Understanding Your Transportation Needs Survey
Planning for Mobility, Safety and Accessability for Everyone
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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.

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 MTP 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
IV. WHAT WAS OUR SURVEY METHODOLOGY?

The MPO used Survey Monkey, an online survey software to develop/collaborate/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>
<thead>
<tr>
<th>TABLE 1: SURVEY TOOLS</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOOL</td>
</tr>
<tr>
<td>1</td>
</tr>
</tbody>
</table>
TABLE 1: SURVEY TOOLS - CONTINUE

<table>
<thead>
<tr>
<th>TOOLS</th>
<th>DETAILS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 QRC Business Card (Attachment 4)</td>
<td>These business cards were developed for those who declined the invitation to take a paper questionnaire and preferred to &quot;take the survey later&quot;. The card contained key survey information as well as a &quot;quick response code&quot; (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.</td>
</tr>
<tr>
<td>3 Meetings List (Attachment 1)</td>
<td>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.</td>
</tr>
<tr>
<td>4 Interviews</td>
<td>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.</td>
</tr>
<tr>
<td>5 Website</td>
<td>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.</td>
</tr>
<tr>
<td>6 Email Blast (Attachment 5)</td>
<td>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.</td>
</tr>
<tr>
<td>7 Posters (Attachments 6 &amp; 7)</td>
<td>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.</td>
</tr>
</tbody>
</table>

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.
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>
<thead>
<tr>
<th>TABLE 2: CHARACTERISTICS OF RESPONDENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ORIGIN ZIP CODE</td>
</tr>
<tr>
<td>-----------------</td>
</tr>
<tr>
<td>78413</td>
</tr>
<tr>
<td>Survey</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>DEMOGRAPHIC AND HOUSING ESTIMATES*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Age (ages 5 +)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>SELECTED SOCIAL CHARACTERISTICS IN THE UNITED STATES**</th>
</tr>
</thead>
<tbody>
<tr>
<td>With a Disability</td>
</tr>
<tr>
<td>High School Graduate or Higher (%)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MEANS OF TRANSPORTATION TO WORK BY SELECTED CHARACTERISTICS ***</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median Age (ages 16+)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VEHICLE AVAILABLE (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>No vehicle available</td>
</tr>
<tr>
<td>1 vehicle available</td>
</tr>
<tr>
<td>2 vehicle available</td>
</tr>
<tr>
<td>3 or more vehicle available</td>
</tr>
</tbody>
</table>

| 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 |

<table>
<thead>
<tr>
<th>POVERTY STATUS IN THE PAST 12 MONTHS (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 100% of the Poverty Level</td>
</tr>
<tr>
<td>100 to 149% of the Poverty Level</td>
</tr>
<tr>
<td>At or above 150% of the Poverty Level</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LANGUAGE SPOKEN AT HOME AND ABILITY TO SPEAK ENGLISH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speak Language other than English (%)</td>
</tr>
<tr>
<td>Speak English “Very Well”</td>
</tr>
<tr>
<td>Speak English less than “Very Well”</td>
</tr>
</tbody>
</table>

Sources: 2008-2012 American Community Survey 5-Year Estimates
*Table DP05
**Table DP02
***Table S0802
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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:

<table>
<thead>
<tr>
<th>Very Important</th>
<th>Important</th>
<th>Somewhat important</th>
<th>Not important</th>
<th>No opinion</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>(2)</td>
<td>(3)</td>
<td>(4)</td>
<td>(5)</td>
</tr>
</tbody>
</table>

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
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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.
### COMMUNITY STAKEHOLDERS

<table>
<thead>
<tr>
<th>DATES</th>
<th>GROUP NAME</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Monday, July 7, 2014</td>
<td>YWCA Racial Justice Committee</td>
</tr>
<tr>
<td>2 Monday, July 7, 2014</td>
<td>North Beach Residential Association</td>
</tr>
<tr>
<td>3 Wednesday, July 9, 2014</td>
<td>Corpus Christi International Airport Board</td>
</tr>
<tr>
<td>4 Thursday, July 10, 2014</td>
<td>Westside Business Association</td>
</tr>
<tr>
<td>5 Thursday, July 10, 2014</td>
<td>League of Women Voters of Corpus Christi</td>
</tr>
<tr>
<td>6 Thursday, July 10, 2014</td>
<td>Corpus Christi MPO Transportation Policy Committee</td>
</tr>
<tr>
<td>7 Friday, July 11, 2014</td>
<td>Infrastructure Committee</td>
</tr>
<tr>
<td>8 Wednesday, July 16, 2014</td>
<td>CCRTA Operations Committee</td>
</tr>
<tr>
<td>9 Wednesday, July 16, 2014</td>
<td>Transportation Coordination Network of the Coastal Bend</td>
</tr>
<tr>
<td>10 Wednesday, July 16, 2014</td>
<td>YWCA Women’s Advocacy Committee</td>
</tr>
<tr>
<td>11 Friday, July 18, 2014</td>
<td>Corpus Christi Air Quality Group</td>
</tr>
<tr>
<td>12 Friday, July 18, 2014</td>
<td>Bay Area Smart Growth Initiative</td>
</tr>
<tr>
<td>13 Monday, July 21, 2014</td>
<td>City of Corpus Christi Bicycle &amp; Pedestrian Subcommittee</td>
</tr>
<tr>
<td>14 Thursday, July 24, 2014</td>
<td>SEA District</td>
</tr>
<tr>
<td>15 Thursday, July 24, 2014</td>
<td>Safe Communities - TAMU-CC</td>
</tr>
<tr>
<td>16 Friday, July 25, 2014</td>
<td>Coastal Bend COG - Board of Directors</td>
</tr>
<tr>
<td>17 Monday, July 28, 2014</td>
<td>Corpus Christi MPO Transportation Advisory Committee</td>
</tr>
<tr>
<td>18 Saturday, August 2, 2014</td>
<td>Nueces County Medical Society Health Fair</td>
</tr>
<tr>
<td>19 Wednesday, August 6, 2014</td>
<td>Committee for Persons w/Disabilities</td>
</tr>
<tr>
<td>20 Tuesday, August 12, 2014</td>
<td>Senior Center - Greenwood</td>
</tr>
<tr>
<td>21 Thursday, August 14, 2014</td>
<td>Homeless Issues Partnership</td>
</tr>
<tr>
<td>22 Friday, August 15, 2014</td>
<td>CCRTA Committee on Accessible Transportation</td>
</tr>
<tr>
<td>23 Monday, August 18, 2014</td>
<td>Senior Center - Lindale</td>
</tr>
<tr>
<td>24 Tuesday, August 19, 2014</td>
<td>Senior Center - Oveal Williams</td>
</tr>
<tr>
<td>25 Wednesday, August 20, 2014</td>
<td>Senior Center – Portland</td>
</tr>
</tbody>
</table>

### 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

**ATTACHMENT 1 - MEETINGS LIST**
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ATTACHMENT 2 - MPO BROCHURE

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 MPO “continuing, comprehensive, and cooperative” planning process relating to transportation systems and facilities.

A metropolitan planning organization (MPO) is a 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.

WHAT DOES THE MPO DO?

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

1. Develop and maintain the Metropolitan Transportation Plan (MTP). The long-range plan delineates the MPO’s transportation policies and goals, identifies future needs and resources, and lays out a detailed program for implementing and maintaining the transportation system over a period of 20 or more years.
2. Develop and maintain the Transportation Improvement Program (TIP). The short-range plan lists of projects which meet the federal criteria are prioritized. The list of projects is multi-modal and includes highway and public transit projects, as well as bicycle, pedestrian, and freight-related projects.
3. The development and revision 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 us on our Social Media Sites: Facebook & Twitter
- Submit your comments online: Public Feedback

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 at the providers of transportation in the metropolitan area. This is the governing body of the organization.

Terryl L. Epps, Chairperson
Henderson County, Texas

Nate L. Fields, Alternate Chairperson
San Patricio County

David B. Riley, Chairperson
Kleberg County

Jennifer Clark, Alternate Chairperson
Nueces County

Jim Criswell, Chairperson
Corpus Christi

Steve Haughey, Alternate Chairperson
Corpus Christi

Bill Muscato, Board Member

MEMBERS OF THE CORPUS CHRISTI MPO

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

TECHNICAL ADVISORY COMMITTEE

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

Glen Sullivan, P.E., Chairperson
Director, Department of Parks, Woods, and Recreation

Jody Horvath, Vice Chairperson
County Commissioner, Nueces County

Denise Meloche, Director of Engineering Services, City of Corpus Christi

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

Sandy Leal, Chairman
Chief Executive Officer, Corpus Christi Regional Transportation Authority

Larry White
Chief Executive Officer, Corpus Christi Regional Transportation Authority

Bill Muscato, Board Member
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.

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
   - Walk
   - Rideshare (carpool, vanpool, etc.)
   - Bicycle
   - 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)

6. Improve how transportation methods link with each other to transport goods/products and people of all ages and abilities. (select only one)

7. Increase safety of the transportation system. (select only one)

8. Support the improvement of our standard of living and how we build our community. (select only one)

9. Decrease air pollution, greenhouse gas emissions & energy use by the transportation system. (select only one)

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

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

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)

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

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
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
Dynamic banner on MPO homepage

Survey icon on MPO homepage
Understanding Your Transportation Need 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 Brigid 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: ccmpo@cctxmpo.us
Website: http://www.corpuschristi-mpo.org
Stay connected, Follow us on Facebook and 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.

Please complete the survey before September 16, 2014

Informe en Español: Si usted desea esta información en Español o si desea explicación sobre el contenido, por favor llamenos 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.
Understanding Your Transportation Need Survey

Your Opinion Counts!

Transportation Planning
Planning for Mobility, Safety and Accessibility for Everyone

www.corpuschristi-mpo.org

ATTACHMENT 8 - POSTER
Understanding Your Transportation Needs Survey: COMMENT QUESTION

**FUNDING**
- Development needs to be part of city road development
- 2 tax commercial vehicles
  - parking options
  - need more info on funding for infrastructure
  - 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
  - Toll can work
  - use money wisely
  - more money for maintenance
  - tax by use of vehicles
  - road fee linked to water a bit like Ned
  - better collaboration between city contractors working on streets, water pipes, etc.
  - do more with less like everyone else
  - vehicles/gas tax fair

- city too small for toll roads; do not support tolls
- roads & highways funded by User fees
- base license on miles used, vehicle weight & time used; transponders
- completing roads correctly the 1st time can save money
- hybrid/electric vehicles - technology has 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 tagging system for bikes to create safer paths for bikes and more awareness
- support existing commercial vehicles/enterprises

**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
- SPLOST very dangerous
- improve ramps at crosswalks
- Gregory: Children needs to connect with Reynolds Park
- stress and debt: need repair

- fix roads, don't 'study'
- complete streets and modes of transportation that reduce care usage
- continue to make improvements
- more
- mountain roads in 78015
- pot holes
- SPLOST 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 southbound a reality; alternate freeway needed
- Dorn reversals on 51459
- deterioration of roads due to poor construction
- commercial trucks destroy local roads & driveways; county roads; unsafe in traffic

**BIKE/PED**
- need more walkways for wheelchair and disabled
- improve alternative transportation modes: walk, bike, running, make safer
- worse for all the future; paths, activities and safety
- property and sales tax for bike & bicycle trails
- need sidewalks for walking and bicycles
- make safer routes for long distance bicycle & pedestrian
- improve bike & pedestrian routes; emphasis in planning
- bike & pedestrian routes
- bike and pedestrian: emphasis on design
- improve bike & pedestrian access in all of city
- need to be bike friendly
- need sidewalks and bike lanes
- bike lanes
- focus on bike & pedestrian improvements
- make walking & biking safer to get people out of their cars
- encourage travel on bike & pedestrian
- safer bike routes separated from traffic
- sidewalk 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 Olden/Haas
- more transportation options: buses, car pool hubs
- increase rural bus service
- increase bus service for persons with disabilities
- RTA public transit
- routes that do not go often enough or to the right place
- smaller towns
- improve amenities (shade/eliminate fine arts/pavement paths) at bus stops
- bus not too far for elderly; should be viable alternative
- RTA eliminates lower fares for children; should be reduced
- RTA eliminates expensive bus service unless hotels/other underway
- RTA pay for road repairs
- more community/stakeholder involvement needed for RTA
- rural service that is on time to Area Public/San Marcos
- Thank RTA
- buses need safer stops for seniors
- Need bus route from Your Bump to TAMU-CC
- improved B-line
- would work if transit is more consistent
- shift workers/bus routes; Sat/Sun morning back earlier
- Serve tourist; better tourist community; money rent a car; Harbor Transit is a great addition for tourist
- more transportation options: park & ride
- look out for children exiting bus
- suitable transportation for the elderly & disabled
- lack of transit in my zip code
- like bike bus
- ok but lack of what is needed
- more bus service; smaller buses; more bus stops
- encourage Portland to pay RTA service area
- build reliable public transit for working people
- better transit to NM, Padre Island, Industrial Center medical ctrs
- industry access bus; ferry or rail most for commuting
- mobility issues; vehicle very important
- 2 road bus service in community
- support TUG projects
- need public transportation in San Pat
- public transportation important due to increased traffic, congestion, pollution
- more direct/faster transit time out CC
- great distances between where people live & work & no bus service
- RTA: if you make it sound like an 'improve blue', want you to get to San Antonio for your ride
- no bus connects: CC/Maah; Olden/Action/Georgetown to Kingsville; save much road wear
- travel is difficult in this area
- now bus routes need to be created
- need covers at bus stops

**AIR QUALITY**
- Air pollution is important
- every/individual/home/street deserves consideration: not just political/old/dirty/poll
- spend money in my neighborhood, not across town

**CONGESTION**
- traffic increases/decreases in town

**TRAFFIC SAFETY**
- address speed
- traffic lights should blink after 5pm in up town area
- increase safety
- 2 extra traffic lights
- safety is important
- better signage at intersections
- people can't merge safely on SPLOST roundabout; is a fire hazard
- flood field sight time turns only needed
- ease of transportation important
- need N-3 freeway
- more TUG help with mobility & congestion

**MSC**
- 3 NO Comment
- how are you different from RTA?
- get rid of RTA
- bike the gas prices
- beach access for seniors
- thank you for caring about our opinion
- convenient electric train in city
- thank you for your leadership
- input questions
- consider alternative: electric & natural gas
- money matters: you already know your source of revenue
- R/W for light rail from Roundtown, Calallen, westside to easidale, southeast

ATTACHMENT 9 - SURVEY COMMENTS