

section 9: public involvement

This chapter identifies the efforts the Waco MPO undertook to solicit citizen input into the identification of goals, needs and priorities for the Metropolitan Transportation Plan. Each effort identified in this section was conducted in accordance with the MPO Public Participation Plan and all other applicable governing regulations.

9.1 – identification of issues and concerns

The MPO began development of this MTP with two separate processes with the following goals: 1.) Inform citizens of significant future mobility challenges for the region as identified by MPO staff, 2.) Solicit feedback regarding citizen concerns, and 3.) Solicit ideas on how to address these challenges and concerns. The first process focused on non-motorized transportation and the second process was not mode specific.

non-motorized transportation input

In February, 2013, the MPO staff solicited input regarding issues and concerns on non-motorized transportation within McLennan County. The staff conducted 3 public input meetings which provided a brief presentation on current conditions, currently planned projects and future challenges as identified by staff. Following the presentation, the remainder of the meeting was conducted in a charette format where attendees were invited to provide their ideas on one of several formats including maps, poster boards and comment forms.

table 9.1 – public input meetings for non-motorized transportation

Meeting Date	Location	Attendees
February 25, 2013	Hewitt Community Center	5
February 26, 2013	City of Waco Operations Center	8
February 28, 2013	Lacy-Lakeview Community Center	2

In addition to suggestions made on various media provided during the meetings, MPO staff received a total of 12 comments as part of this effort. This feedback was then utilized by staff in developing project recommendations identified in strategy 6 of this plan.

mtp development kickoff meetings

Once MPO staff completed most of the data analysis and the Policy Board agreed to a realistic estimate of future revenues, MPO staff held a series of meetings to present the results and to gather feedback from the public on regional priorities. In addition to receiving feedback electronically, the MPO staff conducted 4 meetings for which persons were able to provide input on which were the most important priorities for the 2040 MTP.

table 9.2 – mtp kickoff public meetings

Meeting Date	Location	Attendees
May 5, 2014	Hewitt Community Center	2
May 8, 2014	Lacy-Lakeview Community Center	3
May 12, 2014	South Waco Community Center	2
May 15, 2014	City of Waco / Dr. Mae Jackson Development Ctr	18

MPO staff received a total of 19 comments from this process which were then utilized by staff in identifying project priorities for this plan. Comments received from both the non-motorized transportation meetings and the MTP kickoff meetings may be found in Appendix B.

9.2 – mpo technical committee discussions and recommendations

The MPO staff presented several areas of analysis and public feedback to the MPO Technical Committee for their review and advice prior to the development of the draft plan. This input was generally forwarded to the MPO Policy Board for their consideration

prior to inclusion into the draft MTP. Table 9.3 identifies the discussions conducted with the Technical Committee in the development of this plan. Appendix A provides a listing of Technical Committee members serving at the time of MTP adoption.

table 9.3 – technical committee discussions

Meeting Date	Topic
February 14, 2012	2010 Socio-Economic Data
March 20, 2012	2040 Population Projections
April 10, 2012	2040 Employment Projections
August 14, 2012	2040 Household Income Projections
September 20, 2012	2040 Socio-Economic Data Projections
July 9, 2013	Passenger Rail
March 11, 2014	Financial Forecast
April 8, 2014	Financial Forecast
June 10, 2014	Public Feedback from Kickoff Meetings, MTP Guiding Principles
August 12, 2014	Air Quality

9.3 – mpo policy board discussions

Once reviewed by the MPO Technical Committee, the MPO staff then presented several areas of analysis and public feedback to the MPO Policy Board for their consideration prior to the development of the draft plan. Table 9.4 identifies the discussions conducted with the Policy Board in the development of this plan. Appendix A provides a listing of Policy Board members serving at the time of MTP adoption.

table 9.4 – mpo policy board discussions

Meeting Date	Topic
February 28, 2012	2010 Socio-Economic Data
July 24, 2012	Passenger Rail
October 23, 2012	2040 Socio-Economic Data Projections
October 29, 2013	Financial Forecast
April 22, 2014	Financial Forecast
May 29, 2014	Public Feedback from Kickoff Meetings
July 22, 2014	MTP Guiding Principles, Texas Statewide Transportation Plan
August 26, 2014	Air Quality

9.4 – mtp adoption process

The MPO staff began the process of soliciting feedback on the draft plan through the implementation of an online public forum with the trade name of ‘Mindmixer’. The Mindmixer forum permits the posting of questions and surveys via the internet in order to receive feedback regarding various transportation concerns and recommendations. The forum also permits persons to engage in an online discussion on these topics, permit MPO staff interaction, and then share these discussions via various social media outlets such as Facebook or Twitter. The Mindmixer forum also permitted MPO staff to analyze the results to determine the most important concerns and identify those project recommendations with the greatest or least support.

The MPO staff asked 6 questions or surveys as part of the MTP adoption process which are identified in table 9.5. Each of these questions or surveys were posted between November 1, 2014 and January 16, 2015 with the exception of the project priority survey which began on December 1, 2014. A summation of the responses received through this forum can be found in Appendix B.

table 9.5 – mindmixer forum questions / surveys and response rate

Question / Survey	Responses
How would you improve regional mobility?	20
How would you rate traffic congestion in Waco?	74
Do you think urban sprawl is a problem for Waco?	91
Do you support converting some, or all, of Waco’s one-way street pairs to two-way streets?	59
Survey regarding citizens mobility choices	86
Survey regarding priorities identified in MTP	33

Prior to release of the draft MTP, the MPO staff reviewed draft project priorities with the MPO Technical Committee on November 13, 2014. The recommendations of the Technical Committee were then forwarded to the MPO Policy Board for their consideration on November 24, 2014. At that time the Policy Board authorized release of the draft MTP for public review.

In addition to the Mindmixer forum, MPO staff also conducted a more traditional process with a formal comment period and 6 public informational meetings which were advertised in accordance with the MPO public participation plan. Table 9.6 identifies the dates and locations for each of the public meetings conducted as part of the MTP adoption process.

table 9.6 – mtp adoption public meetings

Meeting Date	Location	Attendees
January 5, 2015	Hewitt Public Safety Facility	1
January 8, 2015	South Waco Community Center	0
January 12, 2015	Lacy-Lakeview Community Center	0
January 14, 2015 12:00 Noon	Waco Transit	9
January 14, 2015 6:00 PM	Waco Transit	1
January 15, 2015	McGregor Council Chambers	2

The MPO staff did not receive any formal comments during the official public comment period. The MPO staff presented the draft plan along with feedback received from the Mindmixer forum to the MPO Technical Committee on January 13, 2015. At this meeting the Technical Committee recommended adoption of the MTP to the MPO Policy Board. The MPO staff presented the Technical Committee recommendation and feedback received from the Mindmixer forum to the MPO Policy Board on January 27, 2015. A formal public hearing was conducted immediately prior to action by the Board. No persons addressed the Board at the public hearing. The Board formally adopted Connections 2040: The Waco Metropolitan Transportation Plan by unanimous vote immediately after closing the public hearing.

appendix a: mpo technical committee & policy board membership

mpo policy board – fiscal year 2015

chair

Hon. Malcolm Duncan, Jr. Mayor, City of Waco

vice-chair

Mr. Adam Miles City Manager, City of Hewitt

members

Keith Bond City Manager, City of Lacy-Lakeview
 Robert Cervenka City Manager, City of Robinson
 Hon. Kyle Deaver Mayor Pro-Tem, City of Waco
 Natalie Edwards Assistant to City Manager, City of Woodway
 Hon. Scott Felton County Judge, McLennan County
 Dale Fisseler, P.E. City Manager, City of Waco
 Jack Harper, II Assistant City Manager, City of Waco
 Hon. Jim Jaska Mayor, City of Ross
 Hon. Will Jones County Commissioner, Pct. 3, McLennan County
 Hon. John Kinnaird Councilman, City of Waco
 Hon. Francisco Leos Mayor Pro-Tem, City of McGregor
 Bobby Littlefield, P.E. District Engineer, Texas Department of Transportation
 Hon. Alice Rodriguez Councilwoman, City of Waco
 Jose Villanueva Councilman, City of Waco
 Jed Walker, P.E. Citizen Representative, City of Waco
 Hon. Kevin Wilson Councilman, City of Bellmead

ex-officio members

Hon. Charles "Doc" Anderson State of Texas House of Representatives, District 56
 Hon. Brian Birdwell State of Texas Senator, District 22
 Hon. John Cornyn United States Senator

Hon. Ted Cruz United States Senator
 Hon. Bill Flores United States Congressman, District 17
 Hon. Kyle Kacal State of Texas House of Representatives, District 12
 Ms. Barbara Maley, AICP Federal Highway Administration

mpo technical committee – fiscal year 2015

Keith Bond City Manager, City of Lacy-Lakeview
 Robert Cervenka City Manager, City of Robinson
 Billy Clemons City Manager, City of Lorena
 Greg Davis Public Transportation Coordinator, Texas Department of Transportation
 Kevin Dickey, P. E. Director of Transportation Planning & Development, Texas Department of Transportation
 Natalie Edwards Assistant to City Manager, City of Woodway
 Kevin P. Evans, CEcD City Manager, City of McGregor
 Christopher Evilia Director, Metropolitan Planning Organization
 Octavio Garza, P.E. Director, Engineering Services, City of Waco
 David Gonzales Mayor, City of Beverly Hills
 Steve Hendrick, P.E. Engineer, McLennan County
 John L. Hendrickson General Manager, Waco Transit, City of Waco, Waco Transit
 Hon. Jim Jaska Mayor, City of Ross
 Tim Juarez, Jr. MPO Coordination, Transportation Planning & Programming Division Texas Department of Transportation
 Edward A. Kabobel, Jr. Transportation Planning Administrator, Waco District, Texas Department of Transportation
 Kirk Krause, P.E. McLennan Area Engineer, Waco District, Texas Department of Transportation
 Felix Landry, AICP Senior Planner, Planning Services, City of Waco

Joel Martinez Airport Manager, City of Waco
 Karl McNair Baylor University, Director of Real Estate Services
 Matt Meadors President / CEO, Greater Waco Chamber of Commerce
 Kristofor Norberg Traffic Administrator, City of Waco
 Paula Owen Transportations Director, Central Texas Senior Ministry
 Andy Petter, P.E. Deputy District Engineer, Texas Department of Transportation
 Rep Pledger Transportation Manager, Heart of Texas Council of Govt.
 Jed Sulak, P.E. Consultant / Vice President, BSP Engineers, Inc. – City of Bellmead
 Everett "Bo" Thomas City Manager, City of Bellmead

appendix b – comments & feedback from the public

comments from non-motorized transportation meetings – february, 2013

I cycle throughout the city of Waco several times a month during the fall and winter months, and then sometimes a couple times a week during the summer. My challenge has been to find safe routes from my home off of Lake to various destinations: 1) Cameron Park, 2) the Dam Hike/Bike trail, 3) Baylor University and 4) Hewitt. I have cobbled together a variety of routes for 1-3, but have not found a safe route that crosses Hwy. 6, so never attempt to ride my bike south.

Please consider lanes that would make it possible for cyclists to travel from West Waco to each of these destinations, with the following suggestions:

- 1) To Cameron Park and MCC:
 - a.. Lake Air Drive from Bosque to Hillcrest
 - b.. Lake Shore Drive from Mt. Carmel to University Park (also allows connection to Waco Water Park, Waco baseball fields, MCC and the Tennis & Fitness Center
 - c.. MLK from Lake Shore to Franklin
 - d.. Colcord from New Road to 5th St.
 - 2) To Dam Hike/Bike trail, add lanes to:
 - a.. Lake Shore Drive from Mt. Carmel to University Park
 - b.. McArthur from West Waco Drive (via 36th St.) to Lake Shore (already have a lane from Bosque to Waco Drive)
 - c.. Airport Road from Airport to Lake Shore
 - 3) To Baylor
 - a.. All of the above, plus University Parks from Cameron Park to the Ferrell Center
- All of these routes would intersect nicely with the existing lanes in downtown.

Routes that allow cyclists to get out of the city are most appreciated. To get across the dam requires navigating Lake Shore at some

point, and then, accessing the bike lanes downtown and the park requires travel on MLK or Herring.

Thank you very much for your consideration. I enjoy using my bike now to get from my home to the Park, downtown, the Fitness Center and Baylor. However, I do have to get on Lake Shore more than I'd like.

Sincerely,

Angela Tekell
5005 Meadow Wood Dr.
Waco, TX 76710

I think sidewalks are crucial for the safety of walkers and bikers on Harris Creek Road! The traffic is usually going pretty fast and can be pretty scary if you are walking on that road! Sidewalks would be great! Thanks

Christi Crain

The people that live around 18/19th street need sidewalks desperately. I see people with electric wheelchairs trying to get around and it's one of the most dangerous streets with no shoulder and no sidewalks. There are a few paths in the dirt along the road and a few disjointed sidewalks but they are barely useable. There are a number of businesses, schools and facilities along 18th and 19th that people frequent including HEB, Family Dollar, the Post Office, MCC, the library, and a number of small restaurants.

Having a multi-use side walk that would connect the city, via 18th/19th, the library, HEB, the Post Office, schools, and going out toward the airport would be beneficial to the people that need it, but it would also be great for recreation with a way to get out toward the airport where a lot of people bike. And it would serve as a gateway to the city. People flying into Waco Airport would drive in beside a multi-use side walk and get the idea that our city has accessibility for all people and provides a lifestyle that is active. Connecting it with the Central Library is also important in that a lot of people that use the library don't travel there by cars. This

includes the children at the Waco Montessori School, who, while it was open, walked to the library. It could even connect in with Cameron Park, the Lake Waco dam, or 4th/5th street as another way to get downtown to the convention center, hotels, the zoo and museums.

On another subject, I know that the city prefers to do sidewalks in concrete, but runners have a tough time with concrete. You'll see runners on University Parks Drive not using the sidewalk because the road is preferable to running. I would think it would also be more difficult to stripe concrete for multi-usage, directional traffic.

Sincerely,

Greta Knoll
512 Baker Lane
Waco, TX 76708

I support having additions of sidewalks in my area of residence which would be on Harris Creek Road (the side of the road that backs up to Sunwest Village). Traffic typically goes faster than the posted 30 mph and there are numerous walkers, joggers, and children on bikes on this road. To increase safety for those in the neighborhood, sidewalks would be beneficial.

Thank you for your consideration of this project.

Hollie Sammons

Dear Sirs,

Please consider the following streets for sidewalks:

Harris Creek Road - it is a busy road with many children

Ritchie Road - I understand it is likely to be improved soon, but the addition of sidewalks will be important

Speegleville Road - with River Valley elementary nearby, it seems imperative

Thank you for your consideration.

Jeff Manning
205 Lariat Trail
McGregor, TX 7657

Recommend: Harris Creek Road side that backs up to Sunwest Village, sidewalks should continue on and connect to the entrance to the Cotton Belt Park entrance.

Thanks

Robert James Dobson
515 Lariat Trail
McGregor, TX. 76657-4029

I would like to recommend that Ritchie Dr. (from Hewitt Dr to Hwy 84) be considered for the addition of a bike/pedestrian lane.
Thank you.

Len Sosebee

Metro Planning Organization

My name is Rickey Taylor and I live in the Sunwest Edition on HWY 84. We have a large number of people that walk and bike in our area. The new park at the west end of the Rails to Trails project has just opened up. Our area is in need of a sidewalk/walking/biking path that goes down Harris Creek Rd and ends at the entrance to the park. The Rails to Trails project is drawing lots of foot and bike traffic. The children in this area riding are riding their bikes and walking down Harris Creek Road and it is getting dangerous. The Truck traffic and Harris Creek Church draw a lot of traffic to this residential area.

A second area of concern is the east entrance to the Rails to Trails park. There is no way for the kids to get from Woodway to the trail without going down the hill off of Poage Drive and either walking or

riding down the very busy street that feeds the Waco Dump. Highway 86 access road is a one way street with a metal rail and no way to walk or ride anywhere but in the road.

Thank you for your time.

Richard A Taylor
108 Whistling Wind Trail
Mcgregor Tx 76657

Who are the IDIOTS that want to spend Tax payer money on bike and hike lanes? Are you going to charge each bike owner or hiker an annual fee to pay for this fiasco or are you going to continue to tax motorist to pay for the elite few who may want to use these lane.

Judging by the turnout at the Waco/Hewitt planning meetings there is little to no support for this waste of taxpayers moneys. According to the Waco Tribune-Harold "About 40 residents showed up to the meetings in Hewitt and Waco earlier this week, Landry said." Lets see Waco had 125, 351 and Hewitt had 13,612 (2011 figures) for a total of population 138,963. If you take 40 and divide it by 138,963 you come up with .0288% the percentage of population interested in the bike and hike lane.

Please explain why you want to spend \$1,000,000 on something only .0288% of the population want, that's \$25,000 per person!

Please take your hand out of our pockets and stop wasting gas taxes!

Robert Wilson
713 Seminole Trail
Hewitt, Texas 76643

We think sidewalks would enhance alot of streets in the Waco, Hewitt area of McClennan County. They would help in keeping pedestrians and bicycle riders safe on our streets.

Please consider putting sidewalks on:

1. Harris Creek road from 84 to the new park.
2. Speegleville Road for walking and biking to the school.
3. Hewitt Drive the whole thing!
4. Mars Drive from Hewitt Drive to High School

Thank you for considering this project.

Steve and Wendy Knouse



Waco Metropolitan Planning Organization

Bicycle/Pedestrian Projects within McLennan County

Your Name: Dave Cregar
Address: 3600 Austin Avenue
Waco, TX 76710

The Waco Metropolitan Planning Organization (MPO) is conducting public meetings to gather input and suggestions for Bicycle/Pedestrian projects within McLennan County. The intent is to identify and improve the overall performance, safety and locations of the Bicycle/Pedestrian network within McLennan County.

You may return this form by mailing it to the address on the back, faxing it to (254) 750-1605 or e-mailing us at mpo@ci.waco.tx.us. Any input regarding these corridors must be received by 5:00 pm, March 29, 2013 for consideration as recommendations are developed. Thank you for your participation.

(To mail, please fold in half with this page on the inside and affix a postage stamp. The postal service will not deliver without proper postage. Please tape closed, do not staple.)

General Comments, Concerns or Suggestions:

Generally speaking, I think that local governments spend... focus state government resources on creating a network of bike lanes... Potential bike lanes for immediate construction could include: Lake Shore Drive, MLK Blvd, Austin Ave, Sawyer Ave, Colonel Ave, University Parks and McArthur Drive. Bike lanes could do the most in reducing road congestion and improving road safety. Once major corridors have bike lanes, additional efforts can be made to create feeder bike lanes that can be used to carry children to neighborhood schools and businesses to work. New sidewalks are probably should take a lower priority because of higher costs and less overall benefit to the community.



Waco Metropolitan Planning Organization

Bicycle/Pedestrian Projects within McLennan County

Your Name: Linda Howell
Address: 1812 Trinity
Waco TX 76710

The Waco Metropolitan Planning Organization (MPO) is conducting public meetings to gather input and suggestions for Bicycle/Pedestrian projects within McLennan County. The intent is to identify and improve the overall performance, safety and locations of the Bicycle/Pedestrian network within McLennan County.

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General Comments, Concerns or Suggestions:

Fix the pot holes on city street.
Bike lanes are not that necessary and are dangerous due to lack of public awareness.
Also bike lanes are incomplete and end with no or little alternatives except city streets with potholes.
Connect the curb cut ramps with sidewalks.
Educate the general public about bicycle traffic.
Educate business & govt facilities to install adequate bike racks.
Educate cyclists to use proper lights and reflectors and wear reflective or light-colored clothing especially after dark.
Patrol city streets & issue traffic citations to motorists who speed and run red lights.



Waco Metropolitan Planning Organization

Bicycle/Pedestrian Projects within McLennan County

Your Name: Liz Rigney
Address: 10014 Ramblewood
Woodway, TX 76712

The Waco Metropolitan Planning Organization (MPO) is conducting public meetings to gather input and suggestions for Bicycle/Pedestrian projects within McLennan County. The intent is to identify and improve the overall performance, safety and locations of the Bicycle/Pedestrian network within McLennan County.

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General Comments, Concerns or Suggestions:

My son will be in 7th grade next year. The roads around the school need sidewalks. There is a lot of traffic and not safe for walking.

comments from mtp kickoff meetings – may, 2014

I am a Waco/McLennan County resident. I have seen first hand the difficulty my patients have in accessing health care because of barriers in transportation. I would very much like to see more investment in Public Transportation in our community.

Waco needs a reliable, timely bus system that runs on a 15 minute schedule instead of the current hour schedule. Public transportation is important to help people to get to work, to the grocery store, to educational opportunities and to get the health care they need. Also, it is just a good way to get around town to take advantage of the many shopping and entertainment opportunities we have available.

I am very impressed with the efforts of Waco Transit so far in the new app that is available to track the bus movements. But to make public transportation feasible for people to use, we need more resources which I hope will be forthcoming.

Thank you very much for your consideration!

Lauren Barron, MD

Thanks for your MPO planning presentation this evening at the Lacy Lakeview Community Center.

As we discussed, the success or failure of greater Waco's future transportation needs hinge on sufficient funding and much more public support/participation than what is now the case.

The MPO's future vision and objectives will not be met unless sufficient funding is identified and secured. Existing state & federal transportation funding sources are woefully insufficient for many reasons. Perhaps it is time to learn from other entities who've faced the same dilemma. In 2008, Los Angeles County Metro faced financial shortfalls and persuasively made a case to their voters to increase local/regional taxes dedicated to transportation.

Additionally, the MPO Policy Board should re-consider utilizing a citizen advisory board to assist in the overall planning process. Creating such a board will more accurately represent the public's input, provide an opportunity for increased citizen participation (perhaps better than current strategies - 3 citizens showed up at the Lacy Lakeview meeting), change the nature of the public's participation from spectator to stakeholder, and serve as a potentially powerful political resource.

Lastly, the largest MPO stakeholder in future transportation planning successes - the City of Waco - has the most to gain or lose if smart, efficient and effective decisions are not made here and now. Since Waco would like to emulate the successes of my hometown's downtown development (Fort Worth), perhaps some frank dialogue with The T (Fort Worth Transportation Authority) about what they would do differently if they had a chance for a re-do during early downtown development plans is in order. If this has already happened, ask DART the same questions.

Please note the quote from Michelangelo I use as a signature phrase: I do hope that the MPO's aim is not too low!

Regards,

Dennis Borrás
Lacy Lakeview, TX

I am a resident of Waco. I would like to see a bus system that allows all county residents to ride to work and to the doctor. Hopefully a 20 minute max wait time instead of an hour would be used.

Judy Bowman

As a social worker and a resident of the Greater Waco Area, I see a need for increased public transit every day. The expansion plans of local grocery stores are creating food deserts in impoverished areas and public transportation is the only option for many of these residents. I strongly advocate for a more frequent schedule to allow

residents shorter wait times and a reasonable expectation of spending less than two hours simply getting to and from the store.

Thank you,

Angela Ceccato, LBSW

I attended the MPO public comment session and have a few more comments and questions on the process.

1. What place do Waco residents/community members have on the MPO board? Is it possible to have community members sit on the committee?

2. How high of a priority are sidewalks to this plan? The Sanger Heights Neighborhood had a sidewalk survey completed by Baylor School of Social Work students and has several targeted areas that need to be addressed.

3. I've talked to a few others about the cost for sidewalks and they think the \$200,000 estimate is too low. Is that cost for repairing sidewalks or replacing or creating sidewalks?

4. Connecting existing bike lanes would help cyclist feel safer as they travel. Right now not many of the bike lanes actually connect to any spot in particular.

5. The "spine" idea for bus routes sounds like an efficient way to redesign our current bus system. I'm no expert but from the literature it appears as if the spine model helps transit systems move faster and become more reliable, which in turn increases ridership among all groups of people.

Thank you for your time.

Alexis Christensen

Please allow funding for the upgrades needed to the Waco transportation system. The very ones that need the more frequent

buses running and regular schedules may not be as loud a voice as the need for the service for them is. As an advocate for the elderly and poor in our city who utilize public transportation more than some others, and as a Christian who sees the suffering on a daily basis in my chosen profession, please allocate adequate funding to this. We already know what the research says, that Waco will more than likely double in population in the next decade. Let's plan to accommodate the needs for public transportation and put our money where our mouth is in budgeting for the future. The citizens count on our city planners to do the right thing. Let's use common God given sense and revise the system to work well and for the people who need it most. More frequent runs with smaller buses to better accommodate our seniors needs; handicapped riders riding in greater comfort with the ability to store more groceries and/or other items; and more covered bus stops for mothers with small children, the elderly, and for protection from the hot Texas sun. A community who cares for the 'least of these' ultimately gains favor in the sight of our creator.

Conway Del Conte, CVM

I am a Waco/McLennan County resident. I would like to see more investment in Public Transportation. Waco needs a reliable, timely bus system that runs on a 15 minute schedule instead of the current hour schedule. Public transportation is important to help people to get to work, to the grocery store, to educational opportunities, to get the health care they need...and it's an environmentally friendly way to get around town to take advantage of the many shopping and entertainment opportunities we have available. Thank you!

Sarah Dorrell

I am a Waco/McLennan County resident. I would like to see more investment in Public Transportation. As a medical social worker, I help arrange transportation for medical appointments for a low-income population. Several of our patients qualify for Medicaid Medical Transportation. I must say that Waco Transit has some wonderful staff who often go above and beyond to help meet transportation needs for some medically fragile residents. However,

many patients must pay for the ADA door to door service. This is financially draining for people already living on Social Security Disability, but must also spend about \$100 per month to travel for dialysis treatments. Their family members spend many hours each week, just trying to get to the grocery store, school or other locations. I personally cannot imagine not having a vehicle and having to rely solely on public transportation. I am often amazed at their resiliency.

Waco needs a reliable, timely bus system that runs on a 15 minute schedule instead of the current hour schedule. Public transportation is important to help people to get to work, to the grocery store, to educational opportunities, to get the health care they need...and it's an environmentally friendly way to get around town to take advantage of the many shopping and entertainment opportunities we have available. Thank you for your work in trying to improve the lives of Waco residents.

Sincerely,
Kay Dunlap

I support Public Transit. I am a Waco/McLennan County resident. I would like to see more investment in Public Transportation. Waco needs a reliable, timely bus system that runs on a 15 minute schedule instead of the current hour schedule. Public transportation is important to help people to get to work, to the grocery store, to educational opportunities, to get the health care they need...and it's an environmentally friendly way to get around town to take advantage of the many shopping and entertainment opportunities we have available. Thank you! McLennan County residents who need doctor transport should be able to set a time to be picked up to be taken to their doctor appointments and be picked up from their doctor appointments. I had a friend who was taking chemo treatments and did not have transportation. I tried to arrange special transportation for him as he also had a tracheostomy in his throat and could not talk and no family. I was unable to arrange this transportation with Public Transit so I took off work to take him to and from the doctor.

Thank you,
Ruby Dunn

I am a Waco resident and I work in East Waco. Each day, I see many, many individuals walking, riding bikes, and waiting for the bus to get them to their destination. Some of these individuals have lost their employment because they had to wait for the school bus to pick up their children and by the time the bus system's hour long schedule gets to them, they are late to work. That scenario does not include the amount of time it takes for individuals to get to educational opportunities, health care needs and the grocery store. I have used the bus system in the past and although many improvements have been made, it still is not a feasible system for our growing city.

Waco needs a reliable, timely bus system that runs on a 15 minute schedule instead of the current hour schedule. Although Waco is still a smaller sized city, the bus provides an environmentally friendly alternative to get around Waco and take advantage of all the wonderful opportunities we have here. I also support the increase of bike/walking lanes that provide a safe way for individuals, who choose that form of transportation, to arrive at their destination without the fear of being hit by a vehicle.

Thank you for considering this request!

Ryn Farmer

As a McLennan County resident and employee of TSTC-Waco, I would like to add to the input as the MPO plans for the future.

I have heard from students at TSTC of the time and effort it takes for some to attend classes here on campus who rely on public bus transportation. I have heard that some students spend anywhere from a hour to an hour and a half making their way to school. These are students who plan to graduate and not have to rely on public transportation in the future, but are in need of it now. It could be helpful to run a shorter schedule, instead of the current hour schedule.

I think the benefits of investing in the public transportation could benefit more than just students. Many in the community have to rely on friends and family to transport to the grocery, pharmacy,

medial care and work. The easier it is to get around, the better the outcomes for all in our community.

Thank you for your time and efforts on this issue and I am hopeful that money spent on public transportation could help our entire community.

Thank you,
Marilyn Harren

“I am a Waco/McLennan County resident.” I also work for MHMR we have hundreds of clients in need of reliable transportation. Currently they have up to an hour wait for their bus. We try to encourage these clients to get jobs, attend school and to do their own shopping. They currently have a very difficult time completing these task due to the wait. Even purchasing groceries is difficult when they are purchasing refrigerated items and then waiting that long. The transportation would be such a huge benefit for their abilities to complete independent daily living task.

Nickole Hayes RN

In my 14 years of work with Waco individuals and families in poverty, I have repeatedly seen how public transportation is critical when families are struggling to escape poverty. Job interviews, actual jobs, community college, etc. have to be accessible to these families. I encourage a strong and increased investment in public transit for the good of our community.

Thank you!

Doug McDurham

I live in Waco, Texas – McLennan County and would like to see more investment placed in our Public Transportation. For all of the thousands of people that have to use public transportation to get work, Waco needs a reliable, timely bus system that runs on a 15-minute schedule instead of the current hour schedule. Some are not as blessed as we are and thus rely on public transportation for

all of their transportation needs – grocery shopping, visiting loved ones in the hospital, education – you get the picture.

Thank you.

Evelyn Ofong

I am a Waco/McLennan County resident interested in seeing better public transportation throughout my community. Waco needs a bus system that runs on a 15 minute schedule instead of the current hour schedule, and there needs to be access to the bus system in the rural areas where many of our most vulnerable populations live.

Many people of all ages and socioeconomic statuses rely on our bus system to find and keep work, get to the grocery store, to the doctor, and other necessary activities of daily living. Students and the elderly are especially in need.

Thank you for your consideration of my request.

Kindest regards,

Celeste Rorem RN, BSN, MA

I’m Shamethia Webb, a Waco resident. I’m writing to give my feedback regarding transportation needs in Waco. As someone who was born and raised in Waco, I would like to see Public Transportation enhanced for residents, particularly low-income residents who rely on the city bus as their primary mode of transportation. Many Wacoans rely on public transportation to get to work, school, the hospital and the grocery store amongst other important places. Waco would benefit from a bus schedule that runs more frequently than every hour. Many low-income Waco residents in particular could have their jobs jeopardized by not having reliable transportation or by having to ride a bus for nearly an hour before getting to their destination.

As someone who rode the bus nearly every day when I was a college student, I can attest to how much time would elapse while waiting for a bus and while riding it to get home or to school. It is incredibly

difficult to coordinate a work or school schedule around the current bus system. If the bus system was could be more responsive to the riders’ needs, it would greatly lift the burden of some of our most vulnerable residents.

Thank you!

Shamethia Webb
Regional Director, Texas Hunger Initiative

To Whom it May Concern,

I am a Waco/McLennan County resident. I would like to see more investment in Public Transportation. Waco needs a reliable, timely bus system that runs on a 15 minute schedule instead of the current hour schedule. Public transportation is important to help people to get to work, to the grocery store, to educational opportunities and to get the health care they need...and it's just a good way to get around town to take advantage of the many shopping and entertainment opportunities we have available.

Thanks,

Sherry Williams, RNC, WHNP
Director - Waco-McLennan County Public Health District

Thanks for asking for community input regarding public transportation. First of all, thanks for starting the program that allows people to ride bus to/from work 9-11:30pm – that is a big step in the right direction of helping those without transportation to be able to get to/from work at night. Second, it would be so helpful if buses could run every 30 min or more often. Third, I don’t know if you deal with bike lanes – but if so it would helpful to have more bike lanes, especially cross-town routes. Thank you for your time.

Kathy Wise, Assistant Director
Mission Waco, Mission World, Inc



CENTRAL TEXAS SENIOR MINISTRY

Comments concerning Transportation in the Waco Urbanized Area to the Waco Metropolitan Planning Organization:

Central Texas Senior Ministry (aka Meals & Wheels) is seeking solutions for the many people of all ages who need transportation services inside the Waco Urbanized Area.

For more than thirty (30) years we have served the transportation needs of the 60+/handicapped population in Waco/McLennan County. During this time we have seen funding continually shifted away from transportation services for this vulnerable population.

To cite some history:

- The Older Americans Act (Title III) funded transportation until the early 2000's. Funding as a part of this act, was shifted to other program areas and was no longer available for the transportation needs of our elders.
- CTSM Transit continued to provide services for another year through grant funds from a local foundation.
- The Federal 5310 Grant (60+/handicapped which provide trips in the urbanized area continued uninterrupted.
- In 2010, however, the 5310 Grant was removed from the urbanized area. This removal of funds closed the door in Waco on the only program, specifically designated for the 60+/handicapped population, which did not have boundary limitations.

Central Texas Senior Ministry (aka Meals & Wheels) wants to be a voice for the 60+ population/handicapped who continue to call our transit office every week seeking curb-to-curb transportation assistance. Up until the shifts in funding, listed above, CTSM Transit was transporting 249 older adults through 700 trips per month to clinics, hospitals, doctors' offices, dentists' offices, social service agencies, and dialysis centers.

Waco Transit does a great job with the funding that is available to them, and we appreciate our partnership with them; however, there continues to be a problem with funding for all providers. We know that public hearings have revealed the same problem of "transportation" as a major issue in our area.

The need for transportation is not a new problem; however, as a community our population is becoming increasingly old and increasingly urban, and the question of whether our city can offer reasonable accommodation for the transit needs for elders is a pressing one.

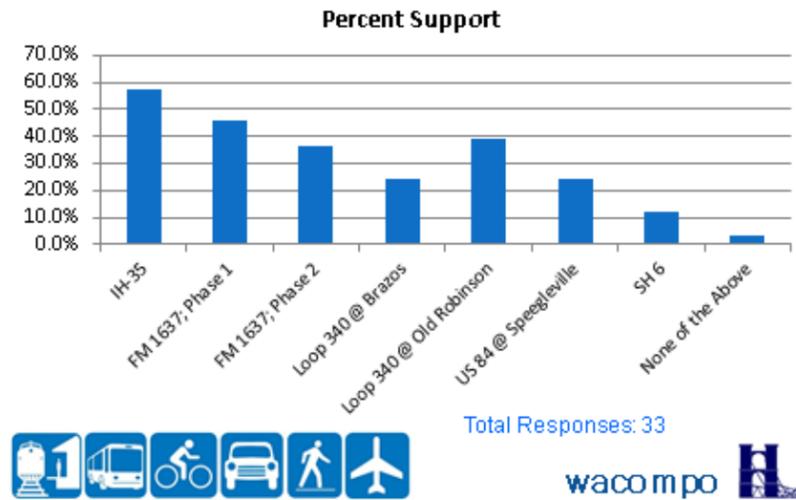
It has been wisely said that any city in which older adults are comfortable will be comfortable for everyone. We ask the Waco Metropolitan Planning Organization to thoughtfully consider how as a community we can address the need for transportation of our elders.

Paula Owen, Director of Transportation
Central Texas Senior Ministry (aka Meals & Wheels)

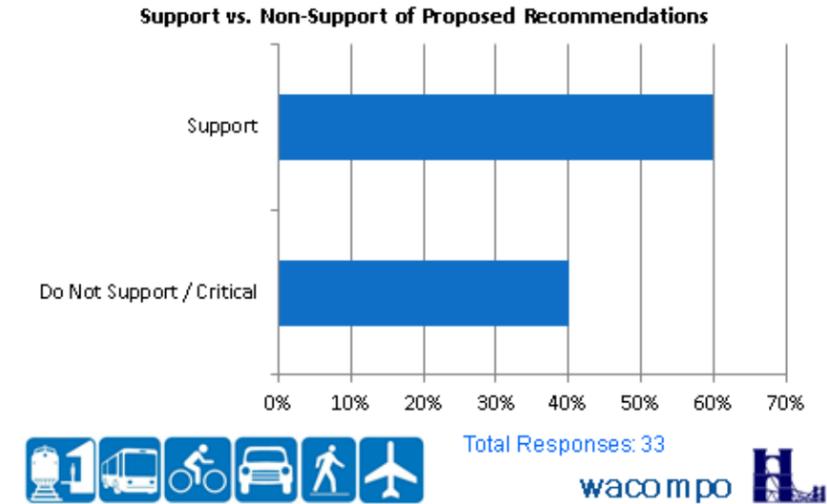
Meals On Wheels Senior Centers Transportation
P.O. Box 85 Waco, TX 76703 * 501 W. Waco Drive 76707
254.762.0318 * Fax 254.762.0307 * www.mealsandwheelswaco.org

summary for responses from 'Mindmixer' online forum

Strategy 1: Public Responses



Strategy 3: Public Responses



responses in support of strategy 3

'Anything we can do to make public transportation more accessible and amenable for users is a more sustainable solution.'

'Having an efficient public transportation system is a mark of a developing city.'

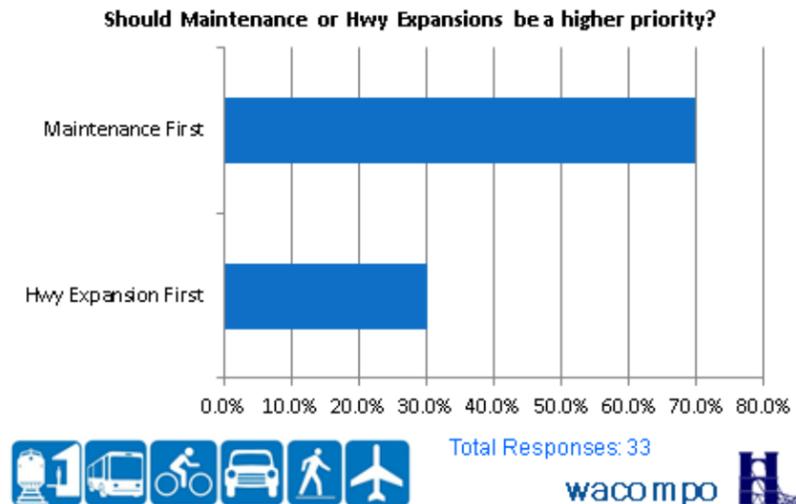
'I would use transit instead of driving sometimes if it was convenient and had decent timing.'

'I would use public transportation if it was closer to my home and work.'

'...I believe a focus on transportation oriented development will help deal with transportation needs that will arise over the next 10 years.'

'There are many people whose only means of transportation is public transportation so they are limited to transportation only in the days and none of Sunday.'

Strategy 2: Public Responses



'To improve the overall economic health of Waco, affordable and reliable public transportation is necessary for those who cannot afford private transportation.'

'We need to expand the availability of public transportation for all. Our current system is limited and difficult to navigate especially for those who need it the most.'

'WE need to get our citizens from our low income areas to our growth industrial areas.'

responses in opposition / critical to strategy 3

'I don't see how enough money could be spent to make public transportation workable in West Waco... ..It is much easier to jump in the car and get to work.'

'It's not likely for the people Waco wants to attract to really benefit from public transit in a community of Waco's size.'

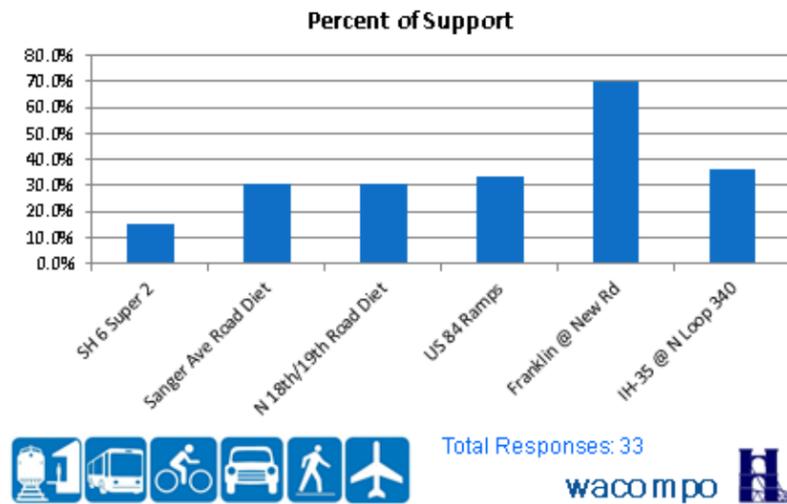
'The system has not seemed reliable.'

'Our population density does not yet support a thriving public transportation network...'

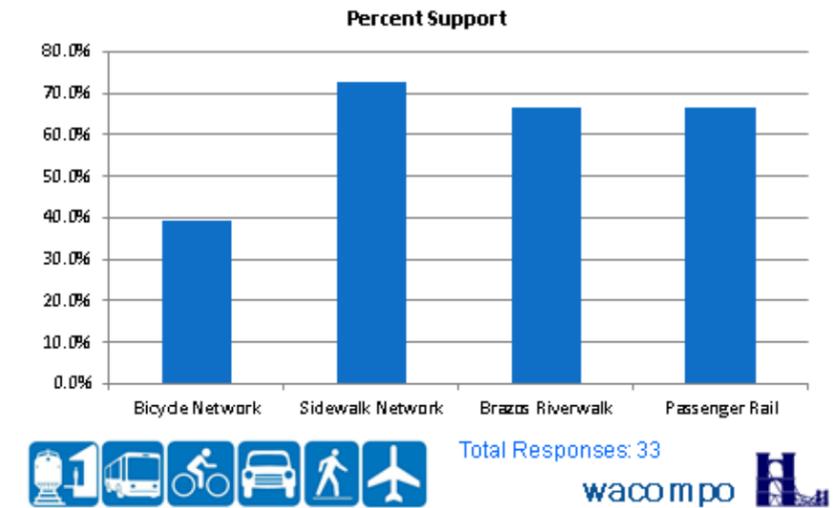
'So many more people need and use road projects than ride Waco Transit.'

'There needs to be policy changes by the city and downtown businesses to DRIVE a DEMAND for public transportation improvements; otherwise the redesign will not be self-sustaining.'

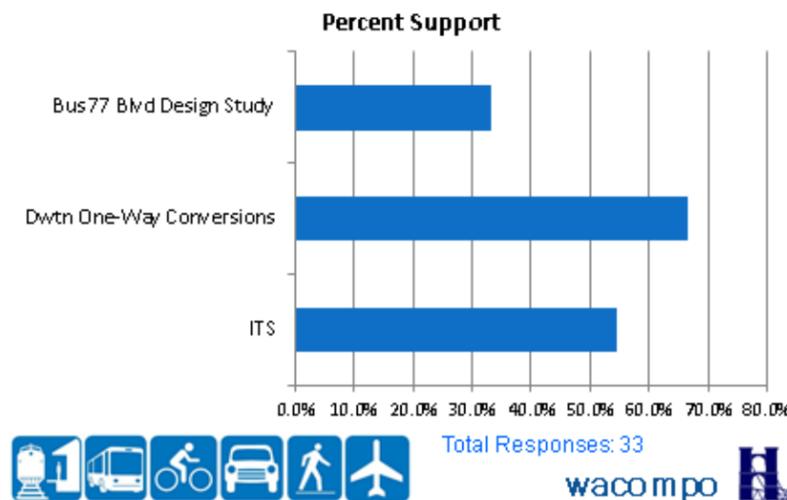
Strategy 4: Public Responses



Strategy 6: Public Responses



Strategy 5: Public Responses



general responses from the public

missing or alternative priorities

'Complete Loop 340 so traffic from Austin has an easier time reaching tourist attractions such as the Waco Mammoth Site.'

'...consider parking meters around the downtown square with an inexpensive Baylor to Downtown trolley system (similar to San Antonio).'

'Extend FM 185 across the Brazos making Loop 340 a true loop and reducing the commute from Speegleville / China Spring areas to TSTC & I-35 north by 20 minutes.'

'I suggest developing a pedestrian/bike path along the RR alignment connecting Elm Mott to Woodway/Hewitt. It needs a fence to separate the two... ..If tied in with bike lanes along the route it could provide a backbone for cycling & electric bikes as alternatives to driving.'

'...reinstating air flights from Waco to Houston would be quite valuable.'

'Improving the flow (and safety) of Hewitt Drive with the addition of a continuous median.'

'FM 185 inappropriate for bike routes. No shoulders, high speeds & long bridge. Consider Eichelberger Crossing.'

general criticism

'Boring city streets especially 18th to 20th, need some serious help. Crazy bumpy.'

'I don't like any of these options. I don't go downtown much, but I have never once seen a bicycle rider in a bike lane. Not even once. I really don't want passenger rail service as it's too expensive to operate.'

'...I am frustrated by 2 main elements: (1) not being sure where the bus stops are and when the buses will arrive and (2) traveling from the bus stop to my home along intersections and busy roadways where there are no sidewalks. In particular the intersection of Waco Dr & Valley Mills... ...It is ridiculous that this has become a car only area – particularly with bus stops there!'