and timing guarantees would enhance ridership as well. I would love to leave my car for a trip downtown or to the airport in a clean safe on time wifi enabled transport.</p>
321	—	People going to the airport will fill 38th station parking for days/weeks. Need to have plenty of free parking
322	78727	—
323	78753	—
324	—	Yes, that's great. Would love it if it could expand even further north and south, as well as east and west.
325	78664	<p>I think that it is a major oversight by ATP to have the initial operating segment in North Austin not even extend toward the North Lamar Transit Center. At the very least, Crestview should be open at launch so that commuters can easily access the rest of Austin via Rail. Its extra costs will be well worth it, especially with the expected extra passenger numbers that ATP itself has released to the public if Crestview were to open on time. If it isn't open at launch, it will reflect poorly on the good work ATP, CapMetro, and the City of Austin have tried to achieve in this major transit expansion with lower passenger numbers.</p> <p>For the Airport expansion, I think that should be deprioritized or also</p>

		included in the project if it's fiscally viable. This new transit system should prioritize transporting the people moving from home to work, not the few people who will use the Airport.
326	78626	—
327	78731	—
328	78759	—
329	78756	It needs to be extended to crestview and the airport ASAP
330	78752	—
331	78704	I think that with the new stations, CapMetro should ensure that bus stops are sited directly next to all light rail lines. Each light rail station should also serve as a mini transit station for buses so that users can easily transfer modes. This will help bridge existing connection gaps, such as east-west connections along Dean Keaton or north-south connections along pleasant valley/airport.
332	78702	—
333	—	—
334	78748	Would prefer one or two more downtown stops and getting rid of the Travis Heights stop.
335	78705	—
336	78750	—
337	—	Not reaching the airport is a huge waste of potential. Priority for extensions should clearly identify that route as first. Light rail in the center of the street is a concerning choice. Weaving into and out of traffic for stations would be required, or pedestrians moving to an island? Does that slow the line down during transit or provide a dedicated lane making up for it?
338	—	—
339	78703	Frequency of trains and speed of the actual transit is a priority. Current red line only runs once an hour and is very slow when it gets close to downtown. Connectivity to the airport is also important
340	78757	—
341	—	—
342	78749	Would adding rail to streets require removal of lanes? If so, wouldn't this cause more congestion in downtown areas? Also, would there be more bus connectivity to areas outside of the station zones?
343	78728	—
344	78750	Need to get moving. Too much discussing and not enough digging!; What will be the frequency of the trains? Got to be reasonably frequent; Whenever options are given for comment, rough estimates of costs should be given. If option A cost \$1M and option B costs \$5M you will get different results
345	78704	Downtown needs (at a minimum) a second station planned for Guadalupe. Downtown needs one station planned for the museum district (15th to MLK), the ever increasing number of hotels planned for that stretch shows that it will increasingly become a hub of activity revolving around south UT, Capitol Complex, and several museums as attractions - and there are no Capitol View Corridors there.
346	—	—

347	78739	Questions: What rolling stock will be used? What are the anticipated headways? What amenities will be provided at the stations? Concerns: If the light rail is running on street, there are high risks of crashes with automobiles (see Houston's light rail). What will be done to mitigate this?
348	78705	Park and study area?? Is that a parking garage? Good luck configuring a good capacity there and please refrain from stealing current green space for this.
349	78705	—
350	78703	—
351	78754	Our priority has to be linking the airport to our city center
352	78748	—
353	78745	Downtown stations look far apart and East riverside stations may get very crowded like the bus does during rush hours. I wonder if there will still be local bus service on riverside.
354	78741	Austin Light Rail should connect to the airport in Phase 1...pretty meaningless without the airport.
355	78704	I am concerned that ATP is already dropping the ball by not focusing on reducing the cost of stations and increasing the overall length of the system as much as possible. The decision not to extend to Crestview - the only existing rail transit station which is planned to connect to the new light rail system - is an enormous failure.
356	78757	Priorities to consider: 1) Advocating for increased by-right density within 1/2 mile of all stations to improve competitiveness for Federal funds, 2) Prioritize seeking FAA funding opportunities for expansion to the airport, and 3) realigning the Cesar Chavez station at 4th and Trinity Streets for optimization and maximizing connectivity throughout the entire system.
357	—	—
358	—	I feel like the proposed Light Rail plan should be extended further South to provide more transit options to those who really need it. From my perspective, there are plenty of people in South Austin taking the bus who would benefit even more with the option of the light rail.
359	78745	—
360	78745	—
361	—	—
362	78729	The proposed light rail does not include Muller. Muller is an established hub in the city. I believe Muller is more deserving of a stop on the light rail than a proposed CapMetro rapid transit route. Muller is only continuing to grow, so the thought of putting a stop in place now, instead of retroactively, just makes sense.
363	78752	How to connect to existing light rail and ensuring that there is lots of bike accessible options on trains
364	78704	—
365	78753	Getting the priority extensions done should be really pushed for. It will only get more expensive down the line. These extensions would really increase ridership and the Crestview connection would be a major benefit to the system as a whole. Overall I just wish things were moving faster.
366	78751	What about the line to Manor that was in the initial plan? There are so many people that communicate from East of Austin that need this type of transit.

367	78653	<p>The audio quality in your board meetings is, at times, hard to understand. Given the emphasis on mixed mode transit, it would be great to see some of the bike paths the city is spending a ton of money on included in the maps. Also it would be great to start understanding what, if any, bike infrastructure will be added around the stations (bike parking, etc). Same to bus/BRT — how is that infrastructure/service being envisioned to tie into the light rail?</p> <p>Expected travel times from end-to-end of the system would be great to know.</p> <p>Headways were mentioned during the meeting and it feels like that would be something great to communicate more broadly.</p> <p>In areas without a pedestrian mall (e.g. UT) or the riverside central bike/pedestrian, what is the imagined street setting?</p> <p>It would be great to have resources at the open house to communicate to those less enthusiastic about light rail (I overheard an attendee of the workshop lamenting the closing of a business in order to make light rail happen — one business closing vs benefit the whole community seems like a pretty obvious trade off to me, but might be helpful to others)</p> <p>It would break great to have indications of how this is being design to serve the city as it will be when this system is complete, not just as it exists today (e.g. the number of additional apartments downtown, the reconstruction of the convention center).</p> <p>It would be great to communicate in these open houses how this process is going as fast as it can — as it feels like lots of time has passed since the bond first started being discussed.</p> <p>It feels a little confusing about why we are fixed on 15 stations — is that about overall time or is that about costs?</p>
368	78702	<p>Lack of coverage to locations that can support ridership. Hopefully there have been studies that attempt to consider the dislocation of employment to the location one lives. Focusing coverage on high density employment areas would serve the community well.</p>
369	78746	<p>Postponing Crestview and NLTC is a wasted opportunity. These stations would see the highest ridership, especially Crestview as it connects directly to the Red Line. There are far more people that will use transit (and are within vicinity of the stations) in the north than in the south. Prioritize this and the airport connection over SOCO and Oltorf please.</p>
370	78752	—
371	—	—
372	78750	—
373	78723	Environmental impact. Impact on vehicles
374	—	—
375	78702	—
376	78704	—
377	—	—
378	78759	—
379	—	Highest priority extension should be north to Crestview. Additional station needed at Republic Square
380	78723	—

381	—	My concern is that it mostly focuses on tourists coming to/from the airport and UT students. It does nothing to help the majority of Austinites, especially south where more people have been displaced from city center.
382	78747	—
383	78745	—
384	78724	Is work being done to make sure we still have 5 minute headways on the trunk portion of the line?; We need to lower costs and prioritize an extension to Crestview! Please implement best practices from the Transit Costs Project Report
385	78731	—
386	78705	—
387	—	I read the proposal in the Austin Monitor to route the new plan to route Northbound buses down Hemphill park in an effort to save Dirty Martin's. That is crazy! You would destroy a lovely community park which my family uses every day to save a hamburger restaurant. I strongly object.
388	78705	The continued exclusion of Dove Springs in services says a lot about the priorities of the city - my neighbors and I don't take public transportation because rapid bus lines completely avoid anywhere near us - the 20 minute car ride into downtown from our house is over 2 hours. Skipping the VA hospital is another obvious slight to communities that could use this infrastructure. But the real oversight is not going to the airport. I would not have voted for this project if I knew that we weren't going to be connecting tourists to our downtown and campus area. It would be smarter to eliminate the northern portion of the line and just connect UT campus and the airport, but I guess we have to appease the people of Hyde Park? As far as usage goes, one could easily bike from Hyde Park and Campus to downtown and Oltorf. Tourists are not traveling from downtown to Hyde Park.
389	—	needs to go to airport. not what voters approved.
390	—	—
391	—	please also prioritize density, Transit Oriented Development, and good bike access around all the stations.
392	—	Please try to connect north Austin area in future expansions. There is no proper public transportation system in this part. Near Riata
393	—	—
394	—	—
395	—	CapMetro bus services are free to UT students, which is how I access them. I hope that the rail will offer at least a discount or a couple free rides per month for students.
396	—	—
397	—	—
398	—	It's embarrassing how watered-down this plan is compared to what we voted for in 2020, given we're paying the same tax rate.
399	—	—
400	—	—
401	—	—
402	—	—
403	—	—

404	—	No major concerns. Austin NEEDS light rail and this needs to happen soon. If anything, I'd get ahead of it and put a stop in East Austin. The majority of development and population are moving to that area.
405	—	—
406	—	—
407	—	—
408	—	How can I submit questions about the alternatives were selected and how this project is phased?
409	—	—
410	—	—
411	—	—
412	—	—
413	—	—
414	—	—
415	—	The roads on the map aren't labeled. Light rail continues to appear to only serve central Austin, which isn't where the majority of metro residents live. Trains also cost a lot of money, and don't carry many people
416	—	—
417	—	I'm interested in the Gold Line connectivity to the light rail system
418	—	—
419	—	—
420	—	Light Rail has been a substantial expense, and cost/rider is egregious. Obviously, increasing ridership is key to that ratio. What is the expected # riders between downtown and the airport on an annual forecast basis.
421	—	it would be nice to have another stop downtown near 6th and guad/lavaca; the drag car free is a good idea. the bridge needs to be for walking and cycling as well
422	—	Why aren't there any priority extensions to the south? The scope is largely inferior to what was sold/submitted to voters a few years back, which invalidates the vote result. What is proposed today is transportation for people living mostly downtown paid by everybody else who won't use it because it is useless/too far. South path(s) should piggy back on I35 rework to share some of the costs. should go at least to Slaughter Ln
423	—	We need more lines than just a few, I am hoping to see 5 or 6 different lines
424	—	—
425	—	See comments below.
426	—	no just hoping it gets built as soon as possible
427	—	Implementation of long-planned light rail is vital to reducing commuter traffic, increasing easy transportation to/from airport, and mobility of college student population.
428	—	—
429	—	Access to Crestview is needed
430	—	The biggest concern is that this is only north austin focused. South area does not even show any priority extensions.
431	—	It's a start but doesn't completely address the needs of surrounding communities, nor is it conducive to go east-west.

432	—	How much will it cost to ride? I assume I can bring my bike on, yes? ; What's the plan for mitigating the potential for conflicts between bikes and the train/its infrastructure (eg, rails in the road)? How will the trail be powered? I assume electricity? If so, is there a way to ensure that the electricity used is generated renewably?
433	—	The north extension should be a priority over the airport extension. All areas along the route should include significant upzoning.
434	—	—
435	—	I think this is a good start, but I'd like to see expansions further north up Lamar and east of i35
436	—	Getting to Crestview and the Airport should be included in the initial buildout of the light rail. With the current limits the usefulness of the system is greatly limited. Good integration with rapid bus lines is critical and more thought needs to go into high speed east west connections. Rapid transit needs to actually mean something, our current BRT is not separated and prioritized in important high congestions areas (south congress, riverside, S 1st connection). Separating light rail from vehicles also seems critical to providing high speed and reliable service.
437	—	—
438	—	—
439	—	Oltorf is rather a bare minimum southerly terminus. Could this not extend to Ben White/close to park and ride there? Priority for fast-growing areas east, southeast, and south, plus airport, is essential. Love the idea of being able to go to north part of town without the nearly nonstop traffic of MoPac/35.
440	—	I think the Round Rock and Manor extensions should be considered more heavily. Arc GIS Median Family Income maps and gerrymandering maps have shown that low-middle income families have been forced out to suburban outskirts. I think Round Rock represents a suburban core that needs a closer connection to Austin as it is the central hub at the intersection of I-35, and corporations such as Samsung, Tesla, and Dell offices are located along this corridor along with dense residential areas which may make it preferable to locate one sooner rather than later.
441	—	—
442	—	—
443	—	—
444	—	1) Guadalupe should be transit, bike and pedestrian only. 2) E. Riverside should be a green corridor that encourages transit, bike and pedestrian movement year round. 3) MetroBike stations should be located near and connected to LRT stations and bicycle infrastructure should be upgraded from stations to extend the range of LRT improvements.
445	—	Concerns: Light rail should not be on the same street as traffic. It would defeat the purpose of having reliable transportation Current riders should not be worse off after this is implemented. Ex. "Rapid" 803 added and 3 is now every hour or 40 minutes harming anyone working along Burnet Rd. Will the extension to the airport ever happen? Since light rail goes through all white areas north of the river and none of the

		goals will serve workers or the elderly, I don't see how it meets the Equity goal. ; The light rail needs to improve the overall public transportation experience of all Austin riders. The 2 transportation systems need to complement each other. When 801/803 "rapid" busses were implemented the service level of the 1 and 3 were reduced (to an unusable frequency) while a price barrier was added to keep out brown, black, old, poor people off the 801/803.
446	—	please please please get these built as soon as possible.
447	78701	—
448	78744	—
449	78757	I am concerned that the light rail project is being planned around visitors to Austin (via ABIA) as opposed to residents who live here.
450	—	—
451	78757	The highways around the airport were again totally shut down yesterday due to a crash. For Austin to not have public transportation that doesn't depend on open roads is a huge miss. Stopping lightrail at Yellow Jacket makes it useless when roads are shut due to accidents.
452	78704	—
453	—	Notice how little this proposal supports South Austin. The priority extension should be shared equally by both North and South Austin and should at least get to the transit center on Ben White. I also feel that light rail should not be on street but instead elevated and monorail. That will reduce both construction cost, easement demands, and operating costs. Ultimately, the operating costs matter most. It should look like an automated airport train shuttle in service quality. What you are proposing is out-dated.; You just lost South Austin Voters by not serving the South Austin Community. These are the mistakes of past light rail designs. North Austin ALREADY HAS A TRAIN!!!
454	—	—
455	78745	Yes. 1. As I said last night, the line needs to go to the UT DK Royal stadium. Guadalupe street is too fr to walk from. 2. the end of the line in SE Austin needs to be extended to the airport or have bus shuttles from there to the terminal. 3. The stops along the route need to have parking available (free & guarded) so that people can park their cars. 4. When the line is ready for use, you should make people ride it not just make it available. Have buses that normally terminate downtown must end their route at a light rail station and people have to transfer to the train. 5. Buy rail cars without a cab (B units) so that trains could be extended as needed instead of adding a complete additional train with a cab (A unit). 6. Have riders pay before boarding so that transients can't board without paying and stay all day.
456	78759	All of your light rail, goes north to south. When will there be light rail east to downtown? There is already a rail line in place from Manor, TX to Downtown. Many individuals who work Downtown have been forced out of East Austin into communities East of TR130,
457	78722	—
458	—	—
459	—	—
460	78723	—

461	—	—
462	—	—
463	78741	Pedestrian and cycle improvements need to be a priority in this project. There are many destinations in the Riverside corridor that would be easily accessible without a car if the streetscape was safer.
464	78741	—
465	78704	—
466	78757	—
467	78704	—
468	—	—
469	78703	—
470	78704	—
471	78749	—
472	78749	—
473	78723	I am very excited for CapMetro to have more routes in SW Austin. I used to use the bus a couple of times a week, but where I live now off Burleson, it would take over an hour to get anywhere, so I never use public transportation.; I am very excited for CapMetro to have more routes in SE Austin. I used to use the bus a couple of times a week, but where I live now off Burleson, it would take over an hour to get anywhere, so I never use public transportation anymore.
474	78744	—
475	78704	While the majority of longtime Austinites are relocating the vital service and entertainment “Arts” backbone folks will be eventually priced out of the burgeoning intown rents and homes aren’t affordable to buy any longer, so this rail is for the wealthy condo and young students supported or working through school. Rail other than Cedar Park and Leander is of greater importance like as far as Smithville, Bastrop, Taylor & bedroom communities such as Lockhart, Elgin and eventually maybe Liberty Hill. 10th largest fastest growing city needs more of that type of growth to keep pace with a rapid inflation, so you don’t lose the necessary core of what keeps Austin Weird! Better that way!!
476	78756	—
477	78735	I’m excited about the prospect of improving Austin public transit! In general, this looks like a good first step, and great that it is planned to eventually make it to the airport.
478	78751	—
479	78751	Where exactly are the stations between I35 and Congress Ave planned to be located?
480	—	Expansion to Crestview and then to North Lamar Transit Center should be prioritized as much as possible. Station design should be simple, accessible, and the dollars spent there should be done efficiently. Speed and reliability is always important since for many potential users driving still remains a competitive commuting option.
481	78753	I am concerned about the rail crossing over the river at one of the most beautiful parts of the lake. The Perch and Rowing club are one of the public spots to sit and enjoy the lake. Why can’t it cross by 35 or near the dam?

482	—	Nothing has been started, you are already overbudget and taxes are being raised to the maximum amount every year because of deceptive language that was on the ballot.
483	78747	—
484	—	should include shaded bike and walking paths along route
485	78702	—
486	78701	I think what is most important is that this gets done and as soon as possible. This in connection with the green and red line will give me another option to get to work and around the city. What is important is to have high frequency and good speeds and signal priority. Also the extension to the airport is really important. Please to that and make the station easy to reach and nice.
487	78703	—
488	78701	—
489	78741	—
490	78741	Build it faster!
491	78704	—
492	78757	<p>Why was the airport section of the route not included in Phase 1? Austin hosts events that many people across the US fly into, like SXSW, ACL, and F1. The only way to get from the airport to the city is to drive there, which causes traffic bottlenecks for people leaving and entering the airport. Many cities in Europe and Asia have large passenger transport lines to and from the city center and the airport, making travel between these common locations seamless.</p> <p>Austin Bergstrom Airport is also a large employer for residents of Austin. Residents having the ability to commute to work at the airport without driving will decrease the amount of parking required and traffic induced around the airport area, as well as boost ridership in Austin.</p> <p>By not having the airport section of the route in the opening phase is a large miss for the route.</p>
493	78702	—
494	78613	—
495	—	Riverside is already a very busy road - is there any anticipation that placing the light rail in the center of the street would cause additional congestion? Is there plans on removing the 'Bus Only' lane on Riverside once the light rail is completed? Having both a 'Bus Only' lane and a light rail on the same street seems overkill with the overly aggressive drivers on this road
496	78741	—
497	78704	—
498	78731	does the voter-approved funding expire, or is it indefinite? is there funding to eventually build out what was put before voters?
499	78754	Is it designed to add stations as demand grows?
500	78704	It looks incomplete without going east to the airport and south to Slaughter
501	—	none
502	—	I like the current stops outlined.

503	78741	Right now the connection to the east side is extremely limited. Airport Blvd is a connective point between the airport, UT, Mueller, large developments and has very limited connection via the transit routes. ; Who is this for?
504	—	It should not run through Dirty Martin's. Austin is losing its historic businesses to development already, please don't make the city become one of those erasers of our past.
505	78722	We need more service to people who live farther away, in all directions.
506	78759	I'm concerned that Light Rail is being thought of independently of the rest of the transit system. Emphasis should be placed on EXCELLENT connections with other public transit modes, such as bus and the Red Line.
507	78721	I realize funding is the reason this system is so limited, but I feel that for it to be successful it needs to be expanded to cover more areas of the city. I lived in Dallas when it implemented its light rail system 40 years ago and it resulted in me abandoning my car for my work commute even though I lived in far North Dallas.
508	78748	extend it a little further NW. to Q2 and domain area.
509	78757	—
510	78757	Please create an expansion to Crestview with a station at Koenig and Lamar. Let's make that happen too.
511	—	—
512	—	You should plan to have more stations, something more like the CapMetro Rapid 801 and 803. I don't understand why you were planning so few stations. Definitely we need one for Travis Heights.
513	—	—
514	78723	Concerned with constant downsizing of this program. It continues to fall short of the public transportation requirements of a city as big as Austin. The fact that the airport extension isn't in the immediate plans is short sighted
515	—	—
516	78723	I am concerned about the stop located at yellow jacket lane. I don't feel like that will be conducive to traffic and/or the safety of pedestrians that live in the area.
517	78741	<p>Overall, the project seems solid.</p> <p>The park and rides are a bit dubious considering that the city is pushing to disallow non-transit friendly land uses around the station. A park and ride at 183/71 is more reasonable since it could be built along the freeway and considered a highway adjacent land use.</p> <p>It would be great to see pedestrian and bicycle infrastructure improvements around stations to connect to nearby housing/amenities and bike trails/paths. Its a shame to hop off a multi-million dollar train and be faced with speeding vehicles, dangerous intersections and 4' sidewalks (ex Highland Station).</p> <p>Care should be taken to include many pedestrian crossings where the light rail line exists. Just as freeways tend to have crossings that are spaced far apart, light rail can have the same affect and divide otherwise adjacent communities.</p>

		Signal priority is an absolute must. This project saves a lot of money by not grade separating, but in order for light rail to provide better service than a bus with a red transit only lane (which is an order of magnitude cheaper) the line must have signal priority along the entire route. If the region is serious about making this investment and getting people to actually use the train, then each and every signal needs transit priority, no ifs ands or buts. If transit is going to be a genuine alternative to driving, it needs to compete on travel time. The City can justify possible delays to personal vehicles because it will be providing a genuine alternative. It is my belief, that more than any other aspect of this project, signal priority will have the biggest impact on whether or not this project will be successful. Please let vehicles wait at a light a bit longer every 10 minutes (or whatever train frequencies are) for the benefit of 10s of people on a single train. Vehicles have a bounty of alternative routes including billion dollar freeways to utilize.
518	78741	I think the biggest consideration should be a 'extra' priority on expanding the rail to the airport. I get that this is the next part of the phase, but it should be taken very seriously. Most other cities have at least one line to the airport, and with how large Austin is becoming, the airport line will definitely be the most heavily trafficked. As someone who used to take transit, an airport line will definitely get me using transit again.
519	78705	If the rail doesn't connect to the airport, it doesn't help the congestion of the airport traffic and not much benefits for local and visiting travelers.
520	—	—
521	78723	—
522	78758	Include the airport as part of the plan Have wide schedules. Redline runs short during weekday evenings
523	78717	Please do your best to add a park and ride to the northmost station (whatever that ends up being). I would absolutely use the service if I could commute to Crestview (maybe on the red line, but a park and ride would serve more people). I currently want to use the rail red line but I can't because the downtown station is 10 blocks from my work and there's no rail connector. Please consider even in the short term adding a 464 route that runs from the current station either north up San Jac or Lavaca and then back. Even consider making the MLK connector turn into downtown before going to the UT area.; Also I have one general comment! PLEASE add a rail connector that serves downtown ASAP! The main reason I drive instead of riding the red line to work is because I either have to transfer to the 801 (crestview), 7 (highland), or 18 (MLK) to get reasonably close to the Capital building area. Please!
524	78728	Already tooo congested at Caesar Chavez and Trinity. Crossing the lake should be at Congress!
525	78701	—
526	78704	—
527	78704	—
528	—	Wait...WHAT. Why wouldnt the airport be part of phase I? There are so many visitors to Austin, it's mind boggling that the Airport would not be the most important stop !

529	78704	—
530	—	The mixing of traffic would that affect the light rail?
531	78745	I'd like to see more formal partnerships with the major entities along the route. For example, I'd like to see the University of Texas help invest in the pedestrian/transit mall along Guad. They are planning to spend hundreds of millions of dollars on caps over i-35 so I would expect similar investments with this project. The airport is another entity I would like to see help with an investment on the project, such as fully funding the airport station to help make that extension a reality. The rail will directly help with operations at the airport, reduce air pollution, and lower the investment they would need to spend on other expansion projects like garages.
532	78703	—
533	78737	—
534	—	—
535	78702	What will the environmental impacts of this be? Will this further drive up property values in East Austin?
536	78756	I have serious concerns about the selection of the northern terminus of the line at 38th street. It has one of the worst station environments and land use patterns of any of those proposed. The initial line should have been extended further north. It has also not been clearly communicated to the public what the phrase "priority extension" truly means in practical terms. These designations imply a certain level of feasibility when shown on public maps, as opposed to for example, the segments to North Lamar Transit Center and beyond. The idea that additional funding might become available should be accompanied by ATP's honest assessment of the likelihood of such a case occurring. If specific grants are being targeted, ATP should say so. How much additional funding would be needed? If these segments are more aspirational in nature, then please say so. Also if so, it would be better to include at least include North Lamar Transit Center as well.
537	78757	—
538	78704	—
539	—	This is of no use to me based on home and work locations.
540	—	—
541	78705	—
542	78746	Please prioritize the airport to Riverside/Montopolis area to Downtown. Many people could utilize this for work needs.
543	78741	I currently have to drive to ABIA (the airport), and traffic is getting worse every year. I live near the potential 38th St. station, and would like to take light rail to the airport, assuming trains leave frequently, and are on time. I find it gobsmacking that the initial plan does not include the airport as the southern terminus of the line. If you look at the ABIA website, the planned airport capacity is projected to grow 3-5% per year for the next 10 years, and neither the ABIA growth plan nor Austin Light Rail are planning to do anything to get more people (convention visitors and local citizens) riding light rail from the airport to the City of Austin in any defined amount of time. The whole rationale of Austin Light Rail is to alleviate street traffic, and completely overlooking the millions of folks coming and going from ABIA

		strikes me as absurd. How the current plan of construction can overlook this obvious connection boggles the mind. In addition, the failure to engage with the ABIA expansion planners seems like an egregious lack of foresight; fail to plan, plan to fail.
544	78756	—
545	78703	Getting a line from downtown to the airport should be priority number 1. This is a core route that would see heavy use. A failure to do this is a failure of the entire project.
546	78727	Need wheelchair accessibility and support Thru accessible bathrooms, access to electrical outlets, usb charging stations, and that the schedules be attached to the walls lower so people in wheelchairs can reach them. Do not build any more hard curbs use the technology like in cedar park —rolling curbs. Work with the city of austin to Create more ADA accessible supportive housing adjacent to the transit rail centers to allow many provisional clients to use the rail or other buses, connecting with pickup or CARTS. There needs to also be lockers at the stations to allow persons weigh e-bikes to lock them up and store them rather than fill the Ada areas. This leaves more space for others with more severe challenges on the already overwhelming CapMetroAccess service as our city continues to grow exponentially and many advance in age.
547	78729	Getting to and from the airport is important for me and all the people who visit Austin. I'm appalled by the lack of planning to link the airport to the center of Austin. Especially, when the airport is operating at capacity and expanding. Light rail to the airport is the perfect way to get Texans to use public transportation! And once they realize how convenient public transportation can be, they may become fans. Extend the line to the airport as part of phase 1!
548	—	I strongly support this project overall in its entirety; my only complaint is that it isn't more visionary. I strongly support seeking additional funding ASAP to expand the scope of this historic investment in transit and would gladly pay more city taxes to support expanded investment.
549	78722	I am glad to see that the airport extension is a priority. I think connecting the airport to downtown and the UT campus should be a very high priority. With Austin's population growth has also come significant tourism and student growth, and addressing those needs should be a critical goal. Allowing those populations to easily move around the city without the need for a car or car service will benefit everyone.
550	78741	—
551	78704	—
552	—	No concerns but would like to see this extend to north and south Austin as well since I know a lot of people commute there, especially with lots of offices in the domain.
553	78741	—
554	78741	—
555	—	—
556	78701	The extension to Crestview Station should be prioritized and included in the NEPA analysis. You should look at ways to cut costs in other areas of the

		project so that this extension can be completed. You should be transparent with the public about costs of various aspects of the project and trade-offs.
557	78752	—
558	78750	<p>I strongly urge to keep one of the light rail stations at the corner of Montopolis and Riverside. There are a huge number of major housing developments (Henley apartments, eastside at 2201, The Mont, Urban East) that are all in close proximity to that location. Furthermore, that is an extremely popular spot amongst commuters to stop and grab groceries at JDs supermarket.</p> <p>While I can understand why some want it moved to grove for the community college, that increase in distance from campus is actually shorter in comparison to the increase walking distance that would be required for those living east of Montopolis (bc you can easily cut through the neighborhood to get to campus).</p> <p>This would be a major "miss" in my opinion to not have the station there. Finally those at the station would easily be able to grab snacks or food at the convenience stores currently located directly at that station, while the Grove has nothing.</p>
559	78741	—
560	78653	—
561	78723	I would encourage trying to incorporate airport service if at all possible -- I think that ultimately could make or break the success of this line.
562	78704	I hope bicycle storage on train will be given some consideration. I think it will help with utilization and reduce the need for parking near stations as well.
563	78704	—
564	—	Making sure the light rail is separated from traffic as much as possible. When I lived in Portland downtown light rail had its own lane so it doesn't get stuck in traffic but its still at the same level as traffic.
565	78656	—
566	78751	—
567	78757	—
568	—	Park and rides are not a good investment. They are better used as space for dense housing or business that will encourage consistent ridership and stronger tax base.
569	78751	With the I-35 expansion project and never-ending construction around town, my biggest concern is the impact light rail construction will have on traffic. I love that, eventually, the light rail lines will help alleviate traffic but the congestion this will inevitably cause (particularly because I live in south Austin and commute to east Austin every morning) gives me a lot of anxiety. How will construction be planned either along-side or in response to other construction projects in town? Are there traffic impact studies related to construction? What will the specific sequencing of rail line and station construction be?
570	78745	The airport extension seems like it should be in phase 1 to make it more useable for tourists and traveling Austinites.
571	78729	—
572	78704	Looks good

573	—	Please, please get us to the airport ASAP!!! Who wouldn't love to take the train and not have to worry about airport traffic and parking?
574	78641	Does nothing for me but should help with airport to downtown commuters.
575	78748	Need more trains but I understand the financial limitations
576	78660	The Light Rail must reach Bergstrom Airport! This will guarantee that the light rail will be used all year long!
577	—	Cost is not commensurate with value
578	78735	—
579	78702	—
580	78660	—
581	78705	Build in the extensions north to crestview and east to the airport
582	78745	—
583	78724	—
584	—	NEEDS to go to the airport to be successful
585	78702	—
586	78731	There needs to be a station at Wooldridge Square.; There needs to be a station at Republic Square.
587	78757	—
588	—	—
589	78704	—
590	78701	—
591	—	—
592	78704	—
593	—	—
594	78723	—
595	—	—
596	78748	—
597	—	This is not the plan that I voted for. Why didn't the "experts" who budgeted for this package not hedge for inflation?? Now we get a sub par rail system that's not going to do anything to give us much congestion relief. This is a basic case of bait and switch and someone should be jailed for their crime.
598	78749	Downtown streets are abysmal and yet they will be torn up to put in an overpriced and underused rail system. Overall plan for rail does not reach southwest Austin, where there is continuing growth. An utterly horrid idea.
599	78749	Why is this projected to be the most expensive light rail project in the country per mile?
600	78705	How often will this rail run and will they be available on Sundays and/or holidays?
601	78701	How is security going to be implemented? With the homeless problem in Austin, how do you plan to keep the light rail and stations clean and safe?
602	78739	—
603	78704	—
604	78703	—
605	78745	affordability — keeping the price to ride very low / free for folks that are income based accessible- meet accessibility needs for folks w disabilities Connected to multimodal transit - if project connect doesn't save time / take

		~roughly around the same time a car would, or connect easily and quickly to other forms of transit ridership will not grow or help reduce traffic / fossil fuels Expansion to other routes - I am worried the other routes that were cancelled will not ever be prioritized again. We need many routes for this to become a true means of transit in austin
606	78752	—
607	—	I understand that an extension towards the airport is optional if additional funding will be gathered. In my opinion, this funding will never become a reality so I wonder why the additional stop at the airport has not been initially been included in your plans. Reaching out for additional funding sometime in the future is just another (very hard) step to take and is unlikely to happen. I feel that the airport somehow shall be excluded from (fast) public transport into the city which I cannot quite understand, especially keeping in mind Austins huge traffic problem which is only increasing due to all the cars going towards the airport and from the airport into the city.
608	—	—
609	78752	—
610	78749	—
611	78702	—
612	78759	—
613	78704	Southwest Austin is not sufficiently served. A connection between the airport and downtown is vital and should have top priority.
614	78748	—
615	78749	—
616	78745	How will this affect existing traffic flow? Will this connect to the larger north to south rail system in any way? What measure will there be for commuter safety?
617	78759	It's a mistake to not include the airport in the first phase
618	78759	This proposal completely fails to serve my neighborhood. And there is no convenient bus service either. The half of Austin which pays the most taxes gets no service. Workers coming into and leaving west austin have no public transportation to do so and must walk hilly terrain in hot weather to their jobs.
619	78703	—
620	78759	—
621	—	Extend Congress Avenue line to Ben White. Can have a Park And Ride at TX-71 (Ben White).
622	78744	What is the likelihood of the OMF being able to be successfully located at the southern terminus? What efforts will be made to promote inter-line transfers between light rail and the Red Line terminus?
623	78757	—
624	78745	—
625	78748	Why not use the defunct tracks running along Ben White? This is an ideal pathway with existing tracks. Runs between the airport and the Saint Elmo area.

626	78748	<p>I think a TOP PRIORITY to make the light rail a success is making sure the areas around the stations are zoned properly. Too often in America, stations are built next to parking lots, single family homes, and highways. I like that the route doesn't go on highways, however, there are several areas where the zoning, height, and other restrictions don't allow for enough development in a .25 mile radius around each station.</p> <p>Please continue dialogue with the Austin City Council to stress the importance of transit oriented development and that looser zoning around transit stops is very important for the success of this project!</p> <p>Overall though, I am a fan of the choice of route for Austin and am excited to see progress on this!</p>
627	—	The priority extension to Crestview and airport seem critical to me for this to be a success.
628	78757	Please prioritize extensions to ABIA and to Crestview! Let more people use the train, ridership is critical
629	78752	—
630	78704	It's disappointing that we're getting less than 10 miles of rail line out of this project. I don't see how this will accomplish the mission to help people pushed out of Austin due to affordability issues access centrally-located jobs
631	78759	—
632	78722	It would be nice if it went all the way to the airport
633	78759	The light rail line will run down the middle of the street, much like it does in Houston. How much sidewalk/public domain will be eaten up by the rail-line? How will this effect pedestrian traffic and the businesses on S. Congress that rely on this foot-traffic to stay in operation? Will there be a park and ride location on the south terminus?
634	78748	Doing everything possible to make the designs of the stations and surrounding areas seamlessly compatible with pedestrian paths, bike paths, and bus routes rather than being islands in a sea of passenger car transit. Figure out how pedestrians, bikers, and bus riders are likely to approach the stations and make it as easy as possible for them to use the light rail for multi-modal trips.
635	78704	Will there be future plans to extend to South Austin or Southwest Austin?
636	78739	—
637	78749	The proposal voters approved was clearly part of a bait and switch. Almost twice the cost and almost half the coverage. I have absolutely zero confidence that anything completed will be anywhere near the revised budget or timeline.
638	—	—
639	78759	—
640	78704	—
641	78723	—
642	—	I think that there should not be light rail as bus is already good. Before adding a light rail line add a new train line insted of more traffic on roads
643	—	—
644	—	—

645	78745	Connecting downtown to the airport should be the top priority. Then we can expand to other locations. Not having a rail to the airport in this big of a city is embarrassing.
646	78702	There is rarely anything that reaches north, like 360 and 183. I realize these areas are not underserved, but because if the distance to the downtown area, they are often on the roads longer. Seems you could get a good bit of traffic off the roads if we considered some spots on north Austin.
647	78759	—
648	78704	This makes very little sense to me if it does not connect to the redline at crestview and to the airport. I am afraid if it does not connect to these two locations future funding will fall apart as these two connections are vital to the project being successful and may lead to rail as seeming unsuccessful if these are not included now for long term success. I hope these connections can be included in the NEPA analysis.
649	78727	All design decisions need to focus on the transit user's perspective. High frequency service (including nights and the full weekend), expandable (extensions of the line and additional cars/train), and increased capacity for special events. Don't repeat CapMetro's repeated failures at handling high ridership special events. Make the design nice enough but not too nice - our priority is getting the extensions so more of us can ride the light rail to more destinations; our priority is not getting fancy stations and trains. Also, still wish y'all had chosen the cross the river at South First - would've improved travel time and would have saved the boat house, not to mention would have allowed for a much-needed station at Auditorium Shores.
650	78723	—
651	78751	Access for residents that live south of oltorf
652	78704	—
653	78758	The Lamar rail originally planned is needed badly. A majority of low income or middle income households live in this area and the Lamar rapid bus takes over an hour to get downtown. The buses do not run late enough for the working class either. None of the wait staff or bartenders who close bars past 2-3AM have service available at that hour to get home. They do not have the money to live downtown with the luxury apartments so how are we expecting people to work restaurants downtown without public transit out of downtown.
654	78745	Would love to see this extended to south Austin!
655	78704	—
656	78701	Train going down Trinity makes no sense. Obviously no studies done to impact on bats; traffic (Trinity is only 2 lanes); main access to walking trail is down Trinity; emergency vehicles to section 8 housing; access to buildings down Trinity to water; traffic in general off Chavez; huge environmental issues; we have voiced our concerns over and over for 2 years and no one is listening
657	—	—
658	78729	Would love to see some more access eventually going toward areas on the west side of Austin where a lot of people I know live in apartments - from Barton Creek area in the south, to Far West and the Arboretum area in the north.

659	78756	—
660	78736	What about west Austin? Will it ever connect to oak hill?
661	78757	How frequent would these trains be? The existing rail is so infrequent that I find it at times unusable for getting around the city. Airport connection should be expressly prioritized as well! as there is no easy way to access AUS with transit today; East/west transit is being compromised with this model, instead following a similar route to the existing light rail. What infrastructure will be in place to enable folks beyond the Burnet/i-35 corridor to benefit from this new system? Seems like only the central neighborhoods really benefit from this layout
662	78741	Approve of this. It will greatly support the residents.
663	78702	—
664	—	Opportunities to help parents of young kids see how transit might help them with busy transportation schedules for the whole family.
665	78722	Prior to 3rd Street reconstruction, the 4th Street greenway should be implemented, providing superior walk and bike mobility, including street trees. This should extend the Red Line Parkway westward from Trinity St. to Rio Grande St. (and Shoal Creek Trail).
666	78736	—
667	—	I'm worried this become obsolete before it's even running if there aren't extensions and a robust PR campaign to fight Austin/TX/US car culture. I'm worried it's only used for special events and to serve ppl who've already been using transit to/from high-employment areas. I'd like robust study of how ridership numbers are changing and who's being served. I'd also like this to be an opp for ATX to build more green infrastructure, shade corridors, and other heat resilience measures.
668	78702	I am begging you to connect that rail to the airport. Let's prioritize these priority extensions!! Rob the highway expansion fund. Looks sick though, can't wait.
669	78757	If it on the street sharing the road with the cars, I feel like having guard rails separating the street and the train could be important since drivers can be dumb.
670	78759	—
671	—	—
672	78748	—
673	—	The connection to the airport is ideal! I would use public transport more often if there was a light rail
674	78704	—
675	78660	How will this impact/improve current traffic situations in Austin
676	78741	N/A
677	78617	Will it be extended to the rural areas?
678	78741	I personally haven't rode the rail yet but plan on doing so.
679	78744	No
680	78704	No
681	78617	None
682	78660	—
683	78741	No
684	78702	The homeless migrants

685	78617	—
686	78602	—
687	78701	I love the rail service. I wish Austin had more rail service to other cities.
688	78754	Muy bueno! (Very good!)
689	78744	N/A
690	78702	—
691	78741	No, pero me parece una buena odcion. (No, but it seems like a good option to me.)
692	78741	Considero que el tren ligero es muy importante porque nos desplaza de un lugar a otro (I believe that light rail is very important because it moves us from one place to another.)
693	78741	Considero que el tren y autobus publico debe ser ideal para cualquier desplazamiento siempre y cuando bnde una mejora ya bien sea en un corto tiempo eh susparadas o estaciones. (I consider that the train and public bus should be ideal for any trip as long as it provides an improvement either in a short time or at its stops or stations.)
694	78754	N/A
695	78741	N/A
696	78725	N/A
697	78741	—
698	78742	None
699	78724	No
700	78617	Debido al trafico sera rapido? Y ique area van a tener? (Due to the traffic will it be fast? And what area are they going to have?)
701	78645	No
702	78728	Will it eventually stretch as far north as Round Rock?
703	78660	No, I think it's a great way to help people with no personal transportation to get around so much easier and not complicated to understand or map your route.
704	78660	What are the hours of transportation?
705	78744	N/A
706	78723	Cuando pondran mas rutas haci el norte de Austin conectado Plugerville, Round Rock (When will there be more routes to the north of Austin connecting Plugerville and Round Rock?)
707	78744	nada
708	78704	si (yes)
709	78747	Is it going to help the high traffic congestion
710	78729	Any public transportation is a great deal Austin lacks ___ good public options among not safe sidewalks or cross roads
711	78724	I would ride all the roughs
712	78745	no se (I don't know)
713	78723	NA
714	78723	NA
715	78748	Will this light rail extend past Slaughter?
716	78749	No
717	78749	—
718	78744	NA

719	78744	NA
720	—	less traffic and it should work
721	78321	none
722	78702	I don't believe enough people will use this service
723	78702	No, it is cool.
724	78702	NA
725	78741	no
726	78634	—
727	78724	sounds good
728	78744	poner mas seguridad (put more security)
729	78744	none
730	78640	Traffic is bad. Will this actually help or is this just a waste of taxpayer money?
731	78741	—
732	78741	(check mark)
733	78617	—
734	78721	ninguna (none)
735	78758	ninguna (none)
736	78701	NA
737	78744	Just make sure you have security for safety purposes.
738	78744	Me gustaria lo extendieran mas (I would like them to extend it more)
739	78744	seria beneficioso pero que pasa con las personas que no podran pagar un poco mas (It would be beneficial but what about the people who won't be able to pay a little more?)
740	78741	—
741	76578	—
742	78704	ninguna (none)
743	78741	ninguna (none)
744	78741	ninguna (none)
745	78744	Will light rails allow riders to board with a bike?
746	78617	No
747	78741	No
748	78748	Bike lanes, late night option, access ___ bus routes as well
749	78724	Not at this time, as long keep people safe where their going
750	78752	solo respetarse y no tiran o invadir areas verdes hay que ___ el ecosistema (Just respect and do not pull or invade green areas, you have to ___ or ecosystem)
751	78741	No
752	—	—
753	78704	no estoy de acuerdo (I disagree)
754	78741	I am all for the light rail to eliminate traffic in this ever growing city.
755	78617	No questions
756	78744	NA
757	78744	No
758	78744	No

9.2.1.2 North Section (Questions 6 and 7)

Please note, all comments are written verbatim as received and do not correct spelling or grammatical errors. Those cells left blank indicate that no response was received.

Count	Zip Code	Question 6: The proposed project would serve the University of Texas from Guadalupe St. Please share your thoughts on the opportunities and/or concerns around this part of the project.	Question 7: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near 38th and Guadalupe streets. Please share your thoughts on the opportunities and/or concerns around Park & Ride facilities.
1	78751	Will existing bus lines run as normal? Love that car traffic will be rerouted near campus!	Existing park/houses in this area will limit space for parking. Don't harm park! Increase connectivity to Lamar/Central Market.
2	78745	—	—
3	73728	That there's stations that get to areas where graduate students live such as East Austin and Far West Austin.	Access to free or affordable parking options as expensive parking would defeat the purpose. Our main concern is cost and second is time.
4	78613	Highly used and visible corridor; great opportunity for easy access and to hit larger audience. Maintaining "appeal" of that corridor will be important.	Great idea; allows for expanding opportunities for residents in outer communities to capitalize on use of ALR and be beneficial for big events.
5	78732	Great density for ridership.	Those are good locations.
6	32905	Tearing down businesses that give employment to hundreds of people.	Loitering and crime. No restroom facilities.
7	78730	—	Would strongly be in favor of the inclusion of a park and ride facility
8	77007	—	—
9	78756	—	—
10	78750	—	—
11	78751	Will this create separation between UT and West Campus? What times will the train run to ensure consistent and safe student access?	—
12	78705	PLEASE - very needed for nondrivers but don't make crossing Guadalupe a nightmare	—
13	78757	My concern is related to when the extension will happen geeting until 38th is still not that "north".	No concerns, I do not have a car.
14	78705	Sounds helpful for staff, faculty, students concerned about parking around station.	—
15	78751	Faster to arrive from Hyde Park and Northern areas.	—

16	78705	It looks good, current condition is congested and unpleasant as a pedestrian.	Park & Rides is a good opportunity to enhance gas connections and are best at end of line.
17	78666	I think being around the students would be amazing.	Very good.
18	78741	This would be great and very useful as a student.	This would be great for students, as lots of them live n north campus.
19	78751	Will it still be possible to to jay walk? Would suck if there's essentially a wall on this whole corridor. (I see more porosity in the renderings but that could change.)	It'd be nice if these are urbanized, not tons of lots.
20	78705	I am concerned about pedestrian safety. Could the light rail be on the east side of Guadalupe and vehicles on the west instead of split? Keep it pedestrian friendly.	Keep the park and ride on state land. A garage might be best.
21	78705	Make Guadalupe car free!	Generally, park and rides are bad for ridership and a poor land use. Don't put parking in an already dense neighborhood. Add housing instead.
22	78701	—	—
23	78731	—	These will be useful as Park & Rides only as long as he line ends at 38th. These needs to be some plan for converting them to other uses when the line is extended.
24	78705	I support it.	Very accessible.
25	78722	How will stations interface with UT? Will there be new on-campus development to support station area? Specifically UT Stations? Guadalupe and west campus have great bike infrastructure - maintain or improve, don't sacrifice bike infrastructure fo diverted cars.	Do not make parking free! But don't make it so pricey to disincentivize its use - do a parking study.
26	78709	I think it'll benefit a lot of students, especially those who don't have cars and live off-campus.	—
27	78705	—	—
28	78705	This is good.	—
29	—	Great idea for student access throughout and to experience more Austin outside of the university.	More access to shopping and food.
30	—	—	—
31	78704	—	—
32	78705	Bikers and scooters are common seen on Guadalupe, how to make sure all	—

		road users will be safe during rush hours. Car detours might cause more private cars driving through UT campus. That might cause a worse traffic congestion on campus during peak hours. (already bad on campus, always waiting for buses longer than expected.)	
33	78705	This is perfect.	—
34	78751	This would bring more Austin into the modern age. It would make Austin more accessible for everyone.	We have a Park & Ride in the Triangle.
35	78751	This is great!	—
36	78703	This would be very helpful for students who cannot afford to live directly downtown, allowing for a quick method of transportation to and from the north/south side of the city.	This would also be useful, as parking decreases with the amounts of people increasing.
37	78705	No cars on Guadalupe. Transit lane, bike lane! This street is a wall for students when it could be a glorious bridge between campus and the main student neighborhood.	Please limit imperious cover. If you must build parking, please build a petite garage. 38th is not the place for mass car storage.
38	78751	I think it's great and I'm glad it's prioritized. I do think it will be difficult for many students to access conveniently off campus. I live at 45th/Duval and I would love to make extra tries to access the stops.	It would be great to have enhanced bike lanes throughout Hyde Park and surrounding neighborhoods for easier access.
39	78705	I think this is a wonderful way to get around Austin because I live in the intersection between 28th Street and Guadalupe Street.	Is Guadalupe Street the main road where Austin Light Rail will travel along? I often commute through Guadalupe Street to my classes.
40	78704	Great for transport. See previous comment. It would be awesome to serve the area of UT.	I love Park & Rides.
41	90021	Great! I am representing a church in west campus and we have church stops and member that will benefit.	Not familiar enough.
42	78751	Should consider adding an extra stop because of football. Maybe consider offsetting the UT stop so that the intersection doesn't become congested.	Consider a bus transfer point.
43	78702	Remove private vehicle traffic will be a major improvement for the community.	If it is likely the system will be expanded, why locate the facility there?

44	76501	Great idea, a great way to show international students/visitors, promoting economy and culture of Austin.	Many residents in this area would serve an area of congested traffic.
45	78751	Better connectivity and access, especially from the north where a lot of students live.	I like that! But can that area also become after, especially at night?
46	78717	Guadalupe only has 4 lanes. Again, removing lanes for cars and squeezing in rail plus buses will create congestion. OH and let's not forget scooters, bikes, skateboards and students who aren't paying attention.	—
47	78704	Pedestrian traffic crossing Guadalupe. Opportunity for more shade by trees and pull in art via murals.	Add more modes of transportation. I.E. cap metro bike location.
48	78726	Closing Guadalupe to roadway traffic will limit options to residents just north of UT. A parallel throughout must be considered that is continuous better the above streets.	—
49	70703	Positive: Improvement to the businesses on Guadalupe and an overall improvement to west campus community. New individuals community into this area. Negative: Displacement of commercial traffic to San Antonio Street and through the alley ways to service Guadalupe businesses. Overall increase traffic into west campus and such a dense population of students - pedestrians, scooters, bikes, etc.	Again, drawing in more traffic to an increasingly dense population area. Love the idea of green space/park space.
50	78704	—	—
51	SE8 3HT	—	Are there going to be student costs?
52	G3 7 TT	I think it's a great idea. I hope that the construction will not disrupt every day life and that it will be affordable.	—
53	78660	—	Yes to the Park & Ride, really the only way I could use it as I commute in.
54	78731	—	Love Park & Rides! I use the one at the Triangle to get to campus every day.
55	78717	—	—
56	78757	How will this interfere with 801 & 803?	Seems like it would be more sufficient to have a Park & Ride further out like Crestview, where the station is relatively far from surrounding

			neighborhoods. Park & Ride in denser areas seems silly.
57	78758	—	—
58	78705	Pedestrian safety should be a high priority.	Figure out how cars will turn around when they read section that doesn't allow cars. Streets to the west are very narrow and congested.
59	78757	That's a great idea! Will open up more student housing option due to increased connectivity.	Why not take it ahead up till Triangle? (45th St)
60	78705	Guadalupe is a primary crossing for students coming to and from UT. Some sort of skybridge might be beneficial to increase safety and improve the pedestrian flow.	38th and 29th seems so close. Feels like it should go up to 45th to really separate it from UT/city proper.
61	78705	This is great for students. As a student, I wish I had something like this.	Safety concerns for students.
62	78745	Only concern would be traffic.	—
63	77584	—	—
64	78745	1: Consider derating track at 29th St south to clear the intersection and avoid land purchase. 2: 29th St. station could be moved south to accommodate ramp for elevated track. I don't its location is united. 3: Compromise on like how to avoid (or eliminate them) eminent domain in Dirty Martins area.	I don't think the Park & Ride there is super useful especially since there's a stretch of working with the goal of working the North Lamar it would be better to use the money to try to put there. Also, the system is still pretty short, I think anyone would drive to the Park & Ride, they will just drive all the way to downtown.
65	78705	Would it just be a single station? I love the Drag being featured but since UT is so large, maybe another UT station would be helpful.	No comment.
66	78745	See previous comment. Limit removal of buildings.	Better to spend money on extending the line to Crestview.
67	78701	Perfect location! NEED to take cars of Guadalupe. This area is so dense with non-car commutes and would be a paradise if it is designed as currently planned. Glad for the protected bike lanes on Guadalupe too.	Would be helpful do it!
68	78705	This would be so useful. I'd love to better connect with the res of Austin and explore outside of west campus and downtown.	—
69	78741	—	—
70	78754	—	—

71	78751	Station not at Ped crossing at Coop.	Make sure is planned as a temporary end of line.
72	78653	Will the train be providing transportation to college students?	—
73	78712	Yes.	Yes.
74	78702	—	—
75	78704	SE Guadalupe to auto traffic from 29th to MLK.	Jump start light rail use by requiring UT staff/faculty/students/visitors to park remotely and take rail even a stop or two (Houston Medical Center) make cars more inconvenient around UT to force rail use
76	78702	Pedestrian friendly design is critical.	Connecting routes to EOL stations will be very important to maximize use.
77	78705	Will increase foot traffic here increase the possibility of crime or danger in the area.	Park and Ride in a the park or walking park? Would this influence the environment? Less permable surfaces?
78	78758	This is amazing! Let's transform Guadalupe from a car to a safe, vibrant urban gem.	I am concerned how these P & R facilities will integrate into the urban fabric - design wise and pedestrian safety wise. Can existing garage infrastructure be used?
79	78705	Love this!	—
80	78521	I think it's interest to have a pathway from certain areas as compared to the.	It's cool to have a station from 38th to Guadalupe.
81	78757	This corridor needs frequent, rapid, and reliable transit.	Those would be great to discourage bringing card downtown. We don't have the potential for Paris yet, but this would be a start. Ensure facilities are robust. Large numbers of faculty and staff would use this as an alternative to campus garage permits.
82	78721	—	—
83	78752	I like the idea of making Guad a transit/ped priority as long as San Antonio and Nueces were reconfigured to handle the traffic	Fine with a park and ride.
84	78702	choo choo!!	choo choo!!
85	78751	Keep it car free!	Focus on an easy and seamless connection between the bus and the trains, not park and ride. Look at Houston.
86	—	Very important	supportive
87	78724	great choice of alignment	Increasing metro rapid service to this area would eliminate the need for a P&R. this would allow for more transit

			oriented development near in to the station.
88	78741	—	—
89	78750	None	None
90	78740	—	—
91	78610	N/A	N/A
92	78744/78722	Why are we paying for anything @ t.u.?	—
93	78741	—	—
94	78660	What's the capacity of the rail during high use hours? Some students like to bike, scooter, etc. central market and hospital @ 38th already struggling with parking needs. Garage there, will parking be free? (please no)	I mentioned this above. Bad idea to let parking be free.
95	78733	—	—
96	78741	—	—
97	78741	—	—
98	78701	Really like the Drag-transit only corridor concept.	It's a trade off - major termination station for the north side will need plenty of parking and bus connectivity. Will become a busy, busy area, but needs to be done to optimize the system and access.
99	78723	—	—
100	78613	—	38th and Guadalupe is a good location
101	78752	I think this would be great for college students. I think this will also help alleviate over crowdedness experienced on the Red Line when classes are in session.	Parking in this area is in high demand. I think in establishing a park and ride location you would need a way of ensuring that area is solely for park and ride participants. Security should be present so people feel safe leaving their car there.
102	78741	None at this time	As an intermediate step, that proposal would be beneficial. However, a more long term transit solution that would link the northern suburbs along with the current transit rail coming from Leander.
103	78724	—	—
104	78741	I love the idea. It may lead to students to look for housing elsewhere.	Not really sure nor convinced about this location. It may make parking situation worse around.
105	78717	Should there be more stops in UT? College students could use it while going out on 6th. More stops should be available for housing too. How will	Can parking be underground?

		other businesses/streets be affected with rerouted traffic?	
106	78729	Love prioritization of this area(s). Expand ability for car traffic off of Guadalupe. Add more stops in the UT area (East side) in future phases (Expo Center). Expand ebike station (metro bike expansion) (CapMetro)	Love prioritization of medical center
107	78747	Make it a car free transit corridor	The space would be better utilized if allocated to transit-oriented development that has parking lots
108	78702	—	The triangle area seemed prime for a park and ride, lots of students live there too!
109	78741	—	Ok
110	78704	—	—
111	78741	Absolutely should not close off 22-29th. West campus is far too dense to handle the traffic and the streets cannot be widened. This is dangerous and irresponsible. Alternative traffic diversion could happen at MLK and at Dean Keeton--26th if 26th can punch through Lamar.	Can we share the state hospital parking lot located next to the park? Seems people would want to go from the station/parking lot to Central Market or park foot path. And, it was an existing parking lot.
112	78704	None	—
113	78701	—	—
114	78750	This is a very valuable corridor. I really like the plan for this area and I think this is a good opportunity for more density and TOD along the corridor. I also support removing cars from 22nd to 29th.	A park and ride could unlock some new ridership but I don't think it should be overdone. We should be careful not to build a large parking lot, making the area more car dependent and taking away valuable space for TOD.
115	78731	There is problem with San Antonio not being wide enough for building service entrances there and 1 or 2 way traffic. The lots catty corner at San Antonio and 24th and Nueces and 24th should not be eminent domained. These lots have UNO residential entitlement.	Not enough space to do significant parking spaces even if there is an extensive stacked garage and still make any significant differences other than for UT students (capped at 50,000, not event 10% of Austin population).
116	78750	—	This station would be the main entry for all of North Austin to travel downtown - see above concern (Q5)
117	78724	This would be great station to have.	It would be good if a lot of housing was also built near the park and ride
118	78741	—	—
119	78745	—	—
120	78729	—	—

121	78723	For UT station, consider connections to student population heavy neighborhoods such as riverside, Far West, etc.	Good location, but I'm curious where would a suitable, large size location available for making/building the park and ride
122	78722	This looks amazing! I am a graduate student at UT and I would use this all the time.	I think this would help with parking issues around the campus. The Triangle might even be an even better location for this sort of park and ride.
123	78741	Amazing idea for students and community alike.	I think there could be the better option. Or add on more on the south/west side.
124	78722	Heard that dirty martin's will not be affected--truth?	Where? That is a packed area. Would it be at Central Park trail parking lot?
125	78741	—	—
126	78741	—	—
127	78741	Serving UT students should be very important! Not sure I agree with taking cars off of Guadalupe. I-35 and Lamar are next closest thru streets and Nueces already has lots of peds so I'm concerned about shifting autos to that street.	Agree that P&R is useful here. People in N. Austin coming downtown can use this and reduce congestion in the city center. Proximity to Central Market could affect usage (closer to CM is better).
128	78741	Just make access to stops/sidewalks accessible.	Park and ride is good. We use the South Austin transit center one.
129	78751	I think it's a great idea.	park and ride will help increase the amount of people using transit
130	78741	—	—
131	78741	—	—
132	78704	—	—
133	78741	—	—
134	78702	Very important to serve this area. I think the UT station should be more south and also the 29th street to more easily connect MLK. potential east side connectivity.	I like park and rides
135	78744	—	—
136	78741	Looking forward to a car free Drag!	Integrate housing to the site and retail.
137	78703	Looks great! Guadalupe St. only has 4 lanes. How does this option organize the street-level design? (Maybe we need some sections to show)	Looks good!
138	78705	How will Nueces St and ___ be supported for increased traffic?	no problems with location
139	78703	—	—
140	78739	That is great!	Yes, I support that.
141	78741	—	—

142	78741	N/A	Questions regarding location of park and ride impact on current neighborhood safety and traffic
143	78702	Good idea.	—
144	78751	I am incredibly interested in having the Guadalupe stretch being pedestrian traffic only. Shifting traffic wouldn't be a concern, but Lamar would need some love due to the shift in local traffic.	Park and ride can be/should be a mixed use development creating a transit focused development. Please look into the Triangle apartments as a blue print for successful ride/park facilities within a community.
145	78751	All for pedestrian only but strong justification on no traffic needs to be provided. Strong concerns over increase of traffic.	Park and ride should be included, would reduce traffic, allow for more accessibility for patrons without it Ubers and drop off would increase traffic in the area.
146	78751	Rerouting cars off Guadalupe between 22nd and 29th is a great idea--there are so many pedestrians here and a car free boulevard would greatly improve safety and connectivity (driving through here is currently a nightmare).	Would a P&R here really drive ridership? I feel like parking facilities make sense in more suburban settings, but as someone who lives within a mile of this intersection, I can't imagine a scenario where I would use this, and I can't imagine many who live farther would fight traffic into central Austin to then ditch their cars. Can't connections to existing P&Rs up North (N. Lamar TC/Tech Ridge) be built out?
147	78704	Good starting point for commuters in these areas. But what about residents pushed outside due to rent rates, cost of living	—
148	78757	Looks like the station is in the middle with trains on either side. This will cause pedestrians to cross the tracks which can be a bit dangerous. I prefer tracks in the middle and platforms on the side.	—
149	77379	If the traffic were to be redirected to West Campus from the Drag massive renovations to Nueces St. & West Campus infrastructure as a whole to ensure the safety of vehicles and pedestrians. More sidewalks and bike lanes would be required for the safety of the students. The road infrastructure for West Campus and Nueces St. is severely underprepared for the volume of traffic flowing, pot holes and poor road conditions would	—

		need to be fixed, and additional lanes would be required to __ the redirection of student and faculty traffic.	
150	78705	I'm concerned about traffic routing through West Campus. West Campus infrastructure is lacking for both cars and pedestrians and more cars routing through the area would be dangerous.	—
151	78705	This is superb. Nothing but good things to say.	Seems like a great opportunity-- shouldn't measure success immediately. Will get more valuable every year as city gets denser, congestion gets worse.
152	78748	that's great!	Makes a lot of sense.
153	78751	I am fully in favor of rerouting traffic from Guad, but I would even do it up to 21st or MLK. I think CapMetro & ATP will have an uphill battle getting the public on board without proper communication. Y'all need to emphasize research that indicates these types of projects increase business. This has been seen when NYC and SF removed street parking for multimodal transportation.	I am not in favor of a park and ride. This intersection should focus more on density, less on a parking lot or garage. It already is scaled quite awkwardly for car-based travel. I fear this would only worsen the neighborhood. My opposition is not based in the fears that many NIMBYs have around crime stemming from park and rides.
154	—	—	The plaza is not cost efficient and will result in multiple lawsuits. The city needs to acquire Dirty Martin & expand. Restaurants will be effected and will not have parking for employees. Some employees do not live downtown and cannot take the train to work directly from their homes.
155	78723	We would ride this section several times a week. More if it went to the airport (if I'm still alive when it gets there)	Definitely a good idea.
156	78723	We travel to UT on Bus #20 very often so would to transfer here to other buses/trains	One of our current buses (338) would connect here to other destinations
157	78704	Guadalupe should not have cars	Perfect spot to find P&R facilities
158	78703	—	increased traffic congestion to the area, crime
159	78757	extend north to airport but don't cross Red Line. That way people on Red Line can access UT.	—

160	78751	—	—
161	78751	sounds good!	—
162	78751	Opportunities: tourist destination, connect new students to the city, more housing options for students (can live further from campus), revitalize The Drag. Concerns: congestion, pedestrian safety with train/buses	N/A
163	78705	UT will be well-served. No one else.	No parking on 38th? Really?
164	78705	Walking in that area is more possible as many students do not have cars. What are you planning for the buses?	Where would they be? What about P's R transit time?
165	78757	primary concern on all parts is as above: access to main lines by those who do not live near, whether they are disabled (& cannot drive) or have access to cars	I would be parking a car much farther north, so parking within this area is of less concern
166	78758	—	—
167	78759	—	—
168	78751	—	—
169	78705	How would this as a whole affect student transportation?	Where would potential dog parks go? How would they be evaluated in contrast to local retail centers in the area?
170	78751	It's fantastic to serve college students and get them an option to travel downtown. I feel that driving under the influence of alcohol is a major issue in Austin and public transit can help address that depending on the operating hours.	In Central Austin I'd recommend designing for bikers to bike and park at the end of the line, not just car parking. If you can make transit easier for bikes, that will help reduce vehicle traffic. In general, prioritize access to high density where people can bike/walk to stations, not stations in middle of nowhere and park and rides -- look at Red Line glows and struggles to avoid same mistakes.
171	78704	—	—
172	78704	—	—
173	78745	Guadalupe (The Drag) seems same width as other proposed streets. Why it planned for carless? Pushing cars to Nueces looks problematic with Nueces not being continuous from MLK to 29th St. and is a residential road thru West Campus.	Would be great to partner with new state hospital to combine costs for a parking structure.
174	78705	Love it. Frequency is key.	Traffic and spillover parking concerns. Assume a garage by Central Park is the plan?

175	78756	looks good	I see signage in a parking garage at the Triangle area - is that still operated as a P&R? Can't see anything as an opportunity
176	78745	Consider a two-way cycle track if a bike must be on Guadalupe, San Antonio or Nueces; I like the plan to make a bus/rail/ped mall	Build garage and water quality containment for Baker center and use eminent domain for Circle K, Vet Hospital and Jiffy Lube. PPP preferred so it's a mixed use development extra credit if it includes essential workforce housing.
177	78751	Frequency? How were the stops selected and how do they connect to other modes of transport	Why P&R there?
178	78744	I'm relieved you have found a way to preserve Dirty's. Businesses that have been a part of Austin for decades deserve to stay intact if they want to continue as a business.	Where will they leave their car? State Hospital grounds?
179	78704	Can't wait to close the Drag down to cars and open it for people! How far north does the closure go?	I don't love it. Feels too central for a P&R but if it doesn't negatively affect ridership or walkability, it's fine.
180	78748	It's awesome that Guad will be closed to car traffic!	Biggest concern is that park & ride facilities feel safe to leave your car at.
181	78731	—	How can Project Connect afford buying enough land for parking in Austin Texas in 2024?
182	78705	It's better to have cars reroute and figure out where to go than to not have pedestrian mixed use area. Also F*** Dirty Martins!	Park & Rides are stupid. Please consider no Park n' Rides.
183	78751	This is great - I do wonder how some of the cultural notions/stigmas around transit in Austin can be dispelled via this project's design.	No thoughts here - except re: walkability and pedestrian safety.
184	78751	No cars, no fences so peds can cross anywhere along this stretch.	How are you thinking of end of line in the context of future phases when these are no longer end of line? Can these park & rides be turned into TODs?
185	78722	Excellent for students and all	Should have some thought to security with leaving various vehicles (cars, bikes, scooters, lockers for skateboards?) for long periods.
186	78722	—	—
187	78705	I am very supportive of making Guadalupe free of cars between 22nd and 29th Streets. If possible, I'd	I live near the corner of W. 38th Street and Guadalupe Street. Simply, it's too close to the center of Austin for a park

		encourage extending the car-free zone south to MLK Blvd. at least.	and ride to be seriously feasible. The farthest south a park and ride should be is the future Koenig station. The area near 38th and Guadalupe should be upzoned to mixed-use transit-oriented development.
188	78723	How to protect pedestriand from UT?	No!! Use existing street parking or parking garages. Build homes for people not cars.
189	78701	—	—
190	78702	—	—
191	78758	—	—
192	78702	Please try to keep bikes on The Drag if at all possible.	38th and Guad seems too central for such a low-value use as parking. Would this not be better as high-density housing, rather than something generating more driving?
193	78751	Prioritize stops at accessible locations and use landscaping to provide user comfort and sound dampening.	We need covered bike parking. Please also prioritize stations to have adequate covered areas and seating without anti-homeless bars/armrests/spikes, etc. All humans deserve respect and care. Provide circadian lighting.
194	78662	—	—
195	78702	You need one more stop between 29th - 38th. You're overestimating the walking between those 2 stops because the walking environment is bad.	No! terrible land use. Don't build the rail at that point. I can't believe it's even considered.
196	78756	I ride this stretch a lot on my bicycle and it feels like such a dangerous spot. I really hope that cars are NOT the priority on this -- would love to see them moved.	I don't have concerns, thought I hope that the end of the line is further north. I wonder if it could be developed above the lot, which would be desirable for its proximity to the station.
197	78741	I think UT students have plenty of transp options. It's covered for them because they live mostly on campus. Staff mostly live very far south or north and drive in.	—
198	78751	—	—
199	78751	Don't close Guadalupe	—
200	78704	—	—
201	78704	Great to give 50,000 students access. It will increase ridership	I use my electric bike to get to and from the Red Line. At least make the Park and Rike a gravel parking lot.
202	78727	Yes please	That's a great idea
203	78704	OK	OK

204	78704	Makes sense	N/A
205	78744	No opinion	No opinion
206	78704	—	—
207	78704	—	—
208	78704	How long would the trip from Oltorf to 29th Street be?	—
209	78619	Good	—
210	78704	—	—
211	78740	Helpful for students not as relevant to me	—
212	78745	—	There must be Park and Rides, or ppl won't use our service. (Will affect adoption)
213	78704	—	—
214	78704	Will there be express rail service from the affordable apartments on Riverside at the University?	Park and Ride facilities should be on 35th Street west of Lamar
215	78704	Keep bicycle traffic safe/separated from car/train traffic	Use a parking garage
216	78701	No comment	No comment
217	78701	—	—
218	78701	Looks great - bike/pedestrian access helpful. Connecting w/buses at station ideal.	Looks great - bike/pedestrian access helpful. Connecting w/buses at station ideal.
219	78701	—	—
220	78704	As a former UT student, I'd say EMBRACE usage to 6th. Get them riding to party and they'll remember it for other things. Get SXSW to encourage usage for volunteers	Encourage food places at stops. Boba shops, Panera, etc. Add convenience and more reason to be there and do something.
221	78745	—	—
222	78745	—	—
223	78617	What will be the ultimate transportation corridor design?	How big will the facility be for Park and Ride? How many vehicles? Will the Park and Ride facility have EV charging stations?
224	78704	Guad. as bike/ped/transit is a great idea.	Leverage Park and Ride with new housing/retail at stops.
225	78731	Please include bike/ped lanes in the Guad corridor.	How would this actually work with the rapid bus lines? It seems like the money could be spent on an additional station.
226	78704	Needed	I think parking in this area is needed to serve the closer (not immediate) neighborhood
227	78704	Seems that only one station is needed for UT. Move it a bit north and remove the station @ 29th.	Seems that it could be ended sooner to save \$
228	78721	Great	Sure

229	78745	It's needed. But, keep in mind people who will still have to drive because light rail won't meet everyone's needs and will likely meet the needs of a demographic that generally has met needs.	Please don't eliminate the green space in the area around the central market/Austin Heart Hospital and Austin Star Hospital
230	78745	—	—
231	78723	How frequently will it run?	I don't think it would be fitting to build a parking lot in that part of Central Austin. A parking garage perhaps; but there is plenty of parking at Central Market.
232	78705	I think the stops should be where the current MetroRapid stops are. 29t St is too far north to be helpful, and 24th might not handle demand. It would also help students commute across UT. I also hope they build out proper bike infrastructure, the current lanes feel trecherous.	It seems like a bit of a waste because it's already so close to town. Maybe making it a TOD or at least putting below-grade parking in a way that doesn't take up store space or make the area less pleasant to be in.
233	78704	—	—
234	78704	Yes - this will be a wonderful replacement to the traffic on Guadalupe.	Nice location near Central Market & hospitals. Ensure secure & lighted bicycle parking.
235	78746	—	—
236	78748	N/A	N/A
237	78704	Leave at least 2 lanes for auto traffic on Guadalupe (one each way)	—
238	78704	Transit mall idea is a good one if it's still on the table. UT Station is the only station where ridership would support light rail	Where on 38th would a P&R go? It ends at a park.
239	78703	—	—
240	78902	—	—
241	78745	I like the idea of building the transit mall. It will be extremely useful for the area.	No Park and Rides. This isn't going to be the permanent end of the line. We shouldn't invest in something that will be obsolete when the rail expands.
242	78751	Love making the drag car free. Would love to make sure bike connectivity is included.	A Park and Ride feels unnecessary this close to downtown. Shortsighted. They should be further out when extensions happen.
243	78704	More stop in dense areas	Yes
244	78703	Busses Busses Busses	Build homeless housing here instead of the tents and shopping carts we will see
245	78704	Support but don't eliminate more car lanes	On state property

246	78704	—	I like Park and Ride at 38th. If a parking area is not provided at UT area, I wonder if it will create more problems in neighborhood -- parking there is already non-existent
247	78704	—	—
248	78729	N/A	N/A
249	78731	We attend sports at UT and public transportation - a train- would solve our parking problem.	We live not far from 38th - biking or walking to the 38th location would be great.
250	78741	This is a must as this will have high ridership.	Seems obvious to acquire the commercial lots on NE corner to place park and ride facilities.
251	78751	How much are regularly occurring event parking spaces, figured into proposed changes? What has Austin Transit learned from community pushback on destruction of existing businesses/landmarks?	—
252	78731	How does this impact traffic during construction? Do we expect students to use it?	—
253	78701	Bravo, for taking cars off 22-29th	Strive to partner with existing land owners/ developers (central MKT/Heart hospital)
254	78749	—	yes! More park & rides please
255	78702	Most utilized station on the whole route (likely)	Park & Ride is great - we need more! Cars must be removed from downtown
256	78758	None	None
257	78701	A station at UT would make a contribution to easing the housing shortage near campus.	—
258	78723	Please take cars off the drag	Ambivalence toward park & rides - then take up a lot of space & are an eye sore - but if they're helpful & promise ridership and are cost effective, go for it!
259	78610	Safety concerns - this area has a lot of people already. Yes to a transit mall. Have you evaluated with COA if streets are designed to take the amount of traffic you would be re-routing b/t 22nd -29th St?	Park + Rides - yes to leasing space so when phase II come along you can stop lending this space. How will ETOP be incorporated into these rental park + rides - whether is the type of business you have near the space -
260	78701	The drag needs to have cars removed, to minimize negative interactions and crashes.	Park + Ride is essential. Security at the facility will need to be a paramount consideration.

261	78752	No vehicles, make it safer for students	This would be great for access to grocery stores (Central Market) and all of the Medical parks. Where would the parking area go? Very dense area.
262	78705	The potential for Guad/drag to turn into a ped/transit space is really promising and enhance students safety.	More park & rides would be beneficial, but it would be better served further north. Like the park & ride at the triangle @45th or near Crestview.
263	78701	I really like no cars between 22nd and 29th. [It would be against parking at 39th, this area is very dense and the eland use around the station could be much nicer than a parking lot.]	Having to walk through a parking lot and cross in front of moving cars degrades the experience of transit. I feel this is what differentiates nice transit systems in Europe/Asia from tacked on transit systems in the USA.
264	78653	—	—
265	78731	This is a huge opportunity to replace cars with a pedestrian/shared use & light rail thoroughfare that can ke a major visual impact and "sell" the rest of light rial.	Please see #5 above
266	78618	—	Park & rides would make it very attractive for people outside the city to consider riding the LR instead of driving to the city for work & other reason (IE events).
267	78701	Will students get complimentary access? Are you in partnership with UT	—
268	78701	29th to 38th is a long distance w/o a station	How about spending the money on future rail extensions instead?
269	78752	Great opportunity because large student pop (sometimes w/o car) can use it to go to other destinations, college kids can get to 6th St. w/o drinking and driving! Likewise, UT alumni to longhorn games.	I don't think park and ride is a good idea there. I don't think people from outside the central area are going to use that. Make it accessible and friendly for the pedestrians + bikers etc..... Who will use it. You want the stop to be a destination, think south congress, not a parking lot. Park and rides make sense for commuter rail outside of central core.
270	78660	—	—
271	78744	How often? 24/7?	Are you having hubs/connection with Park & Ride?
272	78702	This is great, but why don't we have service in the east side of UT? UT students are enough to use that service	Like I said, east side of UT. MLK and 12-18 St. It would be great. Look like - services are on the west side, as always.
273	78744	—	—

274	78724	Students are already using UT Transportation though	—
275	78660	—	—
276	78660	—	—
277	78666	This would be great to support the college students education	Yes this will encourage more Austinites to be part of outside recreational family time w/support of rail system
278	78653	Yes, we need more public transport!	Yes, please do!
279	78618	I don't have any idea	Now, AISD. Let parents to enroll children different areas. We need a new transportation system.
280	78723	No cars on the drag. We deserve spaces for pedestrians. Transit mall with shared bus and bike lane good.	I really don't think we need a park and ride in such an urban location. Build housing or other community benefits instead. Don't waste precious money on parking.
281	—	—	—
282	78751	I fully support turning the drag into a transit mall! Also, please don't rework the project just to keep a burger shop. Dirty Martins can relocate somewhere else.	I do not support a park and ride at 38th St. We should use the space around stations for transit supportive density, not space for automobiles.
283	—	—	—
284	—	I am very supportive of a car-free drag! I do not care about Dirty Martin's.	Building a park-and-ride at 38th Street has absolutely no rationale and would be an admission that ATP has no intention of actually building the Priority Light Rail Extensions. There is already a 200 spot park-and-ride at the Triangle (45th Street Station). Building a 200-spot park-and-ride a mile south would cost anywhere from \$12,000,000 - \$20,000,000 before land acquisition. This is the only real area in North Austin where we can have eTOD, any real estate required should be going towards eTOD and not parking. Also, from 38th Street every station on the alignment is only a 19-minute drive. Who would actually use that? I imagine nobody.
285	78702	—	—
286	78721	—	—
287	78660	—	—
288	78704	—	—
289	—	—	Good idea to include ride share. Also need to add EV chargers or at a minimum do make ready so ev chargers

			can be added later. Suggest installing solar carports to generate power for ev chargers
290	78628	—	—
291	78748	—	—
292	78749	I like the station placement here. Stopping the line at 38th feels like a missed opportunity, with heavier density further up Lamar, but opportunities exist for densification in this area. I am also strongly in favor of rerouting cars off the Drag, and am glad to see it listed here. The corridor is too narrow to be shared between LRT, the city's main bus trunk route, and cars.	Many people will complain about wasting land and valuable Project Connect dollars on parking facilities, but I think there is value in a Park & Ride... just not at 38th street. I think the station would be too close to Downtown to incentivize drivers to take the rail instead of just driving the rest of the way.
293	—	Anything to keep more UT personnel and UT students off the roads is excellent. There just needs to be adequate park-and-ride areas near the stops.	I suppose this might be good for the medical complex but all of that is so spread out I don't know how stops here would be that advantageous to people trying to go to doctors appointments or the hospital. Once they get off the train then how are they going to get to where they're going, especially if they're disabled or feeling poorly already?
294	78702	—	—
295	78704	—	—
296	78745	I went to UT (undergrad and a grad degree in city planning). It's gonna be a giant mess while it's happening. But when it's done, this will have a huge impact on moving students around safely in this area without cars. Big thumbs up.	They tend to be big unsightly parking lots most of the time...seems like this area is used to that, given the state buildings and hospitals. I'm sure people who can afford to live nearby will crow loudly about an increase in traffic, but it's Central Austin!
297	78751	—	—
298	—	I support this.	Great idea.
299	—	—	—
300	78704	—	—
301	78703	Park and ride at 38th seems like a bad idea for an already congested area. Given the line will extend northward eventually plan on p&r further north and provide direct connections to rapid bus in the meantime. Work with central market on station location at 38th! Don't turn Nueces into a major	Strongly oppose park and ride at 38th. This is an example of a short term decision that compromises long term health. P&R will build a constituency that will forever demand maintenance and even expansion of the facility at an intersection that would be much better served by more walkability and bike

		thoroughfare. Keep it a neighborhood street.	ability and transit connections. Fewer cars not more!
302	—	—	Extending to Crestview (or at least planning this extension) would make the system significantly more usable by including a connection to the Red Line.
303	78723	—	—
304	78724	—	—
305	78757	Can the layout from 38th through UT be similar to what is proposed east of 35? (With options that grant safe/separated and elevated right of way access for bikes/pedestrians?)	Keep Central Park.
306	78705	—	—
307	78745	please make this stretch pedestrian only.	—
308	78739	—	—
309	—	—	—
310	78758	Access to campus area is so important and one of the best parts of the project. Ideally it would extend further north and south to increase access and minimize car use along the corridor.	Parking is generally a horrifically inefficient use of land and financial resources, especially in areas of existing and planned density. They do have value near end of line facilities, but this is better solved by prioritizing extensions to existing facilities such as North Lamar Transit Center. 38th and Guadalupe areas are better fits for dense housing and connections via bus and proper cycling infrastructure (truly separated bike lanes, trails, etc); Less parking, more train. Any time we think "is there enough parking here?" it's the car brain showing. We should be thinking "how can we use transit to expand access to this area?"
311	—	Are there any thoughts or intents on extending the light rail to the North campus of the University of Texas? Currently, it's difficult to commute from the main campus to the North campus, due to the bus route being the only available method. Why are there no light rails planned from UT Station to the JJ Pickle Research Campus? Austin continues to grow rapidly every day north of 183, and it feels as though the public transit-using person and the average	—

		pedestrian has a much lower quality of life here than they do downtown, even though commercial and residential expansion is likely even growing faster here than downtown.	
312	—	I'm not sure how feasible it is, I know it's not at least for this first phase of project connect. But in a perfect world it would be amazing if there was some sort of mass transit station (light rail or otherwise) on Robert Dedman between the Moody Center and DKR	sometimes it seems like park and ride facilities just create more opportunities for traffic, which sort of defeats the purpose of light rail, or at least hinders it. But I'm not really sure what sort of alternative there is at least until transit in Austin is fully realized.
313	—	—	—
314	78751	All of this is perfect, but the train should end at 45th street.	—
315	78748	Providing service to university students is a very good idea. However the stretch of Guadalupe to the west of the university is already extremely congested and running the line through the campus should be considered.	Please use existing surface lots where possible.
316	78704	It makes ZERO sense to build a multi billion dollar train for students. None. Scrap the rail.	A park and ride in central Austin? What are you thinking?!
317	78701	—	—
318	78701	—	—
319	—	—	—
320	78704	—	—
321	—	—	Park and rides must be located where drivers feel comfortable leaving their vehicles all day.; Also the lots should be far enough away from downtown to make it a reasonable option to switch transportation modes.
322	78727	👤; People going to the airport will fill 38th station parking for days/weeks. Need to have plenty of free parking	People going to the airport will fill 38th station parking for days/weeks. Need to have plenty of free parking
323	78753	—	—
324	—	—	—
325	78664	That's greaat. The moore places it serves the better	—
326	78626	I think it is important to make that section of Project Connect safe for pedestrians as well as designs that nod to the city's City Beautiful	I think a park and ride would be reasonable further outside the system, not Central Austin. I think it would be an inappropriate use of funds. More

		movement and love of nature. A green space pretty much.	work should be done in cooperation with the city to bring more dense housing construction and other sorts of mixed-use development when possible.
327	78731	Good plan	—
328	78759	—	—
329	78756	—	—
330	78752	—	There is already a park and ride facility on Lamar and 183. The line just needs to extend to this place
331	78704	—	—
332	78702	I think ATP needs to study the mobility plan and patterns within and around UT together with the university. Buses today are already clogged up behind traffic and they are key to bringing students to parts of the university that are further away or even across the i35. In designing the stations, it'll be crucial to consider other modes of mobility and how the stations can support these modes	38th street is a major east west connection and this junction is an important one too given the presence of a park and some businesses south of 38th. Putting a park and ride here would effectively kill any potential of activating this junction. I think that a park and ride facility is not needed at this point. There is so much parking in the medical district between King Street and West Ave. Plus, this intersection has so many bus routes, which is great for funneling riders. instead of new parking, let's use what we have first, improve transfers between travel modes, before building new spaces that end up becoming desolate and underutilized.
333	—	Safety of pedestrians walking through the West Campus neighborhood to UT's Campus. Quality of roads through West Campus aren't up to par to deal with Guadalupe level traffic.	Park & Rides, would make more sense further outside the city core. They occupy land that could be used for Transit Oriented Development and disrupt the density and walkability of the area.
334	78748	—	—
335	78705	29th Street seems a little too far north for a station. Would prefer like a "UT North" station at something like 27th Street. Also, not a huge fan of park and rides—would much prefer an upzoning of the existing land.	Park and rides are not a good idea, especially when this close to downtown. I think they're fine further out than this, but in this area, we should be encouraging upzoning.
336	78750	—	—
337	—	—	—
338	—	—	Let's distinct choice to use multi-level garages to conserve space in what will become a more desirable and dense location.

339	78703	<p>I question whether the location of the 38th St station should be moved south of the intersection with 38th in order to provide for easier future transfers between trains to/from further north and future lines that may branch off at this intersection to travel crosstown on 38th street. This seems like a natural branch point for crosstown lines, so future-proofing to allow that may be in order.</p> <p>I also wonder whether there would be more value in extending the line to the Triangle to make use of the existing PNR facility relative to building a new one only a few blocks further south.</p> <p>Also I know it goes without saying, but a lot of people are miffed about the Dirty Martin's issue, and I predicted this in early-stage Project Connect open houses after release of the initial engineering schematic. I don't buy that there is no alignment option which could preserve this UT landmark - that apartment complex across the street is not nearly as valuable to the community, in spite of the desire to retain housing quantity in the area. It seems like this graphic implies that the alignment may have shifted further to the east, avoiding this impact. I sincerely hope that is the case.</p>	<p>I wonder whether there would be more value in extending the line to the Triangle to make use of the existing PNR facility relative to building a new one only a few blocks further south.</p>
340	78757	—	—
341	—	This will be very helpful for students.	—
342	78749	—	—
343	78728	<p>Would students still receive subsidized ridership. Could there be a line/vehicle that specifically serves stops near campus, in which only student would ride, for safety purposes?</p>	<p>Could there instead be more bus connectivity from existing park and rides that may have little usage? Creating more parking may cause congestion from the areas, creating a new traffic problem.</p>
344	78750	—	—
345	78704	Seems sensible; Seems sensible	<p>Got to have good bike storage area. Do we really need this for cars? If you have driven here, why not drive the whole way downtown.</p>

			If you really need a park and ride should be at the far north after potential expansion. Not worth the cost
346	—	The station planning looks like it is something UT would ask for - but it is not an island. Walk shed challenges for the 29th street location include: (1) north end of UT is the lowest activity part of campus, (2) there is a local historic district expected to way underperform in contributing density growth, (3) the western end (uniquely) extends into what will likely continue to be a very low activity part of Pease Park due to contour of the land. In a perfect world 29th and UT stations would both be a couple blocks south of where proposed.; I support rerouting buses and car traffic off Guadalupe onto Nueces and encourage y'all to keep pushing that bold forward thinking proposal. Great work!	A consideration is what would it be used for after rail is extended further north and the demand for this site declines? If it allows for the commercial area west of there to reduce their surface level parking it could be a big win/win that allows for more density near the station.
347	78739	—	—
348	78705	Please make the Drag a transit mall.	If there is a park and ride, it should not be a garage. There already is a park and ride at Triangle, so this one should only be temporary and should be redeveloped into residential or retail space when the 45th St station has opened.
349	78705	Will lanes be expanded on Lamar to accommodate this? Where will "rerouted" cars go?	Do not steal green space from residents. This is already a high traffic area, so how will you fit more cars here? Will you repave 38th st from Lamar to i-35? That street is an example of atrocious patchwork and potholes. The city owes every driver a reimbursement for damage to vehicles that drive on 38th. Fix the roads please. Then carryon w the rest
350	78703	—	—
351	78754	—	—
352	78748	—	—
353	78745	—	—
354	78741	Looks good	I think a park and ride is smart I hope there is also secure parking for bikes

			and scooters. I also think it would be good to include EV charging. Lastly I hope that this parking is a well-lit garage and not a parking lot.
355	78704	—	—
356	78757	Make sure stations are well connected to ped/bike facilities nearby	Pretty stupid idea to put a park and ride in a dense, centrally-located, urban area - yet another reason why the decision to end the line at 38th street instead of further north doesn't make sense.
357	—	Very concerned with how the Light Rail Line will adversely impact W MLK Blvd. Understanding out Light Rail goals, it must not be overlooked that our City has very limited east-west connectivity stemming from long standing policies supporting inequitable treatment of citizens that live and work on in the East Austin community. This rail line must not adversely impact those commuters that rely on our under-capacity roadways to reach jobs and community services located along the growing MOPAC corridor.	—
358	—	—	—
359	78745	Looks great.	My only concern around P&R facilities is that they should be as far out to prevent more city congestion. I come from Germany where P&R facilities are outside the radius of the inner city. I think if they are within the city, they are no better than another parking structure downtown. I would suggest keeping them small and paid. If the end of line was further outside the city, they could be bigger and free.
360	78745	—	—
361	—	—	—
362	78729	I'm disappointed that there is no way to save Dirty Martins.	The state hospital property is enormous and should be put to better, more efficient use.
363	78752	—	—
364	78704	—	—
365	78753	—	—
366	78751	I love the idea of having as much of Guadalupe pedestrianized as possible.	There are already Park and Ride Facilities at the Triangle and further

		Only allowing for trains, buses, bikes and peds.	points north. Spending money on parking structures vs the expansion further north or to the airport feels like a waste when those park-and-ride facilities will be less useful/redundant in the future. Also, by the time someone driving in is at 38th, they are likely going to just drive the remaining distance to their destination. You wouldn't really save time parking here.
367	78653	—	—
368	78702	The pedestrian mall is great. It feels like it could be helpful to highlight how quickly this community is growing and presumably the lower rates of car ownership to really drive the necessity home. What would the point of a park and ride be if the line is intended to be extended northwards? Easier access for those coming from the west?	Please no surface level lots. Please focus on bike infrastructure because more car infrastructure isn't the right priority for our one non-car major project.
369	78746	Good.	NO PARK AND RIDES. Time and time again park and rides have destroyed the hopes for light rail. Instead, ensure that this station can serve as an integral node among frequent bus routes.
370	78752	You have to make sure that car traffic is adequately rerouted or you're going to make a lot of people big mad. Not me, but people. I'm all for the transit mall.	No park and rides in the current alignment. Leave those for the further out stations beyond NLTC and beyond Yellowjacket.
371	—	—	—
372	78750	This proposed rote will do the most damage to traffic that any project in Austin as ever done. Guadalupe Street is one of the most import north - south roads in Austin due to the fact that we have so few. The other north - south roads will never be able to pick up the traffic loads from Guadalupe St. Also the neighborhood roads already have to much traffic on them now. Also the rail project will never remove any cars from the roads and will not do a thing to improve air quality.	Nobody use park and rides anymore and I thought that's what the buses are for to take you to the rail stations. Of wait the vast majority of Austin citizens have no bus routes near them I leave in West Austin I pay for cap metro but you sure won't find a bus stop for miles.
373	78723	—	—

374	—	—	—
375	78702	—	—
376	78704	—	—
377	—	—	—
378	78759	—	—
379	—	—	—
380	78723	Strongly support car-free Drag. 38th Station does not have enough	Strongly support car-free Drag. 38th Station does not have enough End of Line connection opportunities. Extension to Triangle and Crestview Station should be the highest priority.
381	—	—	—
382	78747	UT already has plenty of bus transportation in that area.	—
383	78745	—	—
384	78724	—	—
385	78731	Extremely important we keep the plans for the drag car-free, and hopefully extend to Crestview if expenses go down	I worry that the land used for parking would be better used for housing or other development
386	78705	—	—
387	—	—	—
388	78705	This part of the project is fine as long as it stays on Guadalupe and doesn't destroy Hemphill park.	Where would the parking be for the park and ride at 38th and Guadalupe?
389	—	Go ahead and terminate at UT and take this line to the airport.	—
390	—	make guad a pedestrian mall	park and ride is absurd in an urban context. ill-advised
391	—	—	—
392	—	—	—
393	—	It's fine	—
394	—	—	—
395	—	—	—
396	—	I would hope that the stop is near a bus stop that serves West Campus and the eastern edges of campus.	—
397	—	—	—
398	—	—	—
399	—	—	—
400	—	—	—
401	—	—	—
402	—	—	—
403	—	Connection with the crestview station should be prioritized for connectivity. If you really care about serving the most people and those of us with	Usually they don't have enough parking. Also, since the line is so limited it doesn't make much sense to hope in your car and then park to hop

		lower incomes, you should prioritize going to north Lamar transit center. As is, outside of the Riverside station, this will serve students and rich Austinites living in central Austin.	on the train. You might as well continue a few miles more and pay for parking for what the train will cost.
404	—	—	—
405	—	Light rail absolutely needs to have a stop at UT. Students are very likely to use it, and the city needs to do more to “integrate” the university population and resources with the rest of the city.	—
406	—	—	—
407	—	—	Good
408	—	—	—
409	—	If there is no free parking near the stations, then the stations are located to benefit only the people who live near the stations. What is the objective of locating the stations where proposed? How can I get a personal answer to this question rather than receive no direct communications from the project team?	Free parking park and ride near UT would be better for area residents who would consider using the rail for travel to the airport, thus avoiding northern station stops on the way to the airport.
410	—	—	—
411	—	—	—
412	—	—	—
413	—	—	—
414	—	—	—
415	—	—	—
416	—	—	Would the park and ride facilities have parking garages for vehicles? The crest view station is only to serve that neighborhood, it has no parking so if you don't live there you can't use it.
417	—	—	—
418	—	Love the idea of a transit mall on Guadalupe St	Guadalupe needs to be safer to cross on foot to get on the light rail
419	—	As nice as it is to envision the drag car-free, what is the plan to for those cars travelling north-south? Are other roads in the area going to be reconfigured by the city? I could see Rio Grande becoming a nightmare.	Where? Not exactly open land readily available there.
420	—	As we lose the ability to drive and increasingly live alone, the growing	Excellent location for a station!

		number of seniors need good public transport, not just students.	
421	—	servicing UT should be from ut-oriented housing to ut campus, and to support UT sports/moody center - this does not appear to address this.	—
422	—	care free drag seems reallly nice - but it will be important to get the car route thru west campus coordinated properly	it seems like the park and ride could be located in the central park connection to central market or the baker school
423	—	—	—
424	—	Great for folks living in that area or going to a game	No concerns here
425	—	—	—
426	—	I strongly support the decision to move personal vehicles off of Guadalupe and develop a shared street for transit, bikes and pedestrians.	I do not think Park & Rides provide any substantial value so close to the city center, especially considering land costs here. I would prioritize Park & Rides only at the termini and at key crossings with highways or major roads. I don't have concerns with Park & Rides broadly, but these two locations seem poor for a number of reasons (land cost, urban fabric, discouraging vehicle trips in city center, etc).
427	—	—	—
428	—	Students need a way to get around without cars - hardly any parking on campus and in West Campus. They need to get to airport, as do visiting academics and conference attendees.	Will there be enough actual ground parking? How will those spaces not get used by people visiting local businesses instead?
429	—	—	—
430	—	—	—
431	—	—	—
432	—	—	—
433	—	Makes sense, great location. (How) Is this project here being coordinated with the anti-displacement office to ensure that the real estate development along the drag that this will surely catalyze is suitable? The anticipated investment in both housing and retail along campus could lead to some very swanky businesses and apartments.	Obviously want to make sure that the parking facilities aren't hideous or one dimensional; are there opportunities to ensure that the parking component has multiple benefits (could it support a large photovoltaic array? could it be shared parking for other adjacent land uses? if its a structure, can the top deck be a public amenity like a green roof?) Curious about "end of line facilities;" does that imply an industrial-ish use, like a train depot?

434	—	I support moving rerouting cars traffic here.	Not a great location for park and rides. Save these for suburban locations. NO PARK AND RIDE at 38th. The total rail line (38th to Yellowjacket) to too short for park and rides to make logical sense.
435	—	—	—
436	—	Love it! It'd be nice for students to be able to get around more easily	—
437	—	—	Concerned that 38th is current end of line. Not worth building park and rides in such a dense area that should eventually not be the end of the line. Should instead improve transit/buses north of 38th - bus only lanes and higher frequencies.
438	—	—	—
439	—	What is the plan to minimize the negative impact of construction to businesses, commuters, and students including but not limited to parking and entrance/exit to facilities? Will this remove the already scarce parking in the area, creating an even greater deficit? How are equity and affordability issues (specifically related to students and area employees) going to be addressed and where can the EIS be found?	That is really great to hear! This may answer at least part of my prior question. Will shade also be included and what is the environmental impact, recognizing that there is likely a trade off of some sort necessary.
440	—	that's not nearly enough stations for campus! at least two more are needed.	They are essential and I would take whatever you can come up with for that!
441	—	Connecting communities is a large concern. The stops at UT is definitely very useful, but I think Austin should follow Washington D.C model and make the UT and Capital corridors the main connecting hubs instead of branches. I think centralizing to core downtown areas and expanding outwards makes for a good transit oriented development.	Considering equity and the target audience of transit services, these will have to be large and low cost. Otherwise, usage rates may be too low in the long term and become a sunk cost.
442	—	—	—
443	—	—	—
444	—	—	—
445	—	More stations downtown, Guadalupe should not include cars.	Utilize existing structured parking near Central Park or UT. Don't add more parking, especially surface parking.

446	—	I think it's a great idea especially if cars are removed from Guadalupe and the light rail comes every 5-10 minutes.	It would be better for people to park at Lamar and 183 - at the North Lamar transit center and take the 801 - it comes every 10-15 minutes. If they live further north they can park at Tech Ridge.
447	78701	Remove cars as much as you can from this section. It will be safer for students, faster for the trains, and overall more enjoyable. The drag is a miserable place to be today and so many of the shops are vacant or struggling.	Building a park-and-ride makes zero sense here. If someone is already driving downtown or to campus and gets to 38th street, they're just going to keep going and park at their destination. If there is going to be any parking, maybe you could partner with an owner of an existing parking garage in the area. Please do not waste money on building a park-and-ride here. It would be a waste of money and housing could have been built in its place instead.
448	78744	—	—
449	78757	—	—
450	—	—	—
451	78757	—	—
452	78704	When looking at currently successful light rail systems, what is the frequency of stops? Is every ten blocks too far apart?	—
453	—	—	—
454	—	North Austin ALREADY HAS A TRAIN!!! Stop discriminating against SOUTH AUSTIN which has TERRIBLE service. Move the priority expansion to South Austin or you will lose voters that matter. North Austin can wait.	Intersections need to be upgraded to handle more traffic.
455	78745	—	—
456	78759	—	—
457	78722	Not at all in favor of the route! Instead of tearing up the street, destroying historic businesses and structures, use rapid transit to bring students, faculty, instructors, staff, maintenance and facilities employees, groundskeepers, U.T. Police, etc. Also folks employed around the Capitol Complex. Individuals who worship in the UT area, especially individuals with different abilities, how will they get to	Excellent location for a station!

		and from the Church building and/or parking?	
458	—	—	—
459	—	—	—
460	78723	—	—
461	—	—	—
462	—	—	—
463	78741	—	—
464	78741	Thank you for eliminating cars from the drag. Since the system is supported by an ongoing revenue tax revenue stream, don't get too bogged down on creating park and rides at the current "end points" of 38th and Yellowjacket. Plan for long term goals.	Since the system is supported by an ongoing revenue tax revenue stream, don't get too bogged down on creating park and rides at the current "end points" of 38th and Yellowjacket. Plan for long term goals.
465	78704	—	—
466	78757	—	—
467	78704	—	—
468	—	—	—
469	78703	—	—
470	78704	—	—
471	78749	—	—
472	78749	—	—
473	78723	—	—
474	78744	I hope that the lanes along the Drags won't be reduced for this project. Unfortunately, cars will need to get around the edges of UT.	N/A
475	78704	—	—
476	78756	—	—
477	78735	—	—
478	78751	For the potential park'n'ride, while this may initially aid ridership, in general it would be nice to not have to rely on park'n'rides but instead focus on how we can connect people for the last/first portion of their journeys via public transit.; UT campus section will be nice and also help connect students to downtown and to campus.	For the potential park'n'ride, while this may initially aid ridership, in general it would be nice to not have to rely on park'n'rides but instead focus on how we can connect people for the last/first portion of their journeys via public transit.
479	78751	—	—
480	—	—	—
481	78753	I think pedestrian safety will be a concern here.	Yes, this needs a park and ride.
482	—	—	—
483	78747	no	no
484	—	—	—

485	78702	please close down Guadalupe to cars. No need for cars on that road, buses and light rail only - not safe for all the pedestrians. I have seen a pedestrian hit by car there many times	I wish we could move the conversation beyond park and rides. still involves a car
486	78701	—	—
487	78703	—	—
488	78701	—	—
489	78741	—	—
490	78741	—	—
491	78704	—	Make the park and ride a economic destination in itself or look for opportunities to use existing underutilized state garages near the triangle or state owned land so that TOD potential isnt wasted on just parking garages.
492	78757	—	—
493	78702	Having more stops around the UT area would be more accessible for students. Around the world, university students are more likely to take transport to get where they need to go. Walking from one end of UT to the planned UT station can be a long route to take, and may disincentivize people from taking the line at all. European agencies typically space their stops every 400m or 1000ft, which is advantageous in large pedestrianized areas like UT. Having additional stops at the north and south end of UT on the line will be beneficial for riders and ridership	Park and Rides aren't a good long term solution for transit oriented development. Riders need to drive and park their car in a parking lot, which is wasted development opportunity for the area, and does not serve to reduce car dependency as you still need a car to get to the station. If people are already driving to the line, why wouldn't they just drive to their destination? The goal should be car dependency in a city like Austin, which is cited by residents to be "increasingly full with bad traffic," and having routes that require driving to get there in Austin core is not the way to go. Having park and ride locations in areas more north closer to Cedar Park and Round Rock might be more reasonable to having it in an area so close to downtown. The city should focus on reducing the number of cars in the Austin core area first, since that area is the easiest to implement transit and serve future transit oriented solutions to city planning.
494	78613	—	—
495	—	—	—
496	78741	—	—
497	78704	—	—

498	78731	Airport access and connectivity at Crestview is important and should be prioritized.	—
499	78754	go big on the Drag and make it a car-free street. 20 years from now, it will be hard to imagine it any other way. the businesses there do not need parking or car traffic to survive. it is unique opportunity to go car free.	it's hard to justify driving, parking, and then taking public transit. I would prioritize connecting this train to various bus and bike routes in a way that is as seamless as possible.
500	78704	—	—
501	—	—	—
502	—	none	none
503	78741	—	—
504	—	—	what will be torn down to make room for the parking facility?
505	78722	It should not run through Dirty Martin's. Austin is losing its historic businesses to development already, please don't make the city become one of those erasers of our past. SAVE DIRTY MARTIN'S!	—
506	78759	It would be nice not to wipe out legacy businesses, like Dirty Martin's.	—
507	78721	The Light Rail should connect to Crestview. Buses, Light Rail, and Bike should all be prioritized through the Drag area. Highest potential ridership modes should be prioritized.	I think that's way too far into the city to have a P&R facility. Get cars off the road. Prioritize expanding the system further out rather than building parking. I also think 38th is not a good end of line because it doesn't systematically make sense with how the bus system works. Prioritize getting to Crestview (for bus connections) or NLTC for P&R.
508	78748	—	—
509	78757	PERFECT	Instead of open air, It should be a small parking deck with about 3-4 levels. Affordable housing should also be built on top or on the same plot of land.
510	78757	—	—
511	—	—	—
512	—	—	—
513	—	—	—
514	78723	—	—
515	—	—	—
516	78723	—	—
517	78741	—	—
518	78741	It is great to see the removal of personal vehicles from a stretch of	Adding a park in ride here would be borderline criminal. The City has made

	<p>Guadalupe. The City has done a great job improving west campus into a dense, walkable urban neighborhood, and this project will only help to improve that condition. It would be great to see a European style streetcar in this section where pedestrian are free to cross the line at any spot almost like a long public square with a train running thru it (if liability law allow it).</p> <p>The 38th st station should be very busy considering the job density at the nearby medical centers. This is an example of a station that can thrive with great ped/bike infrastructure connecting the station to amenities and housing. The issue is dropping passengers off at the intersection of 38th and Guadalupe greets pedestrians to 11 lanes of high speed vehicle traffic. Unfortunately the area does not have many east/west or north/south alternatives. Quite honestly, I would rather be dropped off on 34th street, which provides safe east/west access into the nearby neighborhoods. It is easy to assume a busy intersection like 38th as being an obvious destination (plus the bus connection) but the reality is that intersection is busy because it is a wide road for thru vehicle traffic, not because its a destination itself. If the stop must be between 38th and 39th street, then at a minimum there has to be a direct pedestrian connection to 39th and "central park" (a HAWK pedestrian crossing would be perfect here) so that people can walk directly into the neighborhood or thru the park to other destinations without being forced into unsafe and unsavory sidewalks along 38th and Guadalupe (there is also zero bike infrastructure here).</p> <p>Of course, signal priority here will help trains zip from 38th to 29th</p>	<p>it clear non-transit supportive land uses will not be allowed in station areas. A parking lot would be the antithesis of transit supportive. Retail, office or housing would all be better options for land use in this area. Additionally, a parking lot would increase the need for vehicle focused infrastructure in the area. ATP should commit to adding park in ride facilities when the line is extended to 183 and Lamar. This is a natural spot for drivers to reach and there is significant vehicle infrastructure in the area. Instead how about a bike parking garage, a metro bike station (and nearby spoke and hub station layout for last mile trips), scooter parking and passenger loading and unloading zones along 39th. Parking meters in the nearby neighborhoods with passes for residents could help fund new sidewalks and street trees.</p>
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		without stopping until the line reaches the personal vehicle free area. Maintaining existing crossings along the corridor for pedestrians is key and it would never hurt to add one or two.	
519	78705	I think this is a good addition. I think this station should be a larger station however. As a UT grad, I know Ut is heavily trafficked and there are many students who rely on transit to the airport, so I know this station will be used a lot. Another thing to take in mind - UT football/sports game days. This will draw in LOADS of people, so the station has to be able to accommodate that.	If there's a park and ride facility, it should be a garage, and not a lot. Hyde park has a charm and we should not bulldoze a huge area for a lot. Build UP not out. Plus garages are safer and provider shade for cars.
520	—	—	—
521	78723	—	—
522	78758	—	—
523	78717	—	—
524	78728	Traffic on Guad sucks during rush hours, be prepared for all of these people to instead go down San Jac or Lamar. Also tons of students cross Guad to go to classes from west campus, do your best to facilitate easy but also safe crossing, including not in the crosswalks.	I know the Triangle park and ride is often hard to find a space because residents of that building illegally park in the Park and Ride spots.
525	78701	—	—
526	78704	—	Why would you construct a park and ride in the middle of town that is well served by rapid transit? Build it further out and create a seamless connection between rapid and rail. The cost per parking space here is so high and would net a LOT more parking further out.
527	78704	—	—
528	—	—	—
529	78704	—	—
530	—	—	—
531	78745	—	—
532	78703	I think the UT student body should have significant influence on how this section is designed. The shift of car traffic off of Guad should be a priority and should happen well before the rail begins construction.	With the proposed extension to the north and ample bus connections, I don't think ATP should spend money to create a park and ride facility at this location. I think adjustments to the bus routes and possibly a car pick-up/drop-

			off area near the last station should be plenty.
533	78737	—	—
534	—	—	—
535	78702	—	We shouldn't build park and ride lots in the urban core. We should zone the land for intense TOD and allow people who want to live car free to access the train easily rather than subsidize car drivers.
536	78756	—	I'm concerned that this station would displace the park that is there on the corner, which is some of the only greenspace in the area.
537	78757	The 38th street stop area has serious deficiencies that make it a bad choice for a northern terminus. The current land use around the area is among the worst of all proposed stops for transit utilization. That situation does not look likely to improve for many decades, considering the ownership of the surrounding land and various restrictions on parts of the remaining area. It will be double folly to spend money either building, acquiring, or leasing a park and ride here. There is enough street parking available to handle what tiny amount of parking demand will exist for this station. Is it truly out of budget to extend this section north to the Triangle, where a 200 space Cap Metro Park and Ride, huge Health and Human Services Commission campus, and a bustling mixed use development already exist? I am supportive of the plan to remove ordinary car traffic from the area along the Drag and I believe this is a great way to improve the movement of people on all modes through the area as well as to improve pedestrian conditions along the Drag itself.	There is no reason to spend money on park and ride facilities in this area. There is already street parking available, and it would be an incredible waste of resources for what is surely to be low demand for parking here. That money would be better spent getting the line up to the Triangle and North Lamar Transit Center park and rides if parking is such a concern.
538	78704	—	—
539	—	—	—
540	—	This is of no use to me based on home and work locations.	This is of no use to me based on home and work locations.
541	78705	—	—

542	78746	—	—
543	78741	—	—
544	78756	—	If state-owned land can be used for the park-and-ride facility, it would be a good example of state-local co-operation on mass transit. There isn't much privately-owned land available in the area to accommodate a reasonably sized park-and-ride facility otherwise. This is in an older filled-in neighborhood, and the cost per square foot to condemn property and build a parking building on non-state property would be excessive.
545	78703	—	—
546	78727	—	—
547	78729	Need wheelchair accessibility and support Thru accessible bathrooms, access to electrical outlets, usb charging stations, and that the schedules be attached to the walls lower so people in wheelchairs can reach them. Do not build any more hard curbs use the technology like in cedar park —rolling curbs. Work with the city of austin to Create more ADA accessible supportive housing adjacent to the transit rail centers to allow many provisional clients to use the rail or other buses, connecting with pickup or CARTS. There needs to also be lockers at the stations to allow persons weigh e-bikes to lock them up and store them rather than fill the Ada areas. This leaves more space for others with more severe challenges on the already overwhelming CapMetroAccess service as our city continues to grow exponentially and many advance in age.	Need wheelchair accessibility and support Thru accessible bathrooms, access to electrical outlets, usb charging stations, and that the schedules be attached to the walls lower so people in wheelchairs can reach them. Do not build any more hard curbs use the technology like in cedar park —rolling curbs. Work with the city of austin to Create more ADA accessible supportive housing adjacent to the transit rail centers to allow many provisional clients to use the rail or other buses, connecting with pickup or CARTS. There needs to also be lockers at the stations to allow persons weigh e-bikes to lock them up and store them rather than fill the Ada areas. This leaves more space for others with more severe challenges on the already overwhelming CapMetroAccess service as our city continues to grow exponentially and many advance in age.
548	—	—	Parking is important to get a wider group of riders that simply folks who live nearby. If state-owned land can be used for the park-and-ride facility, it would be a good example of state-local co-operation on mass transit. There isn't much privately-owned land available in the area to accommodate a

			reasonably sized park-and-ride facility otherwise. This is in an older filled-in neighborhood, and the cost per square foot to condemn property and build a parking building on non-state property would be excessive.
549	78722	I strongly support this proposal	I think the park and ride is a poor decision to appease vehicular traffic. There is tons of parking available at the triangle around the new state buildings and even more opportunity for parking further north along the proposed line. I'd rather see a park and ride further out of the central city, near the end of the proposed extension.
550	78741	I do not know that neighborhood well enough to comment.	The unfortunate thing about the approach being taken is that park & ride facilities should be much further north. Only going as far as 38th street forces the need for park & ride facilities too close to the UT campus and center city.
551	78704	—	—
552	—	—	—
553	78741	Let's extend this to north Austin to the domain for those who work there.	—
554	78741	—	—
555	—	—	—
556	78701	—	—
557	78752	The northern end should be extended to Crestview Station. Removing cars from the segment in front of UT is essential.	The line should be extended to the Crestview Station, and a park and ride lot should not be built at 38th Street. Even if the extension is delayed a few years, it's not a good use of money to build a temporary park and ride at 38th St. Options for connectivity via bus and multi-modal means should be enhanced. I would prefer to see parking options on nearby streets enhanced rather than building a separate park and ride lot.
558	78750	—	—
559	78741	—	—
560	78653	—	—
561	78723	—	—
562	78704	—	—

563	78704	—	seems like a great opportunity for student and staff parking at UT as well as for game days and major events
564	—	—	would it be paid parking in this area? What makes the cost of parking competitive to street parking at the final destination for travelers, especially when it is free after certain times/only parking for a few hours. what would prevent people in the area to use it as a regular parking lot to access nearby destinations.
565	78656	Connections with Metrobike at UT station and connections with UT shuttle. Riders will need to get use to taking two modes to get to their destination through a transfer. How do we make transfers easy and seamless?	—
566	78751	—	—
567	78757	—	I don't understand the purpose of a park-and-ride at this location. This is expensive, urban land. Shouldn't fast bus connections be prioritized from park-and-rides such as North Lamar TC and Leander, instead of expecting customers to drive 70% of the distance of their commute to 38th/Guad and then completing the final 3 miles on the Light Rail? It doesn't seem to be an efficient, or realistic plan.
568	—	—	Don't close Guadalupe to automobile traffic.
569	78751	—	—
570	78745	I don't have any concerns.	I have no concerns about the location of these stations or park & ride facilities.
571	78729	—	—
572	78704	A park and ride anywhere along this first phase of the system is a straight up subsidy for people parking their private vehicles. The system does not spread far enough out for it to make any sense for someone to not just go ahead and drive into town from the various park and rides EXCEPT that they'll be able to park more cheaply at them than they would downtown	A park and ride anywhere along this first phase of the system is a straight up subsidy for people parking their private vehicles. The system does not spread far enough out for it to make any sense for someone to not just go ahead and drive into town from the various park and rides EXCEPT that they'll be able to park more cheaply at them than they would downtown (or on campus or

		(or on campus or whatever other destination near the light rail). Please do not build park and rides and, instead build more housing on/near the stations so that there is built in ridership and there's no need to 'woo' suburban commuters with a park and ride.	whatever other destination near the light rail). Please do not build park and rides and, instead build more housing on/near the stations so that there is built in ridership and there's no need to 'woo' suburban commuters with a park and ride.
573	—	Looks good	Looks good
574	78641	Love this but I'd like to see more of a connection to rail stations on the north side of town so we could get out to the suburbs quicker and easier. I am a UT employee and have several neighbors in Cedar Park who all work at UT downtown and light rail doesn't quite get us there! This plan works well for students and people who live downtown, but a lot of us employees have to live far away to live affordably.	—
575	78748	Does nothing for me.	Does nothing for me.
576	78660	Closing Guadalupe would be ideal for ped safety and for better into the urban fabric	—
577	—	—	—
578	78735	Do not displace Dirty Martin's Kumbak	That they not displace cherished traditional businesses
579	78702	—	—
580	78660	—	—
581	78705	If car traffic isn't allowed on Guadalupe, Lamar needs to be expanded to accommodate more traffic	—
582	78745	No, Love the transit mall concept. We need shade though.	I don't think a park and ride should go here in the central city. It needs to be at crestview, north Lamar transit center, yellow jacket and south Lamar transit center.
583	78724	—	—
584	—	—	—
585	78702	—	—
586	78731	—	—
587	78757	The Drag historically has a sub-par streetscape that lacks trees, landscaping vegetation, and proper shading for pedestrians and bicycles. Please include additional vegetation	A park and right is NOT appropriate for 38th St. The 38th St station will be located within a dense fully urbanized area and should not be designed for park and ride commuters. It should be

		and shade trees along Guadalupe St, particularly through the UT campus section.; Please work with The City to incentivize mixed-use transit-oriented development around stations, particularly at the 38th St station. Presently, the uses around 38th/Guadalupe are not conducive to transit use and walkability (single story commercial, Jiffy Lube, large parking lots, etc.)	mixed-use transit oriented development. If car commuters are already driving into the downtown/campus area, why would they spend extra time to transfer to a train and travel a couple stops as opposed to driving straight to their destination. ; A park and ride should not be provided at 38th St. Park and rides are only appropriate in suburban areas where a majority of ridership is expected to come from auto-commuters. This station should be highly walkable and bikeable. If ultimately a park and ride is selected, it MUST be a multi-story garage (preferably underground) that doesn't hinder walkability and density. No additional parking lots.
588	—	—	—
589	78704	—	—
590	78701	—	—
591	—	—	—
592	78704	—	—
593	—	—	—
594	78723	—	—
595	—	—	—
596	78748	—	—
597	—	—	—
598	78749	—	—
599	78749	—	—
600	78705	Looks great!	Seems difficult to fit and unnecessary given the urban fabric of this area. Would rather see better bus transfer facilities at 38th instead of spending money on more car infrastructure.
601	78701	Will there be an adjacent protected bike lane similar to the redline and 4th street bike lane?	Is there a destination or a transportation oriented development at Guad/38th? A destination is important to increase ridership. No one will ride a train to no where.
602	78739	—	—
603	78704	—	—
604	78703	—	—
605	78745	—	—
606	78752	Not reaching a large majority of austin, cleanliness of train	There is already no parking by this part of town. People that are already driving that close to the center of austin will

			probably not stop to get out of their cars to take a train. They're more likely to walk / bike to the train in that location
607	—	—	—
608	—	It is not clear to me what "rerouting" cars means. Will cars be excluded from Guadalupe between 22nd and 29th street? If so, this strip might become a nice and quiet zone for pedestrians and cyclists which might also foster local businesses such as restaurants, cafes, etc. There is not much parking space anyways on Guadalupe for cars.	—
609	78752	—	—
610	78749	—	—
611	78702	—	—
612	78759	—	—
613	78704	—	—
614	78748	I try to never go down there.	As a South Austin resident this is not relevant to me.
615	78749	—	—
616	78745	—	—
617	78759	Good starting point no concerns	Main concern is around crowding of parking. If you can manage that then I see no issues
618	78759	—	—
619	78703	I have to access the UT area by car since no transit is available in my west austin neighborhood. And now streets such as 24th and Guadalupe are being blocked from cars or severely restricted. This essentially prohibits me from entry. No thought was given to access from the west.	So to get to UT from my house I have to drive to this lot and take transit and then walk when I get there. This is too many shifts in mode in too short a distance. Makes no sense.
620	78759	—	—
621	—	—	—
622	78744	—	—
623	78757	—	P&R facilities are great, but is the planned capacity sufficient to merit allocating land? Transit stops have the potential to be drivers for economic activity and become the center point for mixed use developments, but not if the transit stop is isolated in a large parking lot.
624	78745	—	—

625	78748	—	—
626	78748	—	—
627	—	As a former student, I think Guad should be made car free. I like this proposal to re-route cars.	I am NOT a fan at all of creating parking lots next to a station this close to downtown Austin, UT, and a rapidly developing area. If anything, there should be a focus on making any acquired land into dense housing adjacent to the station!
628	78757	—	—
629	78752	Please prioritize extending the line further north - to Crestview at minimum!	No issues with a park & ride
630	78704	—	—
631	78759	—	—
632	78722	—	—
633	78759	—	—
634	78748	There is a parking lot close by this intersection; is this what ATP is planning on using for the park and ride, or do they plan on acquiring property and building a parking lot? If that is the case, will it be a parking garage, which is a more efficient use of land?	Plz see my answer to Q7.
635	78704	—	—
636	78739	Great way to keep less people (kids) off the streets — less traffic and DUIs.	—
637	78749	—	—
638	—	—	—
639	78759	—	—
640	78704	—	—
641	78723	—	—
642	—	—	—
643	—	—	—
644	—	—	—
645	78745	—	—
646	78702	—	—
647	78759	—	—
648	78704	This is not a route I would ride	So I am still going to need a car to use this service?
649	78727	Very important to connect to UT. ; I hope this can connect to crestview station as well.	I hope these can feature security and parking is free to encourage more riders.
650	78723	The UT Station will be the busiest station by far - make sure it has lots of platform space and integrates well with an improved version of the Drag.	Spend money on expanding the line, not on park and ride lots for temporary ends of the line. A park and ride makes sense near a highway (like at Yellow

		Moving people is the priority through here, not moving cars. Make sure bus connections to other parts of the city not served by light rail remain strong for UT, and then use this as a hub with buses/light rail. 38th Street is an awkward place to end the line...please work hard to find the money to get up to Crestview, or at least to the Triangle. Don't waste money or space on a park and ride at 38th Street...don't build a park and ride until the line is expanded to US 183 or close to there (Crestview). Focus on expanding pedestrian and bike connectivity to the west from 38th Street station since all the density in this area is actually along Lamar, not Guadalupe.	Jacket) but not in a central urban neighborhood. If you're going to insist on park and ride lots, do them in partnership with another urban development and make it where they can be removed later to convert them to active uses. DON'T repeat the mistake DART made by placing parking in the prime land around stations. That land needs to have housing, retail, jobs, hotels, civic uses, live music, art, etc.
651	78751	—	—
652	78704	—	—
653	78758	—	—
654	78745	—	—
655	78704	—	—
656	78701	—	—
657	—	While students need access to public transportation, are we prioritizing academic needs vs the citizens who work throughout the city?	Park and ride in one of the most congested areas of the city, even worse during events. would it be better served a few blocks north?
658	78729	It would be great to consider possibilities for a raised pedestrian overpass somewhere on Guadalupe.	Any Park & Rides should include adequate lighting for safety and coverage for inclement weather.
659	78756	—	—
660	78736	—	—
661	78757	Seems beneficial for UT students.	—
662	78741	Approve of this. It will greatly support the residents.	Approve of this. It will greatly support the residents.
663	78702	—	—
664	—	Will the Park and Ride at 38th be expanded?	My experience with Park and Rides is that they quickly fill up. If that becomes a hub for light rail riders, consideration on how to expand/guarantee parking will be important.
665	78722	—	—
666	78736	—	—
667	—	Opportunities to connect UT and the community. Opps for more businesses to serve UT and	—

		surroundings. Very excited the drag will be carfree.; I'm concerned about how bikeways will be affected. I'm a regular user of the Rio Grande route (after cars hitting me twice while biking on Guad!).	
668	78702	I think this is an awesome opportunity for students. My only concern is that this would shut down Guadalupe for a long time and hurt local businesses. Does the rail need to be on Guadalupe? Can you push it a street over?	—
669	78757	—	—
670	78759	—	—
671	—	—	—
672	78748	—	—
673	—	—	—
674	78704	Please do close the drag to car traffic!	We don't need these so central, do we? We shouldn't be encouraging driving in this dense part of the city. I imagine almost all people who would be using these stations live close enough to walk/bike/bus, and anyone living too far for that would probably drive to their destination. There are better uses of space here than more car storage
675	78660	Think this is a great idea	This would be very beneficial.
676	78741	Great	I was once a college student at UT of Austin. That would really help out our students/public.
677	78617	That doesn't pertain to my commute	N/A
678	78741	Yes, I go through Dell Seton Hospital a lot off Red River St.	Yes, any Park & Rides would be nice in that area.
679	78744	Todo esta bien (Everything is fine)	Me gusto __ como esta
680	78704	None	None
681	78617	I think it's a great idea	None
682	78660	I think it's good	Good
683	78741	N/A	N/A
684	78702	Waste of money	I don't know
685	78617	—	—
686	78602	—	—
687	78701	Sounds good	Please get it
688	78754	Muy bueno! (Very good!)	Muy bueno! (Very good!)
689	78744	N/A	N/A
690	78702	—	—

691	78741	Muy buen proyecto para los estudiantes. (Very good project for students)	—
692	78741	Es muy importante considerar que las personas de pocos recursos necesitan el tren ligero. (It is very important to consider that low-income people need the light rail.)	en cuanto a la evaluacion de nuevas instalaciones es lo mejor (Regarding the evaluation of new facilities, it is the best)
693	78741	Pienso que si servirá a la comunidad estudiantil universitaria o debería tener ningún cobro en lo absoluto. (I think if it will serve the university student community there should be no charge at all)	Todas las áreas que aún no cuentan con estaciones de tren u autobús, deberían instalarse en Austin ya que son de uso fácil de que la persona pueda desplazarse. (All areas that do not yet have train or bus stations should be installed in Austin since they are easy to use for the person to move around.)
694	78754	Todo bien (all good)	N/A
695	78741	N/A	N/A
696	78725	N/A	N/A
697	78741	—	—
698	78742	None	—
699	78724	Estaría bien (it would be good)	Estaría bien para esas personas que no cuentan con transporte. (It would be good for those people who don't have transportation.)
700	78617	Yo pienso que estaría bien así la gente va donde quiere. (I think it would be good so people can go where they want.)	Sería bien estaría donde las buses también. (It would be nice to have them where the buses are too.)
701	78645	None, don't live in area	None, don't live in this area.
702	78728	Love this! Texas alum and it would have been great to have as a student!	Nice. Good area, is still "north campus" ish
703	78660	I think its great!	That's great, traffic bottles up at 38th St and not many routes get you there, only few
704	78660	None	None
705	78744	N/A	N/A
706	78723	A lo mejor estar estaciones _____ el tráfico de vehículos en las horas de trabajo y escuela (Maybe there are stations _ vehicle traffic during work and school hours)	—
707	78744	nada	nada
708	78704	si (yes)	si (yes)
709	78747	It should help all Austin, Texas, residents that don't have transportation	That's a start, Austin is getting bigger

710	78729	As a college town I'll benefit ___ live area however out of Austin ___ & blind center its expensive to live area.	again Guadalupe near medical center I work 42/lamar and 1Q6 transportation availability & hours/schedule every 15 min is reliable but once outskirts JJ Pickle 803-801 it's limited specially at night
711	78724	—	—
712	78745	Claro que si muy bueno es muy despensable para todos ya que no suficientes parqueraderos (Of course, if it is very good, it is very unacceptable for everyone since there are not enough parking spaces)	no se (I don't know)
713	78723	N/A	creo que es buena idea ya que ase falta por esa area y hovaia que se lleve acabo ese prolecto (I think it is a good idea since there is a lack of it in that area and I hope that this project is carried out)
714	78723	NA	NA
715	78748	Love it! How will there be marketing pushes to ensure students know about this?	NA
716	78749	—	Todo bien (all good)
717	78749	—	—
718	78744	NA	NA
719	78744	NA	NA
720	—	I think it would work less traffic	that would work and be more highway to drive
721	78321	I can see this as a benefit to the students mostly.	Maybe not a good idea far as location.
722	78702	I'm down.	Purfect
723	78702	si (yes)	Si, estaria bien (yes, it would be fine)
724	78702	—	—
725	78741	Es perfecto (it is perfect)	—
726	78634	Good	—
727	78724	Sounds good	no problems or concerns
728	78744	muy bien (very good)	ninguna (none)
729	78744	none	none
730	78640	—	—
731	78741	Yo considero que es un proyecto muy importante tanto para la juventud estudiantil como tambien para nuestra comunidad en nuestra ciudad. (I consider that it is a very important project both for the student youth and also for our community in our city.)	me parece perfecto (that seems perfect to me)

732	78741	(check mark)	(check mark)
733	78617	—	—
734	78721	none	none
735	78758	ninguna (none)	pienso que faltan mas rutas de transporte hacia el norte (I think there are transportation routes to the north that are needed)
736	78701	NA	NA
737	78744	There should be more cameras in this area as often reckless behavior can occur in these areas especially where drinking may be involved.	Place park and rides where there are none available.
738	78744	Buena idea (good idea)	Si me gusta (yes, I like it)
739	78744	Sería bueno ponerlos que los necesiten (It would be good to put them who need them)	espero seria en parte __ hay mucho necesidad y seria bajo costo (I hope it would be in part __ there is a lot of need and it would be low cost)
740	78741	—	—
741	76578	Pienso que es una muy buena propuesta puesto que beneficiaria a muchos jovenes estudiantes. (I think it is a very good proposal since it would benefit many young students.)	—
742	78704	ninguna (none)	Ninguna (none)
743	78741	ninguna (none)	Ninguna (none)
744	78741	ninguna (none)	Ninguna (none)
745	78744	NA	NA
746	78617	I do not know what light rail is.	Unsure of what ATP is.
747	78741	me parece magnifico (I think it's magnificent)	Estoy de acuerdo con los posibles nuevas instalaciones. (I agree with the possible new facilities.)
748	78748	More access south	Utilize buses first
749	78724	—	No question at this time
750	78752	muy buena propuesta para los estudiantes (very good proposal for students)	solo respetar el parque (just respect the park)
751	78741	Creo que la iniciativa aliviará el tráfico vehicular en la ciudad (I think the initiative will alleviate vehicular traffic in the city)	—
752	—	—	—
753	78704	no estoy de acuerdo (I disagree)	no estoy de acuerdo (I disagree)
754	78741	I'm totally for this to comprehend this ever growing city.	yes
755	78617	No need for me	NA
756	78744	Seems like it would help a lot of students.	I don't own a car.
757	78744	No	No

758	78744	No	No
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9.2.1.3 Downtown Section (Questions 8 and 9)

Please note, all comments are written verbatim as received and do not correct spelling or grammatical errors. Those cells left blank indicate that no response was received.

Count	Zip Code	Question 8: ATP is exploring adding a station at street level downtown near Wooldridge Square. Please share your thoughts on the opportunities and/or concerns around this design option.	Question 9: A station is planned at street level on Trinity street between Cesar Chavez and 2nd streets, next to the Convention Center. ATP is evaluating a design option that would shift the Cesar Chavez station to be off-street at the corner of Trinity and 3rd streets, and potentially integrated into a private development in that location. —Please share your thoughts on the opportunities and/or concerns around this design option.
1	78751	This seems useful given the distance between the 15th St. and Congress stops. For connectivity with existing bus stops, could it move to the museum station?	No major concerns, but would be slightly further from Cesar Chavez, which is a key street.
2	78745	—	—
3	73728	This would be great but take into account the transit of vehicles to maintain security also ways to be able to get to the station without a vehicle.	—
4	78613	That would be a good option to explore.	I like that alternative as it allows for collaboration with adjacent development and open us street corridor more on Trinity.
5	78732	Best choice on feasibility is what should be done.	Same as above.
6	32905	The only vacant space available only makes sense.	—
7	78730	—	—
8	77007	—	—
9	78756	—	—
10	78750	—	—
11	78751	—	—
12	78705	Don't disrupt bus routes?	—
13	78757	No concern, is a strategic point.	It's a very privilege area, however and it's near to the Republic Park which is a zone cover by public transportation maybe in future when the routes are longer will be helpful.

14	78705	—	—
15	78751	—	—
16	78705	At the designed frequency, I am unsure if the potential station would enhance light rail as a competitive option.	Will take signal priority for the light rail or other priority adjustments?
17	78666	—	—
18	78741	Not sure where this is.	If it were up to be moved, would people who use that stop still be able to access it?
19	78751	I like the overhanging trees in the rendering.	This seems like a good spot.
20	78705	Yes, more stops in downtown would be good. If possible, a republic square stop would be good for bus connectivity.	Off street would be beneficial to keep trains out of the intersection.
21	78705	—	—
22	78701	—	—
23	78731	—	—
24	78705	—	—
25	78722	—	—
26	78709	I think it'd benefit the area making this a station and making it more convenient for those community in that area take the road. I could also help lower traffic in downtown.	—
27	78705	Yes.	—
28	78705	Please make sure that this and all stations are very well lit for safety.	—
29	—	—	—
30	—	It seems like a great way to stich together service to downtown.	What kind of private development? Is it going to be something that the public will use? Is it something that they need? Med offices/grocery stores/community center
31	78704	—	—
32	78705	—	—
33	78705	—	—
34	78751	—	I think the more stations the better but I don't frequent this specific area.
35	78751	—	This is great!
36	78703	This would allow for quick transportation downtown, very useful.	—
37	78705	Potentially convenient for Clarksville but probably a burden for other riders.	3rd is better for bike lane + commuter rail connection.

38	78751	It could be a great opportunity to add development to a pedestrian-friendly area.	—
39	78705	Will there be a station somewhere around the Brackenridge Field Laboratory because I may have to commute there for a university class there and it will be easier on the student regarding going to and from that location.	—
40	78704	Yes. Please add this.	Tunnel between Cesar Chavez and Downtown station. This is usual in other cities.
41	90021	Absolutely! The more safe public transport, the better.	See previous comment.
42	78751	Don't slow down travel times too much.	It's hard to provide feedback without more info about tradeoffs, who initiated relocations, etc.
43	78702	Not sure where Wooldridge is.	—
44	76501	—	—
45	78751	Safety concerns.	Would that station be active for 24 hours? Would it still be a public space?
46	78717	—	—
47	78704	Yes, the station (8 blocks) from Congress or 11 block from Cesar Chavez station looks good and useful. The spaces between is the street and Wooldridge square (7 blocks) is good. I support a Wooldridge Square or equivalent stop.	Cesar Chavez station appears to be only 3 blocks from Congress stations. This appears to be close (i.e. 3 blocks in an easy walk even in August).
48	78726	—	Good idea in order to connect the Red Line station as close as possible to downtown redline stations.
49	70703	—	—
50	78704	This would provide much needed transfer to BRT/bus lines.	This would provide a much-needed connection to the red line.
51	SE8 3HT	—	—
52	G3 7 TT	—	—
53	78660	—	—
54	78731	—	—
55	78717	—	—
56	78757	Wooldridge seems like a good location and a stop between 15th and Cesar Chavez is needed.	Why won't the yellow and red lines intersect? A walk through the convention center is hard for anyone with a disability or hauling luggage to get to the airport.

57	78758	—	—
58	78705	Crossing on Trinity is a mistake. Convention center won't get light rail traffic and you're not really serving Rainey St.	—
59	78757	That works but needs more stops between 15th St and Congress St.	—
60	78705	That feels like a good bridge between the 15th St and Congress proposed stations.	Depending on the use of the private development. If it ends up being a business or office park, it may not be optimal for the general public. But if it's shopping/restaurants (airport vibes) that could be cool.
61	78705	I do not know enough about this area.	This is a great opportunity because this area has heavy foot traffic and people need transportation.
62	78745	How would this affect foot traffic?	—
63	77584	—	—
64	78745	I think this is a good idea. The distance between stations was too long before and the new station will fix that. However, maybe that should be left until a later date. Maybe just future. Proof the rail there and leave the station for later.	I think transfers to the red line at this station are very important and anything that moves the tram platform closer is a good thing. Ideally, it should connect to the red line tracks and the red line trains to Republic Square and platforms. I am told that the connection center is being developed, so there is an opportunity to this now.
65	78705	No comment.	I would love to have a rail station there.
66	78745	See comment on question 7. No through car traffic. More bike lanes to Lavaca.	No problem.
67	78701	Great idea, we definitely need a station between 3rd and 15th and this would be a great location for upzoning and for government workers. The park would be a good place to have near the station - hoping density could be built near this.	This looks really helpful for the flow of the train and I think having it in a private development would be great.
68	78705	—	—
69	78741	—	—
70	78754	—	—
71	78751	Should location move? Is there a better location? Such as 18th.	OK - public private - extends money.

72	78653	—	—
73	78712	Makes sense.	I like this idea as long as it drives positive development without displacement or overcrowding.
74	78702	This would make accessing this area much easier, strongly support.	—
75	78704	Absolutely! Need more stops between Congress and 15th.	Either works. Make a easy connection/shaded to current red line terminus.
76	78702	Yes. This is a good idea to enhance ridership.	Having off-street station is fine since it presents good design opportunities and will impact traffic flow less.
77	78705	How will development of station affect homeless population?	Would this negate, impact traffic?
78	78758	I like this idea on some level, but my concern would be capital view corridors restrain development making it perhaps a weak site for ETOD. If this could figured out it would tremendous opportunity.	—
79	78705	—	This sounds like a really interesting concept, supportive!
80	78521	It's cool idea if goes from Lady Bird to MLK. There are times I want to go int that direction.	Trinity St would be a good place for student that are close by to go downtown.
81	78757	This would be good. The 15th and Congress stations are too far apart.	Probably necessary to accommodate convention center changes.
82	78721	—	—
83	78752	Yes! Congress and 15th stations are too far apart, a station in between is needed.	Fine with either option.
84	78702	choo choo!!	I think top priority should be walkable connectivity to red line station. Consider closing Trinity section to vehicle traffic.
85	78751	Woolridge square - give us numbers. How much time does it add? How much cost? How much ridership?	I love the dual use of land!
86	—	Strongly agree	Seems fine. Move train a bit closer to red line station.
87	78724	This would be a good addition as infill after the build out	This would provide an easier connection to MetroRapid and red line service

88	78741	—	—
89	78750	Need stop at Wooldridge station, Congress and 15th street. Too far to walk to various locations in downtown Austin.	None
90	78704	—	—
91	78610	Great	Private development? I like it
92	78744/78722	—	—
93	78741	—	—
94	78660	As long as there is no express option for stations to be skipped, reduce number of stations	Reduce steps between red line and light rail for transfers. People might carry luggage between stations to go to airport. This is the transfer station.
95	78733	—	—
96	78741	—	—
97	78741	—	—
98	78701	Love the third street corridor! Full support for the Woodridge Square station. Like the 3rd/Trinity diagonal too, but get it all hammered out with the developer of this property early to minimize "surprises" when the heat is on.	great concept
99	78723	—	—
100	78613	I don't think this station is needed.	—
101	78752	I work downtown. I don't really feel the Wooldridge station location is too far from the current downtown station. However, for individuals with disabilities I do see the value in having a location there.	As long as no businesses are impacted, I don't think this is a bad idea. I would have liked to see the light rail connect directly to the existing stop at downtown station. It would just be easier for civilians.
102	78741	Sounds good to me, devil in the details!	None at this time
103	78724	—	—
104	78741	I like the better connection to it. It makes sense and around same gap length.	I agree with the shift of Cesar Chavez stop to allow a better flow and less risks.
105	78717	The more stations the better. The more bike paths and sidewalks, the better.	It would be great if that offered more coverage/protection from the elements. If it makes the travel faster, even better.
106	78729	Wooldridge Square in addition to 15th and congress	—
107	78747	I've always thought not having a station there was a missed opportunity. I'm happy that ATP is considering it.	Good idea

108	78702	Definitely would be great to have a station there!	It sounds cool. I have no strong feelings unless going off-street would improve traffic flow or cost less, in which case, do it!
109	78741	Yes	Diagonal
110	78704	—	—
111	78741	Not a bad idea. It's near the courthouse. But, why would you have a light rail line run parallel to a rapid bus line one block over? Seems redundant.	Add Wooldridge stop but remove Congress and Cesar stops and do public/private partnership with developers with great placemaking design. Have robust last mile options for downtown area. 3.5 block walk to Congress not a big deal.
112	78704	—	—
113	78701	—	—
114	78750	I think the station at Wooldridge square is a must have. It should unlock a good amount of ridership, make access to the system easier, and would be good for the neighborhood. In our densest or most promising areas, we need to have shorter distances between stations.	If the developer agrees, definitely take the off street option. It would be more accessible and would be good to have more space to build this station. It has my full support.
115	78731	Sure that would be good there.	Sounds ok
116	78750	—	—
117	78724	This would be a good option.	It would be good if that development had a lot of housing/mixed use development.
118	78741	—	—
119	78745	Is it going to go through or court house on liberty or through Wooldridge area?	—
120	78729	—	—
121	78723	—	I see similar design in other countries in shopping and downtown areas, so it could attract people to the area.
122	78722	Definitely add station near Wooldridge Square! This would help people get closer to hotels/venues/etc. on West 6th St.	If this reduces costs and/or traffic and makes the area friendly to pedestrians, sounds great!
123	78741	would fill gap between stations	Private development location to make it easier to turn and have more room.
124	78722	great! That is a busy area- especially with access to the courthouse and the Austin Archive building.	Either option seems ok.

125	78741	I'm in favor of Wooldridge Square	Its about the trade offs. The design must be accessible, but either option would work. I'm okay with diagonal option if we can get what we want from it (without too much cost or ROW) but other one is fine too. Need to know traffic plans and ensure good, accessible design. Also need to consider ambient sounds in design.
126	78741	—	—
127	78741	This is needed. Location is near courthouse and parking for jury duty is difficult. Gap between 15th and Congress is too far.	I have seen this in Montreal and not bothered by it. Would prefer non-private but if cost reduction is significant enough to enable other proposed options (like Wooldridge station) then it would be a good thing.
128	78741	—	—
129	78751	I think it is a great idea. It will help people in wheelchairs.	As long as it gets built, go for it!
130	78741	—	—
131	78741	—	We don't need it. & don't care for it.
132	78704	I think it is a good idea. Lots of distance between 3rd and Colorado and the 15th street station.	—
133	78741	—	—
134	78702	Very important to have many stations downtown.	Very great opportunity here. I like the density in this area. Also an easier connection to the red line.
135	78744	—	—
136	78741	change zoning and capitol view corridors (COA).	great idea! Add housing and retail to convention center.
137	78703	—	—
138	78705	No problems with it	No problems with it
139	78703	—	—
140	78739	The more the better	Sounds great
141	78741	—	—
142	78741	Beneficial for downtown users and train. Current plans leave a 12 block gap between stops, removing easy access to much of downtown.	off street likely safer? Opportunity to increase station size & business impact
143	78702	—	This stations is critical for high ridership. The connection to the red line should be fast and seamless.

144	78751	This is absolutely a necessary stop on the line. There is far too much distance between 15th street and Congress. Would be easy to access for city folk.	The private development option would be ideal for future growth. Working something out with the newly designed potential convention center for early transfers would be ideal.
145	78751	Yes, think this is needed. The gap between 15th and Cesar is too large for patrons. If you are already going to be developing the rail should save traffic and construction congestion for the city by doing it as well.	I'm for the off street option. Incorporating it into private dev would be a huge asset. More options for retail, protections from the elements.
146	78751	Wooldridge Square has a lot of space, but I feel like bigger destinations like the Capitol and ACC Rio Grande are further north and a station closer to 12th would make a lot more sense. It could also be easier to make connections to other lines if this station was closer to a major intersection (i.e. 15th).	I think it's important to minimize the distance between this station and the terminus of the Red Line.
147	78704	(checkmark)	What kind of private development? If it's for improving health equity, yes. If for even more luxury living & entertainment? No.
148	78757	Support the Wooldridge Square option provides a convenient stop to visit capitol grounds.	I support off-street and commercial development keeps people off traffic to get a train. Can include restaurants and other shopping options.
149	77379	I have concerns about pedestrian safety in regards to 6th Street. Given the high level of public intoxication, extra measures such as may be lights, __, signage and maybe a guard could be used to ensure the safety of the pedestrians.	—
150	78705	—	—
151	78705	Yes. It's a long walk for downtown otherwise. City will only get denser. Nobody complains about too many stations.	If it's cheaper/faster, great. Should be weighed against any improvements that can be made to the transfer to the Red Line/BRT--the more seamless that is, the better.
152	78748	That area needs reinvigoration, sounds good courts nearby and maybe would encourage more development in that area.	What kind of private development, office or mixed use? What is planned for the stations? Staffed? I suppose with signage and access, it would be fine?
153	78751	—	—

154	—	I fully support. This would be especially vital to Capitol staffers who otherwise have to park far from the annex or main complex. Additionally, this would be helpful at revitalizing a pretty lame stretch of downtown.	What kind of private development. If it is a TOD, I support the integration. However, the proximity to the convention center must be prioritized.
155	78723	Probably a good idea.	As long as the signage clearly indicated the location, this would be ok.
156	78723	Great idea for downtown access	Great idea
157	78704	Better to have a midtown option for stop, long way from 2nd to 15th	Yes, try to have private developers chip in on cost. This would be huge amenity for them to offer.
158	78703	—	—
159	78757	—	—
160	78751	—	—
161	78751	Great! Do it!	Hmmm, as long as it is obvious and easy to access.
162	78751	Don't think it's currently needed but could great opportunities if built!	Would prefer a station not integrated with private development; would make the station feel more public if it was not encased in a private building. Main concern: integration with private development may make a public private feel exclusionary.
163	78705	Move cars needed for transit? Downtown?	Private developers will profit? Against this. Try to save the Waller Creek boathouse.
164	78705	—	How do you manage the "for profit" goals of private developers with the transit needs of Austin citizens
165	78757	See #6	no comment - I've not used public transit in this area
166	78758	—	—
167	78759	—	—
168	78751	—	—
169	78705	This would be a great option for the betterment of the country. It would increase density while simultaneously allowing for more people to explore the parts of downtown we all love.	How would this as a whole support affordability projects throughout the city?
170	78751	Makes sense. I'd be careful to assume park space is less reliable to the City of Austin residents than businesses. I'd prefer purchasing built establishments to build stations over undeveloped park space that the city will likely not be able to replace centrally.	Off street to avoid creating more vehicle congestion is always better, I think.

171	78704	Congress to Oltorf in the future, to Crestview and the airport today.	—
172	78704	Great idea--near History Center	—
173	78745	There isn't employment density in that area and future buildout would be challenging due to Capitol View Corridor and dominance zone. To be used in CBD stop must be located closer to 2nd/Guadalupe - Congress too far as well.	Focus on where convention center ridership would potentially come from. All hotels would be quicker to walk for convention center visitors. Doesn't seem worth spending additional money for it. Explore option to have station inside convention center footprint to help with 90 degree turn on to Trinity would be better to have line run thru Hobby building with stop for workers on West of CBD.
174	78705	Yes! Too big of a gap between 15th & 3rd.	Totally support if makes turn faster and provides climate controlled station
175	78756	Know the bus service patterns will adapt to the situation once rail service begins - may be helpful to think thru the options to help consider Wooldridge Square station.	—
176	78745	Yes! It is needed. Consider shifting 15th St station to 17th Street (by current museum station)	Yes! Good opportunities for PPP.
177	78751	I like how they figured out downtown station	—
178	78744	—	—
179	78704	Good, need more info on bus transfers here.	Incorporating into development is cool and keeps people cool (A/C)
180	78748	This could be good as I think there's a lot of work around there (gov't buildings, etc.)	This could help make the station cooler and more vibrant, but it's a real bummer it can't be connected to the existing red line station.
181	78731	Waste of money. Adds one more stop and slows it down.	Against station on Trinity between Cesar Chavez and 2nd. Already way too crowded there. Have the rail line thru this location instead of tearing down the boathouse.
182	78705	I like Wooldridge st to fill the gap!	—
183	78751	Good to add stops downtown but I'm not sure this is the most useful stop?	What private development? Would love more mixed retail space and housing options.

184	78751	I support. Can all the parking lots/structures around be turned into affordable mixed use development?	Please don't hand the full public value of the public transit station to a private developer in perpetuity. How will this relate to the convention center redevelopment.
185	78722	Excellent for trips downtown where you don't need to deal with parking.	—
186	78722	—	—
187	78705	Don't half-a** your light rail: build the station.	I support whatever makes the light rail the fastest at this point, which this option probably would.
188	78723	Sounds good. Great for people going to and from jail.	If it saves money go for it. Make 3rd a woonerf
189	78701	Definitely add it. Would increase ridership.	Do the joint development because it allows for a premier station and allows for higher throughput.
190	78702	Yes to Wooldridge Square station. Also yes to the option closer to convention center.	Whichever is closer to the red line would be my preference. Actually prefer the joint development station flat out.
191	78758	—	—
192	78702	I'm undecided. I don't feel there's much close to Wooldridge Square but there'd be a large gap between stations without it. Consider making the street between Republic Square and the Congress station bike-ped priority to strengthen their connection. Please install bike-ped wayfinding signage near stations.	It will be a great shame to lose the 3rd St bike lanes, even if new lanes are added on 4th. Please consider either making 3rd St one way for cars to preserve space for bikes or making 3rd St some kind of a shared street/woonerf.
193	78751	A stop near the other side of the capitol seems smart.	I don't understand the implications. Please prioritize accessibility for all disabled folks and maintaining landscaping.
194	78662	—	—
195	78702	Please build Wooldridge Square. You're going to miss Capitol ridership otherwise. I'd rather you build Republic Square Station instead.	Consider 4th for alignment. Bikes already do this 3rd to 4th path and it sucks. Move the bike lanes to 4th, keep BRT (___) on 4th, move rail to 4th, make 4th car free.
196	78756	I like the additional station option at Wooldridge. Anything that reduces walk time seems likely to raise ridership. I also like the smoother corners if you do the private station at Cesar Chavez (seems faster/easier for the train than the hard right).	oops! I answered this on #8 - I'm in favor of the softer corner if it's possible (a diagonal through private development). Would be awesome if it also saves some money to do it that way.
197	78741	—	—

198	78751	—	—
199	78751	It should go underground in downtown	It should be underground downtown
200	78704	—	—
201	78704	Yes, there are 50,000 students.	Go the private route and eliminate the hard right turn.
202	78727	That's a great idea	That's a great idea
203	78704	?	OK
204	78704	—	Why not the existing 4th St. Station
205	78744	No opinion	No opinion
206	78704	—	—
207	78704	—	—
208	78704	—	—
209	78619	Minimize stations to save money	—
210	78704	—	—
211	78740	—	—
212	78745	—	—
213	78704	—	—
214	78704	Yes!	—
215	78704	Yes	No opinion
216	78701	No comment.	Bad idea. More Austinites go to Auditorium Shores and soco and Zilker. Routing the line to Conv. Center does not make sense.
217	78701	—	—
218	78701	Looks great -- love proposed frequency of trains. Bike/pedestrian access helpful. Connecting w/buses at station ideal.	Looks great !! (smiley face)
219	78701	—	—
220	78704	—	—
221	78745	—	—
222	78745	—	—
223	78617	What will the typical section/corridor look like?	Would access be limited at all if the station is located within the private development?
224	78704	Good for state/county workers	Don't mind partnership esp. if it facilitates speed
225	78731	This seems ideal for capital complex workers and for future development in this corner of downtown.	This sounds ideal as long as ATP has the right to improve/update the facility in the future.
226	78704	Think this is needed	If it works for the project (short + long term) then it might be good.
227	78704	Not needed	Seems OK.

228	78721	Yes, please!	Sure, and have private development pay for it.
229	78745	I don't have thoughts	Private developments can be unwelcomig to certain demographics/populations. This could further "meet the needs" of a demographic who has not met needs while potentially alienating others.
230	78745	—	—
231	78723	Woolridge makes sense. I'm not sure about 15th. There should be a station close to the Capitol. 15th Street is not pedestrian friendly.	I'm all for Transit Oriented development. A mixed-use station downtown w/shops and restaurants sounds awesome.
232	78705	I think it makes sense. 15th and Congress seem too far apart.	Private development train station would be awesome and would make that area more of a destination if they made it accessible to the public. I hope they work on integrating it with the Red Line to make that transfer easy.
233	78704	—	—
234	78704	Excellent destination/pickup.	Consolidate the existing station at downtown w/new station. That is, the aesthetics & philosophy of "One Austin" would be more apparent & selling point to Austin Chamber of Commerce if the two stations were connected via walkways through the Austin Convention Center renovation.
235	78746	—	—
236	78748	—	—
237	78704	Yes, add a station at Woolridge Square	—
238	78704	Serving Woolridge Square instead of Republic Square is beyond stupid. Serving Cesar Chavez instead of Rainey is equally stupid. Sorry, it just is.	No. Y'all should know better.
239	78703	—	—
240	78902	—	—
241	78745	I like it, but we would need to remove the Capital View Corridors that limit development near that station.	I like the idea of integrating it into a private development in the location.
242	78751	Yes -	I like the idea of the off street option. A good connection to existing downtown station would be great.
243	78704	Good	Either way

244	78703	Combine it with Red Line Station	A less wasteful idea, but way more expensive than a good bus system. Convention Center to ABiA is required for my support
245	78704	Do not eliminate car lanes	Support P3
246	78704	In summer especially, more stop w/110 degree heat would be preferred. 9th and Guadalupe seems like a good location.	It seems helpful to have a private developer share cost (because they would benefit). If developer fails or development fails, what happens to integrated station?
247	78704	—	—
248	78729	Downtown Station is essential. As is the current Metro Rail Red Line service. On Sundays is needed for a less [garbled] than weekdays	N/A
249	78731	More stations mean more opportunities for ridership.	Easy access is key to ridership - however its planned.
250	78741	CVC is an issue. Keep it low + not have to get state to adjust CVC (city too). Place station on east side - acquire low density development on east side to accommodate station infrastructure.	Yes place station at Trinity + 3rd - makes it closer to Red Line + also places station in a location with greater density nearby. Not much land south of Cesar Chavez to capture density. In other words - draw a circle around both locations + understand the greater capture area o Trinity/3rd.
251	78751	—	—
252	78731	Light rail close to capitol may be a good spot.	—
253	78701	Yes, please add station at/near Wooldrige sq. The Travis County parking lot immediate east of Woolridge should be XXX	The Trinity @ 3rd St option is better because it is immediately next to a logical entry for commuters, + is closer to the redline in case XXX are using both lines.
254	78749	I like the design options - providing more points of access around the convention center + better connection to the red line	would love to see what this looks like, as it's hard to visualize
255	78702	Good choice	Great!! Out of the heat
256	78758	Use station to activate Travis County block behind Governor Mansion that is limited by Capital View corridors. Also, I recommend clearer exhibits that show exactly what happens with vehicular traffic south of UT. It's clearly indicated that Guad. will be closed to cars between 22nd + 29th but nothing is shown south	That may be preferable to XXX pedestrian activity one block away from Cesar Chavez for XXX and also puts station closer to Red Line. Great if developers share cost!

		of there. How many car lanes will be lost on Guad?	
257	78701	Yes, more stops downtown close together so people with limited mobility are more likely to use it	—
258	78723	Fine x me	Love the idea. I feel that 15th St. should be off street as well, lots of traffic.
259	78610	—	—
260	78701	Absolutely necessary. We need as many stations as possible to downtown area where ridership will be the heaviest	Best option probably corner station for Rainey St. people
261	78752	Yes! So much opportunity in this area.	If it makes it again on the construction, rail, etc. go for it!
262	78705	Yes - a Woolridge station is critical for station spacing downtown & serving existing destinations like the Austin History Center. The county courthouse, etc.	If it makes the construction of the line better operationally it would be a good opportunity.
263	78701	—	I believe the off street station would be more accessible than right beside a road. Any station I've been at far away from a busy road is 10X more pleasant.
264	78653	—	—
265	78731	Great opportunity to activate a "dead zone" area that currently seems underutilized.	—
266	78618	—	Yes, this design option would benefit the pedestrian flow.
267	78701	—	Will it add value to bring in more business to convention center. Are you in partnership w/ convention?
268	78701	Do it. 15th to 3rd & Congress is way too far w/o a station.	Integrated into a private development - probably good further away from the heart of density in Rainey - bad.

269	78752	Sounds good! Don't make stations more complicated/expensive then they need to be.	Sure! Do what you have to do.
270	78660	—	—
271	78744	—	—
272	78702	—	—
273	78744	—	—
274	78724	I like the environmentally friendly options	—
275	78660	—	—
276	78660	—	—
277	78666	This would be great when I lived in Austin. Wish we could have had more opportunities to explore Downtown Austin. This would benefit so many families to explore our beautiful downtown.	Perfect for all the events that take place there. It would eliminate so much traffic.
278	78653	Yes, if we had more public transport I would use it.	Yes, would be super helpful for my families b/c it's covered from weather.
279	78618	I don't know where is the place	Perfect for the city center
280	78723	I think it's good. It would catalyze more Downtown-style development in that area, which would be great.	I think if the risks of coordinating with a private development can be mitigated, that sounds like a great idea!; The Congress station is weird. It's so close to the Cesar Chavez station. And it wouldn't have great connectivity to republic square? What about using the hobby building site as a Republic Square station and getting rid of the Congress Ave station?
281	—	—	—
282	78751	This is a great idea!	The Cesar Chavez station should be moved closer to Rainey, not further. The densest part of the city needs better access to rail.
283	—	—	—
284	—	Without the Republic Square station I don't understand where the light rail is going to intersect with the buses that terminate downtown. I remember a possible bus station at 12th and Guad, but I don't know where that went.	I like it, as long as it connects seamlessly with the Red Line.
285	78702	—	—
286	78721	—	—
287	78660	—	—
288	78704	—	—

289	—	—	—
290	78628	—	—
291	78748	—	—
292	78749	This is a much needed addition! Having no stations for 12 blocks Downtown would be a serious mistake. The area is only continuing to develop and densify.	A private joint development could be a good mechanism to cut costs and potentially raise revenue for the project. But station quality should not be compromised to that end. The existing planned location, directly adjacent to the convention center, seemed adequate.
293	—	—	To get commuters to actually use it that work downtown, you're gonna have to have more stops than that. Or have the buses really good at picking up near the train stop to take people where they need to go downtown
294	78702	—	—
295	78704	—	—
296	78745	Why not Republic Square? Then it could be closer to the center of downtown (6th) and have easier transfers with the bus activity there. Ninth and Guad is on the outer limits of walkability for the most dense and active parts of downtown.	Either one of these options seem fine to me. It's kind of dead over there most of the time unless it's SXSW. Maybe see what the SXSW people think would work best?
297	78751	—	—
298	—	Yes and even more downtown stations please.	That is fantastic and I support it.
299	—	—	—
300	78704	—	—
301	78703	I like this idea as it can help spur and serve more densification in an area that is currently a dead zone between active areas.	I read that part of the benefit of this is to smooth the 90-degree curve which I support. Having lived in cities and used transit with such curves it is a choke point and frustration for riders. Seems like a great opportunity for joint development.
302	—	This is a great idea. The previous gap between Congress and 15th street was unacceptably large.	Support this
303	78723	—	—
304	78724	—	—

305	78757	Yes, add a stop to downtown closer to the capitol. Good for regular events that center around the capitol (annual book fair, running races finish lines, etc.) Also good for people who need a closer stop for their commute without having to transfer.	If it saves costs or helps the line run more efficiently (fewer sharp turns). Does the private development have the ability to limit operation of the line?
306	78705	—	—
307	78745	cool!	I'm going to presume it would be in the convention center. Sounds good. Make sure that there is a good connection to the redline
308	78739	—	—
309	—	—	—
310	78758	It's an area that needs more transit options. do it.	The sentence is confusing, but prioritize connection with the red line in this area.; Off street is nice but non-essential
311	—	—	—
312	—	I think that makes sense as there is a pretty big gap between 3rd and 15th.	I like that idea as it brings the station closer to the downtown redline station. I don't personally have a preference whether or not it is integrated into a private development; I would also definitely want there to be a car-free route between the cesar chavez station and downtown redline station for pedestrians/bikes.
313	—	—	—
314	78751	This is a necessary stop	I like this idea, it's close to the original mixed use idea for an underground station
315	78748	To fully achieve success in the down town area, the service is going to have to be viewed as an alternative to commuting and get out in the suburbs. And there is already train service from north Austin to downtown.	Moving visitors around downtown could be a huge win for the project so long as the service is viewed as safe and reliable.
316	78704	Yes, if there was ever a reason to build a slow tram it should have as many down town locations. You have proven repeatedly you can't project anything with remote accuracy. Shred all of your projections.	Yes, if there was ever a reason to build a slow tram it should have as many down town locations. You have proven repeatedly you project anything with remote accuracy. Shred all of your projections.
317	78701	—	—
318	78701	—	—
319	—	—	—

320	78704	—	—
321	—	—	—
322	78727	Woolridge needs to have a Station. People should not need to walk more than 9 blocks from station to station specially in downtown	Good idea
323	78753	—	—
324	—	—	—
325	78664	—	—
326	78626	I think it would be necessary to remove such a large service gap by adding in Wooldrige Square, especially with how the city of Austin is growing. ATP should be preparing for the future, not just the current needs of residents.	Generally, I'm very supportive of any decision that would locate the Cesar Chavez station closer to the Red Line's Downtown Station. I don't think its ideal that the stations aren't right next to each other but I think this new design option is a better alternative than the current station location.
327	78731	Yes, good location	—
328	78759	—	—
329	78756	—	—
330	78752	More stations downtown are definitely a plus	As long as there is sufficient signage to find this station stop
331	78704	—	—
332	78702	I think this is a great idea. The distance between 15th and Congress station is too far. This helps to provide greater accessibility to the office buildings that are on the edge of Downtown. At the same time, Wooldrige Square has been very underactivated. The station has the opportunity or revitalizing this park	I always fully support a private public partnership and I think this creates opportunities to have the private developer invest in the upkeep and maintenance of the station. There will be opportunities to integrate the station more seamlessly within the development as well, avoiding scenarios where the stations are awkwardly situated away from key pedestrian flows. I also think that given its proximity to downtown station, there are opportunities to create direct physical and visual connections between these two stations to allow smooth transfers
333	—	—	—
334	78748	—	—
335	78705	Yes, this is a good idea.	This sounds like a good idea. Especially for the sake of the turning radius of the vehicle at the corner.
336	78750	—	—
337	—	—	—

338	—	—	Locating a public utility inside a private concern seems risky in accountability and cost sharing terms. If the city owns the space, and leases to tenants that provide value and safety through diverse interest through most hours of the day it could be good.
339	78703	I think that, given the location of the Congress and 15th St stations, this fills a surprisingly large gap in the walkability of downtown to stations. I definitely see this being a much-needed facility	My biggest concern here is the distance to the Downtown station for the commuter rail. I would support whichever option provides shorter-distance transfers
340	78757	—	—
341	—	—	—
342	78749	—	—
343	78728	I would say a stop is needed closer to the core of downtown similar to where woolridge square is, maybe even closer to the lake where there is currently major points of interest.	I think that could be a cool place for an outdoor event space, right downtown.
344	78750	—	—
345	78704	If sharing with a developer saves money good. Glad you got rid of tunnel	Good idea if developer can help with costs etc. Got to be accessible at all regular hours though.
346	—	Yes, this absolutely has to be done. The quantity, spacing, and location of stations in Downtown + West Campus will have a disproportionate impact on the success of the system. This is the spine of the metro public transit system, and rail got a thumbs down vote when it was proposed to move the spine off Guadalupe. ; Yes, it will better allow the 15th St. station to be more logically located on the north side of 15th than south. The walk shed potential is vastly higher north due to view corridors, and a large amount of the southern portion being low usage park like space surrounding the Capitol.	It's a creative thought worth exploring. Unless the "Congress" station also moves a bit west, the station spacing becomes even less equidistant Downtown, but if we also moved Congress a bit west, then yes, it could work.
347	78739	—	—
348	78705	I think there should be a station there. 15th St and Congress are pretty far apart for 2 stations that are in downtown, and an extra station would encourage more development in the area.	I would want to see more details, but I think it would be beneficial to have this station as close to the Red Line station as possible.

349	78705	—	Please stop wasting money on convention center rebuild. You mucked it up originally, so let it endure. The building is in perfect condition,so to rebuild is a waste. I admit the design was piss poor, but let the building age out a bit before hiring a better team to re-do it. We need transport first
350	78703	—	—
351	78754	—	—
352	78748	—	—
353	78745	—	—
354	78741	Yes, I think this is a good addition. The current stations are too far from each other. Also downtown grows I think this will become a bigger issue.	I appreciate and like a private-public collaboration and I like that the location of this station is better than the original one but I would like to better understand the trade-offs of this private location vs a publically located station. Ex. Does this mean that it would be more difficult to maintain or remodel the station in the future?
355	78704	—	—
356	78757	Great idea - the lack of stops downtown was baffling	I do worry that shifting the station further away from the massive cluster of residential units and hotels on Rainey Street will result in lower ridership.
357	—	This is a good location for adding additional ridership.	Yes! Fully support this. This station should be as close as possible to the Downtown station. Is there any possibility of tunneling from LBL into the redesigned convention center and then coming up to grade on 3rd or 4th Streets?
358	—	—	—
359	78745	Yes, I do feel like this is a good idea.	no opinion
360	78745	—	—
361	—	—	—
362	78729	wooldridge is needed - there is too much distance between stops without it.	an integrated, elevated station as part of a public/private development is a better solution for long-term urban infill and space utilization than a surface level stop. I have no concerns with public/private partnerships.
363	78752	—	—
364	78704	—	—

365	78753	I think this would be a great additional station that would provide easy access to the Capitol from neighbors coming from South Austin.	Will the private location provide any budget incentives to the ATP that would help keep things on budget? If not, I would expect and would like to keep the stations in a publicly accessible location rather than integrated into an amenity (and revenue generator) for a private development.
366	78751	I am in support of adding a station here.	Integrating into the development seems like it could make a lot of sense and could create a great public space at the bottom of this private development.
367	78653	—	—
368	78702	overall trip time is my concern and 4 stations in ~1.25 miles is quite a lot. But if this will make the nepa application a significantly better, I'm all for adding	Open to it. There are so few details provided (what type of development would it be? would the station be in a building? etc) that its hard to provide meaningful input. I think I'd lean towards whatever keeps overall system travel times as short as possible/ Also it would be great to show (or at least acknowledge) the change the new convention center would provide of restoring 3rd street.
369	78746	Good idea.	Good.
370	78752	More stops, more better, but if you don't build at Republic Square you're missing a huge opportunity to prioritize a multi-modal station.	Why not 4th street so that it connects directly to the red line instead of forcing people to walk a block?
371	—	—	—
372	78750	—	—
373	78723	—	—
374	—	—	—
375	78702	We need more stations downtown in order for this project to be pedestrian friendly. Wooldridge Square station is a must for visitors to the Capitol and office buildings in that area of downtown. Project should not be designed without this station.	Trinity and 3rd is a better location for the light rail so people can easily walk from that station to the Red Line station and the two rail systems are fully integrated better that way. 2nd and Cesar Chavez St is a longer walk and the stations should be off street as much as possible.
376	78704	—	—
377	—	—	—

378	78759	—	—
379	—	—	—
380	78723	A station at Wooldrige Square would be great, but another is also needed at Republic Square and should be a higher priority, maybe even over Congress Avenue.	This could be a good option, but design details are needed to fully evaluate.
381	—	—	—
382	78747	It is going to cause future traffic issues. The tunnel was a crucial needed part of the original plan.	—
383	78745	—	—
384	78724	—	—
385	78731	I think this would be a great addition	I think this would be good if it means the curve be more gentle turning onto Trinity
386	78705	—	—
387	—	—	—
388	78705	No concerns.	If it is a private development, will there be free access for all?
389	—	—	—
390	—	make sure police presence is high, this will be a crime ridden stop.	if the developer is open sounds like a good option.
391	—	—	—
392	—	—	—
393	—	That's good	—
394	—	—	—
395	—	—	—
396	—	—	The more stops the better!
397	—	—	—
398	—	—	—
399	—	—	—
400	—	—	—
401	—	—	—
402	—	—	—
403	—	I think two downtown stations make sense but collectivity is the biggest issue. Connect to the redline at crestview	This is too vague
404	—	—	—
405	—	Need as many stops as possible in the downtown area, so I am for this design.	I like this idea a lot.
406	—	—	—
407	—	Do not disturb Woolridge Square	—
408	—	—	—

409	—	—	—
410	—	—	—
411	—	—	—
412	—	—	—
413	—	—	—
414	—	—	—
415	—	—	—
416	—	Austin needs more extensive bus service, not light rail which serves very few people.	I don't think privatization of public transit is a good idea, using public funds for private interests.
417	—	—	—
418	—	—	—
419	—	—	—
420	—	Yes, please add the station.	Yes, most important to include.
421	—	—	—
422	—	it would be nice to have another station downtown. woolridge square would be nice , or being closer to 6th street would be nice too	this sounds ok. i am concerned that this does not connect with the redline
423	—	street level should be the preferred option in most/all cases to minimize costs	—
424	—	This would be amazing	However we get it in the city is fine with me
425	—	—	—
426	—	The project MUST add this station--there are simply too few downtown stations in the current configuration. I completely and wholeheartedly support the addition of this station.	I would need to see design schematics before commenting but I have no issue with exploring both options. Recommend incorporating "Brush Square" into station name for wayfinding.
427	—	—	—
428	—	PLEASE, there is no parking in that area.	Yes, and get the developers to pay for it as it will benefit them too.
429	—	—	—
430	—	—	—
431	—	—	—
432	—	Downtown stations would certainly help avoid driving/parking chaos in the area.	Downtown stations would certainly help avoid driving/parking chaos in the area.
433	—	Sounds great; would be awesome if this project could catalyze some improvements of the square itself--it could use a facelift to make it more of an amenity.	No opinion, sounds fine I guess?
434	—	Yes. Please add a station at Woolridge.	An off-street station would be great.

435	—	—	—
436	—	—	—
437	—	How will people transfer to republic square bus stops? Put the stop as close to where people can transfer.	Why isn't the light rail running along 4th street? That way there would be easy transfers to/from the red line. Not sure of all the complications of a station as part of a development. Why do that if we can keep in in ROW?
438	—	—	—
439	—	How will this affect issues of already scarce and inequitable parking, equity/affordability, and environmental impacts?	What are the pros/cons that you are considering for this option? Meaning, how would this design option be an improvement in the areas of transportation accessibility, the environment, equity and affordability, usability, etc?
440	—	Halfway point between the two stops, plus taking the slight hills into account... great idea.	off-street! yes!
441	—	As stated previously, this is an essential stop because it connects a key core of the downtown corridor, and needs to be connected in a transit oriented development instead of a single route station with scattered bus routes. This stop would help connectsto jobs, tourism, and education.	Displacement issues will arise, and I think redevelopment may have to be considered with things like community land trusts to keep housing affordable and equitable in this area. After development, this will be prime real estate and may exacerbate gentrification. Avoiding densification similar to Los Angeles should be kept in mind.
442	—	—	—
443	—	—	—
444	—	—	—
445	—	Yes, add another station.	Either one works. If in the private development ensure they help pay for the cost.
446	—	If it aligns with a bus going east/west so people can get to court.	The light rail bank account should benefit financially from any partnership with private development, otherwise sounds like the light rail is for developers to get the city to finance the movement of private customers
447	78701	This would be an amazing infill opportunity. A station here could draw more development and activity in this area which is badly needed. It would also be great for the people who want to	I think this is a good idea. It would reduce the need to slow down twice and would move the station closer to the red line station.

		commute and who's offices are in the middle part of downtown.	
448	78744	This station can be skipped in my opinion. Or moved closer to 5th/6th streets.	—
449	78757	—	—
450	—	—	—
451	78757	—	—
452	78704	I see no issues with this.	I see no issues with either option.
453	—	—	—
454	—	—	—
455	78745	—	A station at Woodridge Square should be included as well as looking into a stop on 6th. West 6th is a hub of activity and attracts plenty of people walking around, having the line go right past it seems like a waste.
456	78759	—	—
457	78722	Better street level than underground.	—
458	—	—	—
459	—	—	—
460	78723	—	—
461	—	—	—
462	—	—	—
463	78741	—	—
464	78741	—	—
465	78704	—	—
466	78757	—	—
467	78704	—	—
468	—	—	—
469	78703	—	—
470	78704	—	—
471	78749	—	—
472	78749	—	—
473	78723	—	—
474	78744	N/A	N/A
475	78704	—	—
476	78756	—	—
477	78735	—	—

478	78751	If this removes park space, it'd probably be more ideal to purchase existing commercial space than repurpose park space since it is unlikely we will gain more park space.	Sounds good if it can be made to work since it would likely save space on the road.
479	78751	—	—
480	—	—	—
481	78753	—	—
482	—	—	—
483	78747	no	no
484	—	—	—
485	78702	this area has been developing - I wish we could make the state do more exciting multi use development. we definitely need a stop in this area - close to Travis county offices and courts	i do not think we should be designing around the boring convention center - unless they build more exciting stuff in that area
486	78701	—	—
487	78703	—	—
488	78701	—	—
489	78741	—	—
490	78741	—	—
491	78704	Yes this is needed to make rail useful for downtown; If topo allows having the station south of wooldridge square would serve greater existing and planned density	This would be ideal.
492	78757	—	—
493	78702	The Woolridge square station should be added, since that increases places where riders can board and get off. It is close to the 8th St bus stations which allow for easy transfers between lines. Having stations roughly 400m /1000ft apart is good. It is also ideal to have a station on 6th St as well. 6th St has many bars in that area, and the current way to get to many of these bars is to drive or use rideshare services. If someone drives to 6th St to visit a bar, they're unable to drink, or they will be incentivized to drink and drive to get home as there is no other financially viable option. Having a stop on 6th St will allow riders who have drank a way to get home at low cost, reducing the need for driving, and reduce the amount of drunk driving incidents in the	Ensure that ATP and the city of Austin still owns and has control over future developments if integrated into a private development. ATP should focus on making a smoother connection between this station and the Red Line, since having difficult transfer points between lines is a heavy painpoint and a detractor from using transit services

		city. You can see this replicated in Berlin, Toronto, New York, Tokyo.	
494	78613	—	—
495	—	—	—
496	78741	—	—
497	78704	—	—
498	78731	—	—
499	78754	—	do what you can to connect this station with the red line.
500	78704	Station needed here	Ok do long as private development does not introduce risk.
501	—	—	It needs to connect to the convention center
502	—	This would be a great addition. Currently the gap between the 3rd street and 25th street stops is far too long.	none
503	78741	—	—
504	—	that seems like a good idea	—
505	78722	—	—
506	78759	This is great idea since so many bus lines also stop here.	As long as access to the stop isn't restricted and it is properly maintained than I am ok with this design option.
507	78721	This is a good idea.	This is a good idea.
508	78748	Add the station.	Shifting the station appears to be a good option.
509	78757	OFF STREET PLEASE	PERFECT. OFF STREET IS IDEAL.
510	78757	—	—
511	—	—	—

512	—	—	—
513	—	—	—
514	78723	—	—
515	—	—	—
516	78723	—	—
517	78741	—	—
518	78741	<p>This is a great addition. Downtown should have more stop density due to greater job and housing density as well as significant development potential. It would be great to see the 15th street station shifted north between 16th and 17th street as being dropped off on a very wide and busy 15th street is not ideal for pedestrians.</p> <p>Please, please give transit signal priority along Guadalupe and 3rd street. There is no excuse for transit to be stuck at a signal with 10s or 100s of passengers to wait for a few private vehicles to pass (Yes, this includes MLK, 15th, 7th and 6th where transit will experience the greatest delay). There must be at least one street is the city that does not kowtow to private vehicles.</p> <p>It would be great to see east/west priority pedestrian and bicycle streets intersect the station and a facility parallel to Guadalupe/3rd.</p>	<p>It is great to see ATP collaborate with private partners to improve the system. Developments looking to integrate with transit investment should be encouraged.</p> <p>Side note, please replace the existing 3rd st bike lane, it is great.</p>
519	78705	<p>Yes, there should be a station between 15th and 2nd. That's a long way to walk if you have to go in between. A station in the center is key, plus it gives access to the west side of downtown.</p>	<p>I don't necessarily see a concern, but I think there needs to be integration with the read line. Either a covered walkway for elements, or connected to the red line all together.</p>
520	—	—	—
521	78723	—	—
522	78758	—	—
523	78717	—	—
524	78728	<p>I think it could only help! I probably wouldn't use it personally, but adding a stop is comparatively so much cheaper than adding a new line.</p>	—
525	78701	—	<p>Again, Trinity is not a good option. Too much congestion as is in this area. This would only make it worse.</p>

526	78704	<p>You are picking the one part of downtown where there is no density and you can still park a car in the middle of the weekday? Come on, y'all know that is a terrible location. Republic square is where everyone in downtown has been trained to use for many years now. Make the station there, and if you are facing some sort of constraint then work with developments in the area to do a PPP. Quit trying to make Woolridge happen. We all know it is a compromise location that will bring even more scrutiny to this project.</p>	<p>That's an okay station location that can be developed and built out with the new redevelopment of the convention center and with that redevelopment ensure a clear pedestrian connection to the Red line. That redevelopment, however, isn't going to be complete for years. Does ATP/CapMetro plan to do a ribbon cutting on a station completion here when the entire adjacent 5-block radius is a massive construction zone/pit? Think out the timing on this one and how that picture will look on the cover of the paper. This should be marked as a future stop that will be complete in 2034 when the convention center is done.</p> <p>You need to add a stop South of Cesar Chavez for the 20 or so residential high rises that are there. If you expect them to walk across Cesar Chavez to access transit, then you have it all wrong. In extremely dense areas like this, it is okay to have stops closer together. That is how transit works, dense areas have closer proximity stops while suburban areas have very spaced out stations.</p>
527	78704	—	—
528	—	—	That would be best! More off street sections
529	78704	—	—
530	—	—	—
531	78745	—	Agree, there should be another station on Woolridge and at Convention Center.
532	78703	<p>I think this is a great opportunity, especially with the upcoming developments in the area. Additionally, it would serve the state capitol (both workers and tourists) and the area to the west has significant opportunities for added density through redevelopment.</p>	<p>I think this is a good option, especially if it helps provide protection from the elements (rain and sun) and offers opportunities for a unique station architecture.</p>
533	78737	—	—
534	—	—	—
535	78702	—	—
536	78756	—	—

537	78757	The CVCs around this station are so severely restrictive that the immediate area around the station is unlikely to ever receive any materially transit-supporting improvements. That said, I support the inclusion of a stop somewhere between 15th St and Congress. It seems like a huge lost opportunity to place it here but if that is the only feasible space then so be it.	I support this option if it will improve speed through downtown and possibly allow for some station development and maintenance costs to be borne by a private developer. However we need to ensure the developer will be contractually obligated to maintain public access to this station at all hours of train operation.
538	78704	A station at 6th would be more convenient	This makes sense. Any opportunity to get out of the middle of the street.
539	—	—	—
540	—	This is of no use to me based on home and work locations.	This is of no use to me based on home and work locations.
541	78705	—	—
542	78746	—	—
543	78741	—	—
544	78756	—	Why would this be a problem? Convenient retail space adjacent to the light rail would be a good thing for riders.
545	78703	—	—
546	78727	—	—
547	78729	Need wheelchair accessibility and support Thru accessible bathrooms, access to electrical outlets, usb charging stations, and that the schedules be attached to the walls lower so people in wheelchairs can reach them. Do not build any more hard curbs use the technology like in cedar park —rolling curbs. Work with the city of austin to Create more ADA accessible supportive housing adjacent to the transit rail centers to allow many provisional clients to use the rail or other buses, connecting with pickup or CARTS. There needs to also be lockers at the stations to allow persons weigh e-bikes to lock them up and store them rather than fill the Ada areas. This leaves more space for others with more severe challenges on the already overwhelming CapMetroAccess service as our city continues to grow exponentially and many advance in age.	Great idea! This is a dangerous area with uneven sidewalks and always glad to see the flag men clearing the tracks as bd helping me cross safely in my motorized wheelchair!

548	—	It's good to have stations near retail and important destinations. Downtown locations could sync up with other transportations options like buses.	—
549	78722	I strongly support this proposal; I think having a high density of stations downtown is important and this additional stop between 15th and Congress would be invaluable.	I don't feel strongly about these two options, except to say that we should be doing everything possible to minimize friction for transfers between the light rail and the red line station.
550	78741	I think this would be a wide move.	As long as it provides easy access to the convention center and is located as close as possible to the end of the red line.
551	78704	The Wooldridge Square station makes sense so there is better downtown access: North, Middle, South,	Design option sounds better, especially if it would be sheltered for Winter AND Summer weather.
552	—	—	—
553	78741	My only concern is an increase in homelessness since that is common near bus stops already making others feel unsafe	—
554	78741	—	—
555	—	—	—
556	78701	—	—
557	78752	I strongly support a station at Wooldridge Square because that is a very heavily trafficked area with a connection to a lot of buses. The closest stations are a relatively long walk.	You need to provide more information on the pros and cons of this option; I do not have enough information to select between them. If the station is on private property, that must not impact access by the public.
558	78750	—	—
559	78741	—	—
560	78653	—	—
561	78723	—	—
562	78704	—	—
563	78704	love this for historical purposes and the further activation of a community gathering space	—
564	—	—	would there be opportunities to create a multimodal station that integrates the current intercity busses that travel between houston/dallas and austin
565	78656	Intermodal connections with bikes and buses	Will the access be open to public if its on private property?
566	78751	—	—

567	78757	—	—
568	—	That sounds like a good location for walking down Congress Ave. and you could get a tram type bus there that stops along Congress to let people off.	—
569	78751	—	—
570	78745	Will there be parking at these locations? How, specifically, will roads, rail lines, and bike paths coexist? As a cyclist, I'm primarily concerned about traffic patterns and what this means for car/bike interactions.	How will this interact with or affect the cycling infrastructure in this area? Specifically, the protected bike path along 4th street that crosses under I-35.
571	78729	—	—
572	78704	I like the idea of this infill station but do have some concerns about how much new housing could be built around here b/c of the CVCs. Would like to see a massing/market study of what the station area could support based on the ETOD overlay.	Biggest concern with integrating a station into private development is around access and policing. As long as it functions like all the other stations I'm cool with it. What I'm MOST concerned about is how the train is going to function going down 3rd street. There are SO many loading docks and 'back of house' type operations on that street that, while annoying a lot of the time for users of the bikeway, would straight up be interfering with the light rail. Why not send it down a pedestrianized 2nd street ala the 16th Street Mall in Denver? Was 2nd even considered?
573	—	An extra station would probably be a good idea	off-street station probably not necessary
574	78641	—	—
575	78748	Does nothing for me.	Does nothing for me.
576	78660	—	—
577	—	—	—
578	78735	—	Good idea
579	78702	—	—
580	78660	—	—
581	78705	—	—
582	78745	The more the better	Private development option is my preference.
583	78724	—	—
584	—	—	—
585	78702	—	—
586	78731	—	—

587	78757	A station is absolutely needed at Wooldridge Square! 1 mile between stations (15th to Congress) in the downtown core would be a design and planning failure, which would require a future infill station.	If a station is built at 3rd and Trinity, it would be only 3 city blocks (~ 0.2 mi) from the Congress Station. This spacing is too close.; I prefer the station to be between Cesar Chavez and 2nd St. this gives better east-west access and connectivity, whereas a station at 3rd/Trinity would have east west access blocked by the convention center.
588	—	—	—
589	78704	—	—
590	78701	—	—
591	—	—	—
592	78704	—	—
593	—	—	—
594	78723	—	—
595	—	—	—
596	78748	—	—
597	—	—	—
598	78749	—	—
599	78749	—	—
600	78705	Seems great as there aren't enough stations downtown in the existing plan.	Seems fine who cares if its 40 ft to the left
601	78701	I think this is fine because this space is underutilized. It's an open park with no shade. Undesirable in the summer heat.	I don't see an issue with the offset to corner of Trinity/3rd.
602	78739	—	—
603	78704	—	—
604	78703	—	—
605	78745	Yes I definitely would use a station at Wooldridge Square. It has better locations for connecting to buses. There needs to be a stop between the 15th St. and the Congress stops.	I would use the station at Wooldridge Square more than the one on Congress or at 15th St. and I think it would be a better location for switching to a bus.
606	78752	—	This serves tourists more than people that live in austin
607	—	—	—
608	—	The additional stop would be of great convenience for customers traveling south but not wanting to go all the way down.	—
609	78752	—	—
610	78749	—	—

611	78702	—	Please make a station as close as possible to the red line. Those with disabilities need to be able to easily connect from red line to the yellow line to get to the airport
612	78759	—	—
613	78704	—	This new network needs to be integrated with the existing red line going north.
614	78748	More stations downtown are a good idea.	I don't care, I will never go there.
615	78749	—	—
616	78745	I think a station at Wooldridge square is a good idea	—
617	78759	Good central location no concerns	—
618	78759	—	Are you proposing stations (expensive built structure) or stops? More stops means more riders. Look at European cities
619	78703	This should be UNDER Wooldridge Sq. There should not be congestion added to the surface streets by idling transit vehicles.	—
620	78759	—	—
621	—	—	—
622	78744	—	—
623	78757	Concern is the increase in overall travel time between other stations, however there does appear to be a sizeable gap between the Congress and 15th St stations.	This places the station further from the Red Line terminus, discouraging transfers
624	78745	—	—
625	78748	—	—
626	78748	—	—
627	—	I like this proposal. I think downtown should have a station between 15th and Cesar Chavez. Otherwise there is too large a gap between stations for people downtown.	I am a big fan of integrating the station in with the private development on Trinity at 3rd.
628	78757	Seems like a logical spot for this	—
629	78752	Yes this is good. There needs to be a stop in between Congress and 15th Stations!	No issues either way. That's a sharp turn, so whichever option is easiest and cheapest! There needs to be a stop there either way, to provide connectivity to the nearby Downtown

			Station for Red (and eventual Green) Line
630	78704	—	—
631	78759	—	—
632	78722	—	—
633	78759	—	—
634	78748	I think that building a transit hub near Woolridge Square is a much better idea than at Republic Square Park. Guadelupe is wider there and a stop/transit center more north of the river and Ceasar Chavez would definitely ease some of the congestion (both human AND vehicular) surrounding Republic Square Park.	—
635	78704	Yes, definitely add an additional station here or nearby - this would really open up rail trip possibilities to the Texas Capitol and key Travis County buildings while also supporting any future evolution of a big swath of core downtown space.	I would lean toward whichever option provides the best/easiest integration with pedestrian paths, bike paths, and bus routes. The two options seem geographically close enough together that it wouldn't alter the practicality of the light rail too much in terms of origins and destinations (i.e. the current location would be a little better for the big hotels and people going to or from Cesar Chavez; the new option would have closer access to 6th street and points north but it's not that big of a difference). In general we should prioritize the convenience for walkers, bikers, and bus riders over the convenience for cars but if both options would be equal on that front and you need a tiebreaker it looks like the northern option might be less disruptive to car transit.
636	78739	—	—
637	78749	—	—
638	—	—	—
639	78759	—	—
640	78704	—	—
641	78723	—	—
642	—	—	—
643	—	—	—

644	—	—	—
645	78745	—	—
646	78702	More stops is better	Whichever is easiest to transfer from the red line
647	78759	—	—
648	78704	I don't go downtown	—
649	78727	Great idea to add this station, I also hope it can connect to the downtown redline station.	I think that's a great option, to avoid a 90 degree turn. I hope there is an easy path to connect the redline station to this proposed station.
650	78723	This is a great idea! Please add a station here. To avoid this station being too close to 15th Street station, shift that station to 17th Street. Also - really wish a station was still proposed at Republic Square. That location does a much better job of serving the southwest corner of downtown (Whole Foods, Seaholm, dense residential, etc.) that are too far from a Congress Avenue station.	I am neutral on this. I still wish the light rail crossed at South First, which would mean no station at all in this area. That said, the key focus should be minimizing the transfer distance to the Red Line and establishing some bus lines that go up Trinity/San Jacinto from this area. Also, integrate the station with the Lance Armstrong Bikeway to provide another way for folks to get to/from the light rail from East Austin.
651	78751	—	—
652	78704	—	—
653	78758	Great. If you need assistance selling this idea then identify how little parking there is in this area. A majority of parking around the capitol is for government workers. Put government and administrative buildings and their reserved parking on this map to clearly identify how little parking there is and the need for public transit. I don't suggest this to pick a fight with representatives, but to clearly identify the need for public transit and lack of available parking downtown. I have tried doing the tourist-y things like touring the capitol and spent excessive time trying to find parking around the government offices.	—
654	78745	—	—
655	78704	—	—

656	78701	The entire design going downtown via Trinity is absurd. No room for traffic as it is; to take 2 90 degree turns is ridiculous. No one will go to convention center from airport with luggage; people use Uber to get to hotel and drop off luggage and then to center if they are going at all. Convention Centers are a dying breed. Read any report from any major city. Atlanta most recently. None of this makes sense. Have voiced opinions at several events and virtually and none of you are listening.	—
657	—	No one lives near here and the only space this would serve is the offices around the area which have a culture of parking garages, this would be a HIGE waste of effort and money on the line when surrounding communities could use additional support.	—
658	78729	—	—
659	78756	—	—
660	78736	—	—
661	78757	—	—
662	78741	Approve of this. It will greatly support the residents.	—
663	78702	—	—
664	—	—	—
665	78722	—	—
666	78736	—	—
667	—	Opps are to turn this into a more vibrant part of the Guad/Lavaca corridor that's quite dead right now. Thought on how to make this area serve more than state/city offices, lawyers, and the margins of UT. More parks? More businesses? More affordable, mixed use housing? All would be great.	—
668	78702	—	—
669	78757	—	—
670	78759	—	—
671	—	—	—
672	78748	—	—
673	—	—	—

674	78704	That could be great. Wooldridge square is super cool but so underused. I personally don't use that area much but maybe others do and a station could bolster liveliness and encourage social and economic activity	—
675	78660	I would definitely use this. Great idea.	I think off-street would be a great option to keep traffic flowing
676	78741	Nice - just please provide safety for riders, bunch of homeless people hand out there.	Great idea
677	78617	The more locations the better	N/A
678	78741	Don't travel through that area	I would like the rail on that street especially Cesar Chavez St. I to through that street quite often.
679	78744	Estaria bien y eso ayuda con el trafico. (It would be good and that would help with traffic.)	Para mejorar el trafico me gustaria (To improve traffic, I would like)
680	78704	Ok	Is it safe?
681	78617	None	None
682	78660	Yes	We need this
683	78741	N/A	N/A
684	78702	I don't know	Waste of money
685	78617	I stop drive downtown, I believe everything should anyway.	—
686	78602	—	—
687	78701	Austin is growing	Ok
688	78754	Muy bueno! (Very good!)	Muy bueno! (Very good!)
689	78744	N/A	N/A
690	78702	—	—
691	78741	Ester muy bien con agregar todas está en el centro. (being very good with adding all in the center)	Muy buenas oportunidades para las personas que no tienen carro. (Very good opportunities for people who do not have a car)
692	78741	—	N/A
693	78741	Toda estacion debe estar vigilada por camaras u policias para la seguridad de la ciudad de Austin. (Every station must be monitored by cameras or police for the safety of the city of Austin.)	N/A
694	78754	N/A	N/A
695	78741	N/A	N/A

696	78725	N/A	N/A
697	78741	—	—
698	78742	None	None
699	78724	N/A	N/A
700	78617	Esta Bien asi la gente no tendria que ir caminando y esperar el bus. (It's good so people wouldn't have to walk and wait for the bus.)	Me gusta la idea asi la gente llega rapido. (I like the idea so people arrive quickly.)
701	78645	None, don't live or come to this area.	Don't use this type of transportation.
702	78728	Yes!	Nice! Maybe traffic congestion in this area?
703	78660	Great!	Awesome, those are areas not made easy to get to and from there around other locations in Austin.
704	78660	None	None
705	78744	N/A	N/A
706	78723	—	Estaria mejor si tuvieron __ los fines de semana, Sabado, Domingo (It would be better if they had __ on weekends, Saturday, Sunday)
707	78744	nada	nada (none)
708	78704	si (yes)	si (yes)
709	78747	That's fine. Any Austonian should have some type of getting around Austin better and faster. It's getting huge too many people	That would help a lot of east side transportation
710	78729	wouldn't know not familiar with area	Not familiar with area downfall I see is the number of homeless in area it will become a homeless campus where people will panhandle and resell free transportation cards
711	78724	—	seria mas libre de tanto trafico y seria mas oportunidad para los trabajadores (It would be freer from so much traffic and it would be more opportunity for workers)
712	78745	no se (I don't know)	seria mas libre de tanto trafico y seria mas oportunidad para los trabajadores (It would be freer from so much traffic and it would be more opportunity for workers)
713	78723	NA	NA
714	78723	NA	NA
715	78748	NA	that's cool
716	78749	—	esa es una buena idea (that's a good idea)

717	78749	—	—
718	78744	NA	NA
719	78744	NA	NA
720	—	do it and less traffic	Why would you do that?
721	78321	none	None
722	78702	Yes this may be a good thing for the downtown area.	No bad idea don't like east austin changing
723	78702	Good	No problem
724	78702	si seria genial. si estoy de acuerdo. (Yes, it'd be great. Yes I agree.)	NA
725	78741	me parece muy bien (that seems very good to me)	sin comenarios (no comment)
726	78634	—	good
727	78724	they need more cops seems like	yeah they need it I think
728	78744	muy bien (very good)	ninguna (none)
729	78744	none	none
730	78640	I believe traffic will just get slowed down and more congested due to the rail system.	—
731	78741	Me parece que todo esto es una opcion favorable sobre todo para la comunidad futura. (It seems to me that all this is a favorable option, especially for the future community.)	(check mark)
732	78741	(check mark)	(check mark)
733	78617	—	Si es para mejorar io del trafico seria perfecto. (If it is to improve traffic it would be perfect.)
734	78721	Good idea.	none
735	78758	ninguna	Me parece muy bien. Es una buena idea que el tren llegue a mas lugares de centro o mas rapido. (That seems very good to me. It is a good idea for the train to reach more central places or faster.)
736	78701	NA	NA
737	78744	This would be great to have.	I support this decision.
738	78744	esta bien downtown (it's good downtown)	magnifico esas estaciones (those stations are magnificent)
739	78744	me preocupar porque esto __ precios de taxes en comunidades y preocupar __ (I worry because this __ tax prices in communities and worry __)	algo que ayude y no __ (something that helps and doesn't __)
740	78741	—	—
741	76578	—	—

742	78704	ninguna (none)	Ninguna (none)
743	78741	ninguna (none)	Ninguna (none)
744	78741	ninguna (none)	Ninguna (none)
745	78744	NA	I think Cesar Chavez St. and 2nd St. is a good location to add a station.
746	78617	Sounds good. Any extra helps for handicaps.	Not sure familiar with this one.
747	78741	seria muy bien opcion, para movernos mas rapido. (It would be a very good option, to move us faster.)	De acuerdo (okay)
748	78748	NA	Private development should pay for this, not tax dollars.
749	78724	I think it's great as long it keeps children's and elder lives safe	I think it great. Keep traffic going and people able get there faster and safe. I don't have any question at this time.
750	78752	si hace falta (if necessary)	si esta bien esta estacion, para los turistas que nos visitan. (yes this station is good for the tourists who visit us)
751	78741	—	Excelente, asi no hay congestionamiento __ (Excellent, so there is no congestion __)
752	—	—	—
753	78704	no estoy de acuerdo (I disagree)	no estoy de acuerdo (I disagree)
754	78741	Sounds great!	Totally for this!
755	78617	NA	NA
756	78744	Never been there	No concerns. I think any public transport is great.
757	78744	No	No
758	78744	No	No

9.2.1.4 South Section (Questions 10, 11, and 12)

Please note, all comments are written verbatim as received and do not correct spelling or grammatical errors. Those cells left blank indicate that no response was received.

Count	Zip Code	Question 10: Travis Heights station is planned at street level on East Riverside Drive just east of Travis Heights Boulevard. ATP is considering a design option that does not include Travis Heights Station. Please share your thoughts.	Question 11: Austin Light Rail will cross Lady Bird Lake on a new bridge connecting Trinity Street on the north side of the river to the Waterfront Station on the south side. ATP is evaluating options for the new bridge landing. One option is for the bridge to end before the Waterfront Station with the station and light rail intersection (referred to as a junction) that branches out to the north, south, and east at street level. The other option is to keep the bridge elevated longer and connect it to the surrounding hills, which would cause the Waterfront Station and light rail to also be elevated. Please share your thoughts.	Question 12: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near Oltorf Street and South Congress Avenue. Please share your thoughts.
1	78751	This seems necessary given it is a long distance to Soco/Waterfront stops and there is almost no tree cover on Riverside making it undesirable to walk.	Is an elevated station better for flooding?	No concerns, these are major hubs with a ot of existing traffic.
2	78745	—	—	—
3	73728	Main concerns are safety and connectivity to downtown.	How will this connect to existing walking trails and existing public transit.	—
4	78613	Travis Heights/riverside is very congested but there is a lot of residential/mixed use. Important to confirm local residents will utilize station to determine value.	From an impact, I think elevated is better.	I think Oltorf might be challenging with __ the current traffic and businesses in that area. S. Congress might be the same. Concerns with losing the local charm of those areas with parking lots.

5	78732	Same as above.	No concerns.	More Park and Rides where density exists the better.
6	32905	—	elevated station	—
7	78730	—	—	—
8	77007	—	—	—
9	78756	—	—	—
10	78750	—	—	—
11	78751	—	—	—
12	78705	—	Elevated could make room for mixed use land use below	How much land will be taken up by parking?
13	78757	—	—	—
14	78705	—	—	—
15	78751	—	—	—
16	78705	If the station would improve connectivity without having overall impacts on cost.	The elevated section could enhance the sights and visits of the light rail as ___ project.	Park and rides are necessary to collect and funnel traffic into more spatially efficient forms. However, this must not be at the cost of reducing LOD.
17	78666	—	—	—
18	78741	East Riverside is home to many low income residents, as myself, this could be a good option.	How would this affect the ecosystem at lady bird?	Lots of people there, that'd be great!
19	78751	Great that this connects a school.	—	—
20	78705	Must keep this station to serve the waterfront area.	Keep it elevated, increase efficiency.	Keep on city or state owned land.
21	78705	—	—	—
22	78701	—	—	—
23	78731	—	—	See comment about park & ride at 38th.
24	78705	—	—	—
25	78722	—	—	—
26	78709	I think there definitely should be a station on Travis Heights but not a priority.	Option 1 sounds like it could benefit future extensions as it'd allow for more riders to come out from some point and possibly reduce cost of elevated platform.	—
27	78705	Include Travis Heights.	Option 2.	Yes.
28	78705	I don't think that this station is necessary cause	—	—

		it's close to Soco and not as many people would use it.		
29	—	—	—	Park & Rides and bicycle staging is always a great addition to give multi modes of transportation and options.
30	—	More connectivity = better for people.	From a flood management perspective, the 2nd option seems more sustainable.	I think the Park & Rides increase accessibility.
31	78704	—	Option 2: provides some shade-shelter during peak hours of summer days; also provides a fun viewshed for riders & tourists. Also seems safer for pedestrians and shoppers below.	—
32	78705	—	—	—
33	78705	—	—	—
34	78751	I like the location of the station for access to Lady Bird.	I feel like it's more accessible & less impact to have a street level station where possible unless bridge construction is designed around accessibility.	It would be useful if designed as multi-purpose parking and something else, so it isn't too car centric.
35	78751	—	—	This would be helpful for tourism in the SoCo area.
36	78703	—	—	—
37	78705	Travis Heights may lack transit supportive density, but I suspect if we build it, they will come.	I prefer the elevated option. Austin lacks verticality.	Please do not lose the forest or the trees. We are building trains, not car infrastructure.
38	78751	—	Definitely prefer the longer elevated bridge option. I like the idea of it being above grade for longer for a better pedestrian experience.	—
39	78705	—	—	—
40	78704	Make sure this is integrated with the trail system.	Option 2.	You have to do this for those that live in the south. Otherwise why use the train from the south.
41	90021	Not familiar enough.	Not familiar enough.	Not familiar enough.
42	78751	—	Elevating after the river adds additional cost to	—

			infrastructure, would prefer line at street level and allocate funds to extend the line.	
43	78702	Please show bike paths as well as late access. Also, please show topography because it is such a hilly area.	It's impossible to meaningfully input with so little information both options sound totally fine.	Sounds expensive. Put money into trains instead.
44	76501	—	—	—
45	78751	—	I like that idea.	Can that be connected with more buses?
46	78717	—	—	—
47	78704	Only residential access at Travis Heights Blvd. Looking at the map, I don't see the value of a station at Travis Heights Blvd. I would survey the immediate area (3 block radius) if they would there to the stop.	The sign did not list pros and cons for either option so I couldn't evaluate. What would go under the elevated tracks and station?	Make sure that there are enough trees to provide shade at this location. Consider security for the park and ride. Lots of lighting. Please add a metro bike station to this station.
48	78726	—	Good option to elevate to eliminate at grade crossings to increase efficiency.	—
49	70703	—	—	—
50	78704	—	—	—
51	SE8 3HT	—	—	—
52	G3 7 TT	—	—	—
53	78660	—	Consider construction that would be bat friendly to help house the colony.	Great idea, especially with the parking charges with South Congress.
54	78731	—	Elevated!	—
55	78717	—	—	—
56	78757	—	—	—
57	78758	—	—	—
58	78705	—	—	—
59	78757	Travis Heights station would be a good addition.	Street level station would provide a better access and public scape. Elevated station might kill the ground level vibe.	It is a nice idea to persue.
60	78705	No strong opinion.	I like the sunken option because it feels more discreet and draws less attention to the rail.	No strong opinion.

61	78705	I don't know much about the area.	I don't know much about the area.	I don't know much about the area.
62	78745	—	Keep it longer and connect to surrounding hills.	—
63	77584	—	—	—
64	78745	I think the distance between stations here will be too large without that station. However, like the Woolridge Square station, you could leave it out for now and just prepare the track voting to add it later if the voting lets you build something else.	All else being equal, I prefer as much as possible being elevated. But, if this comes of the expense of building more of the system, thin its not worth it. Build many miles of track as possible. Then, elevate as much as possible. Everything else is second.	Unless the track reaches 290, I don't think this is worth it. A station at 290 would substantially increase ridership I think especially if it had a dedicated freeway exit.
65	78705	Please include Riverside with multiple stations. I lived in Ballpark North and many students live in Townlake, having a station here would be amazing!	I love the latter option, with the brdige elevated longer.	No comment.
66	78745	—	Add bike-ped bridge.	Use money to extend the line instead.
67	78701	I don't think there is enough density around this area to warrant a station - if this area can get upzoned, sure... but would be a big fight with the neighborhood.	Option 2 would be preferable to make the train more efficient and improve the experience/disrupt traffic less (on both sides).	These sound great - Park & Rides make much more residents interested in the system and help ridership.
68	78705	—	—	—
69	78741	—	—	—
70	78754	—	—	—
71	78751	Potential boading? Place stations where there is more riders.	Cost? Practicality / maintenance.	A must to reduce congestion. Security at parking.
72	78653	—	—	—
73	78712	I think it makes sense if demand is there.	—	This is a good idea - it's a popular option with buses.
74	78702	—	In favor of whichever option is fastest for the train.	—
75	78704	More station promote more use. Might better serve/encourage use for eas of 5/west of lakeshore.	Whichever is less expensive would be my vote - save money for more stations (see my comments on questions 8 and 10). Add extensions to Crestview	Park & Ride is important at both ends. Encourage/promote/reduc e more employers to have employers park remotely and take rail into town.

			and Airport which are critical.	
76	78702	Yes, having an access point there would be beneficial.	OK with either.	Connecting routes at EOL stations will be very important to maximize usage.
77	78705	Will construction in the area negatively impact Lady Bird Lake ecosystem?	Option 2 seems to accommodate a smoother rider and diminishes risks of flood.	Will these parks and rides be free to enter?
78	78758	—	—	—
79	78705	As a student, not in this area all the time.	Love this idea, feels like a really important junction point.	I believe it's a great idea to have 2 stops at either end of commercial S Congress.
80	78521	I think having it near the waterfront will showcase what Austin is (show more beauties).	I think that there should be option where it goes underwater line like 1st display, it's nice.	Having more stations in this area is nice.
81	78757	Seems to be a good idea to eliminate. Density of housing and businesses is limited here so it doesn't seem like a great station placement.	Elevate and keep pedestrian access open below.	Definitely needed to increase ridership and until future south extension is complete.
82	78721	—	—	—
83	78752	Please do not get rid of stations. Lakeshore to waterfront is a big gap, there needs to be a station that serves that area.	I would prefer whichever option was cheaper and money was diverted to making the rail line longer (to Crestview or ABIA).	A park and ride is fine!
84	78702	This station seems like a genuinely terrible idea. The geography might make it the most expensive to build., while the surrounding neighborhood will likely use it least and resist it most.	Keep it elevated to reduce costs. Get out ahead of the messaging when people freak out about a structure going up.	choo choo!
85	78751	Give us numbers! Impact on cost? Ridership? Speed?	What are the quantified trade offs?	Focus on connectivity to bus network and easy transition between buses and trains, not cars.
86	—	—	elevated seems to make sense	—
87	78724	This option should be included to better serve the neighborhood and	no preference	focus should be more on seamless, frequent connections and transit oriented development

		decrease car dependency in the area.		rather than inner city park and ride.
88	78741	—	—	—
89	78750	Need this station since it is close to downtown	not sure what is best option	I do not live in this area. No opinion!
90	78704	—	My house is across Cidercade on Riverside Dr. I do not want to lose 1) my house or backyard, 2) vibration/noise, or 3) view of river or downtown. There are plenty of available flat parking spaces at Cidercade and properties adjacent to it to be used if needed for the light rail.	—
91	78610	I'm interested in development as far south as possible	Let's go with the second plan	I love it!
92	78744/ 78722	—	—	—
93	78741	—	—	—
94	78660	service residents! Also people like walking around lady bird lake	Elevated seems less disruptive during actual operation. Don't need to widen street. easier on environment?	again, parking should not be free. Ensure busses are cheaper.
95	78733	—	—	—
96	78741	—	—	—
97	78741	—	—	—
98	78701	Go elevated, but plan for what it looks (feels) like underneath. This can be a great opportunity to minimize disruptions for the busy traffic corridor on Riverside/Congress but make sure there is an implementable development under the structure.	Go elevated	same as north termination response
99	78723	—	—	—
100	78613	Include Travis Heights.	Option 2	—
101	78752	I think this would be a good addition for the riverside area. There are a lot of residents, shops,	I think you should keep the bridge elevated. But as long as flooding is not a	The park and ride zones should be free to transit users. There should also be a way to have park and

		apartments that would benefit.	potential hazard either option is fine.	ride used only for transit users. Additionally, there should be security on site so people will feel safe to leave their car there.
102	78741	None at this time	Preference to keep transit at street level, but I'm certain more detail and studies needed.	In favor or park and ride options
103	78724	—	—	—
104	78741	I believe removing Travis Heights to provide a better connectivity to rail.	Option 2 would make more sense.	Maybe have that park and ride away from busy locations, but at Oltorf makes sense.
105	78717	Can park and ride be underground? Elevated train for pretty views would make the ride more pleasant.	The fewer changes in elevation the better for passengers. And less risk of flooding.	Can park and ride be underground? I hate to make that into a parking lot.
106	78729	Add Travis Heights station	Elevated	outdoor/indoor space with Wi-Fi, healthy food option and drink, vending machine. Yes!
107	78747	I've always thought that Travis Heights was an odd place for an LRT station given the low density and affluence of the area. I think it we'd be better off with the faster travel times from not having it.	An elevated station would be more expensive and less accessible	Some parking would be helpful but it should take up as little space as possible and be for transit riders only. The more space for origins and destinations around stations, the better.
108	78702	—	Elevated is always preferred if it will reduce the number of at-grade street crossings and if y'all can afford it.	—
109	78741	No	2	ok
110	78704	Please include a Travis Heights station. Sends the wrong message to that neighborhood that public transit is not an option	—	—
111	78741	Yes, it makes sense to have a stop here. Serves neighborhood west of I-35 and also trail users.	Option 2 would give more opportunities for creating more public spaces, good opportunity to collaborate for something nice with South Central Waterfront	The Northeast corner of Oltorf/Congress belongs to HEB. It's already vacated by most businesses. Would be a good place for very nice park and ride with

			project. If you were to spend extra budget, it would be here.	expanded amenities like shops, cafes, etc.
112	78704	I really want a TH station!	—	I love it. Let's reduce traffic DT!
113	78701	—	—	—
114	78750	I think the Travis Heights station should be included. It would make access to this system easier for that neighborhood.	I think the bridge should end after the waterfront station, so option 2. It will be better for the topography and seems easier to build. Also opens up more opportunity for protected bike lanes/riverwalks in this right of way.	I don't think a park and ride in this area is a wise idea. It takes away valuable space for TOD in more walkable areas. While it would unlock a little bit of ridership, I don't think people would ___ driving to the station to get on a train to downtown rather than just driving the rest of the way.
115	78731	Should have a station in Travis Heights. Up to you where.	Elevated sounds better if you can afford it.	A park and ride down the catty corner from HEB would be good if you can afford it. Would have to be multiple stories tall and large footprint.
116	78750	—	I prefer the option to keep the bridge elevated longer.	—
117	78724	It would be best to put the station in the location that allows the most dense housing.	The elevated option would be better as there would be fewer traffic and or conflicts. Definitely prefer this option	There should be large apartments near the park and ride.
118	78741	—	—	—
119	78745	—	—	—
120	78729	—	Elevate it	P&R are better at further extremes for commuter rail and make less sense for inner-city.
121	78723	—	I would like to see elevated bridge and rail to allow light rail train to run without interfering or blocking car traffic if/when possible	—
122	78722	No comment - not familiar with this area.	Keep bridge elevated	Same answer as Q7.
123	78741	I like Travis Heights option	Raised/Elevated	sounds good
124	78722	I say include it. It seems like a great way to extend the	Aesthetically, I prefer a ground option.	If it would increase ridership, go for it.

		East route to the south and downtown.		
125	78741	Open to not having Travis Heights station. I am pro elevation.	Pro elevation and no Travis Heights, especially if it's a trade-off. As a sight-impaired individual, I have better accessibility in the elevated option. It's all about how you direct people to tell them to "go there" like tactical wayfinding. Ambient noise affects wayfinding. You have to be intentional about your design. You can design poorly at-grade, or really well elevated.	I would prefer to not see a bike/ped in the guideway
126	78741	—	—	—
127	78741	Ridership may be small but I believe it is important to serve each neighborhood along the route. The proposed station location is already a well-used access point to the hike and bike trail and a PHB crossing already exists here. Bypassing Travis Heights would be a mistake.	No strong opinion as this sector is slated for extensive redevelopment so either design can be integrated. Whatever is cheaper to build and maintain (less elevation changes may mean less wear and tear?)	If parking can be built here for P&R I think it makes sense. With the new HEB and redevelopment of NE corner this would be a good location for commuters.
128	78741	Travis Heights station would be good.	—	Park and ride is good.
129	78751	It does not matter to me. Get the light rail built so do not let capitalists bully you.	It doesn't matter to me. Get the light rail built.	I think it's a great idea.
130	78741	—	—	—
131	78741	—	—	—
132	78704	—	—	—
133	78741	—	—	—
134	78702	Include Travis Heights station.	I think elevated stations are safer and also probably cheaper?	1
135	78744	—	—	—
136	78741	That's fine unless we spare Travis Heights within the next couple of years.	Option for TOD w/SCWF area and private development for place making? Would prefer street level for ped access and integration to retail..	integrate housing and retail

137	78703	—	I would like option 2 since flooding issue should be considered. But I'm concerned that the place under the bridge would bring negative space for city (like homeless gathering).	No problems with location.
138	78705	I don't see a problem with not including it.	Option #2, more steady ride and reduced potential for flooding impacts on operation.	No problems
139	78703	Big community. Why not include to encourage using public transportation.	Option 2, maybe less cost, less damage, and more easy to maintain. Just make sure consider the pop with disability.	Same as Q15
140	78739	I would like to see Travis Heights included	—	Yes, that is great.
141	78741	—	—	—
142	78741	Without Travis Heights stop, there should be no stop just west of 35 for people coming from riverside. This drastically reduces usability.	If elevated, what accommodations would be made for disabled/less abled riders?	concerns about impact to neighborhood, both safety, traffic patterns, and volume of vehicles
143	78702	No Travis Heights station. Better to remove to make journey to airport faster. Stops with high priority should have: high density population, population that relies on public transportation, retail and commercial that people around the city want to come to. Travis Heights meets none of these criteria.	—	—
144	78751	A Travis Heights station should be essential for the neighborhood and the businesses like Cidercade off of Riverside Drive.	The entirely elevated option would be ideal. That area of town is incredibly congested as it is. Separating it onto its own grade is safer and more reliable.	As stated earlier, park and rides could be a transit focused hub for mixed use traffic. I support both and it allows for regional traffic to use public transit.
145	78751	Needed! The gap between waterfront and Lakeshore	Elevated is preferred! No risk of traffic accidents with	Yes! Less congestion/traffic in the

		is too large for a light rail should have the stop.	trains. Less traffic, smooth rides and more scenic view.	city and I-35. Makes the rail more accessible and without Ubers/ride share should increase traffic.
146	78751	I think removing a stop that would provide such great access to the Butler Hike & Bike trail around the lake would be a missed opportunity. A lot of people might not board here but it could help connect the rest of the city to some of the best greenspace in town.	I used to live by one of the only elevated light rail station in Minneapolis and it felt very disconnected from the surrounding area and in many ways created a barrier. There were escalators/elevators to get to the track level, but they were usually broken. I think street level stations have a better sense of place and tend to be more accessible.	I don't think P&Rs in central Austin make much sense. If there's existing parking that can be leveraged I guess it would be good if some people want to leave their car there when they go downtown, but this is a pretty central location for a P&R.
147	78704	—	Elevate it! But be mindful of maintenance and shading sine it's elevated to heat. Elevation reduce runoff and impeding use	If you're using the existing lot with vacant commercial buildings and soon-to-be-replaced HEB, yes! It is already open space and would not be a huge shift in current use. But also develop some of that open space.
148	78757	—	I support on-street option. The elevated section might end up looking a bit ugly (think 'L' train in Chicago).	—
149	77379	—	—	—
150	78705	—	—	—
151	78705	In the future, when Austin is denser, people will be grateful for the additional step.	—	Please connect them ends of the rail lines to the Metro Express lines.
152	78748	Currently, there isn't much that would attract people there but maybe there are city plans for expansion?	Seems like a lot of added construction cost to elevate.	Great! Only way for south side residents to interact with the light rail.
153	78751	I think the Travis Heights stop is the least important one on the line, given the lack of density in the area. The demographic of this neighborhood is not transit dependent. Put the money	From an aesthetic perspective, I support the bridge being elevated the least amount of time possible, but only if it does not pose a deterrent to pedestrian travel.	I am not really in favor. The 1 and 801 should be used to connect. However, if the park and ride is integrated with whatever new development replaces the temp HEB (in a way

		towards a priority extension, like the airport.		that resembles the one at the Triangle), I support.
154	—	—	—	—
155	78723	When I live in Travis Heights, I would have ridden the train a lot. As it was, I rode the #27 & #14 frequently to get to work.	The elevated option would look cool, but sounds really expensive.	this sounds like it would increase ridership, which is critical for success.
156	78723	Not including Travis Heights would be a good thing. Travis Heights residents don't use public transportation - even when years ago the #14 ran down Travis Heights..	—	Great! Would use this. Good location.
157	78704	Personally this would be my most frequent station since I live a few blocks away, but I don't see it as a high traffic station. Removing it, especially if it helps flow seems prudent.	Street level would be my preference. Bridge would be obtrusive to neighborhood, BUT I don't see how everything would fit at street level in this area. I walk and bike through this area everyday, must maintain connectivity from neighborhood to Butler Trail.	Yes, more park and ride throughout is better. Will be very expensive to obtain space, has to be a parking garage that maybe incorporates with new development in the area.
158	78703	—	Working with the Trail Conservancy to be sure seamless and optimized design	—
159	78757	—	—	—
160	78751	—	—	—
161	78751	We need this station!	Elevated	I wish it went farther.
162	78751	N/A	Opportunities for elevated: more plaza space, more retail connection, more of a destination	N/A
163	78705	—	Why not elevate all of the Orange Line.	Why so much emphasis on Park & Ride when additional cars are not needed (doesn't the rail take care of the people?) Another reason to drive downtown: airport parking?
164	78705	Respecting access needs of residents of the area (see comment earlier about	—	—

		needs of residents in the 29th-38th St sector		
165	78757	Other than events at the Long Center, Auditorium Shores & Palmer Event Center, I would rarely use public transit in this area.	no comment	no comment
166	78758	—	Designing at street level seems like a better opportunity to connect to the surrounding landscape. If elevated, I think the underside of the station would become abandoned or concreted out of fear of "maintenance".	—
167	78759	—	—	—
168	78751	—	—	—
169	78705	How many trails will be in the neighborhood to keep native Austinites happy and well?	How would that affect waterways? What could possibly be done to mitigate traffic contingencies while still	the more bike lanes we have, the more people will eventually thrive with the rail, but how does that affect traffic counts as well as retail facilities in the local area?
170	78751	I'd prioritize actually connecting to the airport to create built-in ridership over an extra station between the airport and downtown. But folks from that area should weigh in.	I don't understand the pros/cons hers to weigh in.	Probably a good idea.
171	78704	—	—	—
172	78704	—	—	—
173	78745	Doesn't seem like a high use stop option.	Elevated seems problematic and an eyesore	Explore partnerships with potential mixed use developer land owners in area so not to have a standalone parking exclusive just for rail users.
174	78705	I cannot picture the exact area well to know what business is near. If good commercial options then I favor it.	Longer bridge seems more efficient. I'm okay IF it is not an eyesore.	We need it, do it!
175	78756	Hope the community gets involved and supports a place for the project.	Support whichever alternative that has attraction to more riders.	An important place - but don't personally know any parcels

176	78745	Good idea. Poor ridership. Poor opportunity for upzoning. Do not forget walkway connection on Alameda to Boardwalk!	Elevated will make it easier to cross Riverside. Concern: Walk/bike connections. Can the station be part of a building or garage structure to make it more accessible?	Ample opportunity for P&R on NE and SE corner. Please consider: road diet on SoCo. We could reduce to one NB and one SB lane from Riverside to Oltorf in order to ensure the sidewalks remain wide enough to support outdoor cafes and street trees, especially at Elizabeth and Mary!! Visit now: road i one lane in each direction because of construction at Oltorf.
177	78751	—	—	—
178	78744	—	—	Seems like the Twin Oaks center, being empty, might be a good place for a Park & Ride.
179	78704	Get rid of it.	Elevate! Give info on maintenance of elevators, etc. Think about how to program ROW under bridge.	Wrap it with active uses/housing. Joint development agreement!
180	78748	—	—	Mostly concerned about people feeling secure leaving their vehicles at park and rides. Tehre's a transit center near Menchaca and 290 that is super dicey, without security people wouldn't use it.
181	78731	Include Travis	Option 1	No opinion at this time
182	78705	—	—	No park & rides!!
183	78751	—	—	—
184	78751	—	Could be convinced either way. Whichever is cheaper and pour extra money into other needs. Can bus and bike/ped use the bridge too?	Make them big park & rides. Large footprints. Then redevelop with affordable housing when no longer needed.
185	78722	—	—	—
186	78722	—	—	—
187	78705	Don't half-a** your light rail: build the station.	In an ideal world, I'd say end it before waterfront station and eliminate cars	I have similar thoughts about a park and ride at Oltorf and S. Congress as I

			from the streets the light rail would occupy. If this isn't an option, extend the bridge, as this will improve light rail service.	do about 38th and Guadalupe: it's too close to the center of Austin. This area is best off upzoned into mixed-use, transit-oriented development. The northernmost park and ride in this area should be around SH 71.
188	78723	I think the station would be helpful since the other two stations are a bit far apart.	keep it elevated	No way, such a waste of space.
189	78701	—	—	Don't think people would use it.
190	78702	I'm in favor of more stations but if some had to be left off because of other factors this is the one I would cut.	Elevated seems preferable for traffic considerations and ease.	—
191	78758	—	—	—
192	78702	—	Maybe consider adding another station at the south end of the dense commercial area on S. Congress, perhaps around Monroe or a block or so south. That would get passengers up the hill.	—
193	78751	More stops supports pedestrian users	What are impacts on the human-scale in that area? Prioritize that. Also consider people traveling to the lake who may bring supplies and how this impacts their experience.	This will encourage more people to use public transit that travel in from outside of Austin. Ideally we would keep cars farther out of the city than this though. Please prioritize disability drop off and covered bike storage.
194	78662	—	—	—
195	78702	Why pander to Travis Heights? We all know they won't ride anyway. That's diff is the development along the lake will be in a TOD district could be great destination.	extended lake bridge option. Make it iconic for the ATX culture	Land use is terrible. A full park and ride doesn't cause as much land use as other options. Force the shift. Don't build a garage in a densifying place.
196	78756	I don't know that area well. I love the idea of including	I like the idea of avoiding street traffic, so I'm a fan of	—

		stations rather than leaving them out, but I don't personally have a feeling about this spot.	elevated stations where possible, particularly if it isn't significantly more expensive.	
197	78741	—	—	—
198	78751	—	—	—
199	78751	—	—	More park/ride the better
200	78704	Concerns: Riverside Dr is narrow along this section - Limestone cliffs to the north and residences on the south. Will this section be elevated above the street? Say Yes.	—	I like this concept.
201	78704	If the time difference (stop vs. no stop) is reasonable, add it.	If the maintenance is roughly the same, go with the cheaper option	I don't use Park and Rides. Please make them smaller than needed and with a gravel (permeable) surface.
202	78727	Include Travis Hights Station	Elevated is OK	That's a great idea
203	78704	OK	OK	OK
204	78704	Not needed	stay at street level	Opposed
205	78744	No opinion	No opinion	No opinion
206	78704	—	—	—
207	78704	—	—	—
208	78704	A station is needed between the bridge and I35. I think a Travis Heights Station should be located farther west on Riverside, since there is a steep hill and no line of sight from either direction near the intersection of Travis Boulevard and Riverside	—	Great idea for that location
209	78619	—	Station on bridge would be more costly	—
210	78704	I oppose deleting the station	Elevate the waterfront station	The Park and Ride is needed.
211	78740	—	I'd prefer what doesn't disrupt traffic	I'm more likely to take if there was a Park and Ride at Oltorf. I'd love an extension further south. I live in Buda so I'd like to take public transport but need to drive there. More

				parking = more use from me!
212	78745	Scrap it if it means more development at other stops	I am interested in an elevated option for design/architectural opportunities for the trail around the lake. (As long as it is upkept by CapMetro/Downtown Alliance, or Parks Dept? If it decayed it would not help our ridership/park usage.)	Would be good to have map landmarks to know what area would be impacted -- if real estate notifications are a concern, maybe they could be grayed out like Google Maps? (This feedback is for all maps). Would be good to utilize the empty lots nearby temporary H-E-B for Park and Ride, if possible.
213	78704	Advantage of not is obviously not having a lot of people driving in from the south and parking in the residential streets of Travis Heights.	—	Southeast corner of Oltorf and Congress. SE corner of Oltorf and Congress could be huge parking. Several stories. I am from DC area and that works really well there.
214	78704	Best option is raised rail from the bridge to I35	See #10	Suggest a Park and Ride garage on the northeast corner
215	78704	Keep all options - do not eliminate	No comment	Shade, arrival departure time, easy tap in to pay
216	78701	No comment	—	Low ridership
217	78701	—	—	—
218	78701	Looks great - bike/pedestrian access helpful. Connecting w/buses at station ideal.	Prefer elevated platform w/pedestrian and bike walkway across bridge.	Looks great!! Bike/pedestrian access helpful. Connecting w/buses at station ideal.
219	78701	—	—	—
220	78704	—	Don't forget runners and cyclists who regularly circle the lake	—
221	78745	—	—	—
222	78745	—	—	—
223	78617	—	—	—
224	78704	Density may be too low @ Travis Hts to support a stop.	Make it nice while keeping costs in mind. Can South Central Waterfront provide \$ for improvements?	Don't sacrifice housing for too much parking and maintenance
225	78731	I support more stations over less, however, this area would likely have less ridership.	For continuity and to separate the line from street traffic, elevate the line through this section.	How would this impact/tie into the rapid bus to Southpark Meadows?

226	78704	Don't think this is needed at this site. Maybe just on the other side of I-35.	An elevated line on Riverside will be bad aesthetically but may be necessary	This makes sense to serve the close South Austin area.
227	78704	Please keep this location. It gives a quick access point to the riverwalk and the norwood house. It also allows someone to get off the train, walk across the river and access Rainey St.	Option 2 please: Less disturbing to animals in the area	Seems that this leg of the line shouldn't be constructed until the whole southern line can be constructed.
228	78721	OK	Option 1 seems more useable for most folks	Sure
229	78745	Why?	What is the cost difference? What effect would each have on car traffic?	Yes! What about the old shopping center currently housing the temporary HEB? Keep light rail on side of street near Lively to limit need to cross busy street.
230	78745	—	—	—
231	78723	No opinion	The view from an elevated platform would be cool.	Makes sense. South Austin is more car-centered than North Austin.
232	78705	—	Living under and accessing an elevated area is unpleasant, but because there are no stops there, and not too many live there, I think it makes sense to elevate and avoid traffic, unless funding from there can be applied elsewhere.	—
233	78704	—	—	Please do <u>not</u> use the HEB garage at Olfort for train parking. It was only designed to handle HEB consumers & I don't want for the parking garage to be overcrowded when I go to shop. I also welcome the Olfort Station to be farther south (like at Cumberland). Please have <u>protected</u> bike parking (i.e., covered and with a

				view of an attendant) at the Oltorf Station.
234	78704	Ambivalent - nice access to dog park & Lady Bird Lake but not critical to long distance commutes w/stop at Waterfront.	Prefer elevated so that area below may continue as unobstructed walking area. Probably more expensive but offers greater opportunity for maintaining land.	Multi-story parking! Not lot parking. Easy & attractive walkways to rail & parking. Ensure lots of EV chargers. Ensure lots of bicycle parking. Provide for Uber/taxi temporary parking. Do not use HEB parking garage for rail parking. Covered, lighted & secure bicycle parking.
235	78746	—	—	—
236	78748	—	Good to hear about alt ways to cross the river!	I'm all for more south expansion. In the 78748 there's little surplus (service?). It takes me over an hr by bus to get to work that is only 6 miles away.
237	78704	Yes, please put a station at that location, near the Norwood House	—	I'm undecided on this question. I'd like to see some design alternatives. The idea of having a big parking area at that intersection is somewhat alarming. I assume the location being considered is the Twin Oaks Shopping Center at the NE corner (where the temporary HEB is).
238	78704	No Travis Heights station. Zero density. It would serve no one. Elevated route is best.	Elevated rail from I-35 to Waterfront. No Travis Heights station.	These are all poor locations. There close enough to downtown that most drivers wouldn't bother with it.
239	78703	—	—	—
240	78902	—	—	—
241	78745	Please remove the Travis Heights station. Ridership will be poor and the ROW is very difficult.	I would prefer Option 2 because it's better for reliability since it doesn't interact with the cars.	No Park and Ride. It's useless land use.
242	78751	Getting rid of Travis Heights seems to make sense, especially if it help make priority extension happen sooner.	In favor of elevated!	See comments on #7. Further south yes, but here does not make sense.

243	78704	Move station closer to the Alameda where more people live	Elevated makes some sense. But ground level would fit in better with the planned development.	No room for Park and Ride. Run the line further south to where there is more room or have frequent shuttle buses to P&R.
244	78703	Few riders in Travis Heights single family areas. This one should be east of I35 in the middle of multi family. And take them to ABiA.	How was the need for the waterfront station identified? It's close to station at Convention Center. Skip this one too.	Just another homeless campground for who?
245	78704	Travis Heights Station does not make sense	End bridge before Waterfront Station 1st option	Do't encroach on neighborhoods
246	78704	The neighborhood would definitely benefit from having a <u>STOP</u> . Is a station necessary? I don't think so.	Elevating seems expensive but I like the idea of incredible views. Elevating over water then to S. Congress makes sense, would love to have a sense of cost of elevating Riverside, too, before having an opinion. (Elevating vs not)	Good location for Park and Ride @ Oltorf @ S. Congress.
247	78704	—	—	—
248	78729	N/A	N/A	N/A
249	78731	I'm not familiar with the area.	Aesthetically - a bridge would be my preference.	Coupled with the new HEB in the area - I like the idea of end of line facilities here.
250	78741	This would be a low density capture station. Do not waste \$\$ here.	Option 2 is best.	Station on SE corner where low level commercial exists today - would also incentivize xxxxx "xxxx or xxxxxx love level commercial.
251	78751	—	See #6	—
252	78731	—	—	—
253	78701	The option the provides easier access for riders is my preference.	I prefer the bridge XXX before the waterfront station - provides easier access to riders	Simply access need + existing facilities before adding a new facility.
254	78749	I think the neighborhood would love having this station + would 100% utilize it	Hard to visualize / looped video showing diff options - option 2 seems preferable, but hard to say (lots of factors to study /consider)	Yes! I live southwest + my end of line park & ride options are much appreciated.

255	78702	Travis Heights station is needed.	Elevated train option is great	Yes!! More park & rides! Keep cars out of downtown
256	78758	The station is a big cost if ridership projected for that location is low. I doubt Travis Heights residents would support dense developments around station that would be needed to justify. It would never be a "destination" without that.	Balance cost and impact to car traffic. If elevating reduces traffic XXX then it might be worth extra cost to elevate.	Definitely want park + ride but please develop the area around them with services + commercial businesses - not just an isolated parking lot like Leander and Lamar stations for red line
257	78701	Travis Heights needs a station, Texas is hot and people will only use light rail if it's close to where they want to go.	Option 1 better - an older population would find it easier to use a stop at street level	—
258	78723	Depends on ridership. I feel like folks in Travis Heights XX easily access the waterfront station.	I kind of like the elevated option... need to consider how it interferes with the statesman PUD.	Same answer as #7, but I feel that Oltorf/XXX would serve lower income folks. As such, you would need to elevate if a park n ride is an xxxx option for these communities.
259	78610	Things to consider for option 1 + 2. - operations - is one option better than the other from an operational perspective. - rider experience (goes up/down)	—	—
260	78701	—	Elevated station is better, but handicapped access MUST be maintained. Greet views possibly with glass XXX corners, esp for pedestrians. Need Travis Heights station for spacing & ridership.	Again, security
261	78752	Downside is not having access for the local residents. Plus side to not having the station is easier build for construction. I feel strongly that these station are meant to be built for people of Austin. So we	Elevated rails can create opportunity for development projects around that area. No strong opinions here.	We need a station at Oltorf! Lots of people, grocery, etc.

		should build a station or move it.		
262	78705	The residential area of Travis heights provides the opportunity to connect more riders to the system. There may be a transit access dessert if there is no station there.	The on-grade option provides consistency in station XXX but the above grade option seems to provide a better engineering solution. There may be an opportunity to work w/ the XXX development/305 S. Congress.	Yes, I think park & rides at the end of the system are critical for operational success.
263	78701	Not sure what's around here but access to the park is nice.	I believe the most amount of grade separation would be beneficial to avoid busy traffic on Riverside Dr and avoid conflict.	As I've stated, close to the city I believe parking lots should be discouraged and actual development should be used.
264	78653	—	—	—
265	78731	—	—	—
266	78618	—	—	This will be an incentive to increase & access to downtown.
267	78701	—	Which would cause less disruption to the area?	—
268	78701	Keep it.	Access to destinations (amenities, residential, retail, open space) is critical. Unless the elevated option is integrated with such destinations, the surface option would provide better access, and therefore a superior user experience.	Maximize the destinations at the end of the line instead of putting a park and ride.
269	78752	I say include Travis Heights. The more "nodes" or destinations.	Go XXXX, it cheaper and impact.	See my park and ride comment in #7.
270	78660	—	—	—
271	78744	—	—	—
272	78702	—	—	—
273	78744	—	How will this economically & environmentally impact the community during construction time	Oltorf and South Congress is not true south. There is already transportation near that area but areas like Slaughter, Bluff Springs, [garbled], communities below Oltorf and west and east of

				Congress need more transportation
274	78724	—	—	—
275	78660	—	—	—
276	78660	—	—	—
277	78666	Yes more people in that area will benefit	I love it that is an amazing beautiful scenery that everyone needs to enjoy	Great location
278	78653	Use what we have so we spend less on the project.	Try to keep it street level to make accessibility easier.	Yes, please.
279	78618	Perfect	Perfect	We need a good service between Sanches and S. Si Marcos St & behind Riverside where most of the parents live and do not move car.
280	78723	No Travis Heights station. There will hardly be any ridership, so the added time delay and the cost of an additional station are not worth it.	I'm all for the elevated option - seems like this could increase speed?	No to park and ride at Oltorf. This is a very urban location, do not waste money on a park and ride.
281	—	—	—	—
282	78751	I agree, we should remove the Travis Heights station from phase 1. The surrounding area is super low density and I don't see that changing anytime soon, even with ETOD.	—	I don't support park and rides. Use the space for housing instead.
283	—	—	—	—
284	—	I am in favor of this as there is very little room for eTOD near the station and the I 35 expansion will likely make this area less suitable for transit.	Option 2 would be preferable, but I do not know how much more this would cost. If this is the difference between adding another station further north and not, I would not be in favor of Option 2.	This one is not as egregious as the 38th Street one, but I still question its usefulness. Why would anyone park there and take a longer journey by transit? I think we would be better served by more eTOD or using the money towards station development.
285	78702	—	—	—
286	78721	—	—	—
287	78660	—	—	—
288	78704	—	—	—
289	—	Need ride share plus Eb Chargers and solar carports	—	Need ride share, ev chargers and solar carports

290	78628	—	—	—
291	78748	<p>Given the fact that this area is primarily small offices and is not very walkable it doesn't seem too bad to remove. However if it could connect travelers on the bike trail it might be a good thing to keep. I could imagine it being a stop that people could use to get to and from the hike and bike trail which could potentially extend the usage of the system</p>	—	<p>As someone who lives in deep south Austin (slaughter and Menchaca) this type of park and ride is something I would use. Traffic and congestion gets far worse as I go north of Oltorf, so an option to park there would be beneficial</p>
292	78749	<p>The Travis Heights station has continuously had poor ridership projections, and would serve the least dense area of anywhere on the planned Phase 1. If any station could be removed without broader impacts, it would be Travis Heights. Cost savings are important and removing a station from the budget would help. I support the removal of the station from the plan, but ideally the built line should not permanently prevent the station from being added later as infill.</p>	<p>This sounds expensive, but well worth it. Grade separation is extremely important for this system and I have advocated for it from the very beginning. The Waterfront station will be extremely important with the redevelopment of the Statesman site, which could add millions of sq. ft. of housing and office space. Keeping the light rail separate from the increasingly congested roads of the South Central Waterfront will increase travel speeds and make the train a more attractive choice. The elevated station concerns me from a cost perspective, but I think it is a wise investment into the system.</p>	<p>Similar to the 38th Street station, Oltorf is too central and too close to Downtown for a Park & Ride to make sense to me. How many people will drive all the way to Oltorf Street, park their cars, walk to the station, wait for a train, just to ride for a few stops?</p>
293	—	<p>Considering the wealth and demographics of Travis Heights, I can't imagine that many people over there even using public transportation although I could be wrong.</p>	<p>The shorter the bridge, the lower, the cost I would think</p>	<p>It seems like that would be a good stop, considering the new big H-E-B is going in right there. It would help people who are trying to get groceries. But there needs to be more stops along the way.</p>

294	78702	By all means, don't prioritize Travis Hts. Focus on nhoods that are denser and poorer!	Elevated is fine as long as it's truly accessible -- elevators AND escalators.	—
295	78704	—	—	—
296	78745	Would it be possible to build out in a way that allows the addition of a station later? In the meantime, that area also is easily walkable from Waterfront over the elevated bridge on the lake. Seems like a reasonable place to trim for now, especially if that would help get light rail out to the airport...	I don't have a strong feeling either way based on the info provided. It would help to know what's planned over there for when they knock down the old Statesman and TxDOT buildings, R.I.P.	My friend's husband was murdered in front of the Auto Zone over there a few years ago, so probably not an area I'd love to linger in personally. Also, the traffic here makes it hard to make a left turn anywhere in the area. Why not wait on this piece until another phase where the line can be built out a but farther with a park and ride closer to Ben White?
297	78751	—	—	—
298	—	Yes that sounds great.	All sound great	Sounds great
299	—	—	—	—
300	78704	—	—	—
301	78703	—	—	—
302	—	Support this. The station was unlikely to see meaningful ridership, and opportunities for infill in the area is extremely limited. We need to find ways to cut costs without meaningfully reducing outcomes and this seems like a reasonable cost-cutting measure.	I support whatever approach reduces cost and complexity. Elevated rail has been implemented successfully in a context-sensitive way in many cities across the world. Austin has no unique characteristics that would preclude this.	Park and ride facilities are not suitable in central areas. The cost to build parking facilities would be much better spent improving first and last mile connections and infrastructure in the form of sidewalks/bike lanes, bike share stations, shuttles, and improved bus service. Park and ride facilities are a subsidy to drivers from taxpayers and other riders of the system.
303	78723	—	—	—
304	78724	—	—	—
305	78757	No Travis Heights Station.	Whichever provides longevity (long term cost effectiveness), easier to maintain/repair. If the station is elevated, does it limit accessibility (require an elevator)? If the station	No Travis Heights station. Park and Ride stations would be used for transportation/commuting or just overflow parking for the rebuilt HEB?

			is at street level, is there risk of flooding or extreme damage by weather?	
306	78705	—	—	—
307	78745	—	The elevated section makes sense, there is a a lot of grade in this section. Plus it would look cool	Why would someone park near south congress to take the train? The train goes downtown, which is like a 5 minute longer drive. Don't build a parking lot at South Congress, build housing. No one driving into downtown is going to stop at South Congress to grab a train.
308	78739	—	—	—
309	—	—	—	—
310	78758	Why would you eliminate Travis Heights Station? It seems like a good place for a station...	This is a technical question and not a public input question. Lots of pros to elevation, but it's a cost/benefit situation that I don't think the general public is well suited to analyze.	No new Park and Rides. Maybe a single garage near a station is appropriate? But it's just not a good use of funds. Less parking more train.
311	—	—	—	—
312	—	I think that design option would make sense, especially since I am in favor of adding some of the other proposed stations. There is not a ton within walking distance other than the Travis heights neighborhood, but most residence in that area would be able to pretty easily get to the SOCO station	I think it makes more sense to go with option 1 here, as long as it doesn't interfere with the hike and bike trail which I think needs to be protected at all costs. It also seems like option 1 would be cheaper than having a completely raised station	I think it makes sense to have a park and ride facility here
313	—	—	—	—
314	78751	—	The elevated option would be far better in the already congested area of downtown south; Option 2	—
315	78748	Safety is my primary concern with the location of this station.	Elevated stations add tremendous costs and so if the land underneath is available, use it.	I don't think Park and Rides at this location would be successful as they are too close to

				downtown and people would just drive there.
316	78704	Has to be one of the dumbest considerations...scraping a station for one of the few neighborhoods it actually serves.	Elevated...duh.	What a joke! Another park and ride consideration in central Austin. Did kids scribble the lines?
317	78701	—	—	—
318	78701	—	—	—
319	—	—	—	—
320	78704	—	—	—
321	—	—	Use existing bridges for the concept or create a multi use bridge for bikes and pedestrians to share	—
322	78727	Agree with this station	Recommend option 2	Suggest plenty of park and rides at no cost; Agree with free park and rides with sufficient space
323	78753	—	—	—
324	—	—	—	—
325	78664	—	—	—
326	78626	Considering the demographics that live near Travis Heights, I don't think it is likely that the residents of that neighborhood will be the people using transportation. This could be a great opportunity to save money for the city as well as a great future station whenever the city decides to allow more development options instead of only having million-dollar homes.	I think option two would work best. If the water level rises, transit won't be impeded because of flooding at that specific section. I also think that option two would be the better design choice, allowing pedestrians below to continue traversing Town Lake unimpeded without any safety risks.	This close to the center, ATP and the City of Austin should be considering how they should best allow new developments near Oltorf, not turning a station relatively close to Downtown into a commuter station.
327	78731	—	—	—
328	78759	—	—	—
329	78756	—	—	—
330	78752	—	If the station is elevated, then it needs to be accessible to people that are mobility impaired with an elevator or escalator	—
331	78704	—	—	—

332	78702	I disagree with removing this station. There are many residents living between congress avenue and i35 who can benefit from the light rail. Furthermore, other than from south first, this would be the next closest station to lady bird lake. I think this station should be retained so that people can have another option to access lady bird lake quickly	I prefer option 2. While I typically prefer boarding at grade, I do think the terrain here would cause the tracks to go up and down too much, and potentially slowing travel speeds. An elevated light rail would be fine, but I think it's the space underneath the tracks and station that will need to be examined in detail. I would suggest making sure there's a bus stop with many bus options and ensuring that there's an activated public space	I understand the need for park and ride and support the idea. But I also want to ensure that there is connection between buses serving south Austin and this stop so that there is greater catchment. You may want to reference Old Town Transit Center in San Diego where they were able to combine the park and ride with a bus transit center. That allowed for a multimodal experience which enhanced movement from the edge of San Diego into downtown
333	—	—	—	—
334	78748	—	—	—
335	78705	Travis Heights station is not needed, the location is surrounding by low density housing anyways. Does extending the bridge mean the light rail would run grade separated from the street at these portions?; Would the elevated rail improve the speed and efficiency of the vehicles so they don't have to go uphill? If so, I would be in favor of this change.	—	Not a fan of a park and ride so close to the city. Need there to be upzoning here for more housing.
336	78750	—	—	—
337	—	—	—	—
338	—	The area in Travis Heights appears to be somewhat under developed at this time. Stations to either side along the river would probably be too far, but demand just may not justify it at this time. A picture isn't enough, we'd need studies of foot traffic, tax records, etc to	—	Including or partnering with a bike rental or scooter grouping in the area should be part of the plan. Let's also make a distinct choice to use multi-level garages to conserve space in what will become a more desirable and dense location.

		understand that areas trends. I'd like to see those, along with the cost and adjustments if a station is constructed later.		
339	78703	I can see why this location wouldn't be the most desirable for Phase I - low density of housing, employment, and retail, but I do think that may change in future years so I would hope that, at a minimum, preparations would be made for a future infill station here if this is actually removed	I wonder what impacts this would have on development of multi-modal facilities near East Bouldin Creek. I imagine that any routing to Congress will travel near the creek, so I would hope that development of parallel ped/bike facilities would be prioritized. I would prefer whichever option is more amenable to creating a sort of hike-and-bike trail branch along that portion of the alignment	—
340	78757	—	—	—
341	—	—	—	—
342	78749	—	—	—
343	78728	Being right on the riverside, near the park, I think this is a prime space for a station. It opens access to the lake and boardwalk to those would have not been able to afford parking in downtown to experience the lake. It would be an equitable decision to include the stop, along with its proximity to major event spaces.	Having the area elevated may allow for more land use opportunities and connectivity on the ground, depending on the clearance. Could there be shops beneath the elevated rail?	With the park and ride, what would connectivity be to get to this park and ride, if they are traveling by car? Would that existing infrastructure support a influx of people driving in the morning to this park and ride?; Also, does this line go far enough into south Austin to warrant a park and ride, especially with all the parking current available in the area?
344	78750	—	—	—
345	78704	How far is it to the next stop? What is the overall design objective in terms of walking distance from nearest stops?	Keep at ground level - building in piers will cause multiple issues such as visual impact, cost, area for homeless people to camp etc. To make sensible input	Again, same issues as northern park and ride. This is too close to downtown. If you e driven this far, why not drive 5 mins more to downtown? Put plenty of bike storage here.

			need to know approx costs of these two approaches.	Save park and rides for further extensions - on south side this means at least as far out as 71
346	—	Don't need a station there as density is low as is potential for game changing transit supportive density upzoning.	I would rather invest more in getting stations as close as possible to equidistant, with the highest potential for density areas having the most compact station distancing (Downtown + West Campus), rather than focus on speed and flatness of the ride. Having said that, option 2 gets my vote because building the best high quality system we can is what is needed to attract a diverse large ridership.	Focus on reusability after the line is extended. Agree - no need for a Travis Heights station west of I-35 if prioritizing a total of 15 stations.
347	78739	—	—	—
348	78705	—	—	—
349	78705	I guess the rich TH residents got their way by considering no station there, huh? Well i would consider total population in area likely to use the station. Ie multifam renters vs homeowners w cars	Keep it at ground level. What benefit is there to raising it?? Cost seems like it could be higher. I see no benefit to an elevated station unless it eases traffic congestion	Too congested already. Where is parking gona be?
350	78703	—	—	—
351	78754	—	—	—
352	78748	—	—	—
353	78745	—	—	Please please expand beyond Oltorf! S Congress has become over-run with drivers, and parking is always beyond capacity. People could park and ride on lower parts of S Congress to clear up congestion and reduce the number of drivers.
354	78741	If we have to get rid of a station I agree that Travis Heights makes the most sense but I do think that this location has value	I prefer an elevated station shown in option 2 makes more sense but seeing a rendering of the station built into the actual environment will help me	I think another park and ride here would be great and once again I think it's important that there is also secure parking for bikes and scooters. I also

		being so close to access to the hike and bike trail.	understand how it would look since right now it is hard to imagine what each option would look like.	think it would be good to include EV charging. Lastly, I hope that this parking is a well-lit garage and not a parking lot.
355	78704	The proposed Travis Heights Station location will result in excessive noise and traffic in the Travis Heights neighborhood. A much, much better location for the Travis Heights Station to be located is at the city owned dog park just west of I-35 on Riverside Dr.	An elevated rail bridge would be a huge eye sore on Lady Bird Lake and the south side of the lake.	The Oltorf and South Congress is already extremely congested and is a very dangerous intersection. Adding a Park and Ride in this area would result in even more congestion. The Park and Ride should be located closer to 290 on South Congress.
356	78757	Drop it! Unless/until the city grows a pair and rezones that area for massive density, that station never really made sense.	Please just choose the cheapest crossing option and reinvest those savings into lengthening the system or at least improving bike and pedestrian connectivity along its route.	See comment re: 38th St - pretty dumb to put a park-and-ride in a relatively dense urban area. That space would be better used for high-density development.
357	—	It does not appear that there is much opportunity for increased residential or office density at this location to justify this stop. Agree with removing.	Street level would be more cost effective at this location without seemingly having a negative effect to the function and feel of this area.	A park and ride is not needed here. More residential and office density is needed to support ridership. Explore a park and ride at St. Elmo.
358	—	—	—	—
359	78745	I believe this to be a more accessible design so I am a fan.	—	The light rail line should be extended further south to provide services to at least William Cannon. Those who live in South Austin use the bus and would benefit from the light rail. Currently it takes 40-60 minutes to use the bus from William Cannon to downtown (i.e. Republic Park), whereas by car it is at least 50% faster, but is not an option for those underprivileged groups. There is currently still auto congestion past Oltorf so

				ending the line there and creating park & ride facilities could increase unnecessary car traffic.
360	78745	—	—	—
361	—	—	—	—
362	78729	i do not feel strongly that a travis heights station is necessary considering the expected ridership numbers. Design provisions should be made to allow for such a station to be added later if justified.	i prefer the solution which maintains as many existing businesses as possible. I assume this is the elevated option.	the temporary HEB lot (NE corner of Oltorf/South Congress) with be an ideal location for a parking structure with the possibility of street level retail.
363	78752	—	—	—
364	78704	—	—	—
365	78753	I do like the idea of a Travis Heights station as that would provide additional access to the Lady Bird Lake boardwalk.	—	—
366	78751	I think that this station would see low ridership given it's location. I would be in support of removing it, especially if it helps with funding for the priority extensions, etc...	I am in support of elevating through here, especially if it means avoiding some traffic when joining back to street level on Riverside and/or S Congress.	Wasting space in this area on a park and ride versus building additional dense housing, etc seems unnecessary. Anyone driving in will likely just keep driving by the time they are at Oltorf. I would be in support of a park-and-ride once the line extends further south closer to 71, or eventually down at Slaughter Ln or Southpark Meadows. It feels shortsighted to put one at Oltorf.
367	78653	—	—	—
368	78702	It depends on how hard it would be to design the system for this to be added in later. Access to green space seems like a good thing, but if ridership numbers would be low (especially in the shorter term during the I-35 project), it might make	Whatever allows for faster running. I assume that there would be some pretty significant cost associated with building and maintaining a very long bridge, so it's really hard to provide input without any sense of the numbers.	I can't imagine that its the most efficient use of resources to place a park and ride there. 1) don't spend this project's limited budget on car infrastructure 2) that area is so central and is undergoing significant development

		<p>sense to keep this money for elsewhere.</p> <p>Also, overall trip times is #1 priority for me, so removing this seems like it could be helpful?</p> <p>It also seems like there is a lot about the waterfront that is yet to be know (e.g. what is going on with the AAS redevelopment?)</p> <p>But I've seen some cool conceptual art (not from you all) imaging a lakefront train line with lots of TOD which makes me want it, but that's not realistic in the short term.</p>	<p>How this question is phrased concerns me as an opportunity for the wealthy community on the south side of the lake (and any NIMBY sentiments I'm projecting on to them) to push back based on their selfish concerns about ascetics. I don't foresee any additional downsides to the lived experience of having elevated running so, cost aside, I'm all for it.</p>	<p>(e.g. HEB project) that I'm not sure how you'd segment "park and ride" parking from regular parking.</p>
369	78746	<p>PLEASE MAKE A STATION THERE. It would alleviate traffic from tourism, etc.</p>	—	<p>NO PARK AND RIDES. This is still part of central Austin. Think of the metro region as a whole. Do we want a park and ride here in 10 years? FUCK NO.</p>
370	78752	<p>Nuke the Travis Heights station and use that money to expand the rail and its stations into neighborhoods that will actually use it. The density at Travis Heights (and their resistance to densifying) does not merit investment.</p>	<p>No comment other than do whatever is cheapest so we can have longer rail.</p>	<p>I would prefer that in this phase you sacrifice SOCO and Oltorf to prioritize NLTC and Airport but if you're gonna go through with it, do not invest in park and rides in this area. Save this money to build them much further out in a second phase, like at Stassney and Tech Ridge.</p>
371	—	—	—	—
372	78750	<p>Great you build this line to no where and then what. We will have years of Riverside Dr. torn up for a portion of line that voters had been told would be built to ABIA. So what's the time frame for the next phase will that make it to the airport how much will it cost? Who knows the citizens have no idea or</p>	—	—

		say. What if the money not their once again a rail line to no where has been built.		
373	78723	—	—	—
374	—	I don't see a need for a Travis Heights stop unless there are plans for new development that have not been mentioned.	option 1	Do park and ride whenever possible
375	78702	Travis Heights station is very important to connect to this neighborhood. There needs to be MORE stations, not less, so the light rail system is an alternative for as many people as possible.	—	—
376	78704	—	—	—
377	—	—	—	—
378	78759	—	—	—
379	—	—	—	—
380	78723	Travis Heights should not be a priority over Republic Square	Elevated to match topography could be a good option but details of bike and pedestrian connections to the stations and bridge are needed to fully evaluate	If shared parking opportunities with developments like the new HEB can be leveraged, it is OK, but ATP should not be spending the limited capital budget on a Park & Ride that close in to the CBD. End of line connections should be fed by bus, bike and pedestrians instead.
381	—	—	—	—
382	78747	—	—	What's the point? The line doesn't run far enough south. If one is willing to drive to Oltoorf, they might as well just drive to downtown!
383	78745	—	—	—
384	78724	—	—	—
385	78731	I agree with removing Travis Heights, the station doesn't make sense given the surrounding land use	Yes, please keep it elevated, grade separation will be key to having better service	I worry that the land used for parking would be better used for housing or other development
386	78705	—	—	—

387	—	—	—	The people of south and southwest Austin, who are contributing to the taxes paying for this, will in no way be served by any of this light rail.
388	78705	No concerns	—	—
389	—	—	—	—
390	—	reducing stations is ill-advised within urban context.	option 1 is cheaper - go with it	park and ride is absurd within urban setting. eliminate and dont waste time
391	—	—	—	—
392	—	—	—	This is not a good idea. Park and rides should only be used in suburban areas fr outside of the city center. These areas are close to downtown, reasonably dense, and walkable. They should be prioritized for transit oriented development, bike lanes, and walkable access. Absolutely not more parking garages and more driving.
393	—	—	Option 1 looks good to me	—
394	—	—	—	—
395	—	—	Option 2	—
396	—	Again, the more stops the better!	—	I think considering how car-centric the Austin infrastructure still is, the more park and rides the better!
397	—	—	—	—
398	—	—	—	—
399	—	stop diluting this plan even more oh my god. do not get rid of stations!!!	—	—
400	—	—	—	—
401	—	—	—	—
402	—	—	—	—
403	—	Definitely a station that should not be prioritized. I can't imagine it would be used very much. The	—	Whichever is easier

		waterfront station is enough.		
404	—	—	—	—
405	—	—	—	—
406	—	—	—	—
407	—	It's hard to tell but I'd move this one	Elevate!	Good
408	—	—	—	—
409	—	—	—	—
410	—	—	—	—
411	—	—	—	—
412	—	Any route through Travis heights is problematic. The terrain and geotechnical challenges there alone would be cost prohibitive. Riverside Dr. Is already well served by bus routes. The affluent people in TH will put up a big fight about it, and are unlikely to be users themselves. The area is already at max density and developed, short of tearing down multi million dollar homes. The money is better spent with a station at St. Edwards on Waldorf then that East-West section can connect to the park and ride at Oltorf and the Riverside station, which then can cross at the 35W bridge or Pleasant Valley. This current section is cost prohibitive and lends no room for future expansion or development. If not a st Edwards station, plan one in Holly or Govalle.	—	—
413	—	—	—	—
414	—	—	—	—
415	—	—	—	—
416	—	—	what about flooding, which happens fairly frequently in Austin anytime it rains?	will there be parking garages to accommodate vehicles?
417	—	I agree that this station would be underutilized and	I like the elevated station idea. It will improve rider	—

		inflate cost. That money would be better used elsewhere.	experience and ground level infrastructure.	
418	—	—	—	—
419	—	—	—	—
420	—	—	—	—
421	—	—	prefer to take lowest cost alternative.	—
422	—	there is no point for station at travis heights - there is no density there and only single family homes, plus the rode is really tight right there.	an elevated station is ok	park and rides are important. people will park at HEB
423	—	—	—	park&ride at Oltorf is useless since already way into the traffic to reach it
424	—	Let's get to the airport	either is fine, we could have some shops under the bridge	—
425	—	—	—	—
426	—	I have no issue with removing the station. Ridership is not high and future potential development is limited; better to use money on Wooldridge Station.	Generally favor Option 1, as this seems like it would improve accessibility/conditions for pedestrians using the bridge; however, there may be operational benefits to Option 2 and reducing grade changes would be better for bike commuters.	Again, these are not locations where Park & Rides bring value. Too close to the urban core, land is too expensive, etc. Explore Park & Rides only in more suburban/exurban conditions. Waste of money here.
427	—	—	—	—
428	—	Please and extend further south. I have no mobility options from far south Austin except to drive.	Option 2, we will only have more massive flooding with climate change.	Same comment as above, how to monitor parking?
429	—	I do not think a Travis Heights station is necessary. It will have low utilization due to there really only being one one small section of Travis Heights that can easily access the station. The topography of Travis Heights also does not allow for density, which will likely never realize the utilization	Street level will be easier for more folks to access, and likely quieter which is very important to neighbors.	S Congress is a good idea for a park and ride. It will alleviate parking issues on Congress and in the surrounding neighborhoods.

		for the station to make sense.		
430	—	—	—	—
431	—	—	—	—
432	—	I would rather have a station that would take me to the airport.	—	I would be concerned about the area, especially in the evening. Would I want to leave my car? If I needed to be in the area, would I want to walk from this spot?
433	—	Curious why no Travis Heights station? Is that the neighborhood's preference?	I think I like Option 2, since it creates a cool space under the extended bridge, like an overpass where public programming could occur (assuming this would be publicly accessible?). Is there a plan for the bridge to include access for bikes and pedestrians, as well as trains?	Same comments as above re: the parking and end of line facilities at 38th.
434	—	—	An elevated station should be integrated into the south waterfront development as a plaza level. This will also help the flow, keeping it separate from those vehicle intersections.	NO Park & ride at Oltorf. If you've driven to Oltorf already, why would you change modes to ride the train?
435	—	—	—	—
436	—	—	—	Love this! Stops near a popular spot and brings light rail to a lot more users
437	—	It seems a bit redundant with the soco, waterfront and oltorf stops, but the spacing for the light rail also generally seems close. I'm not sure what metrics are being used.	Keeping at street level seems preferred, but I'm not aware of all the tradeoffs here. If speed is sacrificed perhaps would rather have elevated.	An area this close to downtown does not need a park and ride. That seems a bit crazy. Again, I think focusing on the buses already connecting people to these locations should be the priority.
438	—	—	—	—
439	—	Considering the dense population of Travis Heights, a design option that excludes it seems like	From an engineering and usage perspective, what would be the pros/cons of each? Would potential	This location would be a great idea to capture usage from South Austin. Will shade also be included

		an opportunity lost. Why would you NOT include the Travis Heights option? Is it because of excessive cost or feasibility (which would make excluding it totally understandable) or for some other reason?	users be influenced by the appearance of one versus the other? Is there a difference in safety rating from an engineering perspective between the two designs? Is there a difference in environmental impact between them?	and what is the environmental impact, recognizing that there is likely a trade off of some sort necessary.
440	—	Not sure Travis Heights is your key demographic of light-rail riders, so I'd lower the priority on this, but perhaps I am wrong!	whichever one is 1. most disability-friendly and 2. cheaper, in that order of importance! also important: minimizing the amount of danger to dumb pedestrians stepping in front of trains.	always yes to more park and rides, for those of us whose neighborhoods will never get light rail
441	—	I think a hub/park n ride should be set up closer to water front and connect to travis heights. The station should be a transit hub to connect to extended areas and neighborhoods to make Austin more walkable and multimodal. A light rail through to the south is essential, but a multimodal system can reduce costs but retain the level of connectiveness	An elevated rail may mitigate environmental risks and provide a better quality of transit. Furthermore, the area below may be kept as a walking path around ladybird lake.	Given that south Austin is largely residential, it is a crucial area for a park n ride.
442	—	—	—	—
443	—	—	—	—
444	—	—	—	—
445	—	This is a tough one. I'm sure ridership is low at the Travis Heights station but if this station is eliminated there will be a very long distance between stations.	Keep it at street level.	Utilize existing parking facilities in the area. Don't build new ones.
446	—	It does not make sense to stop at Travis Heights. If you're going to the boardwalk, you can 1) walk or 2) take the 20	I'm for option 2 as long as you can a ride a bus (like the 10, 20 or 801 that runs often) there to get on the train.	I'd support it if it was a parking garage with businesses and affordable housing so it's a destination for more than just car owners.

447	78701	Density is too low at Travis Heights and it will have little to no chance at becoming denser at a future date. I think this is a good decision.	ABSOLUTELY YES! Give us an elevated station! This would speed up the train by eliminating issues with an intersection at Riverside drive which would be great! Also, the view of the water and downtown from the elevated station would be awesome. ;)	This seems like a ridiculous place to build a park and ride unless you partner with an existing parking provider.
448	78744	Okay with skipping this station.	Elevated makes more sense. ; Elevated with full ADA accessibility is fine by me.	Lease the premium parking spots and not those totally out of the way just to accommodate retail parking. Southpark Meadows PNR is a good example of a bad, distanced PNR.
449	78757	—	—	—
450	—	—	—	—
451	78757	—	—	—
452	78704	Travis Heights station is needed to serve south Austin for trips to the Airport.	How would this effect the Hike and Bike Trail? And the cost of the project?	I believe that Light Rail will see more use, realistically, if we make it easier for residents to use it to get to jobs and businesses downtown. With the sale of the parcel on the north east corner of Oltorf and So Congress, this seems like an opportunity to put parking at that location. However, if there's a cost to that parking, will residents decide not to use light rail due to that factor?
453	—	—	—	—
454	—	I am OK with elimination of the Travis Heights Station. The fewer stations, the faster the train, and the lower the installation cost. A circulator bus could be envisioned to provide access from Travis Heights to Waterfront station. Waterfront, SOCO, and	You would not need a park and ride facility at Oltorf if it wasn't the end of the line. Extend the line to the transit center at Ben White and you already have a park and ride there. I like option 2 with the light rail on a bridge. Please show off the light rail by	You would not need a park and ride facility at Oltorf if it wasn't the end of the line. Extend the line to the transit center at Ben White and you already have a park and ride there. It's a dumb place to stop the South Austin leg of the track.

		Oltorf stations are required. The train needs to be extended south even further to the transit center on Ben White.	elevating it, reducing easement requirements, reducing construction cost with monorail design, and operating costs by not having the risk of collision with cars. This would also increase speed and reduce travel times.	
455	78745	Ditch Travis Heights as it will be a low use stop, and add a stop between Soco and Oltorf to maximize use on south congress	Any ability to add track without road interference will help keep trains running on time. Option two is the best choice to make here.	—
456	78759	—	—	—
457	78722	What is projected ridership in that area and do the numbers demand a stop?	What are the costs of the two options? The costs makes a big difference! Want transportation that is safe, efficient and timely.	How close the Park and Ride facilities are to neighborhoods. It is possible for them to become living quarters for individuals who live outside.
458	—	—	—	—
459	—	—	—	—
460	78723	—	—	—
461	—	—	—	—
462	—	—	—	—
463	78741	—	—	—
464	78741	I support removing the Travis Heights station. Travis Heights is an affluent, low density residential area that will not provide enough ridership to justify a station. Given the track record of the NIMBY neighborhood association any station design/placement could get bogged down in review and slow the entire project. Skip em.	—	Since the system is supported by an ongoing revenue tax revenue stream, don't get too bogged down on creating park and rides at the current "end points" of 38th, Yellowjacket, and Oltorf. Plan for long term growth.
465	78704	—	—	—
466	78757	—	—	—
467	78704	—	—	—
468	—	—	—	—

469	78703	—	—	—
470	78704	—	—	Interested in where the park and ride would be located. ; Which section (north, south) would construction begin with?
471	78749	—	—	—
472	78749	—	—	would absolutely want a park and ride option on the southern portion
473	78723	—	—	—
474	78744	N/A	Elevated sounds like it would look prettier, but I think practicality, financial constraints, safety and timeliness should be considered foremost.	N/A
475	78704	—	—	—
476	78756	—	—	—
477	78735	—	—	—
478	78751	—	—	For the potential park'n'ride, while this may initially aid ridership, in general it would be nice to not have to rely on park'n'rides but instead focus on how we can connect people for the last/first portion of their journeys via public transit.
479	78751	—	—	—
480	—	—	—	—
481	78753	I used to live in this neighborhood and a station in this location would have been essential for using the rail.	Whatever improves speed.	Facility needs to have efficient connection to rapid bus
482	—	—	I don't like this crossing location for the rail. It should be closer to 35 vs creating another object to cross the lake. That area of the lake is beautiful.	—
483	78747	no	absolutely not	no
484	—	—	—	—
485	78702	needs a stop at HEB at least and probably should go to St edwards	option 1 - but make it exciting and do something creative or useful with	drive all the way into down to park in a parking lot - not a good idea

			negative space - not a gathering for people experiencing homelessness	
486	78701	—	—	—
487	78703	—	I would say put the light rail elevated because then there would be less conflit with trafic. Only thin is if it is elevated make it look really nice to attract ridership	—
488	78701	—	—	—
489	78741	—	—	—
490	78741	—	—	—
491	78704	removing the travis heights station is not a big loss. This station would not really serve much density that wouldnt also be served by the waterfront station.	There is not enough information in the graphic or in the explanation to provide feedback	There is a lot of under utilized commercial that would be made into TOD/ park and rides near oltoorf location
492	78757	—	—	—
493	78702	The Travis Heights station should be moved close to the Cidercade and Austin Boardwalk Entrance. These allow riders to have an easily accessible route to the Boardwalk and Lake trail without having to drive to visit the place.	Option 2. The railcars may experience a reduction in speed and increased wear and tear if it consistently needs to climb hills. it also seems like having the elevated section will allow the line to have its own right of way and avoiding car traffic	We should not be developing park and rides for future transit users. That takes away potential transit oriented development opportunities and creates a parking lot instead.
494	78613	—	—	—
495	—	—	—	—
496	78741	—	—	—
497	78704	—	—	—
498	78731	—	Include covered pedestrian/bike path under elevated section	—
499	78754	—	—	park and rides really only make sense for big events. and then parking should be free.
500	78704	—	Which is more cost effective?	Good area for a park and ride.
501	—	—	—	Oltorf is a good location for a station, but the tracks need to go all the way to

				Slaughter to be meaningful.
502	—	I agree that this station should be removed from the plan. I don't understand what destination or density of population this location would serve and I think the funds saved from this station would be better spent elsewhere.	I like the elevated option if it provides smoother, faster service for the rail. But I would be concerned about what it means for connectivity to existing Riverside/waterfront bike, walk, etc facilities.	I see the value in a temporary park and ride, but would want to see the land utilized for station area or other transit amenities as the line extends south in the future.
503	78741	If choosing from Travis Heights and the Oltorf, Oltorf will serve the area better. I cannot see residents of Travis Heights using that stop as frequently	—	This is a good idea. And will allow some relief of downtown single use cars for commuters, but also for entertainment
504	—	It seems like an odd location for a stop since it is mostly residential and just connects to the trail.	I'm not sure I understand the design implications or benefits of either options so it is impossible to say.	I support park and ride facilities here and it seems like a fairly more straightforward location with land acquisition than beside UT.
505	78722	—	—	—
506	78759	Riverside drive is very dangerous for bicycles through here, would the proposed enhancements include improving bicycle safety?	Elevating looks like a better option, but I don't understand the environmental and access impacts of each. Elevated also looks better if the river floods.	Great idea, maybe take the old HEB spot?
507	78721	This station never should have been considered in the first place. Remove it.	I think keeping it elevated makes sense, but REALLY THOUGHTFUL bike & ped connections should be determined.	These are not good locations for P&R. I think bus & other connections should be prioritized over parking, but, if parking is built, please have it be structured, and make the space useful other things too -- retail, park, residential, etc.
508	78748	I would have to see how many potential riders are affected before commenting.	Option 2 is preferable to me simply because it appears safer.	The more park and ride facilities the better.

509	78757	INTEGRATE IT INTO THE OLD STATION. SUPPORTS DENSITY AND COST EFFECTIVE.	KEEP IT AT STREET LEVEL. ITS COST EFFECTIVE AND PREVENTS PEOPLE FROM SLEEPING UNDER THEM!! THERE IS NO NEED TO HAVE AN ELONGATED BRIDGE UNLESS FLOODING IS A WORRY. HOWEVER, FLOATING EVERYTHING IS JUST GOING TO COST MORE.	PERFECT
510	78757	—	—	—
511	—	—	—	—
512	—	—	—	—
513	—	You should plan to have more stations, something more like the CapMetro Rapid 801 and 803. I don't understand why you were planning so few stations. Definitely we need one for Travis Heights.	—	—
514	78723	—	—	—
515	—	—	—	—
516	78723	—	—	—
517	78741	—	—	—
518	78741	<p>This station should be scrapped. It will save money and speed up service. This location does not have the population, amenities or development potential to justify the investment or the millions of hours of delay that riders will experience when trains stop at this station.</p> <p>Please give the train signal priority along congress avenue. Otherwise, there will be significant delay along this section making future extensions must less useful.</p> <p>Please improve the bike lane along congress. It is</p>	<p>I think option 2 would be okay if it is an improvement from an engineering and operations standpoint.</p> <p>The junction will be one of the most important technical sections to get right. Trains should be able to connect to any of the other branch lines from all directions to reach the maintenance facility and for future flexibility. Also, creating too tight of an intersection can cause problems with train speed and signaling. If the team has not already reached out to BART about their three way intersection in</p>	<p>Adding a park in ride here would be borderline criminal. The City has made it clear non-transit supportive land uses will not be allowed in station areas. A parking lot would be the antithesis of transit supportive. Retail, office or housing would all be better options for land use in this area. Additionally, a parking lot would increase the need for vehicle focused infrastructure in the area. ATP should commit to adding park in ride facilities when the line is extended to 71 and Congress (although the development of the St Elmo's area may challenge</p>

		<p>currently about as safe as riding in traffic (or build a high quality parallel route).</p> <p>Please maintain existing pedestrian crossings where they exist today.</p>	<p>Oakland it might be worth learning about their challenges.</p>	<p>this benefit). This is a natural spot for drivers to reach and there is significant vehicle infrastructure in the area. Instead how about a bike parking garage, a metro bike station (and nearby spoke and hub station layout for last mile trips), scooter parking and passenger loading and unloading zones along Long Bow. Parking meters in the nearby neighborhoods with passes for residents could help fund new sidewalks and street trees.</p> <p>Unfortunately, this area lacks a decent street network for pedestrian and bicycles. Moving the station closer to Cumberland and Long Bow would give riders safer options to access nearby neighborhoods, while sidewalks and bike lanes need to be improved along Congress to allow access to development at the intersection of Oltorf (Oltorf could use a road diet too). Connections to and from the station via new developments would be a huge plus.</p>
519	78705	<p>I don;t thin it's a bad option. I don't think it needs to be a large station since that area has little foot traffic, but I do think there still needs to be a stop. It would be a long way from the waterfront station to riverside.</p>	<p>Extend the bridge, option 2. Try to not destroy the greenery and trails as much as possible.</p>	<p>Again, I think it's fine so long as it's a garage and not a big lot. Build UP not out.</p>

520	—	Only concern is the congestion of this street being so narrow as is. Will the street width expanded?	—	—
521	78723	—	—	—
522	78758	—	—	—
523	78717	—	—	—
524	78728	—	—	—
525	78701	—	When you cross the lake (where ever) it should be under the water!!! Keep the beauty of the lake!	—
526	78704	Please only base your stops on density (current and future). Is this just being driven by the desire to put a dot where there is a lot of space between stops? Delete this stop and move it to the Rainey district.	Keep it elevated if the cost isn't too substantially different. It allows transit to be more visible to people outside of the train and provides better views for customers inside the train. This may also allow the train to avoid potential vehicle and pedestrian conflicts, increasing safety of the system.	A park and ride within view of the downtown core? This is a joke, right? This recommendation should have been shut down by ATP leadership. It's obviously a bad idea and it's disingenuous to even float it out to the public as if it is a real consideration.
527	78704	—	—	—
528	—	—	Elevated is better for movement and long term possibilities! Think big! Think forward!	—
529	78704	I think having a small stop in Travis Heights would be good because otherwise you're having to drive to the super busy SOCO area which in itself is already super crowded...	I have to assume that elevating the station and rail this area will clear up both foot and car traffic in the area underneath the bridge? I can see that both options would be viable wqith the right amount of planning.	I think Travis Heights station should happen but should be a small stop, not a big station because that area is super congested with I35 traffic. Not sure how you're going to keep the drug addicted and unhoused off of this stop though because so many panhandlers are at the I35 freeway this area. I like the park and ride at Oltorf idea.
530	—	—	—	—
531	78745	—	—	—
532	78703	I think there is more opportunity at the Wooldridge Square	Without an understanding of the pros/cons and the costs of each option, it is	With the future extension to the south and ample bus connections, I don't

		location than Travis Heights.	hard to say. The on grade option would seem to be cheaper, but the elevated option would offer opportunities to open up pedestrian activities below in the new waterfront development.	think ATP should spend money to create a park and ride facility at this location. I think adjustments to the bus routes and possibly a car pick-up/drop-off area near the last station should be adequate and would free up funds for more important priorities.
533	78737	—	—	—
534	—	—	—	—
535	78702	—	—	—
536	78756	—	—	—
537	78757	I agree with the idea that Travis Heights does not need to have a station at this time. It is an incredibly low density area of single family homes, tight spaces, and challenging geographic restrictions. Money saved here should be spent elsewhere along the line. If the area densifies in the future then it should be considered at that point.	This seems like a good consideration if it will improve speed and reliability through the area without costing too much. It also may present a future opportunity to partner with private development to connect the station area directly to something else as is under consideration on Trinity Street. Frankly it is difficult for the public to offer reasonably informed opinions on this option without knowing the costs and tradeoffs.	A park and ride is an unnecessary expense, particularly when considering the value of the surrounding land near this station. Park and rides do not belong within the central areas of the city. Money saved by skipping a P&R facility should be held and put towards expansion instead.
538	78704	This seems like a missed opportunity. I expect higher density housing along Riverside as the South Waterfront gets developed.	Option 2. I'd love to see the elevated station integrated into the South Waterfront district development in an intentional and integrated way.	I'm certain we could buy the Bank of America building. It's so old and underutilized, and not consistent with the BofA brand.
539	—	—	—	—
540	—	This is of no use to me based on home and work locations.	—	This is of no use to me based on home and work locations.
541	78705	—	—	—
542	78746	—	—	—
543	78741	—	—	—
544	78756	—	This question doesn't have enough data to allow an informed response. What	If you don't provide park-and-ride facilities, you reduce the number of

			are the costs and benefits associated with the two options presented? Please restate the question with more information to allow a more informed response.	riders that will take advantage of the Light Rail system.
545	78703	—	—	—
546	78727	—	—	—
547	78729	Like the plan!	Prefer to be not street level as it will be less traffic and more enjoyable.	Need wheelchair accessibility and support Thru accessible bathrooms, access to electrical outlets, usb charging stations, and that the schedules be attached to the walls lower so people in wheelchairs can reach them. Do not build any more hard curbs use the technology like in cedar park —rolling curbs. Work with the city of austin to Create more ADA accessible supportive housing adjacent to the transit rail centers to allow many provisional clients to use the rail or other buses, connecting with pickup or CARTS. There needs to also be lockers at the stations to allow persons weigh e-bikes to lock them up and store them rather than fill the Ada areas. This leaves more space for others with more severe challenges on the already overwhelming CapMetroAccess service as our city continues to grow exponentially and many advance in age.
548	—	—	I'm not sure how expensive the two options would be or what the relative benefits are with either choice. Please provide more data.	Park and ride is important to get more riders.

549	78722	I think including this station would be important if additional density of development was enabled and encouraged in this location. If that's unlikely to happen, then as a cost-saving measure this seems reasonable. If we are able to enforce zoning changes to enable more density near stations, then I would strongly support this station.	I would prefer an option that increases grade separation from traffic wherever possible (it should have been a subway, I would have happily voted for an increase in property taxes to cover the increased cost to build the right system from the start. However, since that option is not on the table, option 2 is preferable.	I would reiterate that my preference would be to have "park and ride" style facilities further out from the central city. This location has a lot of current and potential growth and wasting space for parking garages (I hope to god we're not considering a giant surface lot) is not an appealing use of funds to me, especially in the "inner" loop of Mopac/183/71). However, since there isn't a priority extension defined here at this time, I think a park and ride near here makes more sense than the proposed park and ride near the 38th street station.
550	78741	I am ambivalent on this item.	I am not understanding the location of this stop well enough. The stop doesn't seem to be near anything, so I'm not sure what population it is meant to serve. Ultimately, given how construction costs have already drastically reduced the scope of this project, I would say go with the cheaper option.	Again, as I mentioned previously, the reduced scope of this effort is causing park & ride and end of line facilities to be located in places they absolutely should not be. Any park & ride should be located much further south, closer to 71.
551	78704	Travis Heights is a major population area and seems to me that it has an aging population (like me) who would appreciate transit rather than having to drive everywhere. It would also make sense to change bus routes at the current proposed rail end points so there is access beyond just the light rail lines. E.g to get to ARC South on First	Minimal environmental and aesthetic effects of the chosen design would be better. Given Austin's reputation for arguing about almost anything, making the design as unobtrusive and uninvasive as possible would be better.	Given the well developed area around there, I think a parking ramp would be a better idea than a big open lot, but it must have security cameras so users feel and are safe. Check out some of Denver's problems with lousy security at some of their park and ride parking ramps. Doing it right from the start is better than the

		St. from Congress and Oltorf My son lives in Denver and their light/commuter rail transit lines are wonderful. I also grew up in the Western suburbs of Philadelphia and that transit (bus and trolley) was great 70 years ago.		bad publicity and low future funding for redoing it on the cheap up front. I also think the line should run as far as St. Edward's for student and staff access and use.
552	—	—	—	—
553	78741	Would love to see this extend to sunset valley area	—	—
554	78741	—	—	—
555	—	—	—	—
556	78701	—	—	—
557	78752	You need to provide the pros and cons of this option, and the cost savings that would result and how that money would be spent if not on the station. You do not provide enough information for people to responsibly comment on this option.	You need to provide the pros and cons of these two bridge options, including the cost of each. People cannot responsibly provide feedback without additional information on these two options.	You should provide information on the specific options that you are considering so that we can comment on them. Not enough information is provided to comment.
558	78750	—	—	—
559	78741	—	—	—
560	78653	—	—	—
561	78723	—	—	—
562	78704	PLEASE do not remove the Travis Heights station! This is the neighborhood that I live in and it is a prime neighborhood that could be served well by light rail. Eliminating this station would make light rail a less attractive option for many folks as it would substantially increase walking distance to the nearest station.	Please do NOT elevate the light rail line in this area. Elevated rail will make the area less attractive to pedestrians and make the whole area feel more industrial. This is a neighborhood with people that want to access the neighborhood as pedestrians, and having an elevated rail line towering over the area would be at odds with that. As someone that frequently walks along Riverside Dr, part of the original design	This is not an appropriate area for Park and Ride -- it is an area that should be densely developed with walkable retail, not parking lots. We will come to regret taking this space for a parking garage. The real problem is that the light rail line should not be ending at Oltorf St -- it would be much more appropriate for Park and Ride in the Southpark Meadows area where the line was originally planned to have ended. I would

			that I really liked was that more of Riverside would be friendly to pedestrians. And I would love to be able to bike along Riverside Dr in a new bike lane. But adding a towering rail line would make Riverside Dr feel even more like a highway than it already does. I imagine the noise impact would also be substantially worse for the surrounding neighborhood with an elevated line too.	suggest waiting to build Park and Ride until the line can be extended farther south.
563	78704	the growth and development of S Lakeshore Blvd might make it a candidate for a stop...	need more imagery here to better understand the ask...	—
564	—	—	—	—
565	78656	SoCo station should be prioritized over Travis Heights. There is a lot of new development in the SoCo region and I think it would get more ridership from tourists	Which ever is cheaper	YES please add park and rides at these locations
566	78751	—	—	—
567	78757	—	—	—
568	—	—	—	—
569	78751	—	—	—
570	78745	This isn't a station I would personally use, and would prefer the prioritization of the line to extend farther south (Stassney) or to the airport.	If option 2 has less impact to the current infrastructure in the area, that's the one I'd prefer.	I like the idea of replacing the strip mall where the temporary HEB is located a lot. That space seems highly underutilized and primed for a station.
571	78729	—	I'd pick the option that balances the beauty/aesthetic views of rail users and pedestrians at street level while maintaining accessibility to the station. Having the bridge elevated might provide a better, more unique experience for	—

			users and encourage people to ride it more.	
572	78704	Unless a Travis Heights station is the way to upzone all of Travis Heights, it'll probably be redundant to the Waterfront and SoCo stations. However, no matter what, the ability to cross Riverside safely and the permeability of whatever is built around the Waterfront Station should not be overlooked since it's likely that those from Travis Heights could be traveling to that station over the SoCo one, depending where they are in the neighborhood.	I think, if done right, having the junction at ground level could benefit the area and station from an urban design perspective, a la Alexanderplatz in Berlin. The site/station would need to be incredibly permeable and appealing and the area around it should be fully pedestrianized, or close to it. If elevated, I'm afraid it could fall victim to the no one knowing it's there and the area feeling car-centric, a la much of the Expo line in Vancouver.	A park and ride anywhere along this first phase of the system is a straight up subsidy for people parking their private vehicles. The system does not spread far enough out for it to make any sense for someone to not just go ahead and drive into town from the various park and rides EXCEPT that they'll be able to park more cheaply at them than they would downtown (or on campus or whatever other destination near the light rail). Please do not build park and rides and, instead build more housing on/near the stations so that there is built in ridership and there's no need to 'woo' suburban commuters with a park and ride.
573	—	—	street level station makes most sense	looks good
574	78641	—	—	—
575	78748	—	Does nothing for me.	Does nothing for me.
576	78660	—	Option 1 is less intrusive	—
577	—	A Travis Height stop does not make any sense. Why add a stop where there are no significant businesses or site attractions?	—	—
578	78735	—	—	—
579	78702	—	—	—
580	78660	—	—	—
581	78705	—	—	—
582	78745	I don't think Travis heights needs a station but make the walk/bike connections high quality and integrate the connection to east side drive trails.	Go elevated	South congress transit center. I don't think oltoorf is a good spot. Don't make car storage part of the urban core.

583	78724	—	—	—
584	—	—	—	—
585	78702	—	—	—
586	78731	—	—	—
587	78757	Unless new transit-oriented development is being proposed/expected, this station is not effective in capturing significant potential riders and will only slow service.	I worry that having the junction at street level will result in delays in light rail service from the crossovers and interactions with traffic.	I prefer this station to be walkable and bikeable with new mixed-use development. A park and ride is not necessary, but if provided, it should be a parking garage without parking lots that waste space.
588	—	—	—	—
589	78704	—	—	There should be seatbelts
590	78701	—	—	—
591	—	—	—	—
592	78704	—	—	This is awful. I live in the neighborhood that is entered via Longbow. I know that I speak for everyone in the neighborhood when I say that we do not want a hub at this location and don't invite the parking on our neighborhood streets that this would obviously cause. The congestion in the area is already too high and Oltorf is one of the most dangerous streets in the city already without the added traffic this will cause. The new HEB on the corner will do nothing but exacerbate all of the above.
593	—	—	—	—
594	78723	—	—	—
595	—	—	—	—
596	78748	—	—	—
597	—	—	—	—
598	78749	—	—	—
599	78749	—	—	—
600	78705	Concerning to drop a station given the large	Seems like a good idea for reliability. Consider a flying junction instead of level	Again seems like a too central spot for parking lot. Would rather ATP

		spacing and small number of stations planned.	crossing to ensure high frequency service is not precluded.	build apartments and a better bus transfer there, probably would have higher ridership.
601	78701	I'm not familiar with this area, I can't speak to the benefits of with or without a station.	I need a cost comparison report and an environmental impact report to decide between the two. I don't have enough information.	—
602	78739	—	—	—
603	78704	Right is too narrow for rail. Move it to Stassney as originally proposed and voted on; No need for a travis hts station; Riverside is too narrow for rail and is very congested already	Keep as low as possible to not create eye sore in beautiful area of city	—
604	78703	—	—	—
605	78745	—	I prefer the elevated bridge. The trains would be able to avoid the vehicular traffic. And you'd get a little view east and west	—
606	78752	—	—	—
607	—	—	—	—
608	—	The more stops the better in my opinion!	I would go with the least expensive option and rather create an additional stop with the extra money if there is any.	—
609	78752	—	—	—
610	78749	—	—	—
611	78702	Please include a Travis heights station	Elevate the station for less congestion	—
612	78759	—	—	—
613	78704	Do not get rid of the travis heights station- there would be a massive gap between stations if removed. This cuts usability massively	The fewer overpasses the better from a pedestrian's perspective. Option 1 is better	—
614	78748	No comment.	Make it elevated and put more parking underneath.	Not far south enough. People do live south, you know.
615	78749	—	—	—

616	78745	—	Option 1 looks better to me	Support this. Wish it could go further south on congress.
617	78759	—	Option 2 makes more sense to me as it will make running more efficient and people can use the space underneath in the future if needs be	—
618	78759	—	An extended bridge will likely just add to the cost and maintenance. Light rail can run on streets and so having good timing of traffic lights should minimize traffic disruption and the saved money may allow for extending the line to the airport	Park and ride facilities at the periphery of the lines may promote increased ridership
619	78703	—	—	—
620	78759	—	—	—
621	—	—	—	—
622	78744	Traffic is heavy on Riverside and should not be further impeded.	—	This should extend to TX-71 Ben White. There is a highway and more traffic than on Oltorf. There is room to build a Park And Ride near the bus terminal on that corner.
623	78757	—	An elevated station likely decreases travel times with reduced at grade crossings, but also is less accessible to pedestrians and increases total project costs. I suggest a staged implementation where the original design is a ground level station with the ability to rebuild as elevated as the light rail system matures.	—
624	78745	—	—	—
625	78748	—	—	—
626	78748	Again, there are existing tracks that run between the airport and the Saint Elmo area. You could be	—	OK now you're finally getting somewhere near South Austin. But everything you have

		<p>serving I need for non-tourists and tourists alike.</p>		<p>proposed that has the word south on it is really central. Get real! South Congress is walkable from downtown people do it all the time. People need common sense, real transportation, so that means Servicing the people who live here!</p>
627	—	<p>I think a Travis Heights station only makes sense in conjunction with zoning and land use changes in a .25 mi (or similar distance) radius around this (or all stations). If it is anticipated that the land use regulations will make building dense housing much more feasible in this area then I think the station is a good idea.</p> <p>However, if it is likely that the area around this station remains single family south of Riverside, and office parks and restaurants north of Riverside, I think there is no need for the station.</p>	<p>Whatever method can more easily connect to the upcoming development in the area would be what I would support - don't have a strong opinion.</p>	<p>Again, I am NOT A FAN of putting a parking lot so close to downtown Austin and SOCO. This area needs more housing NOT more parking!</p>
628	78757	—	<p>Go with the cheaper option? Unless aesthetics play a part here.</p>	—
629	78752	<p>Please do NOT get rid of stations. This plan is already a reduced version of what Austin voted for in 2020. I'm concerned with any efforts to further reduce the plan and reduce ridership. Please do not get rid of this station.</p>	<p>Honestly, I prefer whichever option is cheapest. I understand elevated would provide grade separation, but even if the route was at street level, signal prioritization would still allow the train to bypass traffic. I would prefer ATP/CapMetro focus on a cheaper option, so funds can be diverted to</p>	<p>No issue with a park & ride</p>

			extending the line (to ABIA and Crestview)	
630	78704	—	—	—
631	78759	—	—	—
632	78722	—	—	—
633	78759	—	—	—
634	78748	There definitely needs to be a Travis Heights stop. How else will tourists be able to shop SoCo? The closer to S. Congress the better. And please keep it above ground. Too close to the river for excavation and flooding	Either option is fine with me, so long as an ADA elevator is maintained and operational on the elevated option. I have been in cities where the elevators are not working at metro stops and it makes getting around difficult for the ambulatory-challenged.	Please see my reply to Q7
635	78704	In general, I'd say the more stops the better to enable overall usability of the system - there are so few stations overall that getting another one within reasonable walk/bike/bus distance for a certain area would seem to have a much bigger positive impact on ridership than the possible negative impact an extra stop would have to travel times for those already on the train. Just looking at what exists today, I think an extra stop would probably be more useful between the planned Soco and Oltorf locations or between the planned Lakeshore and Pleasant Valley locations but given the city's plans for development along that prime stretch of waterfront I think an extra stop there at Travis Heights would prove to be quite valuable in the coming years. Keep it.	I can't envision what the difference would mean for usability or aesthetics without additional map detail or design mockups. As with every station, I'm interested in maximizing usability/accessibility for pedestrians, bikers, and riders transferring from adjacent bus routes. Aesthetics are important too but I wouldn't want to choose an option that makes it meaningfully less convenient for people to actually use the train.	I support having a Park & Ride facility near this station but would want to make sure that it is sited and designed in a way that doesn't inconvenience pedestrians, bikers, and riders transferring from adjacent bus routes - particularly on the west and north sides of the station since I think that's where most riders will be coming from and going to. I think Park & Ride would fit best to the east and south of the station.

636	78739	—	Option 2	—
637	78749	—	—	—
638	—	Nothing for southwest Austin. Thanks a lot.	—	—
639	78759	—	—	—
640	78704	—	—	—
641	78723	—	—	—
642	—	—	—	—
643	—	—	—	—
644	—	—	—	—
645	78745	—	—	—
646	78702	—	—	—
647	78759	—	—	—
648	78704	This doesn't come close to my neighborhood. You tax us.	—	—
649	78727	Less more efficient options are welcomed if this means less stops for faster transport this may be for the better if walking and bike paths are available along the rail line.	Both options seem feasible but would prefer to keep it level.	As mentioned before. I hope these park and rides can include security and free parking to encourage ridership and use of rail.
650	78723	This station is not needed and should never have been proposed. There is obviously no current or future demand for a station here. Please save the money instead to build Triangle Station.	The second option (staying elevated) seems far more logical. That said, I'm guessing it's a lot more expensive to build more bridge and you just told us we don't get the downtown tunnel we voted for because you can't afford it. Save the money and focus on extending the line farther to the north or to the airport.	This is so comically central for a park and ride. Anyone in a car would stay in their car. Double-down on using land for major super urban dense redevelopment in this area instead.
651	78751	—	—	—
652	78704	—	—	—
653	78758	Other neighborhoods are more important like North Lamar. I would not be bothered if the Travis Heights station was removed.	This graphic isn't giving me an idea of what is important to consider here. I would choose whichever option allows for easier servicing and efficient energy consumption for transit. I want the rail to be faster and more efficient so	—

			pick whichever option gets us there.	
654	78745	I like the option of having a station on oltorf and Travis heights	—	—
655	78704	—	—	—
656	78701	—	—	—
657	—	DO IT! again, we need to serve the communities that need it. This is a growing area that I see using it to get to work in the city or surrounding areas. Serve those who need it!	COST? While the question is fair to ask, it does not give me any real reason as to why this would be an option. Does it protect the station or the train from damage from ramps? Does it make it faster? Does it elevate it so the public can see it more and thus increase ride use? Why would we spend the money to elevate the station, this includes additional bridges, elevators, etc...	Do this. I speak to people all the time who live here and want to bike to work but the conditions of the street on congress are unsafe. If a station was located at a good spot, I could see many people using this in the future.
658	78729	—	Elevated seems better so long as safety concerns are addressed.	Any Park & Rides should include adequate lighting for safety and coverage for inclement weather.
659	78756	—	—	—
660	78736	—	—	—
661	78757	—	—	—
662	78741	Approve of this. It will greatly support the residents.	Approve of this. It will greatly support the residents.	Approve of this. It will greatly support the residents.
663	78702	—	—	—
664	—	—	Concerns around accessibility of an elevated station; would people with mobility impairment need to wait for an elevator or use an escalator?	—
665	78722	—	—	—
666	78736	—	—	—
667	—	No opinion on this not knowing the area. It could serve that stretch of the Trail well. If do it, must connect and enhance Riverside.	My concern is mainly environmental. How will this impact the ecosystem, noise pollution, the shore, etc?	—

668	78702	Not sure if this station is necessary if you already have a waterfront station. Not sure how many people this would serve either but that's on y'all doing the study	This wording is confusing and the visual is unhelpful, pls fix. I think aesthetically it would be cooler to have it run parallel to the highway rather than under it. But do whatever is cheaper and/or safer.	Park and ride good. How many questions are on this thing?
669	78757	I feel like it may not be used that often as a station. I recognize that cidercade so maybe people will use it often to go there but I can see this being an emptier stop. I think it's a nice to have stop though if budget permits.	I think it would likely be cheaper and also easier to access if the station stayed on ground level. Not only would the platform would be raised but it would require stairs and elevators to help people get there and more structural work to keep it up	—
670	78759	—	—	—
671	—	—	—	—
672	78748	—	—	As a far south Austinite (Slaughter & Westgate), I am very pro-park & ride at Oltorf. I would love to be able to park my car and take the rail downtown and other parts. Also looking forward to the other bus/transit plans that will make it easier to get around the city without a car from the south end of the city.
673	—	—	—	—
674	78704	—	—	Seems good. There are apartments not far and this could encourage eventual denser housing nearby. There currently aren't great transit options here
675	78660	I think Travis Heights station needs to be included.	I feel the 2nd option would be best.	This would be very beneficial and I know I would use it.
676	78741	Yes - give my South side people help with transportation	Let's do light rail	Nice location
677	78617	N/A	Keep it elevated	Needed

678	78741	No comment	Would like to see that possible.	Yes, I travel through South Congress a lot especially near the new HEB.
679	78744	Toda mejora es mejorar (Any improvement is better)	Me gustaria mucho este idea (I really like this idea)	—
680	78704	bypass it	—	Add it to the ones already there
681	78617	It would make travel easier	None	That would be great
682	78660	Really would help	— near Riverside	Thank you
683	78741	N/A	N/A	N/A
684	78702	East Austin	N/A	N/A
685	78617	—	—	—
686	78602	—	—	—
687	78701	We could use to ease traffic. I hate the freeway congestion.	We need it for peak seasons SXSW and other events we have in Austin. Parking is ridiculous.	Yes
688	78754	Muy bueno! (Very good!)	Muy bueno! (Very good!)	Muy bueno! (Very good!)
689	78744	N/A	N/A	N/A
690	78702	—	—	—
691	78741	Seria perfecto (it would be perfect)	Seria muy buen que pasen por toda la ciudad (it would be very good if it went through the entire city)	Me quedaría de maravilla porque yo vivo por ahí (It would be great for me because I live there.)
692	78741	Seria excelente (it would be excellent)	Seria excelente (it would be excellent)	Seria excelente (it would be excellent)
693	78741	Me parece perfecto. (that seems perfect to me)	Toda obra implementada en la ciudad de austin siempre sera de gran utilidad para las personas que no cuentan con un transporte. (Any work implemented in the city of Austin will always be very useful for people who do not have transportation.)	Muy buena (very good)
694	78754	N/A	N/A	N/A
695	78741	N/A	N/A	N/A
696	78725	N/A	N/A	N/A
697	78741	—	—	—
698	78742	None	None	None
699	78724	N/A	N/A	N/A
700	78617	En el Del Valle tambien deberia de ir alli ay un bus solamente. (In Del Valle you should also go there and only one bus.)	Esta bien asi llegan rapido las personas. (It's good that people arrive quickly.)	Igual estaría bien porque el bus aveces tarda mucho. (It would still be good because the bus

				sometimes takes a long time.)
701	78645	Same answer for question 9 (don't use this type of transportation)	Same as answer for question 9 (don't use this type of transportation)	Same as answer for question 9 (don't use this type of transportation)
702	78728	Ok	Elevate it!	Yes!
703	78660	Even better, Riverside is also difficult, only a few buses get there	Same as above	Same as above
704	78660	None	None	None
705	78744	N/A	N/A	N/A
706	78723	Estoy de acuerdo (I agree)	—	Estoy de acuerdo
707	78744	nada	nada	nada
708	78704	si (yes)	si (yes)	si (yes)
709	78747	Where ever the rails run it will help Austionians	Whatever design to help flow of traffic	All stops and starts are fine. We need all those perposulas
710	78729	will be amazing minimize driving late near Riverside nightlife	will help with local visit	need more commute points to make easier travel - north to south
711	78724	—	—	—
712	78745	No se (I don't know)	para mi opinion estaria bien para transportar mas rapido sin denora del trafico (In my opinion it would be good to transport faster without traffic delays)	No se (I don't know)
713	78723	NA	NA	me parece que trae un paquete muy completo y esta muy bien pensado y a que ayudara mucho en el area (It seems to me that it comes with a very complete package and is very well thought out and will help a lot in the area)
714	78723	NA	NA	NA
715	78748	I am okay with this as I don't travel to TH often	The second option sounds like that would cost a lot of money :(I like this idea
716	78749	no se mucho de eso pero estoy de acuerdo que si es para mejorar esto estaria genial (I don't know much about that but I agree that if it is to improve this it would be great)	NA	si necesitamos parques en esta area (Yes we need parks in this area)

717	78749	—	—	—
718	78744	NA	NA	NA
719	78744	NA	NA	NA
720	—	No you shouldn't.	I think you should not	More traffic if anything
721	78321	none	none	none
722	78702	No traffic is already bad as is	Don't like that idea no need for more construction sites and traffic	Yes a good idea a lot of foot traffic in that area
723	78702	cool	Wow. Good.	Ok. It is good
724	78702	NA	esta muy bien (it's very nice)	Si (yes)
725	78741	—	me parece muy bien (that seems very good to me)	seria perfecto (it would be perfect)
726	78634	NA	good	NA
727	78724	I wouldn't be against it.	2nd one sounds better.	sounds good
728	78744	bien (good)	excelente (excellent)	excelente (excellent)
729	78744	none	none	none
730	78640	—	—	—
731	78741	(check mark)	(check mark)	(check mark)
732	78741	(check mark)	(check mark)	(check mark)
733	78617	(check mark)	(check mark)	(check mark)
734	78721	That might be a good move.	No comment	I support the idea.
735	78758	ninguna (none)	ninguna (none)	Me parece excelente. Vivo North Lamar y me prestan el carro para venir a Montopolis a traer a mi madre al doctor. Estaria genial una ruta hasta Oltorf. (I think it's great. I live North Lamar and they lend me the car to come to Montopolis to take my mother to the doctor. A route to Oltorf would be great.)
736	78701	NA	NA	NA
737	78744	Either way is okay with me	keep the bridge longer	I support this decision and highly recommend that it should extend back to William Cannon and Slaughter Lane.
738	78744	es bueno esa extensión (that extension is good)	me gusta (I like it)	Magnifico (magnificent)
739	78744	—	—	—
740	78741	—	—	—
741	76578	—	Estaria muy interesante pues tendria viste al Lady	—

			Bird Lake. (It would be very interesting because it would take you to Lady Bird Lake.)	
742	78704	ninguna (none)	ninguna (none)	ninguna (cost)
743	78741	ninguna (none)	ninguna (none)	ninguna (cost)
744	78741	ninguna (none)	ninguna (none)	ninguna (cost)
745	78744	NA	NA	Love this idea.
746	78617	Reduction in transportation is unhelpful to tourist or new residents	Once more my mapping of Austin is amateur.	ignorance
747	78741	Estoy de acuerdo (I agree)	me parece muy buenos proyectos nos ayudaran de mucho en algun futuro (I think they are very good projects, they will help us a lot in the future.)	nos favoreceran a muchos (They will benefit many of us)
748	78748	South should be priority	NA	Should be near buses
749	78724	As long keep people safe their safety is first and keep children safe	It great cause it's always busy and keep people going where they're going not to much traffic like it is now	I think it's great as long keep people safe not get hurt or killed
750	78752	—	solo conservar en totalidad areas verde (just conserve green spaces in their entirety)	—
751	78741	Muy bueno! (Very good!)	—	deberan incluir estaciones ___ para la ___ de lluvia y sol (should include ___ stations for the ___ of rain and sun)
752	—	—	—	—
753	78704	no estoy de acuerdo (I disagree)	no estoy de acuerdo (I disagree)	no estoy de acuerdo (I disagree)
754	78741	I live in this area, sounds great!	I know exactly where this is at. My kids live in this area and they definitely use transport!	I'm totally for this.
755	78617	NA	NA	NA
756	78744	NA	I don't see a problem with that.	Don't have a car.
757	78744	No	ninguna inquietud (no concern)	No
758	78744	No	ninguna inquietud (no concern)	No tengo ideas (I don't have any ideas)

9.2.1.5 East Section (Questions 13, 14, and 15)

Please note, all comments are written verbatim as received and do not correct spelling or grammatical errors. Those cells left blank indicate that no response was received.

Count	Zip Code	Question 13: Along East Riverside Drive east of I-35, ATP is planning for Austin Light Rail to run in the center of the street, between the roadway lanes, with stations in the median and typical sidewalk and bicycle paths on the outside of the traffic lanes. ATP is exploring a design option that brings the pedestrian and bicycle pathways next to the proposed Light Rail in the center of East Riverside Drive and those pathways will run the length of East Riverside from the Lakeshore station to the Yellow Jacket station. Please share your thoughts.	Question 14: Two station locations are proposed along East Riverside Drive at Faro Drive and Montopolis Drive. ATP is exploring whether the Faro Drive and Montopolis Drive stations should be combined into one station at Grove Boulevard. Please share your thoughts.	Question 15: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near Yellow Jacket Lane and Riverside Drive. Please share your thoughts.
1	78751	Honestly, biking and walking is scary on existing Riverside infrastructure. Moving the ped/bike lanes to the center could be an opportunity to make them feel safer.	Overall, not a fan of reducing stops given it is too hot/ has too few trees to walk long distances in the summer.	No concerns.
2	78745	—	—	—
3	73728	—	—	—
4	78613	Concerns with safety and access with it being adjacent to track.	I like this alternative.	I think this is an ideal location.
5	78732	Best feasible option - good choice.	Distance may limit those who walk to a single station.	More Park and Rides allow greater access and higher ridership.
6	32905	I think this is a good idea.	good idea	—
7	78730	—	—	—
8	77007	—	—	—
9	78756	—	—	—
10	78750	—	—	—
11	78751	—	Montopolis and Riverside have already been	—

			identified as rapidly gentrifying neighborhoods. How will this project mitigate gentrification and displacement in these neighborhoods?	
12	78705	—	—	—
13	78757	I am excited to this routes gets to the airport because paying more than \$25 to the airport is a lot. Also, I know there are students that will benefit of this.	—	No concerns.
14	78705	—	—	—
15	78751	—	—	—
16	78705	Running bike lanes in the center as seen in Philadelphia and other cities can have bike rideability and riders bike occasionally to residential and commercial properties.	—	Off it are feeds or connects bus lines then good. But packing facilities come at the cost of potential LOD.
17	78666	—	—	—
18	78741	Yes! This would be great for the Riverside area.	Not sure where this is.	No sure where Yellow Jacket Ln is.
19	78751	—	Affordable Housing?	—
20	78705	I think option 2 is much more pedestrian friendly. Its always better to group transit modes together.	It makes sense to make the connection to the bus route at Grove.	—
21	78705	From my understanding median bike lanes are generally bad. I prefer the first design.	—	—
22	78701	—	—	Park & Rides are a band-aid and do not address prioritizing sustainable transportation solutions in the long-term.
23	78731	—	There are four bus routes hich come down Grove. Having a station there would enable easy connectivity.	See comment about Park and Rides at 38th.
24	78705	—	—	—
25	78722	—	—	—
26	78709	Bike lanes are pretty dangerous due to cars and	The location would be close, they'd serve the	Definitely! The Easier it will be for communities to

		street parking coming from a daily biker. The road separating bike and car lanes would improve the safety of bike lanes.	residential area and make it more convenient to those communities in being connected by LRT.	become connected with LRT should be priority.
27	78705	Option 2.	More stations are better.	Yes.
28	78705	Option 2 so pedestrians can turn around more cautiously.	—	—
29	—	This is a great location to connect and have access.	—	—
30	—	I like the second option better! It allows for 2-way bike traffic, and separates bikes/peds from cars.	—	—
31	78704	Option 2: permeable cover seems much more feasible to achieve in this option (stormwater & flooding would be better addressed). Also, the trees in the center would likely have higher survival rates due to extended drip line protection with permeable cover.	—	—
32	78705	I think that the second design option with the bike paths and pedestrian area would be more pedestrian friendly. It also allows people to wait in a green space that provides shade and could reduce the proximity to noisy cars. It also provides more of a buffer to improve safety.	I don't know this area, but two stations would be more future proof with respect to population growth and improves accessibility. Better than having to rebuild later. Assuming the light rail is fast and has right of way, delays should be significant.	—
33	78705	—	—	—
34	78751	Does putting the bike & walk paths in the center make turning off of the bike/walk path more dangerous. If so, option 1 is better.	This would make communities along airport more accessible which they are rapidly expanding.	Not an area I frequent, no opinion.
35	78751	I enjoy bike riding, so having greater access to bike lanes is helpful.	Montopolis is a more heavily trafficked area so I like the idea of having a station here.	—

36	78703	—	—	This would aid students and other living in Riverside needing efficient transportation to the city without fear of no parking.
37	78705	Make cars wait for transit and pedestrians, not the other way around.	—	Please remember to build for transit, not motorists.
38	78751	I prefer the second option - it feels safer for cyclists to be fully seperated from car traffic.	—	—
39	78705	I prefer option 2 because I can walk to and board Austin Light Rail without worrying about being run over by a car.	I like it because it adds more efficiency to Austin Light Rail. Speed of transportation time and minimizing waiting times are essential for potential Austin Light Rail expansion.	I like it.
40	78704	Option 1. Bicycles and pedestrians not a good match.	Keep the option at Faro and Montopolis.	Should go to the airport then parking is handled.
41	90021	—	—	—
42	78751	Would prefer the option 2 with bike lanes in the middle, as it is safer for users.	—	—
43	78702	Please add (or improve) bike infrastructure. My initial response is to want them next to the light rail to be further from cars.	Whatever increases ridership / makes NEPA stronger.	Please make sure it works well with a potential airport extension.
44	76501	—	—	—
45	78751	I like the idea of a central park, but how does it become safe?	I like that!	Again, can it be better connected by frequent buses too!
46	78717	—	—	Why aren't there any plans to get rail to useful places like the airport?
47	78704	Option 2 looks like the best for me, as a daily commuter on a bicycle in a less chance to get hit by car. The pros and cons of the options were not listed.	The pros and cons of the options were not highlighted. That being said, I support consolidation of it. That increases getting light rail.	Concerns: security for the park and ride area, sufficient shade in the summer, sufficient lighting at night, and covered parking or trees for shade.
48	78726	Option of pedestrians next to light rail is softer and	—	—

		more aesthetically appealing.		
49	70703	—	—	—
50	78704	—	—	—
51	SE8 3HT	—	—	—
52	G3 7 TT	—	—	—
53	78660	I prefer Opption 1.	—	—
54	78731	—	—	—
55	78717	—	—	—
56	78757	Option 1 with bike lanes/pedestrians on the outside are better. The multi directional bike freeways are dangerous - as a driver I have a harder time seeing cyclists and as a cyclist, those multi-lantes make me turn in way/places that drivers don't expect.	—	—
57	78758	—	—	—
58	78705	Go to the airport!	—	—
59	78757	Option 2 looks much more safer if designed well.	If feasible, option with 25th looks much more safer with connected greens.	East side has to continue to the airport.
60	78705	Anything to have the bike lanes in a more protected area. So option 2.	Having improved transportation to the Montopolis area is critical so having two separate stops would likely be ideal to shorten walking/bus times to get to the light rail.	No opinion.
61	78705	Great for commuting students.	This is great for commuting students.	Great for commuting students.
62	78745	—	—	—
63	77584	Connectivity is important to the success of the proposed LRT, sidewalks, and bike paths will help with first/last mile connectivness.	—	It may help to evaluate as address the economic benefits including potential increases in property values to perceived safety concerns.
64	78745	I think the bike and sidewalk lanes need to be next to homes and businesses not isolated in a median. May be build	I think if you this, the distance between stations will be too long and unwalkable and ridership will suffer. But, more	This is the only where I think this is a good idea. Make sure it has good access to 183 and 71.

		elevated/underground walkthrough at the stations to improve access.	important then this is bus integration so do whatever is best for that. Also, look into a pedestrian shortcut from FARO to the ACC campus.	
65	78705	Yes! Protected bike lanes and sidewalks next to the rail is very welcomed.	Although, I would prefer two separate stations along East Riverside Dr.	No comment
66	78745	Prefer option 1.	—	Yes.
67	78701	Option 1 will make the most sense for the flow of transport. Option 2 isn't much worse though. I think the 1st one will cut down on biking on the sidewalk though.	I think leaving them as 2 stations instead of 1 grove station will increase ridership and improve the system.	Good idea! I think this will make for a more equitable system for residents that don't live near a station.
68	78705	—	—	—
69	78741	—	—	—
70	78754	—	—	—
71	78751	Best option.	Need 2 stations separated to help ridership.	Should work.
72	78653	I have one question here, when the rail crosses an old road, what should be done? Are the old roads still going to be repaired where the rail crosses?	—	—
73	78712	Option 1 makes more sense.	Makes sense if demand is there.	Yes this could be popular.
74	78702	I would rather not have to cross road to access bike paths, prefer option 2.	—	—
75	78704	To slow auto traffic, put pedestrians/bikes of outside with rail in center.	More stations are better than fewer - don't give residents a chance to use cars - make cars inconvenient.	See my responses to questions 7 and 12. Park & Rides critical to jump start usage.
76	78702	Prefer bike/ped facilities on the edges.	I prefer Grove and Montopolis and not Faro.	Same response as questions 7 & 12.
77	78705	Option 1 may be safer for pedestrians (if bikers or walkers trip, fall, are pushed onto tracks).	Will a combined station lead to clogged and over populated area?	Will the presence of Park & Ride affect traffic?
78	78758	—	—	—
79	78705	Option 1 seems like a good option. Maybe pedestrians	—	—

		and cyclists are more protected with that option.		
80	78521	The display where it shows option 1 would be better. Personally, I would be afraid of crossing next to trains than cars.	The opinion of Montopolis to Faro station would be a great opportunity to get nice quiet areas.	Having more areas for the community to come and without it being such a hassle would make this a nice adjustment to this.
81	78757	No preference, but possibly option for symmetry.	Combine to Grove. Better proximity to the library, more direct link to ACC and existing routes for buses.	Definitely needed. Also, consider working with car rental companies to locate there for pickup and dropoff for ABIA travel.
82	78721	As safe and consistent as possible for the length.	Don't mess with current stations planned. Keep Faro and Montopolis. No need to merge since it would create extra work.	—
83	78752	No preference	I'm concerned about taking away stations, since Riverside is a fast-growing area. Montopolis seems like an important stop to keep. Maybe Grove could replace Faro if ridership would be higher?	A park and ride is fine!
84	78702	I think both options are good. In general I prefer to ride on bike paths along the sides of roads to reduce conflicts when turning or reaching destination. A median corridor ___ will also attract road warriors.	Combo will reduce costs. Not sure if the other proposed locations will actually be very well served.	meh. Cars bad.
85	78751	—	what are the ridership numbers? Costs?	focus on connectivity between buses and trains.
86	—	This approach makes sense if we are able to add a more protected section with more ruffage.	—	—
87	78724	Center lane light rail, pedestrian and bike routes would limit impact points between car traffic and other forms of mobility. This would also provide an opportunity to greentrack along the corridor.	There is enough development to support both stations	Not in favor of park and ride within the city

88	78741	I'm glad that the light rail is going to be built around the bike trail (wood planted) not just light rail and two lane lanes for vehicles. I would like to know the noise level when we build the light rail.	I believe Faro Drive and Montopolis Drive is close. I think we need to assess/project the population growth in Montopolis Drive area, then we need to figure out ridership with two options: Faro & Montopolis option and combined option.	This park and ride location should be decided carefully while assessing the negative impacts on the adjacent areas. If the park & ride is built on the primary residential street like Yellow Jacket Lane, the residents on that street need to deal with too high traffic, vandalism, congestion, light pollution at night.
89	78750	Keep bicycle and ped traffic away from light rail lines.	I do not live in this area. No opinion.	No opinion.
90	78704	—	—	—
91	78610	—	—	—
92	78744/ 78722	—	—	—
93	—	—	I definitely support one station combining Faro & Montopolis at Grove - there is more raw land for development at Grove then at either Faro or Montopolis.	—
94	78660	abstain	less stations = faster speed + lower costs	make busses cheaper than parking
95	78733	—	—	—
96	78741	Prefer outside lanes for bike and pedestrians	Too far to walk - not convenient. Grove is a better option.	Park and Ride be good at yellow jacket. But not for yard maintenance
97	78741	Prefer outside lane for bike and pedestrians	Not convenient - I'm an older person may not be able to get to that location. I work off airport. Not convenient. Grove location better	Not for yard/or maintenance junk. Park and ride only is good.
98	78701	Support the ped/bike corridor is the center as long as good access can be maintained.	One good station is better than 2 half-a-- ones!	Good eastern terminal area, but let's get to the airport in phase 1!
99	78723	—	If there is a new development at the Grove Blvd., there needs to be a large transit station there to serve the area.	This is a good location

100	78613	Option 2	If there is an affordable housing development, Grove is the better option in my opinion.	Good location
101	78752	Safety needs to be prioritized here. In an area with a lot of traffic, bikes and pedestrians, we need to figure out how to build this in a way that will result in the least opportunity for injury but maximize accessibility and ___	N/A, I would not be in this location often	N/A, I would not be in this location often
102	78741	East Riverside Drives needs a massive transformation and the proposed light rail is the perfect opportunity to do so. Also, I prefer 'option 2' for the traffic/ped/rail configuration.	Combine Faro and Montopolis to serve the ACC community better at expense of Montopolis	Yes
103	78724	I like option 2 on the board - less potential impact points, and opportunity to share bike/ped paths	—	—
104	78741	Intersections. Will intersection lights have to match train frequency to allow pedestrian crossing? Option 2 makes more sense to allow a landing for crossing pedestrians.	I like the combination idea. It will provide better access to library, ACC, park.	I think it's a great use for the space
105	78717	Option 2: provides more shade a distance for people on bikes and walking from cars. The trees act as a natural barrier. There must be trees for shade and protection.	More stations. The distance to walk otherwise looks too big.	Parking lots are awful. Please make the park and ride underground
106	78729	Option 2, heavy need for shade	Keep Montopolis and Faro separate unless you can create a grand station with Grove, restrooms, etc.	Food/local vendors at park and ride? (take out only); CVS/medical at park and ride; mini HEB/grocer?
107	78747	I like Option 2 because it reduces the need for bike/peds to cross the street.	The Grove and Montopolis location have/will have the most activity. It makes sense to keep them and drop the Faro location.	Parking makes sense given the proximity to the freeway but still should not take up too much

				space that could otherwise be used to ETOD uses.
108	78702	Putting things in the center of the two lanes makes sense to me as long as you have frequent pedestrian crossings, including bridges at station locations.	—	—
109	78741	Option 2	Both	—
110	78704	—	—	—
111	78741	Prefer option 2 with wide bike and ped paths especially the shared used paths. Crossings at tracks should be smooth for daily bike commuters, not bumpy and dangerous to cross.	Option 1: combine Faro and Montopolis to Grove as long as there's very robust last mile option, especially for ACC. Option 2: make Faro optional stop and Faro mandatory stop because Grove and Montopolis serve more people.	If there is park and ride, should be near all the hotels on Commerce Dr., not near residences.
112	78704	I love it. Distinct areas for safety and flow makes sense.	I love it!	Love it! Would help downtown traffic.
113	78701	—	—	Park and Rides are bad/land use XXX unlock more ridership to those further from stations.
114	78750	Option 2 is preferable for me. For this area, and throughout the system I think green track/eco track would be good for the system. The idea of a continuous bike corridor linking to the hike and bike trail at Lakeshore would be very good.	I think the single stop at Grove would be better. It is closer to the higher sources of ridership and would save money.	Park and rides are bad land use. __ they do unlock more ridership to those further from a station. I think a modestly sized park and ride should be considered, although I don't think anyone should be displaced to build a parking lot.
115	78731	Pedestrian and bike paths should be outside of the lanes on the sides for safety, not in center.	Combine Faro/Montopolis at Grove if it is really close to ACC and apartments.	Yes if there are enough residential out there. Try to extend to ABIA ASAP.
116	78750	I prefer the bike and pedestrian paths in the center of the road next to the light rail. I also like the green track/Eco track concept.	—	—

117	78724	I think it would be safer to have pedestrian facilities on the outside and not in the middle because of cars.	I think it would be better to combine the stations so that there are fewer stops and the transit is faster.	It would be good to have housing near the park and rides in addition to parking.
118	78741	I bike east on Riverside to get to Pleasant Valley and don't personally need to cross Riverside on bike. I would be weary of forcing pedestrians to always cross Riverside to use the bike/walking trail. So I prefer option 1.	I would prefer to have the Faro and Montopolis stations.	—
119	78745	So they won't want to go from Town through the business section and do away the building store E&E, etc. and Hoves for progress eh?	Again is this going to take people ___ property	—
120	78729	what leads to more pedestrian accidents to other cities?	single station	commuter rail or inner city, choose one
121	78723	—	—	—
122	78722	If there is shade, go with option 2! Then, bikers can use this as a "bike highway"! What about pedestrian bridges for bikers/pedestrians in the middle to cross.	Not sure, unfamiliar with the area. Combine stations to save costs if possible.	—
123	78741	Option 1 seems more feasible. I'm sure the buffer is great for option 2, but intersections would be a lot less intricate. Although option 2 is a lot more interesting and would offer more room for pedestrians. Option 2.	This combination of Faro and Montopolis would make sense, one less stop. While also being more convenient for the ACC campus and access to the library.	I think it is a great use of the space.
124	78722	I like it. Riverside is a main east/west route that can be scary to bike on - cars don't seem to pay much attention when turning off Riverside.	That is a pedestrian heavy neighborhood. Keeping the 2 seems better in my opinion.	excellent
125	78741	No bike/ped in the guideway. As a sight-impaired person, I don't	Want both Faro & Montopolis stations. No to Grove option. Yellow Jacket	—

		want to have to cross it. Dedicated bike/ped on both North and South side is needed/preferred so I don't have to cross.	is my backyard and I feel we deserve a light rail station at Montopolis.	
126	78741	Bike paths are amazing! Love the idea of echoing Paris!	sounds fine!	Oh my - this is on a residential St. Do we need this so close to the city? Please reconsider placing such a risk NOT on a residential street like Yellow Jacket!
127	78741	I prefer option 2. It is safer for cyclists and runners if they don't have to worry about cars entering and exiting to Riverside from local businesses.	Montopolis is a station I think needs to be where it is proposed. I would prefer it to be built and not combined into a station at Grove. I do hope that a bus for tram will bridge that station with ACC and the library on Grove.	This seems like a good location for P&R.
128	78741	—	2 stations better than 1. It's a long walk.	That's a good location for stop/park and ride. Make sure easy connection option via bus to airport.
129	78751	I think it's a great idea.	It doesn't matter to me. Get that light rail built.	I think it's a great idea.
130	78741	—	—	—
131	78741	—	—	—
132	78704	—	—	—
133	78741	Either option works. We just need bike friendly options near Montopolis.	Taking away Montopolis would alienate everyone living between Grove and Yellow Jacket. If I live on Cruz, Thrasher, Maxwell, Vargas, etc. I'm probably not walking to Grove and/or Yellow Jacket.	Fine with me. Take it up with the people who live on Yellow Jacket.
134	78702	I like option two! It seems like more trees and potentially safer!	Combining them seems like a large gap. Is it possible to keep two in that area but also have a station at Grove?	Park and ride is a great option to get ridership increased. Get people out of their cars!
135	78744	—	—	—
136	78741	I like center running to reduce driveway conflicts. Barcelona does this great too.	Grove TOD? Right now pretty empty intersection. If Grove, invest in more	Include housing and retail please

			east/west connectivity in surrounding areas.	
137	78703	I like option 2 since it looks more pedestrian friendly. Also the precedents of Vienna, Austria is so attractive, it gives me a sense of natural vibe in city area. (It would be better if the image of Paris could be higher quality, it's blur)	We can study demographic features around these supposed stations such as income level, race and ages to figure out which option makes more sense. (Also check population, workers population)	Looks good. What's the land use around Park & Rides location?
138	78705	I would prefer option 2, the design may increase the traffic speed further incenting walk, bike and train travel. For ped design #3 Paris France, where the priority is the natural environment yet well maintained.	would consider traffic and ped accessibility	Park & ride locations are good but would consider a more central location as well. Also, the location near E. Riverside may cause trouble due to proximity to high traffic intersection.
139	78703	Option 1 is good, provide safe transit for all kinds of transit users. Option 2 is attracting but one thing to consider is if people want go out of center road. There is a big challenge to add more crossing for people to get out of center. People need to walk to the next intersection and cross, it's not convenient.	From short term, I believe 2 stations closer to neighborhood is better than 1 station located at intersection further to both neighborhood. But if there is concern of develop the area to link both neighborhood then maybe?	can having more parking options along the rail. People do not always get on the light rail at the start and end point.
140	78739	—	I prefer two stops - one at Faro and another at Montopolis - I don't want them combined	yes
141	78741	Prefer center option	—	—
142	78741	Highly concerned about moving pedestrian and bike ways to center. Safety is greatly reduced by putting vehicles on both sides and increasing number of crossings.	what goes into decisions, is something or selecting 2/3 options for stops	Highly concerned about proposed locations. Yellow Jacket is not designed for that level of daily traffic, nor would it be safe to have that many vehicles making an unprotected left when going west on Riverside and turning onto Yellow Jacket. Additionally, concerned regarding

				negative impact on existing businesses & quality of life for Yellow Jacket residents.
143	78702	—	—	Agree. Easy access to the airport is important.
144	78751	Option 2, it would allow for grade separated pedestrian traffic to move safer and more efficiently.	I think having the 2 stations is ideal for transit oriented development in the area.	I think the other park and rides should have priority, more dense population hubs. 38th and Oltorf should be prioritized.
145	78751	Option 2 beautifies the city, more protected walking/biking lanes. Slows down traffic as well which Riverside needs!	I think the 2 stations are better than the 1. Makes it more convenient for people living in the area.	Could be nice but studies should be done 38th street Oltorf should be prioritized in my opinion since higher populations density.
146	78751	I like the idea of bike and ped facilities being colocated with the light rail in the center of the ROW b/c it gives bikes & peds more of a buffer from car traffic.	I think the Grove station makes a lot of sense with ACC Riverside and the Ruiz Library right there. I know Montopolis/Riverside is a busy intersection with a lot of transfers, but I can't think of anything particularly close to the Faro site. Go with Grove.	This P&R makes sense. If I wanted to get rid of my car to ride the system I would park here, when there is easy access to two freeways.
147	78704	Option 2 - next to light rail. Mitigate most risk if faster flow traffic is consolidated and compartmentalized.	Yes! Consolidate into one! It will become a transit hub (but make sure 350 extends to it from ACC!)	Yes! Vacant lots if possible or mixed use. Mitigate private property "pop up parking"
148	78757	I prefer the option of the sidewalks on the side of the road since it's simpler to understand.	—	—
149	77379	—	—	—
150	78705	—	—	—
151	78705	As a biker, I prefer having them in the middle, because they'll be separate from normal sidewalk--ped traffic; people tend to wander into bike lanes. Whatever is safer.	More the merrier, I reckon. Same answer at to 10.	Same answer at to 12.
152	78748	Has a safety study been performed for both. Primary concern for bikes and peds.	—	Any possibility to ___ ___ to airport.

153	78751	I support bringing pedestrian and bicycles along the rail, so long as bike and ped have adequate space from each other. Riverside is currently a horrible place for bike and ped under its current configuration.	I do not support consolidating the stops. This area needs as much transit access as possible.	Truthfully, I do not know where a good spot would actually be. So long as the surrounding communities support, I do as well. However, this is an area that Austin has typically ignored, so CapMetro & ATP must be careful.
154	—	—	—	—
155	78723	Whichever one is cheaper.	One station at Grove would get more ACC kids, which is a good idea.	Can't wait until it gets to the airport.
156	78723	Great idea!	No comment	No comment
157	78704	Center design seems better as a cyclist, less driveway cross traffic	A lot of new development on far east Riverside, having extra station would help	Yes, commercial areas could be utilized. This section has potential to add the most usage and get people from area out of cars.
158	78703	bring pedestrian next to light rail	Both please!	How to get to the airport the easiest is what matters
159	78757	—	—	—
160	78751	—	—	—
161	78751	—	—	—
162	78751	Opportunities for typical sidewalk/bike path: better connection to surrounding infrastructure. Concerns for central/light rail sidewalk/bike path: it becomes disconnected from surrounding apts/buildings, it becomes unnecessarily insulated	combined would be more efficient	N/A
163	78705	Not areas I use	No areas I use	Not areas I use
164	78705	—	—	—
165	78757	—	—	—
166	78758	Option 1 is preferable, less broken up green buffers help promote healthier landscapes. I wish pedestrians didn't need to cross over vehicular circulation to access the stations, but I understand there's limited options.	—	—
167	78759	—	—	—

168	78751	—	—	—
169	78705	Where does the Yellow Jacket station lie in terms of this project's overall growth?	The more density for the city, the better off we'll all be in the long-term!	It would be very similar to the Manhattan City Bikes in NYC...my only hope is Austin would make these all more affordable for people.
170	78751	I like the idea of connecting bikes and pedestrians to the transit ___ --not prioritizing car/park and ride commuters. With that in mind, suggest bike/pedestrian lanes net to the light rail (like the Vienna example).	Depends on walkable/bikeable population density I think. If Faro & Montopolis will be accessible via walking/biking for many, the two stations make sense. Overall I'd prioritize airport to downtown or more stations east side but I realize that's not an option currently.	Put stations in the middle of residential and business hubs. Part of the problem of the red line is it's built targeting park and ride commuters--not actual dense neighborhood areas where people could become daily riders.
171	78704	—	—	—
172	78704	—	—	—
173	78745	Bringing bike and peds to center takes them away from businesses who could see paths as an amenity. Also entire rail would have to be fixed if pedestrians were right next to it in center.	Depends on projected development and ridership.	this isn't a question or options provided.
174	78705	For that section I'd prefer the bike lanes in middle and make it more of a park.	If no other trade-offs due to cost, I'd prefer to use both options.	—
175	78756	Hope you are interactive with CoA's Bicycle and Pedestrian Committees on this - feel they will have good opinions based on their frequent use of existing facilities - since I don't, I defer to those who do.	Seems reasonable that Faro Dr. might be a 'future' station development	Don't know any specific parcels
176	78745	Love the proposal to bring ped/bike to center!! So much safety and creates a new public realm. Xoxo	Yes! Grove is a major transit corridor and serves ACC, a library, SafePlace, affordable housing, Community Care and major employers. This will save	The Park & Rides should include community-facing services such as child care, pharmacy, vet services, workforce housing.

			money and better serve the community.	
177	78751	—	What happens to the folks in Montopolis when a train goes through their living room?	—
178	78744	—	—	—
179	78704	I like the center bike paths but I'm concerned about the intersection conflict points. Drivers will need education and/or a very clear signal phasing.	Combine!	—
180	78748	—	I think that it should remain as two stations, Montopolis is a bit of a gnarly bit to walk (It's just long, etc.) so more stations is easier on folks.	Same as concerns about Oltorf and Congress
181	78731	Option 2	Sounds good	Hopefully it will not cost an arm & a leg
182	78705	Please, please, please do this!	—	No park & rides
183	78751	Option 2! Love the bike/walk in themiddle, more trees too	—	—
184	78751	Option 2: allows for more trees; lowers turning traffic crossings intersecting with pedestrian & bike paths that option 2 would generate	—	Same as 12
185	78722	People and bike paths (with trees/greenery) in center of Riverside would help keep the spirit of Austin (greener, park like area) rather than straight concrete touching concrete (any other Texas city)	There are plenty of residential areas all along that corridor and largely housed with those needing/using public transport. It seems there would be enough demand (more often) to have 2 stops there.	—
186	78722	—	—	—
187	78705	Put the pedestrian and cycle pathways next to the light rail in the middle. Not putting the bike lane next to cars will make for a better cycling experience.	Don't half-a** your light rail and build two stations, not one.	Given that the Yellow Jacket station is close to a freeway, I think a park and ride makes sense at the station. I also encourage upzoning the area for

		Similarly, 2 car lanes and light rail on one side will make Riverside easier to cross for pedestrians and 4 car lanes and light rail. A middle walking/biking path also makes stations friendlier to end and exit at.		mixed-use transit-oriented development.
188	78723	I like the ped/bike facilities in the middle.	Either one. ACC Riverside is so far from either stop that a shuttle or bike share is needed.	Only if it is a temp lot, not an expensive garage. Fruitvale in Oakland is so much better without the park and ride.
189	78701	Option 2	—	—
190	78702	Option 2 - ped paths next to the light rail potentially if there's good and consistent access to that center median.	two stations seem preferable but less strong opinion about this	no opinion but if the facility facilitates airport access that's a yes
191	78758	—	I like this option for ACC students	Train to airport needed
192	78702	I'm on the fence about center-running bike lanes because they would cut cyclists off from destinations.	—	I need to be educated around park & rides. Are they really the best choice for land use?
193	78751	Prioritize the options that allows and includes the most trees and plants. These are essential for user wellbeing sound dampening and shade/weather protection. We need greenways. Option 2 looks tempting if greenspace is highly incorporated.	I'm not as familiar with these areas. Access to aCC seems important.	Please include covered bike parking.
194	78662	Prioritize the bicycles and pedestrians in the middle. It will set a whole new precedent for Texas! As all other light rails in Texas have cars next to the train.	Noooo, have more stations, because there are plenty of multistory use apartments being built on Faro, Montopolis and Grove + ACC at Grove. People need about 500 meters to walk to stations.	Have the park and ride host ___ at the bottom maybe? ___ has idea used in ___ in Lakewood, Colorado.
195	78702	Middle lane for everything will make transfers easier,	Grove over Faro is a no brainer. Montopolis will	I'm against bad land use at stations.

		more aesthetic, less intrusive for all.	end up close as a result but its busy enough to justify it.	
196	78756	I prefer Option 2 for the pleasanness of the experience as a pedestrian or cyclist (especially bicycle riding).	this seems like an interesting option.	—
197	78741	—	—	—
198	78751	—	—	—
199	78751	—	—	—
200	78704	—	—	—
201	78704	Option 2: People will bike both ways in the option #1 lanes. I am a biker, I see it every day. Very dangerous.	Combine the stations @ the Grove	Gravel parking lots
202	78727	I like Option 2	Two stations	Add Park and Rike
203	78704	OK	OK	OK
204	78704	—	—	—
205	78744	No opinion	No opinion	No opinion
206	78704	—	—	—
207	78704	—	—	—
208	78704	I like the ped/bike lanes closer to the rail. From a ped/bike perspective, the adjacent rail is more accessible than being on the outside of the traffic lanes.	—	—
209	78619	—	—	—
210	78704	—	—	—
211	78740	—	—	—
212	78745	I support anything that protects cyclist against traffic.	One station at Grove, please! We must support the student population at ACL Riverside, esp. since more lower-income students attend there (I think). If I could pick another station there I'd choose Montopolis, in consideration of local concerns there.	Yes Park and Rides! As long as there's security
213	78704	—	—	Gotta have an Uber lot somewhere if you can't go all the way to airport
214	78704	Main effort where the rail crosses Pleasant Valley Road.	—	—

215	78704	—	No combo unless it's the only way to move forward	Same as 12
216	78701	No comment	No comment	No comment
217	78701	—	—	—
218	78701	Looks great - bike/pedestrian access helpful. Connecting w/buses at station ideal.	Looks great - bike/pedestrian access helpful. Connecting w/buses at station ideal.	Looks great - bike/pedestrian access helpful. Connecting w/buses at station ideal.
219	78701	—	—	—
220	78704	—	—	—
221	78745	—	—	—
222	78745	—	—	—
223	78617	How wide is the road corridor for both options?	If the two stations are combined into one, will the station size be longer to accommodate both?	What will the vehicle capacity be for the facility? Will it have EV charging stations?
224	78704	Riverside is a dangerous street for bikes and pedestrians. More bike lanes closer to train.	?	Again, leverage housing/retail with parking facilities
225	78731	If possible, the bike lanes should be able to run along the street without crossing car lanes. I would support bike overpasses or priority signaling.	I believe in keeping with ATP's mission of focusing on historically underserved communities. Reducing the number of stations along any portion of Riverside Dr. would seem counter to that goal.	A Park and Ride in this area should have rapid service to the airport.
226	78704	This is an absolutely ridiculous, terrible idea. How do you get to the "island"? Who wants to walk down the middle of a busy street (fumes, noise, safety issues)	—	Think this is a good idea to serve the close - in East Side
227	78704	Option 2 seems to be a safer option for bicyclists	The Grove Station creates a lengthy walk for those living btwn Yellow Jacket and Pleasant Valley. I suggest keeping the Faro and Montopolis Stations.	The line should not end at Yellow Jacket; it needs to extend to the airport as the consultants suggested 20+ years ago.
228	78721	Seems reasonable	Seems reasonable	Really need to tie-in to the airport. Shouldn't terminate @ 71.
229	78745	For bikes, center is great. For pedestrians, I would worry about crossing traffic	No, more stations are better for pedestrians.	No thoughts.

		and distance between safe crossings.		
230	78745	—	—	—
231	78723	That doesn't sound safe having stations in the middle of lanes of traffic. What if you're running late? Option 2 looks pretty good.	Grove makes sense for its proximity to ACC (or ACL?)	There should be a bus stop and Uber/taxi pickup here to connect to the airport
232	78705	Having the bike lanes isolated in the middle would honestly make make Riverside a biking destination I would go to. With proper crossing infrastructure to get to the tracks from the sidewalk I think it could be really amazing.	—	—
233	78704	—	—	—
234	78704	Option 2, eg Vienna - Ensure clear way to move folks from end of line to airport, eg added buses + added space for buses to park to ferry folks to airport	Whatever the standard distance between stops is w/rationale should be maintained, eg. per predicted ridership per location.	Ensure ample bus parking & bus plan to ferry folks from Yellowjacket Station to Airport.
235	78746	—	—	—
236	78748	—	All for east side stations. What about north of the river?	—
237	78704	—	—	—
238	78704	Option 2 looks safer? Either work fine	Don't do Grove. Nothing is there but a transfer spot to get too ACC campus. It's too far to walk from this intersection so it loses its effectiveness. More transit dependant folks live at the other two stations.	Yellow Jacket is more than useless as a Park and Ride and a station
239	78703	—	—	—
240	78902	—	—	Connect to the airport
241	78745	I would prefer have a typical sidewalk outside of the traffic lanes. I think a median sidewalk would be uncomfortable surrounded	I think that combining the two stations makes sense and it will be closer to ACC.	Since this is the end of the line a Park and Ride would make sense.

		by loud/fast cars. I prefer Option 1.		
242	78751	Pedestrian/bike on side of road, not in median	Keep both stations	—
243	78704	Extend to Airport or minimum have frequent bus service + timed to the arrival of the trains	More stations not less	?
244	78703	From the Yellow Jacket stop you can see ABiA. I need to go to the ABiA. So I oppose this.	Great idea if it goes to ABiA. Terrible idea if it doesn't	Build homeless housing here so they won't need tents and shopping carts
245	78704	—	[garbled] 2 stations, alternate stops	Put on AUS property
246	78704	Option 1 seems preferable with all motorized vehicles in Center & people & bikes not mixed in. Seems safer	I like combining at Grove. I do <u>not</u> live in that area, tho.	That feels like end of line. Close to 71. <u>Out</u> of neighborhood streets
247	78704	—	—	—
248	78729	This design and development is needed and ongoing based on growth projections in <u>2016</u> .	N/A	N/A
249	78731	My only concern is what impact this idea will have on local residents and businesses. What do they think?	Seems to me these locations are to be predecessors to the future airport extension - if so - I'm in favor	Green location!
250	78741	Option 1 keep the active edge of ped/bike in connection with businesses.	Combine these. Faro is a low level density area.	South side of riverside has low level commercial. Acquire this area!
251	78751	See #5	See #5	See #5
252	78731	—	—	—
253	78701	I prefer option 2 because it consolidates the transportation facilities for easier on off access to rail. Plus it has more trees.	Prefer 3 station rather than 2, to provide easier ped + bike access. But if the options are only 2 stations, I prefer just 1 - grove, because of it's proximity to red riverside.	no comment
254	78749	option 2 is my pick - safer for pedestrians & bikes	Pros + cons for both options I'm sure, but based on current feedback I like the combined stop @ grove	yes! All the end of ride park & ride options please!
255	78702	I like the bike/shared use path next to light rail in median -	Absolutely need 2 stations - future growth in this area will demand it	Yes - more park & rides keep cars out of downtown

256	78758	I support whichever scenario is safer and reduces conflict points between trains, cars, bikes, peds, etc.	no opinion	See #12
257	78701	—	More stations are better, because Texas is hot and it is hard to walk a long way in the sun and also because the population is aging and will have more mobility issues.	—
258	78723	whatever is better for acting transportation	Combining stations would be good for hot weather	same as #12
259	78610	—	Will park & rides be free - make rider light rail accessible to ppl coming from eastern crescent.	—
260	78701	The Option 2 shelter from a continuous bikes/pedestrian access standpoint. If you signalize safe crossings frequently.	Not sure spacing would not be optimal, but ACC access is important	Need security at the stations. No one will park + ride if they're getting their car stolen.
261	78752	More trees! Option 2 is great.	I think that we should keep the Mont. & faro stations. We would need an option like question 13 of those walking to either of the stations.	Extending the park & ride further east or closer to Del Valle crossing on highway adds a XXX. Please extend the airport!
262	78705	The center pedestrian option provides shorter intersection crossing (increasing safety) with more opportunities for trees.	If the Faro station is advanced, the central bike/ped spine is even more critical to connect people easily between for third spaced stations.	Yes, the more park & rides, the better! Park &rides should be easy to access - you shouldn't have to cross a highway to access.
263	78701	I like the bike and pedestrian paths in the center. I've been in cities with center areas of peds. It's much more peaceful with less conflicts with cars.	—	I'm generally against using valuable space around stations that could be used of housing/shops/destination s with parking and ruining the experience by walking by open lots with cars. In this instance a lot would seem useful.
264	78653	—	—	—
265	78731	—	—	—

266	78618	Option 2 allows more space for pedestrians & cyclist. Safety :) & accessibility.	Option to combine Montopolis & Faro stations into a single station @ Grove to increase access to riders using MetroRapid.	I'm all for Park & Ride if it gives access for those living outside the city to use the LRT since parking is scarce & expense downtown to increase/encourage people to go to downtown.
267	78701	—	—	—
268	78701	Interesting idea, but what are the pros and cons? In any case, transit and pedestrians should be the priorities, not car traffic.	More stations = better	Maximize desirable destinations, not parking.
269	78752	—	—	Make park and ride make sense here. Eventually get right to airport please!!
270	78660	—	—	—
271	78744	—	—	—
272	78702	—	—	—
273	78744	—	—	—
274	78724	—	Yes. Great option!	Yes. Transportation on this route would be great.
275	78660	—	—	—
276	78660	—	—	—
277	78666	—	—	—
278	78653	Yes, please. Make sure these are ped x lights and & barriers for safety. Keep peds & bike on outside lanes with sidewalks.	Depends on the distance from orig. stations. Maybe be too far for some.	Yes, please
279	78618	I need more info.	Little far for Sanchez E.S. on the St. Marcos St.	More info
280	78723	I think either one is fine!	Consolidate them at Grove. It's weird that there is a stop proposed at Faro anyway, when there are multiple adjacent single-family subdivisions. Plus there is a huge city-owned property at Grove that could have an amazing TOD project with tons of affordable housing.	I guess a park and ride would be fine here since it's less urban, but honestly would still prefer housing. Do everything you can to extend to airport!
281	—	—	—	—
282	78751	—	—	—
283	—	—	—	—

284	—	As someone who primarily travels by bicycle, I love Option 2. However, a lot of attention will have to be spent on building crossings so bikes can turn left and right into developments. Those crossings may slow down the LRT.	No opinion.	Yellow Jacket makes the most sense as a Park-and-ride especially since the presence of the OMF will limit eTOD potential. This is also the park-and-ride that was part of the Light Rail Implementation Plan and the amended Contract with the Voters and JPA approved by the City Council and CapMetro Board.
285	78702	—	—	—
286	78721	—	—	—
287	78660	—	—	—
288	78704	Would love a train to the airport	—	—
289	—	—	—	—
290	78628	—	—	—
291	78748	I don't bike but I feel like this solution would make bikers feel safer than the typical bike lanes on the edge of the streets.	—	—
292	78749	I would stick to what the city knows. Recently constructed Shared-Use Paths and sidewalk-level bike lanes have been highly successful on the outside edge of arterial streets. Keeping pedestrians and cyclists separated from trains also seems wise. I prefer Option 1 here.	Faro & Montopolis should be kept as separate stations. Density in this area is very high and continues to rise with every passing year. Combining stations and leaving lengthy gaps between Pleasant Valley/Grove/Yellow Jacket is short-sighted. Neither station has to be elaborate, or even very nice at all, but they should exist.	This is the one location on Phase 1 where I think a Park & Ride makes good sense. The station would be in close proximity to a major freeway, allowing drivers much quicker access to the Park & Ride facility. It's also comparatively far from Downtown & Central Austin. The time savings of taking the train would be most obvious here.
293	—	I think it's a real stupid idea to have pedestrians in between two rail lines. Have the rail lines travel next to each other, and put the pedestrians away to one side and line it with a bunch of trees.	Grove is the logical place to have it because of ACC	I have no opinion or questions about this stop

294	78702	Tough one. I like the synergy of central bike / ped paths (and the ability of bikes to see each other in both directions), but ONLY if it can be well maintained. Otherwise it could be a trash dump and perhaps crime magnet.	—	—
295	78704	—	—	—
296	78745	Walking down a strip in the middle of Riverside and having to run across fast-moving lanes of traffic to get out? Sounds like a little slice of hell. All the mixed-use developers hoping for more foot traffic will hate it, too.; This sounds like a little slice of he11. And the mixed use developers trying to make something happen over there will hate it.	I'd only choose this if the quarter mile around Grove has more population density than the other two sites, but I bet it doesn't. There's a lot more activity on Faro. Or, would this make extension to the airport possible in Phase 1?	Don't bother. It's a dead end. Just extend to the airport!
297	78751	—	—	—
298	—	I support that	Want to see as many stations as possible in that area.	The more stations the better
299	—	—	—	—
300	78704	—	—	—
301	78703	Neither choice seems viable and the precedents are laughable. East Riverside is not Vienna or Paris, LOL. Riders having to cross busy traffic lanes to access a station only makes sense in a dense walkable neighborhood like downtown. Putting the walk and bike lanes in the center is equally treacherous. No serious proposal would ask people to recreate in the middle of that road.	—	—
302	—	—	—	—
303	78723	—	—	—

304	78724	—	—	—
305	78757	Prefer Option 2. Is there an option to have (from left to right) car traffic (both directions), light rail, bikes and pedestrians?	Preference to combine two stations into one at Grove. Would fewer stops significantly decrease ridership/accessibility?	Would Park and Ride facilities increase airport related parking (bus from the park and ride to the airport)?
306	78705	—	—	—
307	78745	Trails sound great!! Especially in this area which really needs it. The elevation changes are tough on cyclists and they could swerve into traffic without separation.	Seems more centrally located and should provide quicker headways. Sounds good.	Again what is this park and ride going to do? Who will it serve? People driving to downtown will just go downtown. Build the connection to the airport instead, or build some housing.
308	78739	—	—	—
309	—	—	—	—
310	78758	Pedestrian and cycling infrastructure fully separated from car traffic is awesome! Please ensure it's easy to enter and exit with minimal car interactions.	Stop trying to make fewer stations	It's actually a site where a park and ride sort of makes sense, but I'd rather see that funding go towards an airport connection.
311	—	—	—	—
312	—	Anything further protecting pedestrians and cyclists from cars is a win in my book, so I prefer option 2	I like the idea of combining the two into a Grove station	park and ride also makes sense here. Also until light rail connects to the airport I assume there will be a high frequency bus shuttle to and from the airport?
313	—	—	—	—
314	78751	Option 2	—	—
315	78748	Option Two would be more safe as pedestrian and cycling traffic is consolidated. People drive very fast on Riverside especially close to I35.	I think combining these is a good idea and would contribute to station safety which is going to be a concern here.	I would be concerned with the safety of leaving my car at a park and ride facility in this location.
316	78704	Don't put the slow tram in the median. Children!	ATP is racist and responsible for further gentrification for the purpose of politics and serving few.	Oh wow a park and ride where it should continue to the airport! Yes, a park and ride should be outside of central Austin that serves people who don't live central. Should be the entire purpose of a rail...
317	78701	—	—	—

318	78701	—	—	—
319	—	—	—	—
320	78704	—	—	—
321	—	—	—	—
322	78727	Prefer option 1	Combine both into one	Lots of free parking will be needed and essential
323	78753	—	—	—
324	—	—	—	—
325	78664	—	—	—
326	78626	I feel that Option one would be the best. Option two just seems so chaotic and somehow relatively unsafe. Bike lanes should also have a better buffer than just a concrete curb. Perhaps moving the greenspace/trees to the road and placing the bike lanes behind the trees would encourage bicyclists to travel more if they feel safer with that extra barrier. I think it would also make for better scenery for drivers in Austin, the best for both worlds.	Knowing how this portion of Project Connect will have more passengers, I think consolidating the lines might make transit accessibility more difficult for those who need it. Making it as accessible as possible for the most amount of people is vital for success.	I think a park-and-ride here might be the only portion of Project Connect where such a facility seems to be appropriate.
327	78731	—	—	—
328	78759	—	—	—
329	78756	—	—	—
330	78752	—	—	—
331	78704	—	—	—
332	78702	I prefer option 1. I understand the benefits of option 2 but I think that in the context of east riverside drive where there are quite extensive mixed uses along the road, option 1 can contribute toward activating the roadside space even more. Having the road between the pathways not only creates a psychological barrier for users and also reduces safety as users would have to cross an extra time to	—	I think the area is already lacking public open spaces. Creating a park and ride would further add to the vastness of concrete and asphalt. I think that given the concentration of hotels and their typically underused parking lots, an arrangement could be struck with these hotels to carve out a segment of their parking lots to serve as park and ride. CapMetro can use this as a pilot to assess the usage

		get back to the buildings, it also takes the crowd away from the roadside space that could be benefit the ground floor businesses along riverside if the design is well integrated		levels and if demand is overwhelming, then perhaps a new park and ride is necessitated. This helps to avoid wasting resources and taxpayer money.
333	—	—	—	—
334	78748	—	—	—
335	78705	Interesting, it looks good, though I would be concerned about bikes/pedestrians having to cross the street to get to/from the center as this is an added point of conflict.	If this means getting another downtown station/station in a more dense area, then I'm for combining the proposed stations.	This is a location that I would be more supportive of a park and ride
336	78750	—	—	—
337	—	—	—	—
338	—	Option 2 is much more complex driving environment. There will more expected cross traffic, and visual interference. These are positive arguments in its favor. The narrow, more interrupted (visual and moving) lanes should have psychological effects on drivers that can help limit speed in the area. I like B.	—	—
339	78703	I would think the center ped/bike facilities would provide a significantly better tree canopy for an area that definitely needs more shade. However I also wonder which design would encourage safer driving. My gut tells me the center ped/bike facilities would be better for that, but I don't know for sure. If the difference is negligible, I would prefer the center ped/bike facilities	I don't like this very much - the land use around Grove is significantly less dense and thus a merged station would significantly reduce the demand inside a half-mile walkability circle. This is especially important on the Montopolis side, as Faro is a much less dense area. If it's necessary to combine the two, I feel like it needs to skew heavily towards the Montopolis side	It seems like a good idea to have this located reasonably close to SH-71 to provide for easy vehicle access from highway traffic from points coming into the city from the south/east. The less distance from SH-71, the better
340	78757	—	—	—

341	—	—	—	—
342	78749	Option 2! I ride my bike a lot, and would much prefer the safety of being further away from cars.	—	—
343	78728	Having pedestrian and bike lanes in the middle of the streets seems dangerous. Perhaps bikes remain on the out sides, but nodes of greenery and paths near the stations.	Why is it being considered? Due to estimated usage? If there is expected ETOD development in those areas, combining them would be easy in the short term, but would require construction after the fact. I would prefer to keep the two.	I would be beneficial to have it there for service to the airport, but what uses would need to be removed to create the park and ride?
344	78750	—	—	—
345	78704	Option 2 marginally better. What is cost difference of either approach?	Cost implications?	Good location. Far enough out. Bike storage?
346	—	Option 2 is brilliant! Great work!	Yes, they should be combined. Station spacing should not be closer ANYWHERE outside of the primary activity center (Downtown + West Campus), than it is within the center.	That's a big area and the total amount of time it takes to use this mode of transit will be a consideration on whether to use it.
347	78739	—	—	—
348	78705	—	—	—
349	78705	Pedestrian safety; Biker safety	Will the city hire cleaning crews? Please keep transit and stations clean and free of homeless sleepers and excrement	This is literally the only park option that seems it may have space to accommodate increased congestion and a parking complex
350	78703	—	—	—
351	78754	—	—	—
352	78748	—	—	—
353	78745	—	—	—
354	78741	While I recognize that it would feel safer riding in the center I feel like heat could be an issue in the center I also have questions about where this could transition from center bike lanes to standard bike lanes.	I do not think these stations should be combined! I feel that Grove is too far for people coming from the Monopolis neighborhood. I think both the Fargo and Monopolis stations would be very busy now and I expect that	Once again I think a park and ride here is smart but I hope there is a way to make sure it is not being used for airport parking. I hope there is also secure parking for bikes and scooters. I also think it would be good to include

		Maybe if there will be a lot of trees planted for shade a center lane could be nice but as it is now I prefer standard bike lanes.	this area will rapidly grow over the coming years so only having one station will hurt commuters in the area. Also out of everywhere on the light rail map, this is lightly the most socially and economically disadvantaged area so to take away a station feels wrong from an equity standpoint.	EV charging. Lastly, I hope that this parking is a well-lit garage and not a parking lot.
355	78704	—	—	—
356	78757	The center-running bike/walk path would likely see less use due to the greater number of require road crossings. Further, it leaves less room for shade trees along the sidewalks. Therefore, option 1 (with bike lanes and sidewalks on either side of Riverside, and a center-running train) is the better option.	Do it!	This area actually makes sense for a park-and-ride - should be sited to avoid too many localized traffic impacts.
357	—	Option 2.	—	This seems like an appropriate location.
358	—	—	—	—
359	78745	—	—	—
360	78745	—	—	—
361	—	—	—	—
362	78729	i much prefer the option which puts bikes & pedestrians in the middle of the street b/c it minimizes autos crossing the path of pedestrians & bikes when turning.	Yes, these should be combined into a grove station to better serve ACC.	—
363	78752	—	—	—
364	78704	—	—	—
365	78753	I like option 2 as it creates a nice and safe option for cyclists and pedestrians.	If it helps with budget, I think a combined station at Grove Blvd would work. It is only 0.3 miles to Montopolis which connects to multiple bus routes.	—
366	78751	The bike lanes should not be in the center. It will	I would rather see the 2 stations rather than one. I	A Park and Ride located right along 71 near the

		make it so no matter what, cyclists will need to cross traffic even if their destination isn't on the other side of the street. They would end up on the sidewalks. Ideally, 2-way cycle tracks would be on both sides of the street (even if they are slightly narrow for 2-way cycle tracks), to limit the amount of crossings.	used to live in this area and rode the 20. A lot of folks in this area really rely on transit. Cutting a stop in this area would make it harder to use for people living in the area.	abandoned trailer park (directly across from airport commerce drive) could make some sense as it is actually near the end of this line, and near the highway.
367	78653	—	—	—
368	78702	I like option 2 significantly more. But 4" trees were mentioned at the open house feels like it will be a *very* long time before they are mature enough to provide the imagined shade. Please make the tie into other bike infrastructure well. PLEASE!	It depends on how/if the Tokyo Electron site (recently put on the market) gets developed. But if the community feels they would be best served that way, fewer stops would be preferable (lower costs, faster rail service)	This park and ride makes a lot more sense than the south congress option (closer to major sources of people looking to park, okay use of land near noisy highway). But it feels silly to use the precious dollars from this project on car infrastructure. Also depends a lot on the extension to the airport. If that is likely, consolidating all of the parking to the airport feels like a potentially better options.
369	78746	—	—	—
370	78752	No comment.	No. This would reduce ridership. It's already hard enough to get around that area. Why would you do this?	This is a more adequate place for a park and ride unlike Oltorf and 38th. Though I would prefer to spend the money on longer rail than on parking.
371	—	—	—	—
372	78750	—	—	—
373	78723	—	—	—
374	—	option 1	2 stations	add the Park and Ride
375	78702	Option 1 is a must. Bikes will ride on the sidewalks instead of cross the lanes of traffic with Option 2 and there is no purpose for 3 sidewalks rather than 2.	More stations are better if we want to truly make our light rail pedestrian friendly.	Light rail should go all the way to the airport terminal and this should be prioritized as Phase 1 rather than the stub to

				SoCo and Oltorf, in my opinion.
376	78704	—	—	—
377	—	—	—	—
378	78759	—	—	—
379	—	—	—	—
380	78723	—	Option 2 should not even be considered unless there is adequate room for a landscaped buffer wide enough for street trees between traffic lanes and bike and pedestrian facilities on the outsides of the ROW adjacent to land uses. In Option 1, the bike lane should be separated from traffic by a treed buffer or parking and a narrower landscaped buffer between separated bike and pedestrian facilities (ideally) or a shared path where necessary.	This is an appropriate location for a Park & Ride; Any Park & Ride should be designed to allow for a TOD between the station platform and parking, ideally with parking in a future shared structured parking facility
381	—	—	—	—
382	78747	I think placing shared use paths in the center would cause more issues for those people to reach connecting streets.	—	—
383	78745	—	—	—
384	78724	—	—	—
385	78731	Keep the bike lanes on the outside please, we shouldn't be forced to cross car lanes to get to the median if our trip doesn't require it. More crossings is more dangerous than longer crossings, because bikes have to accelerate and get up to speed	I think the stations should be kept separate, there's not enough bus ridership to justify putting the station at Grove. The land surrounding it is empty because of the floodplain	I think as long as we leverage existing parking lots there shouldn't be any worry. And we shouldn't be building any new parking! This is a transit project, not a car project
386	78705	—	—	—
387	—	Your priority should be getting to the airport.	—	—
388	78705	—	—	The light rail needs to go to the airport. Why is the

				city blocking this? Is it because it will impact the parking revenue at the airport? This is a bad short sighted proposal.
389	—	—	This area is full of college students. Use two stops.	Take this section all the way to the airport. Include a station in the MET center to accommodate those huge amounts of workers and the VA hospital.
390	—	good idea	eliminating stations not good idea	no park n ride extend to airport
391	—	—	—	—
392	—	—	—	T park and rides are a poor use of land, this close to downtown. Prioritize transit oriented development and density instead.
393	—	Option 1 looks good to me	—	—
394	—	—	—	—
395	—	Option 2	—	—
396	—	I'm not an expert, but it seems like Option 2 would keep pedestrians and bikers much safer, although it would make businesses on the edges of the street harder to access.	The more stops the better!	More park and rides are great!
397	—	—	—	—
398	—	—	—	—
399	—	—	stop diluting this plan and making it worse than it already is. Do not get rid of stations!!!; Keep Faro and Montopolis stations separate	—
400	—	—	—	No maintenance yard on Yellow Jacket Ln. Why is the location that is 5th on the list of desirable locations. Quit using Montopolis as the dumping ground for projects other neighborhoods don't want.

				Other than that one item? We fully support light rail.
401	—	—	—	—
402	—	—	—	—
403	—	—	I like the bike and walking paths next to the light rail	Yes, combine them; This side of the rail might benefit more from the park and ride.
404	—	—	—	—
405	—	No concerns. I like this idea. But we need more East Austin stations.	No concerns. I like this idea. But we need more East Austin stations.	No concerns. I like this idea. But we need more East Austin stations.
406	—	—	—	—
407	—	Houston has this too	—	—
408	—	—	—	—
409	—	—	—	—
410	—	—	—	—
411	—	—	—	—
412	—	—	—	Any site design or selection needs to have a future airport connection accounted for. Hopefully the connection can be made soon as the parking and congestion at the airport is bad.
413	—	—	—	—
414	—	—	—	—
415	—	—	—	—
416	—	—	—	—
417	—	Option 2 is better. It makes the bike and pedestrian paths safer from cars entering/exiting driveways.	Given the size of the montopolis neighborhood, I think it needs it's own station. Most of the neighborhood would have a considerable walk to the station as it is.	—
418	—	Center running cycle tracks are a problem if there is turning traffic. Unless you solve that, it's way better to place cycle tracks on the sides of the streets	—	—
419	—	—	—	—
420	—	—	—	It is a HUGE error not to extend rail service to the airport.

421	—	I don't imagine much ridership in these areas - further, I don't imagine reduction in I35/mopac traffic based on the stops... Specifically about the concept of trail location - option 1 appears more functional	no positive impact for commuter traffic.	no positive impact for commuter traffic.
422	—	seperated bike and walk ways are better and safer to ride on, so i like them being next to the light rail	do not combine stations... more stations on riverside is better because there is lots of density and more development	—
423	—	—	—	—
424	—	Multimodal is what we need, this is a great idea	—	—
425	—	—	—	—
426	—	Strongly prefer Option 2	Agree with proposal to combine at Grove Boulevard, due to proximity to ACC, parkland and Affordable Housing and other services.	Park & Ride makes a lot of sense here; this is the location that should be explored in phase 1 (the other ones are not good investments). STRONGLY encourage better name for station than "Yellowjacket" (no one knows what that is!)
427	—	—	—	will this connect to the aiport? we definetly need an airport connection
428	—	Option 1 please.	Closest to ACC for the most users.	—
429	—	Either option is OK. Whichever is safer for pedestrians.	—	—
430	—	—	—	—
431	—	—	—	—
432	—	—	—	—
433	—	Option 2 is awesome, I love it. To confirm, there would still be an opportunity for street trees along Riverside as well as in the center trail/active transportation corridor?	No opinion, other than the obvious take that more stations would presumably be more expensive but more accessible to more users.	Same as previous comments re: park and rides.
434	—	If you can plant trees as in those references, then yes.	The grove looks like a good option. That stretch has	A shuttle to the airport while the line is built is a

		If not, please stop showing those references. Texas is a different climate than those two options. Please also consider low high qualify fencing in the median. Comm Ave in Boston is a good example. The low fencing helps maintain a sense of safety.	limited opportunities for densification. Grove looks like a reasonable location to upzone significantly.	better option. NO Park and rides.
435	—	—	—	—
436	—	I prefer option 2 because it creates a larger buffer between cars and bicycles	—	—
437	—	I like the idea of having bikes and peds with easier access to the transit stops if they are also in the center median, but I think if there are crossings at every stop this is less important, and the cheaper option is preferable. ; I think also that bike and ped facilities that are behind curb as normal, will connect better to existing bike infrastructure better.	I don't think I have adequate information to have good input here, but having the Grove stop would better serve ACC	—
438	—	—	—	—
439	—	A great idea.	In general, greater access is going to be a better than lesser access	A great idea. Will shade also be included and what is the environmental impact, recognizing that there is likely a trade off of some sort necessary.
440	—	whichever is safest for cyclists and pedestrians. having it bunched in the middle seems like there would be more blind spots. we have enough trouble with people running down cyclists already, plus people love to speed on Riverside, too.	do not have much knowledge of the character of these neighborhoods, but i suspect it's a lot of apartment dwellers who need plenty of stops.	not familiar enough with this area of town to comment
441	—	Option 2 is better in my opinion. It makes shared use more efficient and	It depends on the distance. This decision should be based around transit	It should because riverside is a residential hub, but it

		provides more space and dedicated areas that reduces conflicts between the different modes of transportation.	oriented development and see if the distance between the two is walkable in a 400 meter radius from the station	must be evaluated based on demographic data
442	—	—	—	—
443	—	—	—	—
444	—	—	—	—
445	—	Implement Option 2 and make E. Riverside a model for green streets and green infrastructure.	Use the option with higher ridership.	This might be the only location that justifies adding parking, however when the LRT is extended some of the utility of this parking will be reduced.
446	—	Option 2 would be safer; Might be better to elevate the train and provide bike and walking paths underneath	Grove makes the most sense. It's the road with ACC and the library.	Should be a parking garage with restaurants at the ground floor providing an income for future transit expansion, places to eat for those getting their cars and for those staying in nearby hotels.
447	78701	Please dont build the bike lanes and walking path in the middle of a car sewer. Build them on the sides and make sure that the rail is properly separated from the flow of traffic and maintains signal priority.	—	—
448	78744	I prefer option 2.	A Grove only station would be okay if Grove Avenue connected back up with Montopolis on its norther end. If not, the would prefer the two separate stations.	—
449	78757	—	—	—
450	—	—	—	—
451	78757	—	—	—
452	78704	Two bicycle lanes are harder for pedestrians to get across safely than one.	More stations = more use.	As stated above, when roads are shut down around the airport, how is a car supposed to get to a park and ride at this location? Not taking light rail all of the way to the airport is a big miss.

453	—	—	—	—
454	—	Option 2 looks like a better design. Please include pedestrian tunnels to get pedestrians and bicycles to the center from the edge of ROW.	No. They are far enough apart and serve different purposes. Montopolis is for employment. Faro is for retail. Grove is not that useful a stop.	Again, why stop at Yellowjacket. This needs to go all the way to ABIA. I do think a park and ride at yellow jacket would be highly utilized by motorists attempting to avoid parking costs downtown. This would help reduce vehicles in downtown.
455	78745	—	—	—
456	78759	—	—	—
457	78722	Why can't bicycles and pedestrians share their path way?	—	—
458	—	—	—	—
459	—	—	—	—
460	78723	—	—	—
461	—	—	—	—
462	—	—	—	—
463	78741	—	—	—
464	78741	Putting the main pedestrian/bike facilities in the center of Riverside Dr is not ideal. Anyone wanting to use these facilities would have to cross Riverside drive twice to reach a destination to and from Riverside Drive. You are also squeezing vulnerable road users between two sources of loud, dangerous vehicle traffic (trains and cars). Two way bike facilities feel less safe for users and create more potential conflicts with other cyclists and pedestrians. Finally, congregating all the pedestrian and bike facilities on the side of the roadway will create better, more intact and livelier streetscapes.	Support this. Currently the Grove and Riverside intersection has vacant lots at all 4 corners.	Since the system is supported by an ongoing revenue tax revenue stream, don't get too bogged down on creating park and rides at the current "end points" of 38th, Yellowjacket, and Oltof. Plan for long term growth.
465	78704	—	—	—

466	78757	—	—	—
467	78704	—	—	—
468	—	—	—	—
469	78703	—	—	—
470	78704	—	—	—
471	78749	—	—	—
472	78749	—	—	—
473	78723	—	—	—
474	78744	I like option 2 for Riverside. I feel like there is enough room in the median of much of the road to do this without excessive disruption, and that it would be aesthetically pleasing and safer.	In my opinion, East Austin and especially Southeast Austin is very underserved, so I am not thrilled about removing a potential station.	N/A
475	78704	—	—	—
476	78756	—	—	—
477	78735	—	—	—
478	78751	This is definitely a nicer option in my opinion. Melbourne Australia also has a similar setup along St George's road and it's very nice. Bikes and pedestrians don't need to contend with cars turning onto side roads.	—	—
479	78751	—	—	—
480	—	—	—	—
481	78753	Whatever is more cost effective and safer. I think that TOD is going to be important for this section, so whatever works best for the envisioned built environment.	Does current density support one or two?	—
482	—	—	—	—
483	78747	no	no	no
484	—	—	—	—
485	78702	option 2 - need nice shaded bike and walk paths	bad idea - need stop at montopolis - this is a big intersection	I guess have a park and ride here makes some sense - can we make it exciting? food truck area and brewery too - something that is a destination on the

				weekends so it gets use then too?
486	78701	—	—	—
487	78703	I prefer option 2 because the bikers feel more protected	—	—
488	78701	—	—	—
489	78741	—	—	—
490	78741	—	—	—
491	78704	Sidewalks and bike lanes would be much more useful on the outside of the ROW. Much more bike and pedestrian traffic is to access buildings and destinations along the corridor not traversing the entire corridor so access on the outside edges should be priority rather than duplicating infrastructure or sacrificing pedestrian experience were it is needed (on the building edge), for where its not needed (to travel between station)	This makes a lot of sense combining these locations would not affect ridership if streetscape along riverside is dramatically improved	There really should be synergy in airport parking and park and ride location to leverage investment.
492	78757	—	—	—
493	78702	Option 1. It doesn't make sense to have a path in the middle of the road for cyclists and pedestrians, where they would have to cross the street to get to their designated path. Having 1 way bike lanes is far safer than having 2 way bike lanes - See Montreal and Amsterdam. Ensuring that trees on both sides of the rail line are essential for traffic calming measures on E Riverside, as well as providing a clear separation of lanes to avoid having American drivers use the rail tracks as an additional lane	Keep Mantopois station. This station is located by JDs Supermarket which can be a high pedestrian traffic zone. Riders will be able to easily do their grocery shopping here without the need for a car and parking. This area is also close to apartment complexes, which makes commuting much easier for these places. Grove station seems to be barren land on Google Maps. If this area is zoned for future high or mixed density development, or will be zoned accordingly, a	Park and Ride areas in this section is redundant to the number of parking areas near the airport. ATP must finish the line to the airport, otherwise the line will not complete a whole network. If this park and ride is considered, ATP is adding to the number of parking spaces in that area, will leave the last main leg unfinished, be complicit with car dependency, and will not serve the needs of Austin as a growing city. Do not build the park and ride. Build the connection to the airport, and have

			station at Grove will be beneficial.	Austin Bergstrom as the final station in the line.
			Having multiple stations spaced within acceptable walking distance is good, but combining these stations doesn't seem viable as far as I'm aware	Park and ride areas do not reduce car dependency, and take away from future transit oriented developments.
494	78613	—	—	—
495	—	—	—	—
496	78741	Option 2 would encourage cyclist to use it more since the bike path would not be right next to traffic and it seems like it'd be more efficient construction-wise to build side-by-side bike paths as opposed to having separate bike paths on opposite sides of the traffic lanes.	The Grove station seems to be the most rational in conjunction with Yellow Jacket, Pleasant Valley and Lakeshore. Faro doesn't seem like it'd be busy enough to warrant a station, and Montopolis intersection is already busy enough as it is in terms of traffic - adding a station would be pandemonium.	—
497	78704	—	—	—
498	78731	—	—	—
499	78754	—	—	—
500	78704	—	A lot of people live along riverside. Why not have a Grove station in addition to stations that serve the other areas, especially if you eliminate the Travis Heights station. No one wants to walk miles to a station.	My thoughts re the end of the line are that it really needs to go to the airport
501	—	Tracks are fine either in the street or in the median. Put the stations wherever. Just build it all the way out to the airport.	—	Stopping at Yellow Jacket is foolish. Go all the way to the airport.
502	—	This seems safer for bike commuting through the area but I'm concerned about the access to the bike/walk facilities for local use and access/points of conflict when	I think this parts of town needs as many service points as possible, and while there are benefits to a Grove station, the distance between stations when removing Faro and Montopolis is too long.	I see the value in a temporary park and ride, but would want to see the land utilized for station area or other transit amenities as the line extends east in the future.

		entering/exiting the center-running lanes.		
503	78741	option 2 is more aesthetically pleasing	I have a personal vested interest in the Faro stop remaining as it is the street I live off of. Grove is a long hike for a lot of the community off Faro drive, where more residents are located than Grove.	—
504	—	I prefer option 1. It seems more conducive to creating pocket parks, small outdoor cafe spaces, or shaded areas. The likelihood of trees doing well in austin beside a rail line seems low.	I support the two stations at Faro and Montopolis.	I think this is a good idea, but how does it connect to the CARTS station on the east side? I thought the CARTS station was supposed to help folks on the outskirts of the city or folks traveling to the airport have more connectivity to the rest of the city, but now it seems completely disconnected.
505	78722	Option 2! Break up the heat island.	—	—
506	78759	Options 2 looks nice, but I wonder how the interchanges and turns are handled and which option is safer for all.	—	Since this is a fast growing part of town, why not extend it further in anticipation of future growth?
507	78721	I think the option to bring the primary bike & ped to the inside is good / safer, BUT I think considerations still need to be made for peds & bikes on the outside, for people not using the rail, or people using it to eventually cross into access the interior paths. I think this could be great, but shouldn't be done at the expense of improving the whole corridor.	I think careful, careful consideration should be taken to understand how the existing bus service is used, and what residents need there. In my opinion, the ideal solution would be that the LRT facility be at Grove, and the current bus transfer activity that happens at ACC Riverside, gets moved out / built along with LRT, at Riverside. This would be a HUGE benefit to how the overall transit system functions.	Please don't build surface parking lots.
508	78748	Prefer option two because it appears it allows	Keep the separate stations.	Yes on Park & Ride. They are necessary especially is

		pedestrians and cyclists the ability to access the trains without crossing vehicular traffic lanes.		they contain bus terminals to connect different transit options.
509	78757	OPTION 1 IS BETTER. HOWEVER, I DO NOT FIND IT SAFE TO HAVE PEDESTRIANS CLOSER TO THE CARS. WHY NOT PLACE THE LIGHT RAIL ON THE OUTER SIDES, GOING EACH WAY, THEN PLACE CARS IN THE VERY MIDDLE. HAVE SIDEWALKS AND BICYCLE LANS ON THE OUTER SIDE AS WELL TO SEPERATE HUMANS FROM CARS WHO CAN SWERVE AND INJUR THEM. THINK OF THE TRAIN AS AN ADDED BUFFER BETWEEN PEOPLE AND vehicles.	COMBINE IT INTO ONE STATION.	PARK IN RIDES ARE FINE, JUST SHOULD BE COVERED AND NOT EXPENSIVECOME UP WITH SOME SORT OF TAGGING SYSTEM, ALMOST LIKE A TOLL TAG TO PAY FOR PARKING. ALSO UTILIZE IT TO PAY FOR PARKING AT THE AIRPORT AS WELL.
510	78757	—	—	—
511	—	—	—	—
512	—	—	—	—
513	—	—	—	—
514	78723	—	—	—
515	—	—	—	—
516	78723	—	—	—
517	78741	I don't feel like the stop located at Yellow Jacket Lane is suitable for the neighborhood. This will bring in my traffic making it potentially unsafe for those that live on the street. There seem to be other viable options near commercial lots versus neighborhoods with homes/families.	—	—
518	78741	This is a tough choice considering the pros and cons of each. Option 1 Pros - Access to and from businesses and housing	The Faro drive station always seemed a bit dubious, maybe the station spacing was just too perfect. This seems like a good compromise. Placing the station just east of	This is the only station that can justify a park and ride. However, the park and ride should not be station adjacent. Station adjacent uses should be pedestrian oriented. Parking on

		<p>Cons</p> <ul style="list-style-type: none"> - One way bike access - Lots of curb cuts (work on City to reduce the number?) - Biking very close to vehicles (is there a plan to reduce the speed limit here?) <p>Option 2</p> <p>Pros</p> <ul style="list-style-type: none"> - Safer feeling facility - Fewer interruptions <p>Cons</p> <ul style="list-style-type: none"> - No local access - How will safe will it be to cross intersections - Sidewalks are very close to vehicle traffic - Will people use it (lots of trees please) <p>Option 2 could be better if the sidewalks were widened to allow bikes to ride for short distances and the center walkway was removed to increase the buffer between vehicles and the sidewalks on each side. Option 1 would be better with the trees along the vehicle lanes and bike and sidewalk adjacent (separated by paint or a little Dutch curb).</p>	<p>grove would better serve the new density at Montopolis. This would also allow spacing for a future infill station between Crossing and Faro if ridership justified it.</p> <p>Please give trains signal priority along riverside drive. Unfortunately, busses will now be stuck in traffic, but the light rail will make up for that.</p> <p>Improving riverside for peds and bikes is huge as there are now viable alterative routes.</p>	<p>vacant land along the freeway seems reasonable.</p>
519	78705	option 2 has the potential to add a greenway in the middle of the street which can be really nice.	—	—
520	—	The idea of center lanes sounds good but practically it will create even more congestion as the traffic will need to stop for pedestrians at the side walk and center lanes and cane be risks for more accidents.	Instead of combining two stations, I'd rather see Faro station to move to Grove blvd. I don't see much needed stop at Faro as it doesn't have direct bus lines as Grove or Montopolis.	Please create a dedicated park and ride facilities. I live in the Riverside Meadow community which is just behind the Yellowjacket stop. My main concern is that riders will start parking in our community on daily basis

				and congest our street parking. Also the city of Austin has put a homeless shelter just next to our community without any community input. Now the area is flooded with homeless people trashing the area which is decreasing the home value as well as raising the safety concerns. We should have a dedicated area for the riders. We do not want this type of situation to be worsen due to the improper facility of the new light rail.
521	78723	—	—	—
522	78758	—	—	—
523	78717	—	—	Please include the airport station. Having it will increase transportation options to get to the airport
524	78728	—	—	—
525	78701	—	—	—
526	78704	Option 2 is the easy answer.	Two stations are needed. Don't use this as a way to save money. The area needs the two access points as it begins to densify.	Skip the park and ride and focus on the airport connection. If you are going to do any buildouts at the end of the line then build something like the east austin transit plaza that allows connections to Pickup, CARTS, and new transit connections from the South and East (like Del Valle). Coordinate with CapMetro and plan this rail line in context with the existing transit network. Quit designing this system as a car-to-train system.
527	78704	—	—	—
528	—	—	—	—
529	78704	I like option 2. it gives the bike riders a place to 'pass'	—	—

		each other instead of passing into a car traffic lane.		
530	—	—	—	—
531	78745	Option 2	—	—
532	78703	I like the proposed option to bring the pedestrian and bike pathways to the center of the road as long as there is ample shade from trees.	I think it makes sense to combine them if that would free up funds for an additional station elsewhere. There seems to be limited development around Faro compared with Montopolis and Grove.	Of all of the ends of the proposed park and ride options, this is the only one that makes sense. It is adjacent to the highway and should offer relatively cheaper land compared to the other options. However, when the line extends to the airport, there would be people trying to park at this facility to get to the airport which would hurt commuter access.
533	78737	—	—	—
534	—	—	—	Strongly urge consideration of a location that is not on a residential street / doesn't impede the flow of traffic. I'm also not sure that people will use a park and ride so close to downtown. Sure, it might be a little harder to park, but usually park and rides are 20-30 miles out. ; Please reconsider! Residential street and kids live here.
535	78702	—	—	—
536	78756	—	—	—
537	78757	The center running option for bike and pedestrian paths is an excellent idea that will allow for safer and likely faster travel for cyclists and pedestrians for a long stretch of Riverside. It would likely help pathway users avoid many very busy driveways as well. It seems that there	Faro seems like a low density area, so opportunities at Grove might be better for long term ridership as well as developmental opportunity. However the Montopolis area seems like it deserves a stop based on the density near the likely station area.	—

		can also be some cost efficiency benefit to avoiding duplicative work along both sides of the street and instead performing the work all in one single area instead. If there are City of Austin funds that can be applied towards this instead of ATP funds, then all the better.		
538	78704	Option 2 maintains some of the aesthetics of Riverside today. Today's green on Riverside is very nice.	Could we build the Montopolis station and build the Grove station in the future when density improves in this region?	—
539	—	—	—	—
540	—	This is of no use to me based on home and work locations.	This is of no use to me based on home and work locations.	This is of no use to me based on home and work locations.
541	78705	—	—	—
542	78746	—	—	—
543	78741	—	—	—
544	78756	—	—	Almost any urban rail system in the world typically connects the local airport to the central part of the city. The idea that Austin Light Rail isn't designed to connect ABIA to central Austin is an indicative of a failure of planning and desire to build a useful and effective alternative to automotive transport to the airport. Is this an intentional way to demonstrate that urban mass transit doesn't work? Given a choice, many folks would rather use light rail to get to the airport rather than drive out there, assuming train frequency and on-time operation is in place. Can't the planners of this project do better

				than this? It's embarrassing.
545	78703	—	—	—
546	78727	—	—	—
547	78729	Nooo this does not work well in the medical center in Houston. Many accidents and pedestrians injured. Much safer if on the side not an aisle in the middle. They are doing this with the bike lanes on north lamar and it's terribly dangerous to go out in the middle of traffic on an e-bike or like me in a power wheelchair with cars not used to looking for you in the middle when the feeder roads on everything else are on the outer edge of the main stream of traffic flow.	Not sure	Yes that saves a lot of traffic
548	—	Having pedestrian and bike lanes near the light rail would seem to make the access more convenient.	Why stop at Yellowjacket? Go all the way to the airport.	Every city I've visited with light rail connects to the airport. It's embarrassing that Austin is so out of touch. It seems like a massive failure of planning. Why keep building more parking at the airport - provide public transportation that is reliable with enough frequency to meet the needs of travelers.
549	78722	I prefer option 2, as it increases distance between pedestrians and vehicular traffic. I am disappointed to see that buses will be again relegated to sit alongside regular traffic, which makes bus routes unreliable and slow. I'd prefer to see a single lane in each direction for vehicular traffic and either	I'd prefer to preserve Faro + Montopolis stations. This area is historically grossly underserved by transit and as long as there is frequent train service having a higher density of stations will ease navigation and increase accessibility as well as increase coverage of TOD-related zoning overlays in this area.	As before, given the priority extension to the airport, I am disinterested in investing in more car-related infrastructure in what will eventually be the middle of the train line and encouraging more vehicular traffic into the area that's supposed to be increasing mode share of transit. I'd rather we invest

		a reduced ROW to make the road more human-scale or to preserve one lane in each direction for rapid bus transit.		our money in increasing transit coverage than asking people to drive to transit. This isn't a commuter rail line from Lockhart (which should also exist, to be clear)
550	78741	I think option 1 is best suited for areas where the pedestrian and bike paths are meant as access ways to get to business, retail, and residential facilities along the rail line. I think option 2 is more suited if the goal is to create more of a park like setting for riding and walking pleasure. Given the business, retail, and residential facilities on E Riverside between 35 and Wickersham, Option 1 is more suited.	No, they should not be combined.	The significant undeveloped land west of Riverside and north of 71 would make an ideal Park & Ride location, with it's easy access to the highway.
551	78704	No thoughts other than to learn from others good points and their "what we would do if we were doing it again" learnings.	Look at population density of each proposal. People won't want to walk too far on 90 degree days. The station near ACC would be a good idea (Grove Blvd.), but maybe land can be reserved for future station additions like the new Q2 Stadium station.	No thoughts on that area.
552	—	—	—	—
553	78741	—	I like the two separate locations	—
554	78741	—	I think two stops would be best. These would be the last few stops before the airport and I could see the volume of this area to be high. People may want to stop and grab food, coffee, etc before heading to catch their flight. Building out more commercial buildings to accommodate for	—

			eventual influx of foot traffic would also be pragmatic.	
555	—	—	—	—
556	78701	—	—	—
557	78752	You should provide more information on the pros and cons of center-running versus side-running pedestrian and bike paths. One problem with the center-running is that people have to cross the street to get there, and there may be more mid-block crossings and potential conflicts with cars.	You need to provide information on the costs and benefits of these options, including the financial cost and how else the money might be spent that would be saved by providing only one station.	I support a park and ride at this location. You should provide information on the specific options that you are considering so that we can comment on them. Not enough information is provided to comment.
558	78750	—	—	—
559	78741	—	—	—
560	78653	—	—	—
561	78723	—	—	—
562	78704	—	—	Similar to my thoughts about the Oltorf Park and Ride, this to me seems too close to downtown for a Park and Ride -- this is a dense area with increasing development and it is dangerous to take up a ton of space for parking lots or garages when it could be used for walkable retail. Since this line will eventually be extended to the airport, I think what you would end up seeing is people parking at this station as a cheap alternative to parking at the airport, rather than the intended purpose of using it as a jumping-off point to using light rail to commute to downtown.
563	78704	—	—	—
564	—	—	—	—
565	78656	—	—	—

566	78751	—	—	—
567	78757	—	—	—
568	—	—	—	I'm don't know where to comment here about a west to east rapid transit or subway similar to Cesar Chavez connecting west Austin and east Austin.
569	78751	—	—	—
570	78745	I prefer bike lanes to be fully separated from car traffic, but would like to understand what intersections and places where bike lanes and roadways merge look like. The current north-south streets on the east side that cross the train line by Plaza Saltillo are not safe for cyclists as they do not have stop signs.	This line doesn't affect me, I have no concerns.	This seems like a good idea.
571	78729	whichever is safer for pedestrians	—	—
572	78704	I would be OK with a bi-directional center running bike/ped trail IN ADDITION to directional bike/ped facilities on the outside of the traffic lanes but just having them in the center seems crazy when all the destinations, barring the stations themselves, are on the edges/outside of Riverside. I feel that putting bike/ped facilities in the center is just another handout to car culture because it's taking friction/conflict away from drivers who would be turning towards the outside. How about Riverside is calmed to the point where folks traveling on the outside don't have	This is a tough one. I see the appeal of combining from a cost perspective and Grove being where the library and ACC is...BUT there's also so, so little housing in that area. Like, is UT/TEL actually going to develop everything south of Riverside?	A park and ride anywhere along this first phase of the system is a straight up subsidy for people parking their private vehicles. The system does not spread far enough out for it to make any sense for someone to not just go ahead and drive into town from the various park and rides EXCEPT that they'll be able to park more cheaply at them than they would downtown (or on campus or whatever other destination near the light rail). Please do not build park and rides and, instead build more housing on/near the stations so that there is built in ridership and there's no need to 'woo' suburban

		to be in fear at every drive cut and intersection?		commuters with a park and ride.
573	—	option 1 makes most sense	two stations make most sense	looks good
574	78641	—	—	—
575	78748	Does nothing for me.	Does nothing for me.	Does nothing for me.
576	78660	—	—	—
577	—	One lane designated for vehicles on Riverside is ridiculous! Riverside is literally a slow-moving major highway that is one of the main routes that Austinites use from East and Southeast Travis County to get into and out of downtown. If the rail does not connect to the airport, having one lane for vehicles does not make sense.	No, if you want people to use the rail, you should provide all these stops. Riverside is so overpopulated and will continue to get more populated with the number of apartments they are building in that area.	—
578	78735	—	—	—
579	78702	—	—	—
580	78660	—	—	—
581	78705	—	—	—
582	78745	Love the center running trail option	I like the grove idea but build good bike/ped connections to ACC riverside and south	Yes, here is a good spot. Would be nice if it integrated to the airport too.
583	78724	—	—	—
584	—	—	—	—
585	78702	—	—	—
586	78731	—	—	—
587	78757	I don't want to be walking in the middle of a road! I'd prefer to have better bike lanes and sidewalks with additional trees on the edge of the street next to businesses and shops. Also, there should be trees between the vehicle lanes and bike lanes.	Unless massive development is expected around Grove Blvd, I prefer the two stations at Faro Dr and Montopolis Dr where some development exists. The spacing of two also seems better.	A park and ride could be appropriate due to proximity to the freeway, but should include a parking garage with no surface lots.
588	—	—	—	—
589	78704	—	—	—
590	78701	—	—	—
591	—	—	—	—
592	78704	—	—	—

593	—	—	—	—
594	78723	—	—	—
595	—	—	—	—
596	78748	—	—	—
597	—	—	—	—
598	78749	—	—	—
599	78749	—	—	—
600	78705	Seems good but very reliant on intersection treatments and safe/frequent/convenient access to the edge of the street. Consider putting in grassy track.	Concerning to consolidate away from two high ridership stops to one middling one, this seems penny-wise and pound foolish. Bad idea to make longer walks on what is a) the 2nd best corridor and b) the longest segment left after North Lamar was removed. This segment will be your core base until the north extensions open, don't make it worse	Good money spent after bad aims, but this may be the only spot of your 3 where a park and ride wouldn't be terrible
601	78701	There should only be 1 lane for cars in either option. But option 1 is better so the pedestrians and bikes are off to the side.	—	—
602	78739	—	—	What's the point of having the light rail if it doesn't directly serve the Austin Airport? That needs to be at the forefront of this project. Nobody wants to take a bus to and from the end station to the airport.
603	78704	—	—	—
604	78703	—	—	—
605	78745	I like the bike lanes in the middle better. They are not so close to the vehicles driving Riverside as bike lanes on either side would be..	—	Personally, would not use a park and ride at Yellow Jacket. But I imagine it would be very popular with people coming from the south or east. The only time I would use yellow jacket would be getting to and from the airport. I think it's a real shame that the light rail is connecting to the airport.

606	78752	—	—	—
607	—	—	—	—
608	—	Option 2 probably creates a nice and hopefully shaded speedway for cyclists. Not sure how enjoyable this would be for pedestrians though. Also, it will take a lot of crossings to the left and right in order to be able to exit this route if cyclists want to take a turn left or right. It is convenient to go straight for a long distance though. Option 1 is definitely more convenient for cyclists and pedestrians with regard to taking turns (without having to always wait for the traffic to stop) and also for shopping. My personal preference would be Option 1.	—	—
609	78752	—	—	—
610	78749	—	—	—
611	78702	I like the idea of having pedestrian/ bike lanes next to the train stations. Seems safer for all	—	—
612	78759	—	—	—
613	78704	—	—	—
614	78748	No comment.	Two stations are better.	The more Park and Rides we have, the more people will actually Park and Ride.
615	78749	—	—	—
616	78745	I like option 1	—	—
617	78759	—	—	—
618	78759	Bike lanes in the center may increase safety and reduce congestion with pedestrians. I think it is wasteful having additional 3rd sidewalk next to the bikeways. That space could be used to have wider bikeway or wider travel lanes or areas for buses to	More stations means less inconvenience and less distance walking to stops	Save the money and put it towards extending the line to the airport. If you really stop the line here, please have arrangements for shuttles from the airport to the line

		pull off at stops without obstructing traffic		
619	78703	—	Why is all the money spent in east austin and none in west austin? Unfair and makes no sense.	—
620	78759	—	—	—
621	—	—	—	—
622	78744	Use the design that is on Boston on Commonwealth Avenue for the Green Line at Boston University. https://www.google.com/maps/@42.3491131,-71.1000427,3a,75y,282.81h,97.12t/data=!3m7!1e1!3m5!1scoacpy4_pzoiXnDg_lgV8w!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3Dcoacpy4_pzoiXnDg_lgV8w%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D274.70895%26pitch%3D0%26thumbfov%3D100!7i16384!8i8192?entry=ttu	—	
623	78757	Why not separate the road from the pedestrian walkway with the light rail line. Placing the pedestrian walkway in the middle of the road makes it less attractive to use (what is the likelihood trees will grow lush like they do in Vienna and Paris?)	—	—
624	78745	—	—	—
625	78748	—	—	—
626	78748	—	—	Why aren't these designs including the airport?!
627	—	I am a big fan of option 2. I would greatly enjoy biking and running in the area in that design!	I think 1 station closer to ACC would make sense, but I don't have much insight here.	This is the least bad Park and Ride because it is adjacent to a highway. However, I still think building housing around

				this station makes more sense.
628	78757	Great idea to use up that median!	—	—
629	78752	No preference between Options 1 and 2. Whichever is cheapest.	Please do NOT remove stations. Riverside is a rapidly growing area, and removing stations is short sided. If there are concerns with potential ridership at a certain station (Faro, for example), then simply remove Faro and add Grove. But please do NOT remove the total number of stations.	No issues with a park & ride
630	78704	—	—	—
631	78759	—	—	—
632	78722	—	—	—
633	78759	—	—	—
634	78748	I like Option 2: If u can make them wide enough to be safe for all commuters, then put the ped/bike lanes in the middle of the street and let the cars have at least one lane not encumbered by rail/bike boundaries. Most drivers don't understand rules of the road as they pertain to bikes and that's why bicycling on busy streets in Austin is so difficult. Often drivers don't yield to bikes or pedestrians at crosswalks, so give the non-drivers a dedicated path over or around the cars and less people will get hurt.	—	—
635	78704	—	Grove does look like a high value location but overall I think dropping from 2 stations to 1 along that long stretch of Riverside would be a negative for ridership and overall	—

			usability. I would keep the 2 stations.	
636	78739	Option 1	—	—
637	78749	—	—	—
638	—	—	—	—
639	78759	Option 2, precedent 3	—	—
640	78704	—	—	—
641	78723	Option two seems safer for bikes	—	—
642	—	—	—	—
643	—	—	—	—
644	—	—	—	—
645	78745	—	—	—
646	78702	—	—	—
647	78759	—	—	—
648	78704	—	—	We were told at the last vote that you were going to serve the airport. This design doesn't.
649	78727	I believe option 2 would be better.	I believe if more housing is built near grove Blvd it would be a great choice to just have one station there to improve efficiency.	As mentioned before. I hope these park and rides can include security and free parking to encourage ridership and use of rail.
650	78723	Don't we want Riverside to redevelop with lots of walkable retail. If bikes are in the middle of the roadway, how do they get to that retail? Also, the picture looks nice but Riverside is a very different context and still wouldn't look like a park. I don't like the idea of pushing the car traffic even closer to the buildings on either side. That said, I'm pretty neutral on this - do whatever is cheaper so we can build light rail.	Pretty neutral - generally prefer the cost savings of reducing a station (spend the money on an extension instead) and travel time improvement by the train stopping less often...but also want to make sure the community is connected well. With future land use changes the two separate stations may make more sense to serve more area in walking distance.	This is the one location that makes sense for a park and ride, both now and in the future. Locate the park and ride close to the highway for easy in/out and emphasize active uses around the stadium.
651	78751	—	—	—
652	78704	—	—	—
653	78758	I prefer Option 2	—	—
654	78745	—	—	—
655	78704	—	—	—
656	78701	—	—	—

657	—	YES YES YES! If you ever have a chance to remove cyclists from the road and passing cars then you have no increased ride use and decreased risks from getting hit. The train will run every half hour by a cyclist, while the cyclist could see hundreds of passing cars in the same time.	We need a measurable distance to accurately measure this question. Is it a mile between the stations if you combine them? How would the combination impact any rider over the age of 50? what is the demographics of the area??	Seems fine to me
658	78729	Having them in the center seems safer.	—	Any Park & Rides should include adequate lighting for safety and coverage for inclement weather.
659	78756	—	—	—
660	78736	—	—	—
661	78757	—	—	—
662	78741	Approve of this. It will greatly support the residents.	Approve of this. It will greatly support the residents.	Approve of this. It will greatly support the residents.
663	78702	The proposed design option for the Austin Light Rail that seems the most optimal for pedestrian safety and the environment would be the center-running light rail with the roadways adjacent and the outside bike and pedestrian facilities on the outside of the traffic lanes (Option 1). Condensing transportation lines and adjacent lanes would leave more room for bike paths, walking paths, and a more sprawling environment on the outskirts. Additionally, it will provide more safety for pedestrians and bikers on the side by discouraging them from crossing busy traffic lanes into the median walking and biking lanes.	Making two stations will create easier access for the residents of both the Faro and Montopolis communities. This will then allow potential riders in and around these communities to walk to the nearest one. Additionally, the change will increase ridership and usage in these areas compared to ridership and usage at the station on Grove.	The potential location of the Park & Rides near Yellowjacket Ln. and Riverside Dr. depends on the location being far enough away from residential areas, the expected size and capacity of the project, and the expected amount of vehicle flow that might create traffic conditions inconveniencing the residents and commuters in the area.

664	—	I am strongly in favor of option 2; it feels like that would offer the most protection to cyclists and pedestrians, as well as separate them from more of the car pollution.	—	—
665	78722	There are a lot of nuances with this proposal that are not evident just with cross sections. I think that both cross sections are worth pursuing as starting points, but it will be important to see how these play out as schematic maps. This will help show what typical routes users will take. Of note with both designs is that they show minimal lateral separation between the roadway and the bikeway (Option 1) and the sidewalk (Option 2). The double-lane roadway will effectively act as a highway/arterial, and speeds will likely exceed 25 mph. This is not a safe configuration, i.e. having multiple lanes of fast-moving motor vehicle traffic next to bike/ped traffic that is in the clear zone of the vehicle traffic. Sidewalk/Bikeway users can also drift just inches away into the roadway. It's not a vision zero design.	—	—
666	78736	—	—	—
667	—	Option 2 for people-powered mobility! It's a miserable street to bike and that won't change if bikes are still riding next to the intense traffic.	Combine the stations. Ppl won't use lightrail if it doesn't improve travel times over buses and at least come close to driving. Affordable housing, health provisioning, jobs access should all be high priorities	—

			here. Also, designing shade and other heat resilient infrastructure. It's a brutally hot corridor.	
668	78702	Option 1 by a mile. On a 2 lane 1 way road cars are going to speed. Option 2 puts pedestrians in between two of these, it looks unsafe. If it was a single lane one way, and it was near businesses. It could work. But not near main arterials	—	—
669	78757	I think option 2 is nice as it gives a dedicated space to bikers and pedestrian away from cars on the road	—	Im thinking longterm and those areas could expand and have more traffic and people going through so potentially having 2 stops there could be good.
670	78759	—	—	—
671	—	—	—	—
672	78748	—	—	—
673	—	—	—	—
674	78704	I like option 2! Having bikes together feels communal and joyful than splitting on either sides (it's nice to see the other humans you're passing instead of flowing in the same direction) and it seems like they would be better protected from motor vehicle traffic, with more substantial landscaping opportunities for a parklike feel	—	—
675	78660	I don't feel the paths should be on the outside traffic lanes.	I think this would be an excellent option. It would be very useful for my family as well.	This doesn't affect me, but I'm sure it would be useful.
676	78741	Yes, hurry up!	Love it.	Too many homeless people around. I would think of safety.
677	78617	N/A	Acceptable	N/A
678	78741	As for myself, that would stop a lot of traffic and congestion.	Yes, that's another station I would like available to	Don't have any concerns on that line.

			travel through Montopolis area.	
679	78744	—	Si me gustaria mucho (Yes, I would like it a lot)	Buenas propuestas (good proposals)
680	78704	None	Ok	Ok
681	78617	That would be nice to travel on	Much more convenient.	Convenient as well
682	78660	Too many cars in Austin	It will help	Great opportunity
683	78741	Seria muy buena idea. Seria menos tiempo ya que el bus se llena mucho. (It would be a very good idea. It would be less time since the bus gets very crowded.)	Seria bueno (It would be good)	N/A
684	78702	N/A	N/A	N/A
685	78617	Please dont build the bike lanes and walking path in the middle of a car sewer. Build them on the sides and make sure that the rail is properly separate from the flow of traffic and maintains signal priority.	—	—
686	78602	—	—	—
687	78701	Please do.	I wish we had today.	Austin is growing with more occupancy.
688	78754	Muy bueno! (Very good!)	Muy bueno! (Very good!)	Muy bueno! (Very good!)
689	78744	N/A	N/A	N/A
690	78702	—	—	—
691	78741	Estaria muy bien (would be great)	Muy buena oportunidad si se me descopone mi carro tengo odcion de tomar el fren para ir a mis citas medical. (Very good opportunity, if my car breaks down, I have the option to take the brakes to go to my medical appointments.)	Perfecto (perfect)
692	78741	Seria excelente (it would be excellent)	Seria excelente (it would be excellent)	Seria excelente (it would be excellent)
693	78741	Muy bueno! (Very good!)	Muy bueno (very good)	Muy bueno (very good)
694	78754	N/A	N/A	N/A
695	78741	N/A	N/A	N/A
696	78725	N/A	N/A	N/A
697	78741	Es buena idea. Gracias por pensar en Austin. (It's a	Eso es buena. Buena oportunidad. (That's good. Good opportunity.)	—

		good idea. Thanks for thinking about Austin.)		
698	78742	None	None	None
699	78724	N/A	N/A	N/A
700	78617	Está bien si no va hacer much tráfico. (It's okay if there isn't a lot of traffic.)	Si yo creo que las deben de cambiar las dos. (Yes, I believe that both should be changed.)	Esta bien tambien creo que deberia ir al De Valle. (It's good. I also think it should go to De Valle.)
701	78645	Don't use public transportation and usually never in this area.	Same as question 13. (Don't use public transportation and usually never in this area.)	Same as question 13. (Don't use public transportation and usually never in this area.)
702	78728	Perfect area!	Nice!	Good area!
703	78660	Making Austin so much easier to get around.	Same as above	Same as above
704	78660	None	None	None
705	78744	N/A	N/A	N/A
706	78723	Que pongan estaciones de parade cerca de los tiendas comerciales (put stations near commercial stores)	Si, estarían bien en ese lugar (Yes, it would be fine in that place)	—
707	78744	nada	nada	nada
708	78704	I do think this will work	It would help a lot of community care people that come to the doctor	All ___ would be so apperictive
709	78747	—	—	—
710	78729	yes not enough transportation the transfer points are far out	very busy area ill help to only take 2 rides vs 3-4 bus numbers	not familiar area
711	78724	que es una buena idea para transportarnos mas rapido (which is a good idea to transport us faster)	nos daria la oportunidad de ser mas rapidos para los trabajos. tambien falta de parquaderos y ___ mas (It would give us the opportunity to be faster for the work. also lack of parking spaces and ___ more)	No se (I don't know)
712	78745	—	—	—
713	78723	me parese muy buen diseno y util. ya que ahora sease mucho trafico peinzo que reducira un poco de trafico. (I think it is a very good and useful design. Since now there is a lot of traffic I think it will reduce a little traffic.)	NA	es muy bueno y a que hay demasiadas familias en el area (It is very good and there are too many families in the area.)

714	78723	para mi no es buena idea ya que yo no lo usaria porque me da panico (For me it is not a good idea since I would not use it because it makes me panic.)	me parese buena idea en esa area para que se redusca el trafico (I think it's a good idea in that area to reduce traffic.)	NA
715	78748	Keep the bike paths - I love a good bike path	I'm okay with that connected option.	Cool!
716	78749	muy buena idea se ponen tren en esta area porque es muy concurrida (very good idea to put trains in this area because it is very busy)	NA	NA
717	78749	—	—	—
718	78744	NA	NA	NA
719	78744	NA	NA	NA
720	—	Why more gas in the air	Why would you just hold up traffic	Which location and why that one?
721	78321	none	none	none
722	78702	I like that area just worried of the traffic it will cause	Yes sounds good to me. We can use more public transportation	Maybe could be useful
723	78702	No problem	Cool	Cool.
724	78702	si seria genial. estoy de acuerdo. (Yes, it'd be great. I agree.)	Si esta bien. Son los que mas transito yo. (Yes that's fine. They are the ones that I travel the most.)	NA
725	78741	me parece excelente (I think it's great)	si estaria bien (yes it will be fine)	Si me gusta (yes I like it)
726	78634	good	good	NA
727	78724	no problems with that	no problems with that	ok with me
728	78744	esta bien (alright)	ninguna (none)	ninguna (none)
729	78744	none	none	none
730	78640	—	—	—
731	78741	(check mark)	(check mark)	(check mark)
732	78741	(check mark)	(check mark)	(check mark)
733	78617	(check mark)	(check mark)	(check mark)
734	78721	We will see how it works out.	I all for it.	none
735	78758	—	excelente idea (excellent idea)	—
736	78701	NA	NA	NA
737	78744	I see this as dangerous.	I highly recommend this location. It will be a high traffic area.	As many locations, the better.

738	78744	es bueno (It's good)	Me gusta (I like it)	Me gusta la idea (I like this idea)
739	78744	todo esta bien siempre que tomen en cuenta las necesidades de los personas duenos de propiedad no _____. (Everything is fine as long as they take into account the needs of the property owners _____)	muy bueno idea si ayudan otra comunidad y mantener un bajo costo (very good idea if you help another community and keep the cost low)	esperamos que seria prometedor y siempre tomen en cuenta si ayudan y no aumentar el costo de ____ (We hope it would be promising and always take into account if they help and not increase the cost of ____)
740	78741	—	—	—
741	76578	Es importante que se respete siempre un espacio para peatones. (It is important that a space for pedestrians is always respected.)	Es una buena opción (It's a good option)	—
742	78704	ninguna (none)	ninguna (none)	ninguna (none)
743	78741	ninguna (none)	ninguna (none)	ninguna (none)
744	78741	ninguna (none)	ninguna (none)	ninguna (none)
745	78744	NA	NA	I think that a park and ride near Riverside Dr. is not a horrible idea.
746	78617	Never been to __ my knowledge __ parts I been.	Ignorance	Ignorance
747	78741	estoy de cuerdo, muchos pedmos movernos rapido y sin ningun riesgo (I agree, many of us can move quickly and without any risk)	se ria de muy util para muchas personas qu no tienen automovil mas beneficios para la cd (It would be very useful for many people who do not have a car, more benefits for the city)	me parece muy bien nos ayudaria de mucho (I think it's very good, it would help us a lot.)
748	78748	NA	NA	NA
749	78724	I think it's great away traffic hope that this will help the traffic	I think it's great no question	I gladly keep traffic going instead stop going cause traffic
750	78752	si esta bien sobre todo por las personas que ocupan bicicletas (Yes, it is okay, especially for people who use bicycles.)	(illegible)	Ok
751	78741	(illegible)	Creo que deberian ser las dos estaciones para mas ____ a mas personas en la cercania a las estaciones (I think there should be two	—

			stations for more __ more people in the vicinity of the stations)	
752	—	—	—	—
753	78704	si estoy de acuerdo (I agree)	si estoy de acuerdo (I agree)	no estoy de acuerdo (I disagree)
754	78741	I'm totally for this!	My brother lives in Faro Dr. He's definitely for this for him and his family.	okay
755	78617	NA	NA	NA
756	78744	No opinion	I frequent Montopolis, so I would agree.	Again, no car.
757	78744	No ideas	No	—
758	78744	ninguna inquietudes (no concerns)	No ideas	No

9.2.1.6 Operations and Maintenance Facility (Question 16)

Please note, all comments are written verbatim as received and do not correct spelling or grammatical errors. Those cells left blank indicate that no response was received.

Count	Zip Code	Question 16: ATP is studying the area along Airport Commerce Drive near US-183 and SH 71 as the location for the Operations and Maintenance Facility (OMF). An OMF is required to provide necessary functions for the operation and maintenance of the light rail system. Please share your thoughts.
1	78751	Location by airport makes sense!
2	78745	—
3	73728	—
4	78613	This is a prime location and access to major corridor for equipment, etc.
5	78732	No objections - pick the best operational option.
6	32905	—
7	78730	—
8	77007	—
9	78756	—
10	78750	—
11	78751	How many jobs and in which labor sectors will these jobs be created? Will there be an attempt to employ people from the community to ensure walking access to work?
12	78705	—
13	78757	It will be helpful for people that travel and work on the airport.
14	78705	—
15	78751	—
16	78705	It is mostly industrial and need to reduce dead ends so its good.
17	78666	—
18	78741	yes, this sounds great!
19	78751	—
20	78705	—
21	78705	—
22	78701	—
23	78731	—
24	78705	—
25	78722	—
26	78709	Don't know enough to have a good opinion about it.
27	78705	—
28	78705	—
29	—	Good location to gain access to suburb areas and locations.
30	—	—
31	78704	—
32	78705	—
33	78705	—
34	78751	Maintaining lines is vital.
35	78751	This sounds great and hopefully paves the way for a station at the airport.

36	78703	This location would be useful as it is on the outskirts of the city. Directing any stopping of transit mid street.
37	78705	Seems good.
38	78751	—
39	78705	I like it.
40	78704	Yes. Looks good.
41	90021	—
42	78751	—
43	78702	Please ensure it doesn't need to be relocated as Austin, the light rail, or the airport expands.
44	76501	—
45	78751	—
46	78717	—
47	78704	—
48	78726	Ok with that location.
49	70703	—
50	78704	—
51	SE8 3HT	—
52	G3 7 TT	—
53	78660	—
54	78731	—
55	78717	—
56	78757	—
57	78758	—
58	78705	—
59	78757	It's an economically challenged area. You need to make sure it doesn't make the area unsafe.
60	78705	—
61	78705	No concerns.
62	78745	Awesome if can go to the airport.
63	77584	—
64	78745	Minimize cost for this as much as possible. Use the money to expand the system instead. Don't waste our funds on this. Consider using red line facilities.
65	78705	No comment.
66	78745	Yes.
67	78701	Seems okay. No real opinion here.
68	78705	—
69	78741	—
70	78754	—
71	78751	Seems logical.
72	78653	—
73	78712	—
74	78702	—
75	78704	No comment.
76	78702	No comment.

77	78705	Would the distance from the north side of the railway slow down maintenance there? Would a more central location be more effective?
78	78758	—
79	78705	—
80	78521	Having more light in the city would provide more comfort to people when walking around.
81	78757	Ideal location - it's a lot of airport hotels and is checked by existing 183/71 interchange, so it's next a great place to build human-sealed development anyway.
82	78721	—
83	78752	An OMF is needed. However, its my understanding that the selected site was the only one that was seriously considered.
84	78702	choo choo!
85	78751	—
86	—	Makes sense
87	78724	This would be a good location for the maintenance facility.
88	78741	I'm not sure how mechanically and logistically this plan works though. As long as this plan doesn't negatively impact on the residents in the neighboring area, that should be fine.
89	78750	I assume this is the best location for maintenance facility.
90	78704	—
91	78610	—
92	78744/78722	—
93	78741	—
94	78660	great plan!
95	78733	—
96	78741	Good spot for maintenance site
97	78741	Maintenance site is ok
98	78701	This has to be the most realistic area for the OMF - full support of the concept.
99	78723	—
100	78613	—
101	78752	Any concerns I have here would be related to people losing housing and business being affected. Also, what would the impact be from _____ standpoint?
102	78741	Good location for placement.
103	78724	I really like this location.
104	78741	I think it's a great place to put and having parking and rides across.
105	78717	My only concern is adding more congestion in getting to the airport. That would destroy any momentum if 1000s of people miss flights.
106	78729	yes please!
107	78747	Maybe have a park and ride there instead of near yellow jacket
108	78702	Seems prime! Good job everyone!
109	78741	Okay
110	78704	—
111	78741	Ideal spot for OMF. It's all very industrial on north side of Riverside there.
112	78704	—

113	78701	—
114	78750	I think this is a good spot. Make sure that ___ regions are considered.
115	78731	Keep it out of the neighborhood. Better on ABIA or TXDOT land.
116	78750	—
117	78724	I think it's a good place to put it
118	78741	—
119	78745	—
120	78729	—
121	78723	—
122	78722	Seems like a good place for it.
123	78741	Good placement
124	78722	That is great. Will employees have regular public transport options that work with their schedules?
125	78741	OMF needs to be further away from east Riverside Dr. The impact on the neighborhood won't be good and they don't need that amount of construction. Further away from intersection also allows for development without impacting current or future parkland in the area.
126	78741	As long as not adjacent to residences, that's great!
127	78741	This area seems like an excellent location for an OMF.
128	78741	Better an OMF than the current poorly managed homeless shelter.
129	78751	I think that the OMF is important. It doesn't matter where it gets built.
130	78741	—
131	78741	—
132	78704	—
133	78741	Makes sense to me.
134	78702	Seems great to me! At the end of the line.
135	78744	—
136	78741	sounds good
137	78703	—
138	78705	No problems with location, the location near the highway is a plus.
139	78703	It's needed and a good idea to locate near the airport so it won't affect people. Maybe have extra study area for the other light rail line. (green)
140	78739	—
141	78741	—
142	78741	Seems like a reasonable placement. Wondering why this isn't also a stop and location for park & ride instead of encroaching on existing residential & business land in currently proposed location.
143	78751	—
144	78751	I agree with the placements. It will be essential with the inevitable connection to ABIA.
145	78751	OMF should be there, near airport so cheaper for flown in parts, away from higher populations of people.
146	78751	I don't have too much of an opinion here so I'll say listen to the neighbors.
147	78704	It's far enough and close enough outside majority city use from residents
148	78757	—
149	77379	—
150	78705	—

151	78705	—
152	78748	sure!
153	78751	Truthfully, I do not know where a good spot would actually be. So long as the surrounding communities support, I do as well. However, this is an area that Austin has typically ignored, so CapMetro & ATP must be careful.
154	—	—
155	78723	sounds good to me.
156	78723	Good idea
157	78704	sure, not comment
158	78703	—
159	78757	—
160	78751	—
161	78751	Sounds good to me!
162	78751	It would cause unfair pollution to this neighborhood (noise, maintenance, run off) would want this to be a neighborhood benefit rather than neighborhood nuisance
163	78705	—
164	78705	—
165	78757	My main concerns are along environmental justice concerns and are they taken into account; the board mentions "compatible use with adjacent properties" and "minimizing impacts to properties and businesses", but the opinions of those affected, especially low-income residents should be dominant.
166	78758	—
167	78759	—
168	78751	—
169	78705	—
170	78751	makes sense
171	78704	—
172	78704	—
173	78745	This also isn't a question or options provided
174	78705	—
175	78756	Please pay special attention to the safety for workers coming and going to/from the facility.
176	78745	Keep the OMF within the flight zone so that it doesn't displace potential housing. Provide community-facing services to reduce resistance from activists.
177	78751	We should try to get the ___ at Yellow Jacket so that ___ extended service (bus shuttle) to the airport. I get commuting, but it doesn't complete the story.
178	78744	—
179	78704	—
180	78748	None whatsoever
181	78731	ok
182	78705	—
183	78751	Can you pair this with some green space/recreation or retail?
184	78751	Will it work well for eventual full build out?

185	78722	Seems like a spacious area for the need.
186	78722	—
187	78705	The OMF should be located in an area where it is least disruptive but also conducive to future system expansion. If the location is conducive to the expansion of the light rail, then I believe this is the best location.
188	78723	—
189	78701	Seems fine.
190	78702	—
191	78758	pedestrian infrastructure needed
192	78702	Consider how the oMF could be accessible for children, visitors, and school groups. This could be a great way to build cultural support for transit.
193	78751	This seems like a smart location near airport.
194	78662	Have the OMF connect to the lines.
195	78702	I like this idea.
196	78756	—
197	78741	—
198	78751	—
199	78751	—
200	78704	Wish it could go to the airport.
201	78704	Looks good. Does proximity to the airport help?
202	78727	Build the maintenance facility
203	78704	OK
204	78704	—
205	78744	No opinion
206	78704	—
207	78704	—
208	78704	—
209	78619	We (will?) be more efficient for operations to have that facility in the center
210	78704	—
211	78740	—
212	78745	—
213	78704	Gotta have an Uber lot somewhere if you can't go all the way to airport
214	78704	—
215	78704	Location is good - not in main commercial/residential area
216	78701	No comment
217	78701	—
218	78701	Montopolis area seems best
219	78701	—
220	78704	—
221	78745	—
222	78745	—
223	78617	How big will this facility be? How much will traffic be affected during the construction of this facility?
224	78704	Okay, good
225	78731	It's imperative that we not displace residents in this area of town or impact their quality of life. It seems like we should target an area with existing industrial use. For instance, using land around the airport.

226	78704	Makes sense
227	78704	Seems like a good location
228	78721	Who currently owns the property? What about a north location?
229	78745	No thoughts
230	78745	—
231	78723	—
232	78705	—
233	78704	—
234	78704	Ensure ample bus parking & buses at the OMF so folks may ferry from there to airport. Ensure the proposed OMF does not preclude the Priority Extension
235	78746	—
236	78748	The airport should be a stop.
237	78704	—
238	78704	No opinion
239	78703	—
240	78902	—
241	78745	This is a good spot for the OMF since there isn't much development here.
242	78751	—
243	78704	—
244	78703	Run Phase One to ABiA and build the OMF there. If not it's an expensive and bad idea
245	78704	Put on AUS property
246	78704	OMF at 183 & 71 makes sense. Out of neighborhood area.
247	78704	—
248	78729	N/A
249	78731	In favor
250	78741	Is the convention Ctr XXXX XXX not a option? That is a prime corner that should not have an industrial use. Move it to are between Yellow Jacket + Montopolis.
251	78751	—
252	78731	Are there environmental questions regarding the site near the airport?
253	78701	No comment
254	78749	Seems like a good area of it/ opp. for WFS satellite location @ the airport so could feed folks into these careers
255	78702	Good location
256	78758	If facility is highly visible for nearby roadways, please make the design look awesome as it will be one of the first things visitors coming through the airport will see. Not just a crappy industrial complex.
257	78701	I feel like this is a convenient location for XXX & the workforce.
258	78723	—
259	78610	Looks fine.
260	78701	Would this location be ideal for everyone. If it works at this location then I love it!
261	78752	I like the architectural examples of the facility so it is aesthetic for the community. Its great that it is future proofed for future rail expansion.

262	78705	This station seems pretty for outside populated areas compared to other proposed locations which is good.
263	78701	—
264	78653	A tricky feat to pull-off! Site selection will be critical (as you know)
265	78731	—
266	78618	—
267	78701	Whatever works best and doesn't inhibit density where we want it.
268	78701	—
269	78752	—
270	78660	—
271	78744	—
272	78702	—
273	78744	—
274	78724	If the space is available, that'd be OK
275	78660	—
276	78660	—
277	78666	—
278	78653	As long as you can get a train out to Manor.
279	78618	Sounds good
280	78723	It needs to go somewhere, and this seems like the only viable option unless it extends to the airport, so make it happen!
281	—	—
282	78751	—
283	—	—
284	—	No opinion.
285	78702	—
286	78721	—
287	78660	—
288	78704	—
289	—	We need rail from airport to the city center plus to domain
290	78628	—
291	78748	—
292	78749	The study area seems fine. Make sure the site can be expanded in the future! Don't lock the network into requiring multiple maintenance facilities.
293	—	That seems like a logical location
294	78702	—
295	78704	—
296	78745	—
297	78751	—
298	—	Sounds good
299	—	—
300	78704	—
301	78703	Think long term. It makes sense to me to put the OMF at the airport where there is more space, more like land uses, and fewer neighborhoods to be disturbed. Or at least on the track that will eventually serve the airport. Maybe even build one line to the airport now on the cheap. Think of it as buying an option for future expansion.

302	—	Seems like a reasonable place for a OMF
303	78723	—
304	78724	—
305	78757	Seems like the location has already been determined for the OMF.
306	78705	—
307	78745	—
308	78739	—
309	—	—
310	78758	Yeah cool do what you have to do.
311	—	—
312	—	—
313	—	—
314	78751	—
315	78748	Put the OMF where ever land is the cheapest. Preferably in a light industrial area away from residences.
316	78704	Racist...
317	78701	—
318	78701	—
319	—	—
320	78704	—
321	—	—
322	78727	—
323	78753	—
324	—	—
325	78664	—
326	78626	Build what you need and build what is needed for the future so that there won't be any future growth pains.
327	78731	—
328	78759	—
329	78756	—
330	78752	—
331	78704	—
332	78702	I think the site makes sense since it's utilizing "dead space" around the freeway intersection. I am concerned that the space might not support future expansions, if or when our light rail system expands and requires a bigger facility. It's easier and cheaper to expand an existing site than construct a brand new one. This should be studied alongside the potential rail extension to the airport so identify synergies and areas where space and resources can be shared
333	—	—
334	78748	—
335	78705	—
336	78750	—
337	—	—
338	—	—
339	78703	—
340	78757	—

341	—	—
342	78749	—
343	78728	Are there any other places considered for this use? How would this use impact housing and economic uses in the area currently? How much displacement would need to happen?
344	78750	—
345	78704	Would have been better to east of the airport...but as not extending there at the moment..probably least worst option. Can't think of better location.
346	—	I support the recommendation as areas close to airports are going to attract more industrial type uses, so it would not be crowding out high density residential as an alternative.
347	78739	—
348	78705	—
349	78705	Hire cleaning people keep it clean or nobody will use it
350	78703	—
351	78754	—
352	78748	—
353	78745	—
354	78741	I live in this area and believe that there is space for this facility but if the line can expand towards the airport, would having the facility in the study area still work? If there are potential issues with possible expansion I think an area closer to the airport makes more sense.
355	78704	—
356	78757	Again - focus on making this facility as cheap and efficient as possible.
357	—	This seems like a logical location.
358	—	—
359	78745	—
360	78745	—
361	—	—
362	78729	—
363	78752	—
364	78704	—
365	78753	—
366	78751	The area along airport commerce seems to make sense as it is not super close to any residential areas. It would just be next to hotels, etc... I think this area makes sense, and also helps get the rails even closer to the airport making that eventually extension even shorter.
367	78653	—
368	78702	Based on the stated information, agreed — —feels like the best place to build it for current system. Please ensure it is sized sufficiently for future system expansion. It would feel so silly to spend a ton more money on a facility like this.
369	78746	—
370	78752	Seems like an adequate location. Just make sure it's not floodable.
371	—	—
372	78750	—
373	78723	—

374	—	Is this the best site? seems remote
375	78702	Perfect spot for it.
376	78704	—
377	—	—
378	78759	—
379	—	—
380	78723	This is an appropriate location for an O & M facility
381	—	—
382	78747	—
383	78745	—
384	78724	—
385	78731	—
386	78705	—
387	—	—
388	78705	—
389	—	—
390	—	n/c
391	—	—
392	—	—
393	—	—
394	—	—
395	—	—
396	—	—
397	—	—
398	—	—
399	—	—
400	—	—
401	—	—
402	—	—
403	—	—
404	—	—
405	—	—
406	—	—
407	—	What is the question?
408	—	—
409	—	—
410	—	—
411	—	—
412	—	Station needs to be designed such that an extension to ABIA can be added in the future. The fact that the airport is excluded from connection here is concerning as business travellers are more inconvenienced getting to downtown. Hopefully an airport connection is soon to be had.
413	—	—
414	—	—
415	—	—
416	—	—
417	—	—

418	—	—
419	—	—
420	—	—
421	—	there is no reason for this to be architecturally interesting...it should be low cost building, in an industrial area, focused on operational efficiency.
422	—	this seems like a good location
423	—	—
424	—	—
425	—	—
426	—	This seems like the most appropriate location.
427	—	—
428	—	—
429	—	—
430	—	—
431	—	—
432	—	—
433	—	Obviously, there are environmental justice concerns with siting something that either does or is perceived to have environmental health impacts on neighboring communities, especially in this part of east Austin. The Denver precedent is interesting--this building could be a palace and a really compelling facility whose presence actually enhances the area. Could there be a public facing component to it, eg a place to rent bikes, rentable conference rooms, etc?
434	—	If you build it here, please leave significant ROW for the airport extension.
435	—	—
436	—	—
437	—	—
438	—	—
439	—	Why are operations like this always located in East Austin? Is there really nowhere else in town or on the outskirts of town available? And if it has to go here, will there be a commitment towards local area employment *alongside* monitored minimal environmental impact (noise/heat/air pollution, etc.
440	—	That's an underutilized and rather unappealing area. Seems perfect!
441	—	I think is should be centralized in the middle if there is limited funding for project connect. If there is additional money allocated for this, then there should be more OMF sites at the other ends of the transit lines.
442	—	—
443	—	—
444	—	—
445	—	—
446	—	It should be close enough to the last train station (Yellow Jacket) so workers at the OMF site can take the train to work.
447	78701	—
448	78744	—
449	78757	—
450	—	—

451	78757	—
452	78704	No concerns.
453	—	—
454	—	Seems appropriate.
455	78745	—
456	78759	—
457	78722	Once again how close to neighborhoods?
458	—	—
459	—	—
460	78723	—
461	—	—
462	—	—
463	78741	—
464	78741	I live around a mile from the proposed location and have no objections.
465	78704	—
466	78757	—
467	78704	—
468	—	—
469	78703	—
470	78704	—
471	78749	—
472	78749	—
473	78723	—
474	78744	I live near the proposed location and I like the idea.
475	78704	—
476	78756	—
477	78735	—
478	78751	—
479	78751	—
480	—	—
481	78753	—
482	—	—
483	78747	absolutely not
484	—	—
485	78702	seems fine -
486	78701	—
487	78703	—
488	78701	—
489	78741	—
490	78741	—
491	78704	—
492	78757	—
493	78702	—
494	78613	—
495	—	—
496	78741	—
497	78704	—

498	78731	—
499	78754	—
500	78704	—
501	—	—
502	—	—
503	78741	this seems like an ideal location for such a facility
504	—	seems like a sensible location. how does it impact the small neighborhood that is tucked back there?
505	78722	—
506	78759	Won't we need one up north too?
507	78721	Consider whether you can accommodate the P&R here too.
508	78748	I'm going to assume different locations were considered and this was the superior option.
509	78757	GREAT LOCATION, HOWEVER, INTERGRATE IT WITH THE AIRPORT.
510	78757	—
511	—	—
512	—	—
513	—	—
514	78723	—
515	—	—
516	78723	—
517	78741	—
518	78741	Looks good
519	78705	—
520	—	Our main concern is the traffic congestion as well as the noise pollution by creating the maintenance facility. I've lived next to a train rail in the past. The vibration of the moving train is rather bothersome especially during sleep hours. We already suffer from the airplane noise pollution during early morning and late in the evening.
521	78723	—
522	78758	—
523	78717	—
524	78728	—
525	78701	—
526	78704	We want to ensure that employee parking at this facility is at a significantly reduced percentage compared to the acres of parking that CapMetro usually requires for staff. Run expansive hours for trains and ensure this facility can be used by employees. Certainly opening/closing employees should be able to drive to work, but mid-day employees should be required to use the train or pay their fair share for parking, not have parking subsidized by Project Connect capital funding.
527	78704	—
528	—	—
529	78704	—
530	—	—
531	78745	—
532	78703	This seems like a good location for the current extent of the system.

533	78737	—
534	—	—
535	78702	—
536	78756	—
537	78757	—
538	78704	I sure wish the OMF could be on the current airport land. Seems like a missed opportunity.
539	—	—
540	—	This is of no use to me based on home and work locations.
541	78705	—
542	78746	—
543	78741	—
544	78756	As long as the facility is well designed and well run, what difference does it make where it's located? The key consideration is whether sufficient funds are secured to adequately maintain the rolling stock and rails, and secure enough cars for decent frequency of service (every 5-10 minutes, for example). Why build a system if it's not well maintained and operated?
545	78703	—
546	78727	—
547	78729	Good central location; No comment
548	—	It doesn't matter where it is located. The facility needs to be well designed so the trains and rails can be well maintained. Service frequency is important to build regular usage. Please get going. Austin is late already. I want light rail options available soon.
549	78722	I think it makes sense to co-locate this infrastructure with other industrial uses around the airport.
550	78741	It is unfortunate that the OMF site is being selected based on what is meant to be the temporary end of the blue line. It seems like a shortsighted approach.
551	78704	no thoughts, but growth is an important consideration.
552	—	—
553	78741	—
554	78741	—
555	—	—
556	78701	—
557	78752	You have already selected the site, so you are not requesting input on that. The criteria you used to evaluate the sites look fine, but you would need to provide details on the various options in order for people to provide input on the site that you selected.
558	78750	—
559	78741	—
560	78653	—
561	78723	—
562	78704	—
563	78704	—
564	—	—
565	78656	—

566	78751	—
567	78757	—
568	—	—
569	78751	—
570	78745	None.
571	78729	—
572	78704	This is probably the best location for it...unless we can use some TXDOT ROW. They're always taking things from the City, it's time for us to give them a taste of their own medicine... ;)
573	—	the site already advanced for further study looks best
574	78641	—
575	78748	Should help with airport traffic
576	78660	—
577	—	—
578	78735	—
579	78702	—
580	78660	—
581	78705	—
582	78745	The surrounding area needs improved so if there's opportunities to improve safety and connectivity/housing around the OMF facility, that'd be great
583	78724	—
584	—	—
585	78702	—
586	78731	—
587	78757	—
588	—	—
589	78704	—
590	78701	—
591	—	—
592	78704	—
593	—	—
594	78723	—
595	—	—
596	78748	—
597	—	—
598	78749	—
599	78749	—
600	78705	Seems fine
601	78701	Hard to see images so it's difficult to provide feedback.
602	78739	—
603	78704	—
604	78703	—
605	78745	I favor having public restrooms at all the stations. It would promote ridership, and it would lessen the chance that people will urinate or defecate outdoors near the rail lines. Will there be air quality monitoring along the lines? Am I correct in thinking the trains will be electric? If not, why not? I certainly

		don't look forward to riding behind a giant diesel powered locomotive. I definitely don't want a transit system where the trains are belching out pollutants everywhere they go.
606	78752	—
607	—	—
608	—	—
609	78752	—
610	78749	—
611	78702	—
612	78759	—
613	78704	—
614	78748	I don't care.
615	78749	—
616	78745	—
617	78759	—
618	78759	—
619	78703	—
620	78759	—
621	—	Please make it go to airport
622	78744	Be nice to have an airport connection.
623	78757	Ensure there is sufficient space for future expansions if needed, and that the OMF does not restrict future access plans for the line extension to the airport
624	78745	—
625	78748	—
626	78748	—
627	—	I have no problem with this. Makes sense to me.
628	78757	—
629	78752	Based on past meetings, I don't think ATP seriously considered any other site options, the selected site has always been the preferred location and you were going to choose this option in any case :)
630	78704	—
631	78759	—
632	78722	—
633	78759	—
634	78748	—
635	78704	—
636	78739	—
637	78749	—
638	—	—
639	78759	—
640	78704	—
641	78723	—
642	—	—
643	—	—
644	—	—
645	78745	—
646	78702	—

647	78759	—
648	78704	—
649	78727	Good location away from higher areas of traffic but close to the airport for a rail station that connects the line to the airport.
650	78723	This site feels appropriate. Make sure to build it in a way that allows for future expansion.
651	78751	—
652	78704	—
653	78758	—
654	78745	—
655	78704	—
656	78701	—
657	—	Seems like the best space for an OEM. Land is cheaper here and would be best to have an industrial space near industrial zoning.
658	78729	—
659	78756	—
660	78736	—
661	78757	—
662	78741	Approve of this. It will greatly support the residents.
663	78702	I am strongly opposed to the location of the OMF in the area along Airport Commerce Dr. Why can't the proposed OMF be up in the north where the Capital Metro Operations and Maintenance Facility or other possible station locations are? The Capital Metro OMF and other proposed north stations are far enough away from residential areas. The proposed south OMF would negatively and disproportionately impact residents of color and low-income neighborhoods. Presenting the location of the OMF along Airport Commerce Dr. as the most convenient option is a reminder of the environmental racism that has historically affected communities in the south side of Austin.
664	—	—
665	78722	—
666	78736	—
667	—	—
668	78702	—
669	78757	—
670	78759	—
671	—	—
672	78748	—
673	—	—
674	78704	—
675	78660	I think this would be a good place for this.
676	78741	Yes, much needed.
677	78617	N/A
678	78741	Don't have no comments
679	78744	Todo me parece bien con tal de mejora el trafico. (Everything is fine to me as long as traffic improves)
680	78704	Don't know much about it
681	78617	That would be good for new job opportunities in the area.

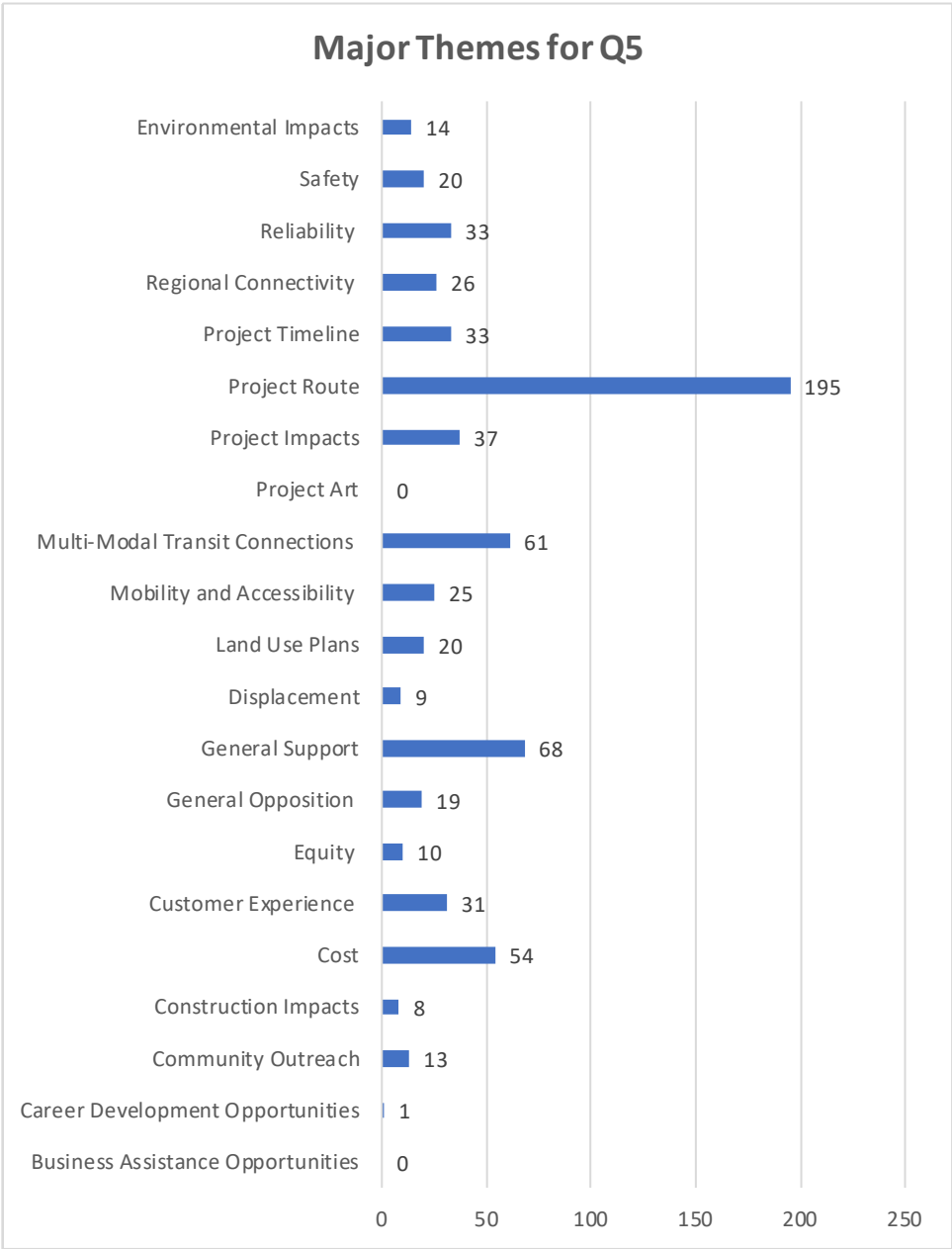
682	78660	Thank you
683	78741	No
684	78702	N/A
685	78617	N/A
686	78602	—
687	78701	To relief traffic in that area.
688	78754	N/A
689	78744	—
690	78702	—
691	78741	Muy buenas opciones (Very good options)
692	78741	Seria excelente (it would be excellent)
693	78741	Muy bueno (very good)
694	78754	N/A
695	78741	N/A
696	78725	N/A
697	78741	—
698	78742	None
699	78724	—
700	78617	Esta bien, alla solamente ay un bus y asi con el tren la gente que no tiene carro puede tomar el tren. (It's okay, there is only one bus there and so with the train people who don't have a car can take the train.)
701	78645	Same as question 13. (Don't use public transportation and usually never in this area.)
702	78728	Good, out of way!
703	78660	Wow!!
704	78660	None
705	78744	N/A
706	78723	Tambien estaria bien si pasara por el aeropuerto (It would also be good if it went to the airport)
707	78744	nada
708	78704	—
709	78747	I think it's a great idea for Austin
710	78729	Yes no enough public transportation to come in/out Austin Airport
711	78724	—
712	78745	No se (I don't know)
713	78723	NA
714	78723	si es un buen proyecto ya que esta muy bien pensado (Yes, it is a good project since it is very well thought out.)
715	78748	This sounds like it's needed
716	78749	perfecto si se hacen estas operaciones seria lo mejor (perfect if these operations are done it would be the best)
717	78749	—
718	78744	NA
719	78744	NA
720	—	and you say when?
721	78321	none
722	78702	very good idea we need more public transportation in this area

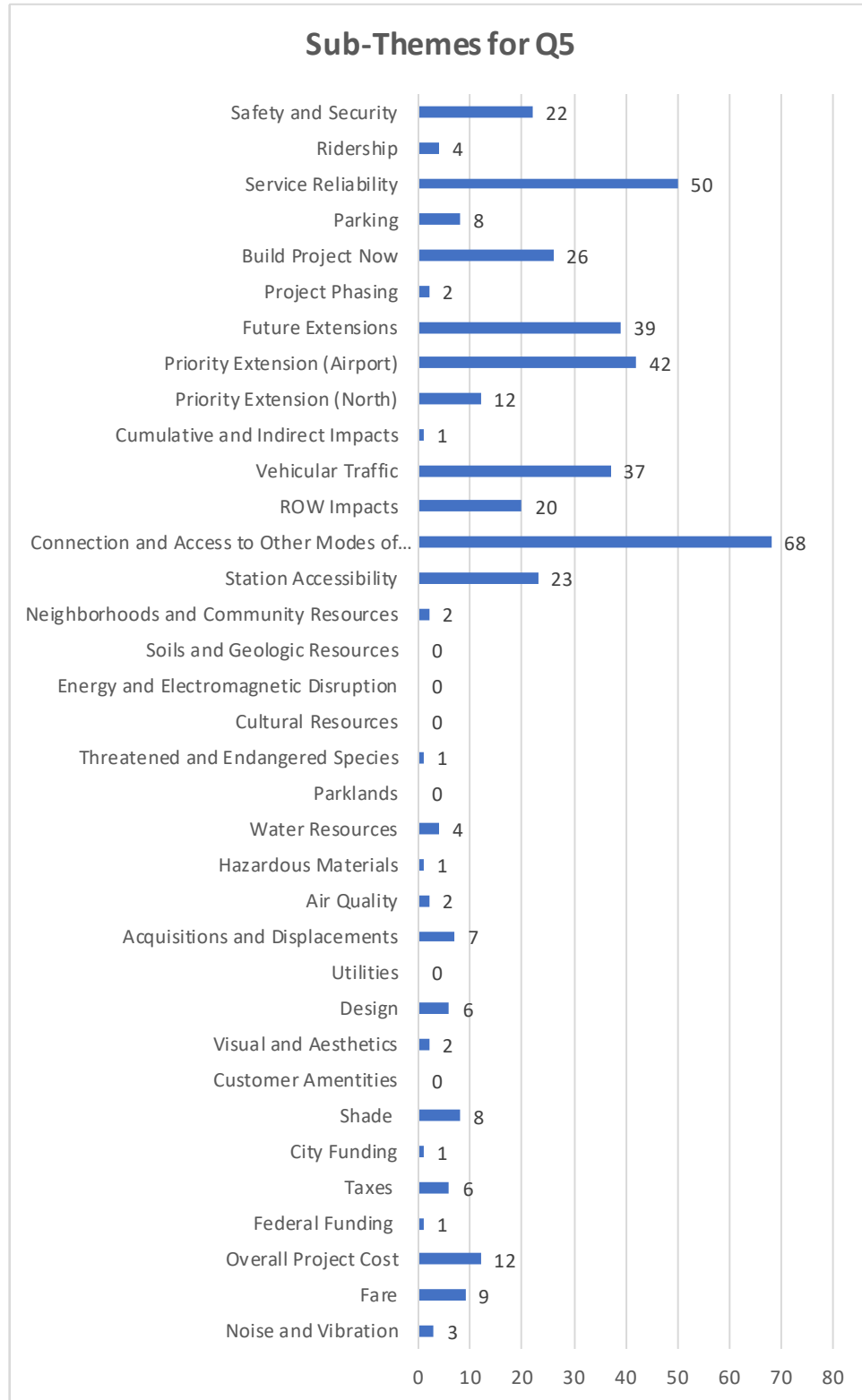
723	78702	Good.
724	78702	si esta bien (yes that's fine)
725	78741	Seria genial (it would be great)
726	78634	good
727	78724	ok with me
728	78744	ninguna (none)
729	78744	none
730	78640	—
731	78741	(check mark)
732	78741	(check mark)
733	78617	(check mark)
734	78721	Good work
735	78758	—
736	78701	NA
737	78744	This would be great!
738	78744	Muy buena extension (very good extension)
739	78744	deceo tomen en cuenta la comunidad que sera lo correcto y lo justo (I hope the community takes into account what will be correct and fair)
740	78741	—
741	76578	Importante ya que tendria opciones para quien es ___ hacia esta ubicacion. (Important since you would have options for what is ___ in this location)
742	78704	ninguna (none)
743	78741	ninguna (none)
744	78741	ninguna (none)
745	78744	NA
746	78617	Ignorance
747	78741	No
748	78748	NA
749	78724	No question at this time
750	78752	si (yes)
751	78741	—
752	—	—
753	78704	si estoy de acuerdo (I agree)
754	78741	Sounds very studious!
755	78617	NA
756	78744	I know nothing about that area at all.
757	78744	No
758	78744	No

9.3 Survey Themes Summary

Question 5: Are there overall questions, opportunities, or concerns you have that should be considered in our ongoing study of the project?

Q5: Overall Sentiment	Count
Positive	73
Neutral	312
Negative	35

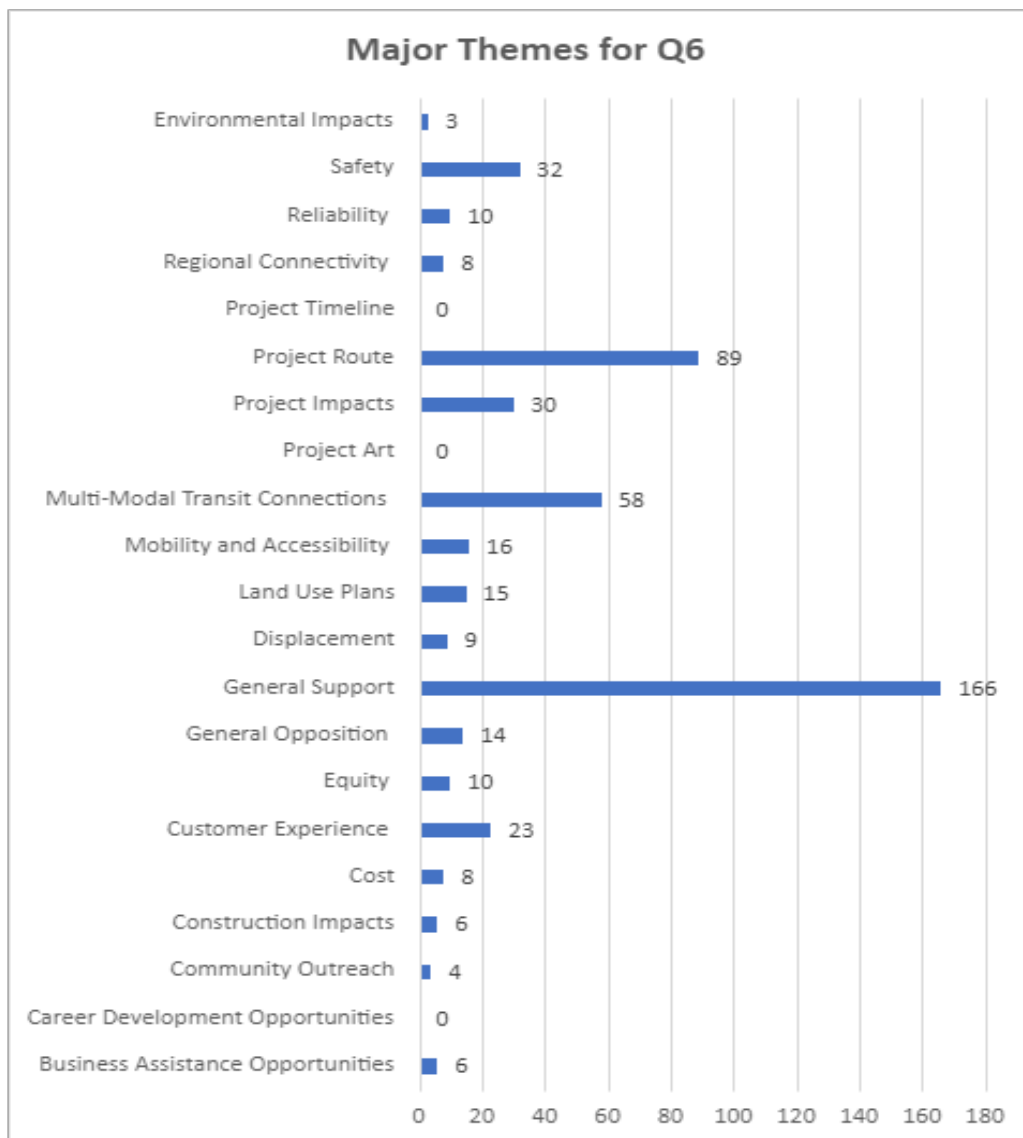


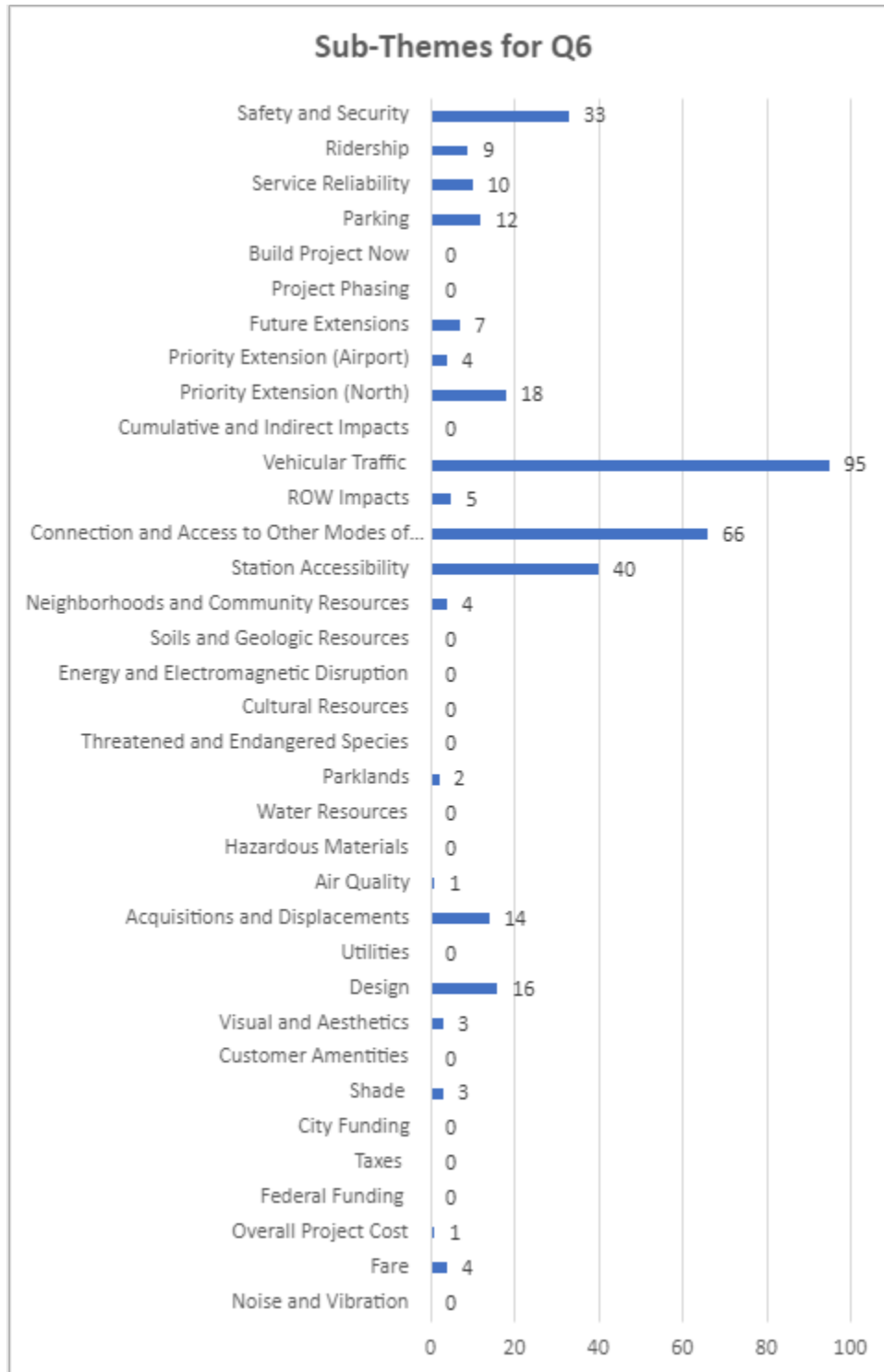


Question 6: The proposed project would serve the University of Texas from Guadalupe St. Please share your thoughts on the opportunities and/or concerns around this part of the project.

Q6: Overall Sentiment	Count
Positive	191
Neutral	156
Negative	10

Q6: Resident Sentiment (Zip codes 78751, 78705, 78712, 78756)	Count
Positive	43
Neutral	24
Negative	1

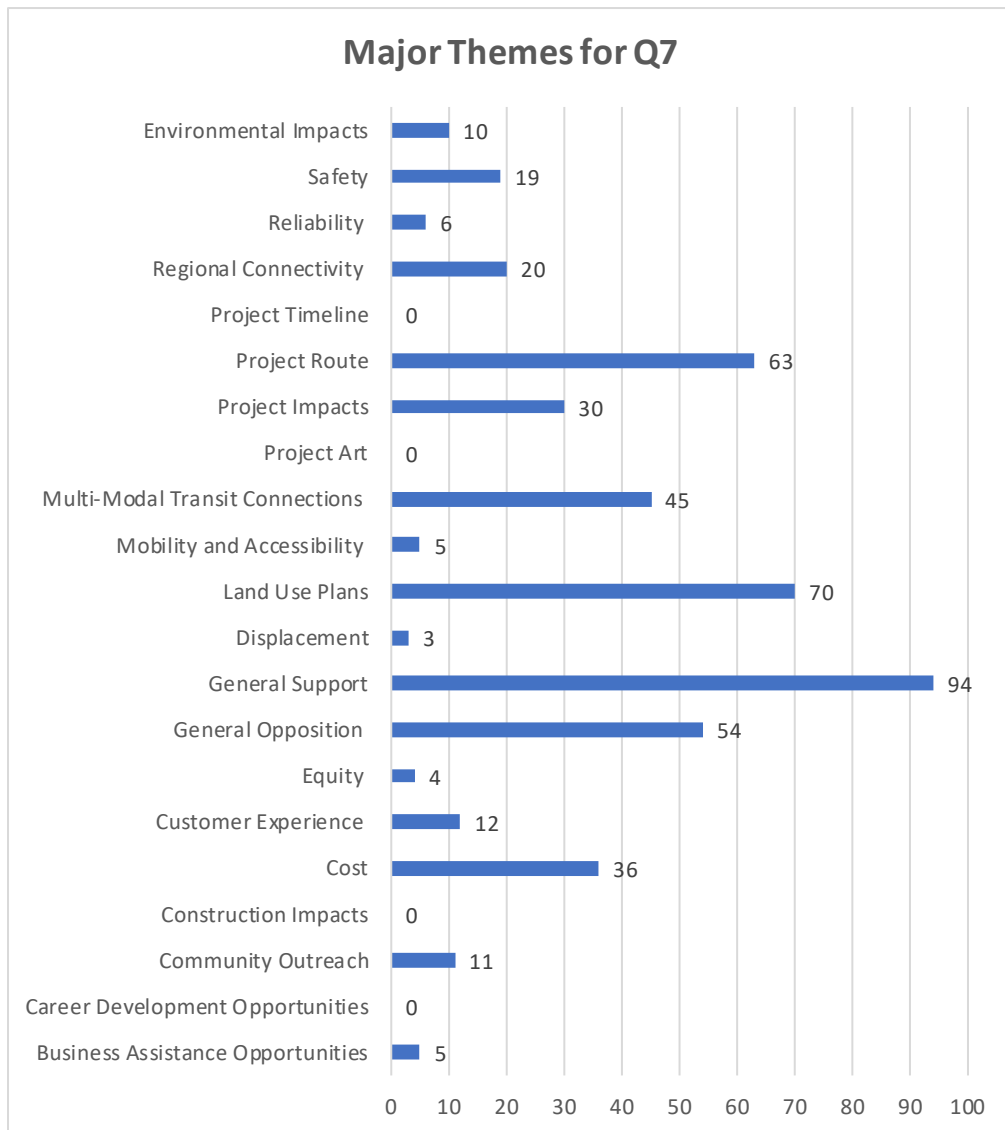


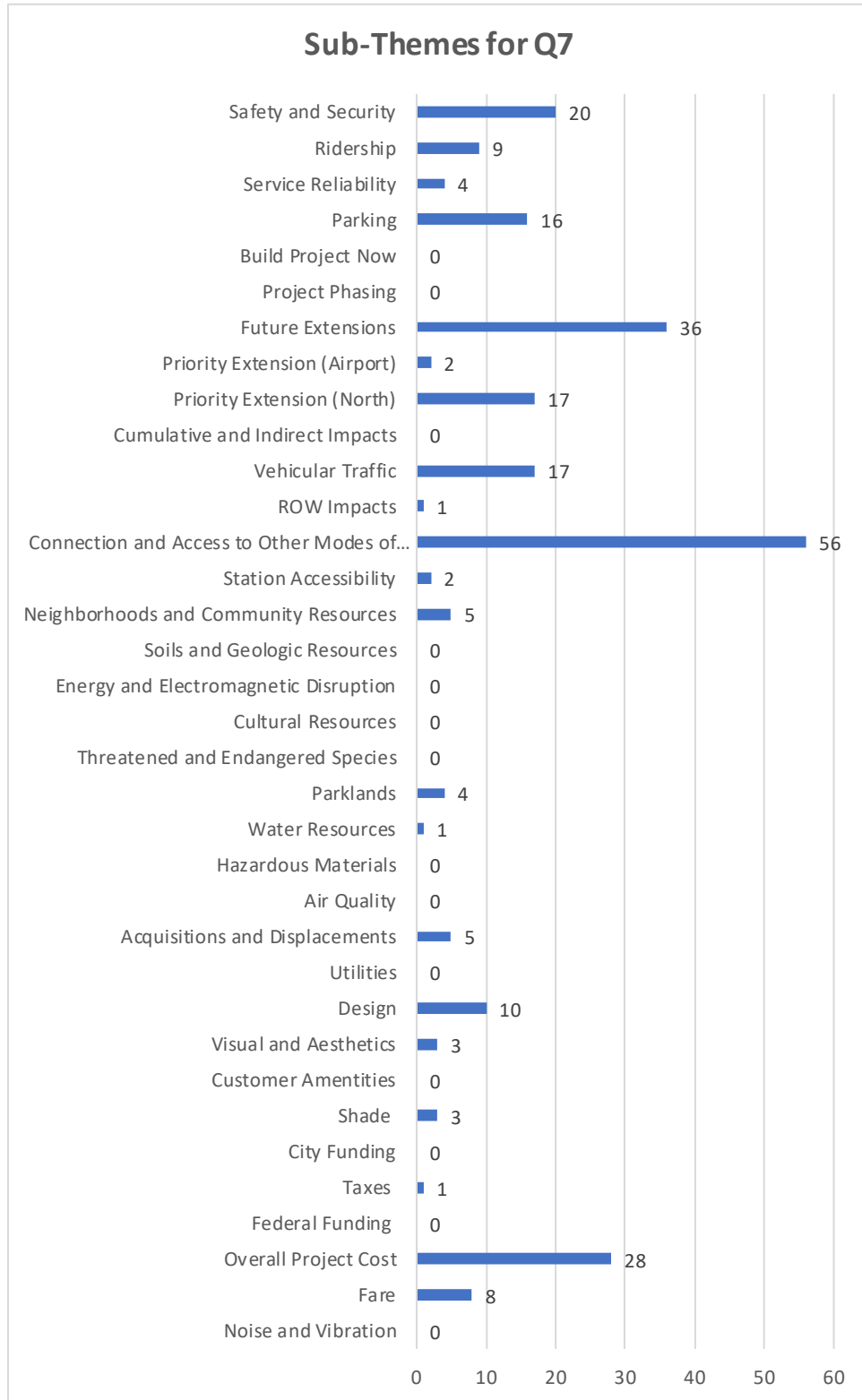


Question 7: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near 38th and Guadalupe streets. Please share your thoughts on the opportunities and/or concerns around Park & Ride facilities.

Q7: Overall Sentiment	Count
Positive	107
Neutral	135
Negative	72

Q7: Resident Sentiment (Zip codes 78751, 78705, 78712, 78756)	Count
Positive	11
Neutral	31
Negative	11

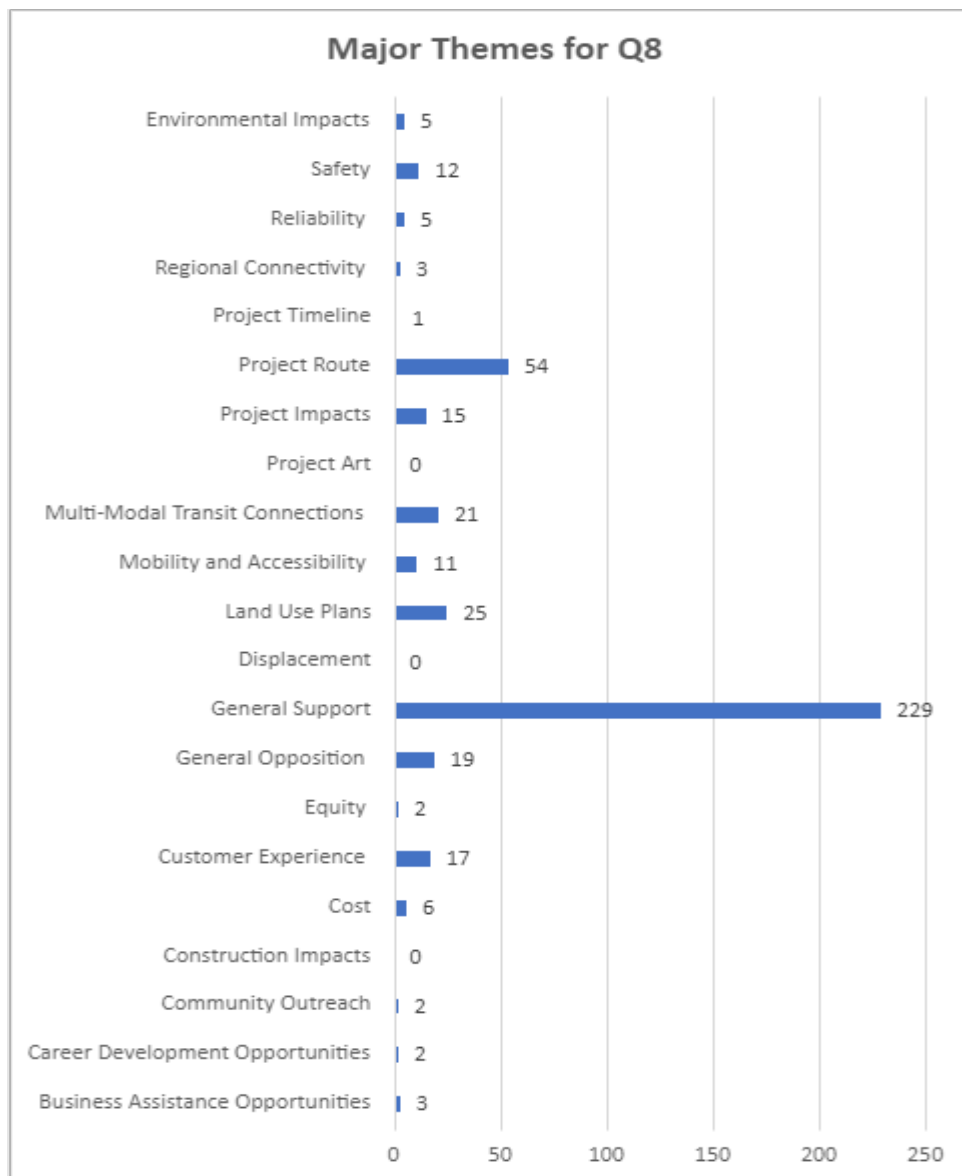


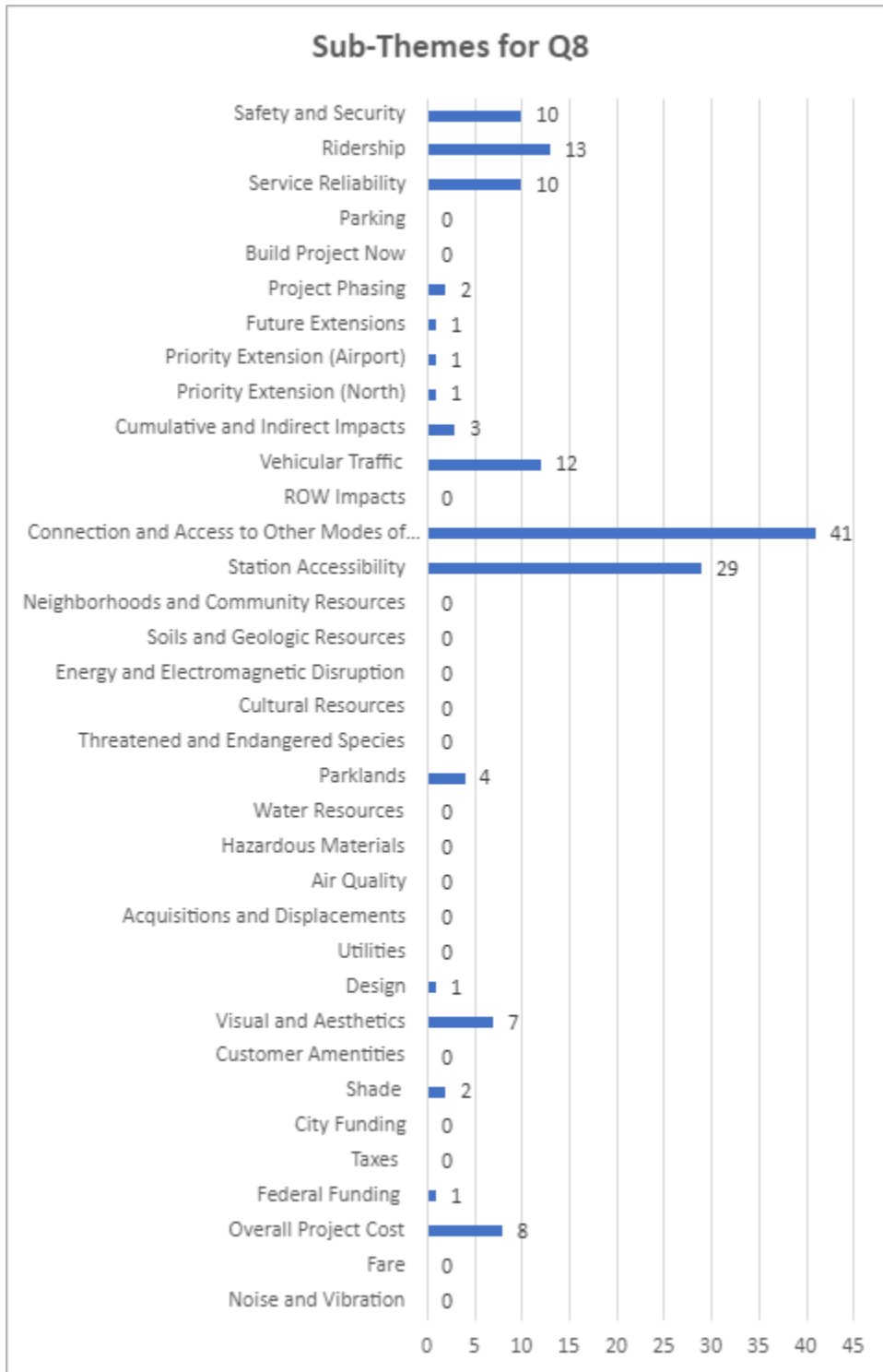


Question 8: ATP is exploring adding a station at street level downtown near Wooldridge Square. Please share your thoughts on the opportunities and/or concerns around this design option.

Q8: Overall Sentiment	Count
Positive	243
Neutral	61
Negative	23

Q8: Resident Sentiment (Zip code: 78701)	Count
Positive	10
Neutral	1
Negative	1

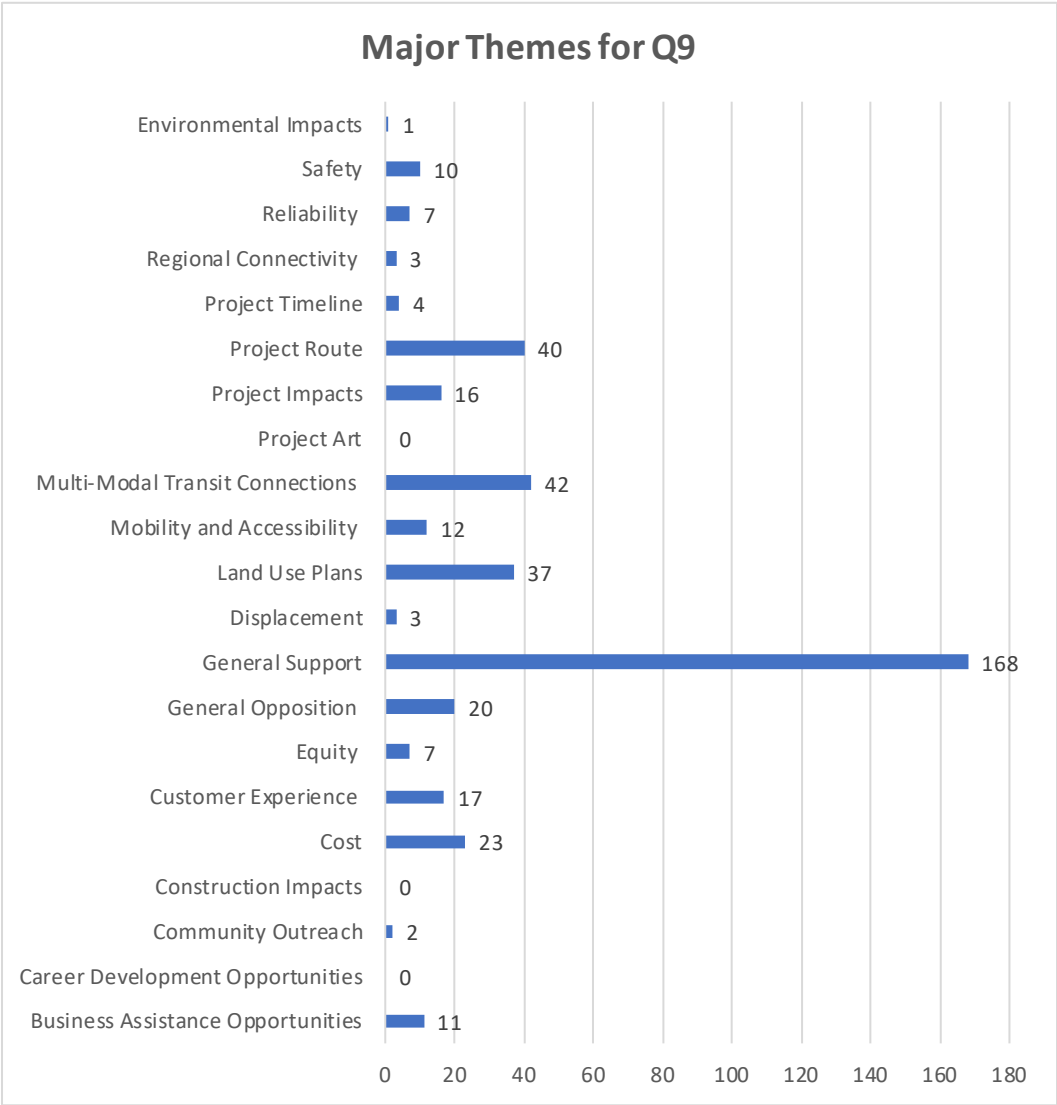


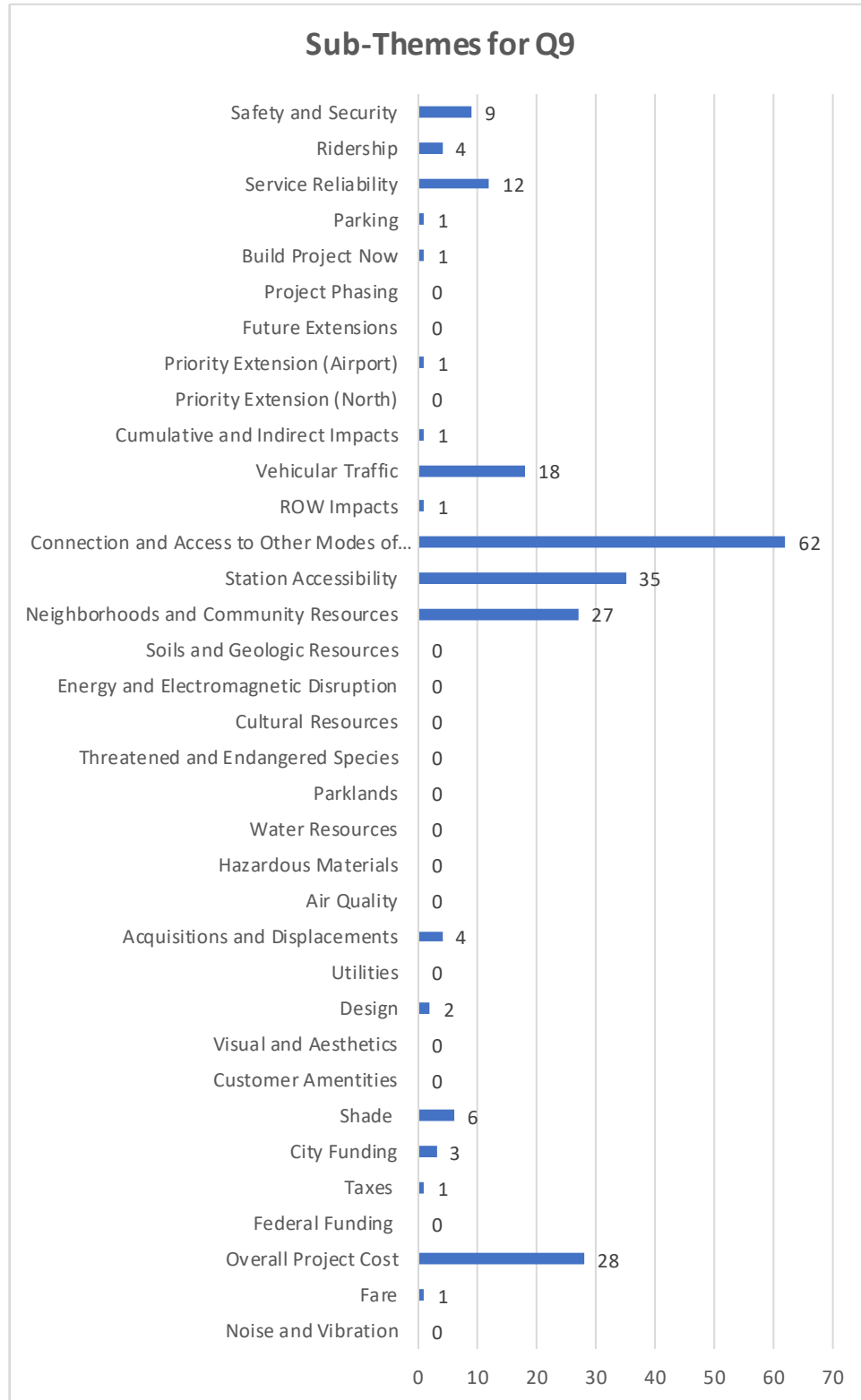


Question 9: A station is planned at street level on Trinity street between Cesar Chavez and 2nd streets, next to the Convention Center. ATP is evaluating a design option that would shift the Cesar Chavez station to be off-street at the corner of Trinity and 3rd streets, and potentially integrated into a private development in that location. Please share your thoughts on the opportunities and/or concerns around this design option.

Q9: Overall Sentiment	Count
Positive	191
Neutral	75
Negative	28

Q9: Resident Sentiment (Zip code: 78701)	Count
Positive	10
Neutral	2
Negative	2

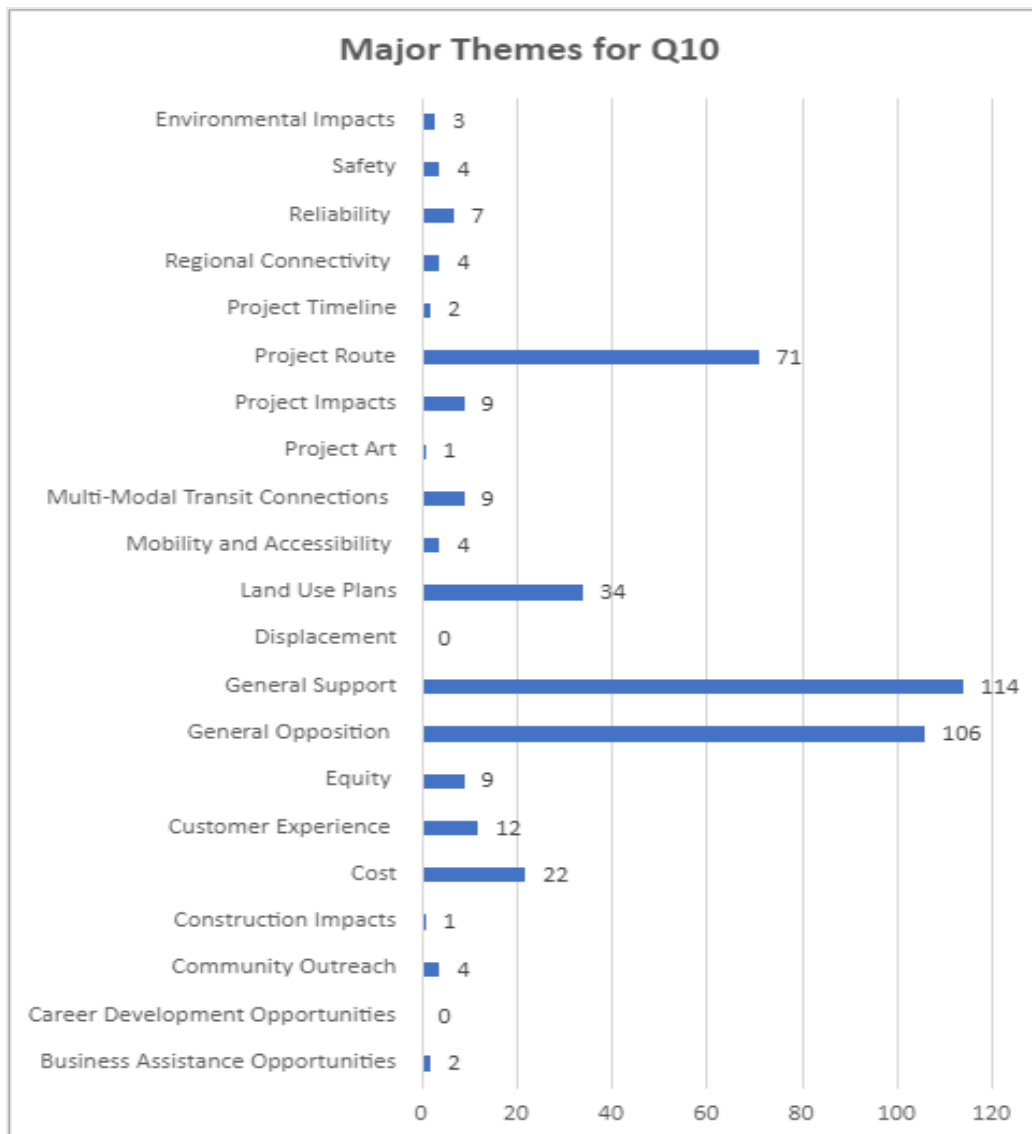


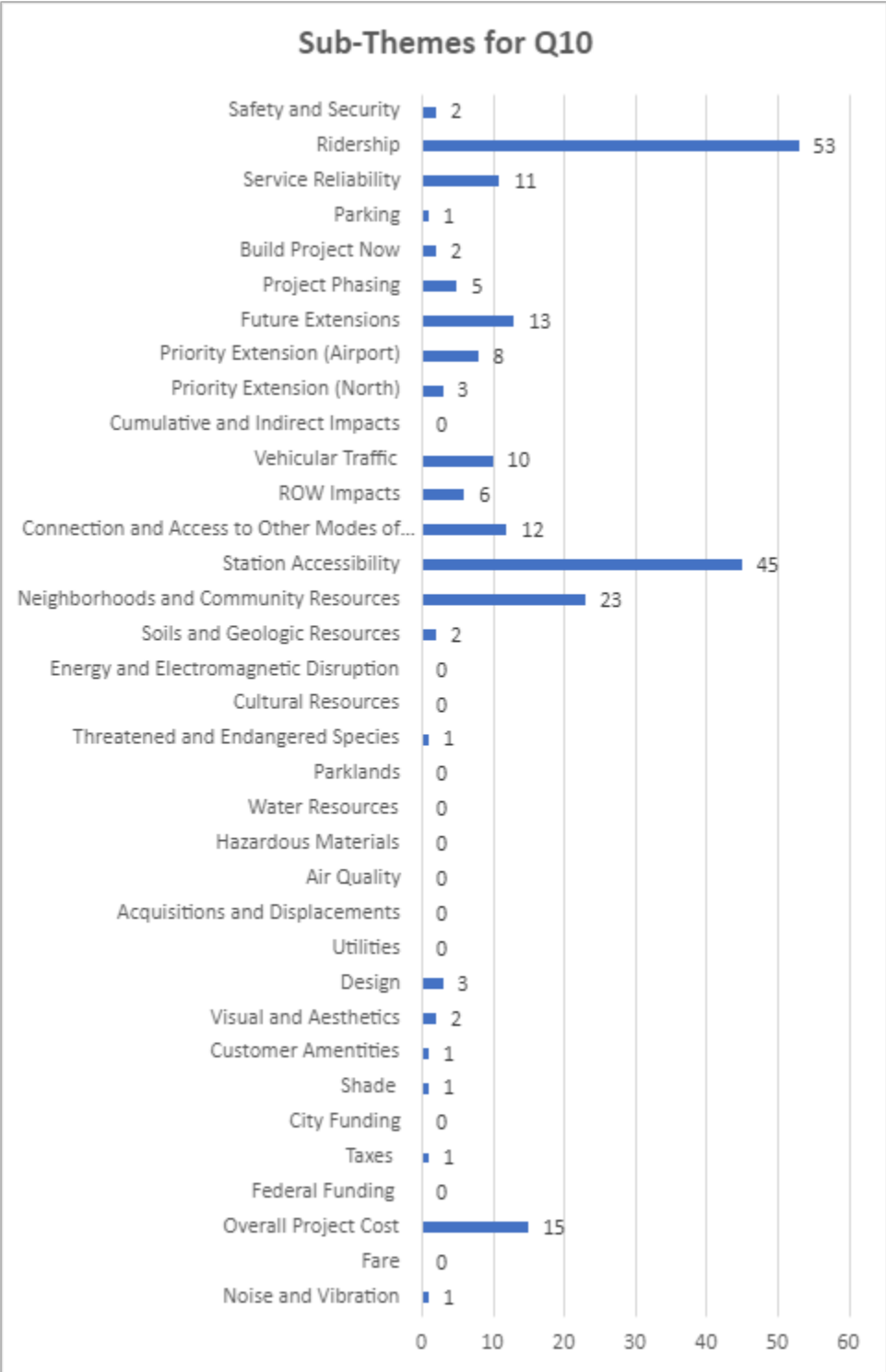


Question 10: Travis Heights station is planned at street level on East Riverside Drive just east of Travis Heights Boulevard. ATP is considering a design option that does not include Travis Heights Station. Please share your thoughts.

Q10: Overall Sentiment	Count
Positive	123
Neutral	68
Negative	116

Q10: Resident Sentiment (Zip code: 78704)	Count
Positive	17
Neutral	8
Negative	19

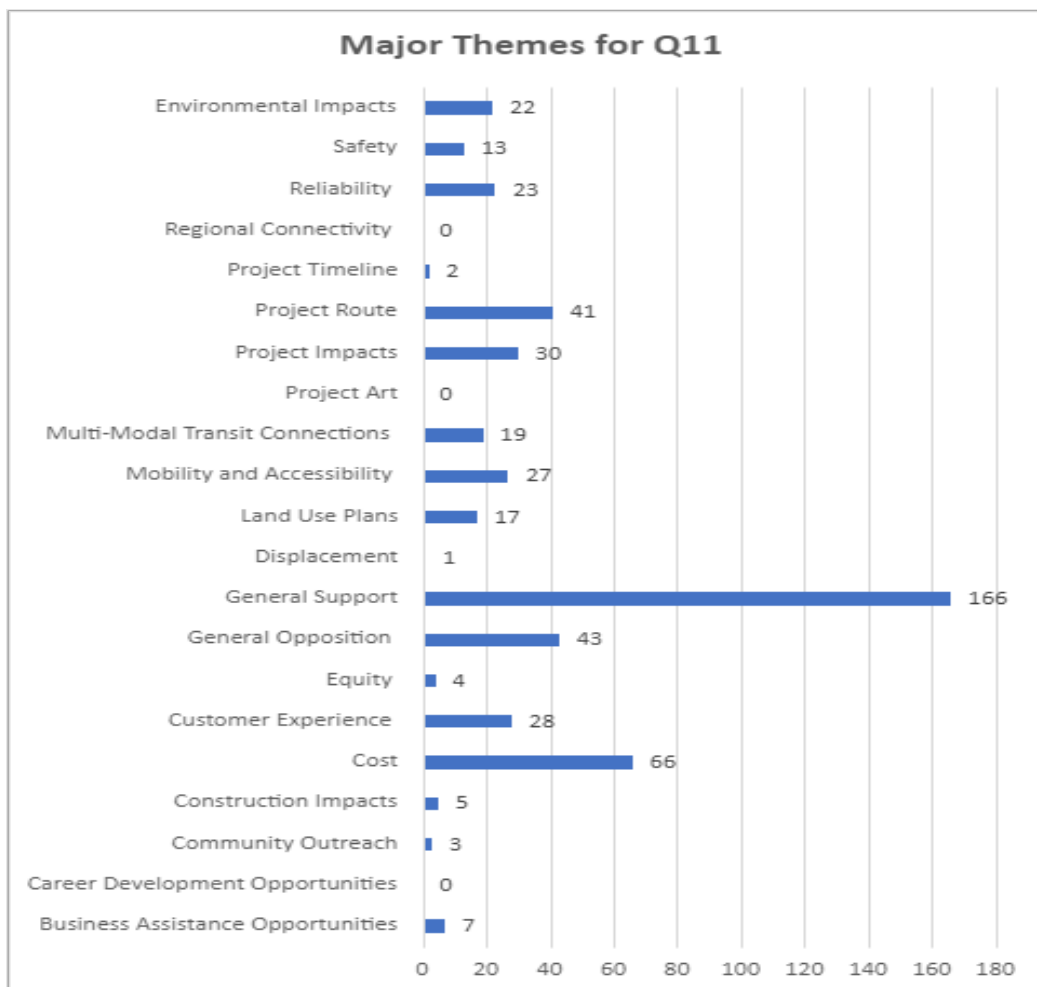


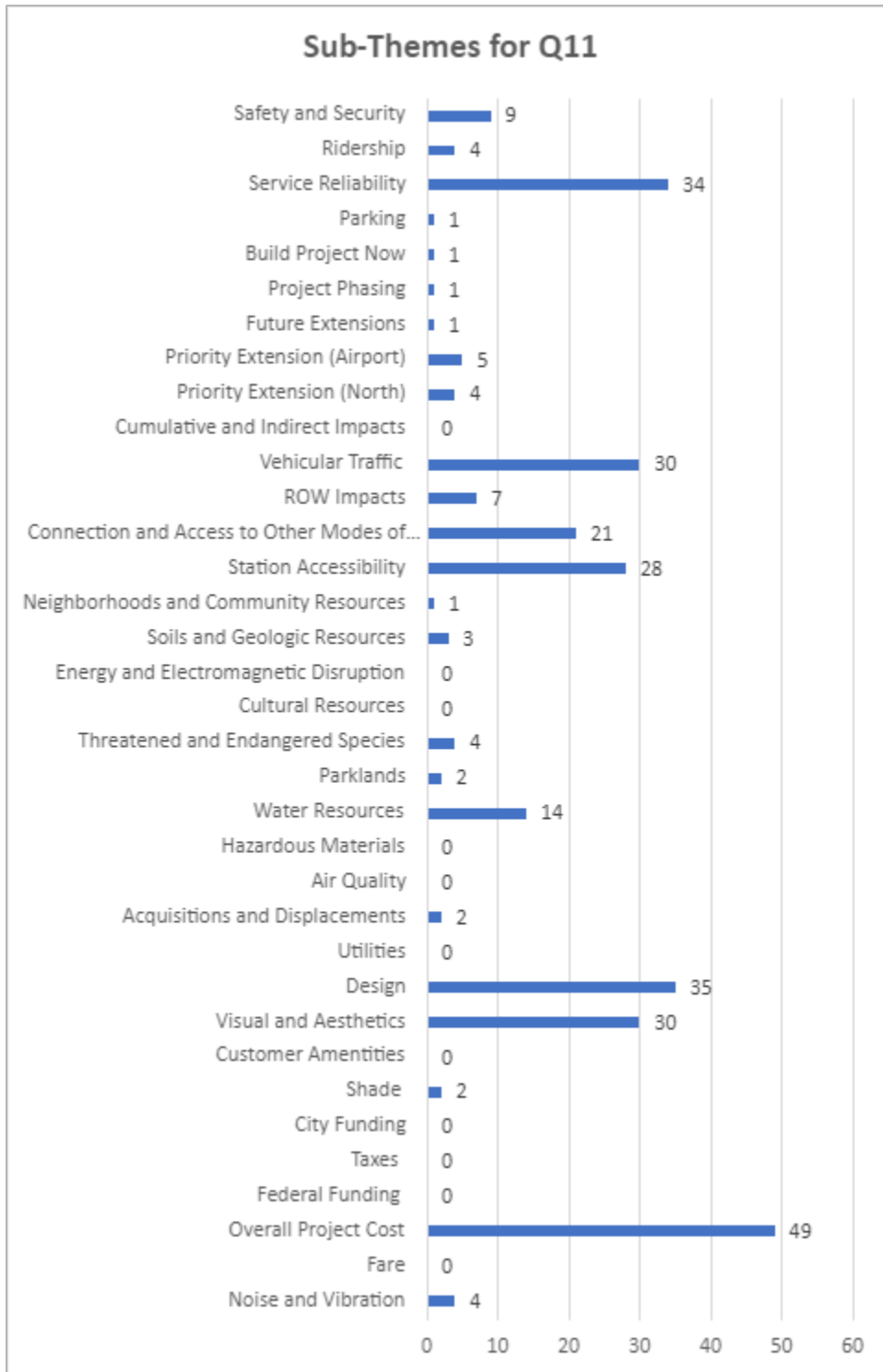


Question 11: Austin Light Rail will cross Lady Bird Lake on a new bridge connecting Trinity Street on the north side of the river to the Waterfront Station on the south side. ATP is evaluating options for the new bridge landing. One option is for the bridge to end before the Waterfront Station with the station and light rail intersection (referred to as a junction) that branches out to the north, south, and east at street level. The other option is to keep the bridge elevated longer and connect it to the surrounding hills, which would cause the Waterfront Station and light rail to also be elevated. Please share your thoughts.

Q11: Overall Sentiment	Count
Positive	168
Neutral	112
Negative	47

Q11: Resident Sentiment (Zip code: 78704)	Count
Positive	13
Neutral	16
Negative	10

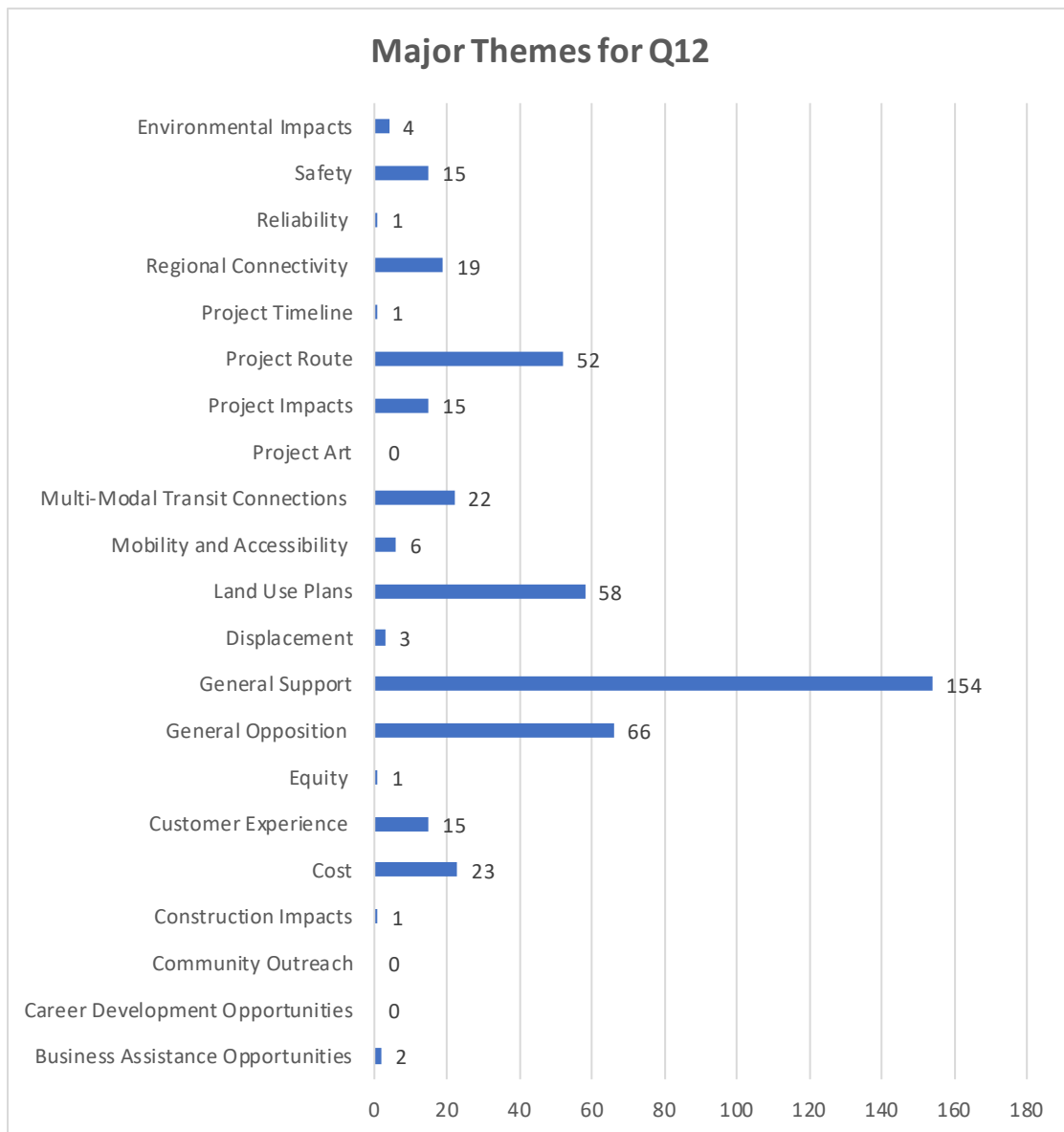


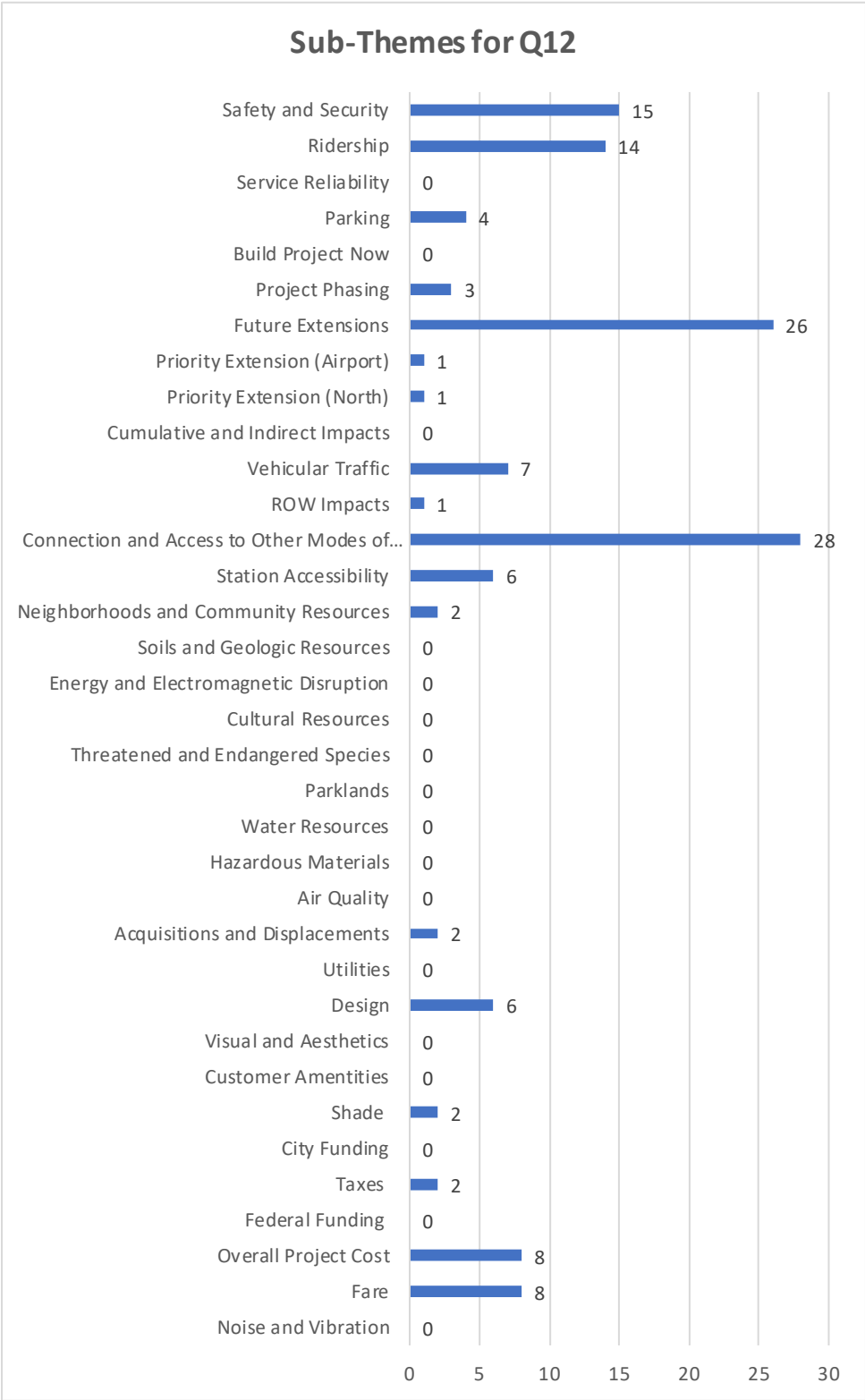


Question 12: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near Oltorf Street and South Congress Avenue. Please share your thoughts.

Q12: Overall Sentiment	Count
Positive	168
Neutral	74
Negative	77

Q12: Resident Sentiment (Zip code: 78704)	Count
Positive	23
Neutral	12
Negative	11

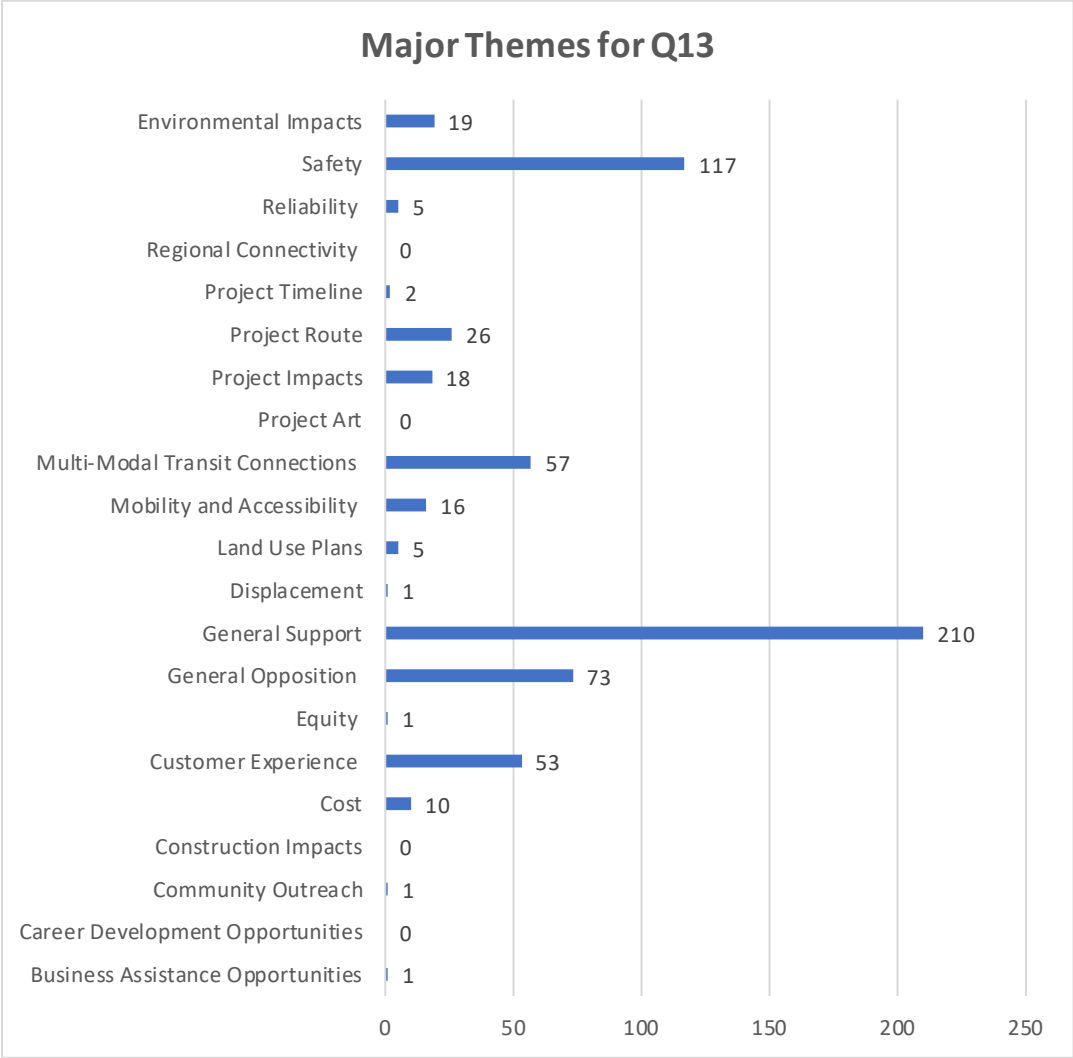


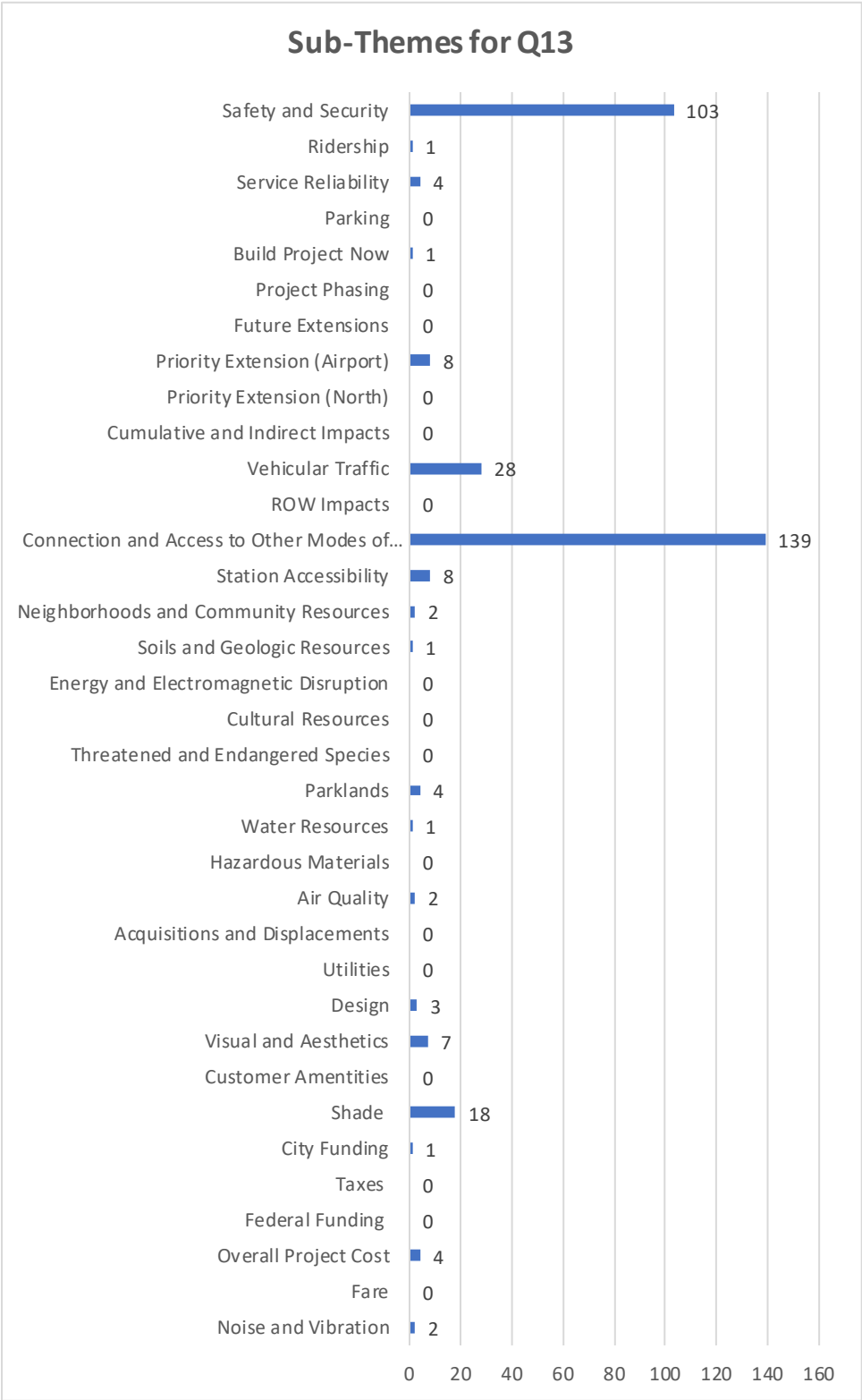


Question 13: Along East Riverside Drive east of I-35, ATP is planning for Austin Light Rail to run in the center of the street, between the roadway lanes, with stations in the median and typical sidewalk and bicycle paths on the outside of the traffic lanes. ATP is exploring a design option that brings the pedestrian and bicycle pathways next to the proposed Light Rail in the center of East Riverside Drive and those pathways will run the length of East Riverside from the Lakeshore station to the Yellow Jacket station. Please share your thoughts.

Q13: Overall Sentiment	Count
Positive	210
Neutral	61
Negative	84

Q13: Resident Sentiment (Zip code: 78741)	Count
Positive	26
Neutral	3
Negative	9

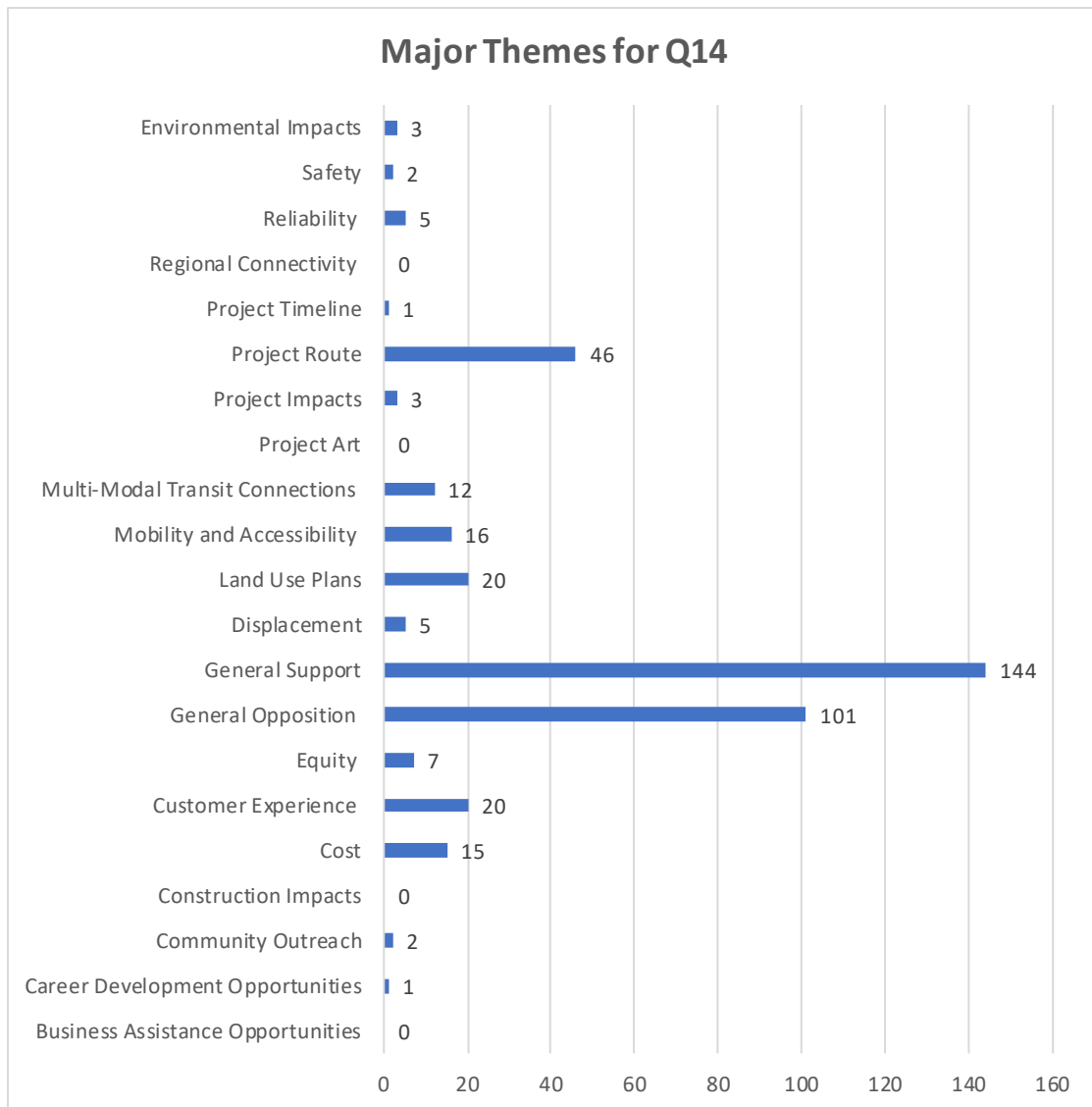


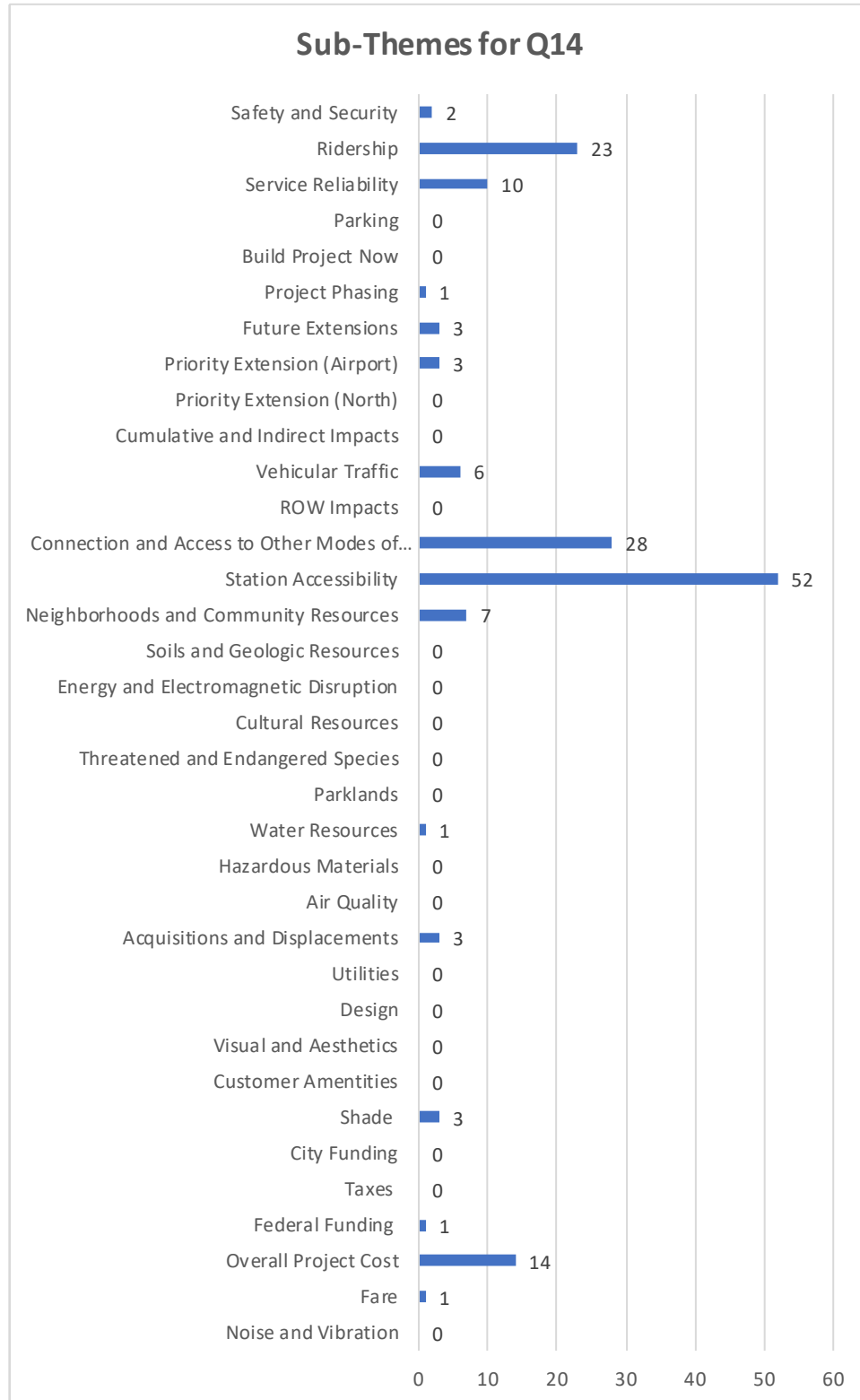


Question 14: Two station locations are proposed along East Riverside Drive at Faro Drive and Montopolis Drive. ATP is exploring whether the Faro Drive and Montopolis Drive stations should be combined into one station at Grove Boulevard. Please share your thoughts.

Q14: Overall Sentiment	Count
Positive	133
Neutral	51
Negative	104

Q14: Resident Sentiment (Zip code: 78741)	Count
Positive	23
Neutral	2
Negative	13

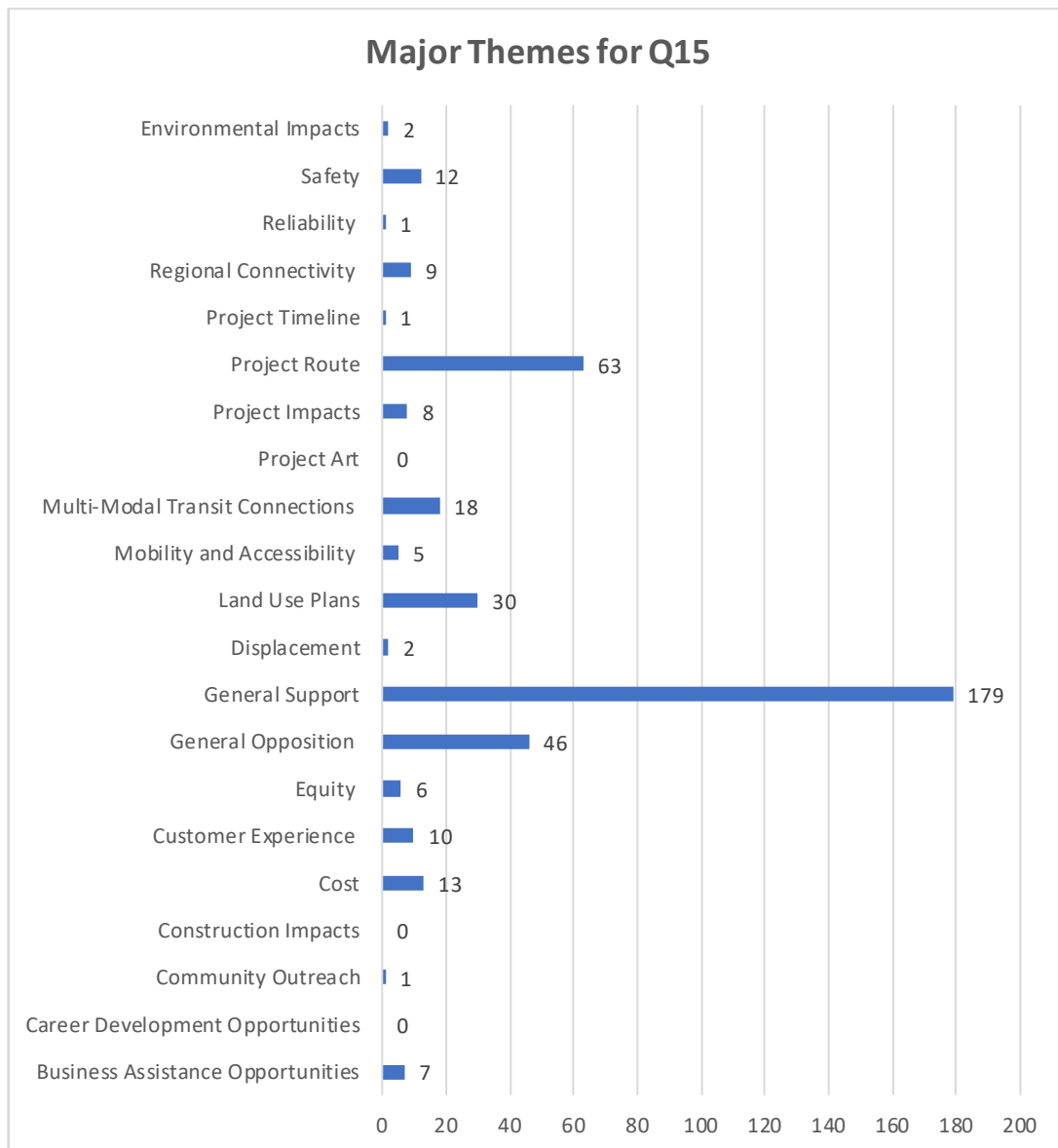


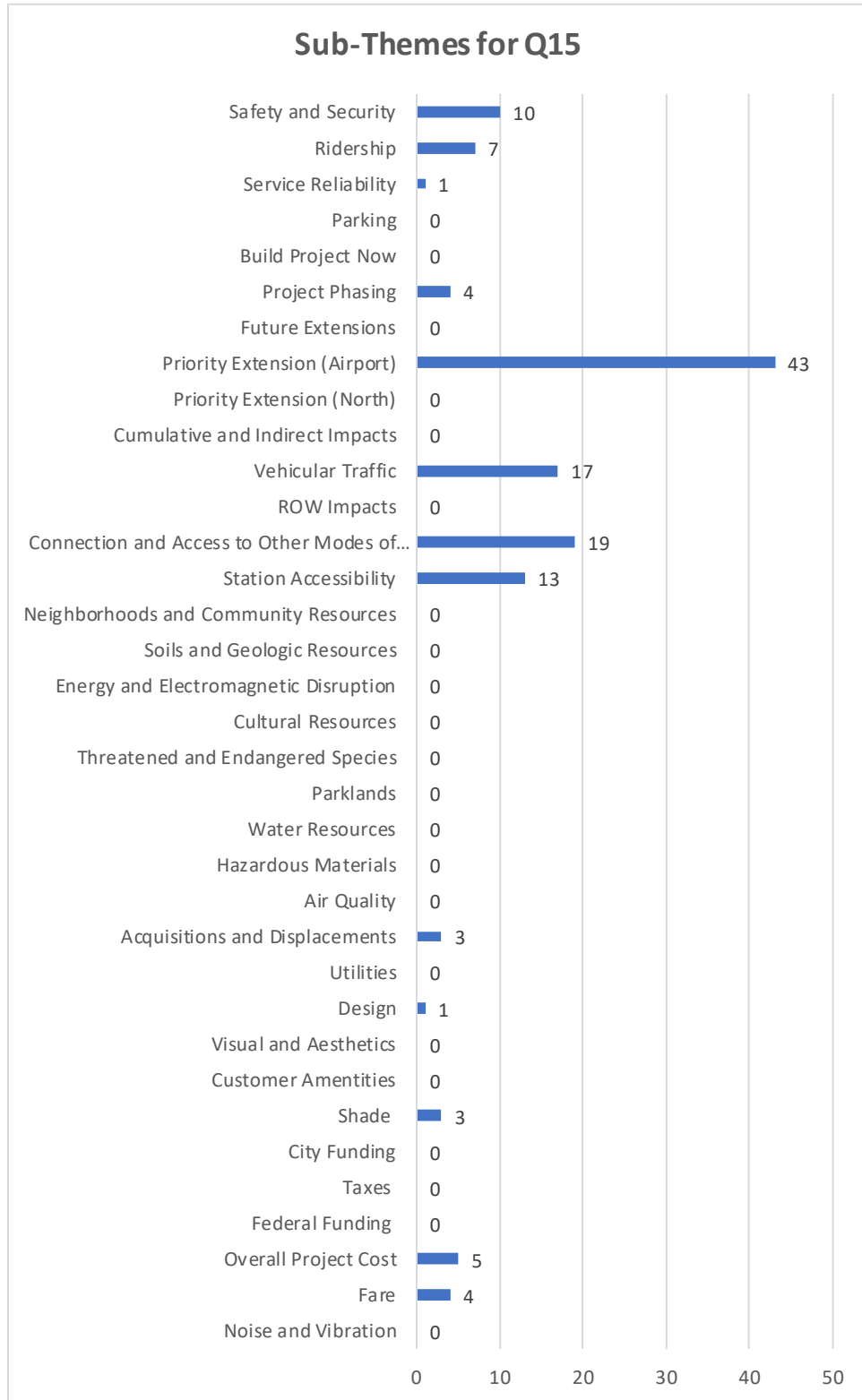


Question 15: ATP is evaluating locations for potential Park & Rides and end-of-line facilities near Yellow Jacket Lane and Riverside Drive. Please share your thoughts.

Q15: Overall Sentiment	Count
Positive	174
Neutral	60
Negative	50

Q15: Resident Sentiment (Zip code: 78741)	Count
Positive	23
Neutral	3
Negative	4

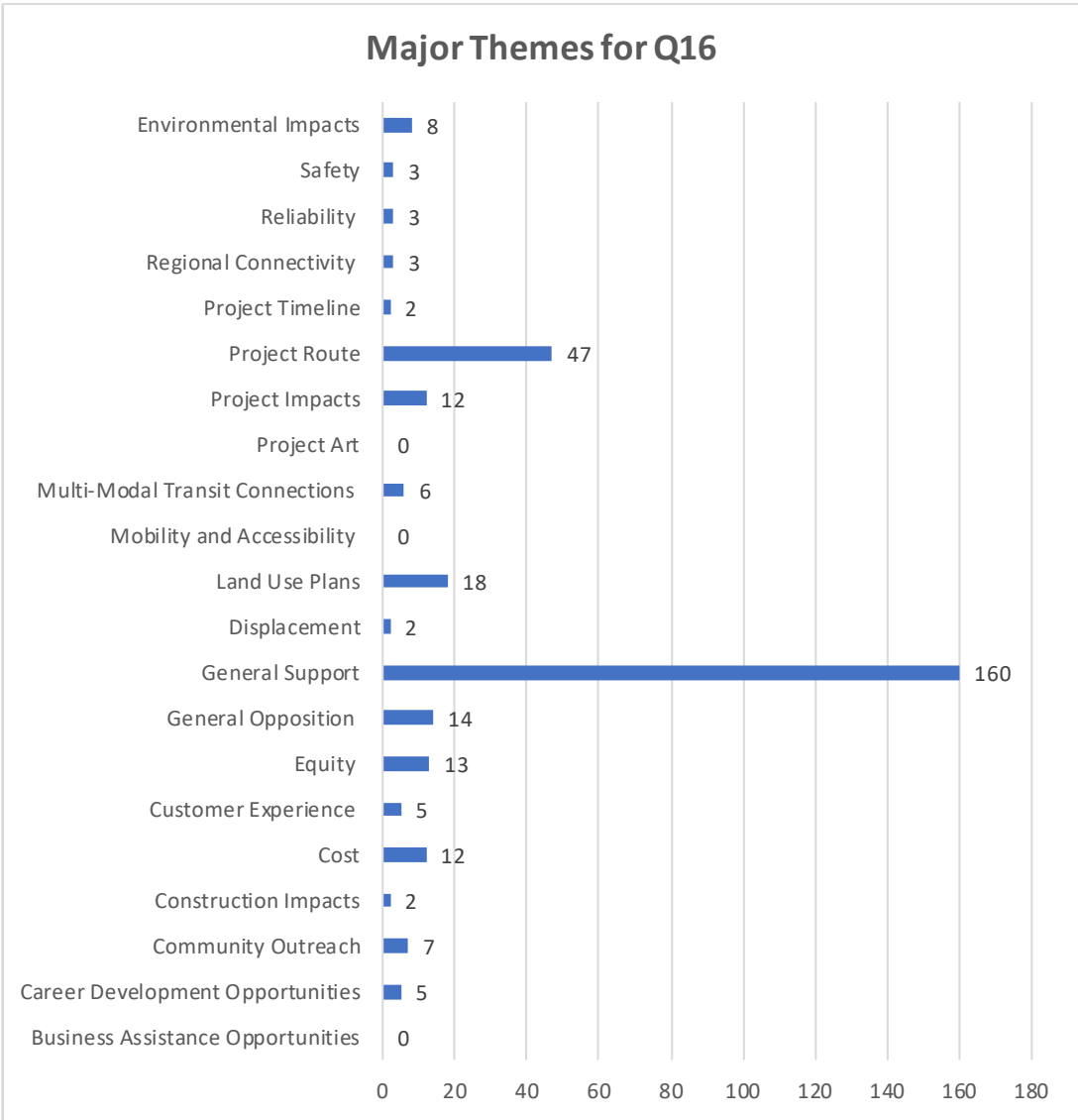


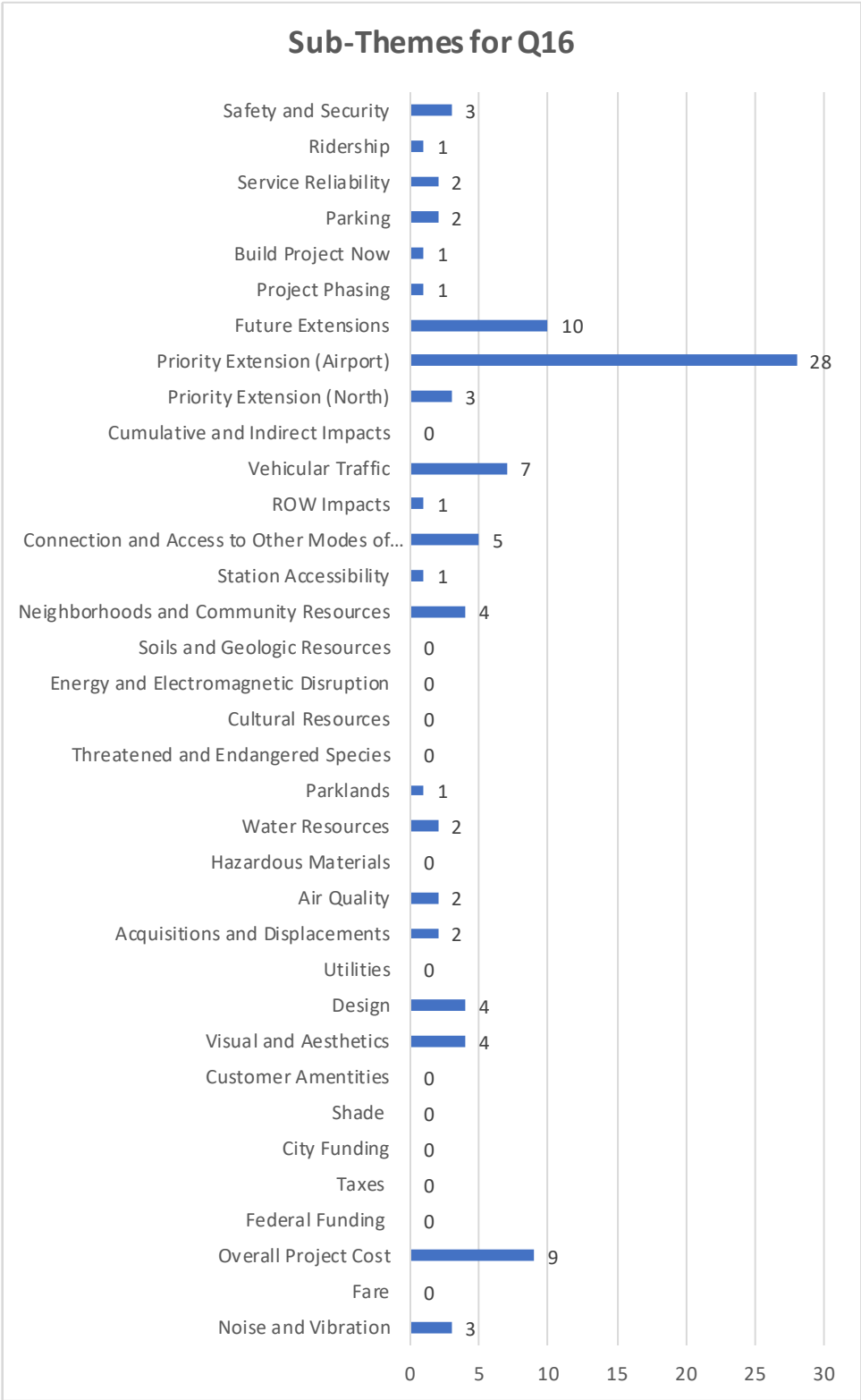


Question 16: ATP is studying the area along Airport Commerce Drive near US 183 and SH 71 as the location for the Operations and Maintenance Facility (OMF). An OMF is required to provide necessary functions for the operation and maintenance of the light rail system. Please share your thoughts.

Q16: Overall Sentiment	Count
Positive	152
Neutral	94
Negative	15

Q16: Resident Sentiment (Zip code: 78741)	Count
Positive	24
Neutral	4
Negative	3





10 Appendix D: Meeting Notifications and Outreach

- Postcard and mailing
- Print and digital advertisements
- Outreach posts (media release, social media, email)
- Media coverage
- Informational materials (displays, handouts, meeting planning logistics doc)
- Photos

10.1 Postcard

Austin Light Rail is Moving Forward

El tren ligero de Austin avanza

▶ VIRTUAL & IN-PERSON FEEDBACK EVENTS

▶ EVENTOS PARA HACER SUGERENCIAS (PRESENCIALES Y VIRTUALES)

▶ In-person: Feb. 1, 10, 12, 27 and 29 | Virtual: Feb. 22

▶ En persona: 1, 10, 12, 27 y 29 de febrero

▶ Virtuales: 22 de febrero

▶ LOCATIONS AND SIGN-UP DETAILS AT:

▶ CENTROS E INFORMACIÓN SOBRE LA INSCRIPCIÓN EN:

[ATPTX.ORG/EVENTS](https://atptx.org/events)

Austin is growing, and so is the need for more transit options. Implementation of Austin Light Rail has begun, including the effort to secure federal funds. ATP is advancing required studies to support the federal process. Please join us in February to provide input on station location and other design options.

Austin está creciendo y necesita más opciones de transporte público. La implementación del tren ligero de Austin ya está en marcha; por ejemplo, estamos trabajando en iniciativas para conseguir fondos federales. ATP está haciendo estudios medioambientales para cumplir con los requisitos del proceso federal. Súmese a las reuniones para hacer sugerencias sobre la ubicación de las estaciones y otras cuestiones relativas al diseño.

For translation in other languages, contact us by email at input@atptx.org or phone at 512-389-7590.

Para obtener información sobre los servicios de interpretación, comuníquese con nosotros por correo electrónico a input@atptx.org o por teléfono al 512-389-7590.

10.1.1 Postcard Mailing

STATION	ZIP CODE + ROUTE	TOTAL MAILPIECES	TOTAL ROUTES
38th Street	78705-C002	360	3
	78705-C006	739	
	78756-C031	690	
29th Street	78703-C005	478	5
	78703-C008	374	
	78703-C048	397	
	78705-C009	400	
	78705-C026	1233	
UT	78701-C009	670	5
	78702-C003	753	
	78705-C007	630	
	78705-C010	1004	
	78705-C014	111	
15th Street	78701-C029	303	3
	78701-C064	440	
	78701-C076	328	
Congress	78701-C012	465	4
	78701-C072	611	
	78701-C075	192	
	78701-C078	1547	
Cesar Chavez	78701-C006	1481	2
	78701-C074	1863	
Waterfront	78704-C061	864	1
SoCo	78704-C001	876	4
	78704-C004	666	
	78704-C014	827	
	78704-C062	464	
Oltorf	78704-C025	711	2
	78704-C066	810	
Travis Heights	78704-C001	--	5
	78704-C002	743	
	78704-C016	671	
	78704-C069	802	
	78704-C073	500	
Lakeshore	78741-C033	1647	4
	78741-C039	676	
	78741-C054	1187	
	78741-C064	1279	
Pleasant Valley	78741-C038	1514	2
	78741-C068	1912	

STATION	ZIP CODE + ROUTE	TOTAL MAILPIECES	TOTAL ROUTES
Faro	78741-C053 78741-C061	2008 1837	2
Montopolis	78741-C032	886	1
Yellow Jacket/OMF	78741-C056 78741-C063	1278 1218	2
TOTALS		38,445	45

10.2 Print Advertisements

10.2.1 Austin American Statesman (published Jan. 15, Jan. 22, Jan. 29, Feb. 5, Feb. 12, Feb. 19, Feb. 26, 2024)

Bitter cold grips large swath of the US

Winter storms jam travel, Iowa politics, NFL game

John Bacon
USA TODAY

A deep freeze that settled in across much of the nation Sunday threatened to wallop dozens of states with snow and ice, bring freezing temperatures as far south as Florida and create chaos for travelers, football fans and even voters in the Iowa caucuses.

Wind chill advisories or warnings were in effect Sunday for more than 100 million Americans, and over 43 million were under a winter weather advisory. Much of the country faced temperatures 20 to 40 degrees below normal. Parts of North Dakota could see "life-threatening wind chills as low as 60 below zero," the National Weather Service said.

A winter storm with snow and ice will threaten the mid-Atlantic and New England from Monday night to Tuesday night, AccuWeather said. The storm, and a wall of arctic air, is expected to ride the jet stream across most of the nation over the next few days.

"For much of the country, this will end up being the coldest and most persistent outbreak of arctic air in a couple of winters," AccuWeather senior meteorologist Matt Frenz said.

In Washington, D.C., Mayor Muriel Bowser was planning to activate a cold weather emergency on Monday through Thursday. Human services agencies will assist unsheltered and vulnerable residents with shelters, warming buses, gloves, blankets and hand warmers.

In Arlington, Virginia, outside of the nation's capital, authorities urged residents to consider wrapping pipes or leaving water running a trickle to avoid freezing and cracking. "Temperatures expected to drop this week. Think of the pipes."

Meanwhile, snow rolling across Texas, Oklahoma and southern Kansas on Sunday was forecast to expand into Arkansas, Missouri, the Tennessee Valley and the southern Appalachians through Monday. Some areas could see more than a foot of snow, AccuWeather said. An area of dangerous ice was forecast



Students on the University of Oregon campus go sledding Sunday after overnight ice and snow descended on the Willamette Valley. Almost 170,000 homes and businesses were without power across Oregon early Sunday after a winter storm blasted across much of the state. (CHRIS PETERSON/THE REGISTER-GUARD)

late Sunday in Texas and southeastern Oklahoma before spreading into Louisiana, Mississippi, southern Arkansas, Alabama, Georgia and Tennessee into Monday.

"Texans are urged to take precautions to protect themselves, their loved ones, and their homes," Gov. Greg Abbott said Sunday.

3 feet of snow, 50 mph winds

In the Northeast, Buffalo, New York, was under siege and an NFL playoff game scheduled for Sunday was postponed. The National Weather Service said a band of lake-effect snow would dump 1 to 2 feet across much of the area, and some communities could see up to 3 feet. Winds gusts of up to 50 mph would prompt near-blizzard conditions, the weather service warned.

"Travel will be very difficult to impossible at times with deep snow cover on roads," the advisory said. "Widespread blowing snow will reduce visibility to near zero."

New York's Division of Homeland Security and Emergency Services urged



Snow falls Sunday at Martin Park Nature Center in Oklahoma City. Snow was rolling across Texas, Oklahoma and southern Kansas on Sunday and was forecast to expand into Arkansas, Missouri, the Tennessee Valley and the southern Appalachians through Monday. (MICHAEL FOSTER/REGALARMAN)

Western New Yorkers to stay home. Gov. Kathy Hochul cut a deal with the NFL to postpone Sunday's playoff game between the Buffalo Bills and the Pittsburgh Steelers from Sunday to Monday. "I've been in communication with

@NFL commissioner Roger Goodell regarding the dangerous conditions in Buffalo this weekend," she wrote on social media. "In consultation with our emergency response teams, @BuffaloBills leadership, and the NFL, the Bills game will be postponed to 4:30 pm Monday."

Iowa, where Republican presidential caucuses are scheduled for Monday, was setting temperature records Sunday. The temperature at 7:30 a.m. dipped to minus 13 degrees at Des Moines International Airport, the lowest temperature recorded for a Jan. 14 in Des Moines since 1888. It's also the lowest temperature recorded since a minus 20 reading in January 2015.

"Many roads have drifted shut or partially shut overnight," the weather service in Des Moines warned on social media Sunday. "Do yourself and the road crews a favor and do not travel."

The temperatures will fall to minus 11 degrees Monday night, with a wind chill of minus 30, Forecasters said.

"This extreme arctic air combined with strong winds will continue to create dangerous temperatures and wind chills through early next week, with wind chill values as low as 45 below zero possible at times," the weather service in Des Moines warned.

"This is expected to be the coldest Iowa caucuses ever. In 1972, the first Iowa caucus, wind chills reached 26 degrees below zero. But the high temperature climbed to 25 degrees."

West Coast not exempt

Almost 170,000 homes and businesses were without power across Oregon early Sunday after a winter storm blasted across much of the state and southwestern Washington.

"Temperatures dipped into the teens as power companies scrambled to bring back heat and light. Adding to the struggle: Strong winds with gusts above 50 mph toppled trees and power lines."

"As conditions remain hazardous for the next several days, we need you to stay home," Portland Mayor Ted Wheeler posted Saturday on social media. "As you are able, please check on your neighbors. It takes our entire community to get through this weather event."

Lawmakers working on bill to avert shutdown

Marina Pitofsky
USA TODAY

Lawmakers are preparing a temporary bill to keep the government's doors open until March as the nation faces a partial shutdown this week.

Funding for agriculture, energy and water, military construction and veterans affairs, transportation and housing programs will expire Friday. The rest of the government's funding expires Feb. 2.

The stopgap measure, which congressional leaders were expected to release late Sunday, would extend funding until March 1 for the agencies potentially affected later this week. The deal would give lawmakers until March 2 to fund other agencies and services, according to multiple reports.

The anticipated agreement comes as House Speaker Mike Johnson, R-La., has faced major pressure from House Republicans' right flank after he announced a spending deal alongside Senate Majority Leader Chuck Schumer, D-N.Y., last week. At the time, the officials called for a spending package in line with the deal's existing deal struck between former Speaker Kevin McCarthy, R-Calif., and President Joe Biden, around \$1.66 trillion total.

Johnson on Friday announced he wasn't backing out of that deal, despite calls from ultraconservative lawmakers to make deeper spending cuts. The uproar came after a handful of conservative House Republicans voted last year to oust McCarthy from the speakership as he worked with Democrats to avoid a government shutdown.

Some of those right-wing lawmakers last week mulled introducing a motion to vacate, which would see up a vote to oust Johnson, though others indicated the lawmakers weren't willing to take that step yet.

Johnson met with about two dozen House Republicans last week, many of them expressing concern about his plan to go back on his word and stick with the deal. The centrists assured Johnson they have his back.

"I just can't imagine the House



Some right-wing lawmakers last week mulled introducing a motion to vacate, which would see up a vote to oust House Speaker Mike Johnson, though others indicated the lawmakers weren't willing to take that step yet. (SCOTT APPEL/WHITEPAPER)

wants to relive the madness" of toppling a speaker, said Rep. French Hill, R-Ark., who had helped McCarthy negotiate the initial agreement with Biden and the other leaders.

And the ultraconservative leaders could try to tank a vote on the anticipated temporary measure, known as a continuing resolution. The House and Senate must pass that deal before Friday at midnight to avoid a government shutdown.

A government shutdown means all officials and federal agencies that aren't deemed "essential" have to stop their work and close their doors. If the government does shut down, thousands of federal employees would be furloughed.

"Essential" federal workers, which ranges from air traffic controllers to emergency personnel in national parks, would work without pay, but they would receive back pay once a shutdown ends. Some subcontractors for the government could be out of work and would not receive back pay.

A shutdown can also have significant impacts on Americans who don't work for the federal government. For example, some food assistance benefits could be delayed, and certain food safety inspections could be put on pause.

Join Austin Light Rail Open House

Austin is growing and needs more transit options. Austin Transit Partnership is committed to building light rail with Austin. Join us to learn more about the next steps as we implement Austin Light Rail.

VIRTUAL & IN-PERSON FEEDBACK EVENTS

In-person: Feb 1, 10, 12, 20 & 29
Virtual: March 5

austintx.gov/atlrr

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Translation available in English & Spanish at the events. For additional information, language, contact us by email at atlrr@atptx.org or phone at 512-359-7522.

7 killed in 24-hour period in 'hurting' Alabama city

Krystal Nurse
USA TODAY

Seven people have been killed in a deadly 24-hour string of gun violence in one Alabama city.

Birmingham, Alabama, police announced the string of homicides that happened on Thursday and Friday that claimed the lives of seven people: one woman and six men. Birmingham Mayor Randall Woodfin posted Friday on Facebook that his family is one of seven mourning a loved one killed by gun violence. The mayor says his cousin was one of the victims.

"My family is no stranger to the devastating consequences of violence," Woodfin wrote. "The pain never goes away. This level of loss is disturbing, unacceptable and cannot — must not — be tolerated."

Police said in statements posted on their website that no one has been arrested in any of the homicides. According to a Saturday release, police said Birmingham has had 14 murder investigations in 2024.

"But right now I'm not thinking about myself," Woodfin wrote. "I'm thinking about that employee's family who now has an empty chair at the dinner table. I'm thinking about my cousin's mother. I'm thinking about the other four families who are facing the unimaginable right now."

Police Chief Scott Thurmond said in a statement Saturday that all victims lost their lives to gun violence and one was a city employee who ended his shift.

"Our city has been rocked to its core by today's events," he wrote. "Our city and communities are hurting beyond belief."

Police responded to a call for a decomposed body around 10:17 a.m. Thursday in the northeastern part of the city. First responders declared the man dead at the scene after finding him slumped in a tub.

"The preliminary investigation suggests a crime, who collects items observed at the victim unresponsive on the ground at an illegal dumping site and

asked a resident to call 911," police wrote in the release.

The Jefferson County Coroner's Office said at the scene that the man died of a gunshot wound.

Police didn't identify the man as they work to notify his next of kin.

Four of the victims were found at a local car wash.

A ShotSpotter shot around 2:45 p.m. Friday in the northern section of the city prompted police to respond to the car wash lot. ShotSpotter is a controversial gunshot detection system that notifies police

when its acoustic sensors and machine algorithms detect gunfire. It has been criticized as ineffective and racially biased.

They identified the men as Cortez Ray, 27, Talon Tate, 36, Terrell Edwards, 38, and Kevin McChes, 38. All men are Black and from Birmingham. Police located the men unresponsive on the ground with gunshot wounds. McChes died at UAB Hospital.

"The preliminary investigation suggests the victims were at a neighborhood car wash when an unknown suspect(s) opened fire on them," police said. "We believe one or more of the victims were targeted."

A couple last seen leaving a residence on Valentine's Day for a movie date were found dead Friday of gunshot wounds in the western part of the city.

Police identified the couple as Angeliah Webster, a 70-year-old woman, and Christie Morris, a 20-year-old man, both of Birmingham. They were reported missing on Thursday.

The couple was found inside their white Ford Taurus with fatal gunshot wounds.

Presidents Day

Continued from Page 1A

Washington. In fact, the holiday was simply called "Washington's Birthdays," which is still how the government refers to it, the State Department says.

Following the death of the American Revolution leader in 1799, Feb. 22, widely believed to be Washington's date of birth, became a ceremonial day of remembrance, according to History.com.

The day remained an unofficial observance until Arkansas Sen. Stephen Wallace Denny first proposed that it become a federal holiday in 1879. President Rutherford B. Hayes signed it into law, History.com says.

While initially being recognized only in Washington, D.C., Washington of-

Elizabeth became a nationwide holiday in 1967. Washington's Birthday was at the time one of only five federal holidays — the others are Christmas, New Year's, Thanksgiving and the Fourth of July.

However, most Americans today likely don't view the holiday as a commemoration of just one president. Presidents Day has since come to represent a day to recognize and celebrate all of the United States' commanders-in-chief, according to the U.S. Department of State.

Advertisers may have played a part in the shift to "Presidents Day." Businesses jumped at the chance to use the three-day weekend to draw customers with sales and promotions at stores.

Part of the reason President Johnson made the day a uniform holiday was no Americans had long weekend "to travel,ather and see more of this beautiful land of ours," he wrote.

School choice

Continued from Page 1A

a December poll by the Texas Politics Project at the University of Texas.

Even when voters ranked only education-specific issues, school choice — though backed by a majority of respondents — drew far less support than other key education policies.

While 54% of Texans said they "strongly" or "somewhat" support a school choice or voucher program, a large portion of voters, 66%, supported increasing per student funding, according to the poll. Another 63% of Texans supported raising public school teachers' pay, and 62% supported more public school funding in general.

"The Republican primary election is the point at which ESAs, vouchers, school choice is going to be most important for Republican voters," said Joshua Blank, research director of the politics project. "The question is going to be whether it's more important than other issues they care about."

Even after the attention it got, school choice is a relative niche issue, he said.

In November, 71 House Republicans voted to strip school choice from an omnibus bill. Of those, 16 are running for reelection and all of them have opponents. Abbott has endorsed some of the challengers. On key Republican issues such as the border or property taxes, the incumbents have conservative track records, Blank said.

"It's not clear to me that Abbott's endorsement alone is going to shift voting patterns and targets all the work these members have done to build up support in their community," he said.

Abbott, though, has received serious support from school choice advocates. Campaign finance reports released in January detailed a \$6 million contribution to Abbott's campaign account from Jeff Voss, a Pennsylvania-based investor whose priorities include school choice. He co-founded the Texas Education Foundation, which gives out grants.

In the run-up to primaries, Abbott still is fighting for school choice.

At a campaign rally in Cedar Park on Thursday on behalf of Republican state Rep. Terry Wilson, Abbott coupled the school choice issue with that of pushing back against public schools advocating social philosophies with which some parents might not agree.

"The Republican primary election is the point at which ... school choice is going to be most important for Republican voters. The question is going to be whether it's more important than other issues."

Joshua Blank
Research Director, Politics Project at the University of Texas

"This is one of the reasons why I've been working to advance the God-given right to every parent in the great state of Texas that they are responsible for the future of their child," Abbott told the audience. "And that includes the freedom to choose on the school that's best for their child."

If Abbott is serious about replacing Republican House members, he'll have to put his money where his mouth is, said Brandon Rottinghaus, political science professor at the University of Houston.

"He's talked a huge war chest full," Rottinghaus said. "That has to actually materialize in a meaningful way. The governor's track record ... in trying to coax people he disagrees with is not great."

Even if school choice isn't at the forefront of voters' minds, Abbott's involvement — and money — could move the needle, said Mark E. Jones, a political science professor at Rice University.

"He's making a lever playing field for the child support in cases that would normally be lopsided in favor of the incumbents," Jones said.

The attention could push the issue into runoff, he said.

School choice is considered at least some primary voters, according to a study the University of Houston released Feb. 7. Jones was part of the study's research team.

About 53% of Republican primary voters disagreed with the House's vote to block school choice legislation, and 59% of Democratic primary voters agreed with it, according to the study.

Of the 53% of Republican voters who wanted school choice legislation, about 56% of them think lawmakers should make it a top or high priority in the 2025 legislative session, according to the study. Democrats opposed to school choice tend to be staunchly opposed. Of the 56% of Democratic voters who disagreed with school choice, 66% think lawmakers should make blocking future legislation a top or high priority.

Austin Light Rail is Moving Forward

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AUSTIN TRANSIT PARTNERSHIP

FOR MORE INFORMATION, VISIT ATPTX.ORG OR CALL 512.465.2510

Sue Patrick

Parsley & Sage Spring Arrivals!

Spring has arrived at Sue Patrick. Show here: Parsley & Sage "Virginia" asymmetrical top: \$100 "Hanna" tunic: \$400 Both 50% Cotton, 4% Spandex. Available in sizes 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24.

Shop online at www.suepatrick.com or call 512.465.2510. Free shipping. Monday - Saturday 10am - 6pm. Store: 512.465.2510. 512.465.2510

10.2.2 The Austin Chronicle (published Jan. 12, Jan. 19, Jan. 26, Feb. 2, Feb. 9, Feb. 16, and Feb. 23, 2024)

Join Austin Light Rail Open House

Austin is growing and needs more transit options. Austin Transit Partnership is committed to building light rail with Austin. Join us to learn more about the next steps as we implement Austin Light Rail.

VIRTUAL & IN-PERSON FEEDBACK EVENTS

In-person: Feb 1, 10, 12, 20 & 29
Virtual: March 5

Dates subject to change—see website for latest.

LOCATIONS AND SIGN-UP DETAILS AT:
[ATPTX.ORG/EVENTS](https://atptx.org/events)

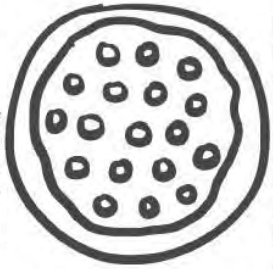






Translation is available in English & Spanish for all events. For translations in other languages, contact us by email at input@atptx.org or phone at 512-369-7590.

Pizza Cutting!


What is the maximum number of pieces you can divide a circular pizza into with 3 cuts?



All cuts must be distinct straight lines from one point on the edge of the pizza to another point on the edge of the pizza, and you may not move the pizza slices. The slices do not need to be the same shape or size. Assume the pizza is flat (so all of the cuts must be from above).



Scan the QR code for a solution.
Designed by Megan Do at MathHappens Foundation.
For more information, visit www.mathhappens.org or email us at info@mathhappens.org.





Pinballz Presents

GUTTED AT THE GALA

MURDER MYSTERY DINNER

THURSDAY
JAN 25TH
7:30-9:30 PM



ENTRY: \$40
DRINK: \$10
ADD ON

Pinballz • LAKE CREEK
EAT • DRINK • PARTY • PLAY 17225 RESEARCH BLVD
AUSTIN, TX 78750

austinchronicle.com JANUARY 12, 2024 THE AUSTIN CHRONICLE 11

Austin Light Rail is Moving Forward

Austin is growing, and so is the need for more transit options. Implementation of Austin Light Rail has begun, including the effort to secure federal funds. ATP is advancing environmental studies to support the federal process. Please join us to provide input on station location and other design options.

VIRTUAL AND IN-PERSON FEEDBACK EVENTS

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Virtual: TBA

LOCATIONS AND SIGN-UP DETAILS AT:
[ATPTX.ORG/EVENTS](https://atptx.org/events)

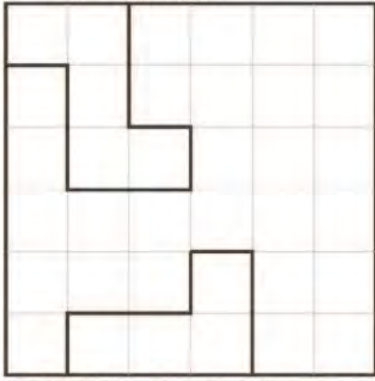


AUSTIN TRANSIT PARTNERSHIP

For translation in other languages, contact us by email at input@atptx.org or phone at 512-369-7590.

Four Zs and Four Ls!



Les Quatre Z et Les Quatre L



Fit 3 more Zs and 3 more Ls into the grid then cut out pieces for a puzzle you can share.

From Science Amusements by Arthur Good and Tom Trépanis 1987

Scan the QR code for a solution and a challenge.
Designed by Lauren Siegel at MathHappens Foundation.
For more information, visit www.mathhappens.org or email us at info@mathhappens.org.

Pinballz ♦ Presents

GUTTED AT THE GALA

MURDER MYSTERY DINNER

THURSDAY
JAN 25TH
7:30-9:30 PM



ENTRY: \$40
DRINK: \$10
ADD ON: \$10

Pinballz • LAKE CREEK
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10.2.3 The Austin Villager (published Jan. 12, Jan. 19, Jan. 26, Feb. 2, Feb. 9, Feb. 16, and Feb. 23, 2024)

Page 4 - THE VILLAGER/January 12, 2024 COLLECTED PRECIS www.theaustinvillager.com

MISDIAGNOSED!



SOME BLACK PATIENTS DIAGNOSED WITH TYPE 2 DIABETES MAY ACTUALLY HAVE A DIFFERENT TYPE OF DIABETES

by Stacy Jackson | BLACK ENTERPRISE

(HEALTH) - Some Black women believe they have been misdiagnosed for diabetes because of their race. Each woman discovered they had latent autoimmune diabetes (LADA), a form of diabetes often misdiagnosed as Type 2 diabetes, more commonly in African Americans.

A misdiagnosis could be bad news for Black patients because it could cause them to be denied medications, technologies, and tests to manage blood sugar. Dr. Jason Gaglia, an endocrinologist at the Joslin Diabetes Center in Boston told NBC News nearly 10% of Type 2 diagnoses might actually be LADA.

Mila Clarke, one of Black women with LADA, told Kaiser Family Foundation Health News she believes race played a role in her misdiagnosis.

The now-34-year-old Houston resident, was diagnosed with Type 2 when she was 26. It was more than four years before she saw an endocrinologist who told her what she was experiencing sounded like "a classic case of LADA."

Clarke started a blog in 2016, when she was misdiagnosed, called "Hungry Woman,"

sharing nutrition and tips for people living with diabetes. She shared that getting tested for the condition wasn't easy. And when Clarke learned about continuous glucose monitors that could be used to track her blood sugar, she said her doctor refused. The unnamed doctor said according to Clarke, "It's going to be too much information, too much data for you."

On top of that, the then-blogger voiced that it's "really hard to vocalize your needs" without coming off as "aggressive" or "disrespectful," as an African American woman.

Professor Phyllisa Deroze also knows the struggle of getting antibodies tests. She was denied by two doctors, according to NBC News. "I just felt unseen," she said. It was not until she had an attack of diabetic ketoacidosis that she finally got tested.

When she was misdiagnosed, Deroze couldn't tell if she had diabetes Type 1 or Type 2 from looking at images in a pamphlet she received during a visit to a North Carolina emergency department.

Eight years later Deroze found out she

had LADA. And it was the first time the educator was told diabetes wasn't her fault, the news outlet noted. By the time a doctor prescribed her insulin and, eventually, an insulin pump, it had already been a long time coming.

Some doctors think biases about weight, age, and, specifically, race are the reasons for some misdiagnoses. Dr. Rochelle Naylor, a pediatric endocrinologist at the University of Chicago said to NBC News: "[As] doctors, like any other person walking this planet, we all have implicit biases that impact patient care." It's no surprise that African American patients are more often misdiagnosed than other minority groups, according to the doctor who researches atypical forms of diabetes.

A patient's family history might also lead doctors to misdiagnose Black patients with Type 2 diabetes.

Moreover, LADA progresses slowly and "unmasks itself over time," according to Dr. Gaglia. This means patients don't get insulin right away, like those with Type 1 diabetes. But insulin is crucial for survival.

MICHIGAN GOP CHAIR KRISTINA KARAMO VOTED OUT, BUT WILL SHE ACCEPT?

by Sharelle Bunt | BLACK ENTERPRISE

(POLITICS) - In a meeting, a group of 45 Michigan Republicans voted to have chairwoman Kristina Karamo removed after many of them called for her resignation.

But Karamo says she isn't leaving.

Karamo, who didn't attend the meeting, says she would not recognize the vote, regardless of the outcome, citing the meeting as unofficial and illegal. Close to 85% of the GOP members present at the Jan. 6 meeting voted for her removal, citing financial instability thanks to insufficient fundraising. The state GOP has been plagued with nearly \$500,000 in debt as of October 2023 — along with another \$110,000 owed to actor Jim Caviezel for a speaking appearance — and inside conflict.



KRISTINA KARAMO

Eight of the state's 13 congressional district chairs want Karamo to "put an end to the chaos in our party" by stepping down. Committee members are prepared for a legal fight as her refusal to step down could set an unhealthy precedent. "She's been voted out by the state committee," state committee member Bethany Wheeler, said.

"If this was a corporation, that's the board. They've now fired the CEO, basically. She can fight it.

But she was removed by the state committee and now they're in charge."

Karamo rose to Republican prominence by spreading election conspiracy theories following the 2020 election. The former community college instructor was praised by former President Trump during her campaign for secretary of state in 2022, which she lost by 14 points — another result she has yet to concede to. In February 2023, Karamo was elected alongside her co-chair, Malinda Pego, with the goal of leading the party through the 2024 elections.

In under a year, Pego, who will now serve as acting chair until a formal election takes place, signed the petition to have Karamo removed, according to Politico.

SHEDEUR SANDERS STEALS SPOTLIGHT AT NATIONAL CHAMPIONSHIP MEDIA DAY

by Cedric 'BIG CED' Thornton | BLACK ENTERPRISE



The University of Colorado Buffaloes quarterback, Shedeur Sanders, the son of Deion Sanders, drew almost as many fans than the two teams that played in the championship

(SPORTS) - Shining in the spotlight may come naturally to him because of who his father is, so it may be in the blood. Earlier this week, on Jan. 8, Shedeur Sanders, son of NFL Hall of Famer and Colorado Buffaloes football coach Deion Sanders, attended AT&T's Media Day at the National Championship. According to Sport Illustrated, the quarterback commanded the attention of the media and the crowd.

In Houston, where the national championship game was played between Michigan Wolverines and Washington Huskies (The Wolverines won by a score of 34-14), people had congregated to take in the atmo-

sphere and the camaraderie of the teams, sponsors, and fans. Yet, for Shedeur's meet and greet, fans reportedly waited almost an hour to meet him. Although his team had a losing record and didn't make the playoffs, his presence outshone the players from both teams that made it to the national championship.

It should also be noted that the Buffaloes starting quarterback grew up in Texas, so it was akin to a homecoming of sorts.

The season may not have played out the way that the Buffaloes' and anyone following college sports expected, but the team still had a better record than the

year's previous team before Deion became the head coach. The Buffaloes came in last place in the PAC-12 division with an overall record of 4-8, which was better than the previous year's record, 1-11.

Meanwhile, his stats set a record in his first year at Colorado. The quarterback set a single-season passing mark when he threw for 3,330 yards. He achieved that despite missing the last game due to injury. He also had 31 touchdowns with three interceptions.

When he does return for next season, he is projected to be in the running for the Heisman Trophy, which is given to college football's best player.

Join Austin Light Rail Open House

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Virtual: March 5

LOCATIONS AND SIGN-UP DETAILS AT ATPTX.ORG/EVENTS

AUSTIN TRANSIT PARTNERSHIP

Continuation of activities in Digital & Social for the Austin Transportation System (ATPTX) project. For more information, visit www.austintexas.gov/transportation or call 512-465-1234.

The Memorial Foundation Announces Eight Texas Residents as 2024 Social Justice Fellows

Texas emerging leaders join others from across the nation selected for program to realize Dr. King's Dream

by Reem Iskandar
SUSAN DAVIS INTERNATIONAL

Washington, D.C.—The Memorial Foundation, builders of the Martin Luther King, Jr. Memorial on the National Mall, announces eight young leaders from Texas as members of its third Social Justice Fellows Program cohort. The Foundation will engage fifty emerging leaders nationwide through a virtual eight-week curriculum centered around advocacy, community organizing, and public policy. Fellows will learn to build a community of support with like-minded leaders, explore high-impact practices that move communities to activism, and develop an understanding of leadership for long-term sustainable community change. Fellows from Texas include:

- Miriam Laeky — Austin, TX
- Jade Miller — Houston, TX
- Titus Bryant — Houston, TX
- Dieter Cantu — Houston, TX
- Cherrelle Duncan — Houston, TX
- Tiffany Joy Phillips — Houston, TX
- Priscilla True — Houston, TX
- David Hughes — Huffman, TX

Miriam Laeky (pronounced "Lucky") currently serves as the Executive Director of the Texas Legislative Black Caucus and Texas Black Caucus Foundation. Through the organization's commitment to equitable social impact, Miriam was recently named to the inaugural 2023 Forbes 30 Under 30 Local list.

Miriam is a dedicated, ambitious community organizer and government staffer who has worked on numerous grassroots campaigns in Texas and Georgia. She is a committed advocate working to



Miriam Laeky

ensure that our communities not only have seats at the table, but also a voice. She is originally from Allen, TX and is a proud first-generation Ethiopian/Eritrean-American.

"The road from protest to policy requires a fresh generation of bold leaders," said Harry E. Johnson Sr., President and CEO of the Memorial Foundation. "Since our Inaugural class in 2021, we have discovered Fellows who not only embody the principles of democracy, justice, hope, and love espoused by Dr. King, but also serve as beacons of inspiration for others. The Social Justice Fellows program has helped many grow their ability to pursue Dr. King's vision of equality, and we are thrilled to welcome our third class."

The Fellows Program will feature four key components: a distinguished lecture series; a personal learning journey to focus on a key area of interest and practical application; a capstone project focused on building a movement for a current issue at the local, regional or national level; and concluding with a capstone program in Washington, D.C. for an in-person Congressional component of the Fellowship focusing on social justice and public policy. Acclaimed journalist Roland S. Martin, journalist and communication specialist Jeff Johnson, and President and CEO of the National Council of Negro Women Shavon Arline Bradley will host the distinguished lecture series for the Fellows Program, which will feature dialogue with national leaders, including:

- Tim Wise, American activist and writer
- Dr. Reverend Frederick D. Haynes, III, of the Friendship West Baptist Church in Dallas and President and CEO of the Rainbow PUSH Coalition
- Alicia Garza, co-founder of Black Lives Matter and Founder & CEO of Black Futures Lab
- Wisdom Cole, National Director, NAACP Youth and College Division
- David "Dee-1" Augustine, award-winning hip-hop artist and activist
- Dr. Chanequa Walker-Barnes, psychologist, professor, and preacher

At the conclusion of the program, the Fellows will have new experiences and skills they can take back to communities to assist them in creating positive change.

The University of Texas at Austin

WHAT STARTS HERE CHANGES THE WORLD

4 Longhorns Recognized With University's Presidential Citation Award

(AUSTIN, TX) — Four members of The University of Texas at Austin community have been recognized by President Jay Hartzell with the Presidential Citation Award for their dedication and support of the University. This year's recipients are Jim Breyer, an entrepreneurial investor and UT advisory board member; alumnus Charles D. Fraser, Jr., a pioneer in children's heart surgery now at UT's Dell Medical School; alumna Cloteal Davis Haynes, president of UT's Precursors alumni group; and alumnus Dade Phelan, speaker of the Texas House of Representatives.



Cloteal Davis Haynes

"These honorees epitomize the incredible talent that is responsible for moving our University and society forward. Collectively, they save and improve lives and create transformative opportunities that will allow young men and women to flourish and positively impact our world for generations to come," Hartzell said. "Each person has reached incredible heights in their field, generously shared their vast personal and professional insights, and their involvement has encouraged other people of similar achievement and character to take part in what we are doing. I could not be more grateful for their talents, their kindness and their generosity."

To honor the recipients, UT will grant Presidential Citation Scholarships to students in each of the honorees' names, extending their impact on the University in arts, academics, athletics and health care.

Created in 1979, the Presidential Citation honors the extraordinary contributions of people whose personality and the University's commitment to the task of transforming lives, and it is the highest honor bestowed by UT.

Cloteal Davis Haynes is principal and CEO of Haynes-Eaglin-Waters LLC, a general construction, construction management and consulting firm established in Austin in 1988. The company also provides consulting services aimed at maximizing the participation of minority and women-owned businesses in construction and construction-related projects. She earned a Bachelor of Music Education from UT in 1972 and a Master of Public Affairs from UT in 1977.

Haynes is president

of The Precursors Inc., an organization whose members are African American alumni who entered UT at least 40 years ago. The organization was formed in 2010 when a group of pioneering UT alumni came together with the goal of sharing their history and experiences and passing their influence to recognize the achievement of the University's African American alumni and to help current and prospective African American students succeed. Haynes also serves on the UT Intercollegiate Athletics Council.

In addition, Haynes serves on the board of directors of LifeWorks, a nonprofit organization that provides support services to Austin youths experiencing homelessness, and on the executive committee of the Austin Black Contractors Association.

Before launching her company, Haynes was division manager for the City of Austin Housing and Community Services Department, program analyst for the U.S. Department of Housing and Urban Development, special assistant to HUD Assistant Secretary Donna Shalala, policy analyst for the White House Conference on National Growth and Economic Development and policy analyst for the White House Task Force on Women.

HBCU Day at Carver Museum ATX

(AUSTIN, TX) - The Carver Museum is excited to host its 8th annual HBCU Day! Learn about HBCUs directly from the Institution! From 11-5PM, we will be hosting panels and hearing from representatives from the HBCUs share their history, programs, and opportunities to local students. We will have financial aid information, application assistance, and giveaways! Free and open to the public, with a focus on 8-12th graders. RSVP!

Austin is growing, and so is the need for more transit options. Implementation of Austin Light Rail has begun, including the effort to secure federal funds. ATP is advancing environmental studies to support the federal process. Please join us to provide input on station location and other design options.

VIRTUAL AND IN-PERSON FEEDBACK EVENTS

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Virtual: Feb. 22

LOCATIONS AND SIGN-UP DETAILS AT [ATPTX.ORG/EVENTS](https://atptx.org/events)

AUSTIN TRANSIT PARTNERSHIP

10.2.4 Konnect News (published Jan. 19, 2024)

KONNECT NEWS JANUARY 19, 2024 KONNECT | 25

[KONNECT 상식]

CES (The International Consumer Electronics Show)

미국소비자기술협회(CTA : Consumer Technology)가 주관해 매년 열리는 세계 최대 규모의 가전제품 박람회이다. 1967년 뉴욕에서 처음 개최된 이후 성장을 거듭하며 가전전시회의 최고봉으로 자리잡았다. 세계가전전시회(CES·Consumer Electronics Show)는 미국소비자기술협회(CTA·Consumer Technology)가 주관해 매년 열리는 세계 최대 규모의 가전제품 박람회이다. TV, 오디오, 비디오 등 일상 생활과 밀접한 전자제품을 주로 소개한다. 1967년 미국 뉴욕에서 제1회 대회가 열린 이후 지금까지 이어지면서 세계 가전업계의 흐름을 한눈에 볼 수 있는 권위있는 행사로 자리매김했다. 1995년부터는 매년 1월 미국 라스베이거스에서 개최하고 있다.

2000년대 초반까지만 해도 IT(정보통신) 전만을 다루는 컴덱스와는 달리 가전제품 위주의 전시회로 진행되었으나, 가전 제품과 정보통신의 결합으로 컴덱스(COMDEX)와 CES의 영역이 사선상 많이 허물어

졌다. 실제로 정보통신(IT) 위주의 컴덱스가 쇠퇴하면서 CES는 첨단 IT제품의 소개장으로도 성장, 매년 초 마이크로소프트(MS), 인텔, 소니 등 세계 IT(정보기술)업계를 대표하는 기업들이 총출동해 그 해의 주력 제품을 선보이게 됐다. 특히 2003년 컴덱스가 무너지면서, CES는 세계 최대 가전제품전시회로 거듭나게 되었다.

CES에서는 TV나 오디오 등 일상생활과 밀접한 전자제품은 물론 첨단 가전제품도 선보이므로, 미래의 가전제품과 기술 동향도 미리 파악할 수 있는 자리다. 예컨대 VCR(1970년)·CD플레이어(1981년)·D·VD(디지털다기능디스크, 1996년)·포켓PC(2000년) 등 첨단 가전 제품들이 세계가전전시회를 통해 데뷔했다. 2010년대에 들어서는 IoT(사물인터넷)·HDTV·드론(2015년), 디지털 헬스케어(2016년), 자율주행차·증강현실·5G LTE 등 4차 산업혁명 기술 등이 전시되면서 화제가 되었다.

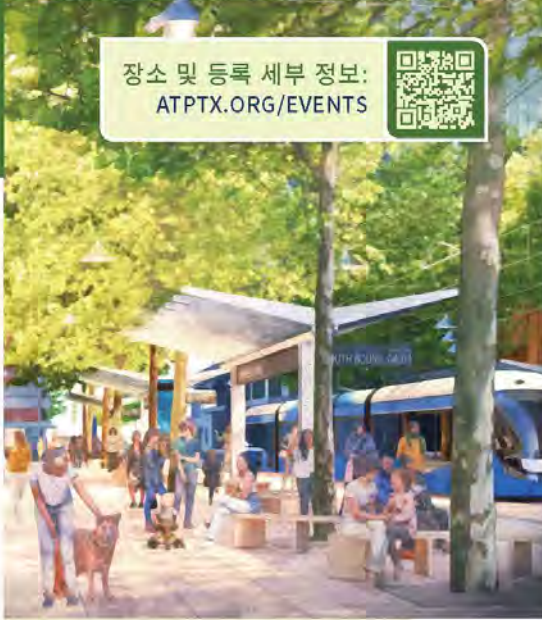
출처=박문각

오스틴 경전철은 발전 중입니다


오스틴은 발전하고 있으며 더 많은 대중교통 옵션이 필요합니다. 연방 자금 확보를 위한 노력을 포함하여 오스틴 경전철의 실행이 시작되었습니다. ATP는 연방 절차를 지원하기 위해 환경 연구를 진행하고 있습니다. 참여하셔서 역 위치 및 기타 설계 옵션에 대한 의견을 제시해 주십시오.

온라인 및 대면 피드백 행사


대면: 2월 1, 10, 12, 27 및 29일
온라인: TBA



장소 및 등록 세부 정보:
[ATPTX.ORG/EVENTS](https://atptx.org/events)



다른 언어로 번역을 원하시면 이메일 (input@atptx.org) 또는 전화 (512-389-7590)로 문의하십시오.



10.2.5 La Prensa and El Mundo (published Jan. 11, Jan. 18, Jan. 25, Feb. 1, Feb. 8, Feb. 15, and Feb. 22, 2024)

ENERO 11 - 17 / 2024

a estos derechos, el trabajador conserva su derecho a demandar al empleador por lesiones que ocurran en el trabajo. Este escenario es inusual, ya que los empleadores a menudo no informan a sus trabajadores sobre estos derechos.

¿Afecta mi situación migratoria mi derecho de reclamar lo que me corresponde?

No. En el Estado de Texas un trabajador sin documentos puede presentar un reclamo de indemnización por su accidente. Ojo, es importante acercarse a despachos como el mío donde sabemos cómo defender a los migrantes; no cualquier abogado sabe cómo hacerlo.

¿Qué pasa si en el proceso tengo que declarar que no tengo documentos o permiso en regla?

Por eso precisamente es importante tener un abogado que tenga experiencia defendiendo a mi-

grantes. En mi despacho tenemos más de treinta años apoyando a las familias de migrantes a recibir una indemnización.

¿Tengo derecho a recibir información y notificaciones en español?

Si trabajas para una compañía, tienes derecho a que se te entere en tu propio idioma. Las notificaciones de las Cortes en Texas solo son en inglés y es responsabilidad de cada persona que las recibe traducirlas a su idioma. En nuestra firma todos somos bilingües y todas las comunicaciones con nuestros clientes son en español.

¿Cómo puedo asegurarme de no ser discriminado?

Informádate sobre cuáles son tus derechos. En el canal de Youtube de Pastrana & García Injury Law tenemos muchos videos informativos sobre los derechos del trabajador. También los invito

a que se acerquen a las pláticas que dan las instituciones sin fines de lucro como el Consulado General de México en Austin, el Equal Justice Center o el Proyecto de Defensa Laboral.

¿Qué opciones tengo para defenderme legalmente?

Las leyes de Texas son complejas, no intentes hacer un reclamo tu solo, necesitas el apoyo de un equipo con experiencia que esté de tu lado luchando por lo que mereces. Si tuviste un accidente en el trabajo, no estás solo: llámanos. A nosotros no nos pagas hasta que recuperemos tu indemnización.

El Dato

» En caso de requerir asesoría legal contacte al bufete Pastrana & García (512) 474-4487 1-888-674-4487



AUSTIN 4 5

Acompáñenos a una junta pública sobre el tren ligero de Austin

Austin está creciendo y necesita más opciones de transporte público. Austin Transit Partnership tiene el compromiso de construir el tren ligero junto con Austin. Súmese para saber cómo siguen los planes de construcción del tren ligero.

EVENTOS PARA HACER SUGERENCIAS (PRESENCIALES Y VIRTUALES)

En persona: 1, 10, 12, 20 y 29 de febrero
Virtuales: Marzo de 5

Las fechas se encuentran sujetas a cambio.

CENTROS E INFORMACIÓN
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AUSTIN
TRANSIT
PARTNERSHIP

Habrán servicios de interpretación disponibles en inglés y español en todos los eventos. Para obtener información sobre los servicios de interpretación, comuníquese con nosotros por correo electrónico a input@atptx.org o por teléfono al 512-389-7590.

FEBRERO 15 - 21 / 2024

El tren ligero de Austin avanza

Austin está creciendo y necesita más opciones de transporte público. La implementación del tren ligero de Austin ya está en marcha; por ejemplo, estamos trabajando en iniciativas para conseguir fondos federales. ATP está haciendo estudios medioambientales para cumplir con los requisitos del proceso federal. Súmese a las reuniones para hacer sugerencias sobre la ubicación de las estaciones y otras cuestiones relativas al diseño.

EVENTOS PARA HACER SUGERENCIAS (PRESENCIALES Y VIRTUALES)

En persona: 1, 10, 12, 27 y 29 de febrero
Virtuales: 22 de febrero

CENTROS E INFORMACIÓN
SOBRE LA INSCRIPCIÓN EN:
[ATPTX.ORG/EVENTS](https://atptx.org/events)

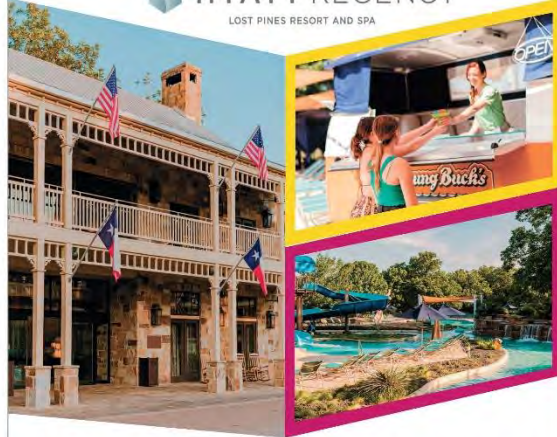


Para obtener información sobre los servicios de interpretación, comuníquese con nosotros por correo electrónico a input@atptx.org o por teléfono al 512-369-7590.

AUSTIN 4 9



LOST PINES RESORT AND SPA



FERIA DEL TRABAJO CAREER FAIR

Lunes 19 de Febrero, 2024
de 1pm a 6pm

Aplique en línea en: careers.hyatt.com

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"Hyatt Regency Lost Pines"



\$500 bono de entrenamiento

Se ofrecerá un bono de entrenamiento a cualquier persona que obtenga una oferta de trabajo (Tiempo Completo o Medio Tiempo) durante el evento. El bono de entrenamiento será pagado después de completar satisfactoriamente el periodo de entrenamiento.

Hyatt Regency Lost Pines - Baron's Ballroom
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Lost Pines, TX 78612

(512) 308-4684

Hyatt es un empleador igualitario - M/F/Veteranos/Desabilidad/Orientación Sexual/Identidad de Género

10.2.6 Austin South Asian (published February 2024)

4 Austin South Asian February 2024 **Women Business Owners Are Optimistic And Confident**

Women and men who own small and mid-sized businesses are typically more aligned than they are different in their opinions about the economy, 2024 - says data over 300 in especially one in a million in their opinion about economic forecasts, according to PNC's latest Economic Outlook Survey.

Survey results show that 61% of surveyed 750+ American high net-worth individuals believe business prospects for 2024 appear positive, the same view as a month ago, confidence up by 10% from the confidence in 2023.

This sentiment is mirrored in the survey's view responses for 2024. In a survey of 750+ high net-worth individuals, 61% of respondents are more likely to be engaged with their business owners and more likely to seek the assistance of their own legal work of care.

It's worth noting that these sentiments, together with a low key, 60% of respondents, are not necessarily aligned with the economic landscape - all participants in a survey of confidence that the economy is heading in the right direction, says Bob Mackillo, director of



PNC Women's Business Development.

we're supporting, but overall, building through our relationships with organizations such as global brands like Costco and the Women's Business Development Corporation (WBDC) are also important. The survey also found that 57% of respondents are confident in the economy, up from 47% in 2023.

While the data could be interpreted to mean that women are more optimistic about the future, the survey also found that 57% of respondents are confident in the economy, up from 47% in 2023.

Additional efforts to seek out economic opportunities in major metropolitan areas, such as Dallas, are also important. At 2024, for example, women are likely to be engaged with their business owners and more likely to seek the assistance of their own legal work of care.

These are just a few indicators of how women are leading in the year's business decisions, including 30% of respondents who plan to invest in their own business in 2024, up from 20% in 2023.

Austin Light Rail is Moving Forward

Austin is growing, and so is the need for more transit options. Implementation of Austin Light Rail has begun, including the effort to secure federal funds. AIP is advancing environmental studies to support the federal process. Please join us to provide input on station location and other design options.

LOCATIONS AND SIGN-UP DETAILS AT: ATPTX.ORG/EVENTS

VIRTUAL AND IN-PERSON FEEDBACK EVENTS

In-person: Feb. 7, 10, 12, 27 and 29
Virtual: TBA

5 Austin South Asian February 2024 **Tips To Protect Yourself From Text Message Cyberattacks**

Every day, cybercriminals come up with new ways to trick you into giving up your personal information. One of the most common ways is through text messages. Here are some tips to help you protect yourself from text message cyberattacks.



Samuel P. D'Amico / Getty Images

1. **Be suspicious of unsolicited messages.** If you receive a text message from a number you don't recognize, don't respond. Scammers often use automated software to send thousands of messages to random phone numbers.

2. **Don't click on links in text messages.** If you receive a text message with a link, don't click on it. The link could lead to a website that steals your personal information.

Valentine's Day Gift Ideas That Show You Really Care

Valentine's Day is the perfect opportunity to let her know how much you care. Whether it's a simple, heartfelt note or a more thoughtful gift, there are many ways to show your love.



Shutterstock.com

1. **Personalized gifts.** A personalized gift shows that you know her well. Consider a custom-made item, such as a piece of jewelry or a framed photo.

2. **Flowers.** Flowers are a classic Valentine's Day gift. Choose a bouquet of her favorite flowers or a basket of fresh fruit.

3. **Spa day.** Treat her to a relaxing spa day. This could include a massage, a facial, and a manicure.

4. **Gift certificate.** A gift certificate to her favorite store or restaurant shows that you know her well.

5. **Handwritten note.** A simple, heartfelt note can go a long way. Write her a letter telling her how much you love her.

6. **Gift basket.** A gift basket filled with her favorite treats and items shows that you know her well.

7. **Experience.** Treat her to a special experience, such as a concert or a museum visit.

8. **Gift certificate to a favorite store.** A gift certificate to her favorite store shows that you know her well.

9. **Gift certificate to a favorite restaurant.** A gift certificate to her favorite restaurant shows that you know her well.

10. **Gift certificate to a favorite store.** A gift certificate to her favorite store shows that you know her well.

11. **Gift certificate to a favorite restaurant.** A gift certificate to her favorite restaurant shows that you know her well.

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36. **Gift certificate to a favorite store.** A gift certificate to her favorite store shows that you know her well.

37. **Gift certificate to a favorite restaurant.** A gift certificate to her favorite restaurant shows that you know her well.

10.2.7 Community Impact (published January and February 2024)

Southwest Austin - Dripping Springs Edition | January 2024 | pages: 10 - 11 / 36

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Austin is growing, and so is the need for more transit options. Implementation of Austin Light Rail has begun, including the effort to secure federal funds. ATP is advancing environmental studies to support the federal process. Please join us to provide input on station location and other design options.

VIRTUAL AND IN-PERSON FEEDBACK EVENTS

In-person: Feb. 1, 10, 12, 27 and 29
Virtual: TBA

LOCATIONS AND SIGN-UP DETAILS AT: ATPFX.ORG/EVENTS

Government

Austin city manager search gets underway

The search for Austin's next city manager is ramping up ahead of an anticipated final selection this spring.

How we got here

Austin's government has been operating under interim City Manager, Jesse Garcia, since City Council fired former City Manager Spencer Crone in February 2023.

Officials began preparing to find his permanent successor a few months later and in October agreed to a \$200,000 contract with California-based Heuser Public Partners to carry out the national search.

Heuser's application period opened Jan. 8 and will close Feb. 12. Mayor Kirk Watson said the position was already drawing "strong interest" before the new year.

The approach

The search, guided by feedback from City Council members and community stakeholders, will continue before a candidate shortlist is developed in March.

A final public selection process will follow and a new city manager could be chosen by mid-April—although the manager's start date is not locked in. "I want to emphasize that because this is such a big decision, we shouldn't feel rushed in any way," Watson said.

Former police chief declines Austin offer

Former Austin Police Chief Art Acevedo was tapped to oversee the Austin Police Department in a newly created executive post but declined the position Jan. 23, less than a week after it was announced.

The details

The office of assistant city manager over the APD immediately generated pushback from City Council given his previous record leading the police force.

"Politics and power struggles have hindered our efforts to create real positive improvements for the people of this city," Acevedo wrote on X, formerly Twitter. "I have informed interim City Manager Garcia that I cannot accept this position and will pursue other opportunities."

Downtown shelter reopens following city purchase

After changing operators and being purchased by the city, a key downtown Austin shelter for women and transgender clients is once again housing dozens of people.

The background

In early 2023, the former Salvation Army facility was at risk of permanent closure. Austin then temporarily extended its operations before bringing on new management and later buying the entire site—across totaling more than \$20 million.

The facility reopened as the Eighth Street Shelter on Dec. 21 and will gradually ramp up to serve a projected 100 clients by late March. More beds are available on a referral basis only.

The shelter and the neighboring Austin Resource Center for the Homeless, or ARCH, are now both run by nonprofit Urban Agency.

new year, new hours!

Our Ben White ReStore and Lake Creek ReStore are now open an hour later to shop and donate from Monday through Saturday.

Ben White ReStore South Austin 500 W Ben White Blvd Austin, TX 78704 Store hours: Monday: 10am-5pm Sunday: 11am-5pm Donation hours: Monday: 10am-2pm Sunday: 11am-5pm	Lake Creek ReStore Northwest Austin 1804 N US-83 Austin, TX 78750 Store hours: Monday: 10am-5pm Sunday: 11am-5pm Donation hours: Monday: 10am-2pm Sunday: 11am-5pm	San Marcos ReStore 2621 Intermain-20 San Marcos, TX 78669 Store hours: Monday: 10am-5pm Sunday: 11am-5pm Donation hours: Monday: 10am-2pm Sunday: 11am-5pm
---	--	---

Shop Online: ShopAustinReStore.com
Contact Us: ReStore@aunif.org

10

11

Screenshot

10.3 Digital Advertisements

10.3.1 The Austin Monitor

- **Phase 1 (Tues 1/30 - Fri 2/9):** Morning Headlines Newsletter (2,400 daily subscribers, 40%+ average open rate) - 3 sponsor placements in each newsletter (intro callout, custom message, and featured graphic).
- **Phase 2 (Fri 2/23 - Mon 3/4):** High Exposure Website package (over 100,000 views from readers from every Austin zip code) – 3 sponsor placements including front-page banner at the end of every article.



10.4 Outreach Posts

10.4.1 Media Release

AUSTIN TRANSIT PARTNERSHIP PROVIDES DESIGN UPDATE AS OPEN HOUSE EVENTS CONTINUE THROUGH FEBRUARY

February 7, 2024

AUSTIN, TX—Austin Transit Partnership officially entered the federal process to build Austin Light Rail as required to pursue federal dollars. As part of this effort, ATP is conducting a round of Open House events to share how the light rail design is progressing and discuss potential new options for station locations. ATP is seeking feedback from the community ahead of submitting updated information and analysis for public review later this year.

“Since June, our focus has been to design and build Austin Light Rail in a way that maximizes user experience,” Lindsay Wood, executive vice president of engineering & construction, ATP, said. “A key focus while advancing design—while progressing through the federal funding process—is to minimize the need to purchase land and buildings and instead focus those resources into station and urban design investments.”

ATP has spent the last several months focused on sections of the 10 mile system that have high pedestrian volume with narrow right-of-way, with a key area being along Guadalupe Street between 27th and 29th street. By looking at station configurations and traffic flow in and around this area, ATP is confident, at this point in the design phase, that the existing buildings along this stretch no longer have conflicts with the light rail alignment.

ATP applied similar methodology on Riverside Drive, just west of I-35. As a result, several conflicts with multi-family buildings have been reduced.

“In collaboration with the City of Austin and CapMetro, the engineering and design teams prioritized finding reasonable solutions to some of the more constrained sections along the alignment,” Wood said. “Our work continues to be informed by community input as it has since ATP first began to deliver the Austin Light Rail Implementation Plan. As we continue our analysis in the coming year, we will continue to be transparent about the progress of this work, prioritizing accuracy and thorough vetting along the way.”

ATP has created a [Frequently Asked Questions \(FAQ\)](#) about the federal process, including real estate and right of way.

###

ABOUT AUSTIN TRANSIT PARTNERSHIP

Austin Transit Partnership is the local government corporation responsible for implementing Project Connect and leading Austin Light Rail.

MEDIA CONTACTS: ECPR TEXAS

Anita Garza – 361.655.4683

Dennyse Salinas – 956.588.8943

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AUSTIN TRANSIT PARTNERSHIP

203 Colorado Street, Austin, TX, 78701

CONTACT

512-389-7590

input@atptx.org

10.4.2 Social Media

10.4.2.1 X: (https://twitter.com/atp_org)

10.4.2.1.1 Engagement as of 2/20/24

 **Austin Transit Partnership** @ATP_org · Jan 29 Promote ...

Austin Light Rail is moving forward. ATP is advancing comprehensive studies to support the federal process and secure federal funds. Share your input on station location and other design options. Register here: atptx.org/events/



OPEN HOUSE: Austin Light Rail is Moving Forward

ALT AUSTIN TRANSIT PARTNERSHIP

  11  11  1.5K  

 **Austin Transit Partnership** @ATP_org · Feb 6 Promote ...

Thanks to those who made it to the first February Open House event at UT! It's not too late to attend and share your input into Austin Light Rail station locations and design. Register here: atptx.org/events/



ALT AUSTIN TRANSIT PARTNERSHIP

 1  1  3  267  

 **Austin Transit Partnership** @ATP_org · Feb 2 Promote ...

✔ Take our survey to share your thoughts on the design options and station locations of Austin Light Rail and contribute to our comprehensive studies of the proposed project.
publicinput.com/austinelightrai...



 1  6  6  814  

10.4.2.1.2 Engagement as of 3/1/24

 **Austin Transit Partnership** @ATP_org · Feb 22 Promote ...

Our virtual Open House is today at 5:30 p.m. Hear more about Austin Light Rail and share your input into station locations and design.

Please register here: bit.ly/30THc4Z



  4  3  571  



Austin Transit Partnership @ATP_org · Feb 26

Promote



Join ATP's last two Open Houses to share your input on Austin Light Rail station locations and design options.
Register here: atptx.org/events/



393



Austin Transit Partnership @ATP_org · Feb 29

Promote



If you missed ATP's Open Houses, you can still share your input on the design options and station locations of Austin Light Rail.

The virtual survey is open until March 5, 11:59 pm.
publicinput.com/austinlightrai...



205



10.4.2.2 Facebook: (<https://www.facebook.com/austintransitpartnership>)

10.4.2.2.1 Engagement as of 2/20/24

Austin Transit Partnership
February 6 at 5:16 PM · 🌐

Thanks to those who made it to the first February Open House event at UT! It's not too late to attend and share your input into Austin Light Rail station locations and design.

In-person Open Houses: Feb. 10, 12, 27 and 29
Virtual Open House: Feb. 22 ... See more

WELCOME TO THE Austin Light Rail Open House

Austin Transit Partnership

Sign up

👍❤️😄 17 11 🗨️ 6 ➦

👍 Like 🗨️ Comment



Austin Transit Partnership

January 29 at 4:45 PM · 🌐

Austin Light Rail is Moving Forward.

Austin is growing, and so is the need for more transit options. Implementation of Austin Light Rail has begun, including the effort to secure federal funds. ATP is advancing comprehensive studies of the benefits and impacts associated with the proposed project to support the federal process. Please join us to provide input on station location and other design options.

In-person Open Houses: Feb. 1, 10, 12, 27 and 29 ... [See more](#)

Austin Light Rail is Moving Forward

8

3

Like Comment



Austin Transit Partnership

February 2 at 2:37 PM · 🌐

Share your thoughts on the design options and station locations of Austin Light Rail.

ATP will include your feedback as part of comprehensive studies of the proposed project.

Take the survey now: <https://publicinput.com/austinlightrailopenhouse>



👍 1

👍 Like

💬 Comment

10.4.2.2.2 Engagement as of 3/1/24





A screenshot of a social media post from the Austin Transit Partnership. The post is dated February 22 at 3:33 PM. The text of the post reads: "Our virtual Open House is today at 5:30 p.m. Hear more about Austin Light Rail and share your input into station locations and design. Please register to attend: <https://bit.ly/3OTHc4Z>". Below the text is a photograph of a modern, pedestrian-friendly street scene with people walking, trees, and a light rail station in the background. At the bottom of the screenshot, there are icons for "Like" and "Comment".

 **Austin Transit Partnership**
4d · 🌐

Join ATP's last two Open Houses to share your input on Austin Light Rail station locations and design options.

Feb. 27 – Twin Oaks Branch Library 4:30 PM - 7:30 PM
Feb. 29 – St. David's Episcopal Church: 7:30 AM - 9:00 AM

Please register to attend: <https://www.atptx.org/events/>

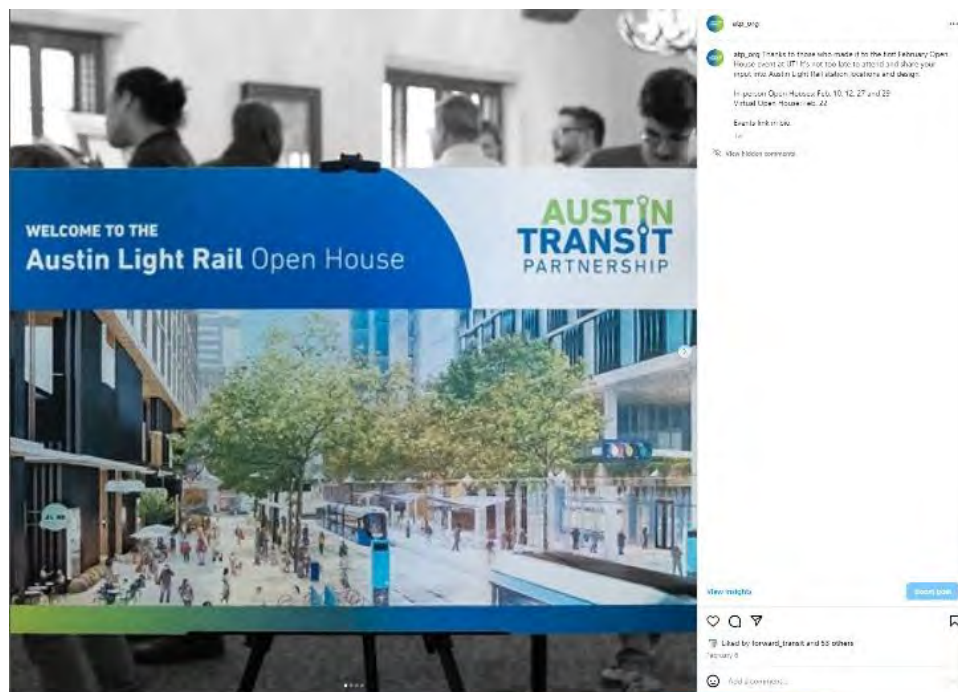


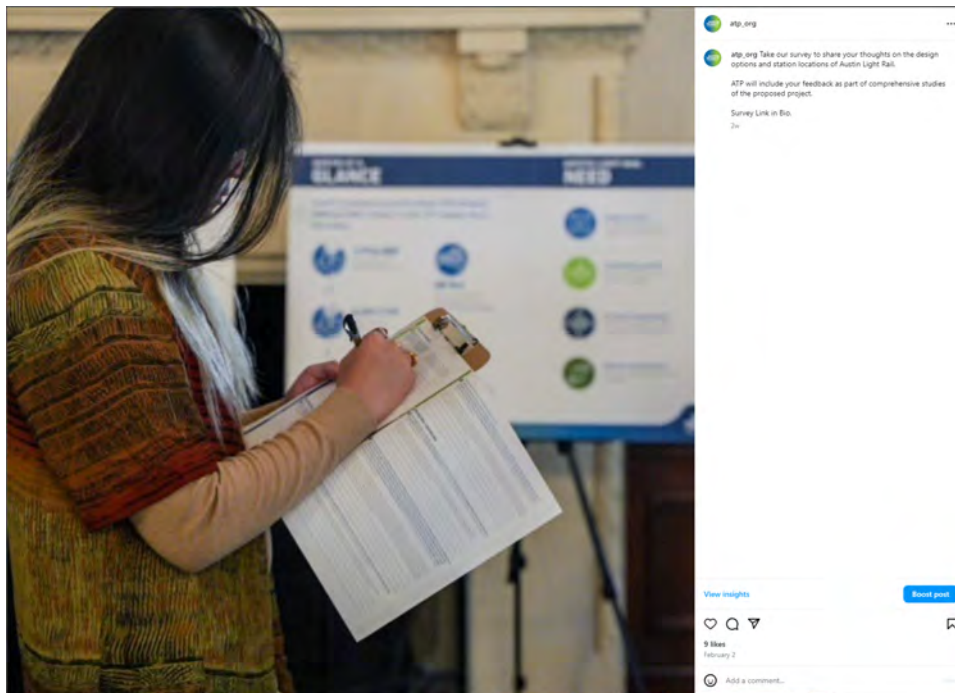
👍 Like 💬 Comment



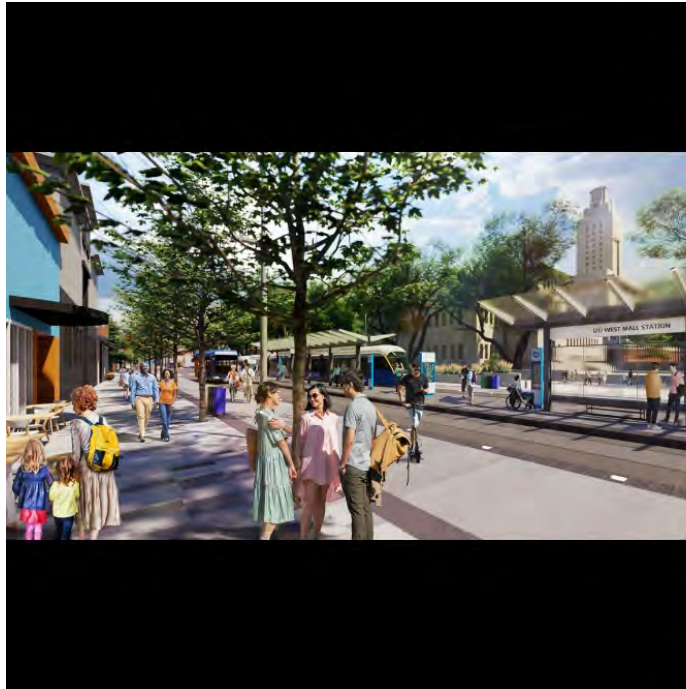
10.4.2.3 Instagram: (https://www.instagram.com/atp_org)

10.4.2.3.1 Engagement as of 2/20/24





10.4.2.3.2 Engagement as of 3/1/24



atp_org

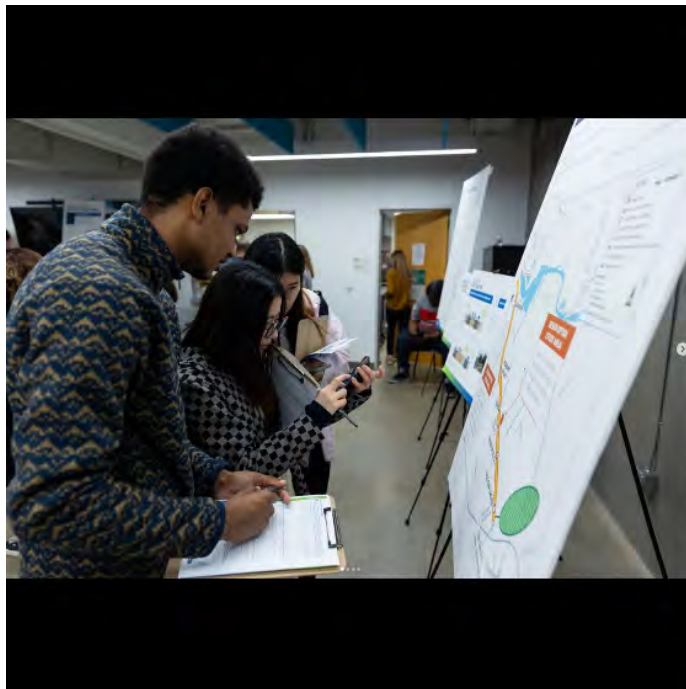
atp_org 🗣️ Our virtual Open House is today at 5:00 p.m. Hear more about Austin Light Rail and share your input into station locations and design.
Event link in bio.
👉

g-witted8 🗣️ Well done ATP!
👉 Reply

View insights Event post

👍👎🔍🔖

Used by [loneoatwoman](#) and 40 others
February 22
Add a comment...



atp_org

atp_org 🗣️ at ATP's last two Open Houses to share your input on Austin Light Rail station locations and design options.
Feb. 27 - Tom Oake Branch Library - 4:30 PM to 7:00 PM
Feb. 29 - St. David's Episcopal Church - 7:00 AM to 9:00 AM
Event link in bio.
👉

mathewworth 🗣️ Thanks for hosting one in South Austin, I'm looking forward to attending the one at Park Plaza (being someone, I do recommend) though the Congress station location in Sanjour Square looks like that station is the one to the Convention Center stop and having a stop close to get the residential and office space in the Waterloo District would be a neighborhood partnership asset for the west side of downtown.
👉 Like Reply

mathewworth 🗣️

eddydie 🗣️ mathewworth agree the west side gets often neglected. just look at the onramp station!
👉 Reply

View insights Event post

👍👎🔍🔖

Used by [feneared-tranah](#) and 52 others
2 days ago
Add a comment...



10.4.2.4 LinkedIn: (<https://www.linkedin.com/company/austin-transit-partnership>)

10.4.2.4.1 Engagement as of 2/20/24

Austin Transit Partnership
2,297 followers
1w

Thanks to those who made it to the first February Open House event at UT! It's not too late to attend and share your input into Austin Light Rail station locations and design.

In-person Open Houses: Feb. 10, 12, 27 and 29
Virtual Open House: Feb. 22

Please register to attend: <https://lnkd.in/gnP-59eu>

WELCOME TO THE
Austin Light Rail Open House
AUSTIN
TRANSIT
PARTNERSHIP

55

Like Comment Share



Austin Transit Partnership

2,297 followers

3w



Austin Light Rail is Moving Forward.

Austin is growing, and so is the need for more transit options. Implementation of Austin Light Rail has begun, including the effort to secure federal funds. ATP is advancing comprehensive studies of the benefits and impacts associated with the proposed project to support the federal process. Please join us to provide input on station location and other design options.

In-person Open Houses: Feb. 1, 10, 12, 27 and 29

Virtual Open House: Feb. 22


Please register to attend: <https://lnkd.in/gnP-59eu>



102

Like Comment Share

Austin Transit Partnership reposted this ⋮



Austin Transit Partnership


2,297 followers


2w




Share your thoughts on the design options and station locations of Austin Light Rail.

ATP will include your feedback as part of comprehensive studies of the proposed project.

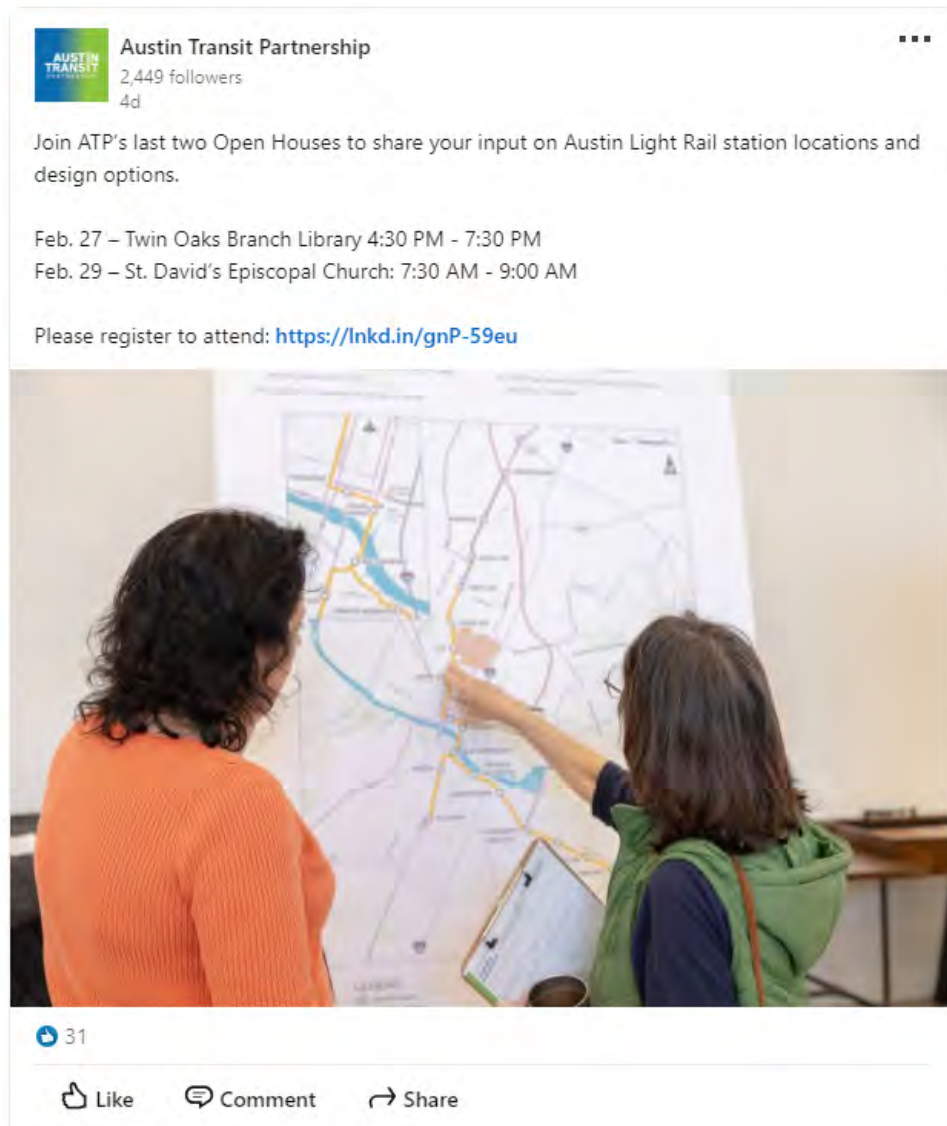
Take the survey now: <https://lnkd.in/g-8t3Fjc>



 20

 Like  Comment  Share

10.4.2.4.2 Engagement as of 3/1/24




The screenshot shows a Facebook post from the Austin Transit Partnership. The post header includes the profile picture, name, 2,449 followers, and a timestamp of 4 days ago. The main text of the post invites users to attend the final two Open Houses for the Austin Light Rail project, providing dates and times for two locations: Twin Oaks Branch Library and St. David's Episcopal Church. A registration link is provided below the text. The post features a photograph of two women examining a large map of the city, with one woman pointing to a specific location on the map. At the bottom of the post, there are 31 likes and icons for 'Like', 'Comment', and 'Share'.

Austin Transit Partnership
2,449 followers
4d

Join ATP's last two Open Houses to share your input on Austin Light Rail station locations and design options.

Feb. 27 – Twin Oaks Branch Library 4:30 PM - 7:30 PM
Feb. 29 – St. David's Episcopal Church: 7:30 AM - 9:00 AM

Please register to attend: <https://lnkd.in/gnP-59eu>



31

Like Comment Share



Austin Transit Partnership

2,449 followers
1w



Our virtual Open House is today at 5:30 p.m. Hear more about Austin Light Rail and share your input into station locations and design.

Please register to attend: <https://bit.ly/30THc4Z>



24

Like Comment Share



Austin Transit Partnership

2,449 followers
1d



If you missed ATP's Open Houses, you can still share your input on the design options and station locations of Austin Light Rail.

The virtual survey is open until March 5, 11:59 pm.

<https://lnkd.in/g-8t3Fjc>



5

Like Comment Share

10.4.3 Email

From: [Courtney Chavez](#)
To: [Input](#)
Subject: Austin Light Rail is Moving Forward: Upcoming Open Houses
Date: Tuesday, January 30, 2024 3:17:41 PM

Austin is growing, and so is the need for more transit options. With the implementation of Austin Light Rail, Austin Transit Partnership is advancing required studies to support the federal process.

Join us at an upcoming open house to provide input on station location and other design options.

In-person events: Feb. 1, 10, 12, 27 and 29

Virtual event: Feb. 22

www.atptx.org/events/

SHARE YOUR FEEDBACK:

Meeting Location	Date/Time
University of Texas, Eastwoods Room 2nd floor (ground level), Texas Union 2308 Whitis Ave., Austin, TX 78712	Thursday, February 1, 2024 11 a.m. – 2 p.m.
Montopolis Recreation and Community Center Room 110 East 1200 Montopolis Dr., Austin, TX 78741	Saturday, February 10, 2024 10 a.m. – 2 p.m.
League of Women Voters, Cafetorium 3908 Avenue B, Suite 105, Austin, TX 78751	Monday, February 12, 2024 5 p.m. – 8 p.m.
Virtual Open House	Thursday, February 22, 2024 5:30 p.m. – 7 p.m.
Twin Oaks Library, Rooms 1 & 2 1800 S. 5 th St., Austin, TX 78704	Tuesday, February 27, 2024 4:30 p.m. – 7:30 p.m.
St. David’s Episcopal Church, Sumners Hall 301 E. 8 th St., Austin, TX 78701	Thursday, February 29, 2024 7:30 a.m. – 9 a.m.

Translation is available in English and Spanish for all events. For translations in other languages, contact us by email at input@atptx.org or phone at 512-389-7590.



Upcoming Open Houses

Austin is growing, and so is the need for more transit options. With the implementation of Austin Light Rail, Austin Transit Partnership is advancing required studies to support the federal process.

Join us at an upcoming open house to provide input on station locations and other design options.

In-person events: Feb. 10, 12, 27, and 29
Virtual event: Feb. 22

www.atptx.org/events

Open House Location	Date/Time
Montopolis Recreation and Community Center, Room 110 East 1200 Montopolis Dr., Austin, TX 78741	Saturday, February 10, 2024 10 a.m. – 2 p.m.
League of Women Voters, Cafetorium 3908 Avenue B, Suite 105, Austin, TX 78751	Monday, February 12, 2024 5 p.m. – 8 p.m.
Virtual Open House	Thursday, February 22, 2024 5:30 p.m. – 7 p.m.
Twin Oaks Library, Rooms 1 & 2 1800 S. 5 th St., Austin, TX 78704	Tuesday, February 27, 2024 4:30 p.m. – 7:30 p.m.
St. David's Episcopal Church, Sumners Hall 301 E. 8 th St., Austin, TX 78701	Thursday, February 29, 2024 7:30 a.m. – 9 a.m.

Translation is available in English and Spanish for all events. For translation in other languages, please contact us at input@atptx.org or phone at 512-389-7590.

Sent on behalf of Austin Transit Partnership by PublicInput
2409 Crabtree Blvd., Raleigh, NC

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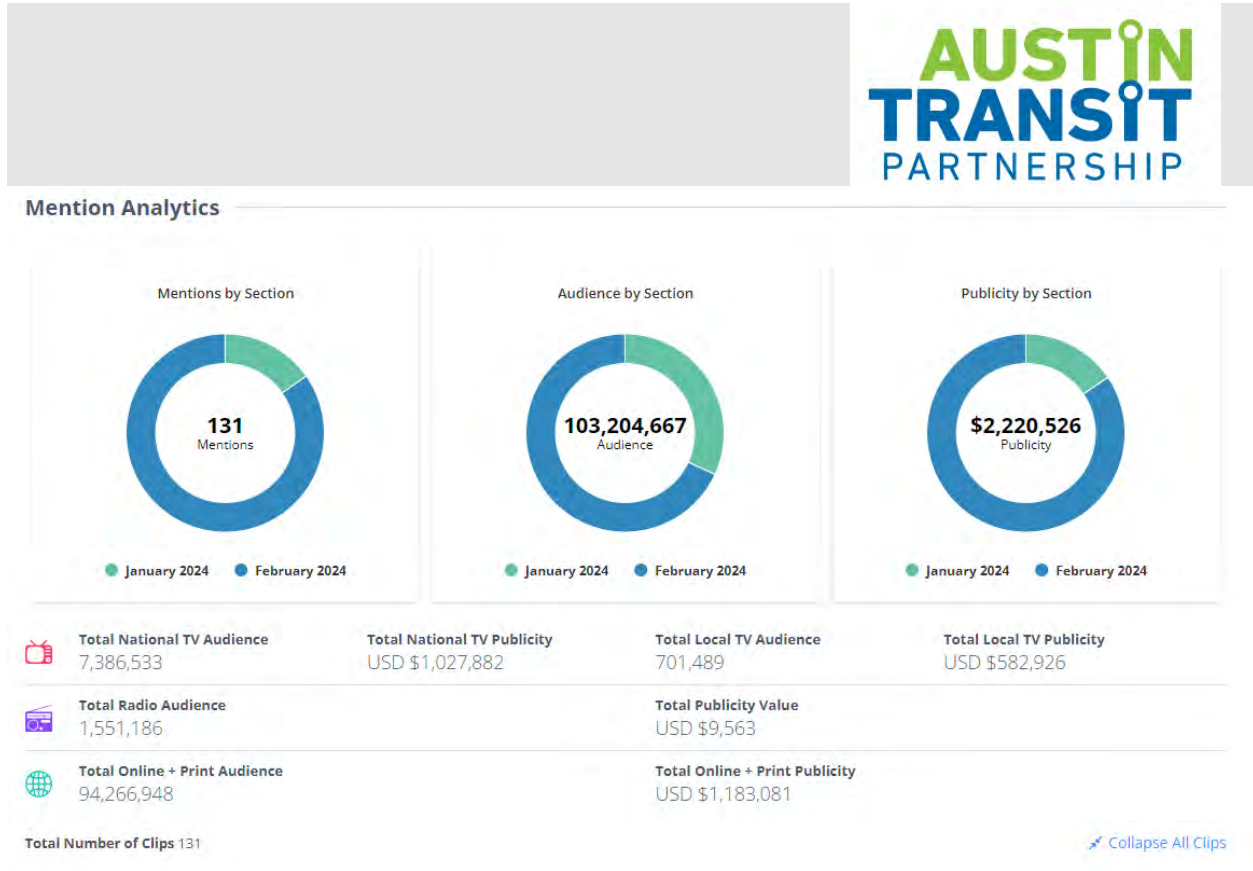
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10.4.4 Media Coverage

The NOI scoping meetings garnered much media coverage—including print, television, and radio—throughout the region. In total, there were 131 media clips captured during scoping, as shown in the dashboard below.



10.4.5 Information Materials

10.4.5.1 Outreach Flyer

Austin Light Rail is Moving Forward El tren ligero de Austin avanza

Austin is growing, and so is the need for more transit options. Implementation of Austin Light Rail has begun, including the effort to secure federal funds. ATP is advancing environmental studies to support the federal process. Please join us to provide input on station location and other design options.

Austin está creciendo y necesita más opciones de transporte público. La implementación del tren ligero de Austin ya está en marcha; por ejemplo, estamos trabajando en iniciativas para conseguir fondos federales. ATP está haciendo estudios medioambientales para cumplir con los requisitos del proceso federal. Súmese a las reuniones para hacer sugerencias sobre la ubicación de las estaciones y otras cuestiones relativas al diseño.

▶ VIRTUAL & IN-PERSON FEEDBACK EVENTS

▶ EVENTOS PARA HACER SUGERENCIAS
(PRESENCIALES Y VIRTUALES)

▶ In-person: Feb. 1, 10, 12, 27 and 29 | Virtual: Feb. 22

▶ En persona: 1, 10, 12, 27 y 29 de febrero
Virtuales: 22 de febrero



▶ LOCATIONS AND SIGN-UP DETAILS AT:
▶ CENTROS E INFORMACIÓN SOBRE LA
INSCRIPCIÓN EN: [ATPTX.ORG/EVENTS](https://atptx.org/events)



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electrónico a input@atptx.org o por teléfono al 512-389-7590.

10.4.5.2 Meeting Displays



WHAT IS LIGHT RAIL?

Light rail is an electric train system used in metropolitan areas.

Light rail is part of the overall transit network, connecting people to key destinations where they live, work and play to improve:

-  **► MOBILITY**
-  **► CONNECTIVITY**
-  **► AFFORDABILITY**
-  **► SUSTAINABILITY**

ARTIST REPRESENTATIONS



Light Rail Vehicle



Light Rail Vehicle Interior



Guadalupe Street at UT Austin, 'The Drag'



Station View at Oltorf



Station View at Pleasant Valley

PRECEDENTS



Paris, France



Portland, Oregon



Seattle, Washington



Minneapolis, Minnesota



Phoenix, Arizona

AUSTIN AT A GLANCE	AUSTIN LIGHT RAIL NEED
<p>Austin's population grew by nearly 50% between 2000 and 2022. Today, it is the 10th largest city in the nation.</p> <div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>1,716,289 Austin regional population in 2010</p> </div> <div style="text-align: center;">  <p>68 hrs Avg. annual delay for Austin commuters in 2019, 2nd worst in Texas</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  <p>2,421,115 Austin regional population in 2022</p> </div> <div style="text-align: center;">  <p>25% of Austinites spent more than 50% of their income on housing in 2021</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 20px;"> <div style="text-align: center;">  <p>4,671,000 Estimated Austin regional population in 2045</p> </div> </div>	<div style="margin-bottom: 20px;">  <p>Support growth of and connectivity to regional activity centers</p> </div> <div style="margin-bottom: 20px;">  <p>Sustainably support Austin's population and economic growth</p> </div> <div style="margin-bottom: 20px;">  <p>Increase transportation network capacity to meet increasing travel demand</p> </div> <div>  <p>Improve transit access between affordable housing and jobs</p> </div>

AUSTIN LIGHT RAIL PURPOSE	GOALS & OBJECTIVES
 <p style="font-size: small; text-align: center;">REPUBLIC SQUARE ON GUADALUPE - ARTIST CONCEPTUAL RENDERING</p> <p>To build a light rail system that operates in a dedicated transitway</p> <ul style="list-style-type: none"> To meet growing travel demand in region Create a safe, reliable, cost-effective, sustainable, equitable & time competitive transportation for all 	<div style="display: grid; grid-template-columns: 1fr 1fr; gap: 20px;"> <div>  <p>Mobility and Accessibility Increase efficiency, attractiveness, and utilization of public transportation within the region.</p> </div> <div>  <p>Equity Prioritize mobility solutions for historically underserved communities.</p> </div> <div>  <p>Regional Connectivity Expand the reach of the light rail investment considering existing and proposed transit services.</p> </div> <div>  <p>Sustainability Contribute to a socially, economically, and environmentally sustainable transit network.</p> </div> <div>  <p>Land Use Plans and Policy Serve as a catalyst for ETOD and economic development.</p> </div> <div>  <p>Customer Experience Provide a travel experience that is competitive with the automobile.</p> </div> </div>



AUSTIN LIGHT RAIL

PHASE 1

- + 9.8-mile Light Rail Transit (LRT) branched line, including 15 stations located north, south, and east of downtown Austin
- + Light rail embedded in center of street

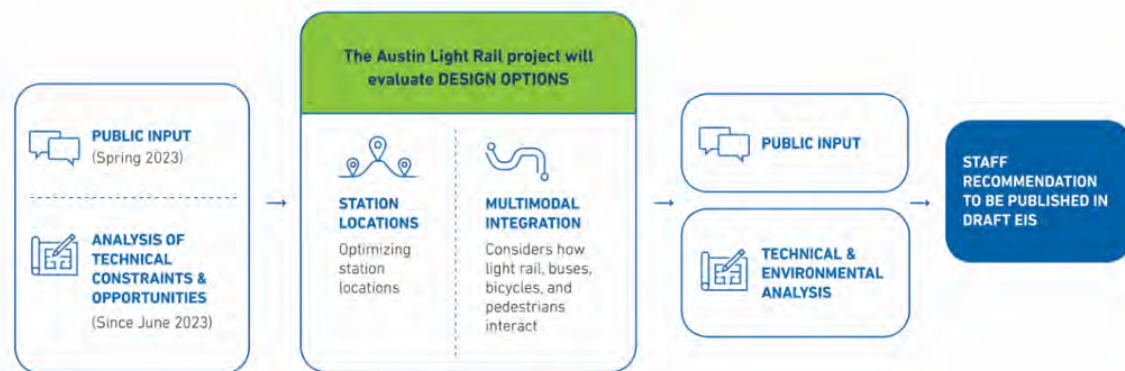
PRIORITY EXTENSIONS

- + Not included in the NEPA analysis
- + Could be accelerated if additional funding becomes available

LEGEND



EVALUATING DESIGN OPTIONS



AUSTIN LIGHT RAIL NORTH SECTION

KEY DESTINATIONS:

- University of Texas
- Medical Facilities
- Museum District



UT STATION AT THE DRAG - ARTIST CONCEPTUAL RENDERING

- ✦ 38th Street to MLK
- ✦ 3 stations
- ✦ Cars rerouted between 22nd Street to 29th Street
- ✦ Opportunities for multimodal transit connectivity
- ✦ Area of highest pedestrian activity
- ✦ End of line connection opportunities at 38th Street

P Evaluate proposed end of line facilities and site locations



AUSTIN LIGHT RAIL DOWNTOWN SECTION

KEY DESTINATIONS:

- Employment Centers
- Convention Center & Special Events
- Lady Bird Lake & Trails
- Government Facilities

- MLK to Lady Bird Lake
- 3-4 stations
- Transit and local access only along Guadalupe Street
- New traffic patterns downtown
- Dedicated bikeway relocation to adjacent streets
- Access to CapMetro Red Line and bus routes
- Coordination opportunities with major developments



CONGRESS STATION ON 3RD STREET - ARTIST CONCEPTUAL RENDERING



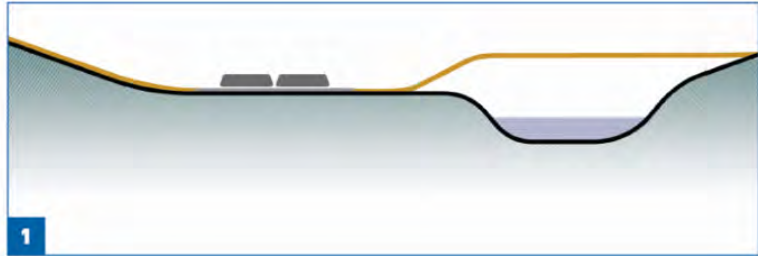
REPUBLIC SQUARE ON GUADALUPE - ARTIST CONCEPTUAL RENDERING



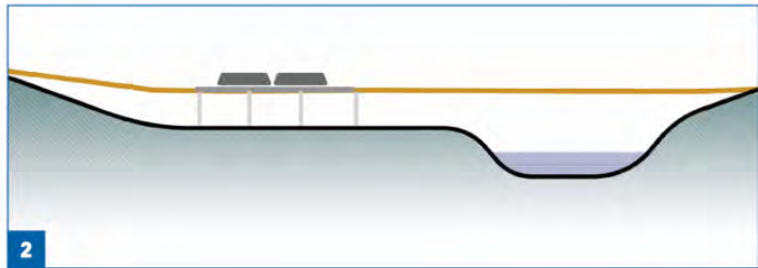
AUSTIN LIGHT RAIL SOUTH SECTION

DESIGN OPTION (STUDY AREA) FOR
SOUTH OF LADY BIRD LAKE

OPTION 1 ----->
Evaluating light rail running at
street level



OPTION 2 ----->
Evaluating light rail running on
extended bridge



AUSTIN LIGHT RAIL EAST SECTION

DESIGN OPTION (STUDY AREA) FOR EAST RIVERSIDE DRIVE



OPTION 1
Evaluating center-running light rail with outside bike & pedestrian facilities



OPTION 2
Evaluating bike & pedestrian facilities next to center-running light rail with outside shared use paths



BIKE & PEDESTRIAN FACILITIES CONCEPT

PRECEDENTS:

1. Vienna, Austria
2. Seattle, US
3. Paris, France



AUSTIN LIGHT RAIL EAST SECTION

KEY DESTINATIONS:

- Residential Neighborhoods
- Education Facilities
- Business & Recreation



- + I-35 to Yellow Jacket
- + 4-5 stations
- + Key interface with future CapMetro Rapid line at Pleasant Valley
- + Bike and pedestrian facility improvements to access light rail

- + Provides mobility options for historically underserved communities, affordable housing and transit supportive development opportunities
- + End of line connection opportunities at Yellow Jacket

P Evaluate proposed end of line facilities and site locations.



OPERATIONS & MAINTENANCE FACILITY (OMF)

WHY IS AN OMF NEEDED?



To house operations that maintain the light rail corridors along with control and dispatch activities



To ensure light rail vehicles are properly maintained and stored



1. RTD LIGHT RAIL MAINTENANCE FACILITY
Regional Transportation District, Denver, CO



2. LIGHT RAIL OPERATIONS FACILITY
Houston Metro Houston, TX



3. LIGHT RAIL VEHICLE MAINTENANCE
Metro Transit Minneapolis, MN



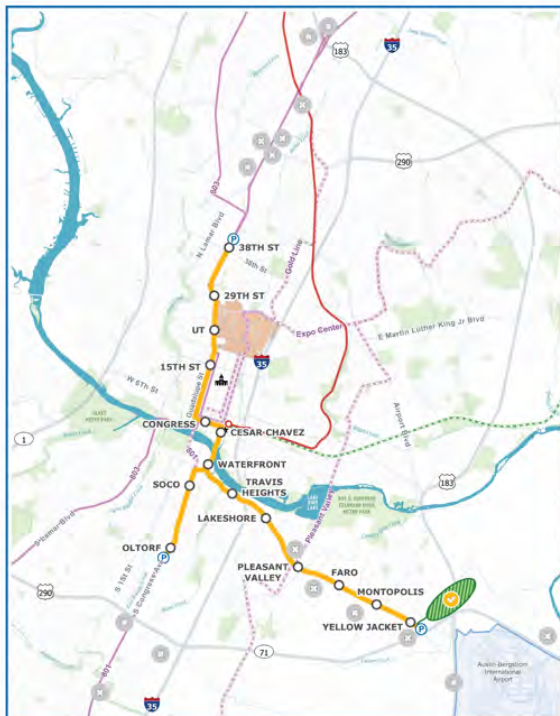
4. LIGHT RAIL VEHICLE INTERIOR CLEANING
Metro Transit Minneapolis, MN



5. MAINTENANCE OF WAY



6. OPERATIONS & MAINTENANCE FACILITY EAST
Sound Transit Bellevue, WA



OMF SITE EVALUATION PROCESS

From 2022-2023, ATP evaluated 21 potential study areas* for an OMF based on:

- Proximity to future light rail corridor
- Usable acreage
- Compatible use with adjacent properties
- Minimizing impacts to properties and businesses
- Not under development by others
- Environmental factors (drainage, wetlands, springs, etc.)
- Mostly flat site
- Future expansion opportunities (if feasible)
- Cost (property, site-specific costs, etc.)

Two study areas reviewed in spring 2023 public engagement

One study area supports current Austin Light Rail Phase 1 alignment and is currently under review

*3 OMF study areas located east of airport (not shown on map)

LEGEND

Operations & Maintenance Facility (OMF)
 OMF: Advanced for further study
 OMF: Not advanced for further study

Light Rail Station - Base Design
 Light Rail Route - Base Design
 Park & Ride Study Area
 Texas State Capitol

Transit Routes
 Red Line
 Green Line (future)
 CapMetro Rapid
 CapMetro Rapid (future)

Scale: 0 0.65 1.3 Miles
 North arrow

Source: CapMetro 2024, Project Connect 2021

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

ABOUT

Enacted into law in 1970, NEPA is a federally mandated public planning process for projects involving federal funds or federal involvement.

REQUIREMENT

NEPA requires federal agencies to incorporate environmental considerations into their planning and decision making through a systematic and interdisciplinary approach.

Compliance with NEPA is required for Austin Light Rail because we are pursuing federal grant funding from the Federal Transit Administration (FTA).



SCOPING

Provides an opportunity for the public and other agencies to provide input on the project



DRAFT EIS

Documents analysis and recommendations for the project



FEIS/ROD

Reflects changes from public comment and memorializes NEPA process



WHAT DOES AN ENVIRONMENTAL IMPACT STATEMENT (EIS) ANALYZE?



10.4.5.3 Handouts

AUSTIN LIGHT RAIL IS MOVING FORWARD



Implementation of Austin Light Rail has begun, including the effort to secure federal funds. Provide your input on station location and other design options as ATP advances environmental studies that support the federal process.

EL TREN LIGERO DE AUSTIN AVANZA

La implementación del tren ligero de Austin está en marcha. Estamos trabajando en iniciativas para conseguir fondos federales. Proporcione sus comentarios con respecto a los sitios de las estaciones y otras opciones de diseño a medida que ATP avanza con los estudios ambientales que apoyan el proceso federal.



ABOUT AUSTIN LIGHT RAIL PHASE 1

- + 9.8-mile Light Rail Transit (LRT) branched line, including:
 - 15 stations
 - Located north, south, and east of downtown Austin
- + Light rail embedded in center of street

ACERCA DE LA FASE 1 DEL TREN LIGERO DE AUSTIN

- + Riel de tránsito de tren ligero de 9.8 millas con ramales, que incluye:
 - 15 estaciones
 - Ubicadas al norte, sur y este del centro de Austin
- + Tren ligero integrado en el centro de la calle

WHAT'S HAPPENING NOW

- + ATP is advancing the project for federal grant funding and environmental clearance.

This process requires evaluation of design options identified through previous public engagement, technical analysis and design opportunities.

LO QUE ESTÁ PASANDO AHORA

- + ATP está avanzando con el proyecto para obtener financiamiento de subvenciones

Este proceso requiere la evaluación de opciones de diseño, identificadas a través de anteriores participaciones del público, análisis técnicos, y oportunidades de diseño.



EVALUATING DESIGN OPTIONS EVALUACIÓN DE LAS OPCIONES DE DISEÑO

STATION LOCATIONS Sitios De Las Estaciones

- + Evaluating and optimizing station locations
- + Evaluar y optimizar los sitios de las estaciones

MULTIMODAL INTEGRATION Integración Multimodal

- + Study area to extend light rail bridge south of Lady Bird Lake
- + Área de estudio para extender el puente del tren ligero al sur de Lady Bird Lake
- + Study area to locate bike and pedestrian facilities next to light rail, east of I-35 (center-running) along Riverside Drive
- + Área de estudio para ubicar servicios para ciclistas y peatones cercanos al tren ligero, al este de I-35 (en el centro) a lo largo de Riverside Drive

STAY IN TOUCH

MANTÉNGASE EN CONTACTO



Find us online
Encuéntrenos en línea
www.atptx.org



Provide input now
Proporcione comentarios ahora
PublicInput.com/austinelightrailopenhouse



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Llámenos
(512) 389-7590



Mail your comments & questions to:
Envíe sus comentarios y preguntas por correo postal:
203 Colorado St.
Austin, TX 78701



Email us
Escríbanos por correo electrónicos
input@atptx.org

Austin Light Rail is Moving Forward – Get Involved

El Tren Ligero De Austin Avanza - Participe



Join an in-person open house or virtual meeting
Acompáñenos en una junta pública en persona o reunión virtual



10.4.5.4 Meeting Planning Logistics



Austin Transit Partnership
Open House Meeting Plan
Austin Light Rail Scoping Meetings

Austin, TX
February 2024



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Austin Light Rail Scoping Meeting
 Public Meeting Plan



1 Meeting Objective

To gather feedback on Austin Light Rail purpose and need statement and design options for NEPA.

2 Meeting Details

Table 1. Meeting Details

Date and Time	Location	Contact
Thursday, Feb. 1, 2024 11 a.m. to 2 p.m.	University of Texas, Eastwoods Room 2nd floor (ground level), Texas Union 2308 Whitis Ave., Austin, TX 78712	Alexis George, alexis.george@austin.utexas.edu Paige Muehlencamp paige.muehlencamp@austin.utexas.edu
Saturday, Feb. 10, 2024 10 a.m. to 2 p.m.	Montopolis Recreation and Community Center, Room 110 East 1200 Montopolis Dr., Austin, TX 78741	Sandra Camilo sandra.camilo@austintexas.gov
Monday, Feb. 12, 2024 5 to 8 p.m.	League of Women Voters/Baker Center 3908 Avenue B, Suite 105, Austin, TX 78751	Karrie League karrie.league@drafthouse.com
Thursday, Feb. 22, 2024 5:30 to 7:30 p.m.	Virtual Open House Meeting—Zoom	Yannis Banks, ATP
Tuesday, Feb. 27, 2024 4:30 to 7:30 p.m.	Twin Oaks Library, Rooms 1 & 2 1800 S. 5th St., Austin, TX 78704	Library staff (512) 974-9980
Thursday, Feb. 29, 2024 7:30 to 9 a.m.	St. David’s Episcopal Church, Sumners Hall 301 E. 8th St., Austin, TX 78701	Taylor Cloyd taylor.c@stdave.org

Each meeting venue has on-site parking and is ADA compliant.

2.1 Agenda

2.1.1 Open House Meeting 1 – University of Texas

Table 2. In-Person Meeting: Feb. 1 – University of Texas

Time	Activity
10 a.m.	Public involvement team arrival, meeting and food set up
10:30 a.m.	Project team arrival, pre-meeting briefing, review roles and responsibilities
10:55 a.m.	Doors open
11 a.m. – 2 p.m.	Open house meeting
2 p.m.	Team debrief meeting, breakdown and clean up
3 p.m.	Depart facility



2.1.2 Open House Meeting 2 – Montopolis Recreation Center

Table 3. In-Person Meeting: Feb. 10 – Montopolis Recreation Center

Time	Activity
9 a.m.	Public involvement team arrival and meeting set up
9:30 a.m.	Food delivery, project team arrival, pre-meeting briefing, review roles and responsibilities
9:50 a.m.	Doors open
10 a.m. – 2 p.m.	Open house meeting
2 p.m.	Team debrief meeting, breakdown and clean up
3 p.m.	Depart facility

2.1.3 Open House Meeting 3 – League of Women Voters/Baker Center

Table 4. In-Person Meeting: Feb. 12 – League of Women Voters/Baker Center

Time	Activity
4 p.m.	Public involvement team arrival and meeting set up
4:30 p.m.	Food delivery, project team arrival, pre-meeting briefing, review roles and responsibilities
4:50 p.m.	Hall monitors in place, doors open
5 p.m. – 8 p.m.	Open house meeting
8 p.m.	Team debrief meeting, breakdown and clean up
9 p.m.	Depart facility

2.1.4 Open House Meeting 4 – Zoom

Table 5. Virtual Meeting: Feb. 15 – Zoom

Time	Activity
4:45 p.m.	ATP launches webinar in practice mode
5 p.m.	All speakers and support staff log onto webinar through panelist link; check speakers, microphones, backgrounds; pre-meeting briefing; review meeting run of show
5:25 p.m.	ATP launches webinar, hits record button
5:30 p.m. – 6:25 p.m.	Webinar presentation takes place per the script
6 p.m.	ATP opens a separate meeting for breakout sessions, gets breakout rooms set
6:20 p.m.	ATP puts up slide on how to go to breakout rooms, provide explanation of how to participate in the breakout session
6:25 p.m.	Participants move to breakout rooms, team remains on-call to handle any problems and provide technical support
6:30 p.m. – 7 p.m.	Breakout room sessions take place
6:55 p.m.	Five-minute warning that breakout rooms are ending
7 p.m.	Everyone brought back to main room for end of meeting, breakouts closed
7:15 p.m.	Team debrief, webinar closed

Austin Light Rail Scoping Meeting
 Public Meeting Plan



2.1.5 Open House Meeting 5 – Twin Oaks Library

Table 6. In-Person Meeting: Feb. 27 – Twin Oaks Library

Time	Activity
3:30 p.m.	Public involvement team arrival and meeting set up
4 p.m.	Project team arrival, pre-meeting briefing, review roles and responsibilities
4:20 p.m.	Doors open
4:30 p.m. – 7:30 p.m.	Open house meeting
7:35 p.m.*	Meeting breakdown and clean up
7:50 p.m.**	Depart facility

* Team debrief to take place the next day.
 ** All staff MUST be out of the library by 7:50 p.m., as the library closes at 8 p.m. sharp.

2.1.6 Open House Meeting 6 – St. David’s Episcopal Church

Table 7. In-Person Meeting: Feb. 29 – St. David’s Episcopal Church

Time	Activity
6:45 a.m.	Public involvement team arrival and meeting set up
7 a.m.	Project team arrival, pre-meeting briefing, review roles and responsibilities
7:20 a.m.	Doors open
7:30 a.m. – 9 a.m.	Open house meeting
9 a.m.	Team debrief meeting, breakdown and clean up
9:30 a.m.	Depart facility

3 Key Roles and Staffing

See the key roles, responsibilities, and contact information for each member as it relates to the open house meetings. Attendance for each meeting has been denoted by an 'X' in the appropriate meeting number column shown below.

Name	1	2	3	4*	5	6	Role/Notes**
ATP							
Courtney Chavez	X	X	X	X	X	X	Floater, comment/survey table
Jocelyn Vokes	X	X	X	X		X	Floater, Spanish translation
Yannis Banks	X	X	X	X	X	X	Comment/survey table, floater
Lindsay Wood	X	X		X		X	North section, South section
Deron Lozano	X	X	X	X	X	X	North section, NEPA process
Jen Pyne	X	X	X	X	X	X	North section, South section
Alvin Livingstone	X	X	X	X	X	X	South section
Rachel Thomas	X	X	X	X	X	X	Downtown section, South section
Peter Mullan		X	X	X	X	X	Downtown section, East section
Lisa Storer	X	X	X	X	X	X	Downtown section, East section
Sofia Ojeda	X	X	X	X	X	X	East section
Larsen Andrews	X	X	X	X	X	X	East section, Downtown section
John Rhone	X	X	X	X	X	X	East section, OMF boards
Julia Campbell	X			X			Floater, meeting support
Sophie Petkus	X			X	X	X	Welcome/registration, swag table, scribe
Chloe Maxwell	X						Welcome/registration table
Ryan Robinson	X						Swag table
Desiree Aguirre				X			Meeting support, scribe
Alex Medina	X	X		X	X	X	Spanish translation
Leslie Morales				X			Meeting support
HDR							
Patty Gonzales	X	X	X	X	X	X	Welcome/registration, comment/survey table
Kelli Reyna	X	X				X	Welcome/registration, comment/survey table
Tom Underwood	X	X	X	X	X	X	Intro boards, NEPA process
Lauren Wiseman				X			Meeting support

*Meeting #4 is the virtual meeting.

**Roles may change slightly depending on who attends each meeting; typical roles for each staffer indicated.

3.1 Attire

Appropriate casual attire should be worn for all events. ATP staff will wear ATP identification (i.e., logo shirt, name badge).



4 Meeting Logistics

Station assignments for each of the six open house scoping meetings should be made based on the following topics:

- **Welcome station:**
 - Project welcome board (1)
 - Staffers needed = 2
- **Project introduction station:**
 - About Austin Light Rail board (1)
 - Purpose and need; goals and objectives boards (3)
 - Staffers needed = 2
- **Design options station:**
 - Design option boards (7)
 - DMF board (2)
 - Staffers needed = 10
- **NEPA station:**
 - NEPA boards (2)
 - Staffers needed = 2
- **Comment station:**
 - This station can be handled with a floater
- **Other amenity stations (children’s activities, refreshments, swag, etc.)**
 - The number of staffers needed may vary depending on the number of amenity stations provided at each meeting. Some of these stations could be covered with a floater.
 - Staffer needed = 1-2

4.1 Room Layouts

Please note, the room layout images referenced below are not to scale.

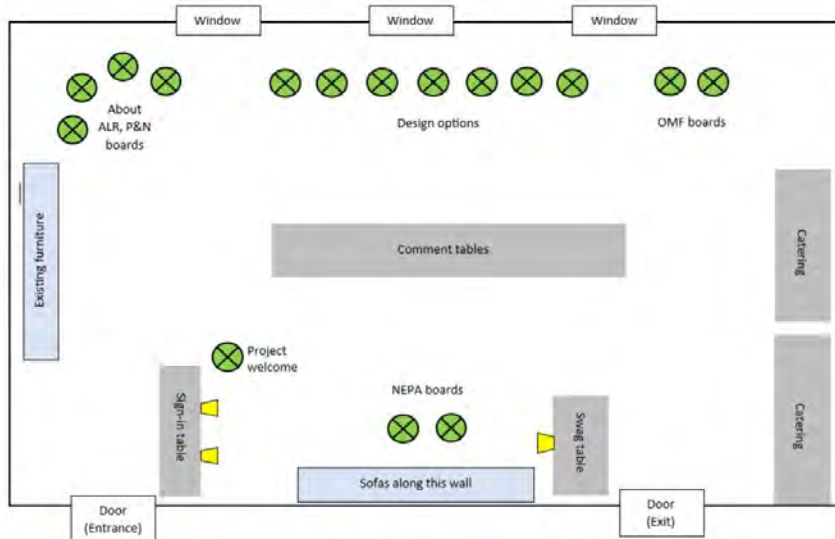
Austin Light Rail Scoping Meeting
Public Meeting Plan



4.1.1 Feb. 1 – University of Texas

For the meeting taking place on UT campus, please note:

- Sofas are not to be removed from the Eastwoods Room.
- Forty Acres Catering will set up food around 10 a.m. and breakdown at approximately 2:30 p.m.



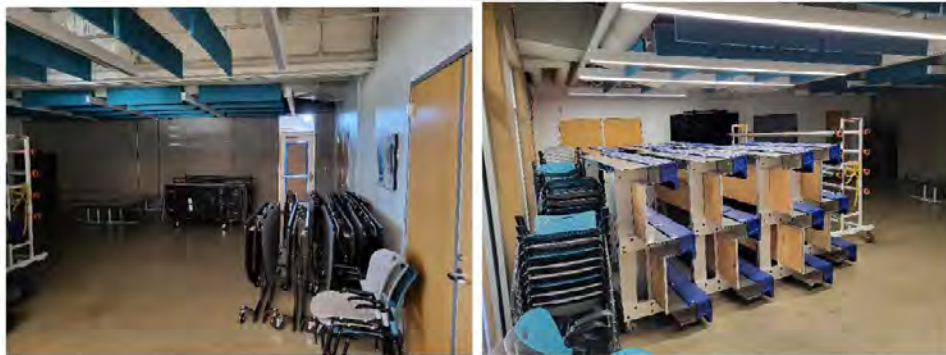
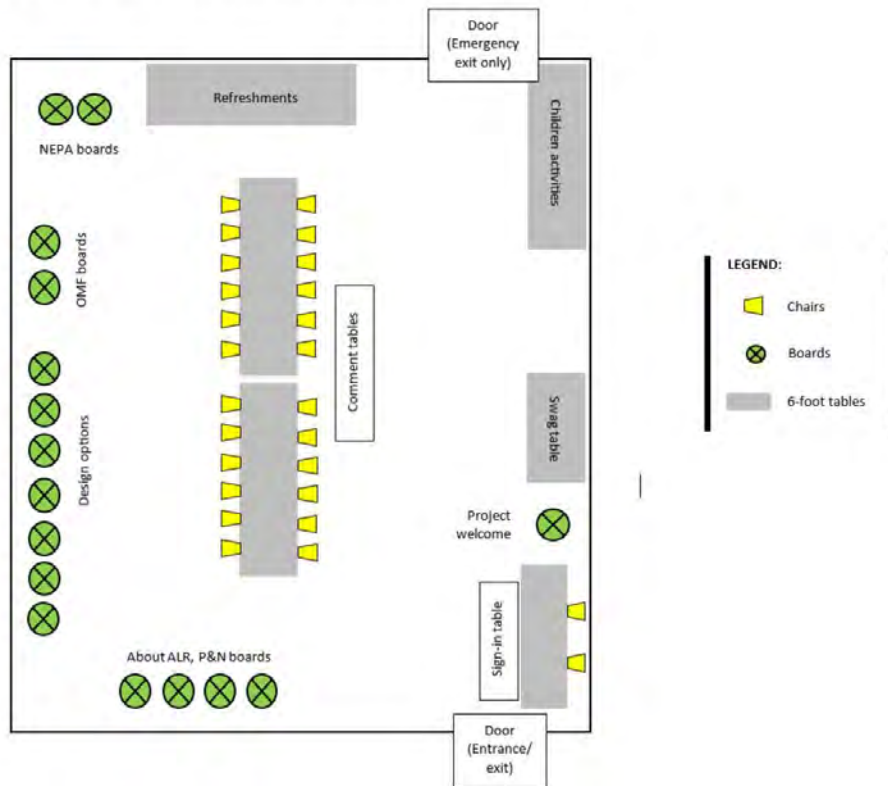
LEGEND:

- Chairs
- Boards
- 6-foot tables

Austin Light Rail Scoping Meeting
Public Meeting Plan



4.1.2 Feb. 10 – Montopolis Recreation Center



Austin Light Rail Scoping Meeting
Public Meeting Plan



Top left: Looking forward from door entrance

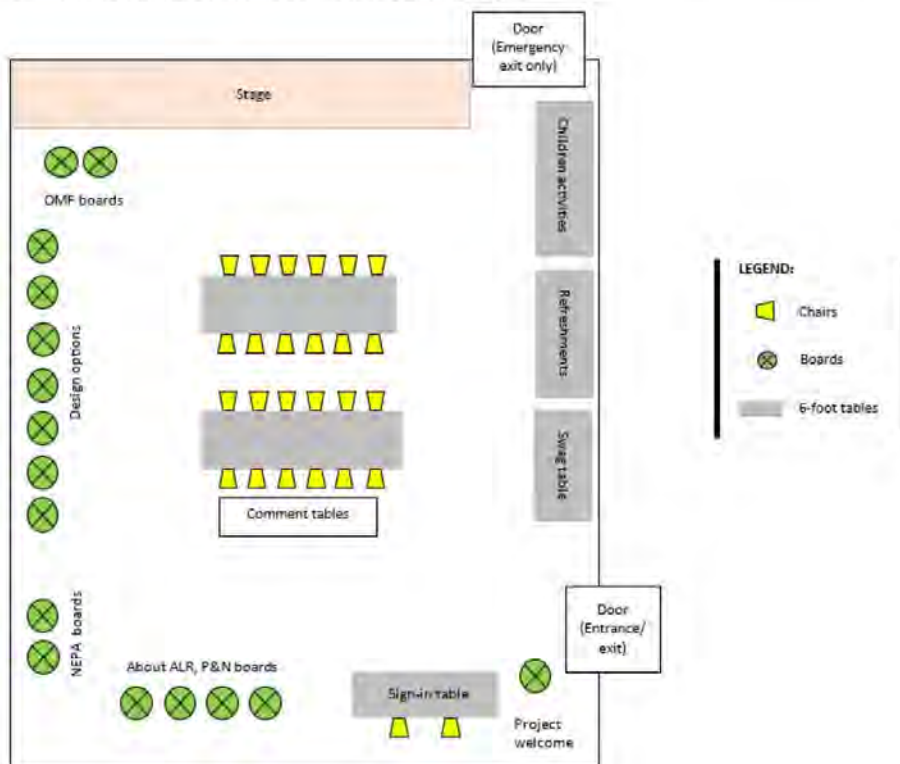
Top right: Looking left from door entrance

Bottom left: Looking toward entire room from back corner

4.1.3 Feb. 12 – League of Women Voters/Baker Center

For the meeting taking place at the League of Women Voters, please note:

- Two hall monitors are needed to ensure guests going to restroom return directly to the event space and not elsewhere in the building.
- ATP is responsible for arranging event space as needed. Excess tables/chairs, etc. can be moved into hallways, lined neatly alongside one wall.
- DO NOT move the piano without permission from owner (Conspirare).
- ATP is responsible for cleaning the event space, including taking trash out to dumpsters, replacing all furniture to their original positions, and ensuring the space looks neat and tidy at the conclusion of the meeting.
- NO glitter or balloons.
- Any amplified audio should be kept at a volume low enough that it cannot be heard beyond the parking lot.
- ATP is permitted to serve food inside the cafetorium.



Austin Light Rail Scoping Meeting
Public Meeting Plan



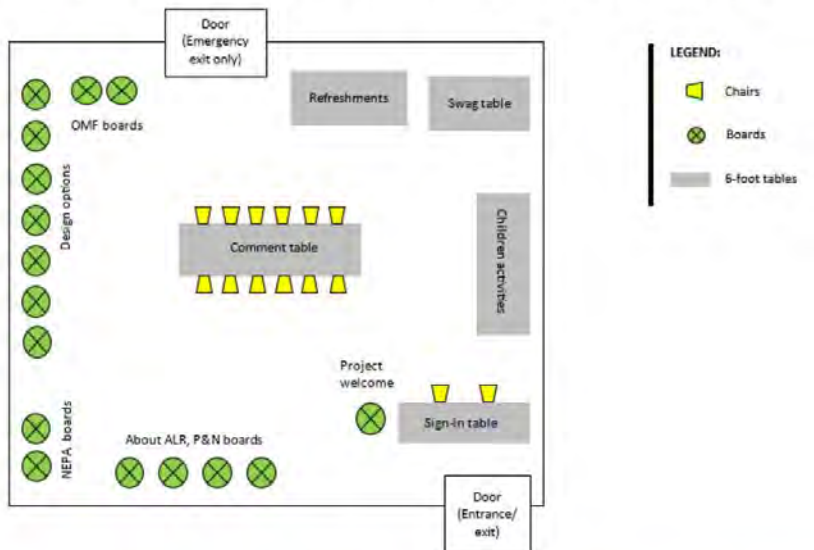
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4.1.4 Feb. 27 – Twin Oaks Library

For the meeting taking place at the Twin Oaks Library, please note:

- Food must be individually wrapped.
- Any announcements/notices to publicize the event should not be posted or distributed on library premises without prior approval from the librarian in charge.
- Room must be returned to its original arrangement after the event.
- Furniture or equipment from the main library area may not be brought into meeting rooms.
- Clear access to exits must be maintained at all times.
- Remove trash at the conclusion of the meeting.
- NO exceptions, we must be out by 7:50 p.m. – library closes promptly at 8 p.m.



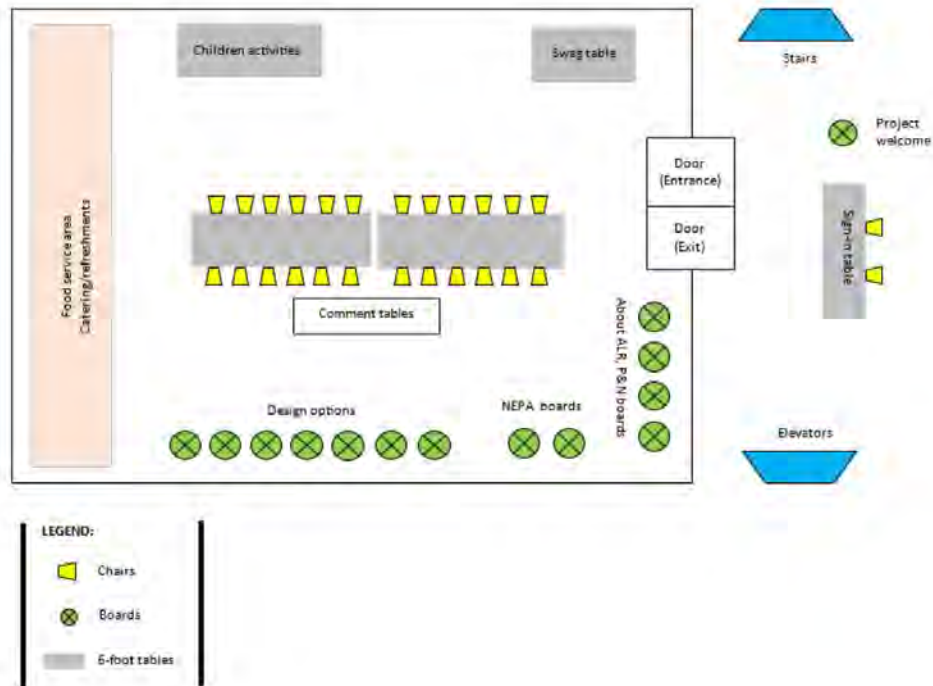
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4.1.5 Feb. 29 – St. David’s Episcopal Church

For the meeting taking place at St. David’s Episcopal Church, please note:

- St. David’s reserves the option to welcome guests with a 3-minute introduction; however, we may forgo an introduction if it conflicts with tone of schedule of event.
- Two one-hour site visits allowed.
- Left-over catering not allowed to be taken out of the building.
- Only blue painters’ tape is allowed on the walls.
- Parking logistics:
 - ◻ Surface parking is available in lot at the corner of 8th and San Jacinto streets for less than one hour unless otherwise arranged.
 - ◻ On-street parking available.
 - ◻ *Metered parking not checked until after event ends.*



4.2 Materials Needed

Below is the list of collateral materials needed for each meeting.

Item Name	Quantity	Responsible Party
Easels	16	ATP
Boards	14	HDR
Sign-in sheets	20	HDR
FAQ	10	HDR
Spanish-language booklet	20*	HDR
Surveys/Comment cards	100	HDR
Clip boards	30	ATP
Kids materials	10	ATP
Swag cart	1	ATP
Stanley (with materials)	1	HDR
Pens, post-its, notepads	100	ATP

* Extra copies of Spanish-language materials available, as needed.

4.3 Printing

Item to Print	Quantity	Responsible Party
Sign-in Sheets	100	HDR
FAQ	60	HDR
Meeting boards	28	HDR
Survey/Comment Cards	500	HDR
Spanish-language booklet	20	HDR

5 Additional Information

5.1 Notifications

Overview of the outreach scheduled to promote the meetings and notify stakeholders is shown below.

Meeting Advertisement/Outreach	
Ads placed in local newspapers	Beginning Jan. 12, 2024
Stakeholder email #1 via ATP email	Jan. 30, 2024
Social media (Julia)	Jan. 29, 2024
Stakeholder email #2 via PublicInput	Feb. 6, 2024

5.2 Vendors

Contact information for food/printing/logistics for each meeting is shown below.

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Vendor Name	Contact Info	Services Provided/Delivered
ARC Document Solutions	Austin.Production@e-arc.com / 512.441.2475	Printing – boards, etc.
Jason’s Deli	512.453.8666	Food delivery for LWV event, Feb. 12
H-E-B		
Miranda’s		
Pueblo Viejo Riverside	512.305.3448 Margarita	Food delivery for Montopolis event, Feb. 10

5.3 Nearby Amenities/Healthcare

5.3.1 Feb. 1 – University of Texas

Vendor Name	Location/Contact Info	Services Provided/Delivered
Union Coffee House	Texas Union, 2 nd floor (ground level)	Coffee, pastries
University Co op	2246 Guadalupe St. (across the street from Texas Union)	Office supplies
CVS	2402 Guadalupe St. (across the street from Texas Union) 512.474.2323	Pharmacy, misc. items
Jenn’s Copy Binding	2518 Guadalupe St. 512.482.0779	Copy/print shop
Dell Seton Medical Center	1500 Red River St. 512. 324-7000	Hospital
St. David’s Medical Center	919 E. 32 nd St. 512.544-7111	Hospital

5.3.2 Feb. 10 – Montopolis Recreation Center

Vendor Name	Location/Contact Info	Services Provided/Delivered
Cafe Nena’l	1700 Montopolis Dr., Sat. 8 a.m. to 2 p.m.	Coffee, pastries, sandwiches
Starbucks	7709 E. Ben White Blvd. (Riverside Dr.)	Coffee, pastries
Dollar Tree	1508 Montopolis Dr.	Office supplies
Ruiz Library Branch	1600 Grove Blvd.	Copies
FedEx Print Center	6406 N. I-35, Ste. 1210	Copies
Dell Seton Medical Center	1500 Red River St. 512. 324-7000 / 9-1-1	Hospital

5.3.3 Feb. 12 – League of Women Voters/Baker Center

Vendor Name	Location/Contact Info	Services Provided/Delivered
Starbucks	3706 Guadalupe St.	Coffee, pastries

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FedEx Print Center	2711 Guadalupe St. 512. 476-3242, closes at 7 p.m.	Copies
Ascension Seton Medical Center	1201 W. 38 th St. 512.324.1000 / 9-1-1	Hospital
Walgreens	4501 Guadalupe St.	Pharmacy, misc. items

5.3.4 Feb. 27 – Twin Oaks Library

Vendor Name	Location/Contact Info	Services Provided/Delivered
Starbucks	516 W. Oltorf St.	Coffee, pastries
Once Over Coffee Bar	2009 S. 1 st St.	Coffee
Office Depot	2101 S. Lamar Blvd.	Copies
Walgreens	2501 S. Lamar Blvd.	Pharmacy, misc. items
St. David's South Austin Medical Center	901 W. Ben White Blvd.	Hospital

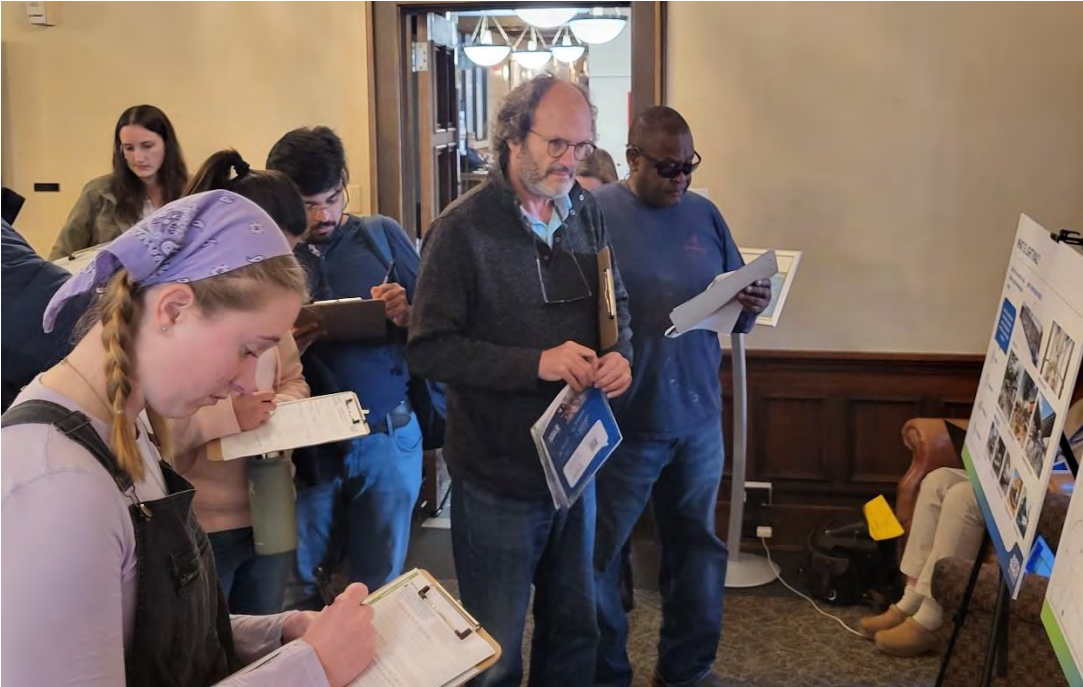
5.3.5 Feb. 29 – St. David's Episcopal Church

Vendor Name	Location/Contact Info	Services Provided/Delivered
President's House Coffee	700 E. San Jacinto, inside the Omni Hotel, across street from St. David's Opens at 6 a.m.	Coffee
Starbucks	555 E. 5 th St.	Coffee, pastries
ATP office	203 Colorado St.	Copies, office supplies
Dell Seton Medical Center	1500 Red River 512.324.7000	Hospital

10.4.6 Photos



An open house event took place at The University of Texas at Austin on February 1, 2024. Attendees viewed meeting displays, discussed the project with ATP staff, and filled out a survey.





An open house event took place at the Montopolis Recreation Center on February 10, 2024. Attendees viewed meeting displays, discussed the project with ATP staff, and filled out a survey.



An open house event took place at the Baker Center on February 12, 2024. Attendees viewed meeting displays, discussed the project with ATP staff, and filled out a survey.



Top: A virtual open house event took place via Zoom on February 22, 2024.

Bottom: An open house event took place at the Twin Oaks Library on February 27, 2024. Attendees viewed meeting displays, discussed the project with ATP staff, and filled out a survey.





An open house event took place at the Twin Oaks Library on February 27, 2024. Attendees viewed meeting displays, discussed the project with ATP staff, and filled out a survey.



An open house event took place at St. David's Church on February 29, 2024. Attendees viewed meeting displays, discussed the project with ATP staff, and filled out a survey.



11 Appendix E: Previous Outreach Efforts

- Fall 2022: Focus Groups
- Spring 2023: Public Meetings
- Fall 2023: User Experience Engagement

11.1 Fall 2022: Focus Groups

The Austin Transit Partnership conducted Light Rail Focus Groups in December 2022 and January 2023 with the goal to receive public feedback about community values criteria used to evaluate the options for implementing light rail in Austin, as well as perceptions on key destinations that light rail could reach. Outreach locations included Austin Public Library University Hills and Cepeda Branches, HACA Lakeside and Thurmond Heights, Huston-Tillotson University, and virtually. Data collected during the focus groups was combined with feedback received previously, and will be considered in conjunction with feedback to be collected moving forward, to help inform the light rail implementation planning process. Participants were recruited through direct contact to existing stakeholder lists, community organizations and groups, and via social media. ATP hosted 11 focus groups, ranging from 3 to 17 people per group, with a total of 121 participants. Each focus group member was compensated with an H-E-B gift card for their time.

To learn more about the light rail focus group, read the full report on ATP's website:

<https://www.atptx.org/engagement-library/>.

11.2 Spring 2023: Public Meetings

The Austin Transit Partnership worked with the community to develop options for a Light Rail Implementation Plan that could be delivered within budget while honoring the goals and values of Austin voters. Community dialogue is central to the success of Austin Light Rail. On March 21, 2023, ATP presented five light rail plan options to our community that aligned with the community's values and needs. This launched a six-week engagement process that provided our community opportunities to learn about the light rail project and comment on the options. In partnership with the Project Connect team at the City of Austin and CapMetro, ATP staff made strides towards reaching priority populations, increasing outreach and education about the Austin Light Rail Implementation Plan, and receiving valuable feedback on the options presented.

To learn more about the community dialogue from the community engagement and outreach, read the full report on ATP's website: <https://www.atptx.org/engagement-library/>.

11.3 Fall 2023: User Experience Engagement

The Austin Transit Partnership conducted user experience public outreach from October through December 2023, with the goal of seeing the city from the perspective of people who live, work and play in Austin. The public was invited to share what their mobility experiences are like and visit with experts about how they prioritize the values and needs of the community by utilizing user feedback and the latest technology to map out the best possible user experience for the system. ATP hosted four in-person open houses at The University of Texas at Austin, Lively Middle School, Montopolis Recreation Center, and Texas School for the Blind and Visually Impaired, and one virtual open house. Additionally, ATP conducted tabling outreach at three public events around the city, and made presentations to six Boards, Commissions, and Committees. More than 1,340 individuals were reached. Data collected during this outreach was used to provide crucial insight into different types of accessibility needs for the Austin Light Rail.

To learn more about the user experience engagement insights, read the summary report here:

https://www.projectconnect.com/docs/librariesprovider2/default-document-library/240307-cac-ce-report-gehl-update.pdf?sfvrsn=f6077706_1.