



CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION

Understanding Your Transportation Needs Survey

Planning for Mobility, Safety and

Accessibility for Everyone



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The preparation of this report has been financed in part through grant[s] from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

UNDERSTANDING YOUR TRANSPORTATION NEEDS SURVEY

I. INTRODUCTION

The Corpus Christi Metropolitan Transportation Plan (MTP), a federal requirement that is updated every five years, is a long-range plan that spans a 25 year horizon. It is designed to assess the needs of the Corpus Christi Metropolitan Planning Organization (MPO) study area and guide the development of a comprehensive multimodal transportation system. The plan's update complies with the law while simultaneously offering communities in the study area an opportunity to assist us and ensure that our transportation planning investments are responding to our local evolving needs and expectations. Sustaining an informed agency membership, identifying emerging trends that impact our system, guiding agency initiatives and programs, providing parameters for the selection process of Transportation Improvement Program (TIP) projects and providing a status report of the work completed are all elements of the MTP.



MPO collecting public feedback during the 2014 Nueces County Medical Society Health Fair.

II. WHY CREATE A SURVEY?

As part of the planning process, we provide transportation information on the condition of our system and then ***seek public input for improving the transportation network's performance***. This practice, supplemented by the use of a survey, was included as part of our 2015-2040 MPT revision. The community's feedback and diverse viewpoints enrich the evaluation and collaboration of our programs in an open and meaningful involvement of interested parties.

III. WHAT WERE OUR GOALS AND OBJECTIVES?

The MPO's survey goals and objectives were positioned to align with our legislative authorizations, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (**SAFETEA-LU**) and Moving Ahead for Progress in the 21st Century (**MAP-21**). These legislative mandates require MPOs to consider numerous factors in the development of a MTP as well as emphasize the creation of a streamlined and performance-based surface transportation program that builds on many of the highway, transit, bike, and pedestrian programs and policies already established.

Our survey touched on the following factors:

- *Enhance integration and connectivity of the transportation system*
- *Increase the accessibility and mobility of people and freight*
- *Increase safety for motorized and non-motorized users*
- *Support the economic vitality*

- *Protect and enhance the environment, and promote energy conservation*
- *Promote efficient system management and operation*
- *Effectiveness in ease of travel*
- *Funding alternatives for consideration*

IV. WHAT WAS OUR SERVEY METHODOLOGY?

The MPO used Survey Monkey, an online survey software to develop/collect/analyze a simple survey questionnaire of 13 questions that was then distributed through a variety of networks in an effort to collect feedback and input from a diverse group of stakeholders in our community. The survey was launched in June 2014 and terminated approximately 12 weeks later in September 2014. Based on recommendations from Survey Monkey, the closer our sample is to the size of our population, the more representative our results. Using a tolerance for accuracy of + or – 5% and our population size of approximately 320,000, we were required a survey respondent pool of at least 400.

Staff outlined a fluid but aggressive timeline to assist and guide with implementation of the survey gathering process. Our outreach plan consisted of mobile meetings, where staff solicited presentation time on meeting agendas of diverse area group meetings (Attachment 1). Aware that residents in the community might not be aware of who the MPO was or what the MPO does, we were mindful of providing context in the materials we prepared for our presentations and the message we delivered. An introduction of our entity and our task was presented and supported with information on the MPO (Attachment 2). Plan information was presented, questions addressed, and surveys distributed.

At the conclusion of our survey gathering, we were able to assess 439 surveys of which 65% were female. Based on our outreach efforts, we calculate we reached over 2,600 individuals which gave us a response rate of approximately 16%. The following table outlines the tools we utilized and the details related to each.

TABLE 1: SURVEY TOOLS	
TOOL	DETAILS
1 Questionnaire (Attachment 3)	<p>The questionnaire was designed for the respondent's ease of use - whether checking off a box on the paper survey or minimal clicking when taking the survey online – we wanted maximum results/information with minimal requirements/imposition from the respondent.</p> <p>Thirteen questions were raised: 3 related to demographics (identification of origin and destination zip codes and gender), 2 related to future funding considerations, and 1 each for the following topics - travel choice, connectivity, freight, safety, economic development, air quality, congestion, and facilities satisfaction.</p> <p>Approximately 500 paper surveys were distributed; 268 were compiled; and then, electronically input by staff. Over 61% of all surveys collected were paper surveys.</p>

TABLE 1: SURVEY TOOLS - CONTINUE

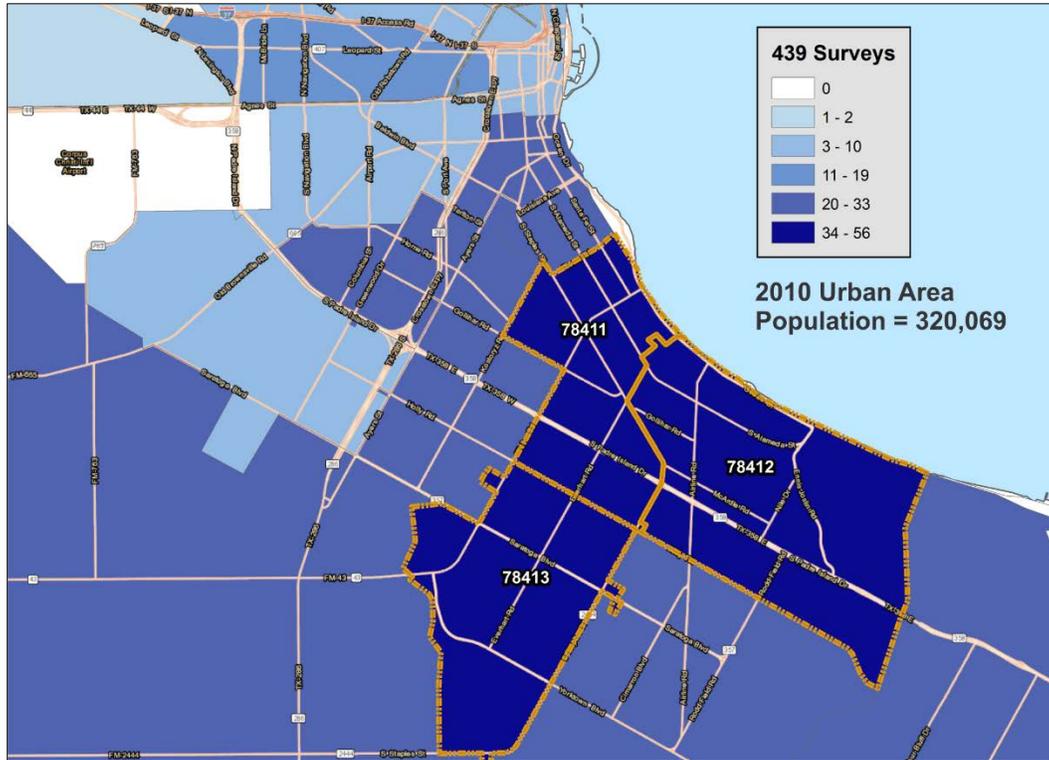
TOOLS	DETAILS
2 QRC Business Card (Attachment 4)	These business cards were developed for those who declined the invitation to take a paper questionnaire and preferred to "take the survey later". The card contained key survey information as well as a "quick response code" (QRC) cube that could be scanned (using a free app) on their Smartphone. This proved successful as most folks taking cards gave positive comments on the shortcut option for accessing the online survey and efficiently expediting the process. Over 350 cards were distributed.
3 Meetings List (Attachment 1)	Staff approached over 30 standing/scheduled area and community meetings in an effort to reach a diverse audience. Approximately 25 invitations were accepted and presentations delivered to an estimated 563 people.
4 Interviews	Staff estimates that at least 30% (80) of the 268 paper surveys collected were one-to-one interviews where staff assisted with reading questions – more notably during the Nueces County Medical Society's Annual Health Fair. Health fair representatives estimated an audience of 3500 participants at their event.
5 Website	A prominent banner and icon was added to our website's homepage directing site visitors to participate in our survey. The Corpus Christi Regional Transportation Authority (CCRTA) assisted us by promoting our survey with a link on their website.
6 Email Blast (Attachment 5)	Numerous key entities were approached to assist with the distribution of Email Blast information. Those that agreed to assist, helped issue over 1,200 email notices utilizing their contact lists in addition to the MPO's own contact list. A reminder email blast was issued to some of those previously notified to ensure our goal of 400 responses would be satisfied.
7 Posters (Attachments 6 &7)	Posters were developed for placement in three main elevators at Corpus Christi City Hall. Banners were placed in MPO windows advertising the availability of our survey.

V. WHAT DID WE FIND OUT?

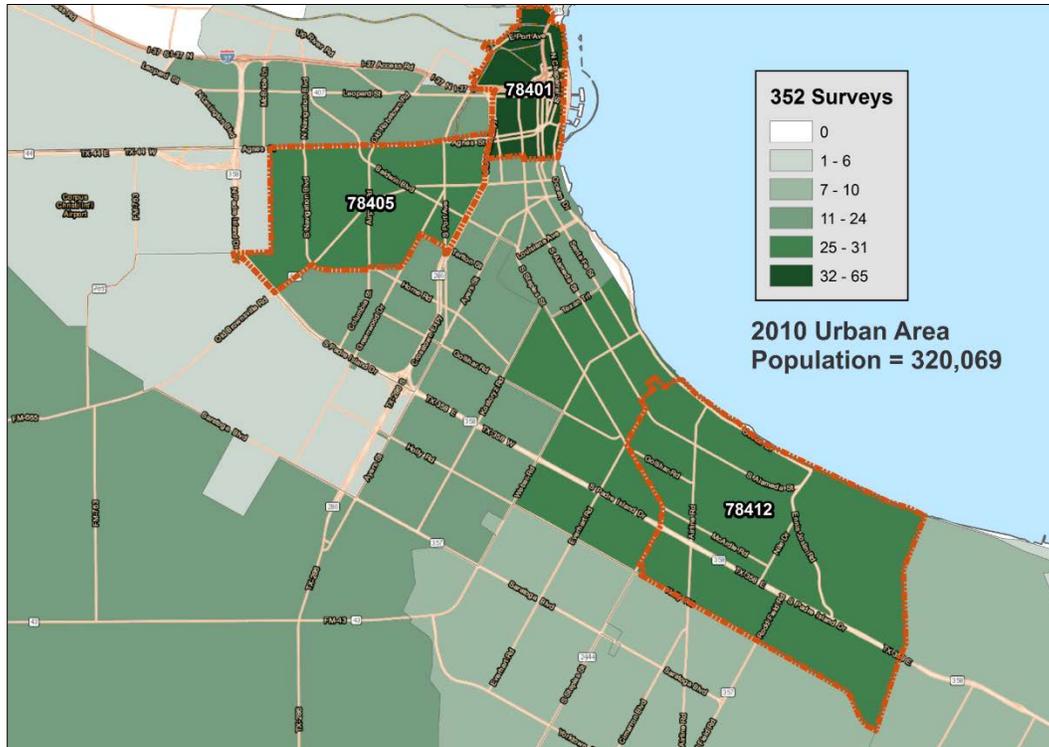
The MPO's effort to pursue meaningful and inclusive input and public participation were driven by our interest to update and either reinforce or adjust our planning assumptions. The following section outlines our data collection efforts.

Our findings, related to our respondents daily travel patterns, were based on the three zip codes with the highest HOME (origin) and WORK (destination) zip code. The following maps highlight that our respondents are primarily housing in the southeast and southside sectors of our city and then traveling to the central business, southeast and westside sectors of our city for work.

Understanding Your Transportation Need Survey



MAP 1 – Home Zip Codes: The majority of our respondent’s daily trips originate in the following zip code areas: 78413 (54 respondents), 78411 (43 respondents), and 78412



Map 2 – Work Zip Codes: The majority of our respondent’s daily destination trips are in the following zip code areas: 78401 (65 respondents), 78412 (31 respondents), and 78405 (29 respondents).

Other demographic characteristics of prominent zip codes identified by our respondents, based on American Community Survey data, are shown in the following table.

TABLE 2: CHARACTERISTICS OF RESPONDENTS						
	ORIGIN ZIP CODE			DESTINATION ZIP CODE		
	78413	78411	78412	78401	78412	78405
Survey	56	45	40	65	31	29
DEMOGRAPHIC AND HOUSING ESTIMATES*						
Median Age (ages 5 +)	35.5	37.7	31.2	38	31.2	38.1
SELECTED SOCIAL CHARACTERISTICS IN THE UNITED STATES**						
With a Disability	13.5	16.5	13.7	33.9	13.7	22.9
High School Graduate or Higher (%)	92.8	80.5	86.7	64.9	86.7	50.8
MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS ***						
Median Age (ages 16+)	41.8	44.1	38.6	45.1	38.6	39.8
VEHICLE AVAILABLE (%)						
No vehicle available	1.9	3	2.3	12.7	2.3	10.6
1 vehicle available	25.2	31	29.3	40.2	29.3	34
2 vehicle available	47.5	39.7	39.2	19.3	39.2	31.1
3 or more vehicle available	25.4	26.3	29.2	27.8	29.2	24.3
Mean Travel Time to Work (minutes)	19.4	17.6	18.7	21.2	18.7	17.6
Median Earnings (dollars)	36,851	27,024	29,209	16,286	28,209	16,990
POVERTY STATUS IN THE PAST 12 MONTHS (%)						
Below 100% of the Poverty Level	5.9	5.6	10.1	26.9	10.1	19.5
100 to 149% of the Poverty Level	7.1	8.1	7.1	27.2	7.1	16.8
At or above 150% of the Poverty Level	87	86.4	82.8	46	82.8	64.6
LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH						
Speak Language other than English (%)	36.1	43.2	33.4	61.4	33.4	80.2
Speak English "Very Well"	30.8	32.6	25.2	37.8	25.2	51.2
Speak English less than "Very Well"	5.3	10.6	8.1	23.6	8.1	28.7

Sources: 2008-2012 American Community Survey 5-Year Estimates

*Table DP05

**Table DP02

***Table S0802

Other questions raised in the survey were positioned to give respondents an opportunity to indicate to what degree they thought the question was important, they were provided with a five-point scale where weights were assigned to each answer choice – shown in parenthesis below:



Questionnaire topic addressed were:

Travel choice: The community is highly auto-centric with 92% (399 respondents) indicating they use a car/truck/motorcycle for their daily trips. Bus service at 6% (25 respondents) and walking at 1% (5 respondents) were a distant second and third choice.

Connectivity: How our transportation system gets us from one place to another is significant to our community with the top two rates selected being Very Important (63%, 276 respondents), and Important (24%, 105 respondents) totaling approximately 87% of our responses.

Freight: Transportation methods that link with each other to transport goods and products and people of all ages and abilities rated Very Important (60%, 262 respondents), and Important (31%, 133 respondents). Based on these two responses, nearly 90% of our respondents indicated its importance.

Safety: Increasing the safety of the transportation system was clearly supported by our community with ratings of Very Important (68%, 294 respondents), and Important (24%, 104 respondents) totaling approximately 91%.

Economic Development: Nearly 90% of the community advocates improving our standard of living and how we build our community with ratings of Very Important (67%, 290 respondents), and Important (24%, 105 respondents).

Air Quality: Decreasing air pollution, greenhouse gas emissions and energy use by the transportation system were promoted by a majority of respondents with a cumulative rating of 87% - based on responses of Very Important (69%, 300 respondents), and Important (18%, 80 respondents).

Congestion: When respondents were asked to compare how traffic has changed over the last 5 years, there was consensus – 85% (359 respondents) indicated traffic has increase, followed by a distant second 10% (41 respondents) that believed traffic has stayed the same.

Facilities Satisfaction: Respondents were asked – based on their mode of travel - how satisfied they were with ease of travel. Responses were: 68% were satisfied (30% dissatisfied / 2% no opinion) when using car/truck/motorcycle; 37% were satisfied (39% dissatisfied / 24% no opinion) when walking; 18% were satisfied (46% dissatisfied / 36% no opinion) when bicycling; and 24% were satisfied (26% dissatisfied / 49% no opinion) when using bus.

and Future Funding Considerations: Respondents were asked to designate how much money should be provided to support road and highway improvements; 71% (295 respondents) indicated more money; 5% (22 respondents) indicated less money; 21% (85 respondents) indicated about the same money; and 3% (13 respondents) had no opinion.

When respondents were asked how likely they were to support different funding methods for road and highway improvements, responses were (shown are Very likely / Likely / Not likely):

- **Tax Commercial Vehicles:** 46% Very likely (25% Likely / 11% Not likely);
- **New Development:** 40% Very likely (31% Likely / 10% Not likely);
- **Sales Tax:** 14% Very likely (20% Likely / 36% Not likely);
- **Tolls:** 15% Very likely (15% Likely / 43% Not likely);
- **Gas Taxes:** 20% Very likely (17% Likely / 43% Not likely);
- **Property Tax:** 6% Very Likely (10% Likely / 57% Not likely)

The final and Optional open-ended question of the survey asked respondents if they would like to offer any additional comments. A consideration regarding responses to open-ended questions is that sometimes these answers can be more meaningful as well as revealing of the respondent's knowledge and feelings on the subject. For our purposes, a total of 116 respondents (26%) offered approximately 156 comments (ATTACHMENT 8) related to:

- Transit: 47 (30%)
- Funding: 32 (21%)
- Roads / Highways: 27 (17%)
- Bike / Pedestrian: 22 (14%)
- Traffic Safety: 12 (8%)
- Miscellaneous topics: 11 (7%)
- Equity Issues: 2 (1%)
- Congestion: 2 (1%)
- Air Quality: 1 (1%)

Using comments provided and comparing them to our first question related to travel choice, we find that while only 6% of respondents indicate that they use bus service for daily trips – the majority of comments in our final question were directed toward transit. Further review of these transit comments show that 60% (28 of 47 comments) were service related and comments addressing route improvements were at 13% (6 of 47 comments). A short sample of transit (service related) comments are:

- Increase rural bus service
- Increase service for persons with disabilities
- Bus is not just for poor and carless; should be viable alternative
- Build reliable public transit for working people
- Need bus service in my zip code
- Buses are nice but don't go often enough or to the right place
- Great distances between where people live and work and no bus service

Correlating survey responses to comments on funding, the next largest area for comments, we found that respondents support taxing commercial vehicles. Responses were 46% (179) Very Likely to support Tax on Commercial Vehicles in the questionnaire and 32% (11 of 34) of comments were in favor of this funding option.

Evaluation of responses for roads and highways, where we used the rating system introduced previously, shows that the average rating for connectivity is at 1.55 and safety at 1.44 which is well between Very

Important and Important. There were 12 comments (8%) offered in the category of Safety. An example of these comments included:

- Sync traffic lights
- Better signage at intersections
- Need North/South freeway on Rodd Field
- People can't merge safely on SPID . . . roundabout movement is wishful thinking

When asked to rate satisfaction with ease of travel bicycle and pedestrian and bus ratings were the two modes of transportation that were identified as dissatisfied. There were 22 (14%) comments, the fourth largest category, addressing bicycle and pedestrian issues. The following illustrates satisfaction rates where 1 is satisfied; 2 is dissatisfied; and three is no opinion:

- Car/truck/motorcycle = 1.34 (closer to being Satisfied)
- Walking = 1.87 (closer to being Dissatisfied)
- Bicycle = 2.18 (Dissatisfied)
- Bus = 2.25 (Dissatisfied)

Comments offered for bicycle and pedestrian all appeal for better facilities. A list of suggestions are:

- Improve alternative transportation modes: walk, bike, running; make safer
- Dangerous for walking and bikes
- Make walking and biking safe to get people out of their cars
- Create safe bike routes separated from traffic
- Need sidewalks and bike lanes

VI. OUR UNDERSTANDING OF RESULTS

Our community typically drives their car/truck/motorcycle from the south side of town to the central business district for work. In general terms the community is fairly satisfied with connectivity, how the system links for purposes of goods / products and people, safety, and air quality. The highest level of agreement for all questions was respondents acknowledging that congestion is increasing. The matter of funding is a difficult one as the mention of taxes are not an acceptable option. However, taxing of commercial vehicles is supported but perhaps without consideration for the consequences . . . the potential of an increase in goods and services which is likely to occur to offset the tax.

A major area of consensus is the dissatisfaction surrounding Active Transportation (bicycle and pedestrian). With the emphasis of MAP-21, to build an accountable system that is performance based, positive outcomes could be realized as our community considers moving from a Complete Streets "philosophy" to adopting a Complete Streets "policy". By making a commitment in this direction, our city neighborhoods could significantly realize the positive impacts through project selections that support this concept while actively capturing data/information that supports performance measures.

While general comments are consistent with general attitudes in the population, our survey process reinforces recognized changes in the transportation system. We will continue to engage public participation and support our Title VI outreach efforts so that our information remains representative of our community. The types of investments and projects selections we make are justified as we work toward addressing the feedback provided.

Empowering our transportation planners and engineers to **routinely design and operate the entire right of way to enable safe access for all users**, regardless of age, ability, or mode of transportation promises secondary benefits from promoting Active Transportation . . . a boost to well-being and community health. This ultimately translates into prioritizing transportation projects that will make our street network better and safer for drivers, transit users, pedestrians, and bicyclists – making our community a better place to live.

DRAFT

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COMMUNITY STAKEHOLDERS		
	DATES	GROUP NAME
1	Monday , July 7, 2014	YWCA Racial Justice Committee
2	Monday , July 7, 2014	North Beach Residential Association
3	Wednesday, July 9, 2014	Corpus Christi International Airport Board
4	Thursday, July 10, 2014	Westside Business Association
5	Thursday, July 10, 2014	League of Women Voters of Corpus Christi
6	Thursday, July 10, 2014	Corpus Christi MPO Transportation Policy Committee
7	Friday, July 11, 2014	Infrastructure Committee
8	Wednesday, July 16, 2014	CCRTA Operations Committee
9	Wednesday, July 16, 2014	Transportation Coordination Network of the Coastal Bend
10	Wednesday, July 16, 2014	YWCA Women's Advocacy Committee
11	Friday, July 18, 2014	Corpus Christi Air Quality Group
12	Friday, July 18, 2014	Bay Area Smart Growth Initiative
13	Monday, July 21, 2014	City of Corpus Christi Bicycle & Pedestrian Subcommittee
14	Thursday, July 24, 2014	SEA District
15	Thursday, July 24, 2014	Safe Communities - TAMU-CC
16	Friday, July 25, 2014	Coastal Bend COG - Board of Directors
17	Monday, July 28, 2014	Corpus Christi MPO Transportation Advisory Committee
18	Saturday, August 2, 2014	Nueces County Medical Society Health Fair
19	Wednesday, August 6, 2014	Committee for Persons w/Disabilities
20	Tuesday, August 12, 2014	Senior Center - Greenwood
21	Thursday, August 14, 2014	Homeless Issues Partnership
22	Friday, August 15, 2014	CCRTA Committee on Accessible Transportation
23	Monday, August 18, 2014	Senior Center - Lindale
24	Tuesday, August 19, 2014	Senior Center - Oveal Williams
25	Wednesday, August 20, 2014	Senior Center – Portland
OUTREACH BY EMAIL BLAST		
Sarah Garza, Environ. Compliance Mgr., POCCA	S. TX Environmental Professional Meeting	
Dr. Amanda Drum	Texas A&M University - Corpus Christi	
Beverly Cage	Del Mar College	
Terry Sweeney	Downtown Management District Executive Committee	
Janna Shoe	211 Texas Email Blast	
Kim Womack	City of Corpus Christi - Elevators/public posting	
Danielle Hale	Coastal Bend Public Information Officers Network	
Tyner Little	Nueces County	

Your Comments are Important to Us
The Corpus Christi MPO wants to ensure that the public has a major role in the development of the regional transportation network. Please take the time to voice your ideas and suggestions, contact or visit us.

TRANSPORTATION PLANNING STAFF

Tom Niskala,
Transportation Planning Director

Brigida Gonzalez,
Assistant Transportation Planning Director and Title VI Coordinator

Daniel Carrizales,
Information Resource Manager

Victor Mendieta,
Transportation Planner II/GIS

Elena J. Buentello, AICP,
Transportation Planner I

Wilma G. Jasso,
Executive Secretary

www.corpuschristi-mpo.org

CORPUS CHRISTI MPO PUBLIC MEETINGS

The Transportation Policy Committee (TPC) meetings are held at City of Corpus Christi City Hall - Council Chambers. Located at 1201 Leopard Street, in Corpus Christi. Every FIRST Thursday of each month at 1:30 p.m.

The Technical Advisory Committee (TAC) meetings are held at the Corpus Christi Regional Transportation Authority (CCRTA) Conference Room. Located at 5658 Bear Lane, in Corpus Christi. Every THIRD Thursday of each month at 9:00 a.m.

We encourage the general public to attend and participate in these public meetings. Meeting dates and times are subject to change so please visit the MPO website at www.corpuschristi-mpo.org to view scheduled meeting agendas. Click on the Agendas link.

All meeting locations are ADA accessible.

Visit our social network sites
Link on our website

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Member of the Association of MPOs & Association of Texas MPOs

CORPUS CHRISTI METROPOLITAN PLANNING ORGANIZATION
Planning for Mobility, Safety, and Accessibility for Everyone

PROFILE

THE TRANSPORTATION PLANNING PROCESS

It is a Corpus Christi Metropolitan Planning Organization (MPO) policy to support and encourage early and continuous public participation and input to the planning process and to adhere to the principles of Environmental Justice and Title VI of the Civil Rights Act as part of the metropolitan 3-C "continuing, comprehensive, and cooperative" planning process relating to transportation systems and facilities.

WHAT DOES THE MPO DO?

The MPO carries out three major work activities to meet specific federal requirements:

- Develop and maintain the **Metropolitan Transportation Plan (MTP)**. The long-range plan which explains the MPO's transportation policies and goals, estimates future needs and resources, and lays out a detailed program for preserving and expanding the transportation system over a period of 20 or more years.
- Develop and maintain the **Transportation Improvement Program (TIP)**. The short-range plan list of projects for which federal funds are anticipated. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects.
- The development and biennial adoption of the **Unified Planning Work Program (UPWP)** which is a comprehensive one-year planning program that outlines and coordinates the individual transportation planning activities of all agencies in the area.

Without these products, the MPO would lose its eligibility for federal transportation funds for the metropolitan area.

BE INFORMED

- Check the MPO's Web Site: www.corpuschristi-mpo.org
- Like Us and Follow our Social Media Sites: **Facebook** & **Twitter**
- Submit your comments online: **Public Feedback**

MEMBERS OF THE CORPUS CHRISTI MPO

A metropolitan planning organization (MPO) is, by federal law, designated by the governor of each state for every urbanized area with at least 50,000 residents to qualify for federal highway and transit funding. The Corpus Christi Metropolitan Planning Organization is the MPO for the Corpus Christi Study Area, which covers portions of Nueces, San Patricio and Kleberg counties along the South Texas Coastal Bend. It is important that the MPO membership is made up of locally elected officials of the cities and counties within the urbanized area.

Other appointed officials include the Chairman of the Regional Transportation Authority (RTA) Board, the Chairman of the Port of Corpus Christi (PCC) Board, and the District Engineer of the Texas Department of Transportation (TxDOT).

TRANSPORTATION POLICY COMMITTEE

The policy body of the organization is the Transportation Policy Committee composed of the elected officials of the general purpose local government entities and appointed officials of the providers of transportation in the metropolitan area. This is the governing body of the organization.

Terry A. Simpson, Chairperson
Honorable County Judge, San Patricio County

Loyd Neal, Vice Chairperson
Honorable County Judge, Nueces County

David R. Krebs
Honorable Mayor, City of Portland

Nelda Martinez
Honorable Mayor, City of Corpus Christi

Vangie Chapa
Chairman, Corpus Christi Regional Transportation Authority

Judy Hawley
Chairman, Port of Corpus Christi

Lonnie J. Gregorcyk, P.E.
District Engineer, Texas Department of Transportation, Corpus Christi District

Bill Hennings,
Representative, Coastal Bend Council of Governments*

TECHNICAL ADVISORY COMMITTEE

The technical body of the organization is appointed by each transportation policy committee member from their organization. Technical Advisory Committee members utilized their technical backgrounds to assist in the transportation planning process of the MPO.

Glen Sullivan, P.E., Chairperson
Director, Department of Public Works, Nueces County

Fred Nardini, Vice Chairperson
County Commissioner, San Patricio County

Dan Biles, P.E.
Director of Engineering of Services, City of Corpus Christi

David L. Krams, P.E.
Director of Engineering Services, Port of Corpus Christi

Scott Neeley
Chief Executive Officer, Corpus Christi Regional Transportation Authority

Randy White
City Manager, City of Portland

Paula Sales-Evans, P.E.
Director of Transportation Planning and Development, TxDOT - Corpus Christi District

* Non-Voting Member

Understanding Your Transportation Needs Survey

Corpus Christi Metropolitan Planning Organization 5151 Flynn Parkway, Suite 404 Corpus Christi, TX 78411 Tel: (361) 884-0687

Your input is very important to us. With your help, we can better understand the things that impact how you travel in your area and your opinions of the transportation system. Your participation is voluntary, and your answers will be completely confidential.

Información en Español: Si usted desea esta información en Español o si desea explicación sobre el contenido, por favor llámenos al teléfono (361) 884-0687 o comuníquese con nosotros mediante correo electrónico a ccmpo@ccxmpo.us. Nuestras oficinas están ubicadas en el 5151 Flynn Pkwy. #404, Corpus Christi, TX 78411. Copias se proveerán a petición.

1. What is your home zip code?
2. What is your work or school zip code?
3. What is your gender? Female Male
4. How do you travel most often? (select only one)
 - Car/truck/motorcycle
 - Bus
 - Bicycle
 - Walk
 - Rideshare (carpool, vanpool, etc.)
 - Other (define)

For the following questions, our transportation system includes roads, highways and public transit, such as buses. Thinking about your area, please rank the following transportation topics:

5. Improve how our transportation system gets us from one place to another. (select only one)

Very Important	Important	Somewhat Important	Not Important	No Opinion
<input type="radio"/>				
6. Improve how transportation methods link with each other to transport goods/products and people of all ages and abilities. (select only one)

Very Important	Important	Somewhat Important	Not Important	No Opinion
<input type="radio"/>				
7. Increase safety of the transportation system. (select only one)

Very Important	Important	Somewhat Important	Not Important	No Opinion
<input type="radio"/>				
8. Support the improvement of our standard of living and how we build our community. (select only one)

Very Important	Important	Somewhat Important	Not Important	No Opinion
<input type="radio"/>				
9. Decrease air pollution, greenhouse gas emissions & energy use by the transportation system. (select only one)

Very Important	Important	Somewhat Important	Not Important	No Opinion
<input type="radio"/>				

continue survey on back

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Understanding Your Transportation Needs Survey (continue)

10. Compared to 5 years ago, HOW has the amount of traffic changed? (select only one)

Increased	Same	Decreased	No Opinion
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. On most days, how satisfied are you with ease of travel: (select only one for each)

	Satisfied	Dissatisfied	No Opinion
--	-----------	--------------	------------

- By car/truck/motorcycle: Satisfied Dissatisfied No Opinion
- By walking: Satisfied Dissatisfied No Opinion
- By bicycle: Satisfied Dissatisfied No Opinion
- By bus: Satisfied Dissatisfied No Opinion

For the following questions, there are many ways to help pay for road and highway improvements:

12. Should more money, less money or about the same amount of money be provided to support road and highway improvements? (select only one)

More money	Less money	About the same	No Opinion
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13. How likely are you to support the following funding methods for road and highway improvements? (select only one for each)

	Very Likely	Likely	Somewhat Likely	Not Likely	No Opinion
--	-------------	--------	-----------------	------------	------------

- Tax commercial vehicles: Very Likely Likely Somewhat Likely Not Likely No Opinion
- New development: Very Likely Likely Somewhat Likely Not Likely No Opinion
- Sales tax: Very Likely Likely Somewhat Likely Not Likely No Opinion
- Tolls: Very Likely Likely Somewhat Likely Not Likely No Opinion
- Gas taxes: Very Likely Likely Somewhat Likely Not Likely No Opinion
- Property taxes: Very Likely Likely Somewhat Likely Not Likely No Opinion

14. Optional: Would you like to offer any additional comments?

Thanks for completing our brief survey and submitting your valuable input. Please return this survey to your MPO presenter or fax to (361) 884-8529 or go online and take the survey at www.surveymonkey.com/s/SLDKGR9

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METROPOLITAN PLANNING ORGANIZATION

5151 Flynn Parkway, Suite 404
Corpus Christi, TX 78411
Tel: (361) 884-0687 Fax: (361) 884-8529
Email: ccmpo@cctxmpo.us
Website: www.corpuschristi-mpo.org

Understanding Your Transportation Needs

With your help, we can better understand the things that impact how you travel in your area and your opinions of the transportation system.

Use your mobile device to take our survey, just scan the QR code or type the address in your browser.



www.surveymonkey.com/s/SLDKGR9



UNDERSTANDING YOUR TRANSPORTATION NEEDS SURVEY

Your input is very important to us. With your help, we can better understand the things that impact how you travel in your area and your opinions of the transportation system. Your participation is voluntary, and your answers will be completely confidential.

TAKE SURVEY +



Dynamic banner on MPO homepage

ONLINE SURVEY
UNDERSTANDING YOUR TRANSPORTATION NEEDS

Your input is very important to us. With your help, we can better understand the things that impact how you travel in your area and your opinions of the transportation system.

Your participation is voluntary, and your answers will be completely confidential.

TAKE THE SURVEY +

Corpus Christi MPO

Survey icon on MPO homepage

Having trouble viewing this email? Please [click here](#)



2015-2040 Metropolitan Transportation Plan Understanding Your Transportation Needs Survey



Your input is very important to us. With your help, we can better understand the things that impact how you travel in your area and your opinions of the transportation system.

Corpus Christi MPO, the transportation planning agency for the urbanized areas in Nueces and San Patricio Counties, launched a new online survey to help gather input from you . . . The survey asks that you help by letting us know your top priorities related to transit (buses), transportation alternatives (bicycle, pedestrian, etc.), and roads & highways.

"This survey is only a part of our outreach effort. Our team will be attending numerous community meetings in the next several months to present information and hear first-hand from citizens on what they consider important needs," said Assistant Transportation Planning Director Brigida Gonzalez.

Input and information gathered from surveys and meetings will inform the development of the MPO's FY 2015 - 2040 Metropolitan Transportation Plan (MTP), the plan that sets the long-range transportation priorities for our urbanized area. "The goal is to provide an effective and meaningful way for our community to access the planning process while actively engaging citizens to share their opinions," stated Gonzalez.

The survey is available and will be open until September 16, 2014 via the MPO's website and at: <https://www.surveymonkey.com/s/SLDKGR9>.

Every five years the MPO is required to create a regional transportation plan for the next 25 years. The FY 2015 - 2040 MTP will help identify current and long-term transportation needs and improvement strategies for our area. The long-range transportation plan is then used to guide the MPO's short-term Transportation Improvement Plan (TIP) for more immediate action.

To receive periodic updates on the FY 2015 - 2040 MTP and related efforts, you can click [here](#) and include Updates in the subject line.

Corpus Christi Metropolitan Planning Organization

Planning for Mobility, Safety and Accessibility for Everyone

5151 Flynn Parkway – Suite 404 Corpus Christi, TX 78411

Office: (361) 884-0687 Email: cempo@cctxmpo.us

Website: <http://www.corpuschristi-mpo.org>

Stay connected, Follow us on Facebook and Twitter.

Like us on Facebook

Follow us on twitter

July 18, 2014

Your Input Counts!

We need your input.

The Corpus Christi MPO is conducting a Transportation Needs Survey.

Your input is very important to us. With your help, we can better understand the things that impact how you travel in your area and your opinions of the transportation system.



How can you participate in the survey?

At our website -

www.corpuschristi-mpo.org

Smartphone -

Using your smartphone you can scan the QR Code* to take the short survey.



QR Code to Survey

Please complete the survey before September 16, 2014

Información en Español: Si usted desea esta información en Español o si desea explicación sobre el contenido, por favor llámenos al teléfono (361) 884-0687 o comuníquese con nosotros mediante correo electrónico a ccmpo@cctxmpo.us. Nuestras oficinas están ubicadas en el 5151 Flynn Pkwy. #404, Corpus Christi, TX 78411. Copias se proveerán a petición.

* You must have a smartphone equipped with a camera and a QR code reader/scanner app.



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YOUR OPINION COUNTS!

CORPUS CHRISTI
MPO
METROPOLITAN PLANNING ORGANIZATION

Transportation Planning
Planning for Mobility, Safety and Accessibility for Everyone

www.corpuschristi-mpo.org

Understanding Your Transportation Needs Survey: COMMENT QUESTION

FUNDING

1 Development needs to be partner in road developmnet
 2 tax commercial vehicles
 taxing options
 Need more info on funding for informed decision making
 many different bonds and/or tax increases to CC citizens
 stop taxes
 Gregory needs more funds
 make developers pay for new roads
 use transponders, charge for miles; toll roads
 no gas tax
 toll roads have a place in large cities
 Tolls can work
 use money wisely
 more money for maintenance
 tax by use of vehicles
 road fee linked to water a bit like Nazi
 better collaboration between city contractors working on streets, water pipes, etc.
 do more with less like everyone else
 vehicle/gas tax fair
 city too small for toll roads; do not support tolls
 roads & highways funded by user fees
 base license on miles used, vehide weight & time used; transponders
 completing roads correctly the 1st time can save money
 hybrid/electic vehicles - technology has by passed gas tax usefulness; tax on use
 wasteful use of money
 support toll roads if it is suspended when road is paid for; not permanent fee
 stop building capacity and maintain existing
 partial to tolls; CC not big enough but may need them
 no more property taxes
 set up tag system for bikes to create safer paths for bikes and more awareness
 support taxing commercial vehicles/entities

ROADS / HIGHWAYS

reduction in city services to alleviate poor street conditions
 Less money on landscaping; more money on maintenance
 support complete streets philosophy and funding
 Better road repair methods
 city not fixing streets / state fixes their roads
 Repair residential streets (not just main roads)
 SPID very dangerous
 improve ramps on crosstown
 Gregory: Childress needs to connect with Reynolds Park
 streets are bad; need repair
 3 fix roads; don't "study"
 complete streets and modes of transportation that reduce care usage
 Continue to make improvements
 Need to fix Ayers
 maintain roads in 78415
 pot holes
 SPID needs to be expanded; the worst and dangerous
 improve streets
 roads & highways damaged for many years
 streets need improvements
 bad roads shake the fat off you
 Make southlook a reality; alternate freeway needed
 Do ramp reversals on SH358
 deterioration of roads due to poor construction
 commercial Trucks destroy local roads 4 deliveries; county roads; unsafe in traffic

BIKE/PED

Need more walkways for wheelchairs and disabled
 improve alternative transport modes: walk, bike, running; make safer
 worst city for parks, paths, activities and safety
 property and sales tax for Hike & Bike trails
 bad sidewalks for walking and bicycles
 more sidewalks; repair uptown
 dangerous for walking & bikes
 need safe routes for long distance bicycle & ped
 improve bike & ped routes; emphasize in planning
 hike & bike on N. Beach; main entry w/new bridge
 Improve bike & ped access in all of city
 need to be bike friendly
 need sidewalks and bike lanes
 bike lanes
 focus on bike & ped improvements
 make walking & biking safe to get people out of their cars
 encourage travel thru bike and bus
 safer bike routes separated from traffic
 wider sidewalks
 limited walking and bike paths
 mobility challenges for persons with disabilities
 remove light post at Robert and Ocean Drive; prevents wheelchair access

Transit

RTA routes need improvement
 bus service to Odem/Taft
 more transportation options: buses, car pool hubs
 increase rural bus service
 increase bus service for persons with disabilities
 RTA flush w/money
 buses are nice but don't go often enough or to the right place
 smaller buses
 improve amenities (shade/eliminate fire ants/pavement pads) at bus stops
 bus not just for poor/carless; should be viable alternative
 RTA eliminate lower fares for children; carriages should be folded
 RTA eliminate expensive boat service unless hotels/others underwrite
 RTA pay for road repairs
 More community/stakeholder involvement needed for RTA
 Rural service that is on time to Agua Dulce/Jim Wells
 Thank RTA
 buses need safer ramps for seniors
 Need bus route from Flour Bluff to TAMU-CC
 improve B-Line
 would use transit if more convenient
 Shift work: later bus routes; Sat/Sun morning start earlier
 Serve tourist better; tourist community; must rent a car;
 Harbor Ferry is a great addition for tourist
 more transportation options; park n rides
 look out for children exiting bus
 suitable transportatin of the elderly & disabled
 lack of transit in my zip code
 Like care b bus
 bus ok but short of what is needed
 more bus service; smaller buses; more bus stops
 encourage Portland to join RTA service area
 build reliable public transit for working people
 better transit to NAS, Padre Island, industrial corridor medical ctrs
 industry across bay; ferry or rail most welcome for commuting
 mobility w/out vehicle very important
 2 need bus service in community
 supports TCN projects
 need public transportaion in San Pat
 public transportation important due to increased traffic, congestion, pollution
 more direct/faster transit thru out CC
 great distances between where people live & work & no bus service
 REAL a joke; they make it sound like an imposition; want you to get to Sinton for your ride
 No bus connects CC/Mathis/Odem/Sinton/Gregory to Ingleside; save much road wear
 travel is difficult in this area
 new bus routes need to be created
 need covers at bus stops

AIR QUALITY

Air pollution is important

EQUITY

every individual/home/street deserves = consideration; not just political clout@city hall
 spend money in my neighborhood, not across town

CONGESTION

congestion
 traffic increases/decreases in town

TRAFFIC SAFETY

address speeding
 traffic lights should blink after 5pm in uptown area
 increase safety
 2 sync traffic lights
 safety is important
 better signage at intersections
 people can't merge safely on SPID; roundabout is wishful thinking
 Rodd Field: right turn lane only needed
 ease of transportation important
 need N-S freeway (Rodd Field Rd.)
 more ITS to help mobility & congestion

MISC

3 NO Comment
 get rid of 9/10 in the gas prices
 beach route for seniors
 thank you for caring about our opinion
 consider electric train in city
 thank you for your leadership
 lopsided questions
 Consider alternatives: electric & natural gas
 survey monkey - you already know your some big strokes
 ROW for light rail from Robstown, Calallen, westside to
 eastside, southside
 how are you different from RTA?
 what do you do?
 what will be done with this info?