

# I-35 CAPITAL EXPRESS CENTRAL



## Public and Agency Virtual Scoping Meeting #2 Comment Themes and Responses

The following themes are the primary topics expressed by the public and agencies in comments submitted to TxDOT March 11 through April 10, 2021, as part of virtual scoping meeting #2. The comment themes are separated by feedback received on the Alternatives Evaluation Criteria, shared in virtual scoping meeting #2, and general comment themes. Both are listed in alphabetical order, represent the most frequently mentioned subjects and are not intended to summarize all feedback given by project stakeholders during the official meeting comment period. All comments received have been documented and are being considered by the project team.

For more information about virtual scoping meeting #2 and current or future input opportunities, visit [My35CapEx.com](http://My35CapEx.com).

Comment Themes – Alternatives Evaluation Criteria		Response
1	<b>Access and Transit:</b> Measure access to existing and future transit stops and stations.	<p>Each alternative was measured for its ability to accommodate Capital Metro’s Project Connect current stops and proposed light rail system at east-west crossings.</p> <p>During construction there may be impacts to existing stops. All potential impacts will require coordination with CapMetro to discuss maintaining access to transit along and across the project during construction.</p> <p>Current routes within our project limits along I-35 include:</p> <ul style="list-style-type: none"> <li>• UT Shuttle (both frontage and mainlanes)</li> <li>• MetroExpress/MetroFlyer (frontage lanes only)</li> </ul> <p>There are 13 bus/shuttle routes that cross the highway, at the following streets:</p> <ul style="list-style-type: none"> <li>• Airport</li> <li>• 38 ½ St.</li> <li>• Dean Keeton</li> <li>• Clyde Littlefield</li> <li>• MLK</li> <li>• 12th St.</li> <li>• 11th St</li> <li>• 8th St</li> <li>• 7th St</li> <li>• Cesar Chavez</li> <li>• Riverside</li> <li>• Oltorf</li> <li>• US 290/71 Ben White Blvd.</li> </ul>

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2	<b>ADA Access:</b> Measure ADA access.	Each alternative was evaluated for its ability to conform with the Americans with Disabilities Act (ADA) as well as with the Texas Department of Licensing and Regulation (TDLR) accessibility standards. Reconstruction of sidewalk segments along I-35 Central are also prioritized in the City of Austin Sidewalk Master Plan and ADA Transition Plan Update (City of Austin 2016) from low to very high need, depending on location.
3	<b>Affordable housing:</b> Measure loss of existing income-restricted affordable housing as well as market-rate affordable housing.	Each alternative was measured for its potential to displace residences and businesses both outside of and within minority and low-income communities. A community impacts assessment (CIA) will be completed for the alternatives that are carried forward into the Draft Environmental Impact Statement (DEIS). The CIA will consider the demographics of the study area and analyze displacements as well as changes in access and travel patterns and impacts or benefits to community cohesion.
4	<b>Air Quality:</b> Measure air quality.	<p>As a result of public and agency input, this criterion was added to the alternatives evaluation criteria.</p> <p>Each alternative was evaluated for its potential impacts to air quality by measuring the estimated total future year emissions compared to existing conditions.</p>
5	<b>Annual cost of delay:</b> Measure annual cost of delay and measure it per person.	Each alternative was evaluated based on the I-35 total corridor (mainlanes and managed lanes) travel time and associated societal costs. The CAMPO 2045 travel demand model was modified for the project and provided daily vehicle-hours traveled (VHT) output of all vehicles traveling along the I-35 mainlanes and managed lanes within the project area. The daily VHT was then converted into annual cost of travel based on assumed value of time (\$30.54 in 2021 USD) and number of days per year realizing this travel time (250 workdays).
6	<b>Connectivity:</b> Measure connectivity.	<p>Each alternative was evaluated on its ability to provide enhanced vehicular, bicycle and pedestrian east-west crossings along the I-35 Capital Express project limits, as well as for its ability to accommodate Capital Metro's Project Connect proposed light rail system at east-west crossings.</p> <p>Additional east-west crossings are being evaluated based on the distance between existing crossings and available right of way. TxDOT is evaluating multimodal enhancements to east-west crossings including wider and more accessible cross-streets at multiple locations. TxDOT is also coordinating with the City of Austin to tie into the city street network as well as the Butler Hike and Bike Trail at Lady Bird Lake for continuity of bicycle and pedestrian accommodations.</p>
7	<b>Cost of Crashes:</b> Measure cost of crashes.	TxDOT is aligning with TxDOT's Road to Zero and the City's Vision Zero with an emphasis on safety and prevention of fatalities and serious injuries. Cost of crashes has not been factored into our evaluation because crash costs are typically only estimated for the

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		<p>purposes of a formal safety cost-benefit analysis, which, per FHWA, needs to consider the costs of all crash severities. The purpose of the criterion is to evaluate the alternatives' alignment Road to Zero and Vision Zero, which emphasize safety and prevention of fatalities and serious injuries.</p>
8	<p><b>Displacements:</b> Measure minimizing displacements and expand metrics by including income, race, ethnicity and transportation modes.</p>	<p>Each alternative was evaluated for the number of potential minority and/or low-income property displacements.</p>
9	<p><b>Lane miles:</b> Measure lane miles added.</p>	<p>The number of lane miles added was not used as an evaluation criterion because it is approximately the same for all three build alternatives.</p>
10	<p><b>Noise and Light Pollution:</b> Measure light and noise pollution.</p>	<p>TxDOT performed a qualitative analysis of traffic noise impacts by evaluating each for its potential to reduce noise impacts to sensitive receptors. The evaluation consisted of a qualitative review of each alternative's ability to lower noise levels through its design, its potential to provide noise abatement, or both, as compared to each other. Further, a quantitative noise evaluation will be conducted to analyze noise impacts during the development of the draft Environmental Impact Statement.</p> <p>While light pollution has not been measured, proposed aspects of the project, including removal of the I-35 upper decks, along with their elevated lighting, and placing the mainlanes and managed-lanes in a lowered section are anticipated to reduce the ambient light pollution associated with this project.</p> <p>As the project continues, TxDOT may consider additional light pollution reduction measures.</p>
11	<p><b>Managed Lanes:</b> Measure the managed lane concept to address demand.</p>	<p>The managed lanes were measured for their ability to address demand by comparing the 2030 p.m. peak hour travel time within the project limits along the managed lanes to the no build alternative. The criteria also included measuring the travel demand within the adjacent transportation roadway network: Each alternative was evaluated based on its travel demand patterns/traffic volumes along major and minor, parallel facilities (excluding I-35). The CAMPO 2045 travel demand model, a 6-county regional model of existing and future transportation demand based on population and employment demographics, was modified for the project and provided daily vehicle-miles traveled (VMT) output of a subarea bounded by Mopac, US 183, SH 71, and US 183.</p>
12	<p><b>Non-vehicular travel:</b> Measure potential to increase travel by non-car methods.</p>	<p>Each alternative was evaluated for its total mainlane and managed lane person-carrying capacity. The mainlane and managed lane person-carrying capacity at a given point along the corridor was calculated based on basic freeway and transit capacity estimates for each alternative per the below methodology and assumptions. I-35 frontage roads, ramps, bypass lanes,</p>

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		<p>and flyovers were not considered as part of the analysis, as those facilities' main functions are to connect I-35 mainlanes and managed lane with other facilities and adjacent developments rather than provide true travel capacity. Managed lanes will be restricted to buses, carpools, vanpools, and emergency responders.</p> <p>Continuous bicycle and pedestrian paths in both directions are included in all build alternatives. Further, based on input from community groups including Downtown Austin Alliance, Reconnect Austin, and Rethink35, each east-west crossing within the project has been enhanced to include wider bridge structures, featuring up to a 20-foot buffer between bicyclists and pedestrians and vehicular travel lanes, to make biking and walking across the corridor a safer and more user-friendly experience.</p>
13	<p><b>Number of east-west crossings:</b> Measure east-west crossings, including the number and quality of crossings for vehicles, pedestrians and bicyclists.</p>	<p>Each alternative was evaluated on its ability to provide enhanced vehicular, bicycle and pedestrian east-west crossings along the I-35 corridor.</p> <p>Continuous bicycle and pedestrian paths in both directions are included in all build alternatives. Further, based on input from community groups including Downtown Austin Alliance, Reconnect Austin, and Rethink35, all 28 east-west crossings within the project has been enhanced to include wider bridge structures featuring up to a 20-foot buffer between bicyclists and pedestrians and vehicular travel lanes, to make biking and walking across the corridor a safer and more user-friendly experience.</p> <p>In addition, through coordination between City of Austin and TxDOT, City of Austin is considering designing and funding multiple deck cap areas as green spaces within the urban core of Austin. Caps are being proposed between Cesar Chavez St and 12<sup>th</sup> street as well as an enhanced cap area north and south of Dean Keeton near the University of Texas and at Airport Blvd.</p>
14	<p><b>Reduction of Lanes:</b> Measure reduction of lanes on local frontage roads</p>	<p>Since the frontage roads are in the right of way, TxDOT always evaluates and determines the number of frontage roads based on the following criteria:</p> <ul style="list-style-type: none"> <li>(1) capacity required to accommodate forecasted peak hour traffic volumes, including turning movements at intersections, and</li> <li>(2) lane balancing between upstream and downstream ramps and intersections.</li> </ul> <p>In addition, TxDOT will also be evaluating frontage road relocation concepts and will present findings at an upcoming community meeting.</p>

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15	<b>Right of Way:</b> Measure amount of acres for proposed right-of-way impacts and cost of acquisition.	Each alternative was evaluated based on the acres that would be required for proposed right of way. The cost of acquisition will be estimated during further design of the preferred alternative.
16	<b>Safety:</b> Measure safety.	Alternatives were measured for their ability to improve emergency response time (for EMS, Police, Fire, and Hospitals),; emergency egress requirements, and their ability to reduce fatalities and severe injury crashes.
17	<b>Travel time:</b> Measure travel time and access for transit riders, people walking and people bicycling.	<p>Each alternative was evaluated for its total managed-lane and mainlane person-carrying capacity. The managed-lane and mainlane<sup>(00)</sup> person-carrying capacity at a given point along the corridor was calculated based on basic freeway and transit capacity estimates for each alternative per the below methodology and assumptions. I-35 frontage roads, ramps, bypass lanes, and flyovers were not considered as part of the analysis, as those facilities' main functions are to connect I-35 managed-lanes and mainlanes with other facilities and adjacent developments rather than provide true travel capacity.</p> <p>Continuous bicycle and pedestrian paths in both directions are included in all build alternatives. TxDOT is evaluating multimodal enhancements to east-west crossings, including wider and more accessible cross-streets at multiple locations. TxDOT is also coordinating with the City of Austin to tie into the city street network as well as the Butler Hike and Bike Trail at Lady Bird Lake for continuity of bicycle and pedestrian accommodations.</p> <p>Additional east-west crossings are being evaluated based on the distance between existing crossings and available right of way. TxDOT is evaluating multimodal enhancements to east-west crossings and is proposing a pedestrian bridge at 4<sup>th</sup> street, 5<sup>th</sup> street in the area between 51<sup>st</sup> street and US 290 East, and for the Red Line on Airport Boulevard.</p>
18	<b>Weighted evaluation criteria of vulnerable road users:</b> Weight the criteria to emphasize safety and improvements for the most vulnerable road users and de-emphasize increasing capacity and travel time for single-occupancy motor vehicles.	<p>TxDOT funding is designated for the mobility and the safety of the traveling public. Since 2017, TxDOT's <i>Be Safe Be Seen</i> Pedestrian Safety initiative has worked to address pedestrian injuries and fatalities occurring along I-35 in high-traffic pedestrian areas and construction zones. This proactive outreach effort focuses on some of the most vulnerable populations, including students, elderly those experiencing homelessness.</p> <p>As part of the <i>Be Safe Be Seen</i> program, TxDOT has been convening service providers, agencies and elected leaders for four years through the agency's Initiative to Address Homelessness. The goals of the initiative are to share information on upcoming construction activities and community resources, to assess specific needs for assisting individuals experiencing homelessness, and to identify potential opportunities for</p>

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		<p>temporary and permanent shelter or housing alternatives. Additionally, in 2019, TxDOT made five acres of land available in southeast Austin to be used for Camp Esperanza, a homeless encampment.</p> <p>Generally, evaluation criteria is not weighted. The alternatives are evaluated against one another and the no-build alternative. There will not be an alternative with a highest score, but a series of potential impacts and benefits that will be considered by the project team, with community input, to be evaluated and used to identify the alternatives to be evaluated in detail in the Draft EIS. Vulnerable populations will be further analyzed in the Community Impacts Assessment for the DEIS.</p>
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General Comment Themes		Response
1	<p><b>Aesthetics:</b> Update the Aesthetics Guidelines for what the roadway will look like, including walls and bridges to reflect the local culture and improve neighborhood cohesion.</p>	<p>TxDOT will be engaging the community to update Aesthetics Guidelines for the Central project area. These guidelines will provide the conceptual direction for aesthetic treatments for new bridge structures, hardscapes, retaining walls, lighting, landscaping, railings, etc. These elements can enhance community cohesion and values.</p>
2	<p><b>Build Alternatives:</b> Conduct a full engineering, transportation, environmental and quality of life review of a wide range of design alternatives, including:</p> <ul style="list-style-type: none"> <li>• Urban Land Institute’s cap and stitch proposal</li> <li>• Reconnect Austin proposal</li> <li>• Rethink35 proposal</li> </ul>	<p>Beginning as far back as the 1980s, TxDOT recognized the need to upgrade I-35 through the region to provide improved mobility. This project builds upon previous efforts to improve I-35, such as the I-35 Corridor Advisory Committee (2011-2013), Downtown Stakeholder Working Group (2013-2014), a Planning and Environmental Linkages Study (2014), the Decks Neighborhood Workshops (2014-2015), public involvement conducted on the Central7 project (2016-2017) and a Design Charette (2020). These efforts have helped form a foundation for all the build alternatives that are currently under consideration. All build alternatives include:</p> <ul style="list-style-type: none"> <li>• Removing the upper decks on I-35 (between Airport Boulevard and MLK Jr. Boulevard)</li> <li>• Lowering I-35 through downtown (between MLK Jr. Boulevard and Holly Street)</li> <li>• Adding two managed lanes in each direction</li> <li>• Reconstructing the bridge across Lady Bird Lake</li> <li>• Improving bicycle and pedestrian paths</li> <li>• Accommodating current and future CapMetro routes</li> <li>• Accommodating a deck plaza in the downtown area funded by others</li> </ul> <p>Given the high level of interest in community-based concepts and feedback received as part of the first two scoping meetings for the</p>

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	<p>I-35 Capital Express Central project, the Texas A&amp;M Transportation Institute (TTI) conducted an independent analysis on the proposed build alternatives, as well as the community concepts, including Reconnect Austin, the Urban Land Institute (ULI) recommendations, and Rethink35. The purpose of the analysis was to provide a third-party evaluation of:</p> <ul style="list-style-type: none"> <li>• Elements of the community concepts that are currently incorporated or could be reasonably incorporated into the proposed build alternatives.</li> <li>• Elements of the community concepts that require further study and analysis.</li> <li>• Whether the community concepts are feasible as standalone alternatives.</li> </ul> <p>TTI’s analysis of the community concepts shows that, while none of the three concepts described above are feasible as standalone alternatives, much of what these separate entities are proposing is already included in or has recently been added to the TxDOT build alternatives, including:</p> <ul style="list-style-type: none"> <li>• Lowered travel lanes.</li> <li>• More than 15 widened east-west crossings, including a new crossing at 5th Street for all users; and new pedestrian crossings at Cap Metro Red Line/Future Gold Line south of Airport Boulevard, and between 51st Street and US 290 E.</li> <li>• Bicycle and pedestrian enhancements including 20-foot buffers and 10-foot shared-use paths.</li> <li>• Low design speeds on frontage roads.</li> <li>• Enhanced person-carrying capacity along the corridor by providing a reliable route for transit in managed lanes.</li> </ul> <p>Based on TTI recommendations, the build alternatives carried forward for evaluation by the criteria, include the TxDOT-proposed build alternatives 1, 2 and 3, along with elements of the community concepts, as described in the list above.</p> <p>In addition, TTI recommended a frontage road shift in the downtown area, and TxDOT is evaluating this improvement for the proposed build alternatives.</p> <p>The TTI report is available with the public meeting materials.</p>
3	<p><b>Community Engagement:</b> Conduct enhanced outreach by providing more details of the proposed designs and ensure that Austin’s communities of color are included in outreach.</p> <p>Community involvement is essential to this project’s success. To provide additional engagement opportunities, TxDOT has established a community working group, CapEx VOICE (Volunteer Opportunity in Community Engagement), which is open to all members of the public. The purpose of CapEx VOICE is for TxDOT</p>

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General Comment Themes	Response
	<p>to learn more about the public’s ideas and priorities for rebuilding I-35 through Central Austin. The first three meetings were held in April, May and July 2021. Meetings are held online and will take place throughout the remainder of the environmental process every month or every other month.</p> <p>In addition, TxDOT is making extensive efforts to reach out to vulnerable populations through a variety of notifications about public input opportunities. Since late 2019, TxDOT has met with organizations and agencies regarding the I-35 Capital Express Program and continues to meet with community leaders and stakeholders.</p> <p>If your civic or neighborhood organization would like to invite TxDOT attend and present at your meeting, call (512) 832-7357 or email My35CapEx@txdot.gov.</p> <p>Through Scoping Meeting #2, TxDOT has conducted 150 meetings; of those meetings, 42 were with local and state agencies, 41 stakeholder meetings, and 20 elected officials' meetings. We also conducted 4 Pop-In meetings in high foot traffic areas to meet underrepresented populations.</p>
4	<p><b>Deck Plazas:</b> Build deck plazas, or caps, over the highway.</p> <p>One design option being coordinated with the City of Austin, in partnership with the Downtown Austin Alliance, are local enhancements, which could include deck plazas, or caps, as shown in the renderings at the public meeting materials. The mainlanes and managed lanes are not visible from ground level.</p> <p>During previous public and agency engagement, we heard extensive feedback about capping I-35 and all proposed alternatives could accommodate these locally funded enhancements. We are currently in the engineering feasibility stage and are working closely with the City of Austin on these concepts.</p> <p>Similar projects across the State were funded through similar partnerships, such as Dallas’ Klyde Warren Park which is a deck plaza.</p>
5	<p><b>Design Speed:</b> Lower design speed and posted speeds.</p> <p>Design speed is used for determining values for road design, such as horizontal curve radius and sight distance based on the roadway function and classification. Roadway geometric design features such as cross-section elements, lane widths, shoulder width, etc., are determined based on the road function and safety in-relation to the design speed.</p> <p>The posted speed limit is normally set at the nearest value to the 85th percentile speed ending in 5 or 0 of the observed speed of a</p>

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	<p>group of vehicles traveling on a section of road. City governments and TxDOT must conduct traffic and engineering studies according to requirements outlined in TxDOT's publication, <u>Procedures for Establishing Speed Zones</u>, when setting a speed limit on the state highway system.</p> <p>Currently, frontage road posted speeds, in the project area, range between 40 and 50 mph. Posted speeds are determined once construction is complete. TxDOT is currently evaluating frontage road speeds of 35 to 40 mph.</p> <p>TxDOT is evaluating the design guidance and will be hosting a workshop as part of the CapEx VOICE to discuss proposed speed limits with the public. TxDOT must comply with federal and state standards for highway design, including TxDOT's Roadway Design Manual, the AASHTO Policy on Geometric Design of Highways and Streets and the Texas Manual of Uniform Traffic Control Devices.</p>
6	<p><b>History of I-35:</b> Acknowledge the local history of I-35 as a racial barrier and its resulting economic impacts.</p> <p>I-35 in Austin was built along East Avenue, which was seen effectively as a racial divide in Austin's early history, and later evolved as a regional highway corridor throughout the 1930s, 40s and 50s. By 1955 (one year before the Interstate Highway Act was signed into law), the East Avenue corridor had progressed on this path and carried the designation as the 'Interregional Highway' and 'Blue Star Memorial Highway' along with U.S. Highways 79, 81 and 290.</p> <p>TxDOT understands the significance of I-35 to the local community and the present chance to address local concerns as we develop and implement the Capital Express Central project. This project offers the option to remove the visual separation and provide opportunities to reconnect the communities and spaces east and west of I-35. The reconnection would involve removing the upper decks and elevated lanes, lowering of I-35 through the downtown core, and rebuilding the east/west bridges for wider and safer bicycle and pedestrian crossings. TxDOT is working closely with the City of Austin, CapMetro and the community to allow for deck plazas to be developed and to rebuild I-35 in a way that encourages transit and meets the needs of commuters, local bicyclists and pedestrians. This is about a vision for tomorrow's I-35.</p>

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<p>7 <b>Homelessness:</b> Provide support for people experiencing homelessness who shelter beneath I-35 underpasses.</p>	<p>TxDOT funding is designated for the mobility and the safety of the traveling public. Since 2017, TxDOT's <i>Be Safe Be Seen</i> Pedestrian Safety Initiative has worked to address pedestrian injuries and fatalities occurring along I-35 in high-traffic pedestrian areas and construction zones. This proactive outreach effort focuses on some of the most vulnerable populations, including students, mature adults and those experiencing homelessness. Through the program, TxDOT shares tips for being safe and provides ways for pedestrians to <i>Be Safe and Be Seen</i> on Austin roadways.</p> <p>As part of the <i>Be Safe Be Seen</i> program, TxDOT has been convening service providers, agencies and elected leaders for four years through the agency's Initiative to Address Homelessness. The goals of the initiative are to share information on upcoming construction activities and community resources, to assess specific needs for assisting individuals experiencing homelessness, and to identify potential opportunities for temporary and permanent shelter or housing alternatives. Additionally, in 2019, TxDOT made five acres of land available in southeast Austin to be used for Camp Esperanza, a homeless encampment.</p> <p>Outreach for the I-35 Capital Express Central environmental analysis has also included TxDOT's Initiative to Address Homelessness network. TxDOT will also conduct focused engagement of agencies and nonprofit providers supporting people experiencing homelessness through additional outreach as part of the Environmental Impact Statement.</p>
<p>8 <b>Induced demand:</b> Consider induced demand and how the project contributes to induced demand.</p>	<p>I-35 in the project area is one of the most congestion roadway section in the state. Rather than inducing demand, the project will address latent demand, which refers to travel that cannot take place because of constraints or congestion. We see latent demand when drivers who would otherwise use I-35 avoid it in favor of neighborhood streets. When additional multi-modal opportunities and operational improvements are provided, the driver would likely opt for a more direct route and use I-35. At that point, the latent demand materializes as actual usage.</p>
<p>9 <b>Do Not Build:</b> Do not widen or expand I-35. Use the funds to increase public transit, including rail.</p>	<p>All build alternative proposed improvements and impacts are being compared with the no-build alternative. The no-build alternative will continue to be evaluated as a viable outcome for the preferred alternative in the Draft Environmental Impact Statement.</p>
<p>10 <b>Pedestrian and Bicycle Connectivity:</b> Improve pedestrian and bicycle paths</p>	<p>Continuous bicycle and pedestrian paths in both directions are included in all build alternatives. TxDOT is evaluating multimodal</p>

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<p>along and across I-35 as well as additional east-west crossings.</p>	<p>enhancements to east-west crossings, including wider and more accessible cross-streets at all east-west crossings along the project. TxDOT is also coordinating with the City of Austin to tie into the city street network as well as the Butler Hike and Bike Trail at Lady Bird Lake for continuity of bicycle and pedestrian accommodations.</p> <p>Additional east-west crossings are being evaluated based on the distance between existing crossings and available right of way. TxDOT is evaluating additional multimodal enhancements to east-west crossings.</p> <p>Additionally, we are planning a CapEx VOICE meeting to discuss and gain feedback about bike/ped improvements and conducted walking tours with Active Mobility.</p>
<p>11 <b>Purpose and Need:</b> Revise the Purpose and Need to:</p> <ul style="list-style-type: none"> <li>• State that the top goal is to: <ul style="list-style-type: none"> <li>○ Improve the safety along and across the corridor for all users, in accordance with Vision Zero principles.</li> <li>○ Improve access and mobility within key employment centers</li> <li>○ Reconnect east and west Austin.</li> <li>○ Reduce dependency on single-occupancy vehicles.</li> <li>○ Construct the narrowest roadway possible.</li> </ul> </li> <li>• Explicitly recognize how previous planning processes for I-35 systematically undermined the health and agency of communities of color.</li> <li>• Articulate commitments to Road to Zero and local plans</li> <li>• State that every aspect of the project is designed and built to maximize safe, convenient and enjoyable access for people with disabilities.</li> </ul>	<p>TxDOT has revised the purpose and need statement based on community feedback to further emphasize safety; improving east-west connectivity across I-35; and addressing travel demand by prioritizing the movement of people, goods and services through and across the corridor. The Purpose and Need Technical Report includes crash data, including safety related to bicyclists and pedestrians.</p> <p>TxDOT will coordinate with partner agencies to share comments that are outside of TxDOT's jurisdiction.</p> <p>Many of the community priorities brought forward in the comments from Public Scoping Meetings #1 and #2 are part of the overall Mobility35 Program goals (<a href="http://www.my35.org/capital-goals-objectives.htm">http://www.my35.org/capital-goals-objectives.htm</a>) and will be considered during the development of the Environmental Impact Statement.</p> <p>TxDOT has established a community working group, CapEx VOICE (Volunteer Opportunity in Community Engagement), which is open to all members of the public. The purpose of CapEx VOICE is for TxDOT to learn more about the public's ideas and priorities for rebuilding I-35 through Central Austin. Our goal is to have 4-6 meeting by the end of year to address the topics important to the community.</p> <p>In addition, TxDOT is making extensive efforts to reach out to vulnerable populations through a variety of notifications about public input opportunities. Since late 2019, TxDOT has met with organizations and agencies regarding the I-35 Capital Express Program and continues to meet with community leaders and stakeholders.</p>

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	<ul style="list-style-type: none"> <li>Acknowledge local history of how I-35 has segregated People of Color as well as current conditions, with I-35 being home to one of the largest concentrations of unsheltered people in Austin, specifically, unsheltered African Americans.</li> <li>Include urban streetscape and human-centric design needs.</li> <li>Include the need to address and enhance people's health and safety within the corridor.</li> </ul>	<p>If your civic or neighborhood organization would like to invite TxDOT attend and present at your meeting, call (512) 832-7357 or email My35CapEx@txdot.gov.</p> <p>Through Scoping Meeting #2, TxDOT has conducted 150 meetings; of those meetings, 42 were with local and state agencies, 41 stakeholder meetings, and 20 elected officials' meetings. We also conducted 4 pop-in meetings in high foot-traffic areas to meet underrepresented populations.</p>
12	<b>Red Line Crossings:</b> Separate the railroad and bicycle and pedestrian paths from the frontage roads at CapMetro Red Line crossing locations.	TxDOT is evaluating separating the railroad and the bicycle/pedestrian paths from the frontage roads at the Fourth Street and Airport Boulevard Red Line crossings.
13	<b>Right of Way:</b> Minimize the I-35 footprint.	<p>Minimizing the amount of right of way is one of the major objectives of TxDOT's Mobility35 Program, which includes the I-35 Capital Express Central project.</p> <p>We will share more info at future public outreach events</p>
14	<b>Traffic Demand Modeling:</b> Reevaluate traffic demand models using alternate data.	Traffic forecasting methodology will follow Federal Highway Administration standards and procedures. Project traffic forecasts are based on a variety of data sources, including historical traffic counts, Texas Department of Transportation forecasts, and the Capital Area Metropolitan Planning Organization travel demand model. Together, these sources incorporate long-range and recent traffic volume trends, regional population and employment forecasts and future land-use types and locations to generate future roadway volumes.
15	<b>Transit Operations:</b> Optimize transit operations by including direct transit access and prioritizing transit use in the managed lanes.	<p>Currently, public transit buses, registered van pools and emergency vehicles must remain in traffic with all other vehicles on I-35. Managed lanes would help manage overall traffic demand and provide qualifying vehicles such as those listed above with a more reliable route, allowing them to bypass congestion and arrive at their destinations more quickly.</p> <p>TxDOT is collaborating with CapMetro to study the feasibility of direct transit access, provided funding is identified by others. Transit would have access to the managed lanes in the proposed build alternatives, which could improve transit operations.</p>

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16	<b>Trucks:</b> Re-route trucks or all through-traffic to SH 130 or other corridors.	<p>Studies conducted by the Texas A&amp;M Transportation Institute found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>The report recommended a hybrid approach to solving congestion on I-35 that included additional capacity, less commuters (with more working from home), the use of technology to reduce trips, a shift toward off-peak periods and increased use of alternative modes of transportation.</p>
17	<b>Tunnel:</b> Bury or tunnel I-35.	<p>All build alternatives would lower the mainlanes and managed lanes below the frontage roads and cross streets through downtown between north of 51<sup>st</sup> St, and Oltorf St. Alternative 3 would require overpasses.</p> <p>Further, based on input from community groups including Downtown Austin Alliance, Reconnect Austin, and Rethink35, each east-west crossing within the project has been enhanced to include wider bridge structures (stitches) including a 20-foot buffer between bicyclists and pedestrians to make biking and walking across the corridor a safer and more user-friendly experience that is anticipated to enhance non-vehicular travel.</p> <p>In addition, in coordination between City of Austin and TxDOT, multiple Deck Cap areas to be designed as green spaces within the urban core of Austin, are being proposed between Cesar Chavez St and 12<sup>th</sup> street as well as an enhanced cap area north and south of Dean Keeton near the University of Texas.</p>