

**Candidate's Name:** *Randi Shade*  
**Council Place Running For:** *Austin City Council Place 3*

**Where within the Austin city limits do you currently reside?**

*1822 West 10<sup>th</sup> Street, in the Clarksville neighborhood.*

**How long have you lived in Austin?**

*All together, for almost 20 years. I first moved to Austin in 1984 to attend college.*

**Regarding your current use of Capital Metro's Services, how would you categorize yourself?**

*I'm an infrequent user. I enjoy riding the Dillo whenever I can, and occasionally catch the bus at 5<sup>th</sup> and West Lynn into downtown. When I was a UT student I was a frequent user of the University's Shuttle Bus System, and during my senior year when I served as student body president I was involved with the initial negotiations between UT and Capital Metro.*

**Where did you live prior to living in Austin (if applicable)?**

*I grew up in Dallas, and lived for a while in Cambridge and Boston, Massachusetts, while attending Harvard Business School and working at City Year, respectively.*

**What personal experience do you have with public transit or mass transit?**

*As noted above, I'm an occasional Capital Metro rider. My personal experiences as a Capital Metro rider have been fair; my biggest criticism is that the routes can be confusing and service irregular. I was a frequent user of public transit while living in Massachusetts. I used the*

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*T for my daily commute to work/school and also for most recreational outings. I loved it and was totally reliant on it. I also am a frequent mass transit user when I travel to cities that have it: Boston, New York, and Chicago.*

**Do you support efforts to plan and implement multi-modal (different types of vehicles and technologies) transportation solutions to Austin's traffic congestion and land use problems?**

*Yes, absolutely. Austin's traffic crisis is real and getting worse, and the only way out of the problem is to utilize on every tool at our disposal, including more and better roads, expanded and improved bus service, regional and local passenger rail service, improved bicycle and pedestrian facilities, and tactical approaches like carpooling, HOV lanes and exploring flex-time strategies for major local employers.*

**Are you committed to both long-range land-use and transportation plans (and the implementation of them) that anticipate the expected doubling of the population of the Central Texas region?**

*Yes. We now have more than 1.5 million residents in the greater Austin metropolitan statistical area, and if history is any guide (and it should be), we can expect that number to double in the next 25 - 40 years. In fact, a Census Bureau report released just last week showed Austin among the top 10 fastest-growing cities in the nation (Houston, San Antonio and Fort Worth were also among the top 10). Without a doubt, one of the biggest challenges we face in Austin today is taking the necessary steps to ensure that our transportation infrastructure will be sufficient to accommodate that increase.*

**Do you agree that a regional fixed-guide way transportation system (rail) is the logical way to serve nodes of density/activity centers in the region while protecting the environment?**

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*Yes,. While I recognize that every commuter will make his or her own choice, I believe our overarching priority should be to create a robust, multi-modal transportation network that discourages single-occupant vehicles.*

**Will you support an integrated, multi-modal transportation system for the region and Austin, both as a connector of the towns and activity centers (existing and new) and as a tool to guide future land-use?**

*Yes. The way in which we approach the expansion of our regional multi-modal transportation network should be an expression of our objectives as it relates to overall land-use planning. That is, I believe that we should be densifying in and around regional urban nodes while preserving open spaces and protecting our environment and that the transportation network we plan for and build should and must drive us toward those important goals.*

**Are you familiar with Envision Central Texas (ECT) (both as an organization and a “process”) and its published “Vision” (a 20-page document titled “A Vision for Central Texas” dated May 2004)? If you are, please elaborate both your knowledge of the organization, its history and process, and your involvement in or with it (if applicable).**

*Yes, I closely followed the development of the Envision Central Texas product and enthusiastically supported - and still support - the “vision.” I had the good fortune to know and learn from the founding Chair of Envision Central Texas, Neal Kocurek, as well as the group’s second Chair, Bill McLellan. The initial process, truly regional in scope, should be considered a model for our future planning efforts. I believe that unless and until we can facilitate a meaningful, ongoing regional dialogue and planning process, we will continue to fall short of our basic quality-of-life objectives here in Austin. If I’m elected to the City Council in May, I’ll make it a top priority to ensure that leaders in the*

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*Austin community - including the public, private, and non-profit sectors - are working cooperatively and proactively with all of our neighbors across the region, across the broad range of issues that matter to us all. As the original ECT “vision” document said, succinctly and memorably: “Our fortunes are tied together.”*

**Part of the ECT “Vision” is a call for more transportation choices, including “built-in ‘intermodal’ alternatives to cars” and “a transit system that could include rapid transit, rail (commuter, light, and other) and rapid bus.” Will you, as a City Councilmember, support both the planning for and the implementation of transportation choices, including those listed in the ECT “Vision”?**

*Yes. As we build out our transportation infrastructure, and especially our road network, I will be a strong supporter of “built-in intermodal alternatives” such as embedded bike lanes and sidewalks. As noted above, I am also enthusiastic supporter of mass transit, including rapid bus and commuter / light rail service.*

**What is your overall opinion of the Capital Metropolitan Transportation Authority (especially in regards to their “primary mission” of providing public transportation to the jurisdictions they serve)? Do you think they are effective in their primary mission?**

*I think the agency does a fair job in general but faces the very difficult task of providing transit solutions to their service area within the limited funding stream - one penny of local sales tax - that they’ve been provided (sales tax is difficult to bond, because it is not steady and not predictable, making infrastructure expansion difficult). As noted above, I have personally found that Capital Metro bus routes can be confusing and service irregular, although I do know there some good routes that many people use, such as the Lamar and South Congress routes (the #1 and #101). Generally speaking, I think there have been some poor management decisions at Capital Metro over the years. Most recently, the proposed changes in service for handicapped riders who use the*

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*Paratransit Operation has been very concerning to me. My view is that dropping riders who need paratransit violates the mission of Capital Metro as a public service; the agency should begin their transit planning thinking of those who need the most help first, not last. Today's announcement of Board Chairman Lee Walker's decision to step down marks an important turning point and presents new challenges and opportunities. If I'm elected to the City Council, I'll work hard to build a strong working relationship with the leadership of Capital Metro to help them make better choices and deliver on their fundamental mission of service to the community.*

**Are you familiar with Capital Metro's "All Systems Go!" 20-year Transit Plan (which began implementation in 2004, and includes Rapid Bus and Commuter Rail projects)? Did you support the November 2000 Referendum to build a 52-mile Regional Light Rail System? Did you support the 2004 "All Systems Go!" Referendum (that included a 32-mile Urban Commuter Rail starter line)?**

*Yes, I am familiar with the "All Systems Go" plan, and I did support both the 2000 and 2004 rail referendums. I will also support a rail referendum in 2008, if the CAMPO Transit Group is able to bring a proposal forward in time for a November election. If not, I will support a rail referendum at the next opportunity.*

**Are you familiar with the Capital Area Metropolitan Planning Organization (CAMPO) and its purpose (which is "to coordinate regional transportation planning with counties, cities, Capital Metro, CARTS, TxDot, and other transportation providers in the region and to approve the use of federal transportation funds within the region.")? If you are, please elaborate your knowledge of the organization, its history and purpose, and your involvement in or with it (if applicable).**

*I have not personally been involved with CAMPO in the past, but yes, I am familiar with CAMPO, which is the Metropolitan Planning*

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*Organization (thus the MPO) for Travis, Williamson and Hays Counties. As you note above, the function of CAMPO is to coordinate regional transportation planning among local governments and transportation service providers, and to approve federal transportation spending within the three-county area.*

**Are you familiar with the CAMPO 2035 Regional Growth Concept Initiative? CAMPO states “the 2035 Regional Growth Concept will incorporate parts of the Envision Central Texas Vision while reflecting adopted local plans and values” and “the 2035 Regional Growth Concept will look at ways of encouraging the development of ‘activity centers’ where they make sense for our region.” Do you think it is important to support this Concept? Will you, as a City Councilmember? Do you think it is important to support a regional transportation system, in both planning and implementation, which will enable the Concept to become a reality?**

*Yes, I am familiar with the CAMPO 2035 Regional Growth Concept Initiative and the “activity centers” concept, which I think represents an important step forward in terms of linking the ECT “vision” with real-world transportation planning and implementation. I think it is important to support this concept and will do so enthusiastically if elected to serve on the City Council.*

**Are you committed to the concept of nodal (also referred to as activity centers) growth, as an alternative to sprawl development, as found in the Envision Central Texas “Vision” and also the CAMPO 2035 Draft Growth Concept?**

*Yes, absolutely, per my answers above. Thank you for the opportunity to answer these important questions, and I look forward to discussing the issues further with you at the candidate forum.*