



Environmental Assessment

I-35 Capital Express South

From: US 290W/SH 71 to SH 45SE

CSJ No. 0015-13-077 & 0016-01-113

Travis and Hays Counties, Texas

March 2021

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by FHWA and TxDOT

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Acronyms

ACT	Antiquities Code of Texas
ADA	Americans with Disabilities Act
ADT	Average daily traffic
APE	Area of Potential Effect
AOI	Area of Influence
BGEPA	Bald and Golden Eagle Protection Act
BMP	Best Management Practices
CAMPO	Capital Area Metropolitan Planning Organization
CBRA	Coastal Barrier Resource Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CGP	Construction General Permit
CO	Carbon Monoxide
CWA	Clean Water Act
dB	Decibels
dB(A)	A-weighted decibels
EA	Environmental Assessment
EB	Eastbound
EJ	Environmental Justice
EMST	Ecological Mapping systems of Texas
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Endangered Species Act
ETJ	Extraterritorial Jurisdiction
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FM	Farm-to-Market
FPPA	Farmland Protection Policy Act
FONSI	Finding of No Significant Impact
FWCA	Fish and Wildlife Coordination Act
HOV	High-occupancy vehicle
I	Interstate
IBWC	International Boundary and Water Commission
IPaC	Information for Planning and Conservation
ISA	Initial Site Assessment
LEP	Limited English Speaking
Leq	Average or equivalent sound level
MBTA	Migratory Bird Treaty Act
mi	Miles
mph	Miles per hour
MOU	Memorandum of Understanding
MSAT	Mobile Source Air Toxics
MS4	Municipal Separate Storm Sewer System
NAAQS	National Ambient Air Quality Standards
NAC	Noise Abatement Criteria

NB	northbound
NBML	North Bound Main Lanes
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NLCD	National Land Cover Database
NPS	National Park Service
NWP	Nationwide Permit
PA	Programmatic Agreement
PCN	Pre-Construction Notification
PCR	Project Coordination Request
PM	Particulate Matter
PPM	Parts-per-million
PS&E	Plans, Specifications, and Estimates
ROW	Right-of-way
RTP	Regional Transportation Plan
RTZ	Road to Zero
SB	southbound
SE	southeast
SGCN	Species of Greatest Conservation Need
SH	State Highway
SHPO	State Historic Preservation Officer
SUP	Shared-use path
SWP3	Storm Water Pollution Prevention Plan
TAC	Texas Administrative Code
TCEQ	Texas Commission on Environmental Quality'
THC	Texas Historical Commission
TMDL	Total Maximum Daily Load
TNM	Traffic noise modeling software
TP&P	Transportation Planning and Programming
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TSS	Total suspended solids
TTI	Texas A&M Transportation Institute
TxDOT	Texas Department of Transportation
U.S.	United States
USACE	United States Army Corps of Engineers
USDOI	United States Department of the Interior
USFWS	U.S. Fish and Wildlife Service
USGS	United States Geological Survey
UTCTR	University of Texas Center for Transportation Research
VE	Value Engineering
VMT	Vehicle miles traveled
VPD	Vehicles per day
WB	westbound
WOTUS	Waters of the United States

1.0 Introduction

The Texas Department of Transportation (TxDOT) is proposing improvements to Interstate-35 (I-35) from United States 290 (US 290) West/State Highway (SH) 71 (SH 71) to SH 45 southeast (SE) in Travis County, with a transition area extending to Main Street in Buda, Hays County. The proposed improvements called “Capital Express South” would add two non-tolled managed high-occupancy vehicle (HOV) lanes in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. The project length is approximately 8.93-miles (mi). The project would require the acquisition of approximately 13.45 acres of right-of-way (ROW). Refer to Appendix A for the Project Location Map.

This Environmental Assessment (EA) has been prepared to comply with the requirements of the National Environmental Policy Act (NEPA) (42 U.S. Code [U.S.C.] Sections 4321–4375) and implementing regulations promulgated by the Council on Environmental Quality (40 Code of Federal Regulations [CFR] Part 1500) and the Federal Highway Administration (FHWA) (23 CFR Part 771). The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a memorandum of understanding (MOU) dated December 9, 2019, and executed by FHWA and TxDOT. This EA will be made available for public review. Following the comment period, TxDOT will consider any comments submitted. If TxDOT determines that there are no significant adverse effects, it will prepare and sign a Finding of No Significant Impact (FONSI), which will be made available to the public.

2.0 Project Description

2.1 Existing Facility

The proposed project location is in an urban to suburban setting. The existing roadway experiences high traffic volumes throughout the day, as I-35 is one of only three north-south oriented controlled-access facilities in the Austin metropolitan area. Other substantial traffic generators in the vicinity of the project area include SH 71, Stassney Lane, William Cannon Drive, Slaughter Lane, Farm-to-Market (FM) 1626, and SH 45SE.

I-35 within the proposed project limits is an access-controlled interstate highway. The facility typically has three to four, 12-foot wide mainlanes (concrete barrier separated) with 2-foot wide inside shoulders, 4-foot wide outside shoulders, and two to three, 11-foot wide frontage road lanes with 2-foot wide inside and outside shoulders in each direction. The existing ROW width is typically 300 to 420 feet. The posted speed limit along I-35 in the proposed project area is 70 miles per hour (mph) on the mainlanes and 45 to 55 mph on the frontage roads. Sidewalks and shared-use paths (SUPs) exist intermittently throughout the project area between the frontage roads and adjacent businesses and around the intersections. Drainage along the roadway (mainlanes and frontage roads) is provided by open ditches.

The existing schematic and typical sections are presented in **Appendix C** and **Appendix D**, respectively.

2.2 Proposed Facility

The proposed facility consists of a separated concrete barrier and three to four, 11- to 12-foot wide mainlanes, two, 11- to 12-foot wide managed lanes, a 4-foot to 10-foot wide outside shoulder, 4-foot to 10-foot wide inside shoulder, two to three, 11-foot wide frontage road lanes, and a SUP in each direction. A 4-foot wide buffer would separate the general- purpose lanes from the managed lanes. The proposed ROW would typically be 300 to 420 feet wide. The project schematic is shown in **Appendix C** and the typical sections are shown in **Appendix D**. Storm sewer is proposed to convey stormwater and will replace the ditches in some places. Curb and gutter would be added to frontage roads. The proposed project would require approximately 13.45 acres of additional ROW, including approximately 0.68 acre of proposed permanent drainage easement and 0.89 acres of floodplain management area. The project would require 3.15 acres of temporary construction easements and would require utility relocations

The managed lanes will be elevated from north of Stassney Lane to south of William Cannon Drive. These lanes would be designed to achieve the most efficient and reliable travel times. Access to frontage roads would be maintained and ramps would be better optimized for safety and mobility.

The proposed roadway would remain controlled access. Access to the mainlanes would remain, with some reconstruction of existing entrance and exit ramps. Additionally, all overpass/underpass and bridge locations would remain the same as existing, with minor to full reconstruction to accommodate the proposed improvements. The following ingress/egress points to the proposed managed lanes would be provided:

Southbound

- Ingress
 - At SH 71
 - Between Slaughter Creek Overpass and Onion Creek Parkway
- Egress
 - Between Slaughter Creek Overpass and Onion Creek Parkway
 - At SH 45 SE
- Wishbone
 - At SH 71

Northbound

- Ingress
 - At SH 45 SE
 - Between Slaughter Creek Overpass and Slaughter Lane
- Egress
 - At SH 71
 - Between Stassney Lane and SH 71
 - Between William Cannon Drive and Stassney Lane

- Wishbone
 - At Slaughter
 - At SH 71

Following completion of the proposed project, vehicles would access the elevated SB managed lane north of Stassney Lane via one 14-foot wishbone lane. At I-35 and Slaughter Lane, vehicles would be able to access the elevated NB managed lanes from the NB mainlanes. Vehicles traveling SB in the managed lanes would be able to access the SB mainlanes at designated points. There would also be access to the NB and SB managed lanes and mainlanes near SH 45SE.

There is a proposed SB collector-distributor system that begins north of Stassney Lane and ends south of William Cannon Drive. Proposed mainlane wishbone ramps will connect to SH 71/US 290.

Additionally, new turn lanes at Slaughter Lane and Onion Creek Parkway would allow vehicles to travel more quickly through the intersections because they would not need to wait as long at traffic lights to reach the other side of the frontage road. A proposed south to north turnaround at SH 45SE would also allow vehicles to bypass the intersection and decrease travel times.

The proposed project would add new sidewalks and SUPs along the I-35 NB and SB frontage roads from SH 71/US 290 to SH 45SE. Public transit would also be benefited as transit vehicles would be allowed on the managed lanes and it is anticipated that this access would decrease transit commute times.

Federal regulations require that federally funded transportation projects have logical termini (23 CFR 771.111(f)(1)). Simply stated, this means that a project must have rational beginning and end points. Those end points may not be created simply to avoid proper analysis of environmental impacts. The logical termini for the project are US 290W/SH 71 and SH 45SE. Due to the fact that they are major traffic generators, these termini were chosen to meet the demands of increased traffic along this corridor.

Federal regulations require that a project have independent utility and be a reasonable expenditure even if no other transportation improvements are made in the area (23 CFR 771.111 (f)(2)). This means a project must be able to provide benefit by itself, and that the project does not compel further expenditures to make the project useful. Stated another way, a project must be able to satisfy its purpose and need with no other projects being built. The proposed project has independent utility and would not preclude other foreseeable transportation improvements within the project area. The project provides congestion relief by widening and improving the existing roadway, which satisfies the project's need, and this would be true even if no other transportation improvements occur. Because the project stands alone, it cannot and does not irretrievably commit future federal funds. Federal law prohibits a project from restricting consideration of alternatives for other reasonably foreseeable transportation improvements (23 CFR 771.111(f)(3)). This means that a project must not dictate or restrict any future roadway alternatives. This project has independent utility and would not restrict the consideration of alternatives for other foreseeable transportation improvements.

The total construction budget of the proposed project is anticipated to cost approximately \$300,000,000, with \$240 million from federal funding and \$60 million from state funding. The proposed project is described in the TxDOT Unified Transportation Program and the Capital Area Metropolitan Planning Organization (CAMPO) 2045 Regional Transportation Plan (RTP) (TxDOT, 2020a; CAMPO, 2020). See **Appendix E—Plan and Program Excerpts**.

3.0 Need and Purpose

3.1 Need

The I-35 Capital Express South project is needed because the capacity of I-35 between US 290W/SH 71 and SH 45SE is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and reduced safety.

3.2 Supporting Facts and/or Data

The population in the vicinity of the proposed project area has experienced rapid growth in the past two decades. According to population counts in 2010–2014, the population in Austin has increased by 31.6 percent since the year 2000 (USA.com, 2020). For comparison, the State of Texas as a whole grew 25.1 percent in the same time period (USA.com, 2020).

This increased population growth led to an increase in traffic volume. Traffic analysis data projects the average daily traffic (ADT) for the project limits to increase 35.3 percent from 246,445 to 333,441 vehicles per day from the year 2024 to 2045. Furthermore, the Texas A&M Transportation Institute (TTI) produces an annual list of the 100 most congested road sections in Texas, and for 2020 I-35 from SH 71 to Slaughter Lane was ranked number 12 and I-35 from Slaughter lane to SH 45SE was ranked number 45 (TTI, 2020).

As shown in **Table 1**, 2030 traffic modeling data forecasts that the proposed project would result in time savings during morning rush-hour of 17 minutes for the NB mainlanes and 15 minutes for the SB mainlanes when compared to the No-Build Alternative. The proposed project would result in 8 minutes of time savings for the SB mainlanes during evening rush hour and no time savings for NB travel evening rush-hour. The managed lanes would result in morning rush hour time savings of 18 minutes for NB travel and 16 minutes for SB travel. Managed lanes time savings for evening rush hour would be 1 minute for NB travel and 25 minutes for SB travel when compared to the No-Build Alternative (TxDOT, 2020b).

Table 1: Capital Express South Time Savings in 2030

Year and Travel Lane	Northbound AM Travel Time	Time Savings from No-Build Alternative	Northbound PM Travel Time	Time Savings from No-Build Alternative
2030 Mainlanes	8 minutes	17 minutes	8 minutes	0 minutes
2030 Managed Lanes	7 minutes	18 minutes	7 minutes	1 minute
2030 No-Build Alternative	25 minutes	NA	8 minutes	NA
Year and Travel Lane	Southbound AM Travel Time	Time Savings from No-Build Alternative	Southbound PM Travel Time	Time Savings from No-Build Alternative
2030 Mainlanes	8 minutes	15 minutes	24 minutes	8 minutes
2030 Managed Lanes	7 minutes	16 minutes	7 minutes	25 minutes
2030 No-Build Alternative	23 minutes	NA	32 minutes	NA

TxDOT, 2020b

Increased population growth in the communities surrounding the project area, along with increased traffic demand along the corridor, has led to congestion that doesn't allow the facility to operate as safely as it should within the proposed project area. TxDOT's Crash Record Information System was used to analyze the crash data along I-35 from US 290W/SH 71 to SH 45SE. An analysis of six calendar years 2013 to 2018 were utilized. The crash rate for a roadway is defined as the number of crashes per 100 million vehicle-miles traveled. It is standardized for each type of roadway in Texas and this standard may be compared to the rate for a particular roadway. **Table 2** includes the crash rates for I-35 from US 290W/SH 71 to Main Street in Buda and the statewide averages for comparable types of roadways.

Table 2: Crash Rate Comparison

Year	I-35 Capital Express South Total Crashes	I-35 Capital Express South Crash Rate	Statewide Average Crash Rate – Urban Interstate Highways
2013	495	85.39	95.23
2014	439	78.62	113.17
2015	550	90.67	148.09
2016	656	105.89	150.96
2017	662	109.10	146.40
2018	753	123.20	144.32

TxDOT, 2020c

Overall, the total number of crashes from 2013 to 2018 increased approximately 52 percent, from 495 in 2013 to 753 in 2018 (TxDOT, 2020c). While the crash rates occurring on I-35 within the project area are lower than the statewide average for an urban interstate highway, the rate of crashes is increasing. Data recorded within the project area from 2013 to 2018 show the crashes on I-35 within the proposed project limits indicate a need to improve operational characteristics and improve mobility.

The proposed project would provide crash reduction benefits to I-35 within the project limits. The benefits include preserving recently constructed improvements, at Stassney Lane and William Cannon Drive; wider travel lanes and shoulders, which reduce crashes by 10 and 50 percent, respectively; and the southbound bypass lane system from north of Stassney Lane to south of William Cannon Drive, which removes major merging and weaving operations from the mainlanes and reduces through traffic at intersections. Adding auxiliary lanes reduces crashes by 20 percent (TxDOT, 2020b).

The proposed improvements would increase safety for motorists and bicyclists/pedestrians, and bring TxDOT closer to achieving the goals of the End The Streak safety campaign.

3.3 Purpose

The purpose of the proposed project is to increase mobility and safety on I-35 for the traveling public.

4.0 Alternatives

4.1 Build Alternative(s)

The proposed project would add two non-tolled managed lanes in each direction along I-35 from US 290W/SH 71 to SH 45SE. The proposed Build Alternative meets the purpose and need because it will increase mobility and safety on the existing corridor. The Build Alternative is the Preferred Alternative. The proposed project is anticipated to cost approximately \$300,000,000.

An open house was held in October 2019 with no elevated structure proposed. In January 2020, a value engineering (VE) study was conducted per federal guidelines. Recommendations from the VE study included safety and operational enhancements in line with the Road to Zero (RTZ) initiative. A southbound bypass system and elevated managed lanes were incorporated to achieve the following benefits:

- Forced merge developed into an auxiliary lane (20 percent crash reduction)
- 12-foot-lane width compared to 11-foot-lane width (10 percent crash reduction)
- Desirable shoulder widths (50 percent crash reduction)
- South Austin residents have improved travel times to hospital and medical centers
- Incident/emergency response times are improved
- Mitigation of rear-end collisions from queuing or stopped traffic
- Allows direct access transit, carpoolers, and vanpools from mainlane to frontage road/SH 71 interchange without weaving across interstate through traffic which is a root cause of congestion and crashes
- HOV/transit trips from FM 1626, Onion Creek, and Slaughter Creek can access northbound mainlanes (NBML) without weaving across interstate through traffic or traversing additional traffic signals
- South Austin residents can avoid I-35 mainlanes for short trips by using the bypass lanes, keeping slower moving entering and exiting traffic off the mainlanes
- Direct access to the mainlanes for transit, carpoolers, and vanpools

- Reduction in traffic through signalized intersections

4.2 No-Build Alternative

Under the No-Build Alternative, the proposed improvements to I-35 would not be constructed. The No-Build Alternative would not require the conversion of approximately 13.45 acres from existing land uses to transportation use (ROW) nor would other project-related impacts occur. The No-Build Alternative would not increase mobility and safety in the project area. Consequently, the anticipated benefits of the proposed project would not be realized and continued population growth and development in the region would occur, leading to reduced mobility and safety along I-35 within the project limits. For this reason, the No-Build Alternative does not meet the purpose and need for the proposed improvements and is not the recommended alternative.

Although the No-Build Alternative fails to meet the project's purpose and need and is not the recommended alternative, it was carried forward (per the requirements of NEPA) as the baseline for comparison. The No-Build Alternative is evaluated in this EA along with the Build Alternative.

4.3 Preliminary Alternatives Considered but Eliminated from Further Consideration

One preliminary alternative was considered but has been eliminated from further consideration.

Alternative 1: This preliminary alternative proposed two managed lanes at grade beginning south of US 290W/SH 71 and continuing to SH 45SE. This alternative was not preferred for the proposed project due to the VE study showing that the alignment would require reconstruction of the \$79.9 million Stassney Lane and William Cannon Drive project (currently under construction), was projected to be less safe, cause ROW impacts, and have less reliable travel times; which, ultimately resulted in the elimination of the alternative from consideration.

A variation of Alternative 1 could be placing the managed lanes in a tunnel below grade. This was also found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is in the vicinity of where the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.

Additional studies were performed to understand the overall safety improvements that could be gained from the implementation of the proposed Build Alternative analyzed in this EA vs. Alternative 1. This analysis identified that when compared to the Alternative 1, the proposed Build Alternative would have up to an 81 percent reduction in conflict points. As seen in the data, a reduction in conflict points generally leads to a reduction in potential crashes. The analysis also identified that the proposed Build Alternative would have a 28.2 percent reduction in total crashes when compared to the No-Build Alternative, whereas Alternative 1

would only have an 8.2 percent reduction relative to No-Build Alternative. Reduction in severe crashes is also expected for both the proposed Build Alternative and Alternative 1. It is anticipated that the proposed Build Alternative would see a reduction of approximately 23 severe crashes, and Alternative 1 would only see 7 severe crash reductions compared to the No-Build Alternative.

When evaluating crash rates, compared with the No-Build, Alternative 1 and the proposed Build Alternative would have a reduction of 31.7 percent and 48.3 percent, respectively. The proposed Build Alternative has a 63.2 percent reduction in crash rate comparing with Alternative 1 in anticipated crash rate per 100 million VMT per year. Lastly, the analysis evaluated potential safety cost benefits. Overall, comparing with the No-Build, Alternative 1 saves about \$6.2 million per year, and the proposed Build Alternative helps save about \$20.6 million per year. Comparing with Alternative 1, the proposed Build Alternative saves 232.3 percent more crash costs per year (UTCTR 2021).

Overall, the analysis showed that the proposed Build Alternative would have a greater reduction in conflict points, lower crash rates, lower severe crash rates and would provide a higher safety cost benefits than Alternative 1. It is for these reasons, Alternative 1 was eliminated from further consideration.

5.0 Affected Environment and Environmental Consequences

Several technical reports and other documentation were prepared in support of this EA. A list of these reports is presented below in **Table 3** and a summary of these reports is included in the respective sections below. The complete technical reports are on file and are available for review at the TxDOT South Travis/Hays County Area Office. Documents can also be found online at <https://my35capex.com/>.

Table 3: List of Technical Documents Cited

Technical Reports or Document	Date
Archeological Studies Background Review	5/2020
Archeological Studies Background Review – Addendum Memo	3/2021
Species Analysis Form	1/2021
Species Analysis Spreadsheet	1/2021
Tier I Site Assessment	1/2021
Surface Waters Analysis Form	11/2020
Historical Studies Project Coordination Request	4/2020
Historic Resources Research Design	10/2020
Historic Resources Survey Report	1/2021
Hazardous Material Initial Site Assessment (ISA) Report	2/2021
Carbon Monoxide Traffic Air Quality Analysis	3/2021

Technical Reports or Document	Date
Mobile Source Air Toxics Report	3/2021
Community Impact Assessment Technical Report	3/2021
Wetland Delineation Report	11/2020
Traffic Noise Analysis Technical Report	3/2021

Source: Project Team 2020 and 2021.

5.1 Right-of-Way/Displacements

The proposed project would require approximately 13.45 acres of new ROW between the northern and southern project limits (see schematic in **Appendix C**). The Build Alternative would not result in any residential or commercial displacements, as reported in the Community Impacts Assessment Technical Report. All ROW acquisition would be completed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1979, as amended.

The No-Build Alternative would not require the acquisition of new ROW; therefore, would not result in any residential or commercial displacements.

5.2 Land Use

The proposed project area includes portions of Travis and Hays counties, and the cities of Austin and Buda. Land uses within the northern portion of the project area consist of urban and commercial development, including hotels, car dealerships, and strip malls. The southern portion of the community study area is generally more suburban with a mix of undeveloped agricultural land, multi-family developments, and single-family residential. **Table 4** shows the acres of each type of land use and **Figure 1** in **Appendix F** shows the land use in the proposed project area.

Table 4: Land Use Acreage

Land Use Type	Acreage
Agricultural	3,747.9
Commercial Office	1,743.9
Educational	1,355.6
Institutional	982.7
Mining Landfill	915.7
Multi-Family Residential	766.3
Parks Open Space	762.3
Rail Transportation	102.1

Land Use Type	Acreage
Single-Family Residential	80.3
Undeveloped	16.7
Utilities	7.7

In the northern portion of the project area, the land uses are primarily urban and commercial development, including hotels, car dealerships, strip malls, and schools. The general area surrounding the southern portion of the project area is more suburban with a mix of agricultural, multi-family developments, and single-family residential. The names of the neighborhoods are Franklin Park, Comal Bluff, Lincoln Ridge, Circle S Ridge, Bluff Springs, South Bend, Park Ridge, South Park Meadows, and Onion Creek. There are a few undeveloped parcels; however, none are being used for cropland, pasture, or range land. Refer to **Appendix B** for project photos.

The proposed project would require approximately 13.45 acres of new ROW between the northern and southern project limits. However, the project would not result in any displacements, and would not substantially alter the existing land uses in the project area.

Vegetation in the project area consists of maintained roadside grasses and forbs within existing ROW. Landscaped grasses, forbs, shrubs, and scattered trees are located within developed areas. Landscaped portions of the ROW include live oak, eastern redbud, and cedar elm.

The No-Build Alternative would not directly impact existing land uses.

5.3 Farmlands

The Farmland Protection Policy Act (FPPA), as detailed in Subtitle I of Title XV of the Agricultural and Food Act of 1981, provides protection to the following: (1) prime farmland, (2) unique farmland, and (3) farmland of local or statewide importance. Under the FPPA, transportation projects conducted by a federal agency or with federal agency assistance that irreversibly convert protected farmland (directly or indirectly) to non-agricultural use are required to coordinate with the National Resources Conservation Service.

The proposed project would require new right-of-way but is not located in a “non-urbanized area” as designated by the U.S. Census Bureau (U.S. Census Bureau, 2010). Therefore, the FPPA does not apply.

No impacts to farmland would occur under the No-Build Alternative.

5.4 Utilities/Emergency Services

The proposed project would require approximately 13.45 acres of new ROW. Implementation of the proposed project would require the relocation and adjustment of utilities such as gas lines, fiber optic lines, water lines, sewer lines, overhead electrical and telephone lines, and

other subterranean and aerial utilities. Underground utilities relocations would go down to a max depth of 15-foot. The need for relocation and adjustment of any utilities is determined during the detailed design phase and coordinated with the affected utility provider to ensure that no substantial interruption of service would take place. The Travis County emergency medical services, Travis County Sheriff's Office, and City of Austin Fire and Police Departments would be notified of the construction start dates and any potential detour routes. Construction activities are not expected to cause any delays or access issues for emergency service vehicles.

It is reasonably foreseeable that utilities will have to be relocated as a result of this project. The impacts resulting from removal of any utilities from within existing highway right-of-way have been considered as part of the project impacts under each of the resource area subheadings within this environmental assessment. Additionally, if utilities will be re-located within highway right-of-way, then the impacts resulting from re-installation of the utilities within highway right-of-way has also been considered as part of the project impacts under each of the resource area subheadings within this environmental assessment. To the extent that the owner of any displaced utility determines to re-install the displaced utility at a location outside of highway right-of-way, such location will be determined by the owner of the utility subject to the rules and policies governing the utility relocation process.

Construction of the proposed project would be phased in a manner that would allow the existing road system to remain open to traffic during construction of the new roadway and would not require the use of detours. Construction of the project would not prevent access to any adjacent properties.

There would be no impact to utilities/emergency services under the No-Build Alternative.

5.5 Bicycle and Pedestrian Facilities

There are SUPs and sidewalks located throughout the project area, as shown in **Appendix F, Figure 2**. These bicycle and pedestrian facilities are used by residents to access businesses and community facilities in the project area. Recent improvements have been made to pedestrian and bicycle facilities in the project area, including a barrier to separate a bicycle lane from mainlanes of traffic across Slaughter Lane.

The Build Alternative proposes an additional 13-miles of SUP in the project area and construction of additional sidewalks at SH 71/US 290 and Stassney Lane, which would improve upon current pedestrian and bike access across the I-35 corridor (east/west). The proposed SUPs intersect with many of the City of Austin's existing and planned bicycle and pedestrian routes, the proposed project would provide further connections to this infrastructure, expanding connectivity within the project corridor. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. City of Austin is a stakeholder agency and TxDOT will continue to coordinate with them to reach shared objectives within the project corridor.

The proposed project will improve bicycle and pedestrian safety as all sidewalks will be designed to meet Americans with Disabilities Act (ADA) accessibility standards, and SUPs will be constructed with curbs between the SUP and the frontage road. The construction of curbs between the SUP and the frontage road would also expand opportunities for use of these

facilities as people who previously did not feel comfortable accessing facilities without a separation between themselves and traffic, may now use the facilities, providing them expanded access within the project corridor and to the existing bicycle and pedestrian facilities. Additionally, the project would comply with TxDOT's Guidelines for Emphasizing Bicycle and Pedestrian Accommodations, which implement USDOT's March 11, 2010 Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations. The proposed project would improve pedestrian and bicycle north south connectivity to the existing transit options and accessibility would be increased for those traveling on foot or by bicycle.

The No-Build Alternative would not increase the number of SUPs or increase the safety of existing bicycle or pedestrian facilities in the project area.

5.6 Community Impacts

The purpose of the proposed project is to improve safety and mobility of all users of I-35, while minimizing ROW, community, and environmental impacts, and to provide a reliable travel time for cars and public transit buses using the managed lanes. There are many community facilities located within the project area, as shown in **Appendix F, Figure 3**.

Under the Build Alternative, the South Austin neighborhoods of South Park Meadows and Onion Creek would be affected by the proposed changes to I-35 access following construction. There would be additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. These changes would be beneficial as the project is being designed to improve safety and mobility of those traveling through the community study area, and these changes would improve the mobility in these neighborhoods. The additional sidewalks and SUPs proposed as part of the project would also make it easier for pedestrians and cyclist to access services and community resources within the study area. The proposed project would not result in any residential or commercial displacements, and none of the community facilities or businesses in the area would be directly impacted following construction completion.

Additionally, improvements to transit vehicles using managed lanes will benefit transit-dependent populations throughout the City of Austin. In November 2020 Austin voters approved Project Connect, a substantial investment in Capital Metro transit operations throughout the city, including sections of the project area. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35. Additionally, the proposed project affords opportunities to provide future transit options for transit-dependent populations. Capital Metro is a stakeholder agency and TxDOT will continue to coordinate with this agency to reach shared objectives among the two projects. Managed lanes are a tool for the region's mobility needs that can be useful for transit in the project area.

Any changes in travel patterns that would occur as a result of the proposed project would be beneficial to all modes of transportation that use the facility. The changes in travel patterns would improve commute times and reduce congestion.

Pedestrian and bicycle safety will be improved because new sidewalks and SUPs would be built to ADA accessibility and compliance standards with curbs to separate the SUPs from the

frontage roads. SUPs may also provide additional north and south connectivity to the existing transit options in the project corridor. These proposed improvements are not anticipated to negatively impact community cohesion.

Census data indicate that there are Environmental Justice (EJ) populations within the community study area. Of the 393 blocks in the community study area, 130 had populations over 50 percent minority in 2010, ranging from 50 percent to 100 percent, as shown in **Appendix F, Figure 4**. The data appears to indicate that minority populations are generally dispersed throughout the study area and not concentrated in any one location or side of the existing I-35 facility in within the project limits.

Given the high rate of population growth and change in Austin, data from 2010 was not expected to accurately portray the populations in the community study area. As such, block group data from 2018 was also explored. Additionally, 15 of the 21 census block groups have populations that are over 50 percent minority. Census data indicates that all the block groups except for one contain households living under the poverty level. 2020 US Health and Human Services poverty level for a family of four is \$26,200. The percentage of households living under the poverty level ranges from 2.3 percent to 33.9 percent. Information from the public schools in the area also indicate that there may be a higher percentage of people living below the poverty level in the community study area than was reported in the U.S. Census. However, the data appears to indicate that minority populations are generally dispersed throughout the study area and are not concentrated in any one location or side of the existing I-35 facility within the project limits. Additionally, there are homeless encampments and more dispersed populations living within the ROW. TxDOT's initiative to address homelessness includes coordination and focused engagement with agencies and nonprofit providers supporting people experiencing homelessness. Early communication and notice in advance of construction activities will occur in all areas that are inhabited as the project nears construction. Therefore, while there are minority and low-income populations in the community study area, the proposed project would not result in disproportionate adverse impacts to these populations and mitigation specific to EJ is not necessary.

There are also Limited English Speaking (LEP) persons identified in the community study area. Fifteen Census block groups contain over 5 percent Spanish or Asian Language speakers that speak English less than very well. The majority of the LEP speakers in the community study area are Spanish speakers. Census Tract 24.25 Block Group 2 reports that approximately 8 percent of the population are LEP Asian and Pacific Islander language speakers. In order to provide meaningful communication to the people that could be affected by the project, project materials are made available in English and Spanish, and translation services are offered at all public meetings.

The proposed project would have minimal impacts on community cohesion, community facilities, and vulnerable populations. There would not be displacements as a result of the proposed project. The proposed project would result in increases to safety and mobility throughout the project area.

Historically land use within the project area would generally be described as rural, sparsely populated plots with farms and/or ranching activity. At the time that I-35 was originally open to the public (1962), the surrounding communities associated with this land use would be described as farming and ranch communities, not the densely populated residential

communities that are traditionally associated with an urban community. Aerial maps from 1964 and 1973 reflect this assumption and show that the newly constructed I-35 divided these farming and ranchland communities vs. densely populated residential communities like those found further north closer to the City of Austin. After the construction of I-35, commercial and residential growth began to develop within the study area, however a majority of the existing development observed within the project area today occurred post 1995 (TxDOT, 2021c, UTCTR, 2021).

The No-Build Alternative would not have adverse impacts on community cohesion and community facilities within the project area. Additionally, the No-Build Alternative would not cause disproportionately high and adverse impacts on EJ communities. More detail regarding community impacts can be found in the Community Impacts Assessment Technical Report which is available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at <https://my35capex.com/>.

5.7 Visual/Aesthetic Impacts

I-35 is a well-established interstate highway, and the project area is located within a developed area of south Austin. The existing ROW consists mainly of urbanized land and paved roadway. The land adjacent to the ROW is developed with a few sparse wooded areas. I-35 is the dominant visual feature in the project area. The proposed project includes construction of an elevated section for 2.5-miles. See Appendix C and Appendix D for schematic and typical sections. The section below discusses potential visual impacts.

Section 136 of the Federal Aid Highway Act of 1970 (Public Law 91-605) requires consideration of aesthetic values in the highway planning process. Aerial imagery and field visits were used to assess visual and aesthetics impacts within the project area. After conducting field reconnaissance to assess views of the project area, the information collected was analyzed to determine the existing visual character. The overall general landscape can be characterized as urban/commercial consisting of mixed small, medium, and large retail, commercial, office, hotel, and multifamily land uses. Overall, the visual character of the proposed project would be consistent with the existing visual character of the project area in scale, form, and materials.

Generally, the existing viewshed includes sparse woodland areas, commercial development, multifamily residential housing, and highway ROW. The primary viewers would include motorists and people visiting commercial developments in the project area. The visual effects assessment is based on two factors:

- Evaluating the visual effect of the proposed project and how it relates to the surrounding environment (view of the road)
- Evaluating the potential visual effect viewers would experience while traveling along the proposed project (the view from the road).

Representative viewpoints were selected and analyzed to determine the visual effects resulting from implementing the proposed project. Next, the analysis considers the visual compatibility of the proposed project with the existing area; by asking, will the project complement or contrast with the existing visual character of the area? Then, the analysis

evaluates, the relative degree of potential visual effect based on the viewpoint. These qualitative effects are beneficial change, adverse change, or neutral change (no change). In this case a beneficial change would be defined by enhancing visual resources or creating a better view of the existing resources and improving the visual experience of the viewer. An Adverse Change would be defined as degrading the visual resource or obstructing or altering a desired view. A neutral change would be defined as there being no substantial change from the current viewshed. The four representative viewshed areas of the corridor area as follows:

- Viewpoint 1: US 290W/SH 71 which is the northern terminus of the project.
- Viewpoint 2: North of Stassney Lane which is the start of the 2.5-mile, elevated managed lanes.
- Viewpoint 3: South of William Cannon Drive is the end of the elevated managed lanes.
- Viewpoint 4: South of Slaughter Lane which is representative of the remaining project corridor.

Viewpoint 1:

The northern project terminus is characterized as heavily commercial with industrial and transportation land uses. There are large, multi-level interchanges of US 290W/SH71 and I-35 with their associated frontage roads and direct connectors. When looking north, the interchanges dominate the viewshed. SH 71 is the lowest level with I-35 mainlanes and frontage roads being respectively 57 and 30 feet above SH 71. The US 290W/SH 71 and I-35 direct connectors are at their highest point located 56 feet above the I-35 mainlanes. The proposed project would be consistent and visually compatible with the existing viewshed.

The majority of viewers in this area would be commercial viewers and motorist traveling through the area. A viewer standing on the southbound frontage road above SH71 looking east would see a large multilevel interchange. The same viewer standing on the southbound frontage road looking south would see a frontage road with large commercial developments including hotels, chain restaurants, and car dealerships. The view from the NB frontage road looking west and south would be a similar view of commercial developments, hotels, car dealerships, and highway.

A motorist traveling through this area on the I-35 mainlanes would be in an elevated position and would be able to see farther south, which is a view that would be dominated by I-35. The east and west view for a motorist on the elevated section would be that of commercial buildings, business signs, and car dealerships. The visual impact at viewpoint would be a neutral change as the proposed project would not substantially alter or impact the existing views of the viewshed.

Viewpoint 2:

The elevated managed lanes start north of Stassney Lane. The elevated structures would vary from 29 to 34 feet high for 2.5 miles beginning north of Stassney Lane, which is roughly equivalent in height to a two-story single-family home in Austin. The elevated mainlanes would be 82 feet wide, which is roughly the length of a high school basketball court. The area has

numerous commercial land uses along the NB and SB I-35 frontage roads. Stassney Woods Apartments, located roughly 220 feet east of the Stassney Lane and NB frontage road intersection, is the nearest residential land use to this location. The Stassney Lane overpass is elevated 23 feet above the I-35 mainlanes. The proposed project would be consistent and compatible with the existing viewshed.

Since the managed lanes are elevated 36 feet above Stassney Lane overpass, a viewer standing at the intersection of Stassney lane and either of the I-35 NB or SB frontage roads would be able to see across the highway to the other side. Since Stassney Woods Apartments are located below the overpass, they do not have a view across I-35, so the elevated section in the foreground of their view wouldn't affect their viewshed facing west or southwest. If a viewer at Stassney Woods Apartments were looking northwest, they would see the managed lanes above the existing mainlanes. However, the view across the highway are not natural viewsheds, but rather a strip mall shopping center and car dealership.

A motorist traveling on the elevated managed lanes would have an elevated view of the I-35 frontage roads on the east and west, business signs, and commercial buildings. A motorist traveling on the mainlanes would see supports for the elevated structure to their left and the bottom of the elevated managed lanes above them and also to the south. As a result, the visual effect from the proposed project would not be considered substantial and the visual effect at this viewpoint would be a neutral change as the proposed project would not substantially alter or impact the existing view of the viewshed.

Viewpoint 3:

The third vantage point viewshed is south of William Cannon Drive. This area also has numerous commercial land uses along the highway including fast food restaurants, shopping centers, and car dealerships. The proposed project would be consistent with existing viewshed.

Century South Shopping Center is on the southwest corner of William Cannon Drive and the I-35 SB frontage road. Bluff Springs Shopping Center is on the southeast corner of William Cannon Drive and the I-35 NB frontage road. The nearest residential land use is South Point Village Apartments located roughly 1,000 feet south of the William Cannon Drive and I-35 SB frontage road intersection. William Cannon Drive overpass is 24 feet above the I-35 mainlanes. The managed lanes would be elevated 32 feet above William Cannon Drive overpass. The existing views across the highway are not natural viewsheds, but rather a strip mall shopping center and car dealership. A viewer standing on the SB frontage road and William Cannon Drive looking east across the highway would see a strip mall, looking northeast fast-food restaurants, and looking south a strip mall. A viewer standing at NB frontage road and William Cannon Drive looking west across the highway would see a strip mall, looking northwest a car dealership, and looking south a strip mall.

A motorist traveling on the elevated managed lanes would have an elevated view of the I-35 frontage roads on the east and west and commercial buildings. A motorist traveling on the mainlanes would see supports for the elevated structure to their left and the bottom of the elevated managed lanes above them and also to the north. The visual effect from the proposed project wouldn't be considered substantial and the visual effect at this viewpoint would be a neutral change as the proposed project would not substantially alter or impact the existing view of the viewshed.

Viewpoint 4:

The last vantage point viewshed is Slaughter Lane. This area also has numerous commercial land uses along the highway including fast food restaurants, shopping centers, and large flagship supermarket. Southpark Meadows, HEB, Home Depot, and U-Haul are respectively located on the southwest, northwest, northeast, and southeast corners of the I-35 NB and SB Frontage Road and Slaughter Lane intersections. The nearest residential land use is Southpark Crossing Apartments located on the NB frontage Road roughly 500 feet south of Slaughter Lane. The existing I-35 mainlanes are elevated 25 feet above Slaughter Lane. Currently, a viewer standing at the SB frontage and Slaughter Lane looking east across the highway would see elevated I-35 mainlanes, looking north a large supermarket, looking south a shopping center. A viewer standing at the NB frontage and Slaughter Lane looking west across the highway would see elevated I-35 mainlanes, looking north a gas station, looking south a commercial building and apartment complex. The proposed project would be consistent with the existing viewshed. The frontage roads are at grade with Slaughter Lane. The proposed project would not affect the viewshed from this vantage point for either motorist on the road or viewer looking at the road.

A motorist traveling on I-35 would have an elevated view of the I-35 frontage roads on the east and west, a few wooded areas to the southeast and southwest, and commercial buildings. The visual effect from the proposed project wouldn't be considered substantial and the visual effect at this viewpoint would be a neutral change as the proposed project would not substantially alter or impact the existing view of the viewshed.

Safety and high mast lighting are currently present at all viewpoints and throughout the project corridor, the proposed project would require additional lighting including the use of high mast or safety lighting. The specific type of roadway lighting will be determined during the detailed design phase.

During construction, the contractor would be directed to locate staging areas away from visually sensitive areas, such as residential areas and parks, if it is practical and also if land is available. Reseeding/revegetation would take place in areas disturbed during construction.

Although the proposed project would include 2.5 miles of elevated structure, overall, it is not anticipated that the Build Alternative would substantially alter or impact the viewshed at these locations or throughout the project corridor.

The No-Build Alternative would not impact or alter the existing viewshed of the project area.

5.8 Cultural Resources

Evaluation of impacts to cultural resources has been conducted under Section 106 of the National Historic Preservation Act in accordance with the Programmatic Agreement (PA) among FHWA, TxDOT, the Texas State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation Regarding the Implementation of Transportation Undertakings. Please see **Appendix G** for cultural resource coordination.

A review of the Texas Historical Commission (THC) Historic Sites Atlas indicates that there are no cemeteries, previously designated historic districts, or properties adjacent to the project area.

5.8.1 *Archeology*

The current archeological area of potential effect (APE) consists of the entire proposed project's horizontal footprint as well as the proposed vertical depth below ground surface within existing ROW, proposed ROW, and easements. Archeological studies were conducted in two stages. Although archeological sites were previously recorded within the archeological APE, Atkins recommended no archeological investigation because the vast majority of the APE was previously disturbed due to roadway construction and maintenance, and from underground and overhead utilities. TxDOT concurred with Atkins's recommendation and approved the Archeological Background Studies Report with no further work necessary on May 07, 2020. Design changes necessitated a follow up addendum to the Archeological Studies Background Report. In the addendum, Atkins recommended that no further archeological investigations were warranted prior to construction, because the proposed changes were minimal and limited to the existing I-35 ROW which had been previously disturbed. TxDOT approved the contents and recommendations of the Addendum to the Archeological Background Study Report on March 3, 2021. Both technical documents are available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at <https://my35capex.com/>.

Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 Programmatic Agreement (PA) and the MOU (Memorandum of Understanding), TxDOT determined that there are no historic archeological properties within the archeological APE. In compliance with the ACT and the MOU, TxDOT archeologists determined project activities have no potential for adverse effects. Individual project coordination with SHPO is not required. The Build Alternative and No-Build Alternative would not alter or change any archeological historic properties. If any unanticipated cultural materials or deposits are found at any stage of clearing, preparation, or construction, the work should cease in that area and TxDOT personnel should be notified immediately. During evaluation of any unanticipated finds and coordination between TxDOT and THC, clearing, preparation, and/or construction could continue in any other areas along the corridor where no such deposits or materials are observed. More detail regarding archeology can be found in the Archeological Background Study Report and Addendum.

Tribal coordination was completed on March 3, 2021 with Federally Recognized Tribes with an area interest in the proposed project area. No responses were received within the 30-day review period. No issues or objections were received.

5.8.2 *Historic Resources*

The identification of potential historic (National Register of Historic Places [NRHP]-listed or -eligible) properties is complete for historic-age structures, buildings, objects, and districts found within the proposed ROW and the associated APE, which includes the entirety of all parcels within the APE.

TxDOT historians reviewed the NRHP, the list of State Antiquities Landmarks, the list of Recorded Texas Historic Landmarks, and TxDOT files and found no historically significant resources previously documented within the APE. TxDOT defines the APE for this project as 150 feet from the ROW where new ROW is required, and current ROW where no new ROW is

required. Subsequent to TxDOT approval of a Project Coordination Request (PCR) on April 16, 2020 and the Historic Resources Research Design on October 09, 2020, TxDOT approved Atkins's Historic Resources Survey Report (HRSR) on January 13, 2021. TxDOT determined there are four properties containing four historic-age resources (built in or prior to 1977) within the APE (**Figure 5**). Property types consist of commercial and residential. TxDOT historians determined that the recorded historic-age resources are common designs that lack architectural merit, are not works of a master, and have no known historic associations with important events or persons, and are therefore not eligible for NRHP listing under Criteria A, B, or C. Technical documents are available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at <https://my35capex.com/>.

Therefore, pursuant to Stipulation IX, Appendix 6 "Undertakings with the Potential to Cause Effects per 36 CFR 800.16(i)" of the Section 106 PA and the MOU, TxDOT historians, determined that there are no historic, non-archeological properties in the APE. In compliance with the ACT and the MOU, TxDOT historians determined the undertaking to have no potential for adverse effects. Individual project coordination with SHPO is not required. The Build Alternative and No-Build Alternative would not alter or change any historic properties. No mitigation is necessary. More detail regarding historic resources can be found in the HRSR.

5.9 Protected Lands

Section 4(f) of the U.S. Department of Transportation Act of 1966 requires consideration of park and recreation lands, wildlife and waterfowl refuges, and historic sites during transportation project development.

Section 6(f) of the Land and Water Conservation Fund Act requires that recreational facilities receiving U. S. Department of the Interior (USDOI) funding from the Land and Water Conservation Fund Act as allocated by Texas Parks and Wildlife Department (TPWD) may not be converted to non-recreational uses unless approval is received from TPWD and the National Park Service (NPS). Chapter 26 of the Texas Parks and Wildlife Code protects public land designated and used as a park, recreation area, scientific area, wildlife refuge, or historic site. Protected lands in the project area include Williamson Creek East Greenbelt, South Boggy Creek Greenbelt, Onion Creek Greenbelt, and Old San Antonio Park. The proposed project would not impact these parks nor require any ROW from these protect parklands. Therefore, there would be no impacts to Section 4(f), Section 6(f) or Chapter 26 properties from the proposed project.

There would be no impacts to Section 4(f), Section 6(f) or Chapter 26 properties from the No-Build Alternative.

5.10 Water Resources

There are 12 water features in the project area that could be impacted by the proposed project. All features were identified as potentially jurisdictional Waters of the United States (WOTUS), including seven ephemeral streams, four intermittent waterways, and one palustrine emergent wetland. Project features and best management practices (BMP) would be used to minimize impacts to waters (i.e. spanning with bridges to maximum extent practicable, see **section 5.10.2**). All project features and BMPs will be further evaluated in the detailed design phase.

Four named creeks (Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek) cross the project area. All creeks and tributaries occurring within the project area flow from west to east and are classified by the United States Geological (USGS) as perennial or intermittent/ephemeral streams.

5.10.1 Clean Water Act Section 404

Four potentially WOTUS consisting entirely of intermittent waterways (Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek) occur in the project area. The project area also contains seven non-jurisdictional unnamed ephemeral tributaries to Williamson Creek, Slaughter Creek, and Onion Creek, and one non-jurisdictional palustrine emergent wetland. The Navigable Waters Protection Rule, which became effective June 22, 2020, states that WOTUS do not include ephemeral features that flow only in direct response to precipitation, including ephemeral streams, swales, gullies, rills, and pools. However, the United States Army Corps of Engineers (USACE) has the final authority on the jurisdictional status of the potential WOTUS presented the Waters Summary Environmental Assessment details. Thus, for the purposes of the EA, all waterways were included in assessment.

The proposed project would involve regulated activity in jurisdictional waters and therefore will require authorization under Section 404. **Table 5** shows the waters that are anticipated to be jurisdictional waters in which regulated activity is anticipated to take place. It also indicates whether the impacts are anticipated to be authorized under Section 404 by a non-reporting nationwide permit (i.e., no pre-construction notification required), or if it is anticipated that a nationwide permit with pre-construction notification, individual permit, letter of permission, or regional general permit will be required.

Table 5: Summary of Potential Waters of the U.S. within the Capital Express South ROW

Name of Water Body	Type of Water Body	Location of Water Body	Covered by Non-Reporting Nationwide Permit Under Section 404?	Nationwide Permit with Pre-Construction Notification, Individual Permit, Letter of Permission, or Regional General Permit Required Under Section 404?
CRK 01 Unnamed tributary to Williamson Creek	Ephemeral Creek	30.20139°, -97.76079°	No	No
CRK 02 Williamson Creek	Intermittent Creek	30.20183°, -97.76157°	Yes	No
CRK 03 Unnamed tributary to Williamson Creek	Ephemeral Creek	30.196716°, -97.76466°	No	No
CRK 04 Boggy Creek	Intermittent Creek	30.17926°, -97.77741°	Yes	No

Name of Water Body	Type of Water Body	Location of Water Body	Covered by Non-Reporting Nationwide Permit Under Section 404?	Nationwide Permit with Pre-Construction Notification, Individual Permit, Letter of Permission, or Regional General Permit Required Under Section 404?
CRK 05 Unnamed tributary to Slaughter Creek	Ephemeral Creek	30.170860°, -97.783052°	No	No
CRK 06 Unnamed tributary to Slaughter Creek	Ephemeral Creek	30.15291°, -97.79183°	No	No
CRK 07 Slaughter Creek	Intermittent Creek	30.15289°, -97.79228°	Yes	No
CRK 08 Unnamed tributary to Slaughter Creek	Ephemeral Creek	30.15293°, -97.7918°	No	No
CRK 09 Unnamed tributary to Onion Creek	Ephemeral Creek	30.14195°, -97.79455°	No	No
CRK 10 Onion Creek	Intermittent Creek	30.13545°, -97.79812°	Yes	No
CRK 11 Unnamed tributary to Onion Creek	Ephemeral Creek	30.101410°, -97.812758°	No	No
Wet1 Unnamed Wetland	Wetland	30.16563°, -97.78602°	No	No

All surveyed waters are depicted in **Appendix F, Figure 6**. Detailed descriptions of potential WOTUS are included in the Waters of the U.S. Delineation Report, which is on file with the TxDOT South Travis/Hays County Area Office, and are summarized in the assessment. The Build Alternative impacts are estimated to include 0.0112 acre to linear streams and no impacts to the identified wetland.

All proposed roadway and drainage improvements would be designed in a manner to avoid or minimize impacts to jurisdictional crossings. It is anticipated that impacts to WOTUS would be authorized through Nationwide Permit (NWP) 14 without Pre-Construction Notification (PCN). The No-Build Alternative would have no impact on WOTUS.

The potential for indirect (encroachment-alteration) effects on wetlands and WOTUS related to the Build Alternative would be mitigated through permanent (post-construction) BMPs, as discussed in Section 5.10.2, Clean Water Act Section 401, below. Wetlands and WOTUS could receive an increased amount of sediment if storm water were released from the project area

despite the use of BMPs. To minimize the potential for adverse impacts, BMPs would be regularly inspected and proactively maintained. No indirect effects from induced growth related to the Build Alternative are anticipated.

Section 404 of the Clean Water Act (CWA) is regulated and enforced by the USACE and is applicable to this project. NWP 14 applies to activities required for crossings of WOTUS associated with the construction, expansion, modification, or improvement of linear transportation projects in WOTUS. For linear transportation projects in non-tidal waters, the discharge cannot cause the loss of greater than 1/2-acre of WOTUS. A PCN would be required if the impacts to WOTUS (either dredge or fill) are greater than 1/10-acre or if any proposed discharge would occur within special aquatic sites, including wetlands. No PCN or formal notification would be required if impacts to WOTUS are less than 1/10 acre. Impacts to WOTUS would be minimized to the extent practicable under the Build Alternative.

The need for an individual permit under Section 404 is not anticipated. If it is later determined that an individual permit under Section 404 is needed, compliance with EPA's Section 404(b)(1) Guidelines will be confirmed prior to submittal of the individual permit application.

Under the No-Build Alternative, no impacts to WOTUS would occur; therefore, no permitting would be required with the USACE.

5.10.2 Clean Water Act Section 401

For a project that will use a NWP under Section 404 or Section 10, regardless of whether the NWP is non-reporting (i.e., assumed) or reporting (i.e., requires submittal of a PCN), TxDOT complies with Section 401 of the Clean Water Act by implementing TCEQ's conditions for NWPs. For projects that require authorization under Section 404 or Section 10 beyond a NWP, TxDOT complies with Section 401 of the Clean Water Act by including a Tier I or Tier II checklist (depending upon the amount of disturbance/impact) in the individual permit, letter of permission, or regional general permit application that is submitted to the USACE, and then complying with the conditions of the Tier I or Tier II checklist.

The proposed Capital Express South project is a Tier I project under Section 401, affecting less than three acres of WOTUS or less than 1,500 linear feet of stream. In order to comply with the Texas Commission on Environmental Quality's (TCEQ's) Section 401 Water Quality Certification Conditions for NWP 14 for Tier I projects, at least one BMP from each of the following three categories of on-site water quality management must be used on the proposed project: erosion control, post-construction total suspended solids (TSS) control, and sedimentation control. The BMPs to be used on the proposed project include temporary vegetation for erosion control, silt fences for sedimentation control, and vegetative filter strips for post-construction TSS control.

Under the No-Build Alternative, no impacts to WOTUS would occur and, consequently, no Section 401 Certification would be required.

5.10.3 Executive Order 11990 Wetlands

Executive Order 11990, Protection of Wetlands (1977), requires federal agencies to minimize the destruction or modification of wetlands. The proposed project would have no impact on

wetlands (**Appendix F, Figure 6**); therefore, Executive Order 11990 does not apply to the proposed project.

5.10.4 Rivers and Harbors Act

No navigable waters regulated under Sections 9 and 10 of the Rivers and Harbors Act lie within the project area. The proposed project would not impact any waters regulated by the Rivers and Harbors Act.

5.10.5 Clean Water Act Section 303(d)

Storm water runoff from the proposed project would discharge within five linear miles of the following surface water impaired assessment unit per the 2020 303(d) list into the Slaughter Creek segment (No. 1427A) of the Colorado River Basin Watershed (see **Table 6**).

Table 6: Summary of Potential Waters

Watershed	Segment Name	Segment number	Assessment Unit Number
Colorado River Basin	Slaughter Creek	1427A	1427A_01

This segment is impaired due to an impaired microbenthic community in the water. A Storm Water Pollution Prevention Plan (SWP3) would be implemented to avoid discharging pollutants into waterways that may degrade the water quality. Compliance with the SWP3, as well as NWP 14 conditions and BMPs, as discussed above, would ensure that the project does not adversely affect water quality, impair, or impede any plans to improve the quality of polluted waters.

To date, TCEQ has not identified, through either a total maximum daily load (TMDL) or the review of projects under the TCEQ MOU, a need to implement control measures beyond those required by the construction general permit (CGP) on road construction projects. Therefore, compliance with the project's CGP, along with coordination under the TCEQ MOU for certain transportation projects, collectively meets the need to address impaired waters during the environmental review process. As required by the CGP, the project and associated activities will be implemented, operated, and maintained using best management practices to control the discharge of pollutants from the project site.

For the reasons listed above, it is not anticipated that the Build Alternative would impact any Section 303(d) stream segments.

5.10.6 Clean Water Act Section 402

Since Texas Pollutant Discharge Elimination System (TPDES) Construction General Permit (CGP) authorization and compliance (and the associated documentation) occur outside of the environmental clearance process, compliance is ensured by the policies and procedures that govern the design and construction phases of the projects. The Project Development Process Manual and the Plans, Specifications, and Estimates (PS&E) Preparation Manual require a SWP3 be included in the plans of all projects that disturb one or more acres. The Construction Contract Administration Manual requires that the appropriate CGP authorization documents

(Notice of Intent or site notice) be completed, posted, and submitted, when required by the CGP, to TCEQ and the Municipal Separate Storm Sewer System (MS4) operator. It also requires that projects be inspected to ensure compliance with the CGP.

The PS&E Preparation Manual requires that all projects include Standard Specification Item 506 (Temporary Erosion, Sedimentation, and Environmental Controls), and the “Required Specification Checklists” require Special Provision 506 on all projects that need authorization under the CGP. These documents require the project contractor to comply with the CGP and SWP3 and complete the appropriate authorization documents.

5.10.7 Floodplains

The proposed project is located within the Federal Emergency Management Agency (FEMA) base floodplains of Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek (**Appendix F, Figure 6**). The project is located within FEMA-designated map panel 48453C0585H, effective September 26, 2008 (FEMA 2020). It is also located within FEMA-designated map panels 48453C0595K, 48453C0685J, 48453C0680J, effective January 22, 2020. Lastly, it is located in 48209C0280F, effective September 2, 2005 (FEMA, 2020).

The project contains two different flood zone designations: Zone A and Zone B and X. Zone A is defined as a 100-year floodplain, or an area with 1 percent chance of flooding. Zone B and X is defined as the limits of the 100-year and 500-year floodplain, or an area with 0.2 percent (or 1 in 500 chance) of flooding. This zone is used to designate the floodplains of lesser hazards, such as shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile (FEMA, 2020).

The roadway facility would permit the conveyance of the 100-year (one-percent annual chance) flood, inundation of the roadway being acceptable, without causing substantial damage to the roadway, stream, or other property. The proposed Build Alternative would not increase the base flood elevation to a level that would violate the applicable floodplain regulations or ordinances. Coordination with the local floodplain administrator would be required.

This project is subject to and will comply with federal Executive Order 11988 on Floodplain Management. The department implements this Executive Order on a programmatic basis through its Hydraulic Design Manual. Design of this project will be conducted in accordance with the department’s Hydraulic Design Manual. Adherence to the TxDOT Hydraulic Design Manual ensures that this project will not result in a “significant encroachment” as defined by FHWA’s rules implementing Executive Order 11988 at 23 CFR 650.105(q).

The potential for project-related indirect (encroachment-alteration) effects on floodplains would be addressed through temporary and permanent BMPs. Storm water could leave an increased amount of sediment in floodplains if released from the project area, despite the use of BMPs. Sediment build-up, in turn, could reduce the water storage capacity of the floodplain. To minimize the potential for adverse impacts, erosion, and sedimentation BMPs would be effectively installed, regularly inspected, and proactively maintained.

No direct or indirect impacts to floodplains would be anticipated under the No-Build Alternative.

5.10.8 *Wild and Scenic Rivers*

The proposed project does not contain resources regulated under the Wild and Scenic Rivers Act; therefore, neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter

5.10.9 *Coastal Barrier Resources*

The Coastal Barrier Resources Act (CBRA) does not apply.

5.10.10 *Coastal Zone Management*

The proposed project does not lie within the Texas Coastal Management Program boundary. Therefore, a consistency determination is not required.

5.10.11 *Edwards Aquifer*

The proposed project does not lie within the Edwards Aquifer Recharge, Transition, or Contributing Zones (**Appendix F, Figure 6**). Consequently, it was determined that neither the Preferred nor the No-Build Alternative would have an impact on this resource category or subject matter and is not subject to regulation under the TCEQ's Edwards Aquifer Rules (30 Texas Administrative Code [TAC] 213).

The proposed project does not lie within the Environmental Protection Agency's (EPA's) designated Edwards Aquifer Streamflow Source Areas or Recharge Zones and, therefore, does not require coordination under the EPA-TxDOT MOU Regarding EPA's Review of Projects Potentially Affecting the Edwards Aquifer.

5.10.12 *International Boundary and Water Commission*

The proposed project does not cross or encroach upon the floodway of the International Boundary and Water Commission (IBWC) ROW or an IBWC flood control project.

5.10.13 *Drinking Water Systems*

In accordance with TxDOT's Standard Specifications for Construction and Maintenance of Highways, Streets and Bridges (Item 103, Disposal of Wells), any drinking water wells would need to be properly removed and disposed of during construction of the project. Therefore, neither the Build nor the No-Build Alternative would have an impact on this resource category or subject matter.

5.11 **Biological Resources**

5.11.1 **Texas Parks and Wildlife Coordination**

State-listed threatened and endangered species are protected by state and local laws within Texas (Chapters 67 and 68 of the Texas Parks and Wildlife Code and Sections 65.171 - 65.18 of Title 31 of the TAC). The project is expected to occur within areas of existing TxDOT ROW, proposed ROW, construction easements, and drainage easements (project area). The project area is located within Travis and Hays counties, Texas. Any habitat within the project area is

heavily disturbed by the existing I-35 facility.

The Texas Parks and Wildlife Department (TPWD) maintains a database of threatened and endangered species by county for the State of Texas. The Rare, Threatened, and Endangered Species of Texas (RTEST) list was obtained for Travis and Hays counties as part of the Tier 1 Site Assessment and Species Analysis Form and Spreadsheet. The list provides detailed information on habitat requirements for each of the listed species, which was compared to habitat types that were visually observed within the project area. Additionally, species occurrence data were obtained from the TPWD Texas Natural Diversity Database (TxNDD) on January 22, 2021 for the project area. The TPWD TxNDD Rare, Threatened or Endangered Species are shown in **Appendix F, Figure 9** (TPWD, 2020).

Marginal suitable habitat is present for one state threatened species within the project area: Texas fatmucket (*Lampsilis bracteata*), and 11 SGCN species: cave myotis bat (*Myotis velifer*), Correll's false dragon head (*Physostegia correllii*), Guadalupe bass (*Micropterus treculii*), Greenman's bluet (*Houstonia parviflora*), Mexican free-tailed bat (*Tadarida brasiliensis*), narrowleaf brickelbush (*Brickellia eupatoriodes* var. *gracillima*), net-leaf bundleflower (*Desmanthus reticulatus*), Texas garter snake (*Thamnophis sirtalis annectens*), Texas milk vetch (*Astragalus reflexus*), Texas shiner (*Notropis amabilis*), and tree dodder (*Cuscuta exaltata*).

The suitable habitat is present within the streams, particularly Onion Creek (Texas shiner, Guadalupe bass, Texas fatmucket), woodlands (Texas garter snake), grasslands (plants), and bridges (cave myotis bat and Mexican free-tailed bat) that occur within the project area. However, the suitable habitat is considered marginal due to size, condition, and proximity to urbanized ROW. Work activities within Onion Creek may potentially impact species including the Guadalupe Bass, Texas shiner, and the Texas fatmucket. Evidence of bat activity, including guano and bat vocalizations, were noted at the Onion Creek and Slaughter Creek bridges during field reconnaissance; however, bats were roosting within bridge crevices and could not be visually observed. Therefore, the specific species of bats present within the project area could not be determined; however, the bridges over Onion Creek and Slaughter Creek could potentially support the cave myotis bat and Mexican free-tailed bat.

Regarding encroachment-alteration effects under the Build Alternative, the effects of removing important wildlife habitat areas would be limited to the unmaintained vegetation and the water features present within the project construction area. Accordingly, impacts to habitat would be limited to the area of direct impacts, and no encroachment-alteration impacts are expected.

Bat BMPs will be implemented for the cave myotis bat and Mexican free-tailed bat. Fish BMPs will be implemented for the Guadalupe bass and Texas shiner at the Onion Creek crossing. Freshwater mussel BMPs will be implemented for the Texas fatmucket at the Onion Creek crossing. Terrestrial reptile BMPs will be implemented for the Texas garter snake (TxDOT/TPWD MOU 2017 Revision). TxDOT initiated coordination for the remaining species with TPWD on January 25, 2021. Wildlife and vegetation BMPs are included in Section 8.0.

The No-Build Alternative would not have an impact on wildlife in the project area.

5.11.2 Impacts to Vegetation

Ecological mapping systems of Texas (EMST) mapped vegetation types include Barren; Central Texas: Floodplain Hardwood Forest; Central Texas: Floodplain Hardwood - Evergreen Forest; Blackland Prairie: Disturbance or Tame Grassland; Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland; Edwards Plateau: Savanna Grassland; Edwards Plateau: Oak - Hardwood Motte and Woodland; Edwards Plateau: Ashe Juniper Motte and Woodland; Edwards Plateau: Oak - Ashe Juniper Slope Forest; Edwards Plateau: Oak - Hardwood Slope Forest; Edwards Plateau: Live Oak Motte and Woodland; Native Invasive: Mesquite Shrubland; Native Invasive: Juniper Shrubland; Native Invasive: Juniper Woodland; Native Invasive: Deciduous Woodland; Central Texas: Riparian Hardwood Forest; Central Texas: Floodplain Herbaceous Vegetation; Central Texas: Riparian Deciduous Shrubland; Row Crop; Urban High Intensity; and Urban Low Intensity. Mapped EMST vegetation types within the Project Area are illustrated in **Attachment F, Figure 7**.

The EMST vegetation types observed by a qualified ecologist within the project area did not completely correspond to the EMST mapped vegetation types. Vegetation types within the Edwards Plateau Savannah, Woodland, and Shrubland category were identified in the EMST mapped vegetation dataset but were not observed in the project area. The observed vegetation also lacked Row crops, Native Invasive: Mesquite Shrubland, and Central Texas: Riparian Deciduous Shrubland. Additionally, Central Texas: Riparian Herbaceous Vegetation was observed, whereas the EMST mapped vegetation included Central Texas: Floodplain Herbaceous Vegetation.

Observed vegetation types include Central Texas: Floodplain Hardwood Forest; Blackland Prairie: Disturbance or Tame Grassland; Native Invasive: Mesquite Shrubland; Native Invasive: Deciduous Woodland; Central Texas: Riparian Herbaceous Vegetation; Central Texas: Riparian Hardwood Forest; Urban; High Intensity; and Urban Low Intensity. Observed EMST vegetation types within the project area are illustrated in **Attachment F, Figure 8**.

Total acres of EMST mapped vegetation and observed vegetation types are presented in the Tier I Site Assessment. A vegetation impact assessment was performed for the observed vegetation types. The project would disturb approximately 1.5 acres of riparian vegetation, which is greater than the MOU impact threshold of 0.1 acre for this habitat type. Approximately 8.0 acres of Tallgrass Prairie, Grassland habitat type would be disturbed, which is greater than the MOU impact threshold of 0.1 acre for this habitat type. Approximately 11.9 acres of Disturbed Prairie would be disturbed, which exceeds the MOU impact threshold of 2.0 acres.

The No-Build Alternative would not impact vegetation beyond current impacts as a result of continued maintenance of existing I-35.

5.11.3 Executive Order 13112 on Invasive Species

The proposed project is subject to and would comply with federal Executive Order (EO) 13112 on Invasive Species. TxDOT implements this EO on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

The No-Build Alternative would not be subject to EO 13112 on Invasive Species.

5.11.4 Executive Memorandum on Environmentally and Economically Beneficial Landscaping

This project is subject to and will comply with the federal Executive Memorandum on Environmentally and Economically Beneficial Landscaping, effective April 26, 1994. The department implements this Executive Memorandum on a programmatic basis through its Roadside Vegetation Management Manual and Landscape and Aesthetics Design Manual.

The No-Build Alternative would not be subject to the Executive Memorandum on Environmentally and Economically Beneficial Landscaping.

5.11.5 Impacts to Common Wildlife

Common wildlife species of Central Texas that are not protected include various species of raccoons, opossums, deer, rattlesnakes, skunks, squirrels, armadillos, and various species of reptiles and birds. Many of these species are highly mobile, therefore, are unlikely to be affected. Additionally, habitat for these species is marginal and of low quality within the project area due to size and the presence of the existing I-35 facility. The project will follow the requirements of the Migratory Bird Treaty Act, as described in **Section 5.11.6**.

The No-Build Alternative would not have an impact on wildlife in the project area.

5.11.6 Migratory Bird Protections

The proposed project would comply with applicable provisions of the Migratory Bird Treaty Act (MBTA) and Texas Parks and Wildlife Code Title 5, Subtitle B, Chapter 64, Birds. It is the department's policy to avoid removal and destruction of active bird nests except through federally or state-approved options. Additionally, it is TxDOT policy to, where appropriate and practicable:

- Use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction, and
- Schedule construction activities outside the typical nesting season.

The No-Build Alternative would not have an impact on migratory birds, their nests, or their young.

5.11.7 Fish and Wildlife Coordination Act

The Fish and Wildlife Coordination Act (FWCA) of 1934 was enacted to protect fish and wildlife when federal actions result in the control or modification of a natural stream or body of water. The act requires federal agencies to consider the effect that water-related projects have on fish and wildlife resources; act to prevent loss or damage to these resources; and provide for the development and improvement of these resources. This project may impact four potentially jurisdictional waters of the U.S. including wetlands within the proposed project area.

No practicable alternatives were identified that would avoid impacts. One preliminary alternative proposed a single managed lane beginning south of US 290W/SH71 and continuing to SH 45SE, but this is not a feasible option because of possible delays and

inconsistent travel times due to having a single managed lane. The other preliminary alternative that proposed two managed lanes at grade beginning south of US 290W/SH 71 and continuing to SH 45SE would be less safe, require a significant amount of additional ROW required and possible displacements.

Additionally, the project includes all practicable measures to minimize harm - using bridges to span wetlands and waters, minimize ROW, and maintain locations of existing side roads to maximum extent practicable.

The project is anticipated to require a nationwide permit issued by the USACE. Compliance with the Fish and Wildlife Coordination Act will be accomplished by complying with the terms and conditions of the nationwide permit.

5.11.8 Bald and Golden Eagle Protection Act of 2007

The project is not within 660 feet of an active or inactive Bald or Golden Eagle nest. Therefore, no coordination with U.S. Fish and Wildlife Service (USFWS) is required.

The No-Build Alternative would have no impact on Bald or Golden Eagles.

5.11.9 Magnuson-Stevens Fishery Conservation Management Act

The Essential Fish Habitat/Magnuson-Stevens Fishery Conservation and Management Act does not apply

5.11.10 Marine Mammal Protection Act

The proposed project does not contain suitable habitat for marine mammals.

5.11.11 Federally Listed Threatened, Endangered, and Candidate Species

The Endangered Species Act (ESA) affords protection for federally listed threatened and endangered species, and where designated, critical habitat for these species. The U.S. Fish and Wildlife Service (USFWS) maintains a list of federally threatened and endangered species potentially present for each Texas county. Additionally, the USFWS maintains a list of candidate species, which are species that are not currently protected as threatened or endangered species but have the potential to become listed as a threatened or endangered species in the future. The USFWS Information for Planning and Consultation tool (IPaC) was accessed January 22, 2021 (as part of the Species Analysis Form and Tier I Site Assessment) for Travis and Hays counties. Additionally, the TPWD TxNDD species data are shown in **Appendix F, Figure 9** (TPWD, 2020).

The USFWS IPaC list for Travis County includes 17 species, 13 of which are listed as threatened or endangered, and 4 that are listed as candidate species. Travis County contains critical habitat areas for the Austin blind salamander (*Eurycea waterlooensis*) and the Jollyville Plateau salamander (*Eurycea tonkawae*); however, these critical habitat areas are not located within or near the project area. Therefore, the project will not affect the critical habitat of these species. The project area was found to contain marginal suitable habitat for one federal candidate species, the Texas fatmucket. This species may potentially occur within the Onion

Creek crossing. The Texas fatmucket is also a state-threatened species, therefore, BMPs will be implemented at the Onion Creek crossing through the coordination with TPWD to protect this species. Consultation with the USFWS is not required for candidate species.

No other federally listed species from the Travis County IPaC list were found to have suitable habitat within the project area. Therefore, the project will have no effect on these remaining Travis County species, which include the Golden-cheeked Warbler (*Dendroica chrysoparia*), Piping Plover (*Charadrius melodus*), Red Knot (*Calidris canutus rufa*), Whooping Crane (*Grus americana*), Austin blind salamander, Barton Springs salamander (*Eurycea sosorum*), Jollyville Plateau salamander, Texas fawnsfoot (*Truncilla macrodon*), Texas pimpleback (*Quadrula petrina*), Kretschmarr Cave mold beetle (*Texamaurops reddelli*), Tooth Cave ground beetle (*Rhadine persephone*), Bee Creek Cave harvestman (*Texella reddelli*), Bone Cave harvestman (*Texella reyesi*), Tooth Cave pseudoscorpion (*Tartarocreagris texana*), Tooth Cave spider (*Neoleptoneta myopica*), and the bracted twistflower (*Streptanthus bracteatus*). A detailed analysis of each of these species can be found in the Species Analysis Spreadsheet, which was prepared to support the Tier 1 Site Assessment and Species Analysis Form.

The IPaC list for Hays County includes 16 species, 14 of which are listed as threatened or endangered, and 2 that are candidate species. Hays County contains critical habitat areas for the Comal Springs dryopid beetle (*Styoparnus comalensis*), Comal Springs riffle beetle (*Heterelmis comalensis*), fountain darter (*Etheostoma fonticola*), San Marcos gambusia (*Gambusia georgei*), San Marcos salamander (*Eurycea nana*), and Texas wild-rice (*Zizania texana*). The project area is not located within or near the critical habitat areas for these species; therefore, the project will not affect the critical habitat areas of these species. Only one candidate species from the Hays County IPaC list, the Texas fatmucket, was determined to have marginal suitable habitat within the project area. BMPs will be implemented to protect this species. Consultation with the USFWS is not required for candidate species.

No other federally listed species from the Hays County IPaC list were found to have suitable habitat within the project area. Therefore, the project will have no effect on these remaining Hays County species, which include the Golden-cheeked Warbler, Piping Plover, Red Knot, Whooping Crane, Austin blind salamander, Barton Springs salamander, San Marcos salamander, Texas blind salamander (*Eurycea rathbuni*), fountain darter, San Marcos gambusia, Comal Springs dryopid beetle, Comal Springs riffle beetle, Peck's Cave amphipod (*Stygobromus pecki*), bracted twistflower, and Texas wild-rice. A detailed analysis of each of these species can be found in the Species Analysis Spreadsheet, which was prepared to support the Tier 1 Site Assessment and Species Analysis Form.

The No-Build Alternative would not have an impact on wildlife in the project area.

5.12 Air Quality

The project is located in an area in attainment or unclassifiable for all national ambient air quality standards (NAAQS); therefore, the transportation conformity rules do not apply.

Carbon Monoxide Traffic Air Quality Analysis

Traffic for the estimated time of completion year 2024 and design year 2045 is estimated to

be 246,445 vehicles per day and 333,441 vehicles per day, respectively; therefore, triggering the need for a traffic air quality analysis. It is assumed topography and meteorology of the area in which the project is located would not seriously restrict dispersion of the air pollutants. The traffic data used in the analysis was obtained from AECOM General Engineering Consultant and were based on methodologies accepted by the TxDOT Transportation Planning and Programming (TP&P) Division. A traffic air quality analysis was completed and is included in the Carbon Monoxide Traffic Air Quality Analysis technical report which is available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at <https://my35capex.com/>.

Carbon monoxide (CO) concentrations for the proposed action were modeled using the CAL3QHC model and the TxDOT Emission Rate Lookup Tables for the Austin area and factoring in adverse meteorological conditions and sensitive receptors at the right-of-way line. Local concentrations of carbon monoxide are not expected to exceed national standards at any time. **Table 7** summarizes the predicted carbon monoxide concentrations in each modeled year.

Table 7: Project Carbon Monoxide Concentrations

Year	1-hour CO Concentration Parts Per Million (ppm)	1-HR % NAAQS	8-hour CO Concentration (ppm)	8-HR % NAAQS
2024	1.9	5.43	1.51	16.78
2045	1.7	4.86	1.37	15.22

* The National Ambient Air Quality Standard (NAAQS) for CO is 35 ppm for 1-hour and 9 ppm for 8-hours. Analysis includes a one-hour background concentration of 1.6 ppm and an 8-hour background concentration 1.3 ppm.

Mobile Source Air Toxics

The proposed project would increase capacity and the AADT in the design year is above 140,000 vehicles per day (vpd); therefore, a quantitative Mobile Source Air Toxics (MSAT) analysis is required. An MSAT analysis was completed and is included in the Mobile Source Air Toxics Quantitative Analysis technical report which is available for review at the TxDOT South Travis/Hays County Area Office and can also be found online at <https://my35capex.com/>.

Project Specific MSAT Information

A qualitative analysis provides a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the various alternatives. The qualitative assessment presented below is derived in part from a study conducted by FHWA entitled A Methodology for Evaluating Mobile Source Air Toxic Emissions Among Transportation Project Alternatives (FHWA, 2017a).

Under the Build Alternative in the design year, it is expected there would be reduced MSAT emissions in the immediate area of the project, relative to the No-Build Alternative, due to the reduced vehicle miles traveled (VMT) associated with more direct routing. Under each alternative there may be localized areas where VMT would increase, and other areas where VMT would decrease. Therefore, it is possible that localized increases and decreases in MSAT emissions may occur. The localized increases in MSAT emissions would likely be most pronounced along the new roadway sections that would be built along I-35 between SH 71 and Stassney Lane. However, the magnitude and the duration of these potential increases

compared to the No-Build alternative cannot be reliably quantified due to incomplete or unavailable information in forecasting project specific MSAT health impacts. Also, regardless of the alternative chosen, emissions will likely be lower than present levels in the design year as a result of EPA's national control programs that are projected to reduce annual MSAT emissions by over 90 percent from 2010 to 2050 (FHWA, 2017b). Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in virtually all locations.

The proposed project would increase capacity and the AADT in the design year is above 140,000 vpd; therefore, a quantitative MSAT analysis is required.

Analysis Methodology

A quantitative MSAT analysis was conducted consistent with TxDOT's Environmental Guide: Volume 2 Activity Instructions, July 2020 and the Documentation Standard for a Quantitative MSAT Technical Report, July 2020. For this project, three study scenarios, 2018 Existing, 2045 No-Build, and 2045 Build were selected for the quantitative MSAT analysis.

A project links method was used for the MSAT analysis. These links include all roadways within the project study limits along I-35 including mainlanes, express lanes, frontage roads, direct connectors, and ramps.

Emissions factors from TxDOT's Emission Rate Look-up Tables for MSAT were used for this analysis. These tables provide emission rates in grams/vehicle mile traveled for the years 2010 through 2040 for several areas in Texas, including the Austin area. Emission factors are listed based on the year being analyzed, the type of roadway, and average vehicle speed. Separate emission factors were used for each analysis year (2018 and 2045) and build scenario. Although the look-up tables only provide emission factors through the year 2040, the emission factors for the year 2040 were utilized to represent emissions for the project year 2045. This a conservative assumption as vehicle emissions are generally reduced as newer, cleaner emitting vehicles enter the vehicle fleet each year. Only the VMT from the portions of the roadways included in the MSAT project links were included in the MSAT analysis.

MSAT Analysis Results

MSAT emissions from this project were estimated for a base year (2018) and the project design year (2045). For the project design year, emissions were calculated for a No-Build condition and a Build condition in which the effects of the project are accounted for. The results were compared to the base year 2018 and to each other to determine the overall trend in emissions over time, as well as the emission impacts due to the project in key years. **Table 8** summarizes the MSAT emissions by pollutant and total MSAT emissions in each modeled year and scenario. This table also shows the corresponding VMT total associated with these emissions and summarizes the percent difference in MSAT emissions in each modeled year and scenario.

Table 8: Annual MSAT Emissions by Year, Scenario, and Pollutant

MSATs	Emissions (tons/year)			Change Between 2045 Build and 2045 No-Build	Change between 2045 Build and 2018 Existing
	2018	2045			
	Existing	No-Build	Build	Difference %	Difference %
Benzene	0.84	0.28	0.27	-3.6	-68.4
1,3- Butadiene	0.09	0.002	0.002	-0.1	-98.0
Formaldehyde	1.09	0.58	0.58	-0.7	-47.0
Acrolein	0.07	0.03	0.03	-0.7	-61.7
Naphthalene	0.12	0.05	0.05	-1.0	-60.3
Acetaldehyde	0.51	0.19	0.19	-0.8	-62.4
Ethylbenzene	0.42	0.19	0.19	-1.1	-54.7
POM	0.05	0.01	0.01	-3.0	-72.5
Diesel PM	5.71	1.09	1.08	-0.8	-81.0
Total Emissions	8.91	2.43	2.40	-1.1	-73.1
Annual VMT (million miles)	605	929	901	-3.1	49.0

As shown in **Table 8**, the MSAT emissions evaluated all decrease when comparing the 2045 Build scenario with No-Build scenario. In addition, when compared to the No-Build scenario, the total MSAT emissions from the project show a decrease of 1.1 percent in the 2045 Build scenario compared to the No-Build scenario. When compared to the 2018 existing conditions, the total MSAT emissions are estimated to decline by about 73 percent from 2018 to 2045 if the project is constructed. These reductions occur despite projected increases in VMT from 2018 to the 2045 Build scenarios of about 49 percent

EPA's stringent vehicle emission and fuel regulations, combined with fleet turnover, are expected to substantially lower fleet average emission rates for MSATs in the future relative to today. Overall, best available information indicates that, nationwide, regional levels of MSATs are expected to decrease in the future due to fleet turnover and the continued implementation of more stringent emission and fuel quality regulations. Nevertheless, it is possible that some localized areas may show an increase in emissions and ambient levels of these pollutants due to locally increased traffic levels associated with the project.

Primary MSAT Emissions by Year and Scenario Versus VMT



MSAT Conclusion

Both the Build and No-Build Alternative in the design year are expected to be associated with lower levels of MSAT emissions compared to the base year. This analysis shows an emissions reduction from the No-Build to the Build scenarios in 2045. The No-Build scenario has slightly higher emissions than the Build scenario due to the slightly reduced VMT associated with more direct routing in the Build Alternative. EPA's vehicle and fuel regulations are expected to result in substantially lower MSAT levels in the future than exist today due to cleaner engine standards coupled with fleet turnover. The magnitude of the EPA-projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area will be substantially lower in the future than they are today, regardless of the scenario (No-Build or Build) chosen.

Construction Emissions

During the construction phase of this project, temporary increases in particulate matter (PM) and MSAT emissions may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles.

The potential impacts of particulate matter emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. The Texas Emissions Reduction Plan (TERP) provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal

incentive programs to the fullest extent possible to minimize diesel emissions. Information about the TERP program can be found on TCEQ's TERP website (TCEQ, 2020).

However, considering the temporary and transient nature of construction-related emissions, the use of fugitive dust control measures, the encouragement of the use of TERP, and compliance with applicable regulatory requirements; it is not anticipated that emissions from construction of this project will have any significant impact on air quality in the area.

5.13 Hazardous Materials

The Hazardous Material Initial Site Assessment (ISA) Report, available from the TxDOT South Travis/Hays County Area Office, included a review of topographic maps, historic aerial photographs, a regulatory database search, and a site visit.

The Geosearch regulatory database search identified 126 sites in databases. However, any hazardous materials concerns were resolved within the ISA and no unresolved hazardous materials concerns were identified (see **Appendix F, Figure 10**). Two additional unmapped gas stations, Fast Break 4 at 14500 South I-35 in Buda and Fast Break 6 at 14444 South I-35 in Buda were identified during the site visit conducted on July 28, 2020. These sites are listed on the TCEQ Petroleum Storage Tank registration database and was not identified as a concern to the proposed project. No further hazardous materials action is required.

During construction, the contractor would take appropriate measures to prevent, minimize, and control the spill of fuels, lubricants, and hazardous materials that the contractor brings into the construction staging area.

Based on available historic data, existing land use, and the nature of the proposed project, there are no other hazardous materials concerns anticipated for the Build Alternative or the No-Build Alternative.

5.14 Traffic Noise

A traffic noise analysis was conducted in accordance with TxDOT's (FHWA approved) 2011 Guidelines for Analysis and Abatement of Roadway Traffic Noise. The Traffic Noise Analysis Report (2020), which includes details about the analysis, is available for public review at the TxDOT South Travis/Hays County Area Office and can also be found online at <https://my35capex.com/>.

Build Alternative

Existing and predicted traffic noise levels were modeled at representative land use activity areas (receptors) adjacent to the project that might be impacted by traffic noise and would potentially benefit from feasible and reasonable noise abatement.

Modeled noise-sensitive locations were primarily residential, but also included restaurants, playgrounds, and schools. The traffic noise analysis determined that out of 57 representative receptors, 30 were predicted to have noise levels that approach or exceed the FHWA noise abatement criteria or that substantially exceed the existing noise levels; therefore, the proposed project would result in traffic noise impacts (see **Table 9** and **Figure 11** in

Appendix F).

Table 9: Traffic Noise Receivers

Representative Receiver	NAC Category	NAC Level	Existing 2018	Predicted 2038	Change (±)	Noise Impact	
R-1	La Quinta Hotel Pool	E	72	65	65	0	No
R-2	Candlewood Suites Hotel Patio	E	72	65	66	+1	No
R-3	Omni Hotel Pool with 5-foot stone wall	E	72	67	68	+1	No
R-4	Ramada Hotel Pool	E	72	66	67	+1	No
R-5	Hideaway Restaurant Outdoor Seating	E	72	67	68	+1	No
R-6	Marriott Restaurant Outdoor Dining Area	E	72	64	64	0	No
R-7	Springhill Suites Outdoor Seating/Patio	E	72	70	71	+1	Yes
R-8	Courtyard Marriott Hotel Balconies	E	72	67	68	+1	No
R-9	Residence Inn Pool/Tennis Courts	E	72	69	69	0	No
R-10	Red Roof Inn Hotel Pool	E	72	65	66	+1	No
R-11	Comfort Suites Hotel Pool	E	72	69	70	+1	No
R-12	KIPP Austin School	D	52	35	37	+2	No
R-13	Recreation Field	C	67	69	71	+2	Yes
R-14	Stassen woods Apartments	B	67	67	67	0	Yes
R-15	School-Wayside: REAL Learning Academy	D	52	33	35	+2	No
R-16	Applebee's Outdoor Seating Area	E	72	66	67	+1	No
R-17	Taco Cabana Outdoor Seating Area	E	72	68	69	+1	No
R-18	Apartment at South Point Pool	C	67	66	66	0	Yes
R-19	Oak Meadow Baptist Church Playground	C	67	64	65	+1	No
R-20	Austin Lone Star RV Resort Pool	C	67	73	74	+1	Yes
R-21	RV	B	67	66	68	+2	Yes
R-22	Ladera Apartment Balconies	B	67	69	69	0	Yes

	Representative Receiver	NAC Category	NAC Level	Existing 2018	Predicted 2038	Change (±)	Noise Impact
R-23	Ladera Apartment Balconies	B	67	68	69	+1	Yes
R-24	Waters at Bluff Springs Apartment Balconies	C	67	63	65	+2	No
R-25	Waters at Bluff Springs Apartment Pool	B	67	62	64	+2	No
R-26	Valor School Playground	C	67	69	70	+1	Yes
R-27	Valor Charter School	D	52	43	44	+1	No
R-28	Lenox Soco Apartment Pool	C	67	63	64	+1	No
R-29	Ethos Apartments Pool	C	67	62	62	0	No
R-30	Ethos Apartment Balconies	B	67	64	64	0	No
R-31	Griffis Southpark Apartment Pool	C	67	65	68	+3	Yes
R-32	Griffis Southpark Apartment Balconies	B	67	67	70	+3	Yes
R-33	Don Darios Restaurant Outdoor Seating	E	72	70	73	+3	Yes
R-34	Starbucks Outdoor Seating	E	72	70	72	+2	Yes
R-35	Southpark Crossing Apartment Pool	C	67	64	66	+2	Yes
R-36	Southpark Crossing Apartment Balconies	B	67	64	65	+1	No
R-37	Single Family Houses (12)	B	67	64	67	+3	Yes
R-38	BreWingz on the Fly Restaurant Outdoor Seating Area	E	72	63	67	+4	No
R-39	First Class Child Development Center Playground	C	67	60	63	+3	No
R-40	Bridges at Asher Apartment Balconies	B	67	69	72	+3	Yes
R-41	Lenox Springs II Apartment Balconies	B	67	65	66	+1	Yes
R-42	Lenox Springs Apartment Balconies	B	67	61	64	+3	No
R-43	Bridges at Asher Apartment Balconies	B	67	69	71	+2	Yes
R-44	Lenox Springs	B	67	63	66	+3	Yes

Representative Receiver	NAC Category	NAC Level	Existing 2018	Predicted 2038	Change (±)	Noise Impact	
Apartments Balconies							
R-45	Single Family Residence Front Porch	B	67	70	73	+3	Yes
R-46	Onion Creek Apartment Balconies	C	67	66	69	+3	Yes
R-47	Farmhouse Apartments Pool	B	67	67	70	+3	Yes
R-48	Crown Colony Patios	B	67	67	70	+3	Yes
R-49	Multifamily Backyard	B	67	65	68	+3	Yes
R-50	Outdoor Seating Restaurant Craig O's	E	72	64	67	+3	No
R-51	Colonial Grand at Onion Creek Apartment Balconies	B	67	63	67	+4	Yes
R-52	Condo Pool	C	67	64	66	+2	Yes
R-53	Mansions at Onion Creek Apartment Balconies	C	67	67	72	+5	Yes
R-54	St. Alban's Church Playground	B	67	71	73	+2	Yes
R-55	Park at Estancia Apartment Balconies	B	67	66	67	+1	Yes
R-56	Estancia Villas Apartments Pool	B	67	56	56	0	No
R-57	Estancia Villas Apartment Balconies	C	67	68	67	-1	Yes

Noise abatement measures were considered and analyzed for each impacted receptor location. Abatement measures, typically noise barriers, must provide a minimum noise reduction, or benefit, at or above the threshold of 5 dB(A). A barrier is not acoustically feasible unless it reduces noise levels by at least 5 dB(A) at greater than 50 percent of first row impacted receptors. To be reasonable, the abatement measure must not exceed the cost-effectiveness criterion of \$25,000 for each receiver that would benefit by a reduction of at least 5 dB(A) and the abatement measure must be able to reduce the noise level at (a minimum) of one impacted, first row receiver by at least 7 dB(A) in the predicted noise level (noise reduction goal).

Three noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project (**Table 10**). Noise barriers were not reasonable and feasible for the remaining impacted representative receivers, and abatement is not proposed for those locations. Additional details regarding the barrier analysis can be found in the Traffic Noise Analysis Report (2020).

Noise barriers are proposed at the following locations:

R-40: This receiver represents an apartment complex with 13 first floor patio spaces and 18 second and third floor balcony spaces. 41 of the first-row receptors had predicted traffic noise impacts. Based on preliminary calculations, a traffic noise barrier along the ROW of R-40 that is 20 feet tall and 594 feet long met the 7 dB(A) noise reduction design goal at 20 impacted, first row receptors and the 5 dB(A) reduction at greater than 80 percent of impacted first row receptors without surpassing the cost effectiveness factor, thereby making it both feasible and reasonable.

R-43: This receiver represents an apartment complex with five first floor patio spaces, 16 second floor balcony spaces, and 4 third floor balcony spaces. All 25 of the first-row receptors had predicted traffic noise impacts. A traffic noise barrier along the ROW of R-43 that is 16 feet tall and 1,017 feet long met the 7 dB(A) noise reduction design goal at eight impacted, first row receivers and the 5 dB(A) reduction at 60 percent of impacted first row receivers without surpassing the cost effectiveness factor, thereby making it both feasible and reasonable.

R-55: This receiver represents an apartment complex with 12 first floor patio spaces, 22 second floor balcony spaces and 22 third floor balcony spaces. 53 of the first-row receptors had predicted traffic noise impacts. A traffic noise barrier along the ROW of R-55 that varies between 20 and 22 feet tall and 931 feet long met the 7 dB(A) noise reduction design goal at ten impacted, first row receivers and the 5 dB(A) reduction at 51 percent of impacted first row receivers without surpassing the cost effectiveness factor, thereby making it both feasible and reasonable.

The traffic noise barrier proposal for R-40, R-43 and R-55 can be seen in **Table 10** below and in **Figure 11** in **Appendix F**.

Table 10: Noise Barrier Proposal (preliminary)

Barrier	Representative Receivers	Total # Benefitted	Barrier Length (ft)	Barrier Height (ft)	Total Cost	Cost per Benefitted Receiver
1	R-40	33	594	20	\$213,970	\$6,484
2	R-43	15	1,017	16	\$292,930	\$19,529
4	R-55	27	931	20-22	\$360,433	\$13,349

Any subsequent project design changes may require a reevaluation of this preliminary noise barrier proposal. The final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, and polling of all benefitted and adjacent property owners and residents.

To avoid noise impacts that may result from future development of properties adjacent to the project, local officials responsible for land use control programs must ensure, to the maximum extent possible, that no new activities are planned or constructed along or within the following predicted (2038) noise impact contours (**Table 11**).

Table 11: Traffic Noise Contours

Undeveloped Area	Land Use	Impact Contour	Distance from ROW
I-35 east side, south of Onion Creek Parkway	NAC B and C	66 dB(A)	450 feet from ROW
I-35 east side, south of south of Onion Creek Parkway	NAC E	71 dB(A)	120 feet from ROW

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

A copy of this traffic noise analysis will be made available to local officials. On the date of approval of this document (Date of Public Knowledge), FHWA and TxDOT are no longer responsible for providing noise abatement for new development adjacent to the proposed project.

No-Build

Under the No-Build Alternative, the proposed project would not be constructed. If the No-Build Alternative were implemented, traffic noise levels would be expected to increase with an associated future increase in traffic volumes.

5.15 Induced Growth

Indirect impacts are defined as those caused by an action and are later in time or farther removed in distance, but still reasonably foreseeable. Indirect impacts are not directly associated with the construction and operation of the roadway and are often caused by related development and induced growth. This, in turn, can result in a variety of related impacts such as changes in land use, population density or growth rate, economic vitality, and impacts on air, water, and other natural resources.

The National Cooperative Highway Research Program (NCHRP) Report 466 Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects identifies three broad categories of indirect effects:

1. Alteration of the behavior and functioning of the affected environment caused by project encroachment (physical, chemical, biological) on the environment;
2. Project-influenced development effects (i.e., the land use effect); and
3. Effects related to project-influenced development effects (i.e., effects of the change in land use on the human and natural environment).

The first category of effects is known as “encroachment alteration” and is more closely related to direct impacts than the second and third categories, or “induced growth” effects. Encroachment alteration impacts are those that alter the behavior and functioning of the physical environment. These impacts are related to project design features but are separated from the project by time and/or distance. The encroachment alteration impacts were considered and analyzed concurrently with the direct impacts, in accordance to current TxDOT policy. Induced growth effects are defined as those effects that are attributable to the induced growth resulting from transportation and accessibility improvement influences on future land use and development and will be the focus of the proceeding analysis.

Under the federal Council on Environmental Quality (CEQ) regulations, an indirect effects analysis must identify and eliminate issues which are not significant, or which have been covered by prior environmental review, while determining which issues should be analyzed in depth. The analysis follows the six-step process for identifying induced growth impacts outlined in TxDOT’s Indirect Impacts Analysis Guidance (TxDOT, 2019).

5.15.1 Step 1 Methodology

The project scoping process determined that an indirect impacts analysis would be required for the proposed project due to the fact that the area is experiencing population growth. Due to the mix of land uses within the project area and the scope of proposed project activities, a combination of the planning judgment and cartographic methods were used to identify indirect impacts. The planning judgment method is a primarily qualitative method which uses input from local planning information and incorporates the cartographic method in an analysis of growth patterns and trends in the area. The proposed project falls within areas with multiple planning agencies. As a result of this project traversing multiple planning areas, a combination of extraterritorial jurisdiction (ETJ), land use, and zoning maps, and information from CAMPO, Hays County, the City of Buda, City of San Marcos, Travis County, and the City of Austin was compiled and assessed to determine current and future development patterns. Additionally, questionnaires were sent to local public officials and planners, soliciting input on any known proposed land development within their jurisdiction or any planned capital improvement projects.

The cartographic analysis included review of historic aerial imagery, as well as analysis of current development and potential constraints on future development. Assumptions associated with this combined methodology include the assumption that growth patterns will be consistent with historical trends, and that planning, and zoning maps would guide growth in the future. Limitations of the methodology include potential data gaps and more qualitative data than quantitative data.

5.15.2 Step 2 Project Area and Timeframe

The indirect impacts analysis project area, referred to as the Area of Influence (AOI), was developed and refined based on an evaluation of existing land use, local planning documents, and parameters of the proposed project. A preliminary indirect impacts project area was defined using adjacent major traffic generators and census traffic analysis zones, because these encompassed the local commute shed and the communities believed to be impacted or influenced by the Capital Express South project and the associated improved mobility along I-35 if the proposed project was constructed. These boundaries include Howard Lane as the northern boundary, US 183 as the eastern most boundary, Centerpointe Road in San Marcos

as the southern boundary, and Silver Mine Drive as the western most boundary (see **Appendix F, Figure 12**). The total acreage of the AOI is approximately 167,633 acres. The temporal boundary of the AOI has been defined as the horizon year of the CAMPO Transportation Plan (2045) (CAMPO, 2020).

Currently, the density and type of development within the AOI reflects the urban to suburban nature of the project area, as well as the existing transportation corridor. The general character of the AOI is residential, and commercial, with areas of undeveloped land use scattered throughout the AOI.

5.15.3 Step 3 Project Area Subject to Induced Growth

Step 3 is used to determine areas within the AOI that would be most likely to experience induced growth caused by constructing the Capital Express South project. Using the National Land Cover Database, constraints on development were identified within the AOI. The AOI has a total of approximately 69,323 acres of undeveloped land and approximately 98,310 acres of developed land.

5.15.4 Step 4. Likelihood of Growth in Induced Growth Areas

This step presents information on development trends and community goals within the AOI. Following this discussion, areas of potential future development are identified and quantitatively evaluated. As noted in NCHRP Report 466, “[i]ndirect effects can be linked to direct effects in a causal chain” (NCHRP, 2002). Reasonably foreseeable effects are “sufficiently likely to occur that a person of ordinary prudence would take them into account in making a decision” (NCHRP, 2002). Reasonably foreseeable events must be probable, not just possible. Probability also helps distinguish indirect effects from direct effects: direct effects are often inevitable, while indirect effects are simply probable. The NCHRP Report 466 states “[e]ffects that can be classified as possible but not probable may be excluded from consideration” (NCHRP, 2002). Therefore, this section seeks to determine whether development in the AOI induced by the project is probable.

A review of historic aerial images showed that the project area experienced an increase in development between the years 1995 and 2019. During that time, pockets of land near major transportation corridors were converted from agricultural land to residential and commercial developments. A majority of that development occurred around I-35 south of Slaughter Lane in Austin through Buda, Kyle, and San Marcos. Since that time, the pace of development has gradually continued to increase, as has the variety of types of development. This is presumably due to the increased population growth within the region.

Regional and local trend data

According to US Census data, the population of Hays and Travis county increased 118.6 and 51.0 percent, respectively, between 2000 and 2019 (U.S. Census Bureau, 2000, 2010, 2019). For comparison the State of Texas grew 35.5 percent during that same time period (see **Table 12**). CAMPO develops future population projections for all of six member counties including Hays and Travis. Those projections show a 196.7 and 79.1 percent increase for Hays and Travis Counties between 2019 and 2045, respectively. For comparison, the State of Texas as a whole is projected to increase 55.2 percent (Texas Demographic Center, 2018). Given the

past and projected growth the project AOI is expected to see a continued increase in population.

Table 12: AOI Population Growth

Area	2000 ¹	2010 ²	2019 ³	Percent Change 2000-2019	2045	Percent Change 2019-2045
Hays County	97,589	157,107	213,366	118.6	633,000*	196.7
Travis County	812,280	1,024,266	1,226,805	51.0	2,197,000*	79.1
State of Texas	20,851,820	25,145,561	28,260,856	35.5	43,866,965**	55.2

Source: 1 US Census Bureau 2000 Census Population

2 US Census Bureau 2010 Census Population

3 US Census Bureau American Community Survey 2015-2019. Population and Sex.

*CAMPO 2020. 2045 Regional Transportation Plan.

**Texas Demographic Center. 2018 Population Projections. <https://demographics.texas.gov/data/tpepp/projections/>

Local Plans

A combination of local plans exists to guide, monitor, and promote various development activity in the AOI. Imagine Austin is the comprehensive plan for Austin. The City of Buda Transportation Master Plan Update and 2030 Comprehensive Plan are planning documents that state the goals and objectives for development in and around Buda. The CAMPO 2045 Regional Transportation Plan is the overarching plan for the region.

The Imagine Austin planning document is used by City of Austin staff to guide future development and growth in a methodological, appropriate, and desired manner to improve the quality of life for Austin residents. The plan provides a framework for decisions related to physical growth and economic development within Austin and provided goals through the year 2039. This plan includes the preferred scenario for additional population and job growth. The preferred scenario indicates that I-35 in the AOI area is the area where population and job growth is most desired (City of Austin, 2018) and as being the area with the highest population growth. The proposed project would be consistent with these goals.

The City of Buda Transportation Master Plan indicates that the proposed project is in an area where growth is expected and encouraged. Additionally, the plan indicates that HOV lanes along I-35 would be not only consistent with their objectives of plan roadway improvement for existing conditions and future demand, but also the objective of improve connectivity (City of Buda, 2013).

The proposed project is consistent with CAMPO’s 2045 Regional Transportation Plan goals for managed and HOV lanes. Additionally, the proposed project is located in an area that is desired for population and job growth (CAMPO, 2020). The project is included in the CAMPO 2045 RTP (see **Appendix E**).

Potential for Induced Development

The above sections have demonstrated the potential for growth in the AOI during the present to 2045 analysis period. This section will evaluate the nature of this growth and attempt to determine whether it can be causally linked to the proposed project. Project-induced land use change can include project-induced development, the redevelopment of previously developed land, or a change in the rate of development/redevelopment.

The proposed project would accommodate future anticipated traffic demand and growth in the region and improve safety by reducing congestion. According to the NCHRP Report 466 (NCHRP, 2002), NCHRP Project 25- 25 Task 22, Forecasting Indirect Land Use Effects of Transportation Projects (NCHRP, 2007), transportation improvements are a factor in land development decision, but usually not the most important factor.

A questionnaire was sent to local planners including CAMPO, Capital Area Council of Governments, City of Austin, City of Buda, City of Kyle, City of San Marcos, Hays County, and Travis County in August 2020 (see **Appendix H**). The two questions on the questionnaire were as follows:

- Are you aware of any proposed land developments? If so, please mark the general areas on the attached map and provide the location, type, size (e.g., acres, density, number of units), and estimated construction start date of any planned developments.
- Are you aware of any proposed utility installations (water, sewer, electric, communication) or roadway improvements? If so, please mark the locations of the proposed utilities and roadways on the attached map.

The project team received one response from the eight questionnaires that were sent out. Travis County, the one respondent, suggested a review of the City of Austin property profile. The profile showed 89 projects in review within the AOI totaling approximately 1,364 acres. The projects under plan review include 1 apartment complex, 13 commercial, 34 commercial mixed use, 3 condominium, 1 senior living center, 1 general office/retail and restaurant, 1 indoor sports and recreation, 6 hotel/motel, 11 multi-family, 12-office, 1 ROW, 4 subdivisions, and 1 retail.

According to the national land cover database (NLCD), the AOI has 69,323 acres of undeveloped land and approximately 98,310 acres of developed land (see **Figure 13** and **Table 13**) (US Geological Survey, 2016). These undeveloped lands include barren land, cultivated cropland, deciduous forests, emergent herbaceous wetlands, evergreen forests, hay/pasture, herbaceous lands, mixed forest, open water, shrub/scrub, and wood wetlands. Developed lands have four sub categories: developed open space (less than 20 percent impervious surface), developed low intensity, (20 to 49 percent impervious cover), developed medium intensity (50 to 79 percent impervious cover), developed high intensity (80 percent or more impervious surface). **Table 13** provides a breakdown on land use types and likelihood of development/redevelopment in the AOI (see **Figure 14**). Likelihood is based on availability of land use type, availability of utilities, costs of development, and regulations surrounding development. The data indicate that in terms of induced growth development/redevelopment approximately 21 percent of land within the AOI with a high likelihood, 58 percent moderate likelihood induced growth development, 19 percent low likelihood induced growth

development, and 2 percent unlikely induced growth development. Even though these lands have the potential for induced growth development/redevelopment, the exact type, location, timing, and density of future developments within the AOI area are unknown at the time of the report preparation. It should be noted that all future development would comply with local municipal regulations and ordinances.

Table 13: AOI Developed and Undeveloped Land Subject to Induced Growth

Land Use Type Area	Acreage	Likelihood of Development or Redevelopment
Barren Land	651	High, as this has fewer obstacles to development.
Cultivated Crops	6,384	Moderate, as this has limited protections to development.
Deciduous Forest	6,896	Moderate, as this has limited protections and logistical challenges to development.
Developed, High Intensity	15,120	Moderate, has existing development with regulatory hurdles and highest expense.
Developed, Low Intensity	25,569	Moderate, has existing development but tends to be more expensive development.
Developed, Medium Intensity	25,362	Moderate, has existing development, but tends to be more expensive and have regulatory hurdles.
Developed, Open Space	32,245	Low, includes parks and regulated lands.
Emergent Herbaceous Wetlands	51	Unlikely due to wetland protections.
Evergreen Forest	17,163	Moderate, as this has limited protections to development.
Hay/Pasture	1,636	High, as this has fewer obstacles to development.
Herbaceous	15,444	High, as this has limited protections to development.
Mixed Forest	358	Moderate, as this has limited protections to development.

Land Use Type Area	Acreage	Likelihood of Development or Redevelopment
Open Water	1,013	Unlikely due to regulations.
Shrub/Scrub	17,191	High, as this has fewer obstacles to development.
Wood Wetlands	2,417	Unlikely due to wetland protections.
Total	167,500	NA
Likelihood of Development or Redevelopment	Acreage	Percentage of Total Land in AOI
High	34,922	21
Moderate	96,852	58
Low	32,245	19
Unlikely	3,481	2

Source: USGS, 2016

5.15.5 Step 5. Resources Subject to Induced Growth Impacts

Table 14 below includes a description of resources present in the areas of potential development and redevelopment within the AOI.

Table 14: Resources Analyzed for Induced Growth Impacts

Resource	Could the resource be indirectly impacted by potential induced growth	Could the potential indirect impacts be considered substantial
Community Resources (includes businesses and residences)	Yes, property values could be influenced by future development. However, additional property tax revenue would be generated by potential induced development.	No, the AOI contains residential neighborhoods, commercial activity centers, and community facilities, such as schools, places of worship, medical facilities, and parklands within the corridor. The proposed project would improve mobility and safety which would improve access to these facilities.

Resource	Could the resource be indirectly impacted by potential induced growth	Could the potential indirect impacts be considered substantial
Historic-Age Properties	<p>The AOI contains several parcels identified as areas for potential growth that were outside of the APE for the historic resources survey. A review of aerial imagery indicates some possible historic age standing structures on these parcels.</p>	<p>Maybe. Buildings and structures that are 45 years of age at the time of letting date could potentially qualify as historic properties. For publicly funded projects NRHP-listed or eligible historic resources are protected by state and federal regulations. However, state or federal regulations do not protect cultural resources for privately funded projects on privately-owned land.</p>
Archeological Resources	<p>Formal surveys have been conducted in parts of the AOI in areas of potential development and redevelopment. There could be a potential for impacts to unknown archeological deposits in areas where less disturbance has occurred.</p>	<p>Maybe. State regulations such as the Antiquities Code of Texas require notification to the THC if ground-disturbing activities will occur on public land and/or will be sponsored by a public entity. Additionally, NRHP-listed or eligible archeological resources are protected by the state and federal regulations for publicly funded projects. However, state and federal regulations do not apply to privately funded projects on privately owned land.</p>
Vegetation and Wildlife Habitat (Including Habitat for State-Listed Species)	<p>Yes. The areas of potential development and redevelopment are vegetated to varying degrees and provide wildlife habitat. The EMST identified several native vegetation communities within the AOI (areas within the project area have been field verified);</p>	<p>No, development would be regulated by local municipal code which include development regulations and tree protection. Additionally, state regulations prohibit harm to state-listed species from private or publicly funded projects.</p>

Resource	Could the resource be indirectly impacted by potential induced growth	Could the potential indirect impacts be considered substantial
	<p>however, these areas outside the project area but within the larger AOI have not been field verified. Also, the proposed project is within range of suitable habitat for several SGCNs.</p> <p>TPWD maintains lists of potential occurrences for listed species in each Texas county. The TPWD list identifies a number of state-listed species that could potentially be present within the AOI.</p>	
<p>Federally Listed Threatened and Endangered Species</p>	<p>Yes. The project area does not include critical habitat or potential habitat for federally listed species. However, the larger AOI intersects a critical habitat polygon and known, occupied habitat for the Austin blind salamander (<i>Eurycea waterlooensis</i>), a federally listed endangered species. Additionally, the areas of potential development in the AOI, not in the project area, include Karst Zone 1 (areas known to contain endangered cave fauna) and Karst Zone 2 (USFWS, 2019) (areas having a high probability of suitable habitat for endangered or other endemic invertebrate cave fauna).</p> <p>Potential impacts to federally listed species are unlikely as there is not suitable, quality</p>	<p>No, the ESA affords protection for federally listed threatened and endangered species and their habitats. The USFWS maintains lists of potential occurrences for listed species in each Texas county. All development, public and private, is subject to the ESA.</p>

Resource	Could the resource be indirectly impacted by potential induced growth	Could the potential indirect impacts be considered substantial
	habitat and due to the best management practices proposed for this project.	
Waters of the U.S., including Wetlands	Formal wetland delineations have been completed for the project area but have not been conducted in the remainder of the AOI, the AOI does contain waters and wetlands. If it was verified that the wetlands and waters were Waters of the U.S., then they would be protected by Section 404 of the CWA.	No. USACE regulates the discharge of dredged and fill material into waters of the U.S., including wetlands, under Section 404 of the CWA.
Floodplains	The AOI does contain land within the 100-year floodplain.	No. Future development within the 100-year floodplain would be in compliance with the appropriate municipal permitting and land use regulations and policies.

5.15.6 Step 6. Identify Mitigation, If Applicable

In summary, the proposed project could influence future land use and development within the AOI by accelerating the development rate. However, such change is consistent with both municipal and regional planning objectives.

Future land development would be regulated by local municipality regulations that address environmental and social impacts by requiring mitigation measures be not only a part of the site design but also a part of the construction process. Additionally, agencies and programs that guide development of a potential project would be similar to the typical mitigation and permitting measures required of TxDOT. For example, all development must comply with flood control regulations under FEMA and the local floodplain administration, the ESA, the CWA, CWA Section 401 Water Quality Certification requirements, CWA Section 404 permits for projects impacting waters of the U.S., and other regulations requiring mitigation if there are effects on species habitat.

Finally, the proposed project is not anticipated to conflict with CAMPO's, the City of Austin or City of Buda's development goals or cause substantial negative indirect induced growth impacts. Therefore, the requirement for mitigating environmental impacts would be limited to mitigating only the direct impacts associated with the proposed project. Any induced growth development would arise after completion of the proposed project, would be regulated by local

municipal ordinances and codes, and would be the responsibility of the land developer.

Under the No-Build Alternative, current development rates and patterns would remain constant, and no induced growth would occur.

5.16 Cumulative Impacts

Cumulative effects are defined as effects “on the environment which result from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time” (40 CFR § 1508.7).

Based on guidance from TxDOT’s Cumulative Impacts Analysis Guidelines (TxDOT, ENV 2019) and Cumulative Impacts Decision Tree (TxDOT, 2014), a cumulative impacts analysis is not required for the proposed project. The proposed project does not cause direct or indirect impacts on a resource, it would not contribute to a cumulative impact on that resource. Additionally, there are resources that are in poor or declining health in the project area (see **Table 15**); however, the proposed project would not impact those resources. Therefore, the cumulative impacts analysis is not required.

Table 15: Resources/Issues Considered for Cumulative Impacts Analysis

Resources Considered of Direct and Indirect Impacts	Would Proposed Project Induce Growth result in Substantial Impacts?	Is the Resource Scarce or in Poor or Declining Health?	Included for Cumulative Impacts Analysis?	Reasoning
Waters of the U.S. and Wetlands	No	Yes	No	This is excluded because the proposed project would be covered with a Nationwide Permit 14 without preconstruction notice with the US Army Corps of Engineers. Any future development would not likely affect compliance with water quality regulations. Potential induced growth would not be anticipated to adversely impact waters of the U.S. or wetland due to Section 404 of the CWA.
Floodplains	No	No	No	Excluded. Although a portion of the proposed project would lie within the 100-year floodplain, the hydraulic design of the project would permit conveyance of the 100-year flood, and potential inundation of the highway would not cause substantial damage to it, the streams, or other property. Potential induced growth is not anticipated to adversely impact floodplains.
Federally Listed Threatened and Endangered	No	Yes	No	Excluded. There is no suitable habitat present for federally listed threatened and endangered species in the project area. There is suitable habitat in the RSA; however,

Resources Considered of Direct and Indirect Impacts	Would Proposed Project Induce Growth result in Substantial Impacts?	Is the Resource Scarce or in Poor or Declining Health?	Included for Cumulative Impacts Analysis?	Reasoning
Species				the Endangered Species Act affords protection for federally listed threatened and endangered species and their habitats. The USFWS maintains lists of potential occurrences for listed species in each Texas county. All development, public and private is subject to the Endangered Species Act.
Vegetation and Wildlife Habitat	No	No	No	<p>This is excluded. The proposed project has a footprint that includes approximately 8.0 acres of Tallgrass, Grassland, 1.5 acres of Riparian vegetation, 11.9 acres of Disturbed Prairie. These habitat types are not considered rare or important. The project area contains marginal suitable habitat for one state threatened species within the Project Area: Texas fatmucket (<i>Lampsilis bracteata</i>), and 11 SGCN species within the Project Area; however, due to habitat fragmentation, any impact to these species would be localized to individuals of the population. These impacts would not be anticipated to be significant to these species throughout their range.</p> <p>Any impacts associated with the proposed project and any possible subsequent induced growth are not anticipated to result in any impacts to state-listed species. Anticipated induced growth would be regulated by local municipal development ordinances and regulations. Also, state regulations prohibit harm to individuals of state-listed species.</p>
Community Impacts	No	No	No	Excluded. The proposed project would not significantly adversely affect, separate, or isolate any distinct neighborhoods, ethnic groups, or vulnerable populations within the project area. The potential changes in access and travel patterns could result in reduced travel times for residents, employers, or commercial customers along the proposed project corridor. Mobility and safety would be enhanced for all users of the facility due to the added capacity, managed lanes, and pedestrian and bicycle infrastructure. No existing neighborhoods would be segmented or divided.
EJ	No	No	No	This is excluded. No disproportionately high or adverse impacts to minority or low-income populations are anticipated as a result of the proposed project. The proposed project would

Resources Considered of Direct and Indirect Impacts	Would Proposed Project Induce Growth result in Substantial Impacts?	Is the Resource Scarce or in Poor or Declining Health?	Included for Cumulative Impacts Analysis?	Reasoning
				not result in any displacements. Additionally, surrounding communities would see reduced travel times and increased safety.
Limited English Proficiency	No	No	No	Excluded. Adequate steps are planned to assist the limited English proficiency population within the project area throughout the public involvement process for the proposed project.
Public Facilities/Services/Utilities	No	No	No	This is excluded. The proposed project would provide overall benefits to the socioeconomic resources in the project area. There are commercial activity centers, residential neighborhoods, and community facilities, such as medical facilities and places of worship, throughout the corridor. Potential induced growth is not anticipated to adversely impact any public facilities/services/utilities.
Section 4(f) and 6(f) Properties	No	No	No	This is excluded due to no impacts anticipated to local parks or recreational areas. No adverse effects to NRHP properties are anticipated to occur.
Historic Resources	No	No	No	Excluded. The historic resources survey has been completed. TxDOT has determined a finding of no effect to historic properties. Therefore, potential induced growth is not anticipated to adversely impact historic resources.
Archeological Resources	Unknown	No	No	This is excluded. Archeological background studies have been completed. TxDOT determined that no further work is necessary and a no effect to archeological resources.

5.17 Construction Phase Impacts

Noise associated with the construction of the project is difficult to predict. Heavy machinery, the major source of noise in construction, is constantly moving in unpredictable patterns. However, construction normally occurs during daylight hours when occasional loud noises are more tolerable. None of the receptors is expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.

During the construction phase of this project, temporary increases in PM and MSAT emissions

may occur from construction activities. The primary construction-related emissions of PM are fugitive dust from site preparation, and the primary construction-related emissions of MSAT are diesel particulate matter from diesel powered construction equipment and vehicles. The potential impacts of PM emissions will be minimized by using fugitive dust control measures contained in standard specifications, as appropriate. Considering the temporary and transient nature of construction-related emissions, as well as the mitigation actions to be utilized including compliance with applicable regulatory requirements, it is not anticipated that emissions from construction of this project will have a significant impact on air quality in the area.

6.0 Agency Coordination

TxDOT coordinated with the Federally Recognized Tribes with an area interest in the proposed project area and the THC regarding cultural, archeological, and historic resources (see **Appendix G—Agency Coordination**). Coordination with TPWD is on-going for potential impacts to SGCNs and vegetation.

Table 16: Agency Coordination Summary

Agency	Date Initiated	Date Closed	Status
TCEQ	Pending	Pending	Pending
TxDOT – Archeological Resources	5/7/2020	3/3/2021	Complete
TxDOT – Historic Resources	4/16/2020	1/13/2021	Complete
TPWD	1/25/2021	Pending	Pending
Tribal Entities	5/11/2020	3/3/2021	Complete

7.0 Public Involvement

A public meeting was held on October 17, 2019 at Akins High School located near the southern half of the project area. The meeting was held from 5:30 to 7:30pm. There was a total of 49 attendees and 142 commenters. Feedback received did not include any overwhelming opposition to the project as a whole or how it was presented at the public meeting. Public comments included suggestions for specific exits (such as at SH 71/US 290, Stassney Lane, Slaughter Lane, and FM 1626), signage, and crossings on and along I-35. Some commenters requested that variable toll managed lanes and/or HOV lanes be utilized along this corridor while others showed support for non-tolled managed lanes. There were also comments requesting more multimodal/public transportation options and bicycle and pedestrian safety and infrastructure improvements along the corridor. Concerns about light pollution, climate-change related impacts, noise, heritage trees, and the ability for this project to solve traffic congestion were also raised by some commenters. See **Appendix I** for comments received during this public meeting. Details of the public meeting and comments received are also included in the Public Meeting Summary Report available from the TxDOT South Travis/Hays County Area Office and can also be found online at <https://my35capex.com/>.

During the public meeting, general comments were made about the congestion and number of mainlanes between SH 71/US 290 and Slaughter Lane. These comments led to the design team extending the fourth mainlane further south on both the southbound and northbound sides. The design team also included additional operational improvements at William Cannon Drive to relieve frontage road and ramp congestion and additional improvements between SH 45SE and Main Street in Buda.

A virtual stakeholder meeting was also held in December 2020. A total of 572 visitors viewed the web address, 292 viewed the English YouTube video, and 72 viewed the Spanish YouTube video. A total of 271 comments were received (see **Appendix J**). The comments submitted on the proposed improvements included comments that related to the following topics: bike/pedestrian access, cost, crossings, design, environment/climate change, lanes, multi-modal/transit, noise, opposition to non-tolled (free) managed lanes, safety, support for project and support for tolled lanes and traffic. A summary of this virtual stakeholder meeting is available from the TxDOT South Travis/Hays County Area Office and also online at <https://my35capex.com/>.

In response to concerns brought forward on the elevated managed lanes, TxDOT initiated an independent analysis conducted by the University of Texas Center for Transportation Research to review operational, safety and environmental justice aspects of this project. This study concluded that the surrounding community would not be divided, displaced, or have reduced access to services as a result of the proposed Build Alternative. The proposed project includes additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. It includes additional sidewalks and SUPs which would increase access across I-35 and make it easier for pedestrians and cyclists to access services and community resources. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35.

The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible. The elevated managed lanes in the proposed Build Alternative would be on a single structure in the median area of the mainlanes and approximately 130-150 feet from the ROW line. As a point of comparison, the existing I-35 “upper decks” in Austin near the University of Texas campus are about 30-50 feet from the ROW line, therefore from a visual perspective the elevated managed lanes in the proposed Build Alternative would be quite different from the I-35 “upper decks” near the University of Texas campus.

The following changes were made as a result of public comments received as of March 22, 2021:

- Consider adding an exit to Stassney NB to alleviate congestion at NB frontage road near William Cannon. The design team added a collector-distributor system on the SB side to bypass Stassney and William Cannon which alleviates congestion on the frontage road at those intersections.
- Need to have additional lanes for traffic. This comment contributed to additional

mainlane in southbound direction from south of SH71 to north of William-Cannon. Added additional mainlane in northbound direction from north of Slaughter Ln to south of SH 71. Added 2-lane collector-distributor in southbound direction from north of Stassney to south of William-Cannon. Added additional Frontage Road lane for a minimum of 3 in each direction from Slaughter Ln to SH45 SE.

- Three-lane frontage road needed at Stassney and William-Cannon. This comment contributed to the change to add the 2-lane collector-distributor in the southbound direction to bypass Stassney and William-Cannon to alleviate congestion on the frontage road at these intersections. Also, this comment led to the change to shift the NB entrance ramp south of William-Cannon further south and away from the entrance ramp north of William-Cannon and braided it with entrance ramp north of Slaughter Ln, to improve merge/weave/operations on the FR and mainlanes.
- Comment on diverging diamond interchange design. The Capital Express South project does not propose any diverging diamond interchanges.
- Comments were made on traffic noise levels. The proposed project included a traffic noise analysis (see Section 5.14). The traffic noise analysis proposes noise barriers at three locations.

8.0 Post-Environmental Clearance Activities and Design/Construction Commitments

8.1 Post-Environmental Clearance Activities

Activities to be completed after environmental clearance are listed and discussed as follows:

1. Noise: Traffic noise barrier are proposed to reduce traffic noise impacts. In accordance with TxDOT Guidelines for Analysis and Abatement of Roadway Traffic Noise, polling of adjacent property owners will take place to determine whether or not property owners desire the noise barriers. Additionally, traffic noise workshops will be held to provide information on the proposed noise barriers to adjacent property owners. The traffic noise workshops would be held after the FONSI. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems.
2. Utilities: Utility relocations would be required throughout the corridor. Utility agreements and notice to owners would be required for this project prior to construction.
3. Section 404: The proposed project would require a NWP 14 without a PCN. The proposed project would comply with all general conditions of the NWP.
4. Section 401: The Section 401 Certification requirements for NWP 14 would be met by implementing a SW3P. The SW3P would include at least one BMP for erosion control, sediment control, and post-construction TSS control from the Tier 1 401 Water Quality Certification Conditions for NWPs as published by the TCEQ.
5. Section 402: Project contractor will comply with the CGP, SW3P, and complete the appropriate authorization documents.
6. Wetlands: Minimize impacts to wetlands during construction by keeping the construction footprint as small as possible while enabling construction that meets all requirements for

the proposed project's implementation. Current design does not include wetland impacts. BMPs would be implemented during construction as appropriate.

7. Floodplains: Notification and coordination with the local floodplain administrator is required because the project is within the 100-year floodplain. This coordination will be completed prior to the start of construction.
8. Invasive Species: Preserve native vegetation to the extent practical. Comply with EO 13112 on Invasive Species requirements for invasive species, beneficial landscaping, and tree/brush removal commitments.
9. Migratory Birds: Before construction, use measures to prevent or discourage birds from building nests on man-made structures within portions of the project area planned for construction and, schedule construction activities outside the typical nesting season to the extent practical.
10. Threatened, Endangered, and Candidate Species: The proposed project would not affect any federally listed species. The proposed project may impact one state-listed species. The project may impact SGCNs. To mitigate the potential impacts to SGCNs, the following BMPs would be implemented, per the 2013 MOU (2017 Revision):

Bat BMPs (cave myotis bat, Mexican free-tailed bat):

- For activities that have the potential to impact structures, cliffs or caves, or trees; a qualified biologist will perform a habitat assessment and occupancy survey of the feature(s) with roost potential as early in the planning process as possible or within one year before project letting.
- For roosts where occupancy is strongly suspected but unconfirmed during the initial survey, revisit feature(s) at most four weeks prior to scheduled disturbance to confirm absence of bats.
- If bats are present or recent signs of occupation (i.e., piles of guano, distinct musky odor, or staining and rub marks at potential entry points) are observed, take appropriate measures to ensure that bats are not harmed, such as implementing non-lethal exclusion activities or timing or phasing of construction.
- Exclusion devices can be installed by a qualified individual between September 1 and March 31. Exclusion devices should be used for a minimum of seven days when minimum nighttime temperatures are above 50 °F AND minimum daytime temperatures are above 70 °F. Prior to exclusion, ensure that alternate roosting habitat is available in the immediate area. If no suitable roosting habitat is available, installation of alternate roosts is recommended to replace the loss of an occupied roost. If alternate roost sites are not provided, bats may seek shelter in other inappropriate sites, such as buildings, in the surrounding area. See Section 2: Standard Recommendations for recommended acceptable methods for excluding bats from structures.
- If feature(s) used by bats are removed as a result of construction, replacement structures should incorporate bat-friendly design or artificial roosts should be constructed to replace these features, as practicable.
- In all instances, avoid harm or death to bats. Bats should only be handled as a last resort and after communication with TPWD.

Terrestrial reptile BMPs (Texas garter snake):

- Apply hydromulching and/or hydroseeding in areas for soil stabilization and/or revegetation of disturbed areas where feasible. If hydromulching and/or

hydroseeding are not feasible due to site conditions, utilize erosion control blankets or mats that contain no netting or contain loosely woven, natural fiber netting is preferred. Plastic netting should be avoided to the extent practicable.

- Inform contractors that if reptiles are found on project site allow species to safely leave the project area.
- Avoid or minimize disturbing or removing downed trees, rotting stumps, and leaf litter where feasible.
- Contractors will be advised of potential occurrence in the project area, and to avoid harming the species if encountered.

Fish BMPs (Texas shiner, Guadalupe bass at the Onion Creek crossing):

- Minimize the use of equipment in streams and riparian areas during construction. When possible, equipment access should be from banks, bridge decks, or barges.
- When temporary stream crossings are unavoidable, remove stream crossings once they are no longer needed and stabilize banks and soils around the crossing.

Freshwater Mussel BMPs (Texas fatmucket at the Onion Creek crossing):

- Survey project footprint for state listed species where appropriate habitat exists. If mussels are discovered during surveys; relocate state listed species and SGCN mussels under TPWD authorization and implement Water Quality BMPs (described above under Fish BMPs).

For migratory birds, the following Bird BMPs and MBTA guidelines, as present as a Special Note on the PS&E Environmental Permits, Issues, and Commitments sheet, would be implemented:

- Prior to construction, perform daytime surveys for nests including under bridges and in culverts to determine if they are active before removal. Nests that are active should not be disturbed.
- Do not disturb, destroy, or remove active nests, including ground nesting birds, during the nesting season;
- Avoid removal of unoccupied, inactive nests, as practicable;
- Prevent the establishment of active nests during the nesting season in TxDOT owned and operated facilities and structures proposed for replacement or repair;
- Do not collect, capture, relocate, or transport birds, eggs, young, or active nests without a permit.
- In the event that migratory birds are encountered on-site during project construction, TxDOT will take all appropriate actions to prevent the take of migratory birds, their active nests, eggs, or young by the use of proper phasing of the project or other appropriate actions to include:
 - No active migratory bird nests (nests containing eggs and/or young) will be removed or destroyed at any time of the year.
 - No colonial nests (swallows, for example) on or in structures will be removed until all nests in the colony become inactive.

- Measures, to the extent practicable, will be used to prevent or discourage migratory birds from building nests within portions of the project area planned for construction.
- Inactive nests will be removed from the project area to minimize the potential for reuse by migratory birds.

Construction or demolition activities will be scheduled outside the typical nesting season (February 15 to October 1), and will comply with the previously listed prohibitive provisions of the MBTA, which apply year-round.

- The MBTA of 1918 states that it is unlawful to kill, capture, collect, possess, buy sell, trade, or transport any migratory bird, nest, young, feather, or egg in part or in whole, without a Federal permit issued in accordance within the Act's policies and regulations. The contractor would remove all old migratory bird nests from any structure where work would be done from October 1 to February 15. In addition, the contractor would be prepared to prevent migratory birds from building nest(s) between February 15 and October 1. In the event that migratory birds are encountered on-site during project construction, efforts to avoid adverse impacts on protected birds, active nests, eggs, and/or young would be observed.

11. Standard TxDOT Vegetation BMPs: a. Minimize the amount of vegetation cleared. Removal of native vegetation, particularly mature native trees and shrubs, should be avoided to the greatest extent practicable. b. The use of any non-native vegetation in landscaping and revegetation is discouraged. Locally adapted native species should be used.
12. Standard TxDOT Water Quality BMPs: a. Once construction is complete and disturbed areas have been revegetated, remove silt fence and accumulated sediment to reduce wildlife barriers and hazards
13. Detours: County and local public safety officials would be notified of any road closures or detours during construction. Detour timing and necessary rerouting of emergency vehicles would be coordinated with the proper local agencies during construction.
14. Air Quality: Implement fugitive dust control measures contained in standard specifications to minimize potential impacts of PM emissions during construction
15. Hazardous Materials: Any unanticipated hazardous materials encountered during construction would be handled according to the applicable federal, state and local regulations per TxDOT Standard Specification
16. Public Involvement: Before construction, a notice of impending construction will be provided to owners of adjoining property and affected local governments and public officials

8.2 Design/Construction Commitments

1. Archeological Resources: If unanticipated archaeological deposits are encountered during construction, work in the immediate area will cease, and TxDOT archaeological staff will be contacted to initiate post-review discovery procedures.
2. Wetlands: The construction contractor would be required to avoid and minimize unnecessary impacts on wetlands during construction.
3. Construction (TPDES): The contractor shall comply with the CGP and SW3P; complete, post and submit NOI and NOT to TCEQ and the MS4 operator; and inspect the project to ensure compliance with the CGP.

4. Drinking Water Systems: If any unknown wells are encountered during construction activities, they would need to be properly plugged in accordance with state statutes.
5. Hazardous Materials: The contractor would take appropriate measures to prevent, minimize, and control the spill of hazardous materials in the construction staging area. All construction materials used for the proposed project would be removed as soon as the work schedules permit. The contractor would initiate early regulatory agency coordination during project development.
6. Vegetation: The contractor would avoid and minimize disturbance of vegetation and soils. All disturbed areas would be revegetated, according to TxDOT specifications, as soon as it becomes practicable. In accordance with EO 13112 on Invasive Species, the Executive Memorandum on Beneficial Landscaping, and the 1999 FHWA guidance on invasive species, all revegetation would, to the extent practicable, use only native species. Furthermore, BMPs would be used to control and prevent the spread of invasive species.
7. Migratory Birds: The contractor would take all appropriate actions to prevent the take of migratory birds, their active nests, eggs or young by the use of proper phasing of the project or other appropriate actions. Refer to Section 8.1 for applicable BMPs.
8. Air Quality: The TERP provides financial incentives to reduce emissions from vehicles and equipment. TxDOT encourages construction contractors to use this and other local and federal incentive programs to the fullest extent possible to minimize diesel emissions.
9. Threatened, Endangered, and Candidate Species: If any species on the Travis and Hays counties threatened and endangered species lists is sighted in the project area during construction, construction would stop and the contractor would notify the TxDOT Area Engineer. Refer to **Section 8.1** for applicable BMPs.

9.0 Conclusion

Implementation of the proposed project would not result in a significant impact on the human or natural environment. Therefore, a finding of no significant impact is recommended.

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11.0 Names and Qualifications of Persons Preparing the EA or Conducting an Independent Evaluation of the EA

Name and Title	Years of Experience	Subject
Texas Department of Transportation – Austin District		
Sonya Hernandez, Environmental Program Manager	17	Project Coordination, QA/QC
Shirley Nichols, Environmental Supervisor	31	Project Coordination, QA/QC
Matthew Cho, P.E., Transportation Engineer, Advanced Project Development Section	6	Project Coordination, QA/QC
Texas Department of Transportation – Environmental Affairs Division		
Lindsey Kimmitt, Environmental Specialist	14	Project Coordination, QA/QC
Carlos Swonke, Director	32	Document Approver
AECOM		
Ryan Ingram, Environmental Planner	14	Project Coordination, QA/QC
Jacobs		
Angela McMurray, AICP Environmental Planner	15	Project Coordination, QA/QC
Andrew Cooper, Environmental Planner	28	Project Coordination, QA/QC
Tricia Bruck-Hoyt, AICP, PMP, Environmental Planner	18	Project Coordination, QA/QC
Atkins		
Alexander Amponsah, AICP, Senior Planner III	16	Project Coordination, Document Preparation, Induced Growth, QA/QC
Michelle Empleo, Engineer II	5	Air Quality
John Kemmey, Senior Scientist I	9	Biological Resources
Lauren Kotwal, AICP, Senior Planner I	10	Land Use, Community Impacts, Document Preparation, QA/QC
James Lowe, Division Manager	25	QA/QC
Krista McClanahan, Senior Scientist II	15	Historic Preservation
Anastasia (Stacie) Mogilevski, Scientist I	2	Biological Resources
Janna Rosenthal, AICP, Senior Planner I	8	Noise, Document Preparation, QA/QC
M. Kelley Russell, Senior Scientist II	19	Historic Preservation

Kathryn Saucier, Senior Scientist	7	Hazardous Materials
Katherine Turner-Pearson, RPA, Principal Investigator Archaeologist/Geoarchaeologist,	30	Historic Preservation
Ruben Velasquez, PE, Senior Engineer	32	Air Quality
Nancy Ledbetter & Associates		
Mitzi Ellison, Public Involvement Specialist	15	Public Involvement

12.0 Appendices

Appendix A – Project Location Map

Appendix B – Project Photos

Appendix C – Schematics

Appendix D – Typical Sections

Appendix E – Plan and Program Excerpts

Appendix F – Resource-Specific Maps

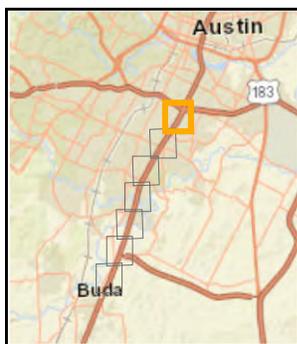
Appendix G – Resource Agency Coordination

Appendix H – ICI Questionnaire and Response

Appendix I – Comment and Response Matrix from Public Meeting

Appendix J – Stakeholder Meeting Documentation

Appendix A
Project Location Map



 Project Area

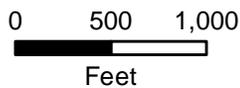
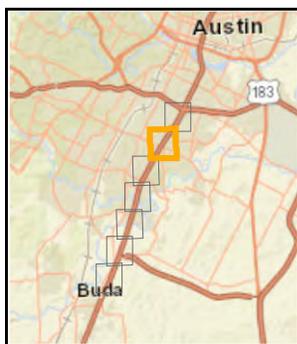
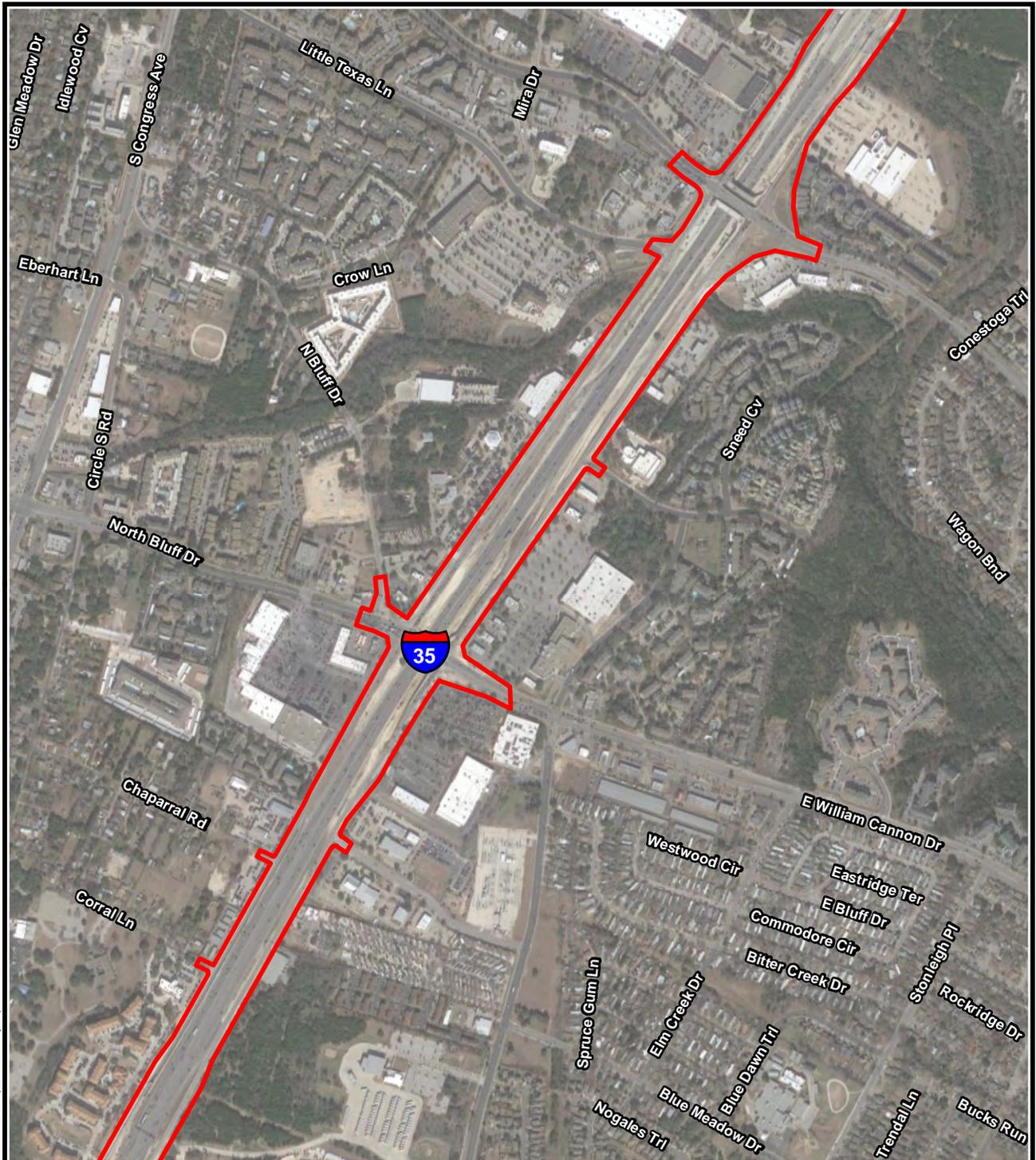


Figure 1
Project Location

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



 Project Area

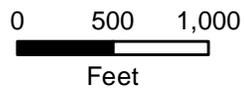
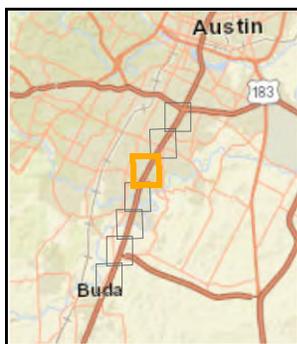
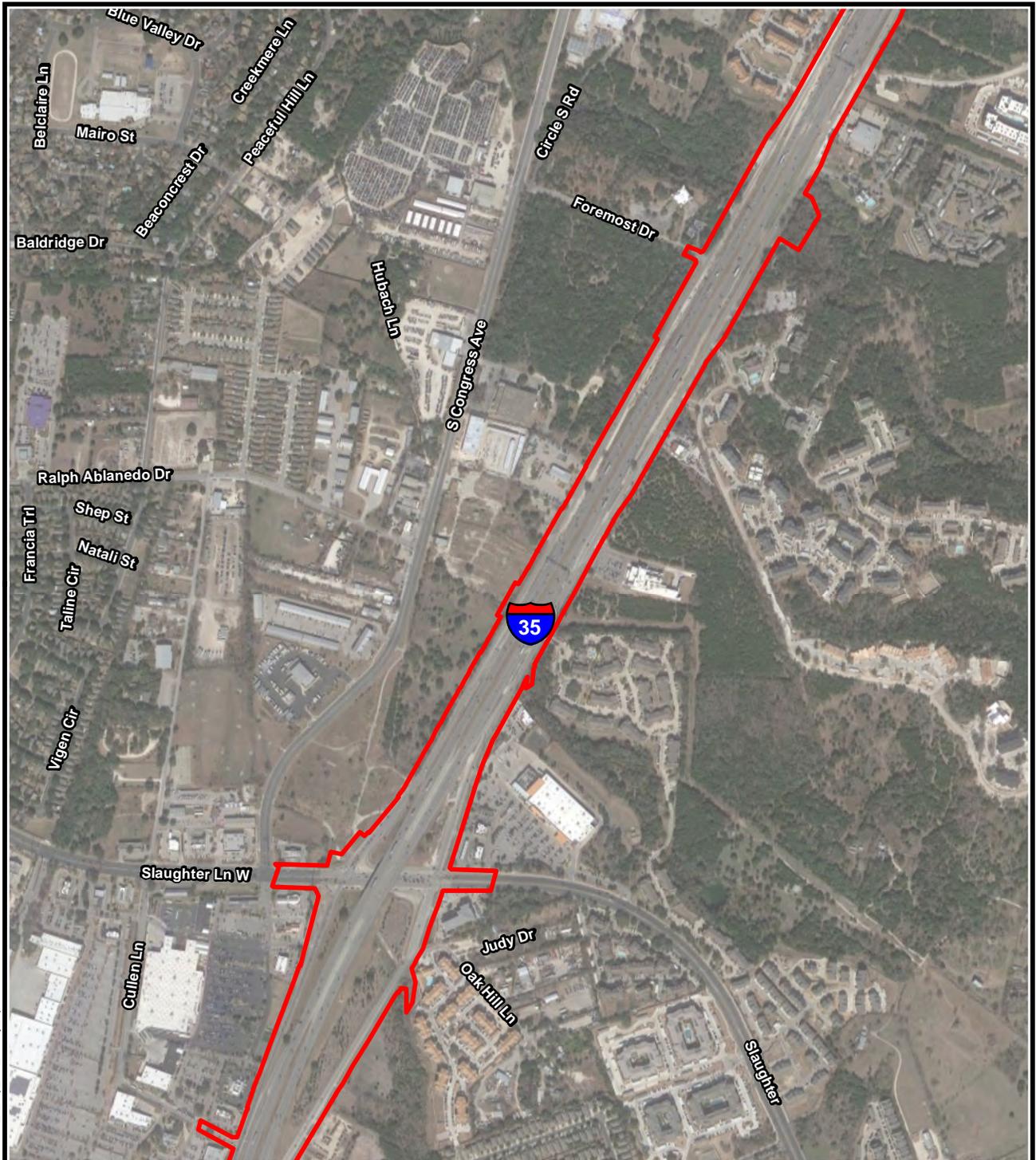


Figure 1
Project Location

**Capital Express South
US 290W/SH 71 to SH 45SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



 Project Area

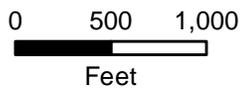
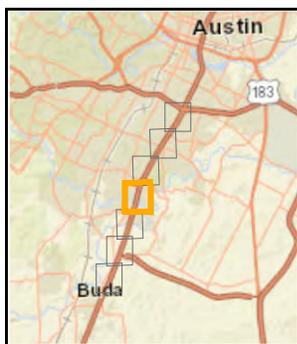


Figure 1
Project Location

Capital Express South
US 290W/SH 71 to SH 455E

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



 Project Area

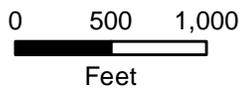
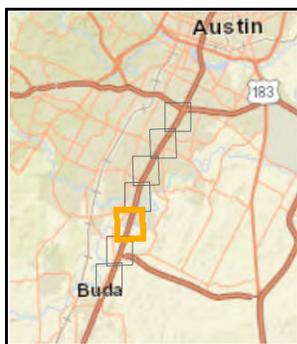


Figure 1
Project Location

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



 Project Area

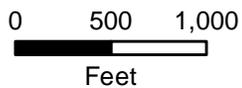
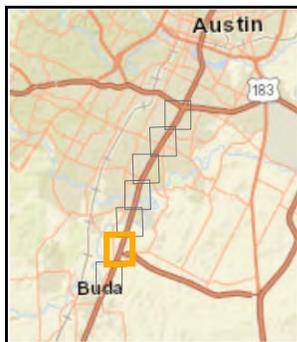
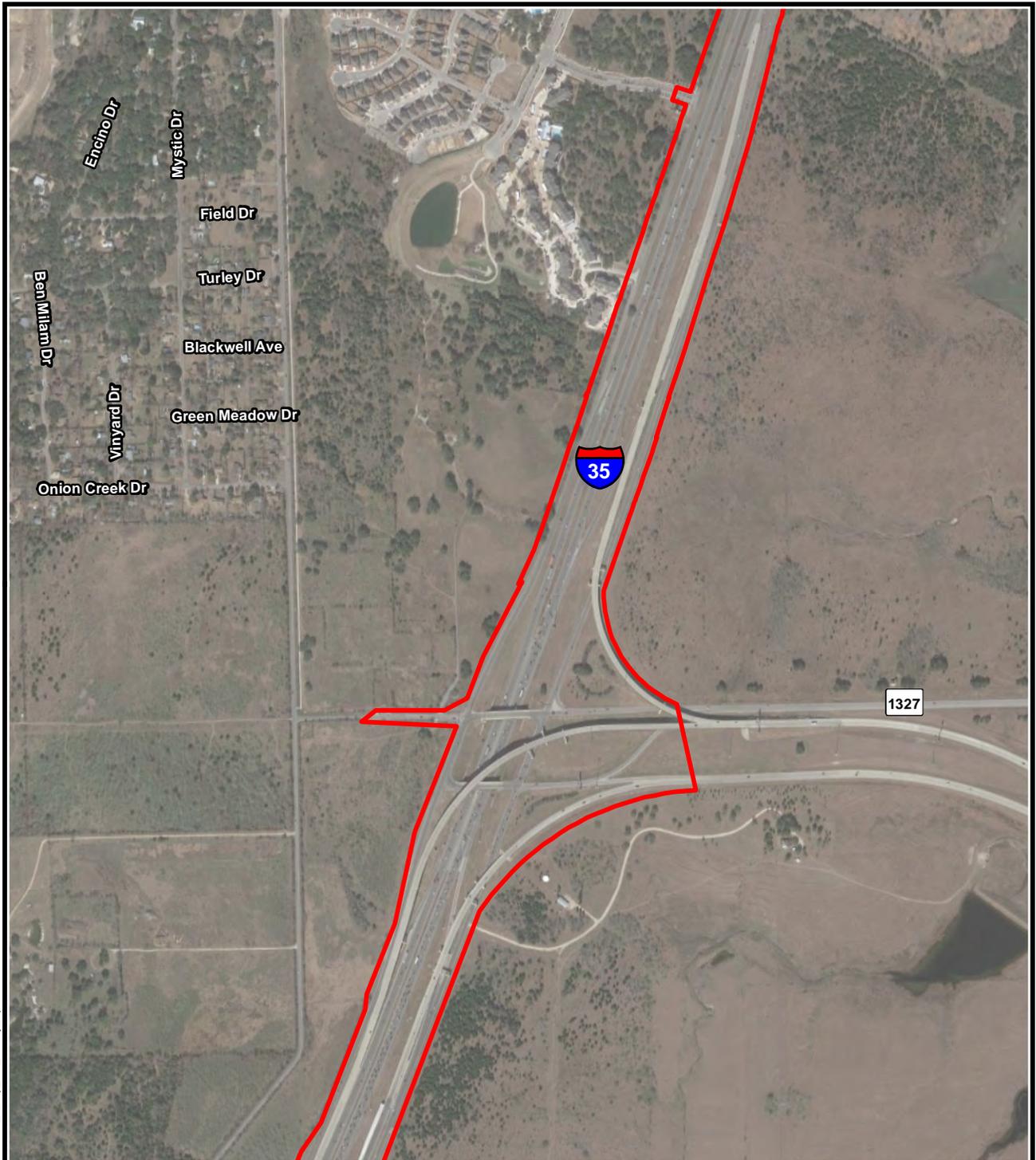


Figure 1
Project Location

Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



 Project Area

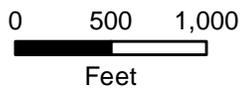
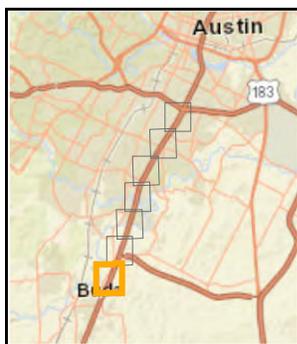


Figure 1
Project Location

**Capital Express South
US 290W/SH 71 to SH 45SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



 Project Area

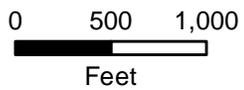


Figure 1
Project Location

Capital Express South
US 290W/SH 71 to SH 45E

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Appendix B
Project Photos

Capital Express South

Site Visit 9/30/2019 7:30-10:00am



Assumption Cemetery looking north on I-35S



Assumption Cemetery looking south



I-35S looking south at SH 71



I-35S at the Volkswagen Dealership looking south



I-35S at the Volkswagen Dealership looking southeast at the NM morning traffic



Residential construction south of Onion Creek on I-35 looking south



Residential construction south of Onion Creek on I-35 looking east



I-35N at Slaughter Lane looking west



I-35N at Slaughter Lane looking south



I-35S at Slaughter Lane looking east



I-35S at Slaughter Lane looking west



Police memorial at Onion Creek Parkway and I-35N



Police memorial at Onion Creek Parkway and I-35N



Photo 1: Typical upstream view of CRK 01, a potentially non-jurisdictional unnamed ephemeral tributary of Williamson Creek, facing north (30.20149°, -97.76077°).



Photo 2: Typical downstream view of CRK 01, a potentially non-jurisdictional unnamed ephemeral tributary of Williamson Creek, facing east (30.20139°, -97.76079°).



Photo 3: Typical upstream view of CRK 02 (Williamson Creek), a potentially jurisdictional intermittent stream, facing west (30.2016°, -97.76118°).



Photo 4: Typical downstream view of CRK 02 (Williamson Creek), a potentially jurisdictional intermittent stream, facing east (30.20183°, -97.76157°).



Photo 5: Typical upstream view of CRK 03, a potentially non-jurisdictional unnamed ephemeral tributary to Williamson Creek.



Photo 6: Typical downstream view of CRK 03, a potentially non-jurisdictional unnamed ephemeral tributary to Williamson Creek.



Photo 7: Typical downstream view of CRK 04 (Boggy Creek), a potentially jurisdictional intermittent stream, facing east (30.17926°, -97.77741°).



Photo 8: Typical upstream view of CRK 04 (Boggy Creek), a potentially jurisdictional intermittent stream, facing west (30.17926°, -97.77741°).



Photo 9: Typical upstream view of CRK 05, a potentially non-jurisdictional unnamed ephemeral culverted creek.



Photo 10: Typical downstream view of CRK 05, a potentially non-jurisdictional unnamed ephemeral culverted creek.



Photo 11: Typical upstream view of CRK 06, a potentially non-jurisdictional unnamed ephemeral tributary of Slaughter Creek, before draining below I-35 and Slaughter Lane via concrete culvert, facing northwest (30.16738°, - 97.78703°).



Photo 12: Typical downstream view of CRK 06, a potentially non-jurisdictional unnamed ephemeral tributary of Slaughter Creek, before draining below I-35 and Slaughter Lane via concrete culvert, facing southeast (30.16738°, - 97.78703°).



Photo 13: Typical upstream view of CRK 07 (Slaughter Creek), a potentially jurisdictional intermittent stream, facing southwest (30.15289° , -97.79228°).



Photo 14: Typical downstream view of CRK 07 (Slaughter Creek), a potentially jurisdictional intermittent stream, facing north (30.15291° , -97.79163°).



Photo 15: Typical upstream view of CRK 08, a potentially non-jurisdictional unnamed ephemeral tributary of Slaughter Creek, facing northwest (30.15291°, -97.79183°).



Photo 16: Typical downstream view of CRK 08, a potentially non-jurisdictional unnamed ephemeral tributary of Slaughter Creek, facing south (30.15293°, -97.7918°).



Photo 17: Typical upstream view of CRK 09, a potentially non-jurisdictional unnamed ephemeral stream, facing southwest (30.14195°, -97.79455°).



Photo 18: Typical downstream view of CRK 09, a potentially non-jurisdictional unnamed ephemeral stream, facing southeast (30.14195°, -97.79455°).



Photo 19: Typical upstream view of CRK 10 (Onion Creek), a potentially jurisdictional intermittent stream, facing north (30.13545° -97.79812°).



Photo 20: Typical downstream view of CRK 10 (Onion Creek), a potentially jurisdictional intermittent stream, facing east (30.13559° -97.78602°).



Photo 21: Typical downstream view of CRK 11, a potentially non-jurisdictional unnamed ephemeral tributary to Onion Creek.



Photo 22: Typical upstream view of CRK 11, a potentially non-jurisdictional unnamed ephemeral tributary to Onion Creek.



Photo 23: Typical view of Wetland 01, a potentially non-jurisdictional wetland within the median of I-35, part of a wetland-stream complex with CRK 06, facing west (30.16563°, -97.78602°).



Photo 24: Typical view of Wetland 01, a potentially non-jurisdictional wetland within the median of I-35, part of a wetland-stream complex with CRK 06, facing east (30.16563°, -97.78602°).

Interstate 35 Capital Express South
Representative Site Photographs
July 2019



Photo 1: Typical view of Onion Creek within the southern portion of the Project area beneath Interstate 35 (I-35). Note the marginal riparian vegetation (30.13559°, -97.78602°).



Photo 2: Typical view of herbaceous wetland vegetation within the central portion of the Project area, facing west (30.16563°, -97.78602°).

Interstate 35 Capital Express South
Representative Site Photographs
July 2019



Photo 3: Typical view of Slaughter Creek within the central portion of the Project area beneath I-35, facing southwest. Note the poor water quality condition (30.15289°, -97.79228°).



Photo 4: Typical Urban Low Intensity roadside vegetation community, facing south (30.11364°, -97.80726°).

Interstate 35 Capital Express South
Representative Site Photographs
July 2019



Photo 5: Typical combination of Urban Low Intensity vegetation and riparian vegetation within the Project area, facing south (30.16575°, -97.78524°).



Photo 6: Typical combination of Urban Low Intensity vegetation and riparian vegetation within the Project area, facing east (30.15291°, -97.79088°).

Survey Date: 11/04/2020
Resource No: 01
Project Location: Travis County, Hays County
Project Name and CSJ: I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long: Holt CAT Austin
9601 S I-35
Austin, Texas 78744
30° 9'38.45"N, 97° 47'15.05"W

Function/Sub-function: Commerce/ Specialty Store
Construction Date: 1971 (TCAD) with circa 1980 rear addition
NRHP Eligibility: Not recommended NRHP eligible

Integrity/Comments: Resource 01 is a large, one-and-a half story rigid steel-frame building with a low front gable service garage and an attached office that faces the I-35 North frontage road. The one-story flat roof office is clad in corrugated metal and features an attached steel frame porch along the south façade. The large service garage is also clad in corrugated metal and features wide eaves along the north and south façades which shelter overhead garage doors. An addition was attached to the service garage doubling its size circa 1980. Resource 01 retains integrity of location, feeling, material, and workmanship though its setting has been compromised by modern infill. The rear addition detracts from Integrity of design. The resource does not maintain architectural merit or known specific associative significance with late mid-century commercial development to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 01, camera facing southeast

Survey Limitations: Photo limitations due to the resource's size and large equipment surrounding it and due to safety concerns of the photographing the resource from the I-35 frontage road.



Resource 01, camera facing northeast

Survey Date: 11/04/2020
Resource No: 02
Project Location: Travis County, Hays County
Project Name and CSJ: I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long: Hill Country Springs. Inc
10019 S I-35
Austin, TX 78747
30° 9'10.29"N, 97° 47'17.06"W
Function/Sub-function: Commercial/Office
Construction Date: 1929 (TCAD)
NRHP Eligibility: Not recommended NRHP eligible
Integrity/Comments: Resource 02 is a 1929 single-story dwelling with Craftsman influences situated upon a pier and beam foundation. The building now functions as an office space for a bottled water business. The hipped roof has wide overhanging eaves and exposed rafter tails and is covered in standing-seam metal. The resource is clad in thin, horizontal wood siding and features what appear to be 1/1 wood sash windows with simple wood surrounds found in singles and doubles. An exterior painted brick chimney is situated on the north façade. The bottom portion of the resource is encased in a rock veneer skirting. The resource is situated on 20- acre irregular-shaped parcel along the north side of Slaughter Creek and west of the community of Bluff Springs. The parcel includes the remnants (chimney and rubble) of a contemporaneous dwelling and a large modern warehouse. Historic aerials and topographic maps depict several dwellings, a large barn, and several outbuildings situated surrounded by terraced fields. Resource 02 retains integrity of location. The setting has been compromised by loss of contemporaneous and associated dwellings and outbuildings that appear to have been associated with an early- to mid-century farmstead along SH 2. In addition to the lack of historic association, integrity of design and workmanship have been compromised by the addition of nonhistoric-age stone skirting, replacement entry door, and replacement roof. The resource does not maintain architectural merit or known specific associative significance with late early- and mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 02 oblique, camera facing southeast



Overview of Resource 02 and nonhistoric-age warehouse on parcel, camera facing east

Survey Limitations: Photo limitations due to the setback location of the building on the parcel, vegetation obscuring the resource, and no access to the parcel.

Survey Date: 11/04/2020
Resource No: 03
Project Location: Travis County, Hays County
Project Name and CSJ: I-35 Capital Express South; 0015-13-077, 0016-01-113

Address, Lat/Long: 10728 S I-35
TX 78745
30° 8'46.04"N, 97° 47'40.86"W

Function/Sub-function: Domestic/ Single Dwelling

Construction Date: 1942 (TCAD)

NRHP Eligibility: Not recommended NRHP eligible

Integrity/Comments: Resource 03 is a 1942 single-story, end-gabled house with a flat roof porch supported by simple wood posts that extends the majority of the length of the house and over the attached garage. The front façade includes two entry doors: the primary entrance flanked by a pair of and four 6/6 aluminum metal sash windows and secondary entrance on the south end of the house, which appears to be later historic-age addition. The resource is clad in asbestos siding and has a replacement metal roof. Alterations include the gable roof, porch roof and roofline, garage door, and entry doors. A 2007 Google streetview of the property shows the house prior to the replacement of the porch which now extends over the attached garage. Resource 03 retains integrity of location. In addition to integrity of association, the setting has been compromised by nonhistoric-age infill of previous surrounding agricultural fields and loss of contemporaneous buildings. Integrity of design and workmanship have been compromised by the southern addition, replacement entrance and garage doors, replacement of the gable roof, and alteration of the porch roofline. The resource does not maintain architectural merit or known specific associative significance with late mid-twentieth century development or person(s) to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 03 primary façade, camera facing west



Resource 03 oblique, camera facing southwest

Survey Date: 11/04/2020
Resource No: 04
Project Location: Travis County, Hays County
Project Name and CSJ: I-35 Capital Express South; 0015-13-077, 0016-01-113
Address, Lat/Long: Planet K
10730 S I-35
TX 78744
30° 8'44.24"N, 97° 47'41.16"W
Function/Sub-function: Commerce/ Specialty Store
Construction Date: Circa 1960
NRHP Eligibility: Not recommended NRHP eligible

Integrity/Comments: Resource 04 is a circa 1960 one-story, commercial building with a front-gable roof and a false-front brick parapet. The resource is of concrete masonry unit (CMU) construction with no cladding or windows. A full-length metal shed-roof porch with wood pole supports, extends from the false front. In addition to integrity of association, the setting has been compromised by nonhistoric-age infill of previous surrounding agricultural fields and loss of contemporaneous buildings. Integrity of feeling, design, and workmanship have been compromised by the addition of the false parapet. The resource does not maintain architectural merit or known specific associative significance with late mid-twentieth century development or persons to qualify for inclusion in the NRHP under Criteria A, B, or C.



Resource 04 oblique, camera facing southwest



Resource 04 oblique, camera facing northwest

Survey Limitations: Photo limitations limited due to safety concerns of the proximity to I-35 frontage road.



1. Facing south GeoSearch # 9, Century South Shopping Center,
801 East William Cannon Drive, Austin, TX 78745



2. Facing south GeoSearch # 10, Sams Club formerly Galvon Industries and Janssen Tract,
9808 South IH 35, Austin, TX 78748

Representative Site Photographs

I-35 Capital Express South from SH 71 to SH 45SE
Hazardous Materials Initial Site Assessment
100057018

ATKINS

Member of the SNC-Lavalin Group



3. Facing north GeoSearch # 32, Jack Brown Cleaners 28,
11001 South IH 35, Austin, TX 78747



4. Facing north GeoSearch # 45, Wisp Lash Lounge formerly Deluxe Cleaners,
11215 South IH 35, Suite 126, Austin, TX 78747

Representative Site Photographs

I-35 Capital Express South from SH 71 to SH 45SE
Hazardous Materials Initial Site Assessment
100057018

ATKINS

Member of the SNC-Lavalin Group



5. Facing east GeoSearch # 47, Hill Country Springs, Inc. formerly Martine Springs-Slaughter GW Plume, 10019 South IH 35, Austin, TX 78747



6. Facing south GeoSearch # 79, Ron's Cleaners formerly ESE-T Operating LP and SE-P Operating, 919 East Saint Elmo, Austin, TX 78745

Representative Site Photographs

I-35 Capital Express South from SH 71 to SH 45SE
Hazardous Materials Initial Site Assessment
100057018

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7. Facing east GeoSearch # 83, abandoned building/lot, formerly John Roberts BMW/Lexus of Austin,
4110 Santiago Street in Austin, TX 78745



8. Facing west GeoSearch # 92, Strip Shopping Center,
9500 South H 35 Suite 650, Austin, TX 78748

Representative Site Photographs

I-35 Capital Express South from SH 71 to SH 45SE
Hazardous Materials Initial Site Assessment
100057018

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9. Facing north GeoSearch # 101, COA, St. Elmo Service Center formerly McGuire, East of IH 35 and West of Freidrich Lane, South of East Saint Elmo (4500 Block of Friedrich), Austin, TX



10. Facing northwest GeoSearch # 107, Retreat at North Bluff formerly Onion Creek Club, 6210 Crow Lane, Austin, TX 78745

Representative Site Photographs

I-35 Capital Express South from SH 71 to SH 45SE
Hazardous Materials Initial Site Assessment
100057018

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11. Facing west GeoSearch # 111; Chickfila, Starbucks, and Wells Fargo formerly Ben White Lots 1-5 and KMS Retail Payload Pass, and empty field; 500 East Ben White Boulevard, Austin, TX 78704



12. Facing east GeoSearch # 117, Kwik Ice formerly Capitol Metal Finishing, Inc., 3909 A Warehouse Row, Austin, TX 78767

Representative Site Photographs

I-35 Capital Express South from SH 71 to SH 45SE
Hazardous Materials Initial Site Assessment
100057018

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13. Facing north GeoSearch # 118, AFCU,
2000 Woodward Street, Austin, TX 78741



14. Facing south with no GeoSearch reference, Fast Break 4 and 6,
14500 and 14444 South IH 35 in Buda, TX.

Representative Site Photographs

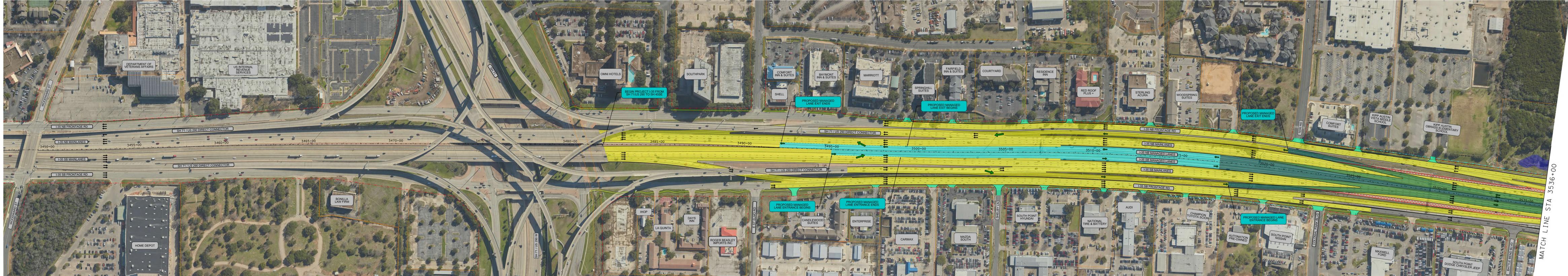
I-35 Capital Express South from SH 71 to SH 45SE
Hazardous Materials Initial Site Assessment
100057018

ATKINS

Member of the SNC-Lavalin Group

Appendix C

Schematics



MATCH LINE STA 3536+00

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
- PROPOSED MANAGED LANES AND CONSTRUCTION
- ELEVATED PROPOSED MANAGED LANES
- DRIVEWAY RECONSTRUCTION
- SEPARATE PROJECT
- REMOVAL
- NOISE BARRIER: PRELIMINARY AND SUBJECT TO CHANGE. DEPENDENT ON ADDITIONAL DESIGN/CONSTRUCTIBILITY ANALYSIS AND THE RESULTS OF A FUTURE TRAFFIC NOISE WORKSHOP.

GENERAL PURPOSE LANE DIRECTION
 MANAGED LANE DIRECTION
 MANAGED LANES ENTRANCE/EXIT
 PROPOSED SHARED-USE PATH OR SIDEWALK
 FEMA 100-YEAR FLOODPLAIN

SHEET LAYOUT INDEX

SCALE: 1"=100'

PRELIMINARY
SUBJECT TO CHANGE

m35
CAPITAL AREA

**CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE**

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
- PROPOSED MANAGED LANES AND CONSTRUCTION
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 MANAGED LANES ENTRANCE/EXIT
 PROPOSED SHARED-USE PATH OR SIDEWALK
 FEMA 100-YEAR FLOODPLAIN

SHEET LAYOUT INDEX

SCALE: 1"=100'

PRELIMINARY
SUBJECT TO CHANGE

m35
CAPITAL AREA



MATCH LINE STA 3536+00

MATCH LINE STA 3628+00

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
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MANAGED LANE DIRECTION
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PROPOSED SHARED-USE PATH OR SIDEWALK
FEMA 100-YEAR FLOODPLAIN

SCALE: 1"=100'
100 50 0 100

SHEET LAYOUT INDEX

PRELIMINARY
SUBJECT TO CHANGE

**CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE**

LEGEND

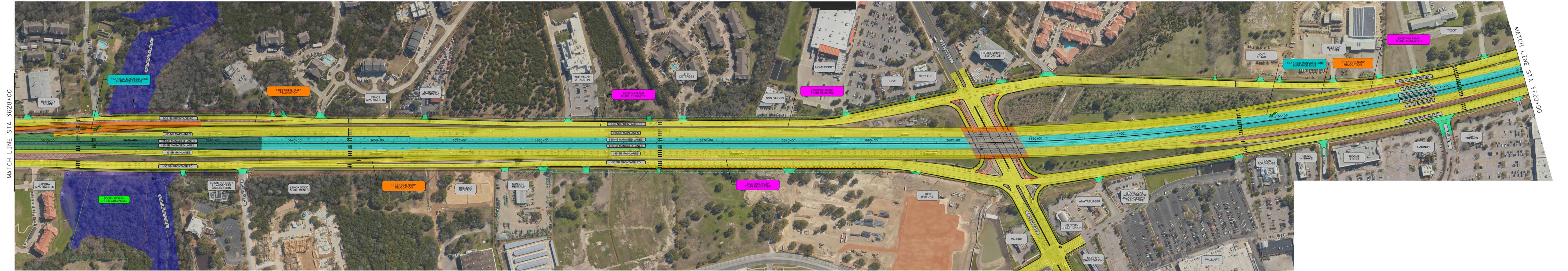
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- PROPOSED ROW
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MANAGED LANES ENTRANCE/EXIT
PROPOSED SHARED-USE PATH OR SIDEWALK
FEMA 100-YEAR FLOODPLAIN

SCALE: 1"=100'
100 50 0 100

SHEET LAYOUT INDEX

PRELIMINARY
SUBJECT TO CHANGE



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MANAGED LANES ENTRANCE/EXIT
PROPOSED SHARED-USE PATH OR SIDEWALK
FEMA 100-YEAR FLOODPLAIN

SCALE: 1"=100'
100 50 0 100

SHEET LAYOUT INDEX

PRELIMINARY
SUBJECT TO CHANGE

**CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE**

LEGEND

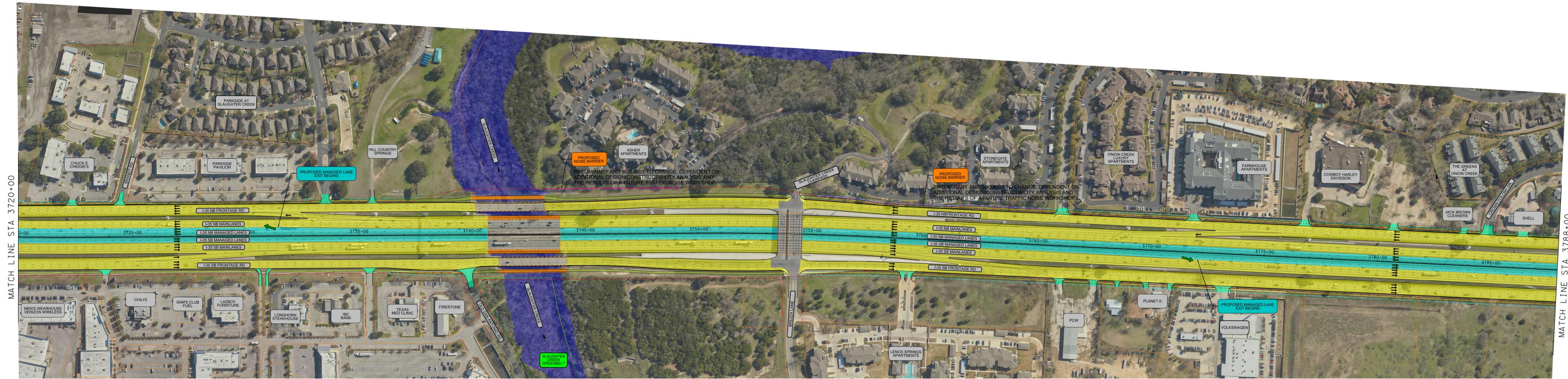
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- PROPOSED ROW
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- SEPARATE PROJECT
- REMOVAL
- NOISE BARRIER: PRELIMINARY AND SUBJECT TO CHANGE. DEPENDENT ON ADDITIONAL DESIGN/CONSTRUCTIBILITY ANALYSIS AND THE RESULTS OF A FUTURE TRAFFIC NOISE WORKSHOP.

GENERAL PURPOSE LANE DIRECTION
MANAGED LANE DIRECTION
MANAGED LANES ENTRANCE/EXIT
PROPOSED SHARED-USE PATH OR SIDEWALK
FEMA 100-YEAR FLOODPLAIN

SCALE: 1"=100'
100 50 0 100

SHEET LAYOUT INDEX

PRELIMINARY
SUBJECT TO CHANGE



LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
- PROPOSED MANAGED LANES AND CONSTRUCTION
- ELEVATED PROPOSED MANAGED LANES
- DRIVEWAY RECONSTRUCTION
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 FEMA 100-YEAR FLOODPLAIN

SCALE: 1"=100'

SHEET LAYOUT INDEX

PRELIMINARY
SUBJECT TO CHANGE

mobility 35
CAPITAL AREA

**CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE**

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
- PROPOSED BRIDGE LIMITS
- EXISTING BRIDGE LIMITS
- PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
- PROPOSED MANAGED LANES AND CONSTRUCTION
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- REMOVAL
- NOISE BARRIER: PRELIMINARY AND SUBJECT TO CHANGE. DEPENDENT ON ADDITIONAL DESIGN/CONSTRUCTIBILITY ANALYSIS AND THE RESULTS OF A FUTURE TRAFFIC NOISE WORKSHOP.

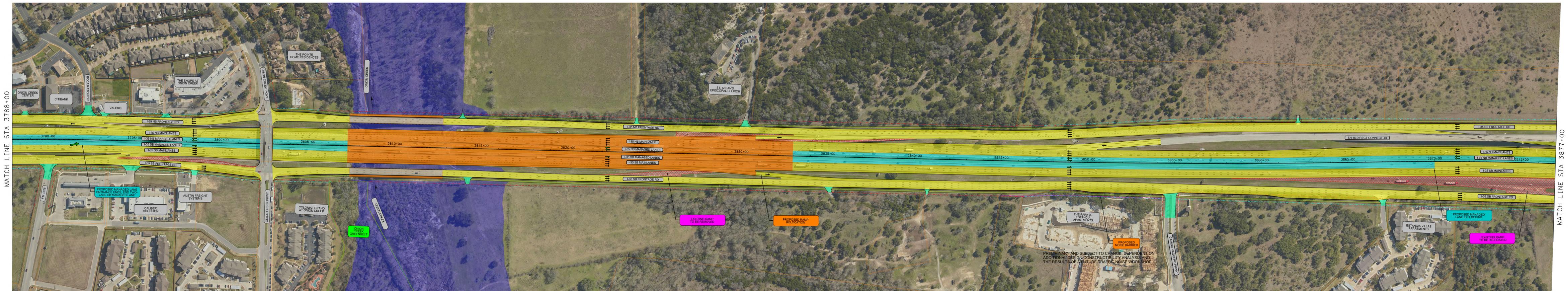
GENERAL PURPOSE LANE DIRECTION
 MANAGED LANE DIRECTION
 MANAGED LANES ENTRANCE/EXIT
 PROPOSED SHARED-USE PATH OR SIDEWALK
 FEMA 100-YEAR FLOODPLAIN

SCALE: 1"=100'

SHEET LAYOUT INDEX

PRELIMINARY
SUBJECT TO CHANGE

mobility 35
CAPITAL AREA



- LEGEND**
- - - EXISTING ROW
 - - - PROPOSED ROW
 - - - PROPERTY LINES
 - - - PROPOSED BRIDGE LIMITS
 - - - EXISTING BRIDGE LIMITS
 - - - PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
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- PROPOSED SHARED-USE PATH OR SIDEWALK
- FEMA 100-YEAR FLOODPLAIN



SCALE: 1"=100'

PRELIMINARY
SUBJECT TO CHANGE



**CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE**

- LEGEND**
- - - EXISTING ROW
 - - - PROPOSED ROW
 - - - PROPERTY LINES
 - - - PROPOSED BRIDGE LIMITS
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- PROPOSED SHARED-USE PATH OR SIDEWALK
- FEMA 100-YEAR FLOODPLAIN



SCALE: 1"=100'

PRELIMINARY
SUBJECT TO CHANGE

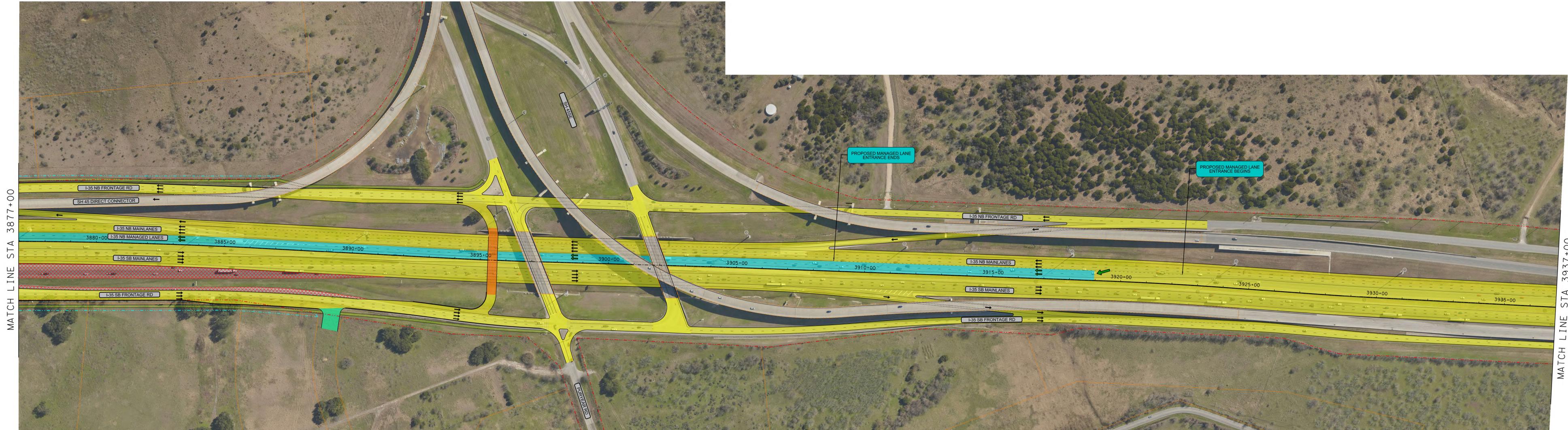


SHEET LAYOUT INDEX

SHEET LAYOUT INDEX

MATCH LINE STA 3788+00

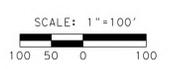
MATCH LINE STA 3877+00



MATCH LINE STA 3877+00

MATCH LINE STA 3937+00

- LEGEND**
- EXISTING ROW
 - - - PROPOSED ROW
 - PROPERTY LINES
 - PROPOSED BRIDGE LIMITS
 - EXISTING BRIDGE LIMITS
 - PAVEMENT WIDENING / RECONSTRUCTION / RESURFACING
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**CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE**

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LEGEND

- EXISTING ROW
- PROPOSED ROW
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 → MANAGED LANES ENTRANCE/EXIT
 → PROPOSED SHARED-USE PATH OR SIDEWALK
 FEMA 100-YEAR FLOODPLAIN

SCALE: 1"=100'

SHEET LAYOUT INDEX

PRELIMINARY SUBJECT TO CHANGE

mobility CAPITAL AREA **35**

**CAPITAL EXPRESS SOUTH PROJECT
FROM SH 71/BEN WHITE BLVD TO SH 45SE**

LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPERTY LINES
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- EXISTING BRIDGE LIMITS
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 → MANAGED LANES ENTRANCE/EXIT
 → PROPOSED SHARED-USE PATH OR SIDEWALK
 FEMA 100-YEAR FLOODPLAIN

SCALE: 1"=100'

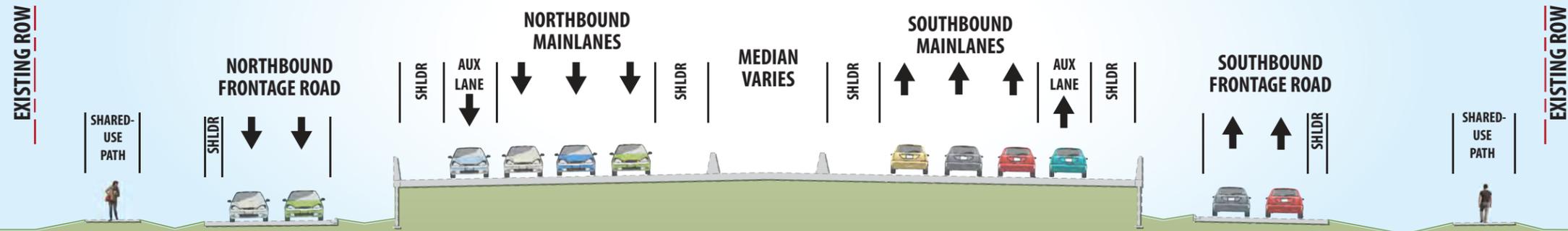
SHEET LAYOUT INDEX

PRELIMINARY SUBJECT TO CHANGE

mobility CAPITAL AREA **35**

Appendix D
Typical Sections

EXISTING I-35

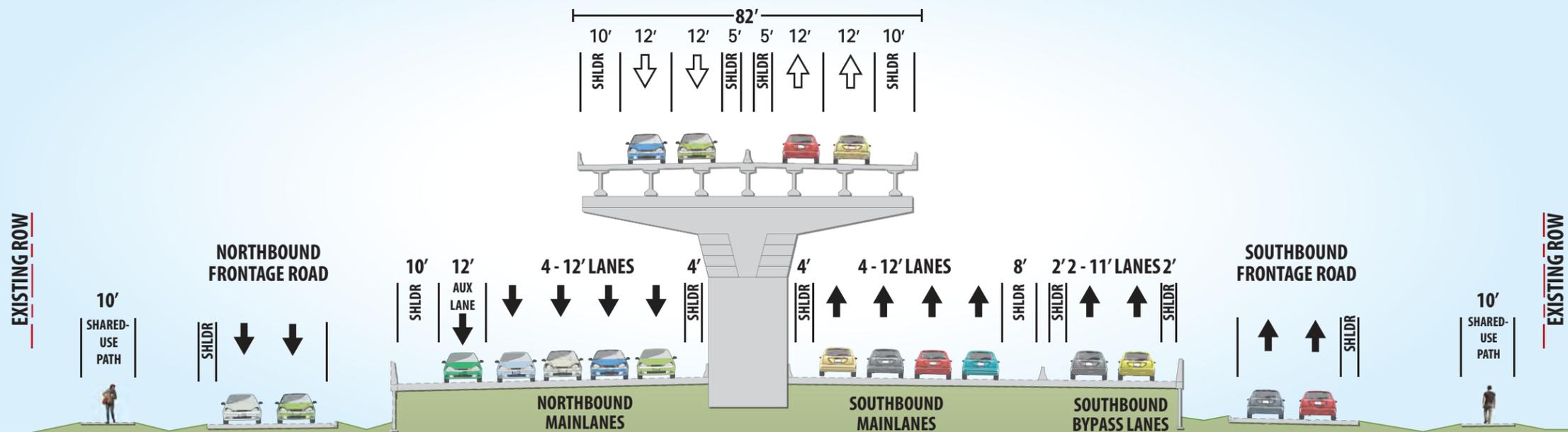


I-35 BETWEEN STASSNEY LN & WILLIAM CANNON DR



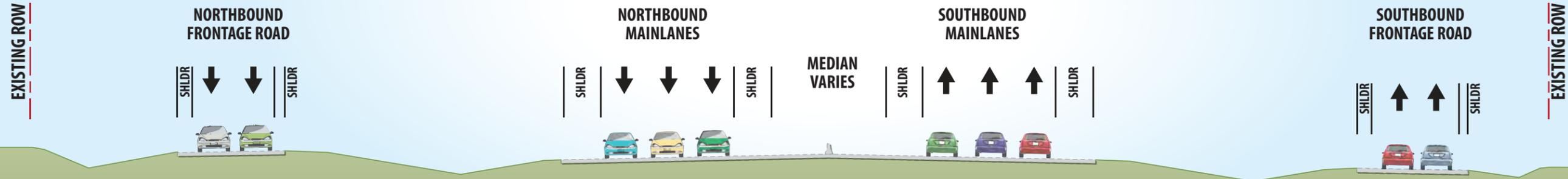
PROPOSED I-35

MANAGED LANES



I-35 BETWEEN STASSNEY LN & WILLIAM CANNON DR

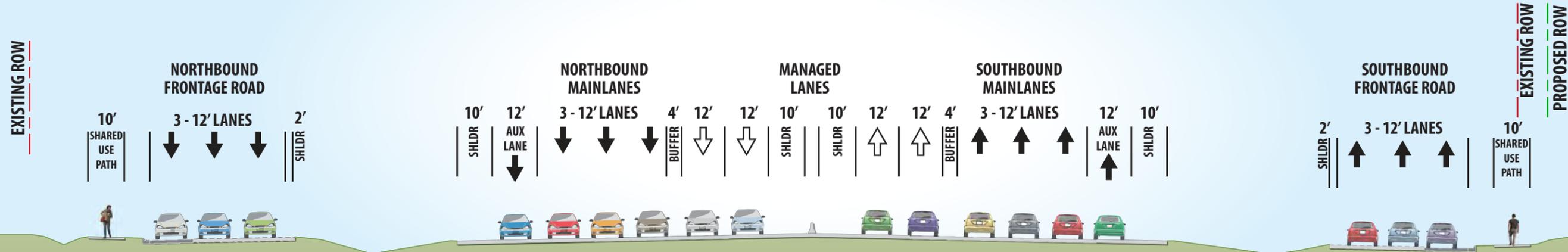
EXISTING I-35



I-35 SOUTH OF SLAUGHTER LN



PROPOSED I-35



I-35 SOUTH OF SLAUGHTER LN

Appendix E
Plan and Program Excerpts



CAPITAL AREA METROPOLITAN
PLANNING ORGANIZATION

CENTRAL  TEXAS

2045 Regional Transportation Plan

May 2020



MPO ID	COUNTY	SPONSOR / CO-SPONSOR	ROADWAY / FACILITY NAME	DESCRIPTION	LIMITS FROM	LIMITS TO	LIMITS AT	LET YEAR	ANTICIPATED TOTAL COST
41-00115-00	HAYS	TXDOT	IH 35	RELOCATE NORTHBOUND ENTRANCE RAMP FROM SL 82. ADD NEW I LANE NORTHBOUND EXIT RAMP TO RIVER RIDGE PKWAY, 1 NORTHBOUND AUXILIARY LANE AT SL 82 AND RIVER RIDGE PARKWAY	N OF RIVER RIDGE PARKWAY	SL 82		2020	\$10,770,000
41-00116-00	HAYS	TXDOT	IH 35	OPERATIONAL IMPROVEMENTS AND RAMP REVERSALS	BLANCO RIVER	RIVER RIDGE PARKWAY		2027	\$8,200,000
41-00117-00	HAYS	TXDOT	IH 35	REVERSE NORTHBOUND RAMP	KYLE CROSSING	RM 150		2020	\$30,000,000
41-00118-00	HAYS	TXDOT	IH 35	RECONSTRUCT RAMP	SL 82	S OF SL 82		2020	\$2,011,599
41-00162-00	HAYS	TXDOT	IH 35	RECONSTRUCT IH-35 ML BRIDGE AT SH-123, NORTHBOUND FRONTAGE BRIDGES AT SAN MARCOS RIVER AND WILLOW SPRINGS CREEK, ADD AUXILIARY LANES, WITH SH-123 INTERSECTION AND PEDESTRIAN IMPROVEMENTS	S OF SH 80	N OF RM 12		2021	\$116,825,412
41-00120-00	HAYS	TXDOT	IH 35	OPERATIONAL, INTERSECTION, MAIN LANE AND FRONTAGE ROAD IMPROVEMENTS	N SH 123	S OF POSEY RD		2025	\$219,600,000
41-00121-00	HAYS	TXDOT	IH 35	IH 35 FUTURE TRANSPORTATION CORRIDOR (2X2 NTML)	SH 45 SE	POSEY RD		2039	\$1,769,967,277
51-00351-00	TRAVIS	TXDOT	IH 35	ADD NORTHBOUND AND SOUTHBOUND NON-TOLLED MANAGED LANES, RECONSTRUCT RAMP, IMPROVE FRONTAGE ROAD, FREIGHT MOVEMENTS, AND ADD AUXILIARY LANES	SH 45N	FM 1825		2022	\$121,745,348
51-00189-00	TRAVIS	TXDOT	IH 35	ADD NORTHBOUND AND SOUTHBOUND NON-TOLLED MANAGED LANES, RECONSTRUCT RAMP, IMPROVE FRONTAGE ROAD, FREIGHT MOVEMENTS, AND ADD AUXILIARY LANES	US 290E	US 290W / SH 71		2025	\$4,900,000,000
51-00352-00	TRAVIS	TXDOT	IH 35	ADD NORTHBOUND AND SOUTHBOUND NON-TOLLED MANAGED LANES, RECONSTRUCT RAMP, IMPROVE FRONTAGE ROAD, FREIGHT MOVEMENTS, AND ADD AUXILIARY LANES	US 290W / SH 71	LP 275 - SLAUGHTER LANE		2022	\$147,452,192
51-00353-00	TRAVIS	TXDOT	IH 35	ADD NORTHBOUND AND SOUTHBOUND NON-TOLLED MANAGED LANES, RECONSTRUCT RAMP, IMPROVE FRONTAGE ROAD AND FREIGHT MOVEMENTS, AND ADD AUXILIARY LANES	FM 1825	US 290E		2022	\$318,279,652
51-00354-00	TRAVIS	TXDOT	IH 35	ADD NORTHBOUND AND SOUTHBOUND NON-TOLLED MANAGED LANES, RECONSTRUCT RAMP, IMPROVE FRONTAGE ROAD AND FREIGHT MOVEMENTS, AND ADD AUXILIARY LANES	LP 275 - SLAUGHTER LANE	SH 45SE		2022	\$190,932,136



UNIFIED TRANSPORTATION PROGRAM

Texas Department of Transportation

2021

Austin District

Map ID	Highway	Project Name/ Project ID (CSJ Number)	From	To	Est Let Date Range	Construction Cost Estimate	UTP Action	Toll	Authorized Construction Funding by Category	Tier
Travis County										
13a	IH 35	I-35 Capital Express - North 0015-10-062	SH 45N	FM 1825	FY 2021-2024	\$111,300,000	No Funding Change	No	Cat. 2 \$75,097,500 Cat. 4 Urban \$22,850,000 Cat. 7 \$13,352,500 TOTAL \$111,300,000	1
13b	IH 35	I-35 Capital Express - North 0015-13-389	FM 1825	US 290E	FY 2021-2024	\$288,700,000	No Funding Change	No	Cat. 2 \$168,897,500 Cat. 4 Urban \$22,850,000 Cat. 7 \$13,352,500 Cat. 12 Texas Clear Lanes \$83,600,000 TOTAL \$288,700,000	1
14a	IH 35	I-35 Capital Express - South 0015-13-077	US 290W/SH 71	LP 275-SLAUGHTER LANE	FY 2021-2024	\$134,800,000	No Funding Change	No	Cat. 2 \$98,597,500 Cat. 4 Urban \$22,850,000 Cat. 7 \$13,352,500 TOTAL \$134,800,000	1
14b	IH 35	I-35 Capital Express - South 0016-01-113	LP 275-SLAUGHTER LANE	SH 45SE	FY 2021-2024	\$165,200,000	No Funding Change	No	Cat. 2 \$128,997,500 Cat. 4 Urban \$22,850,000 Cat. 7 \$13,352,500 TOTAL \$165,200,000	1
15	IH 35	I-35 Capital Express - Central 0015-13-388	US 290E	US 290W/SH 71	FY 2025-2030	\$4,900,000,000	Funding Adjustment	No	Cat. 2 \$324,496,109 Cat. 4 Urban \$148,000,000 Cat. 7 \$160,503,891 Cat. 12 Strategic Priority \$3,607,360,000 Cat. 12 Texas Clear Lanes \$659,640,000 TOTAL \$4,900,000,000 <i>CAT 12 added \$307.4M, CAT 2 added \$324.5M, and CAT 4U added \$148M</i>	1
16	SL 360	Intersection at Westlake Dr - Austin 0113-13-166	AT WESTLAKE DRIVE	.	FY 2021-2024	\$61,000,000	No Funding Change	No	Cat. 2 \$47,000,000 Cat. 3 Local \$14,000,000 TOTAL \$61,000,000	1
Williamson County										
17	IH 35	Interchange at RM 2243 - Georgetown 0015-09-185	NORTH OF RM 2243	SE INNER LOOP	FY 2021-2024	\$37,200,000	No Funding Change	No	Cat. 2 \$37,200,000 TOTAL \$37,200,000	1

Appendix F
Resource-specific Maps

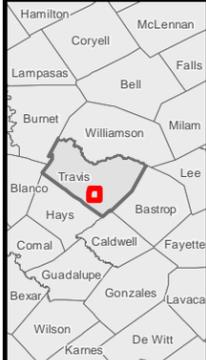
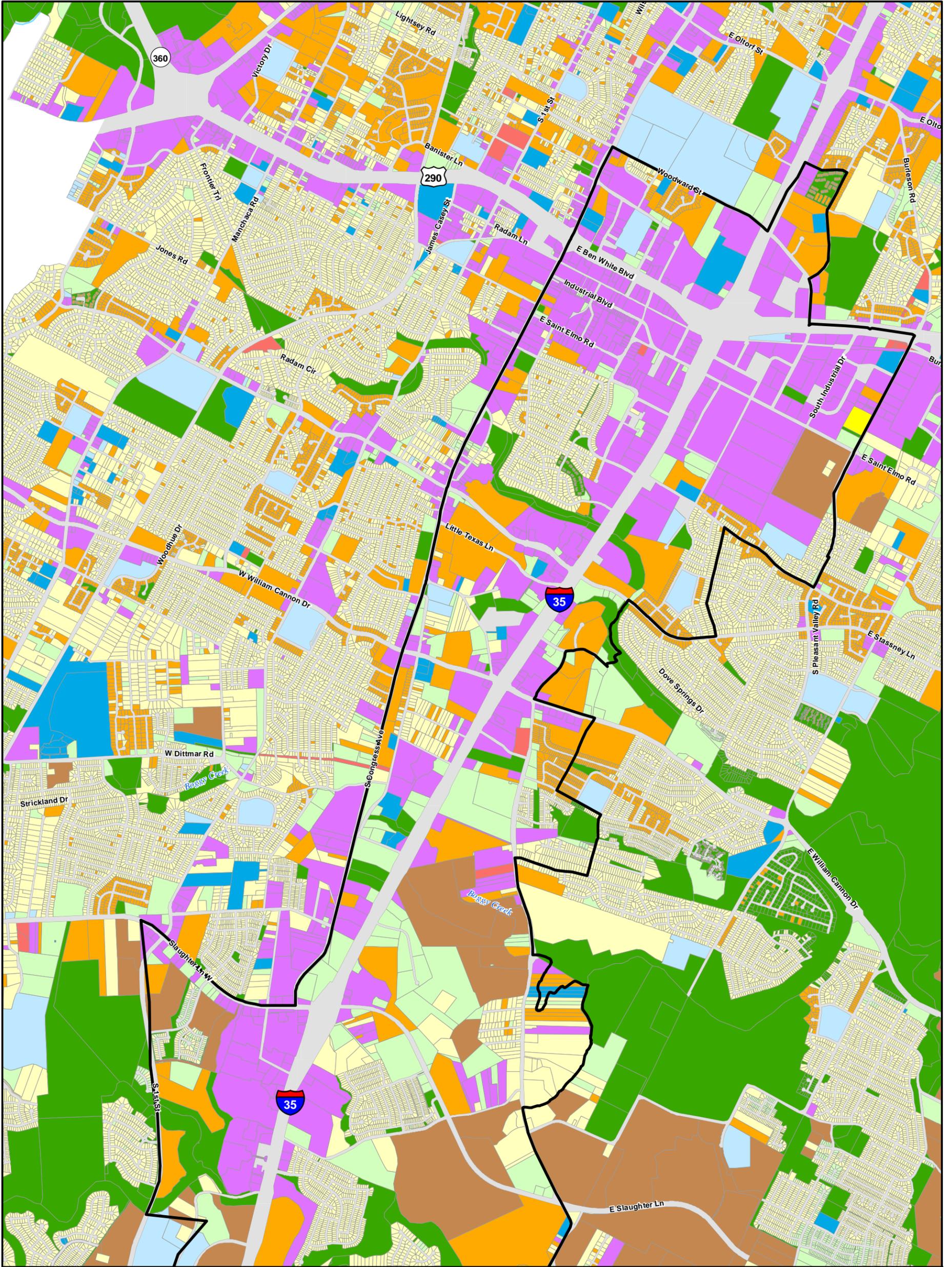


Figure 1

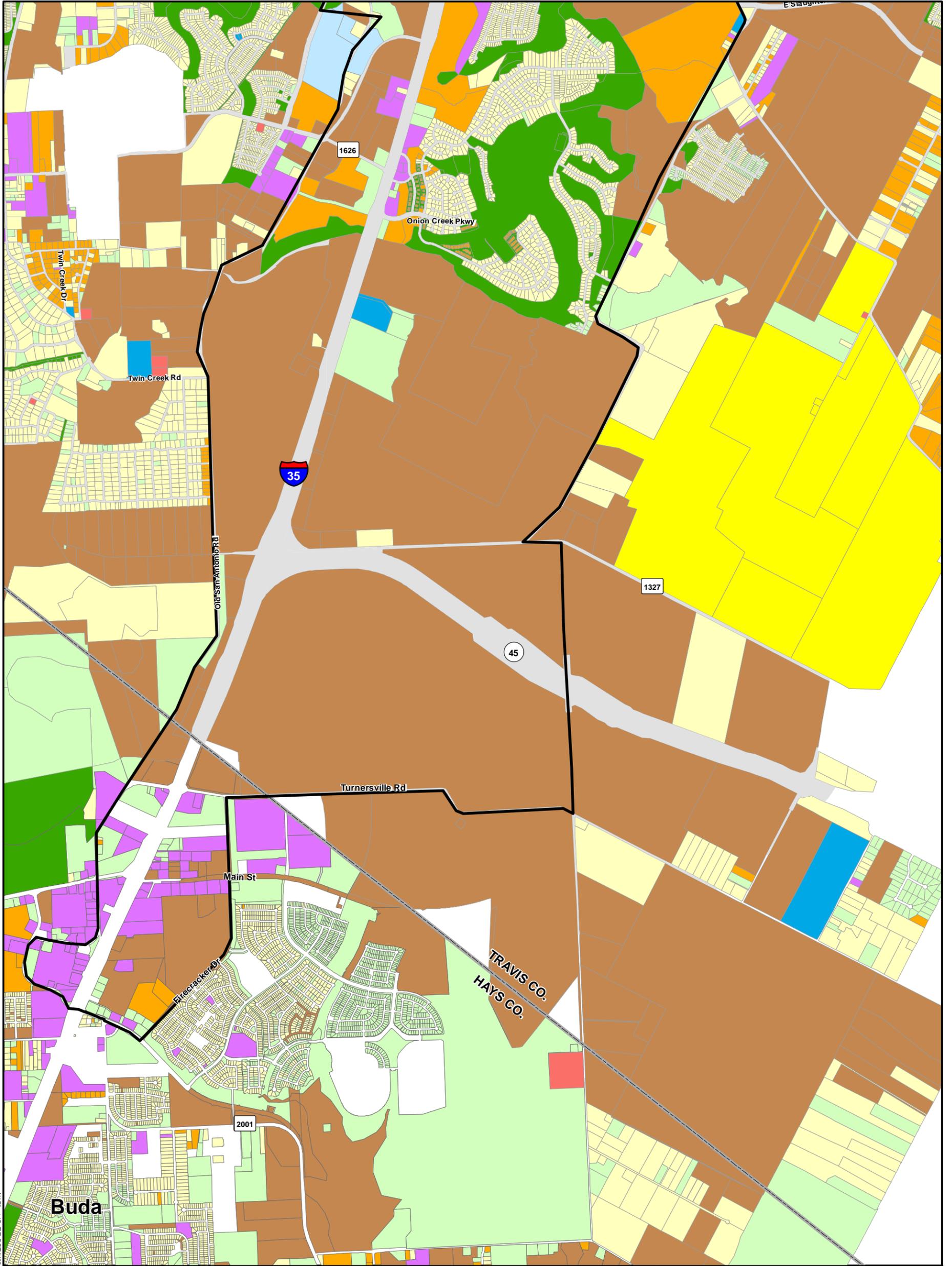
Land Use Map

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113

Sheet 1 of 2

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 Hamilton
 Coryell
 McLennan
 Falls
 Lampasas
 Bell
 Burnet
 Williamson
 Milam
 Blanco
 Travis
 Lee
 Hays
 Bastrop
 Comal
 Caldwell
 Fayette
 Guadalupe
 Gonzales
 Lavaca
 Bexar
 Wilson
 Karnes
 De Witt

- | | |
|---------------------------|-----------------------|
| Community Study Area | Undeveloped |
| Agricultural | Parks & Open Space |
| Single Family Residential | Mining & Landfill |
| Multi-Family Residential | Utilities |
| Commercial & Office | Rail & Transportation |
| Educational | Water |
| Institutional | |

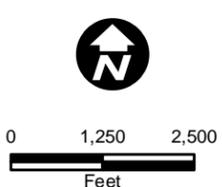
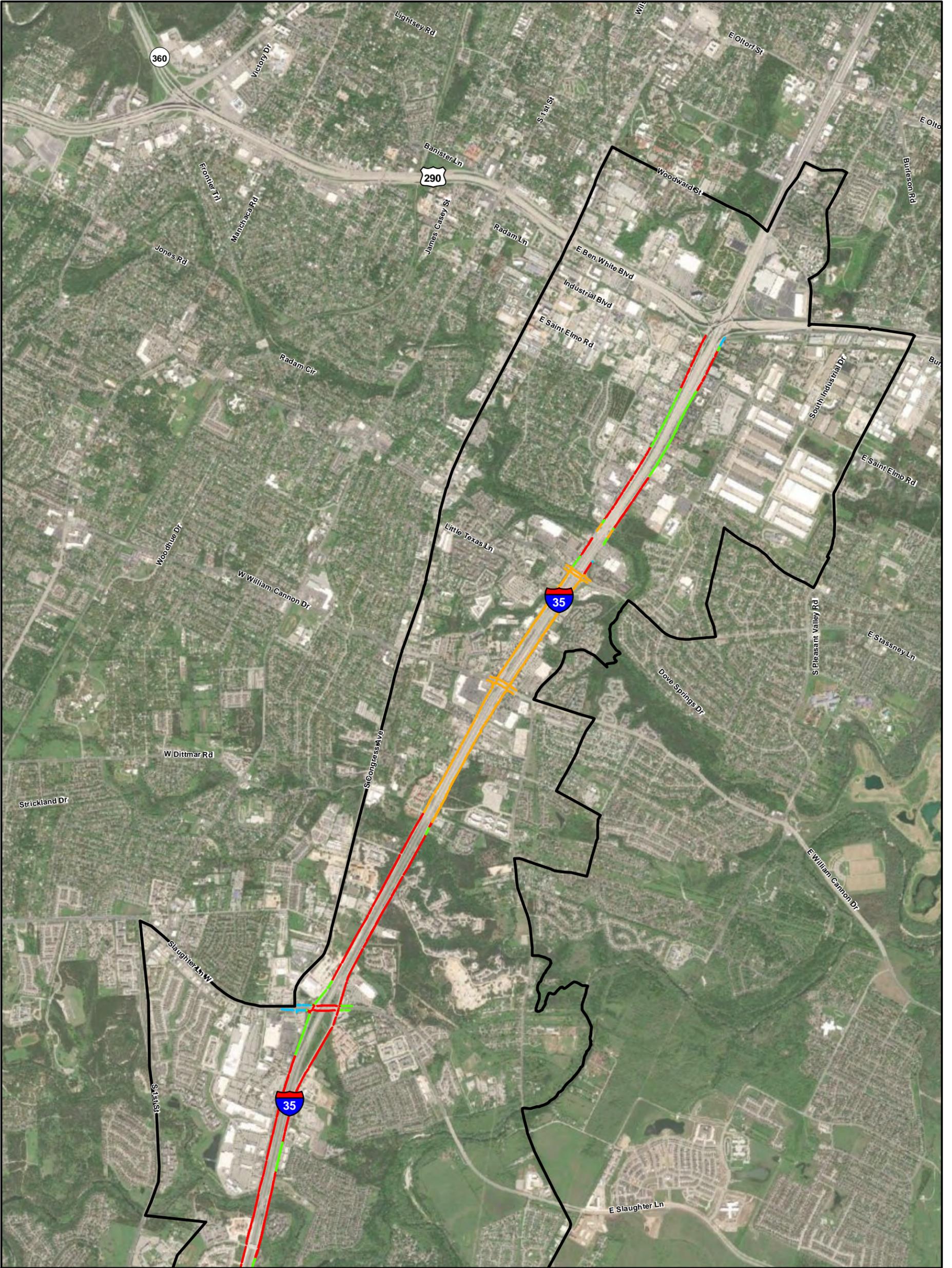


Figure 1

Land Use Map

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
 CSJ No. 0015-13-077 AND 0016-01-113 Sheet 2 of 2



- Existing Shared Use Path
- Proposed < 8' Shared Use Path
- Proposed 8' Shared Use Path
- Proposed 10' - 12' Shared Use Path
- Community Study Area

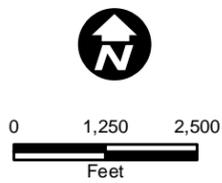


Figure 2
Bicycle, Pedestrian, and
Shared-Use Path Facilities

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113 Sheet 1 of 2



- Existing Shared Use Path
- Proposed < 8' Shared Use Path
- Proposed 8' Shared Use Path
- Proposed 10' - 12' Shared Use Path
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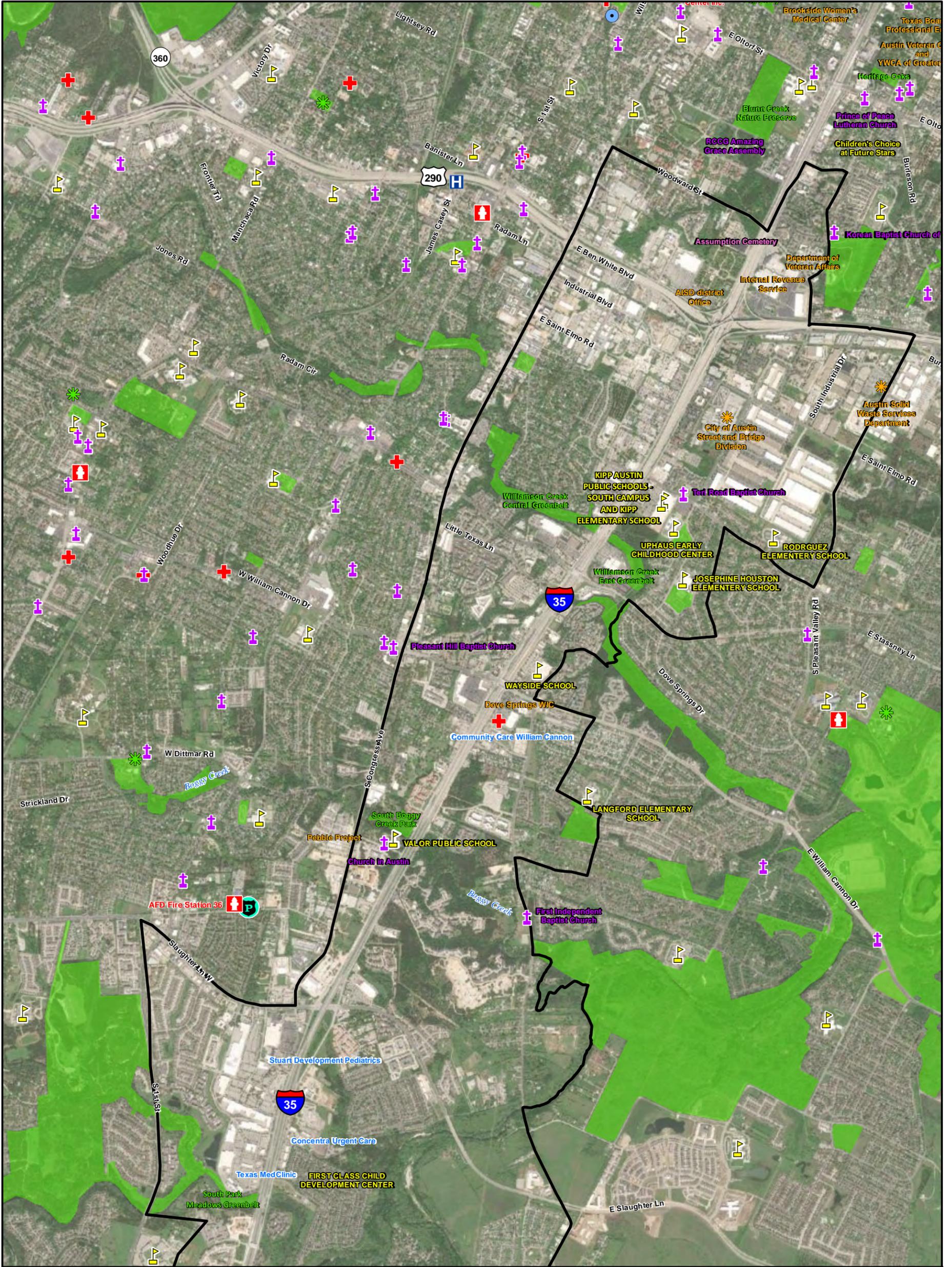
0 1,250 2,500
Feet



Figure 2
Bicycle, Pedestrian, and
Shared-Use Path Facilities

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113 Sheet 2 of 2



- | | |
|---|--|
|  School |  Fire Station |
|  Municipal |  Church |
|  Health Center |  Police Station |
|  Cultural |  Park |
|  Recreation Center |  Community Study Area |

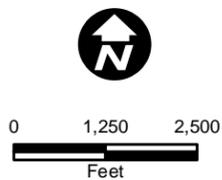
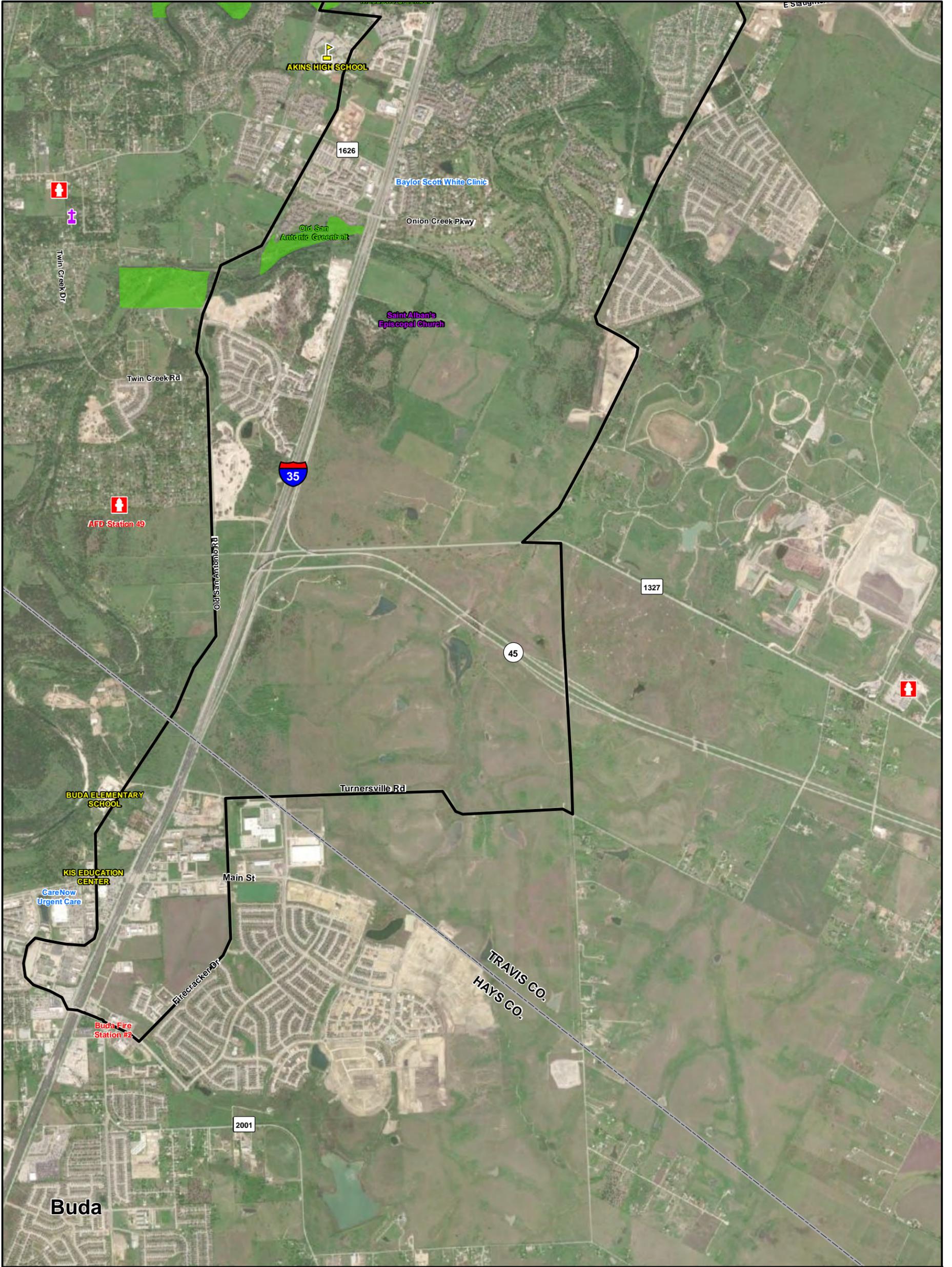


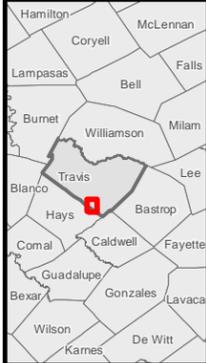
Figure 3

Community Facilities

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**



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- | | | | |
|--|-------------------|--|----------------------|
| | School | | Fire Station |
| | Municipal | | Church |
| | Health Center | | Police Station |
| | Cultural | | Park |
| | Recreation Center | | Community Study Area |

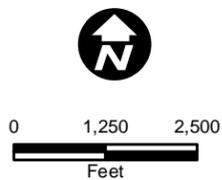


Figure 3

Community Facilities

**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

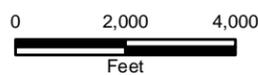
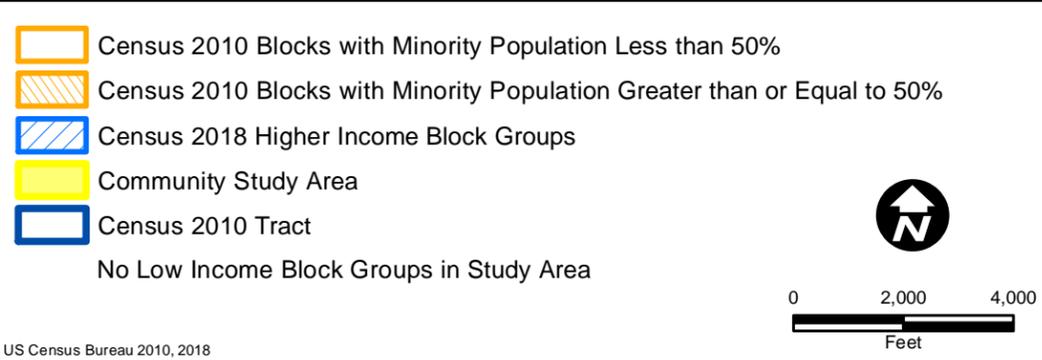
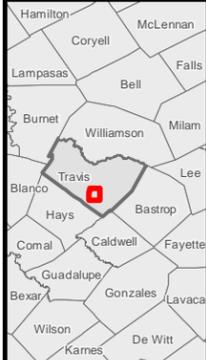
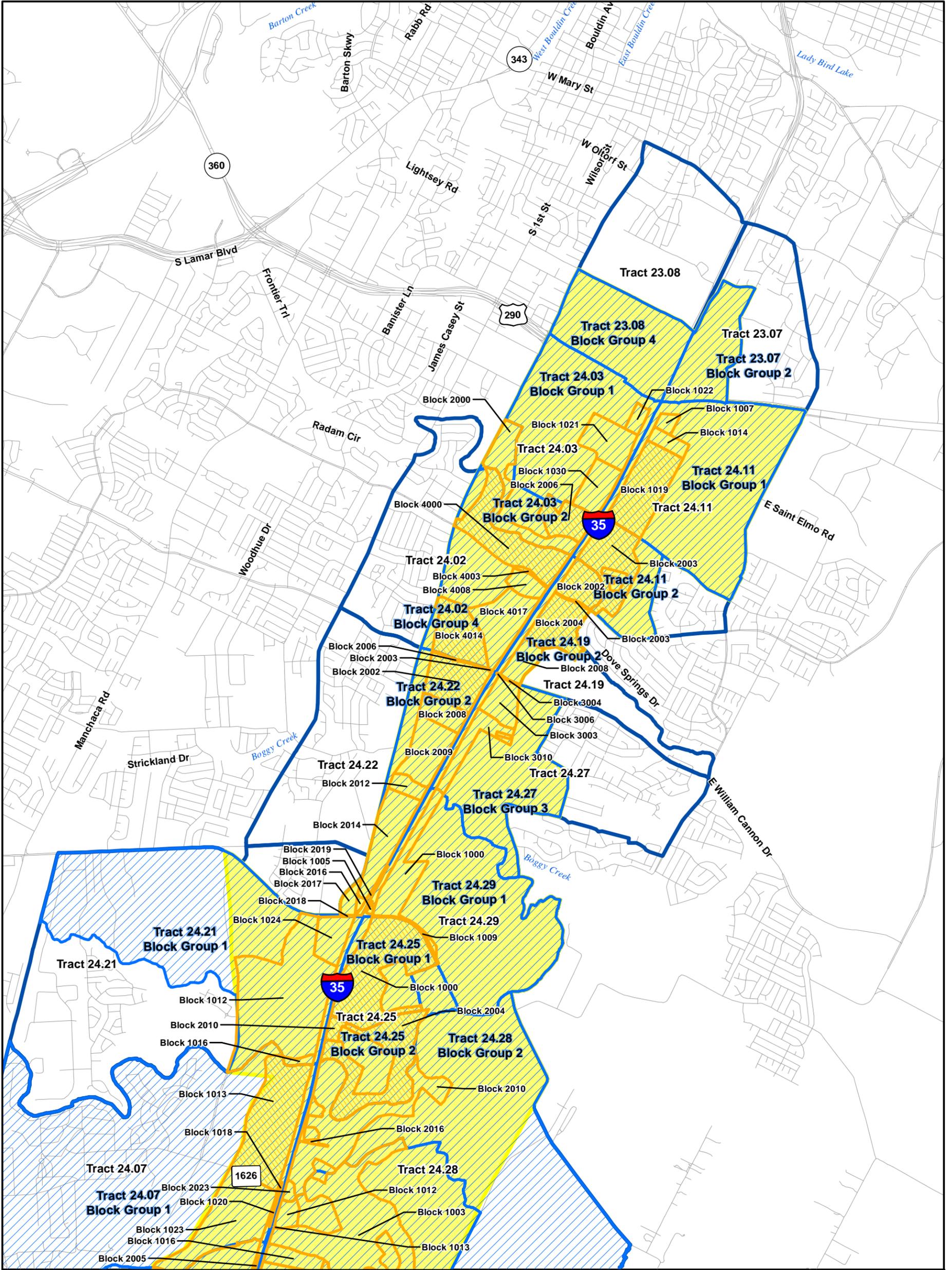
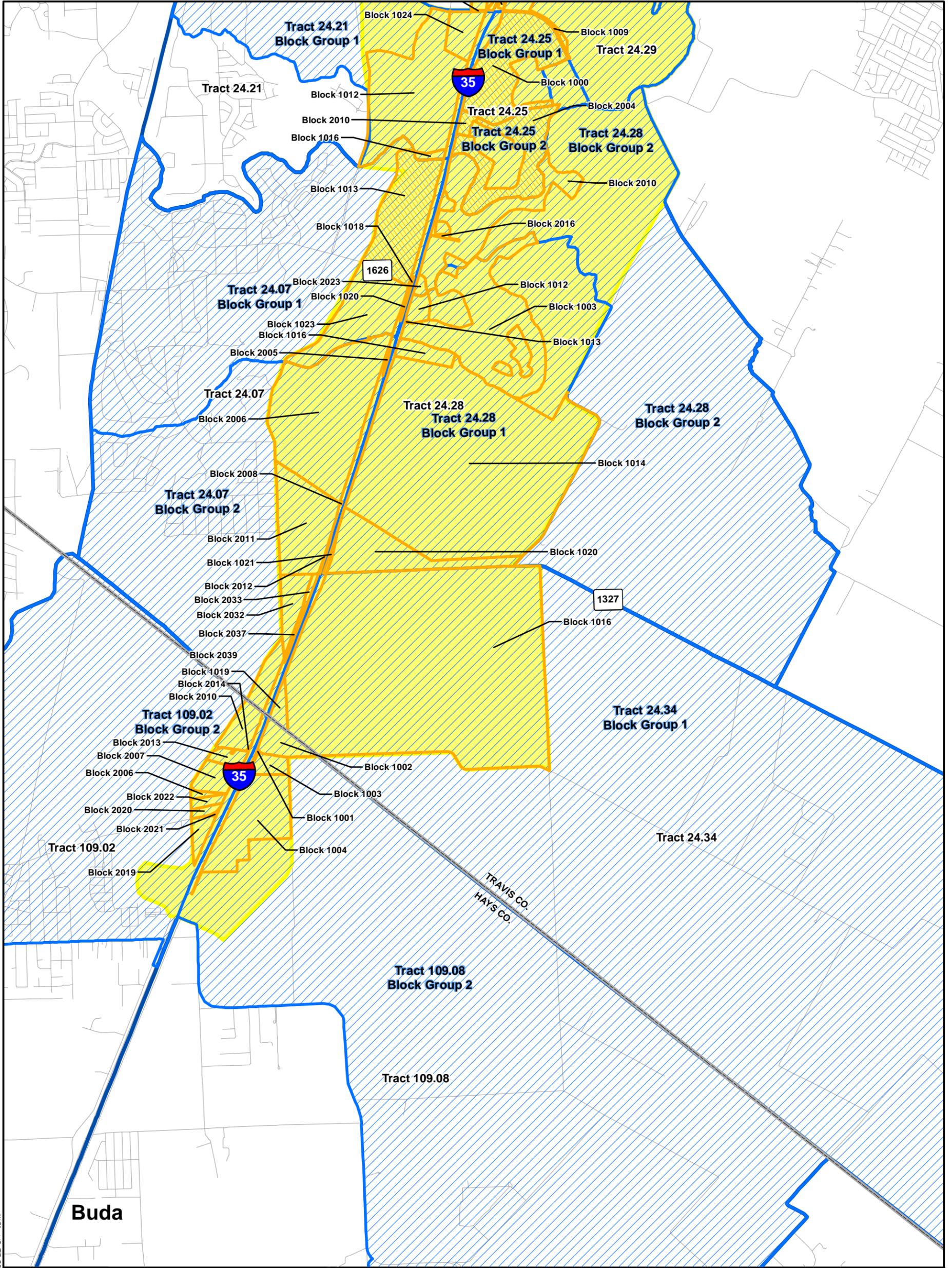


Figure 4

Census Map

I-35 Capital Express South
US 290W/SH71 to SH 45SE



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	Census 2010 Blocks with Minority Population Less than 50%
	Census 2010 Blocks with Minority Population Greater than or Equal to 50%
	Census 2018 Higher Income Block Groups
	Community Study Area
	Census 2010 Tract
No Low Income Block Groups in Study Area	



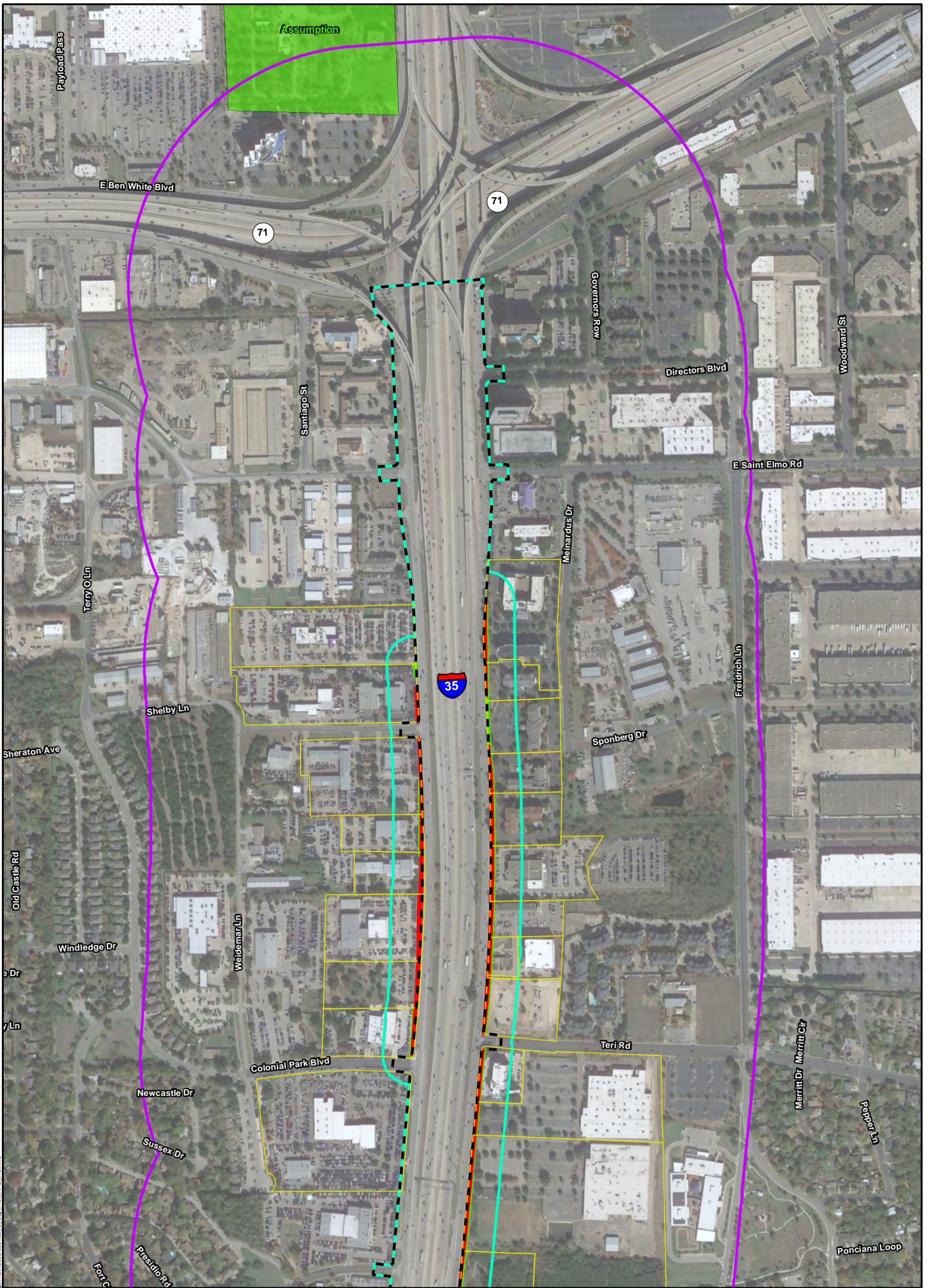



Figure 4
Census Map

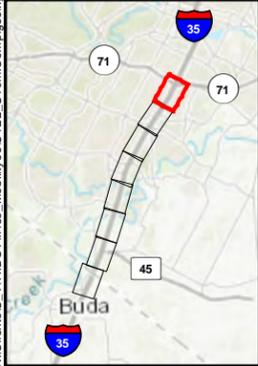
**I-35 Capital Express South
US 290W/SH71 to SH 45SE**

TRAVIS COUNTY, TEXAS
 CSJ No. 0015-13-077 AND 0016-01-113

Sheet 2 of 2



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<ul style="list-style-type: none"> ● NRHP-Eligible Property ● Official Texas Historic Marker (OTHM) ● Historic-age Resource ● City of Austin Landmark — NRHP-Eligible Property 	<ul style="list-style-type: none"> Existing ROW Proposed ROW One-Quarter Mile Study Area Parcel Boundary within APE Area of Potential Effect (APE) Construction Easement Cemetery
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<https://tnrs.org/texas-google-imagery/> (24 November 2020);

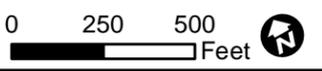


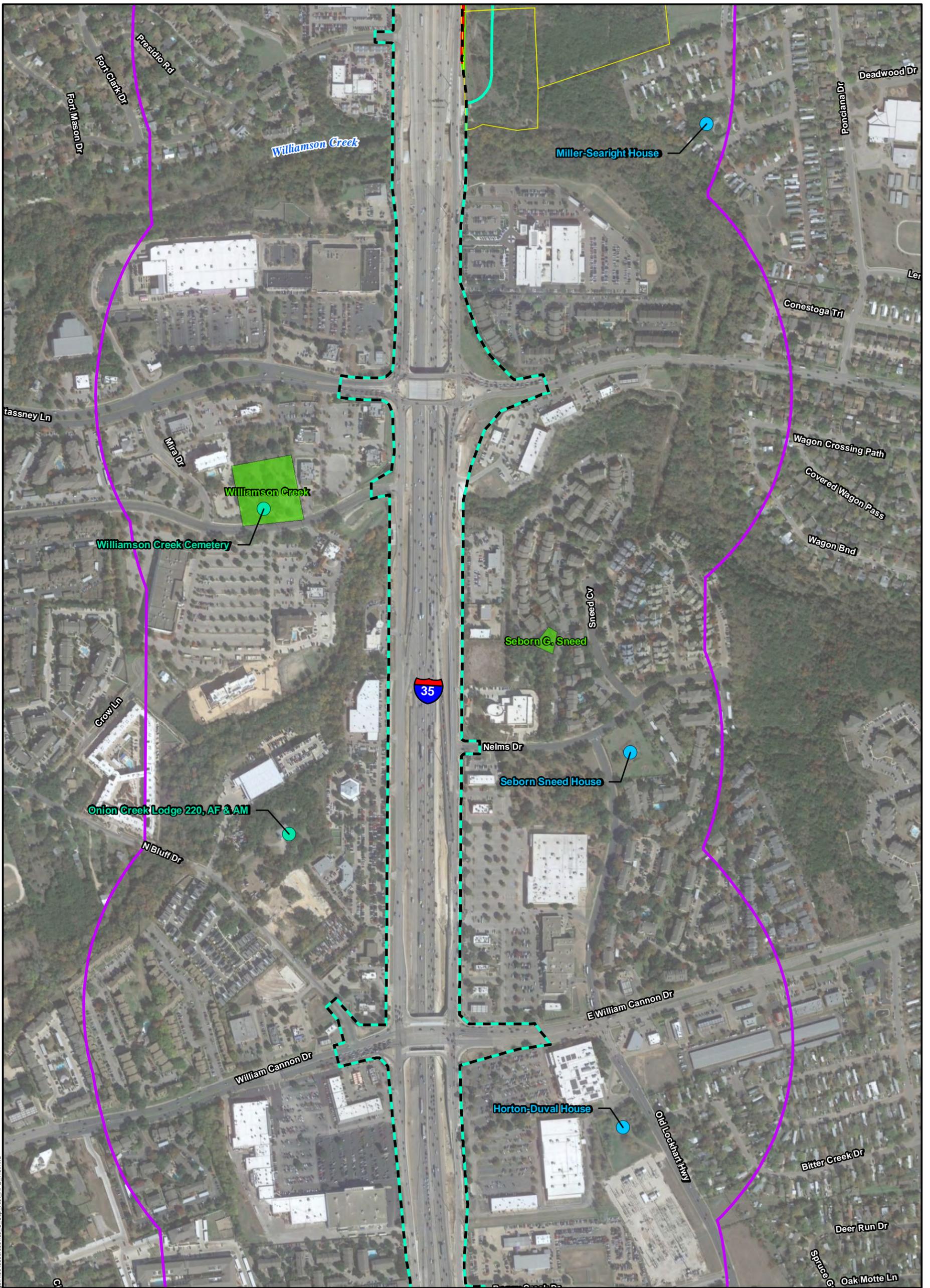


Figure 5
 Historic Resources Survey Report APE Map

I-35 South Capital Express
 SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 1 of 8



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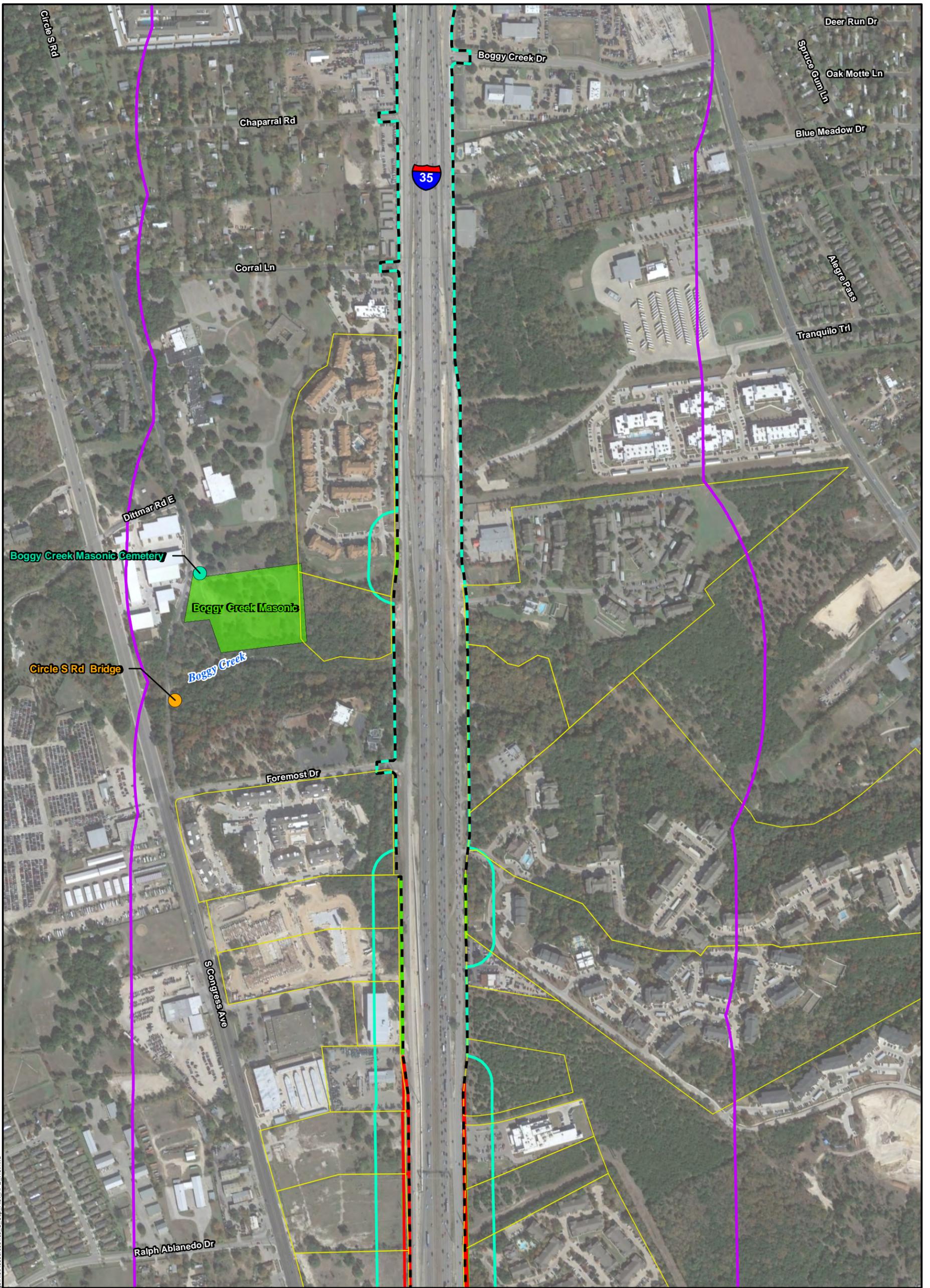
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0 250 500
 Feet

Figure 5
 Historic Resources Survey Report APE Map
I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077. 0016-01-113

Sheet 2 of 8



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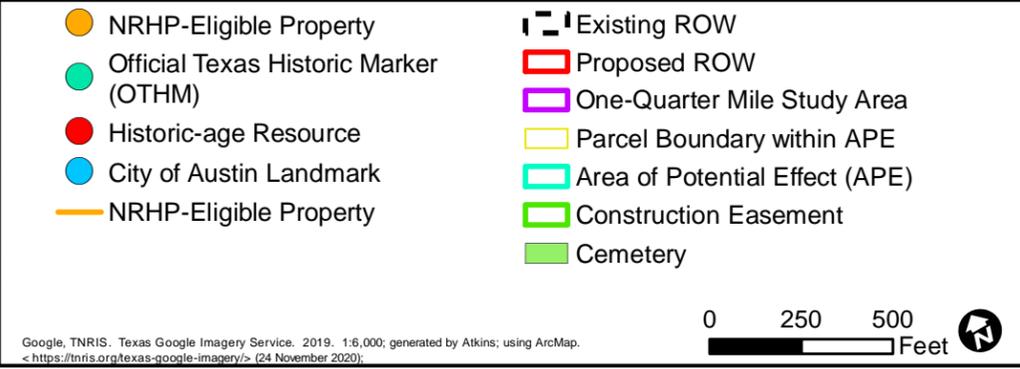
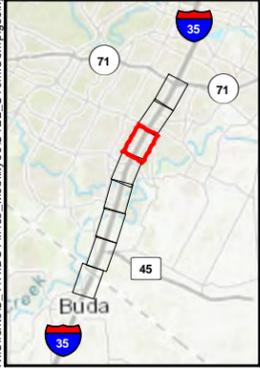


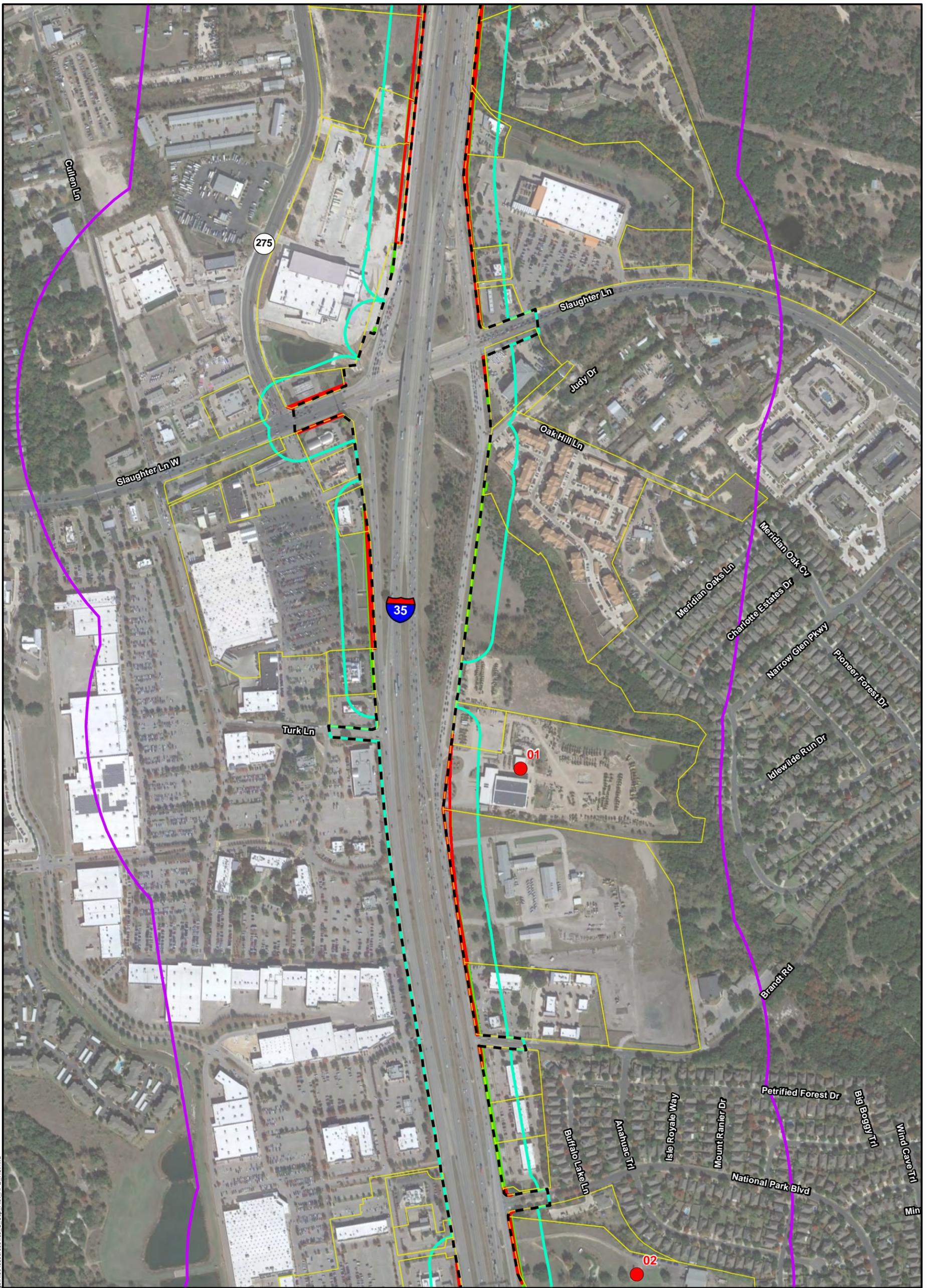
Figure 5

Historic Resources Survey Report APE Map

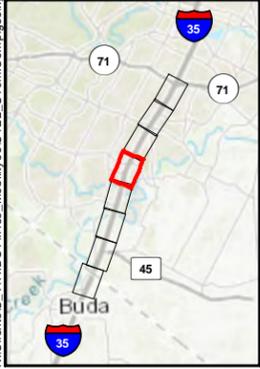
I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077. 0016-01-113

Sheet 3 of 8



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<ul style="list-style-type: none"> ● NRHP-Eligible Property ● Official Texas Historic Marker (OTHM) ● Historic-age Resource ● City of Austin Landmark — NRHP-Eligible Property 	<ul style="list-style-type: none"> Existing ROW Proposed ROW One-Quarter Mile Study Area Parcel Boundary within APE Area of Potential Effect (APE) Construction Easement Cemetery
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Google, TNRS, Texas Google Imagery Service, 2019, 1:6,000; generated by Atkins; using ArcMap.
<https://tnrs.org/texas-google-imagery/> (24 November 2020);

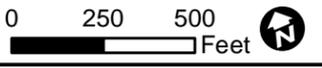


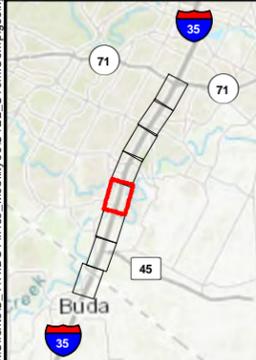
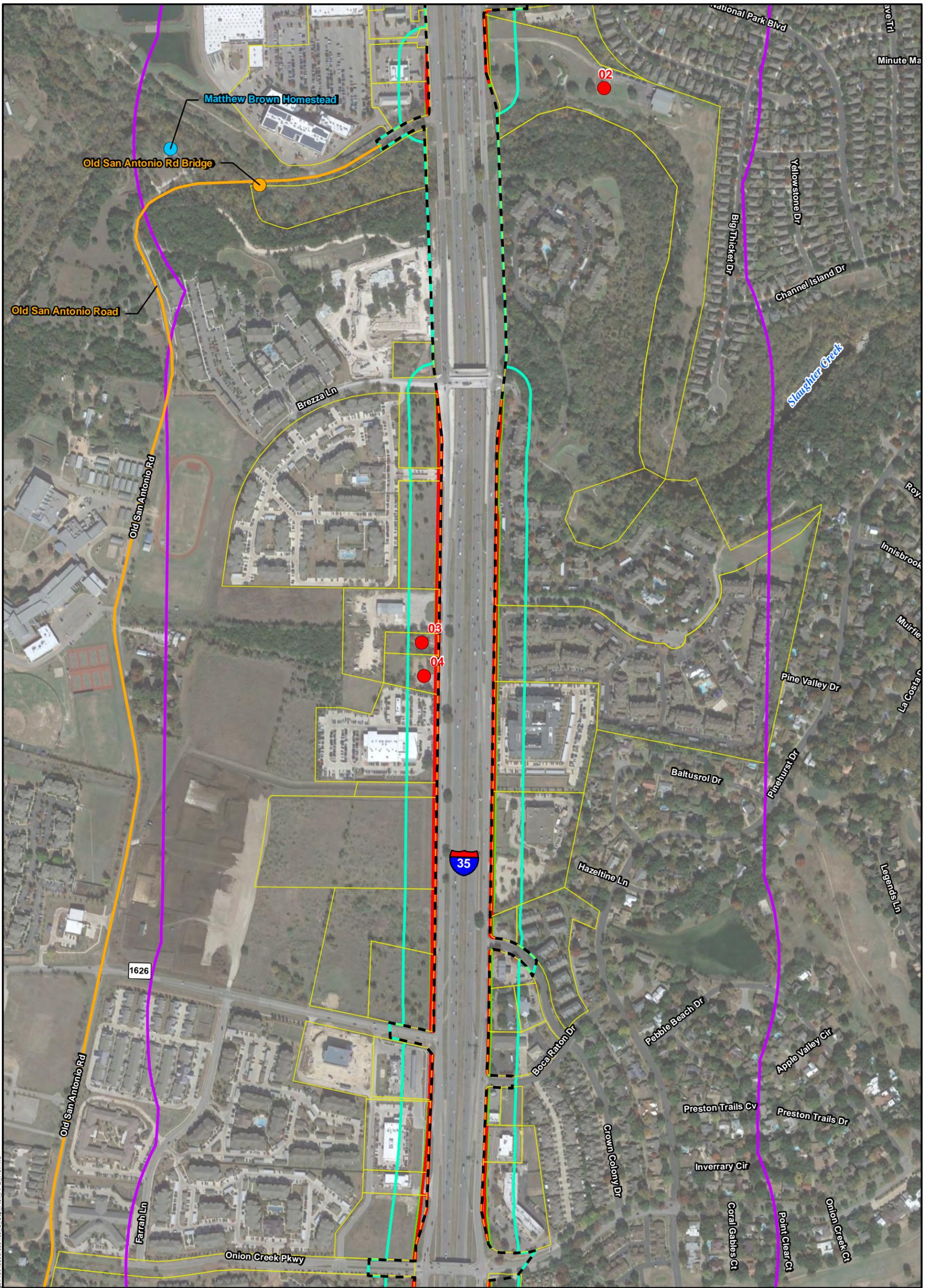
Figure 5
 Historic Resources Survey Report APE Map

I-35 South Capital Express
 SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 4 of 8





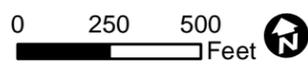
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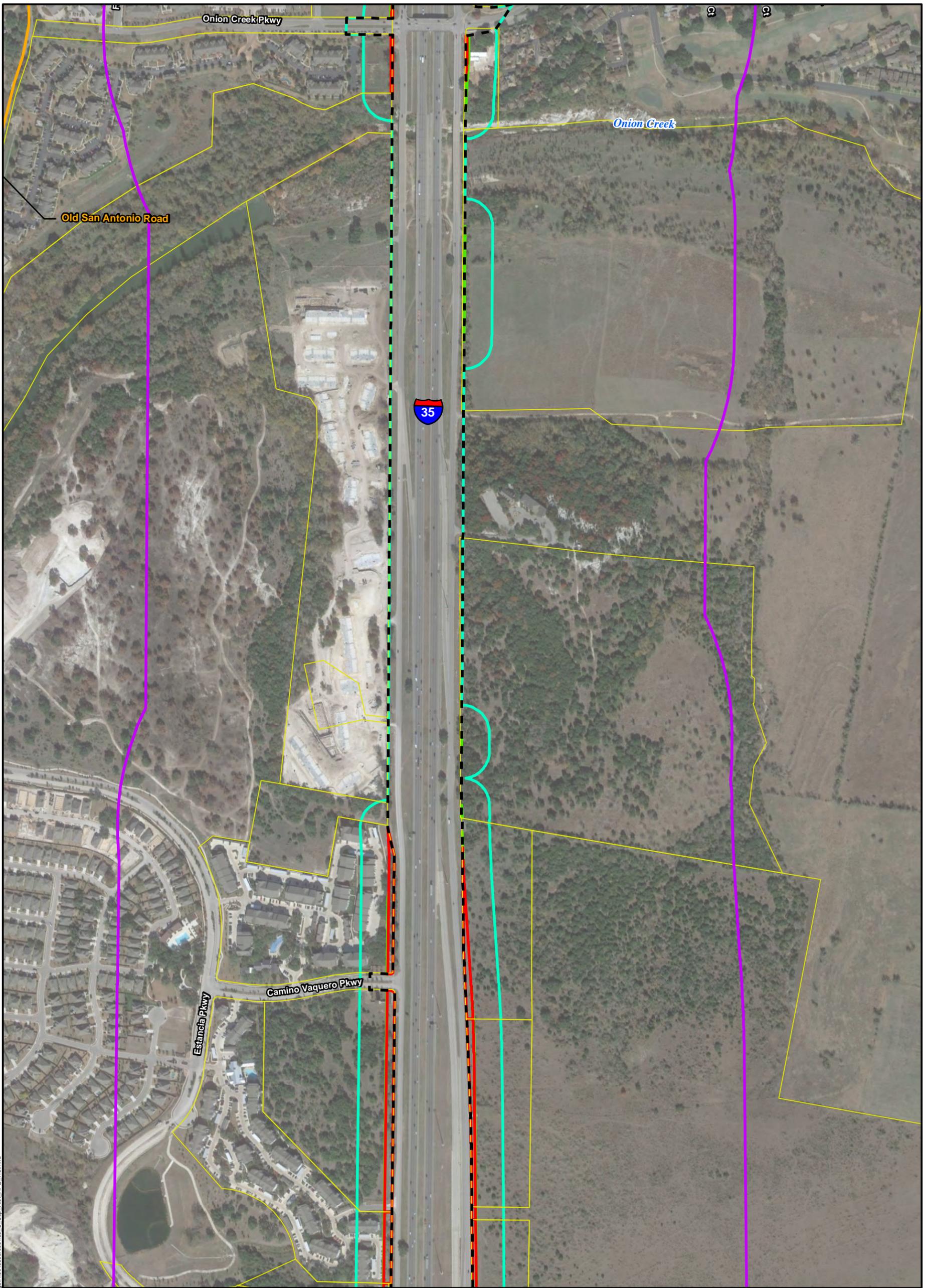


Figure 5
Historic Resources Survey Report APE Map

**I-35 South Capital Express
SH 71 to SH 45 SE**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113





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<ul style="list-style-type: none"> ● NRHP-Eligible Property ● Official Texas Historic Marker (OTHM) ● Historic-age Resource ● City of Austin Landmark — NRHP-Eligible Property 	<ul style="list-style-type: none"> Existing ROW Proposed ROW One-Quarter Mile Study Area Parcel Boundary within APE Area of Potential Effect (APE) Construction Easement Cemetery
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 < https://tnris.org/texas-google-imagery/> (24 November 2020);

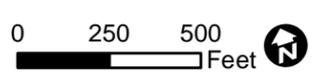
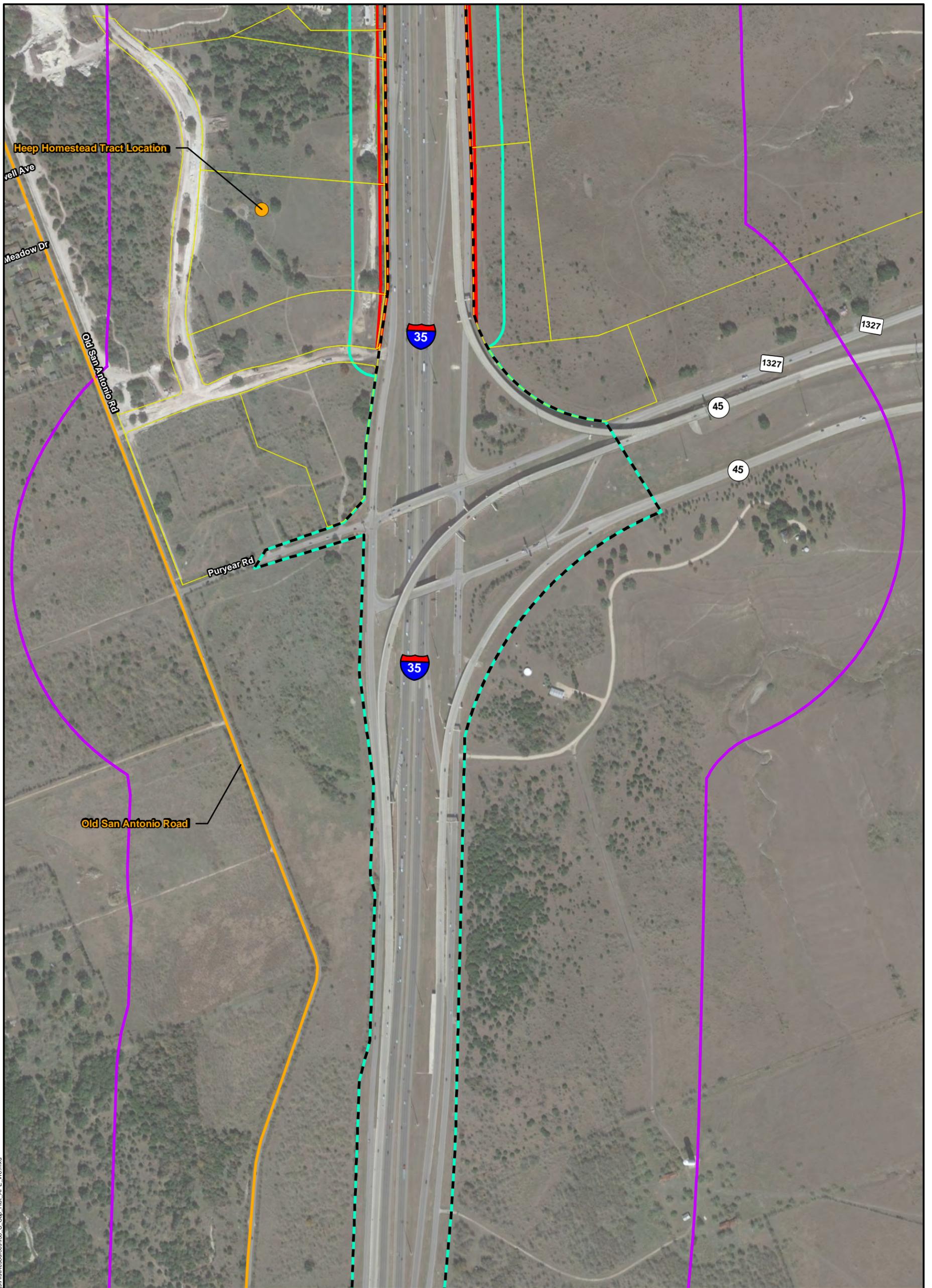


Figure 5
 Historic Resources Survey Report APE Map

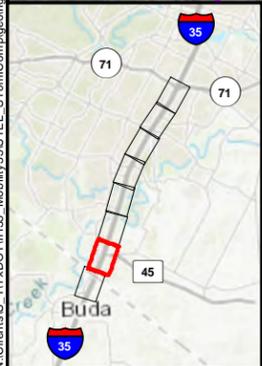
I-35 South Capital Express
 SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 6 of 8



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0 250 500
 Feet

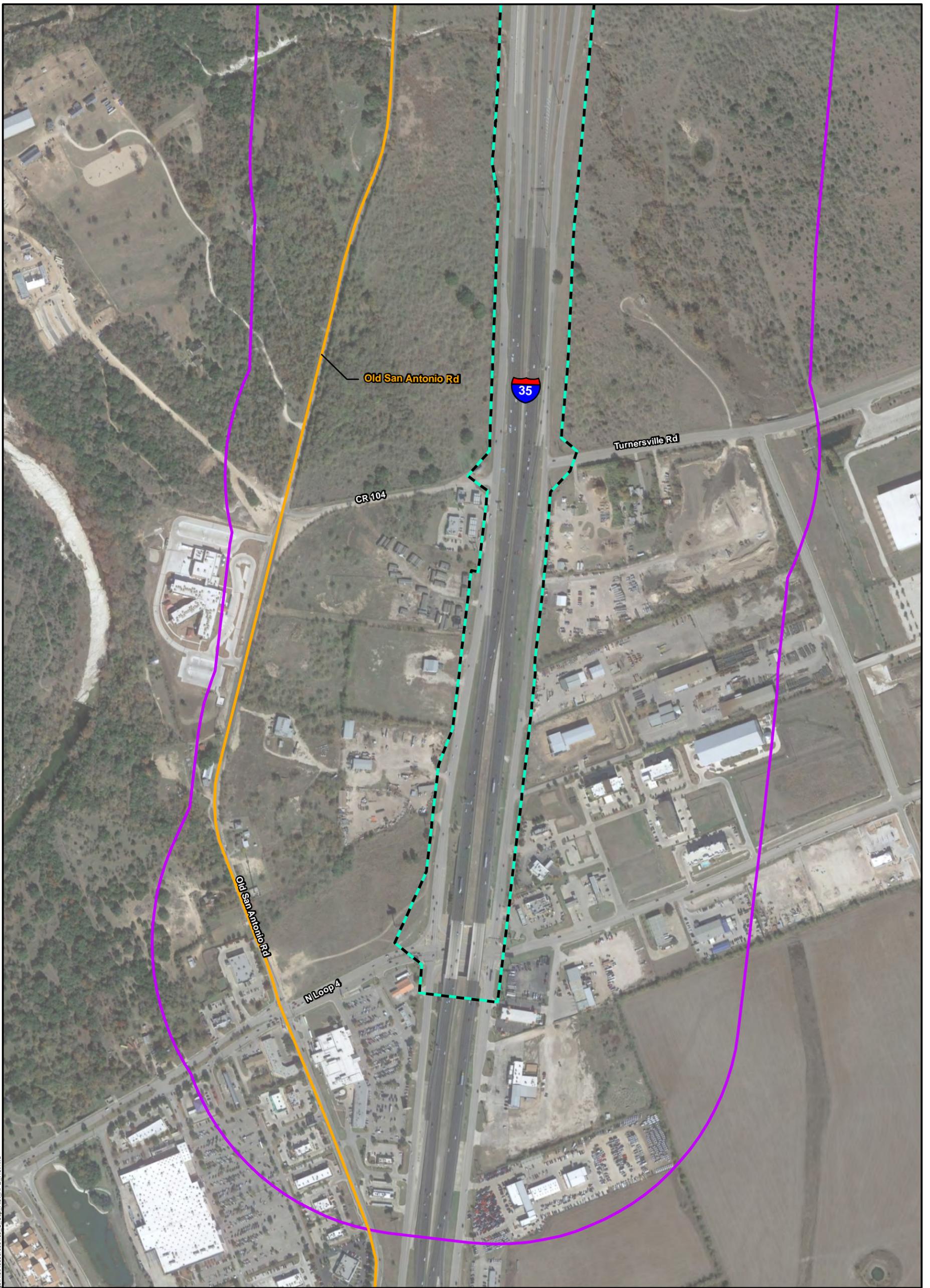
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Figure 5
 Historic Resources Survey Report APE Map

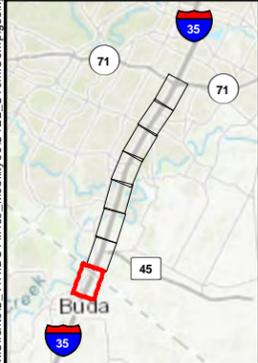
I-35 South Capital Express
 SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113

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<ul style="list-style-type: none"> ● NRHP-Eligible Property ● Official Texas Historic Marker (OTHM) ● Historic-age Resource ● City of Austin Landmark — NRHP-Eligible Property 	<ul style="list-style-type: none"> Existing ROW Proposed ROW One-Quarter Mile Study Area Parcel Boundary within APE Area of Potential Effect (APE) Construction Easement Cemetery
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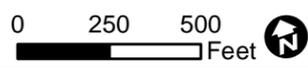
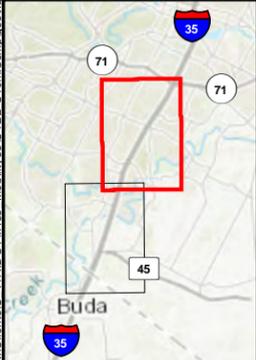
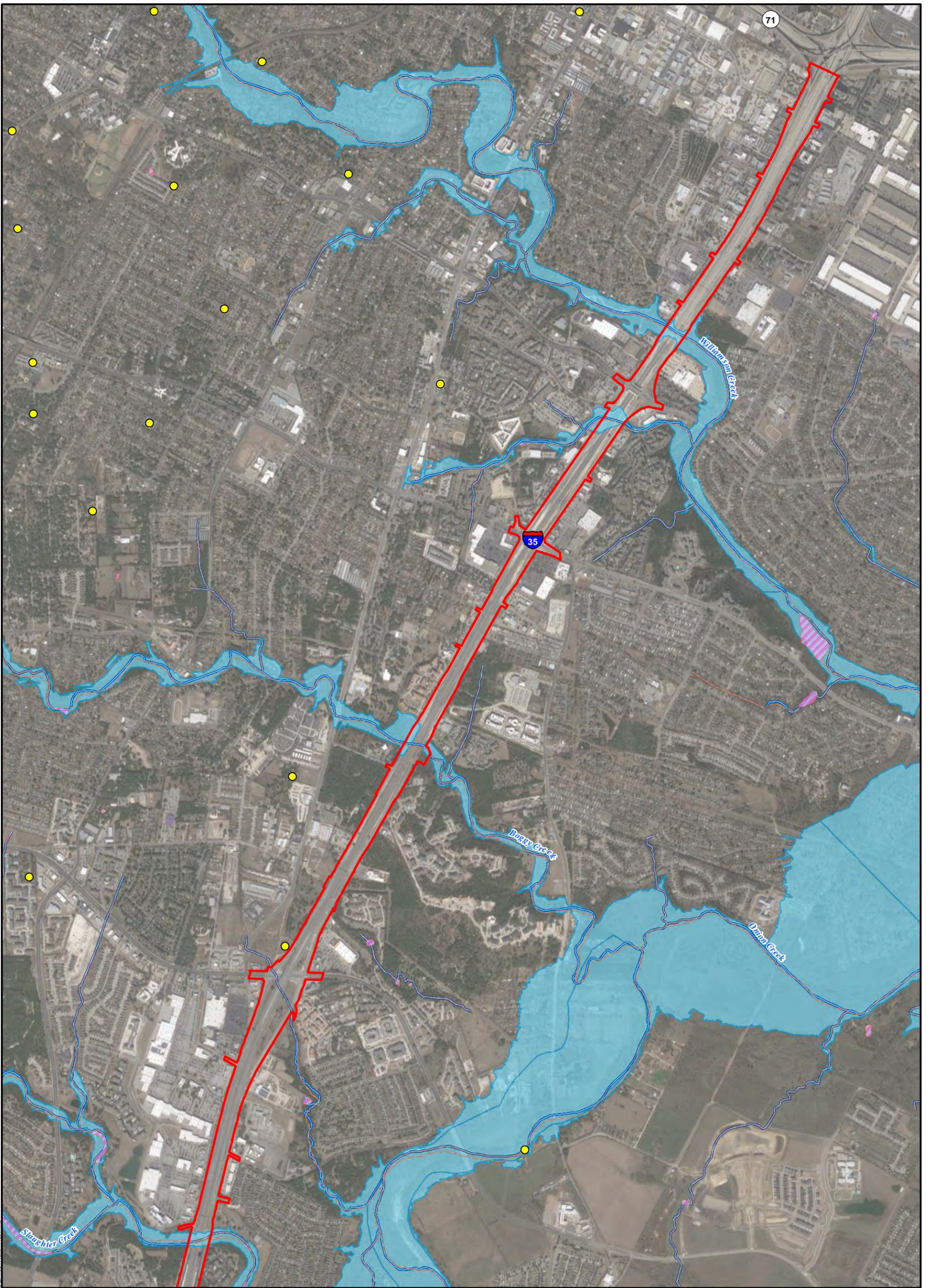


Figure 5
 Historic Resources Survey Report APE Map

I-35 South Capital Express
SH 71 to SH 45 SE

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113



- Groundwater Well (TWDB)
- Survey Area
- NHD Flowline
- Wetlands (NWI)
- 100-year Floodplain

Google, TNRS. Texas Google Imagery Service. 2018. 1:21,600; generated by Atkins; using ArcMap. < <https://tnris.org/texas-google-imagery/> (20 January 2021).

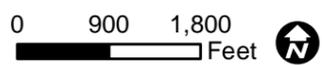
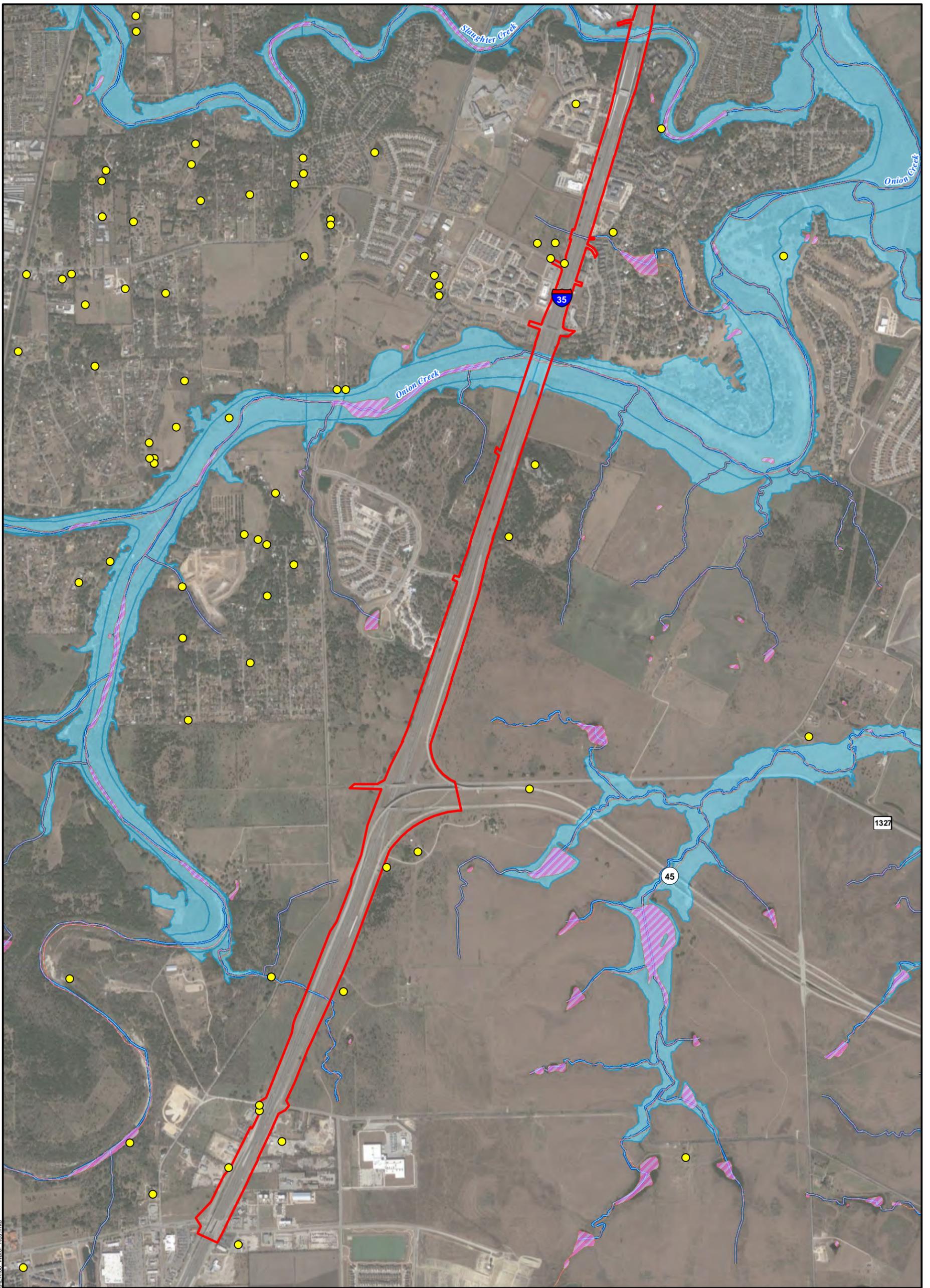
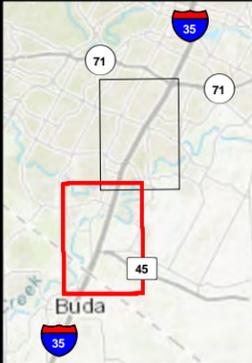


Figure 6
Water Resources
Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



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- Groundwater Well (TWDB)
- Survey Area
- NHD Flowline
- Wetlands (NWI)
- 100-year Floodplain

Google, TNRS. Texas Google Imagery Service. 2018. 1:21,600; generated by Atkins; using ArcMap. < <https://tnris.org/texas-google-imagery/> (20 January 2021).

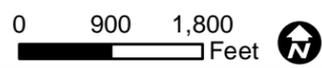
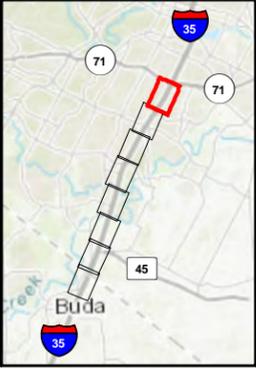


Figure 6
Water Resources
Capital Express South
US 290W/SH 71 to SH 45SE

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



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<ul style="list-style-type: none"> Existing ROW Proposed ROW Construction Easement Drainage Easement Edwards Plateau: Deciduous Oak - Evergreen Motte and Woodland 	<ul style="list-style-type: none"> Urban High Intensity Urban Low Intensity
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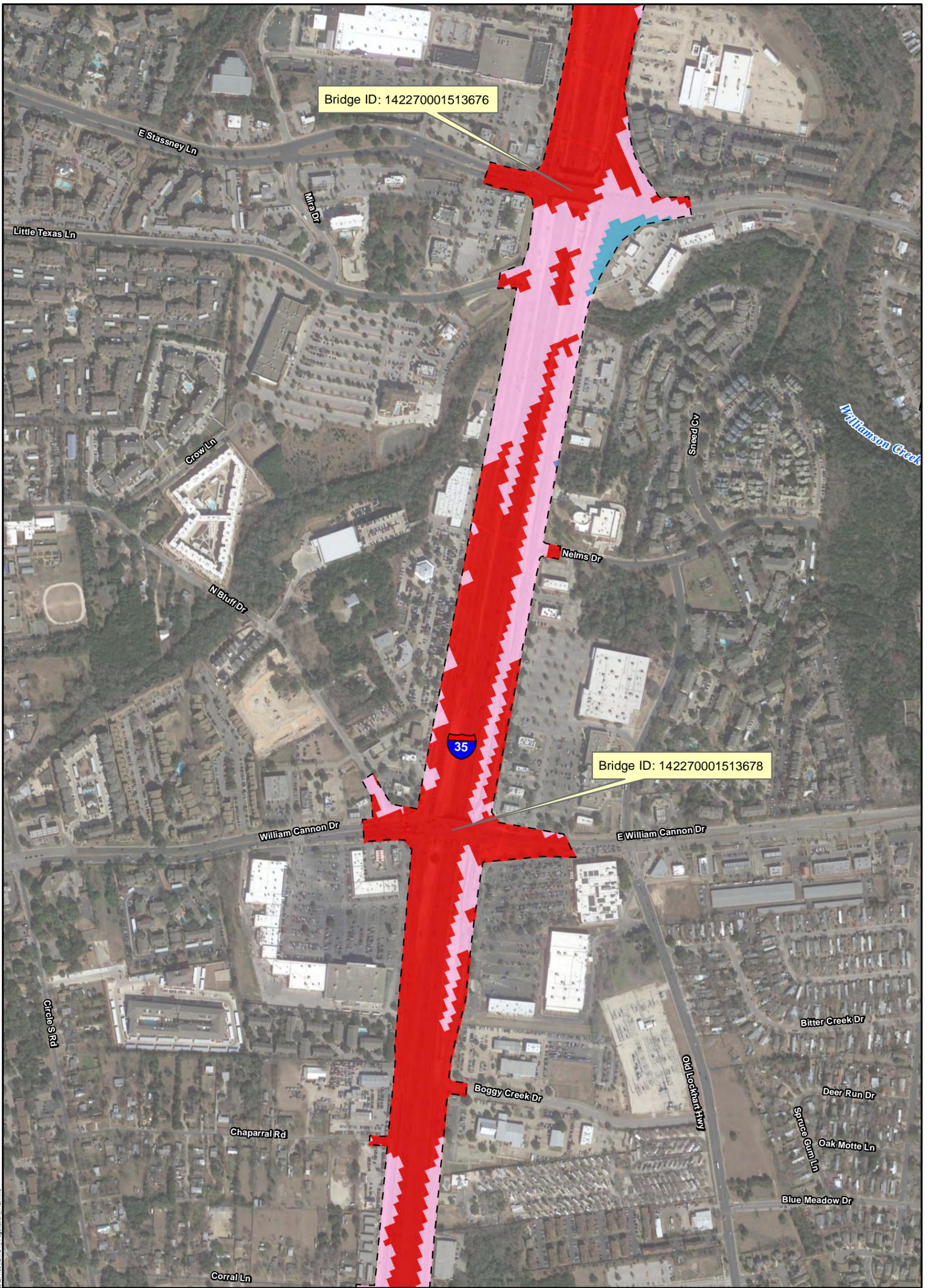
Figure 7

EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113

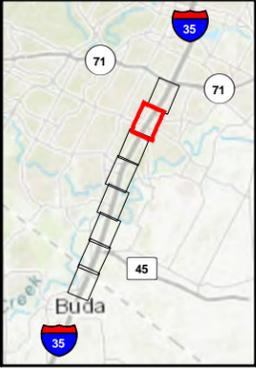
Sheet 1 of 8



Bridge ID: 142270001513676

Bridge ID: 142270001513678

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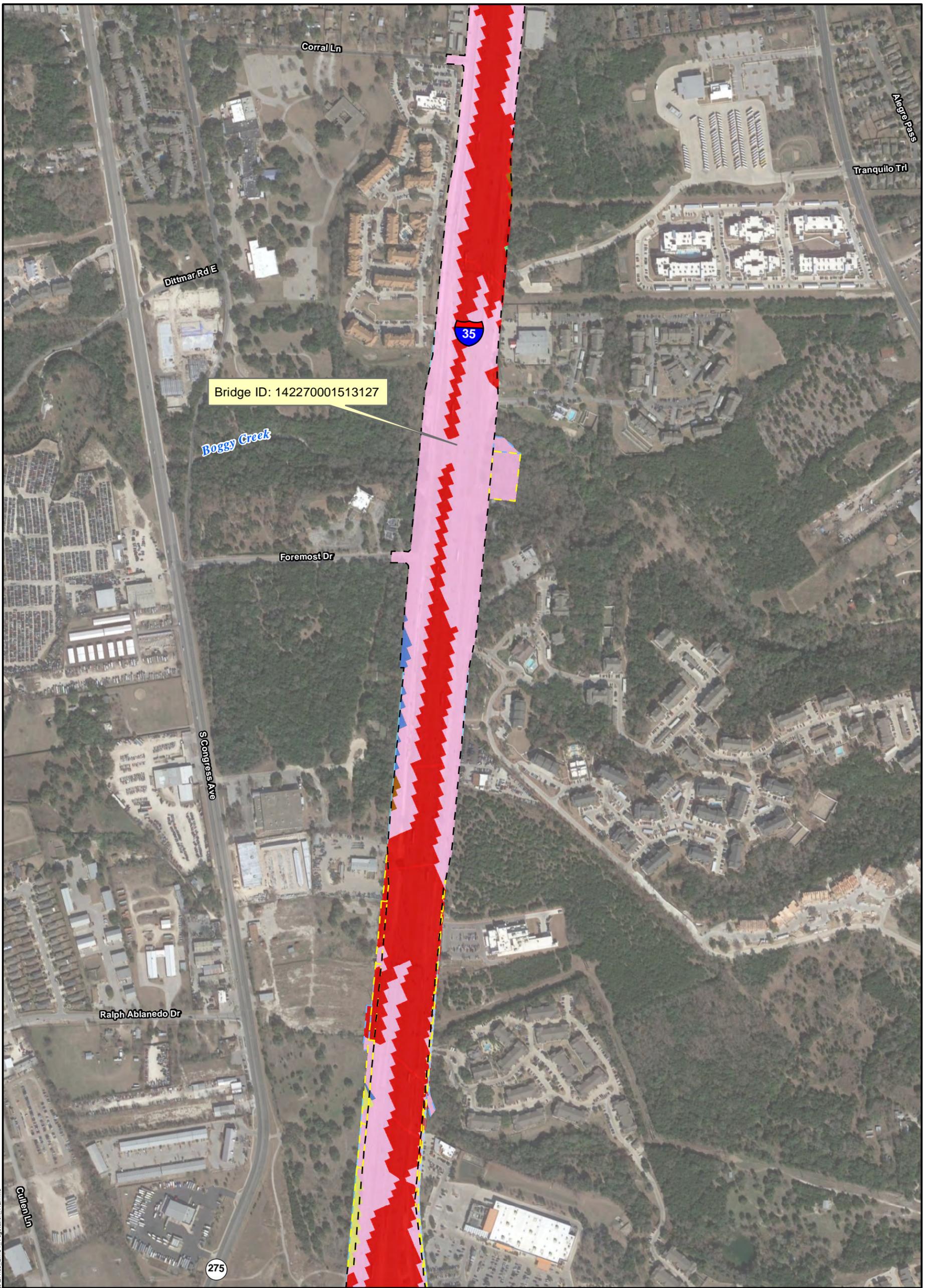
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<p>0 250 500 Feet</p>		



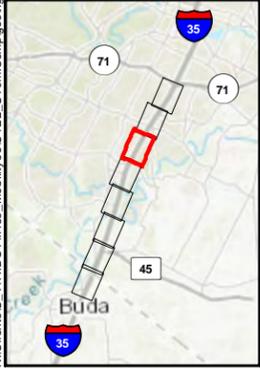
Figure 7
EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



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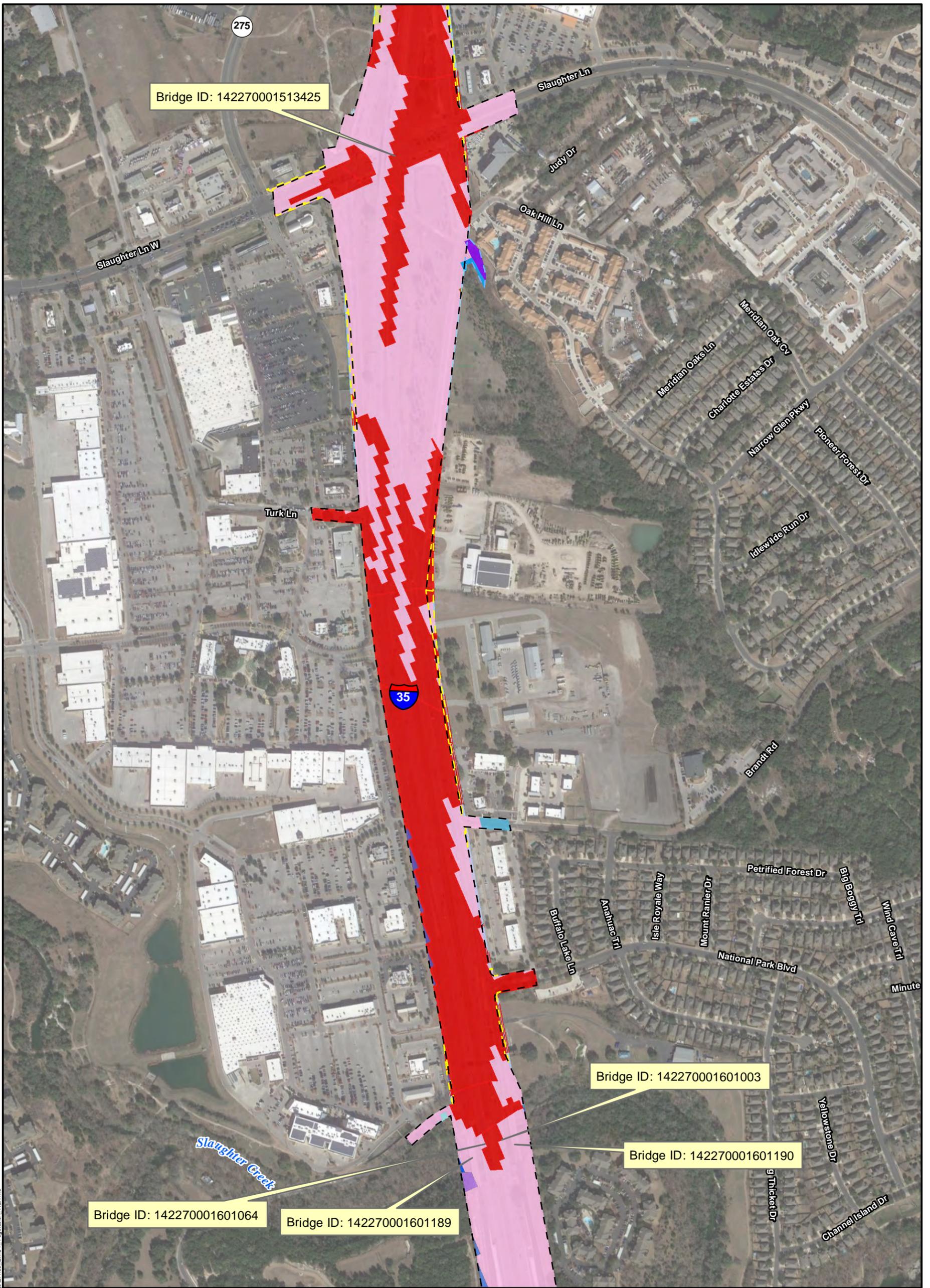
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Figure 7
EMST Mapped Vegetation Types

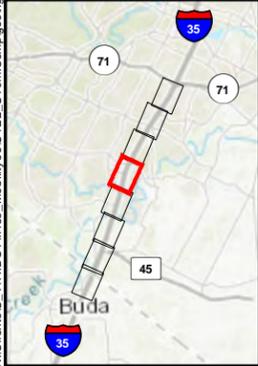
I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 3 of 8



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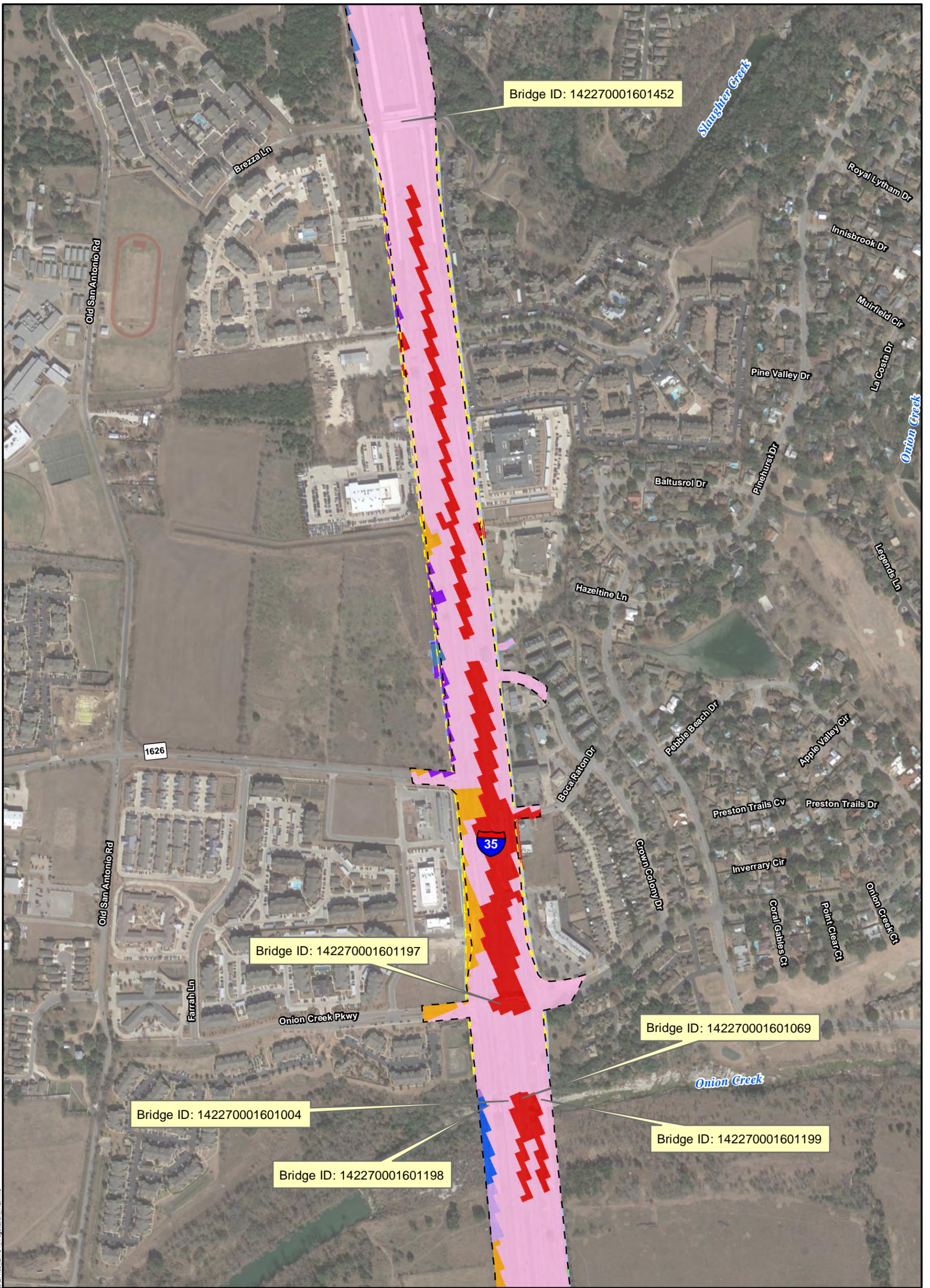
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Figure 7
EMST Mapped Vegetation Types

**I-35 Capital Express South
US 290W/SH71 to SH 45E**

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



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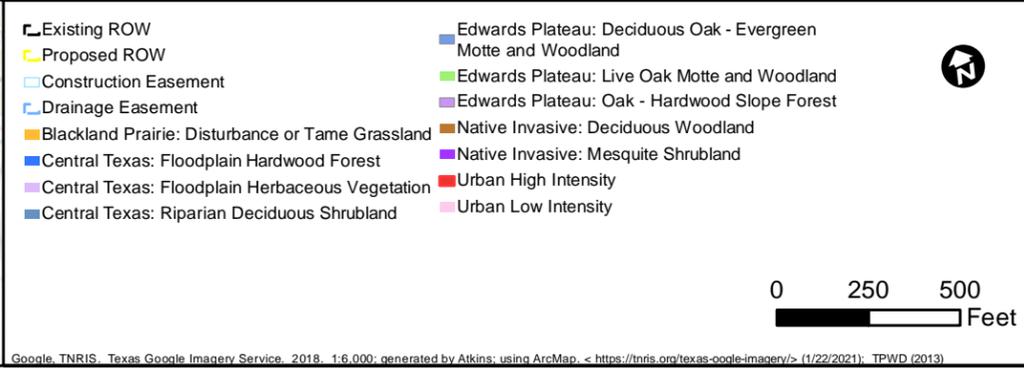
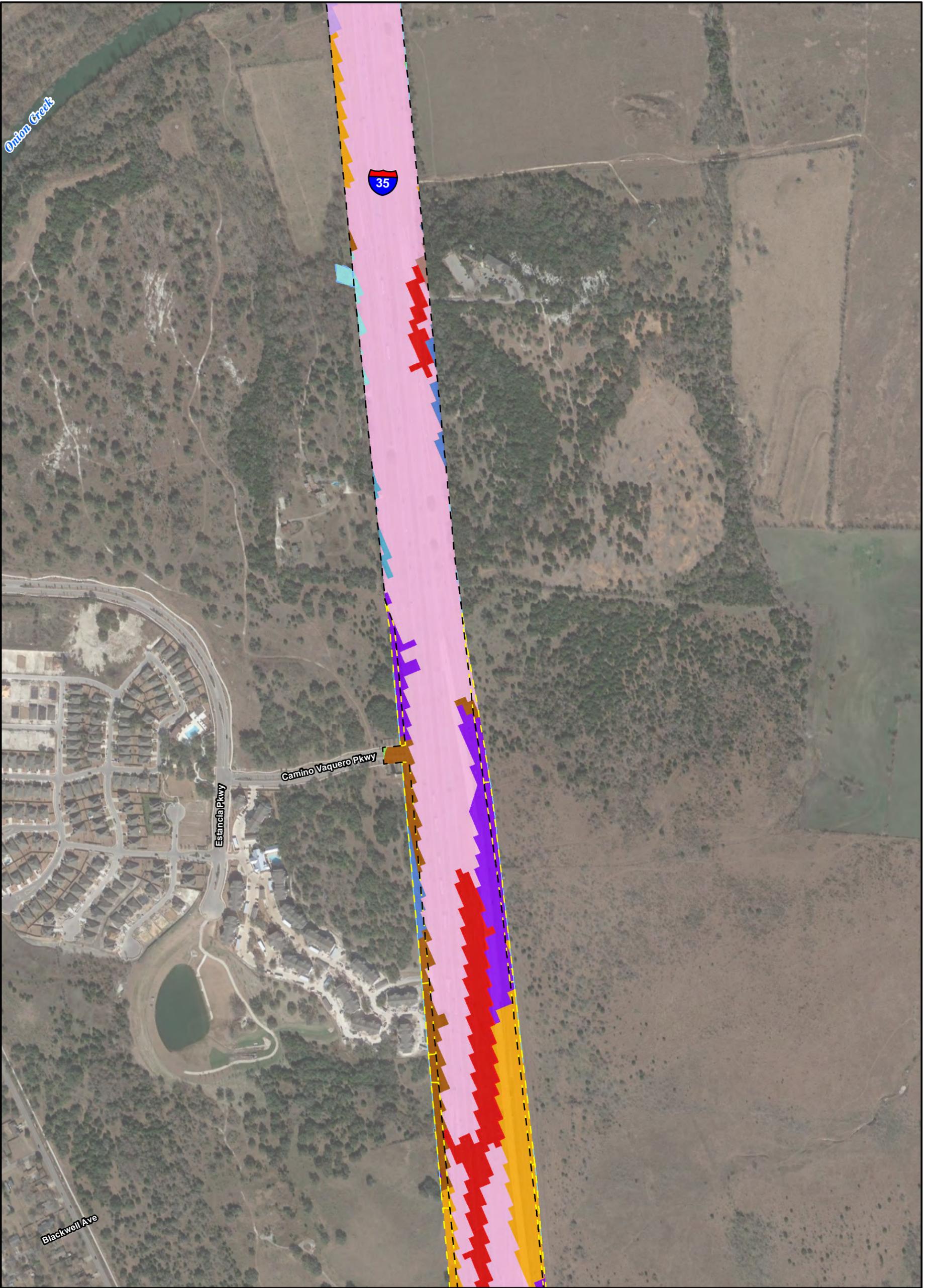


Figure 7
EMST Mapped Vegetation Types
I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 5 of 8



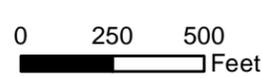
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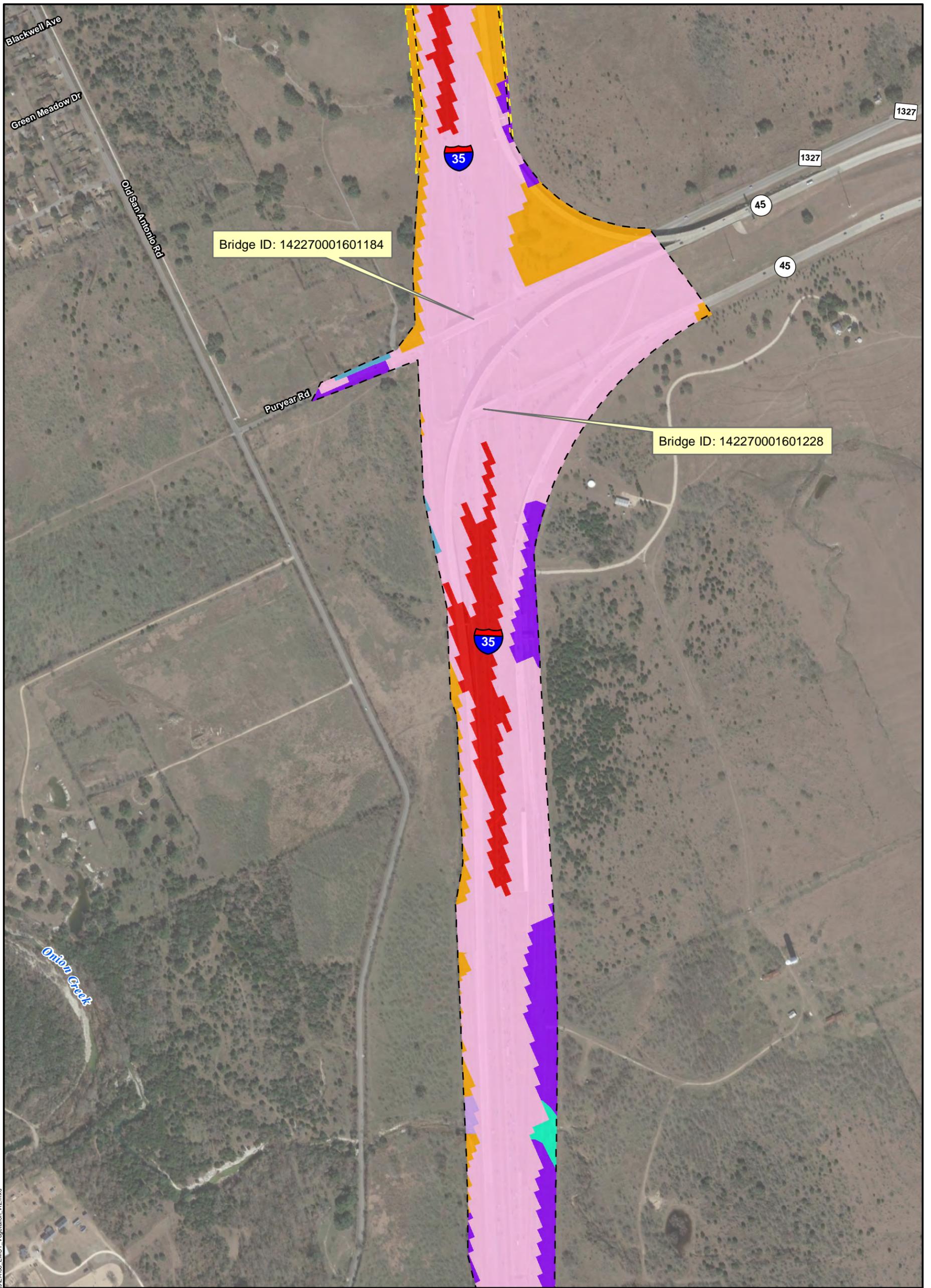
Figure 7
EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

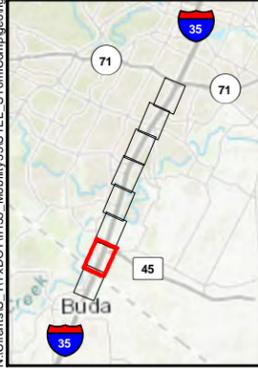
AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



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<ul style="list-style-type: none"> Existing ROW Proposed ROW Construction Easement Drainage Easement Blackland Prairie: Disturbance or Tame Central Texas: Floodplain Deciduous 	<ul style="list-style-type: none"> Central Texas: Floodplain Herbaceous Edwards Plateau: Savanna Grassland Native Invasive: Mesquite Shrubland Urban High Intensity Urban Low Intensity
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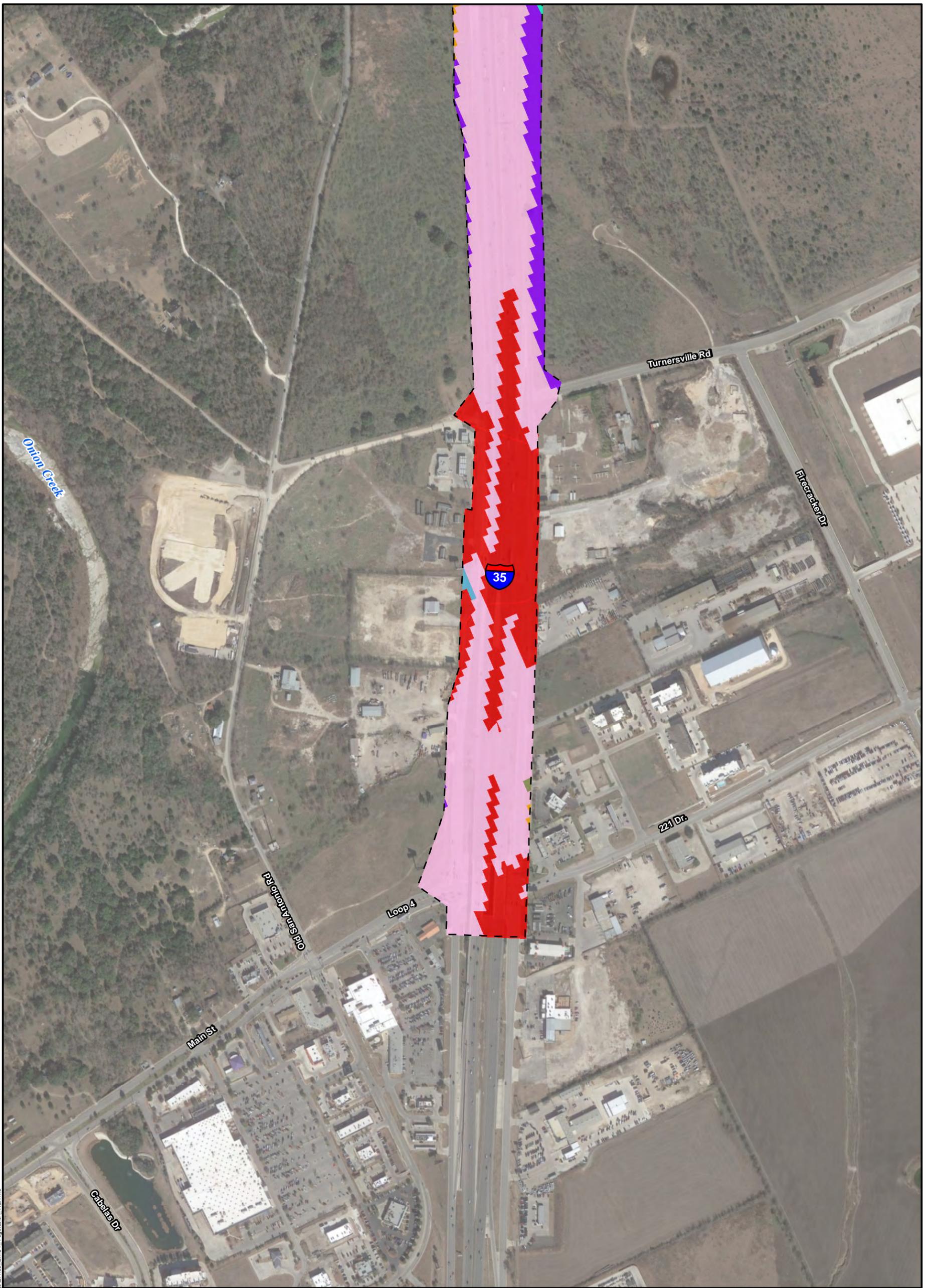
Figure 7

EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 7 of 8



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- Existing ROW
- Proposed ROW
- Construction Easement
- Drainage Easement
- Blackland Prairie: Disturbance or Tame
- Central Texas: Floodplain Deciduous

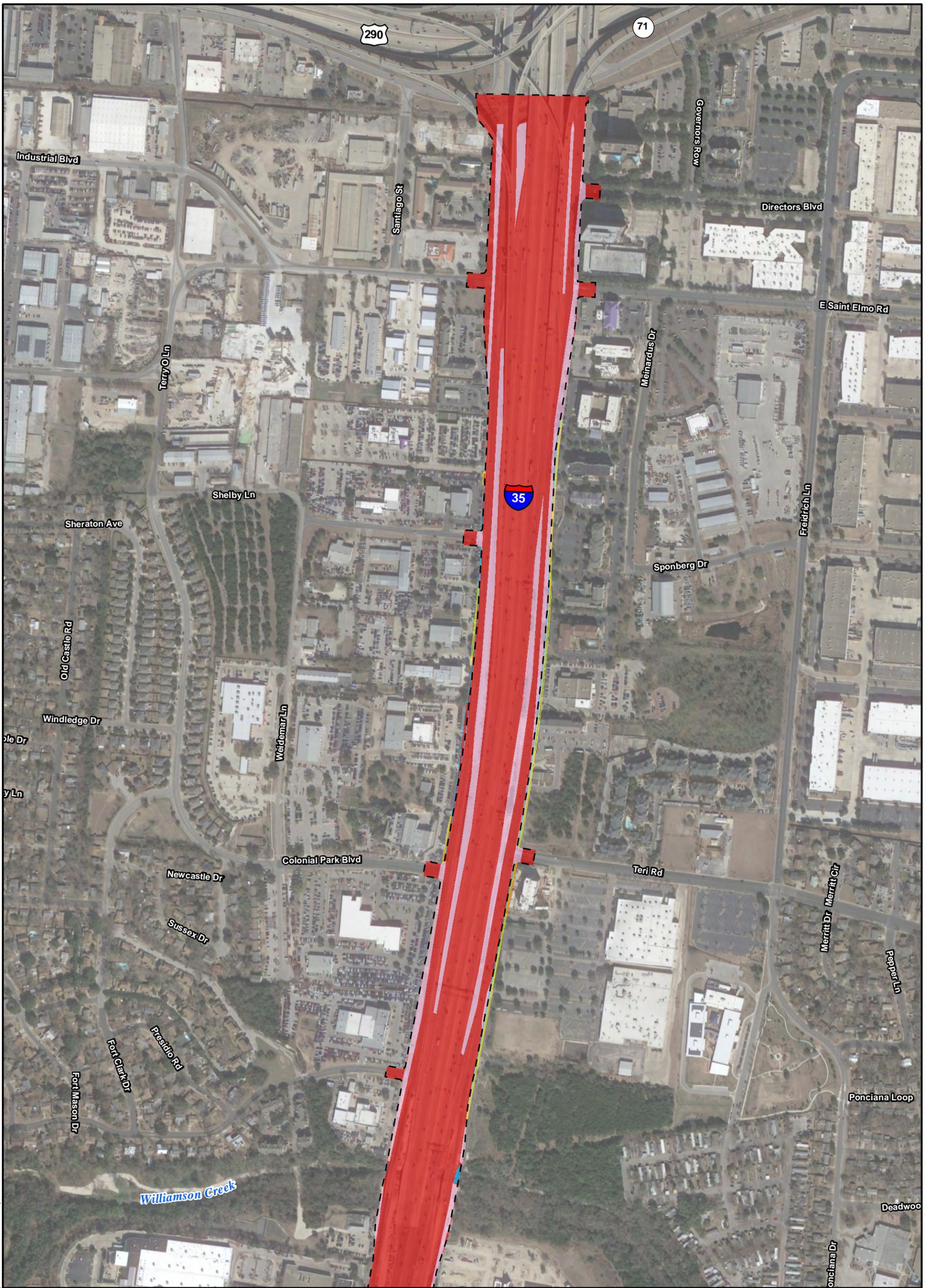
- Edwards Plateau: Savanna Grassland
- Native Invasive: Mesquite Shrubland
- Row Crops
- Urban High Intensity
- Urban Low Intensity



Figure 7
EMST Mapped Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077, 0016-01-113



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<ul style="list-style-type: none"> Existing ROW Construction Easement Proposed ROW Drainage Easement Central Texas: Riparian Hardwood Forest 	<ul style="list-style-type: none"> Urban High Intensity Urban Low Intensity
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0 250 500 Feet

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnrs.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

mobility CAPITAL AREA

Figure 8
EMST Observed Vegetation Types

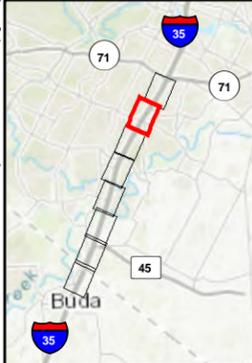
I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 1 of 8



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- Existing ROW
- Construction Easement
- Proposed ROW
- Drainage Easement
- Urban High Intensity
- Urban Low Intensity

Google, TNRS, Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
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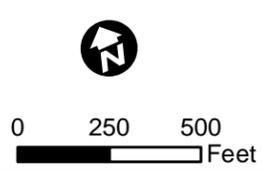


Figure 8
 EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
 CSJs 0015-13-077, 0016-01-113



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<ul style="list-style-type: none"> Existing ROW Construction Easement Proposed ROW Drainage Easement Blackland Prairie: Disturbance or Tame Grassland 	<ul style="list-style-type: none"> Central Texas: Floodplain Hardwood Forest Central Texas: Riparian Hardwood Forest Native Invasive: Deciduous Woodland Urban High Intensity Urban Low Intensity
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Google, TNRS, Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
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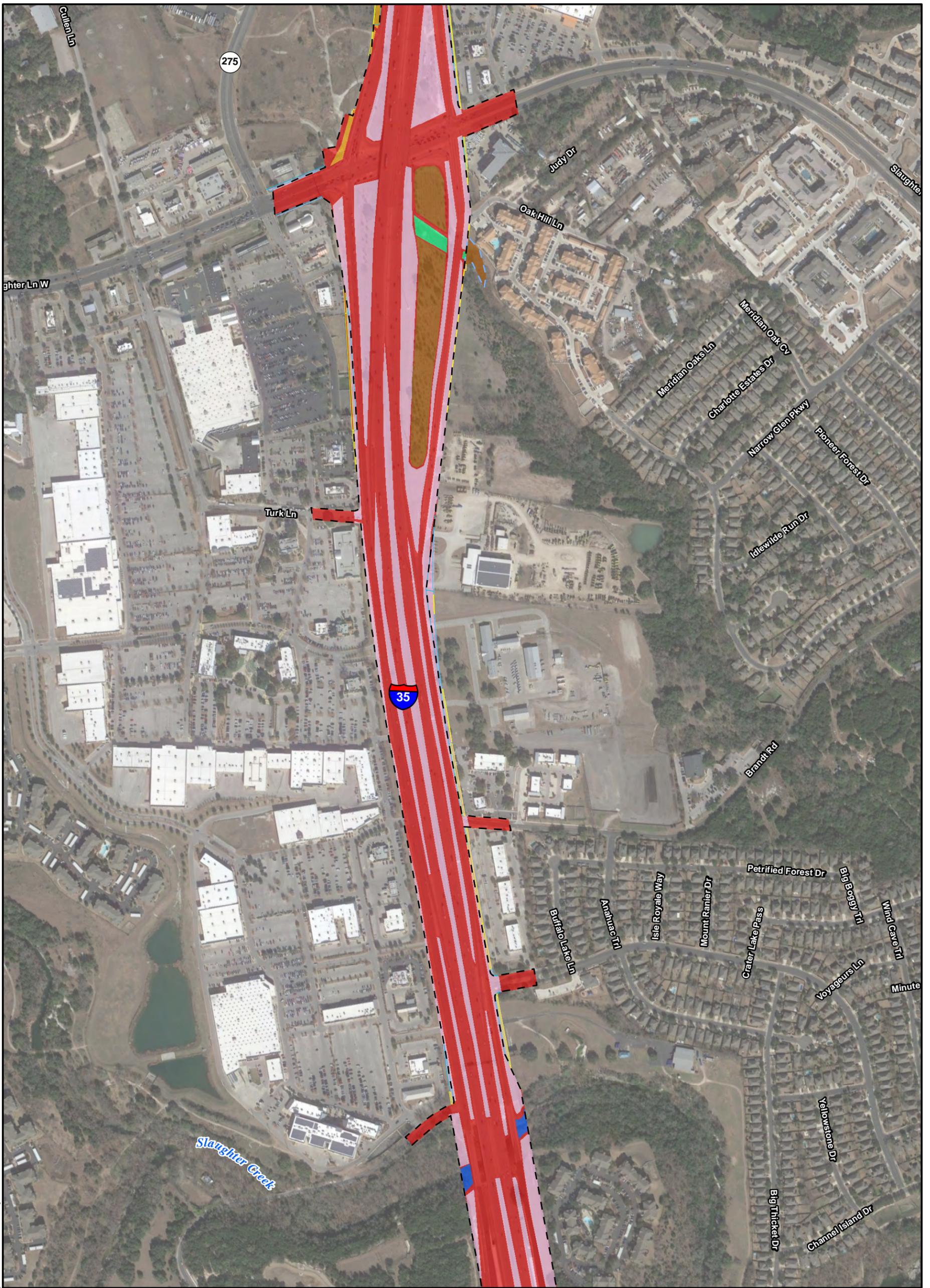
Figure 8

EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 3 of 8



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<ul style="list-style-type: none"> Existing ROW Construction Easement Proposed ROW Drainage Easement Blackland Prairie: Disturbance or Tame Grassland 	<ul style="list-style-type: none"> Central Texas: Floodplain Hardwood Forest Central Texas: Riparian Herbaceous Vegetation Native Invasive: Deciduous Woodland Urban High Intensity Urban Low Intensity
---	---

0 250 500
 Feet

Google, TNRS, Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

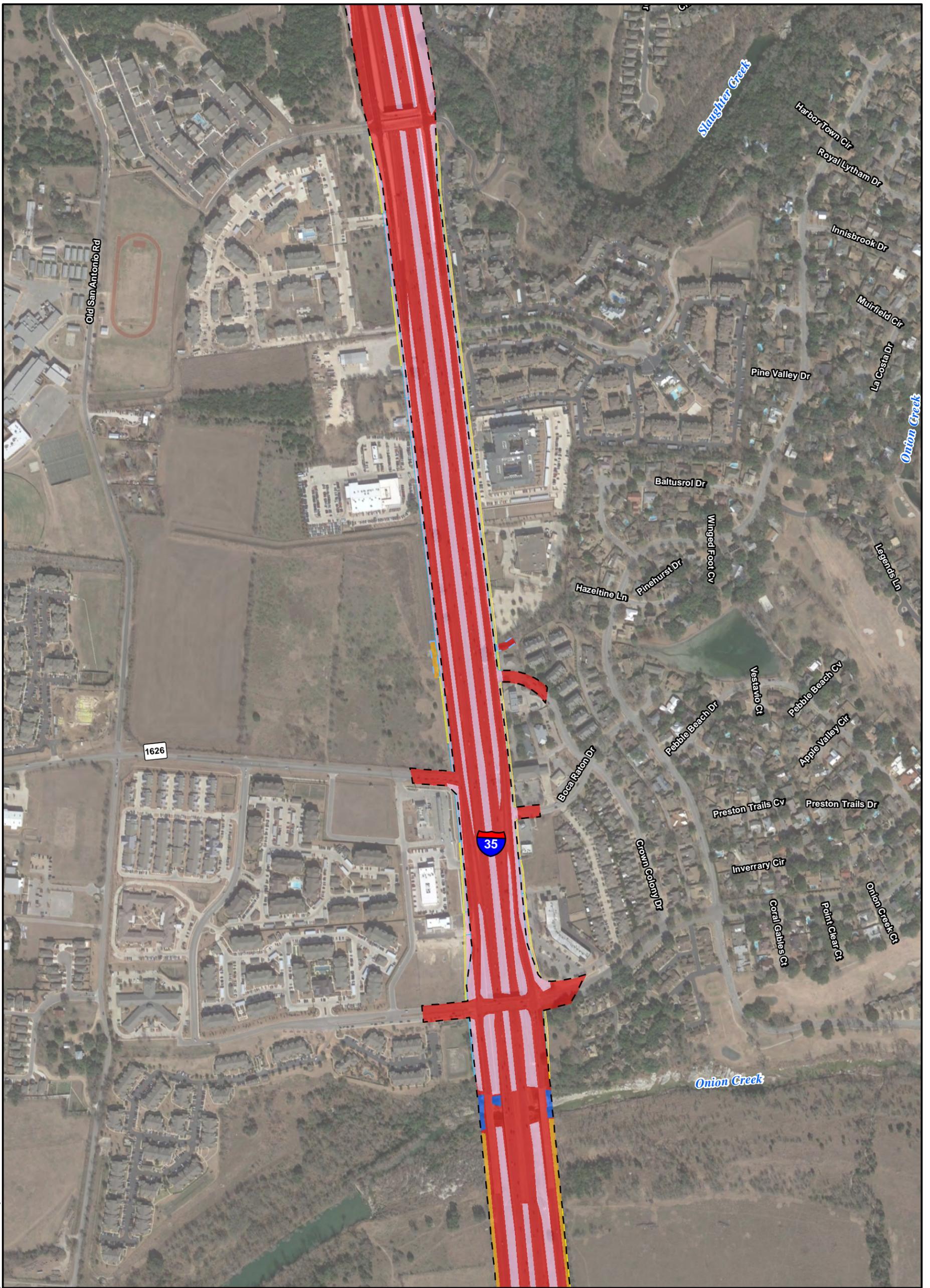
Figure 8

EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 4 of 8



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<ul style="list-style-type: none"> Existing ROW Construction Easement Proposed ROW Drainage Easement Blackland Prairie: Disturbance or Tame Grassland 	<ul style="list-style-type: none"> Central Texas: Floodplain Hardwood Forest Urban High Intensity Urban Low Intensity
---	---

0 250 500 Feet

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnrs.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

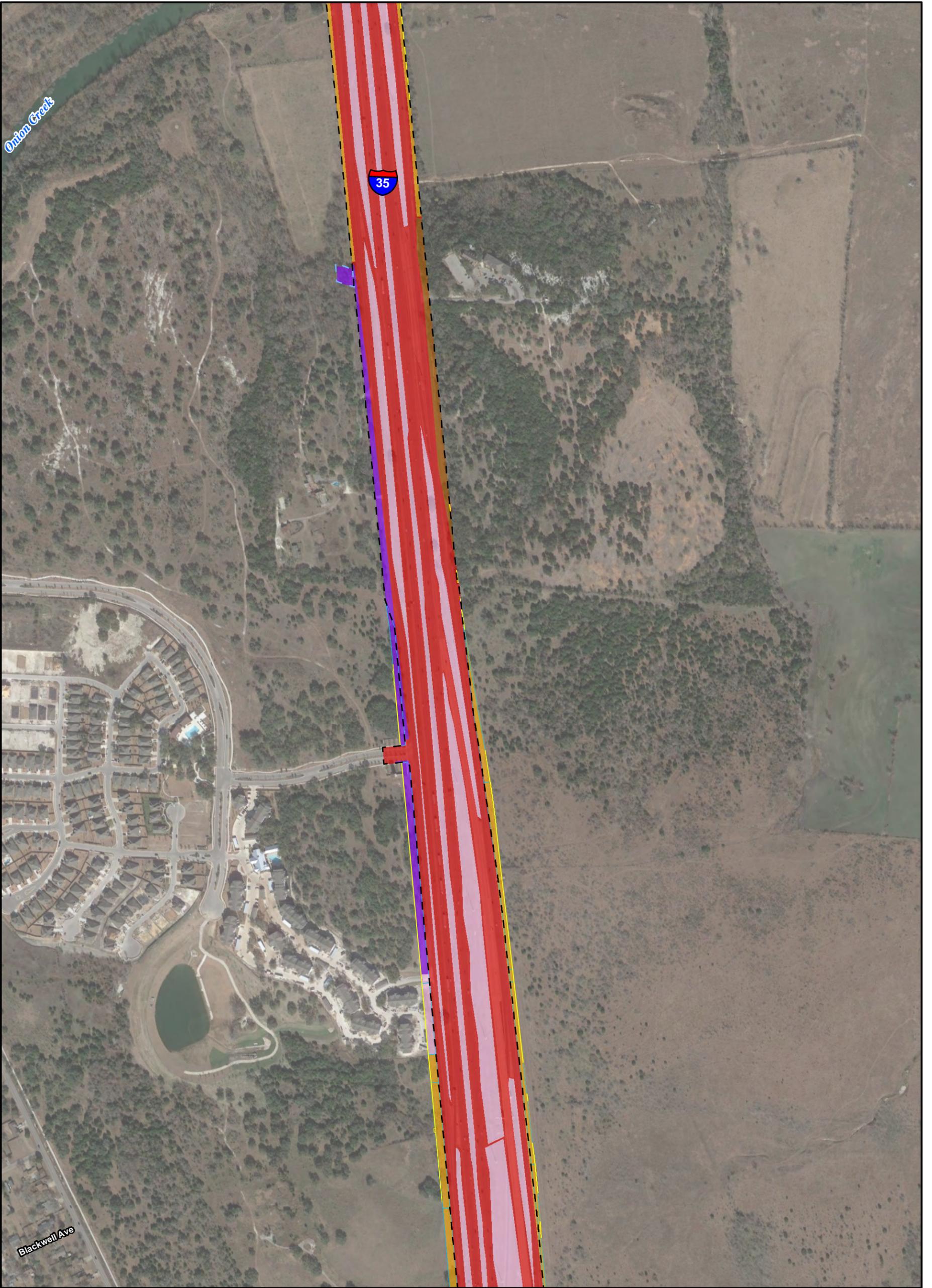
mobility CAPITAL AREA

Figure 8
EMST Observed Vegetation Types

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

Sheet 5 of 8



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<ul style="list-style-type: none"> Existing ROW Construction Easement Proposed ROW Drainage Easement Blackland Prairie: Disturbance or Tame Grassland 	<ul style="list-style-type: none"> Native Invasive: Deciduous Woodland Native Invasive: Mesquite Shrubland Urban High Intensity Urban Low Intensity
---	---

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

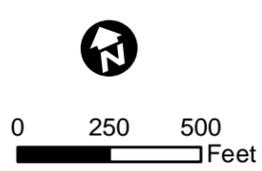
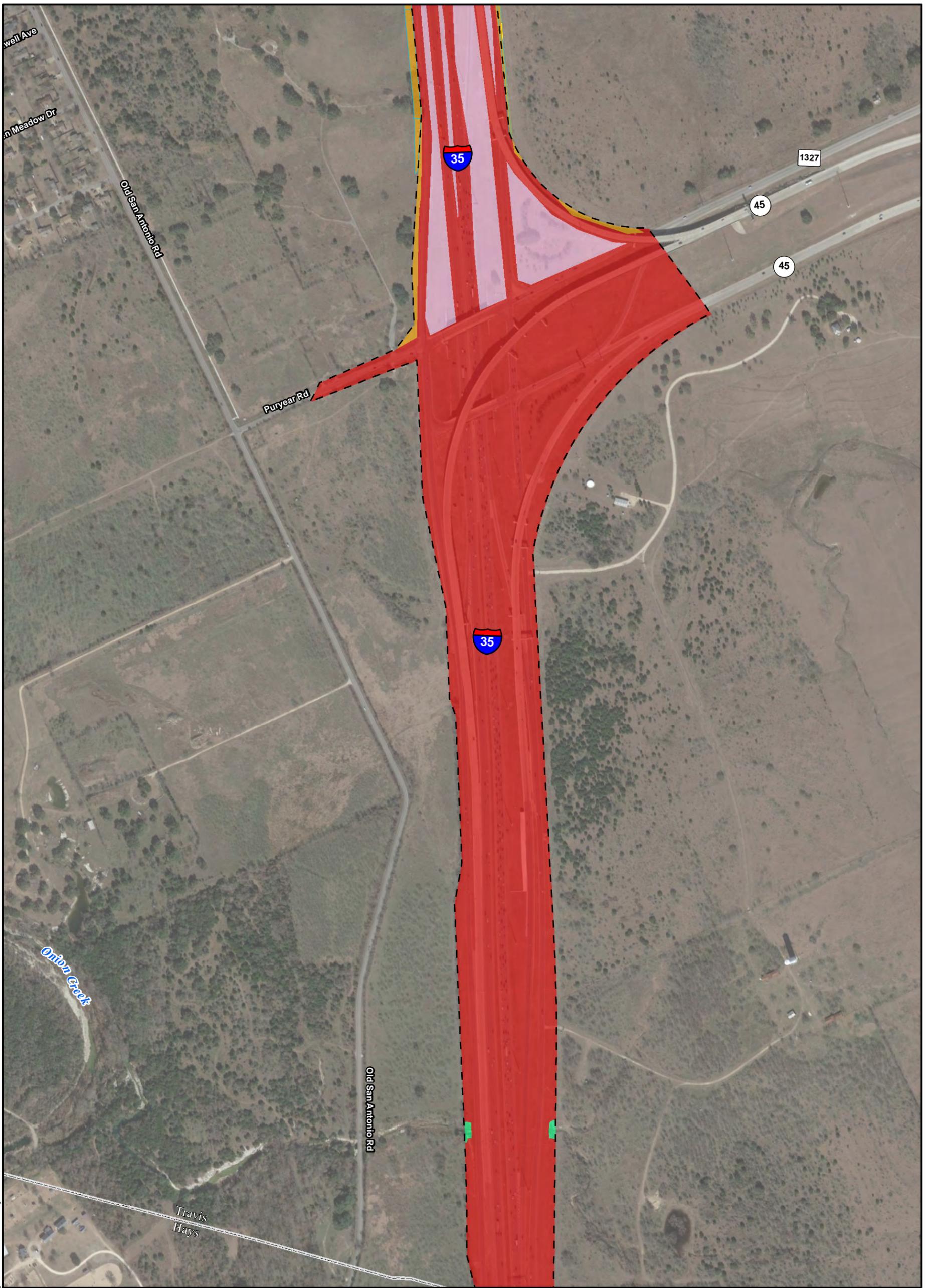


Figure 8
 EMST Observed Vegetation Types

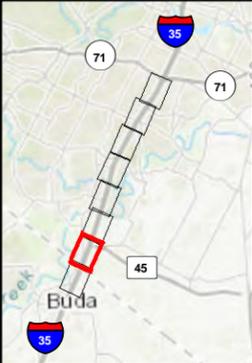
I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
 CSJs 0015-13-077, 0016-01-113

Sheet 6 of 8



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- Existing ROW
- Construction Easement
- Proposed ROW
- Drainage Easement
- Blackland Prairie: Disturbance or Tame Grassland

- Central Texas: Riparian Herbaceous Vegetation
- Urban High Intensity
- Urban Low Intensity

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < <https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

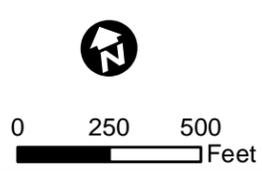


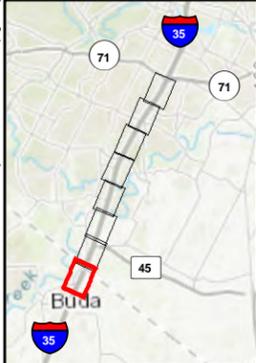
Figure 8
EMST Observed Vegetation Types

**I-35 Capital Express South
US 290W/SH71 to SH 45E**

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
 CSJs 0015-13-077, 0016-01-113



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- Existing ROW
- Construction Easement
- Proposed ROW
- Drainage Easement
- Urban High Intensity

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnris.org/texas-google-imagery/> (21 January 2021); TPWD (2013)

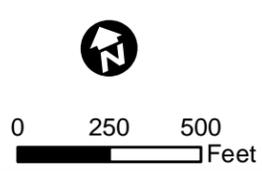
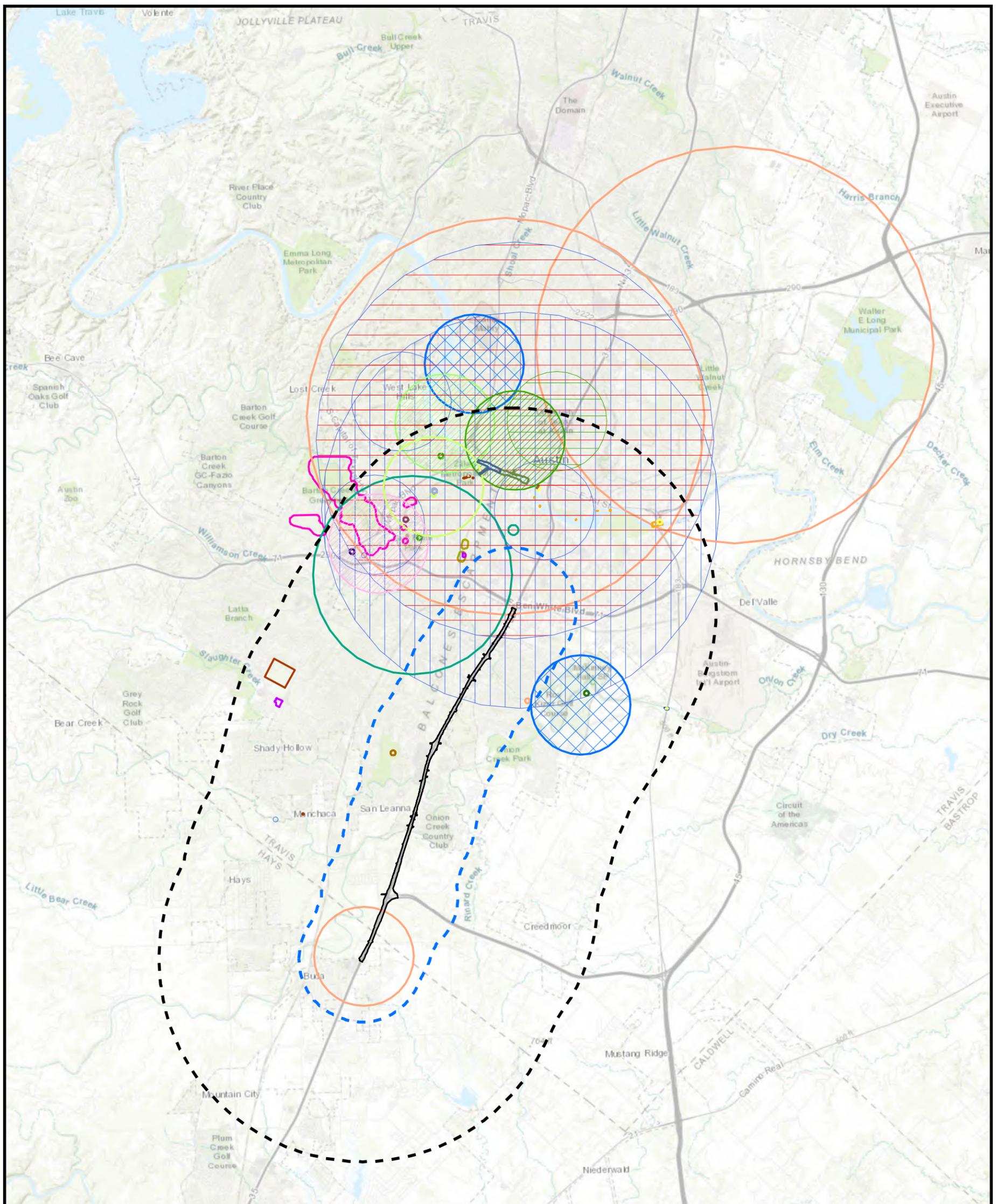


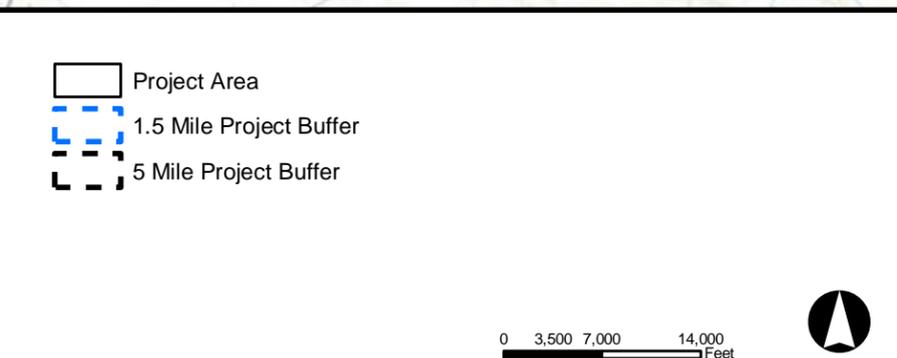
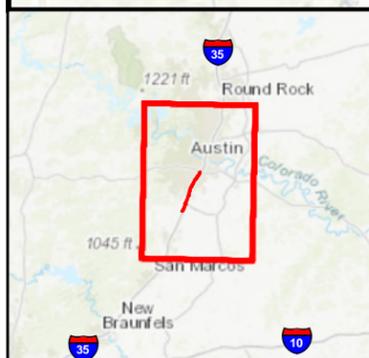
Figure 8
 EMST Observed Vegetation Types

**I-35 Capital Express South
 US 290W/SH71 to SH 45E**

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
 CSJs 0015-13-077, 0016-01-113



Species				
Austin blind salamander	Karst Invertebrate Cave	Texas fatmucket	Vertisol Blackland Prairie	Narrowleaf brickellbush
Barton Springs salamander	Lirceolus bisetus	Texas almond	Arrowleaf milkvine	Net-leaf bundleflower
Correll's false dragon-head	Little Bluestem-indiangrass Series	Texas amorphia	Black-capped Vireo	Plateau milkvine
Glass Mountains coral-root	Phreatodrobia punctata	Texas fescue	Bracted twistflower	Plateau spot-tailed earless lizard
Guadalupe bass	Plateau loosestrife	Texas garter snake	Golden-cheeked Warbler	Sharpnose shiner
Heller's marbleseed	Reddell harvestman	Texas milk vetch	Gravelbar brickellbush	Silverband shiner
	Stygopyrgus bartonensis	Texas shiner	Low spurge	Small-eye shiner

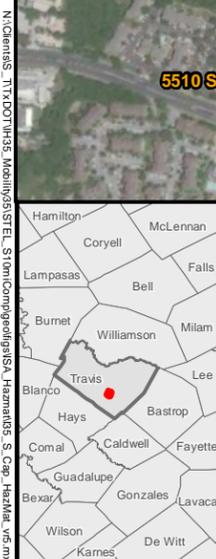
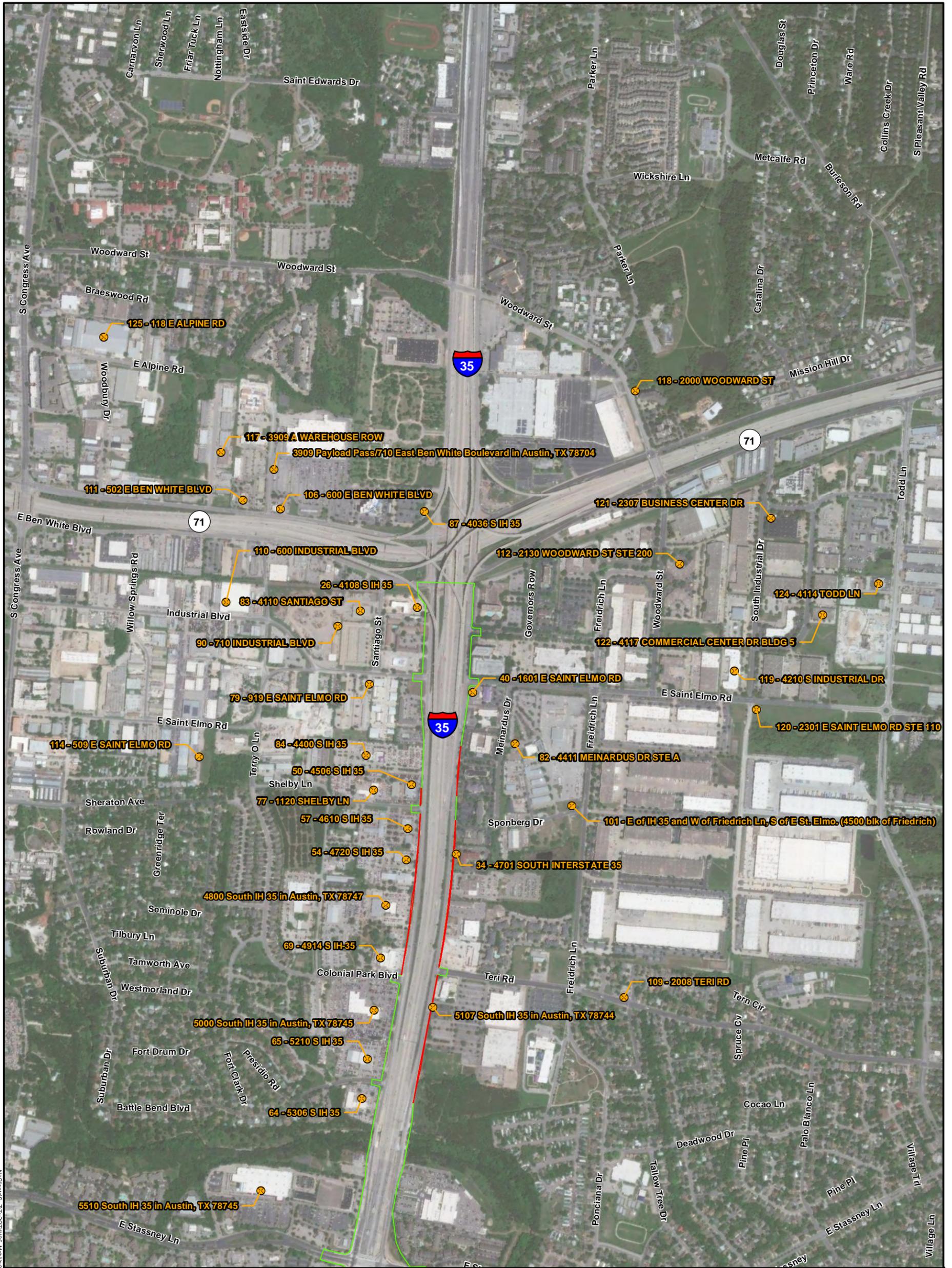


mobility CAPITAL AREA

Figure 9

TPWD NDD Map (TPWD TXNDD 2021)

Capital Express South
US 290W/SH 71 to SH 45SE
 AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077, 0016-01-113



- ✕ Recorded Hazmat Site
- Proposed ROW
- Existing ROW

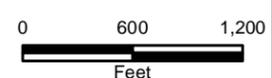
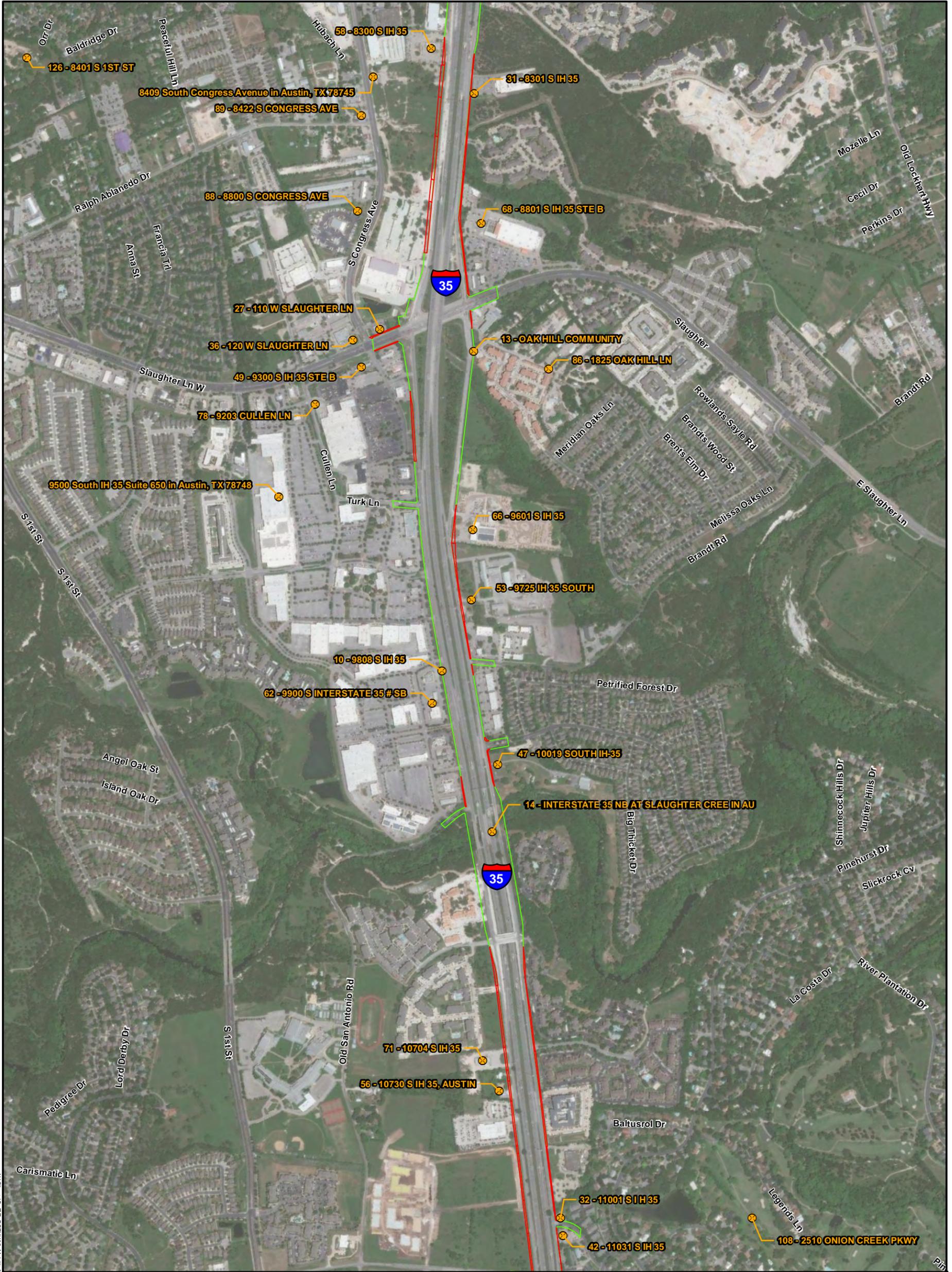
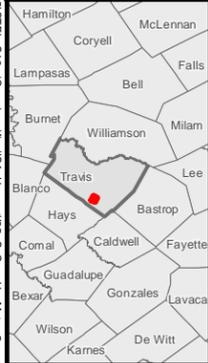


Figure 10

**Hazardous Material Sites
I-35 Capitol Express South
US 290W/SH 71 to SH 45E**



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- ✕ Recorded Hazmat Site
- Proposed ROW
- Existing ROW

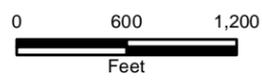


Figure 10

Hazardous Material Sites

**I-35 Capitol Express South
US 290W/SH 71 to SH 45E**



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- ✕ Recorded Hazmat Site
- Proposed ROW
- Existing ROW

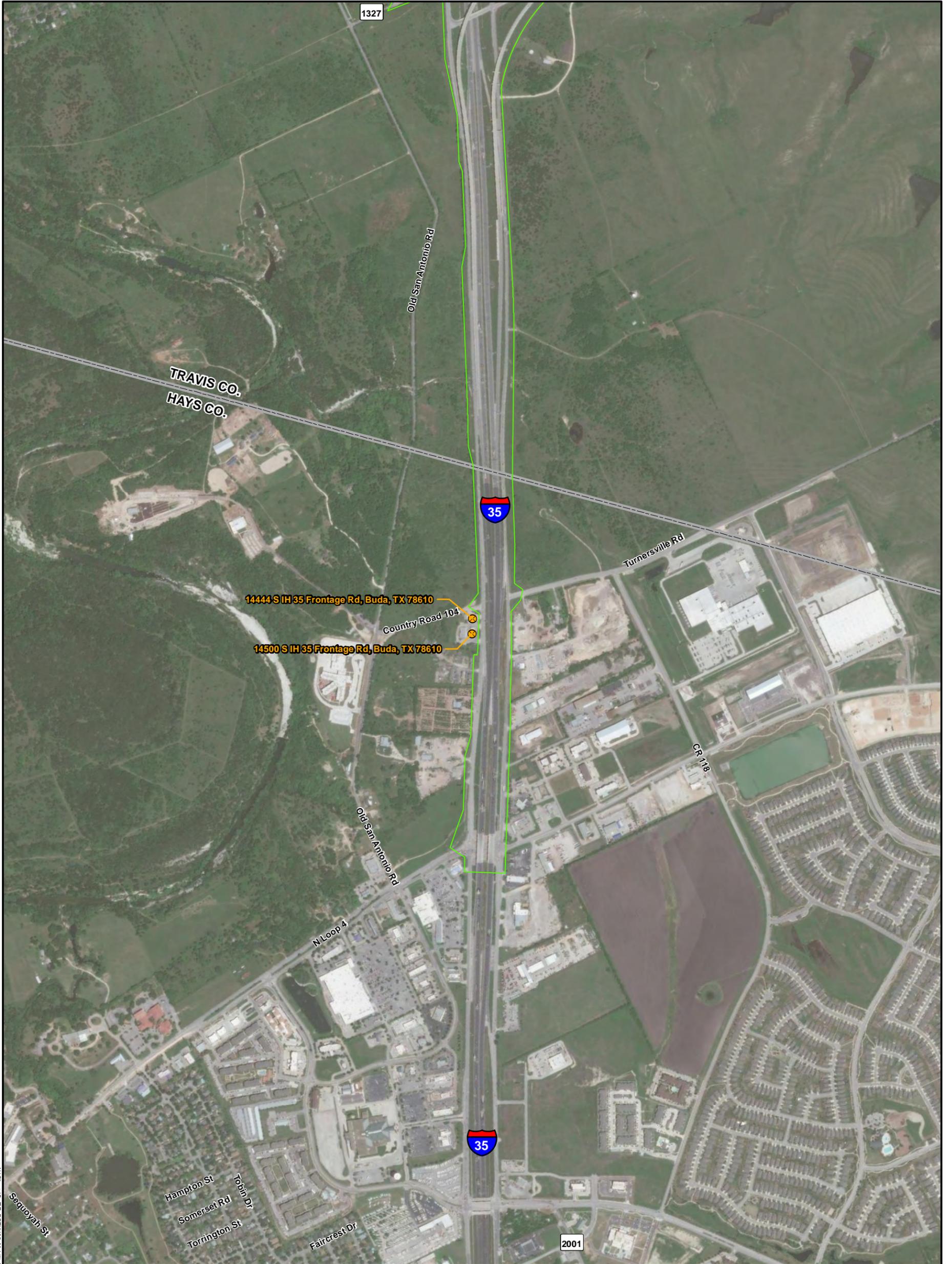


Figure 10

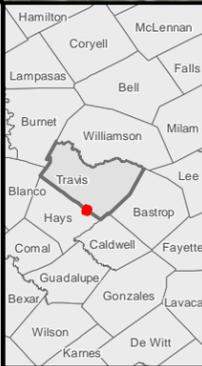
Hazardous Material Sites

**I-35 Capitol Express South
US 290W/SH 71 to SH 45E**

TRAVIS COUNTY, TEXAS
CSJ No. 0015-13-077 AND 0016-01-113 Sheet 4 of 5



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- ✕ Recorded Hazmat Site
- Proposed ROW
- Existing ROW

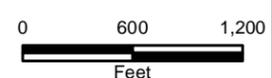
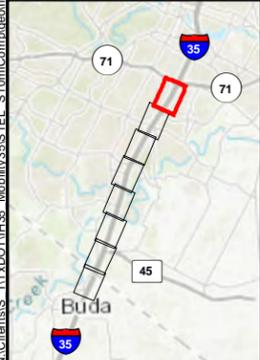
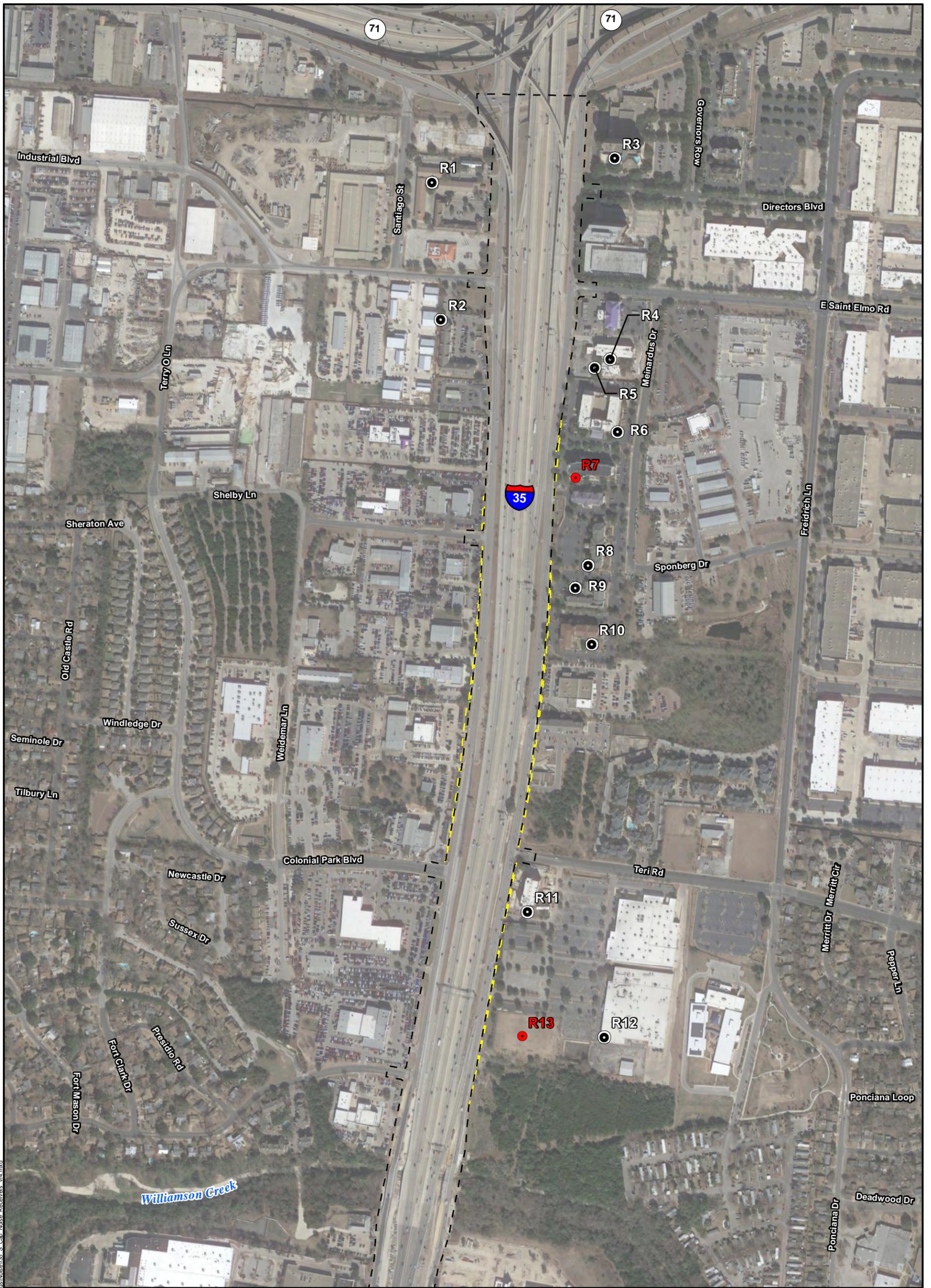


Figure 10

Hazardous Material Sites

**I-35 Capitol Express South
US 290W/SH 71 to SH 45E**



- Impacted Traffic Noise Receiver
- Non-Impacted Traffic Noise Receiver
- Benefited Traffic Noise Receiver
- Proposed Traffic Noise Barrier
- Existing ROW
- Proposed ROW

0 250 500 Feet

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (10 March 2021); TPWD (2013)

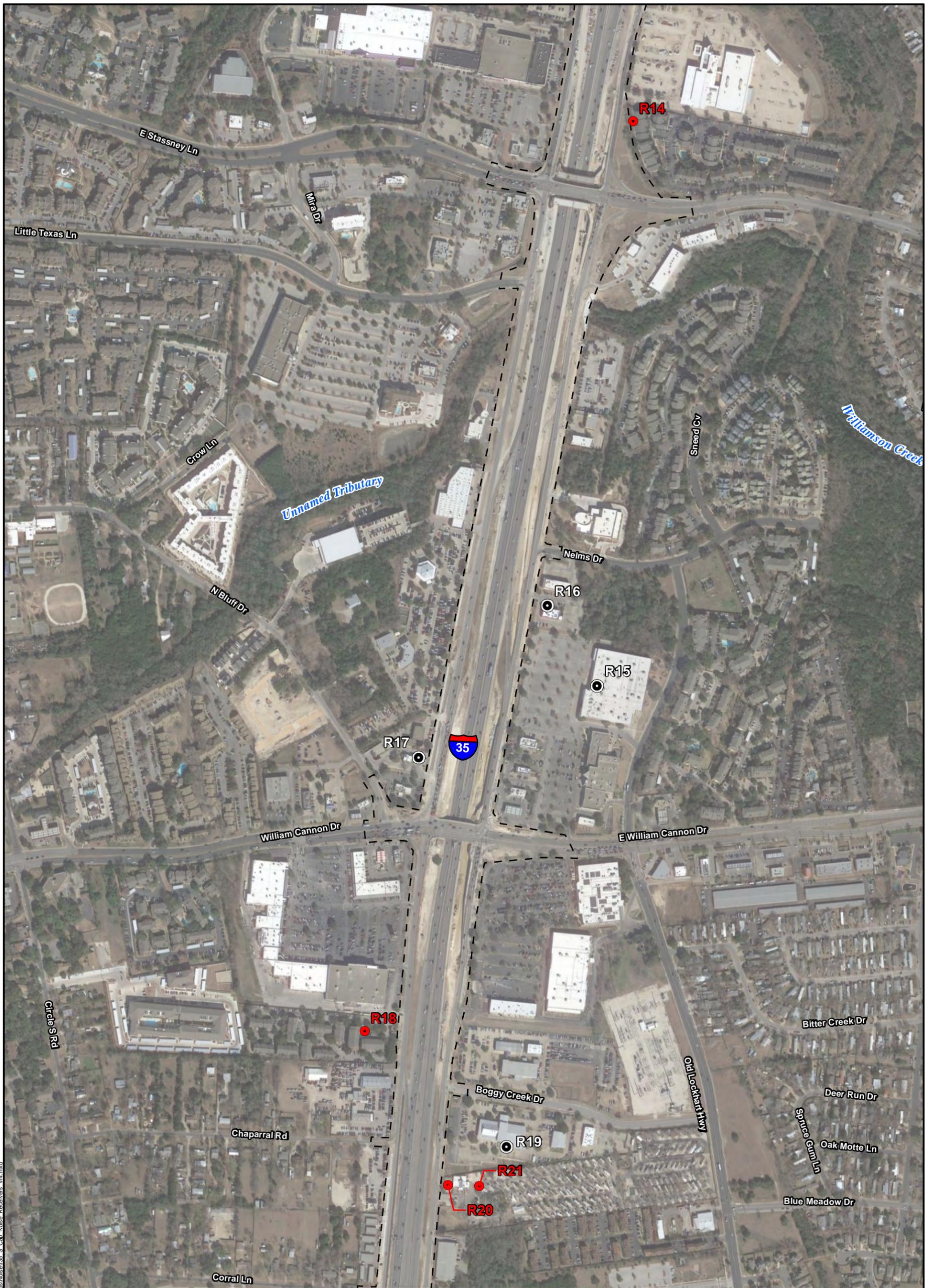
mobility **35**
CAPITAL AREA

Figure 11
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

Page 1 of 8

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113



- Impacted Traffic Noise Receiver
- Non-Impacted Traffic Noise Receiver
- Benefited Traffic Noise Receiver
- Proposed Traffic Noise Barrier
- Existing ROW
- Proposed ROW



Figure 11
 Impacted Traffic Noise Receiver
Capital Express South
US 290W/SH 71 to Main Street, Buda

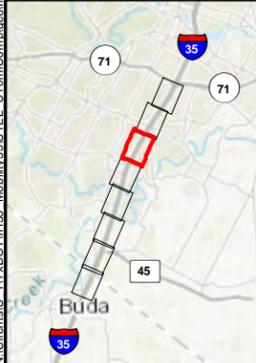
Page 2 of 8

AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077. 0016-01-113

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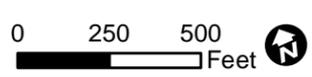


- Impacted Traffic Noise Receiver
- Non-Impacted Traffic Noise Receiver
- Benefited Traffic Noise Receiver
- Proposed Traffic Noise Barrier
- Existing ROW
- Proposed ROW

Google, TNRS, Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnris.org/texas-google-imagery/> (10 March 2021); TPWD (2013)

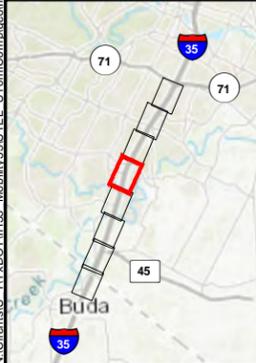


Figure 11
 Impacted Traffic Noise Receiver
Capital Express South
US 290W/SH 71 to Main Street, Buda





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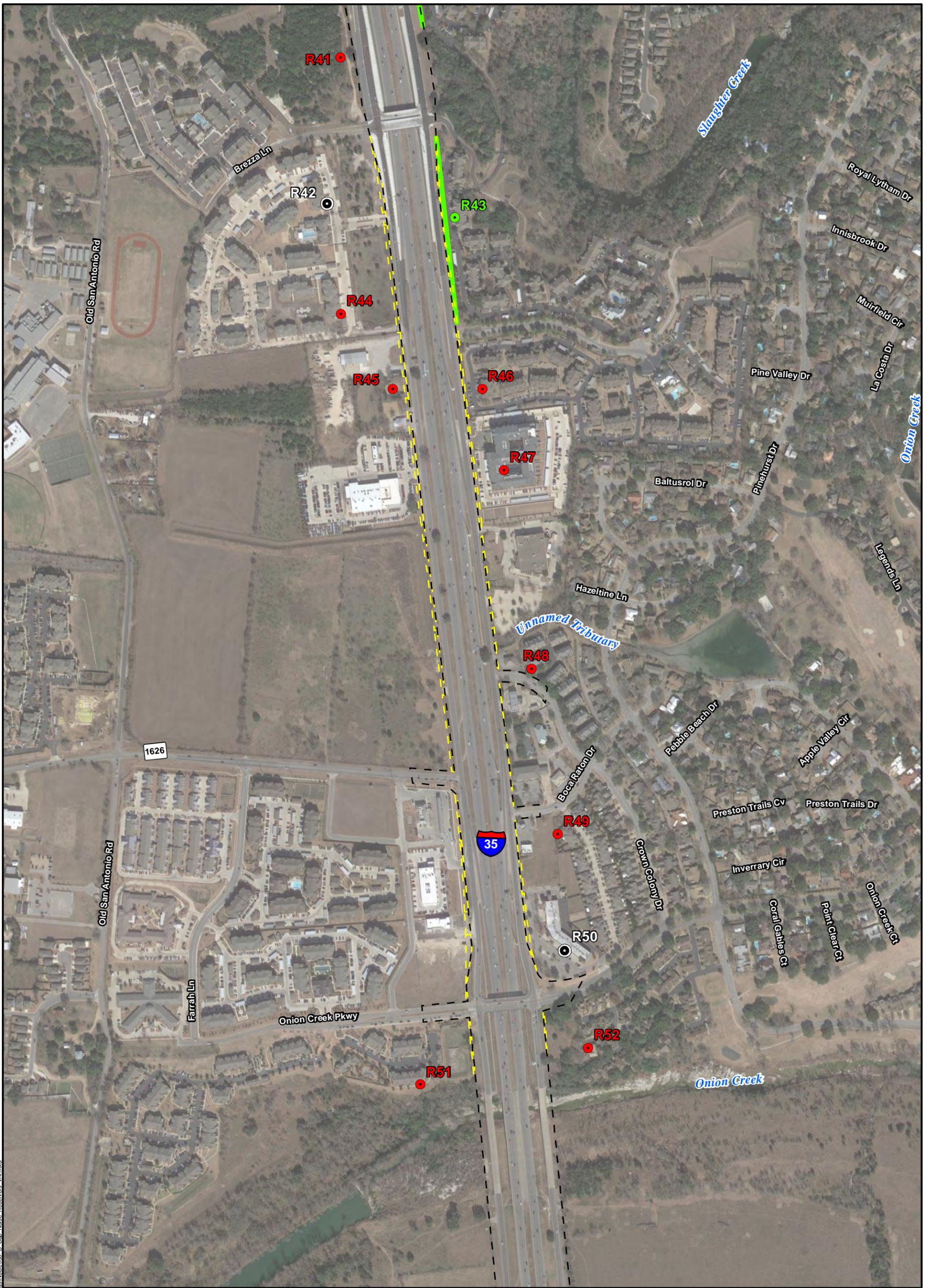


- Impacted Traffic Noise Receiver
- Non-Impacted Traffic Noise Receiver
- Benefited Traffic Noise Receiver
- Proposed Traffic Noise Barrier
- Existing ROW
- Proposed ROW

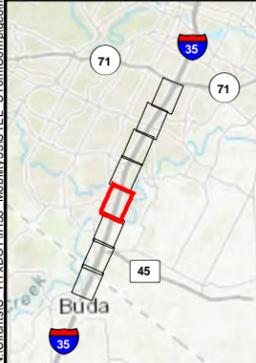
Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnris.org/texas-google-imagery/> (10 March 2021); TPWD (2013)

Figure 11
 Impacted Traffic Noise Receiver
Capital Express South
US 290W/SH 71 to Main Street, Buda

Page 4 of 8
 AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077. 0016-01-113



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- Impacted Traffic Noise Receiver
- Non-Impacted Traffic Noise Receiver
- Benefited Traffic Noise Receiver
- Proposed Traffic Noise Barrier
- Existing ROW
- Proposed ROW

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnris.org/texas-google-imagery/> (10 March 2021); TPWD (2013)

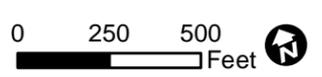
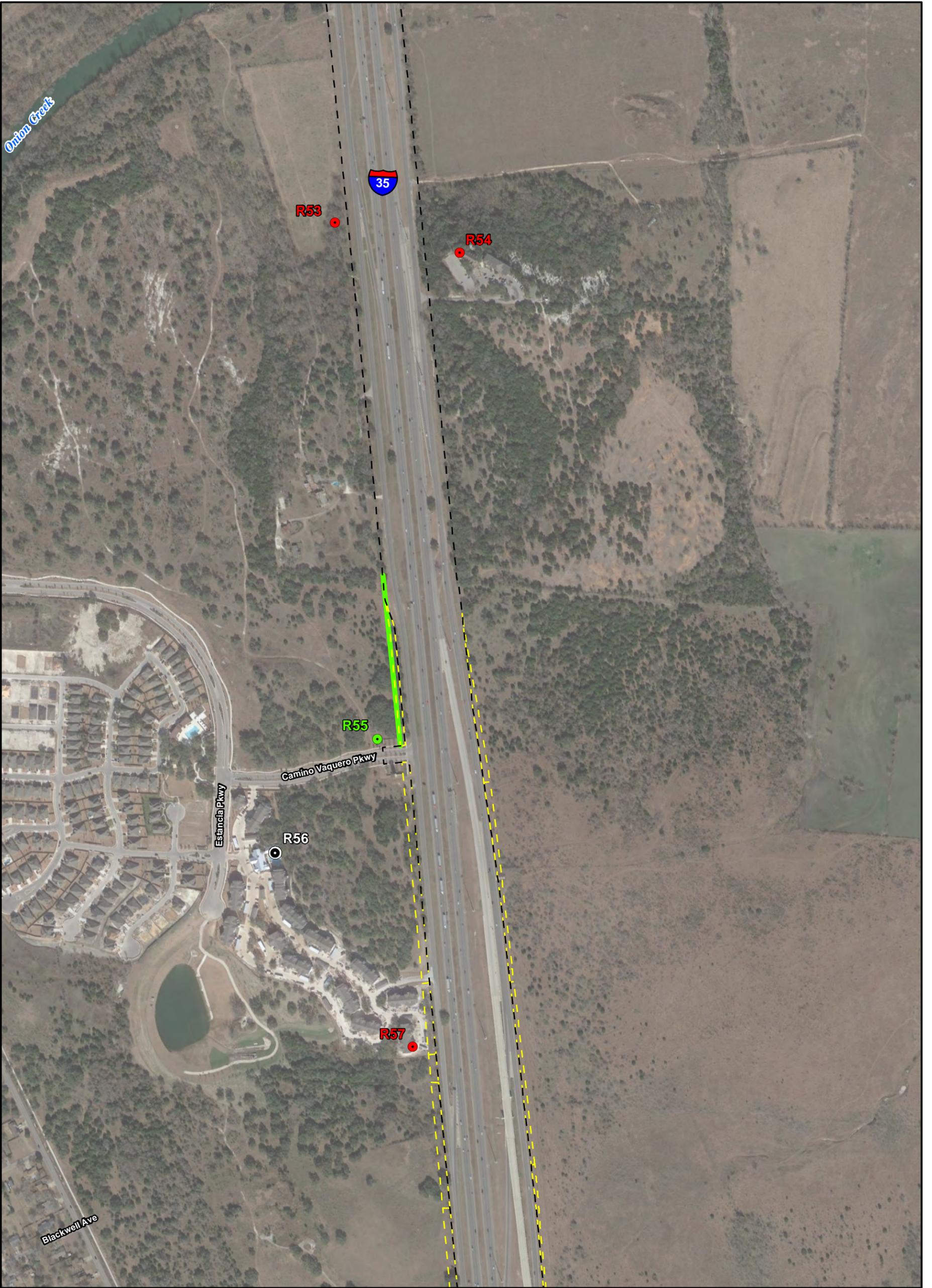


Figure 11
 Impacted Traffic Noise Receiver
Capital Express South
US 290W/SH 71 to Main Street, Buda



- Impacted Traffic Noise Receiver
- Non-Impacted Traffic Noise Receiver
- Benefited Traffic Noise Receiver
- Proposed Traffic Noise Barrier
- Existing ROW
- Proposed ROW

0 250 500 Feet

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap. < https://tnris.org/texas-google-imagery/> (10 March 2021); TPWD (2013)

mobility 35 CAPITAL AREA

Figure 11
Impacted Traffic Noise Receiver

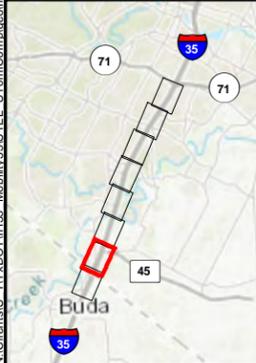
Capital Express South
US 290W/SH 71 to Main Street, Buda

AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113

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- Impacted Traffic Noise Receiver
- Non-Impacted Traffic Noise Receiver
- Benefited Traffic Noise Receiver
- Proposed Traffic Noise Barrier
- Existing ROW
- Proposed ROW

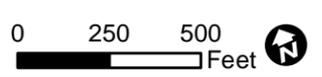
Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
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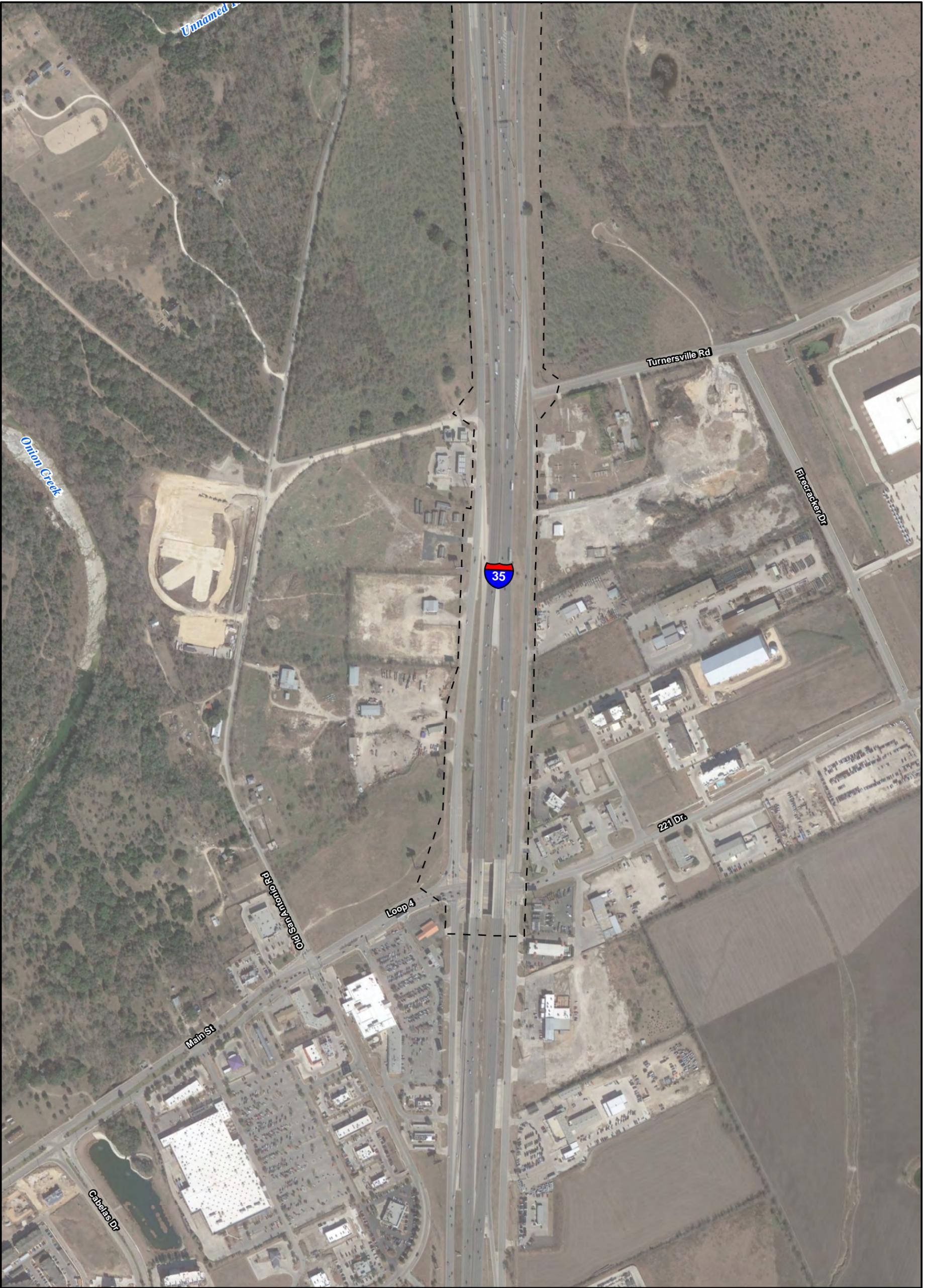


Figure 11
 Impacted Traffic Noise Receiver
Capital Express South
US 290W/SH 71 to Main Street, Buda

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AUSTIN, TRAVIS COUNTY, TEXAS
 CSJs 0015-13-077. 0016-01-113





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- Impacted Traffic Noise Receiver
- Non-Impacted Traffic Noise Receiver
- Benefited Traffic Noise Receiver
- Proposed Traffic Noise Barrier
- Existing ROW
- Proposed ROW

Google, TNRS. Texas Google Imagery Service. 2018. 1:6,000; generated by Atkins; using ArcMap.
 < https://tnris.org/texas-google-imagery/> (10 March 2021); TPWD (2013)

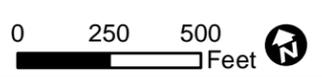


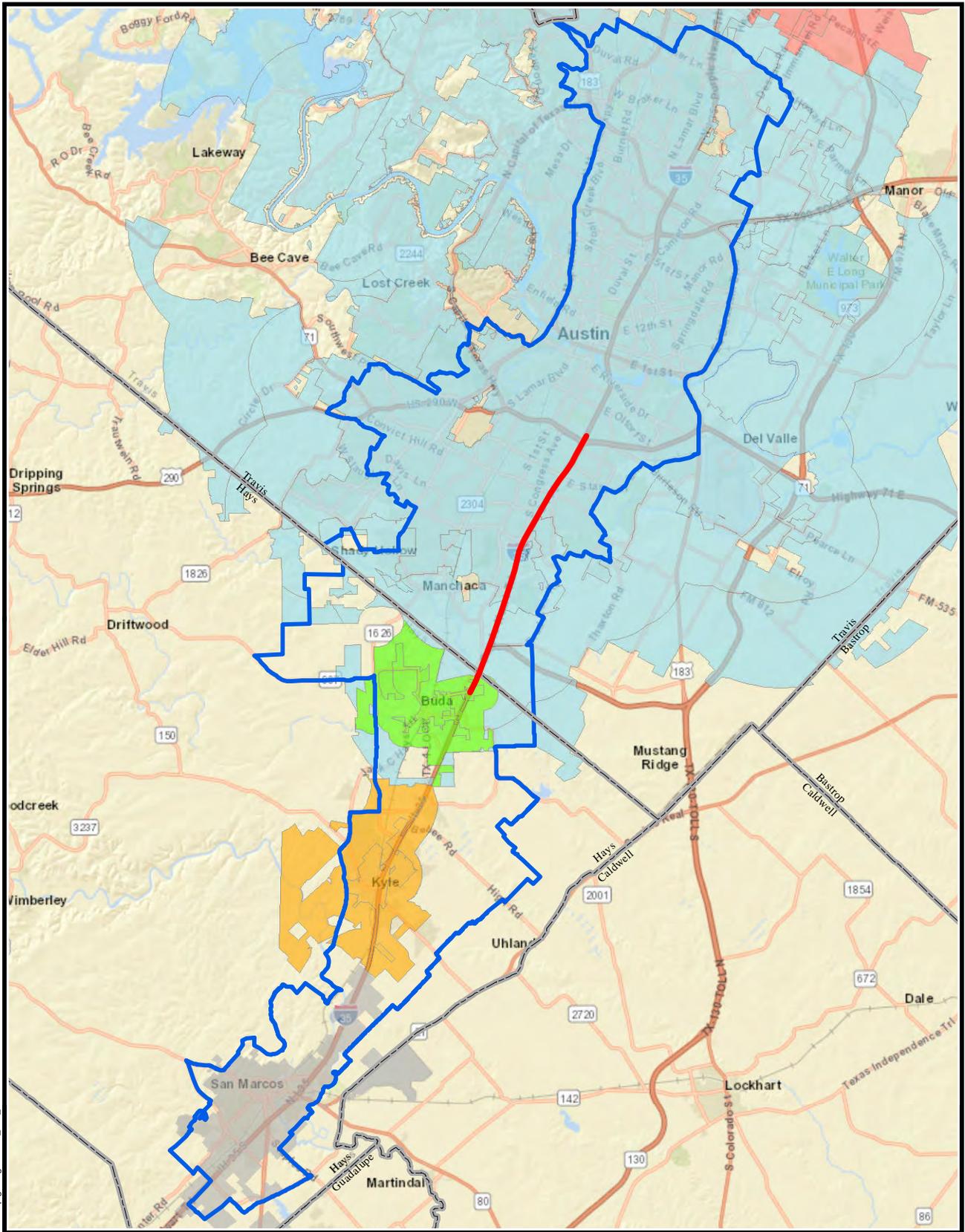


Figure 11
Impacted Traffic Noise Receiver

Capital Express South
US 290W/SH 71 to Main Street, Buda

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AUSTIN, TRAVIS COUNTY, TEXAS
CSJs 0015-13-077. 0016-01-113



- Project Limit
- Area of Impact
- AUSTIN AND ETJ
- BUDA
- KYLE
- PFLUGERVILLE
- SAN MARCOS

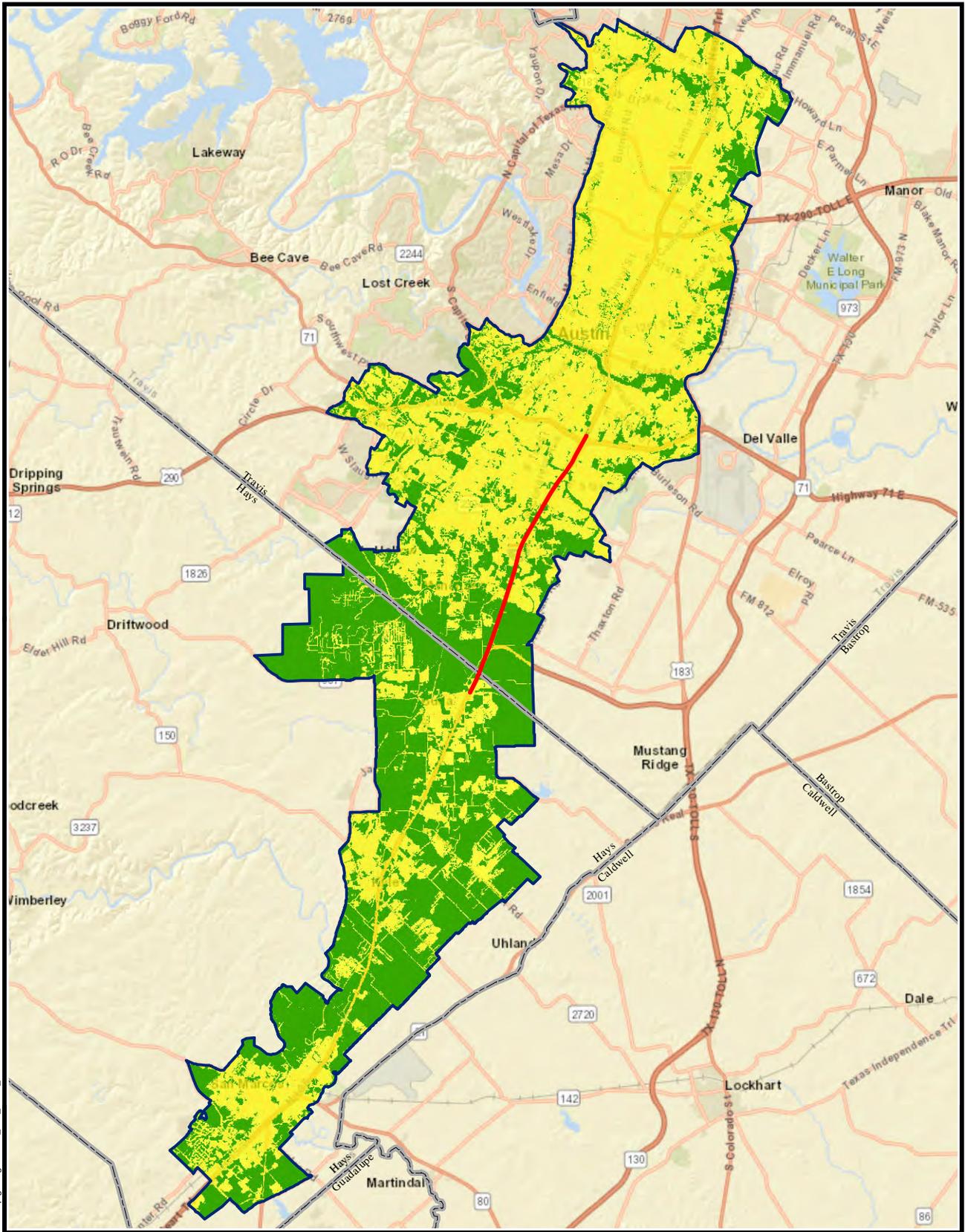


Figure 12
Area of Influence

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113

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- Project Limit
- Study Area
- Developed Land
- Undeveloped Land

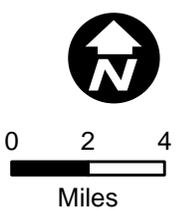
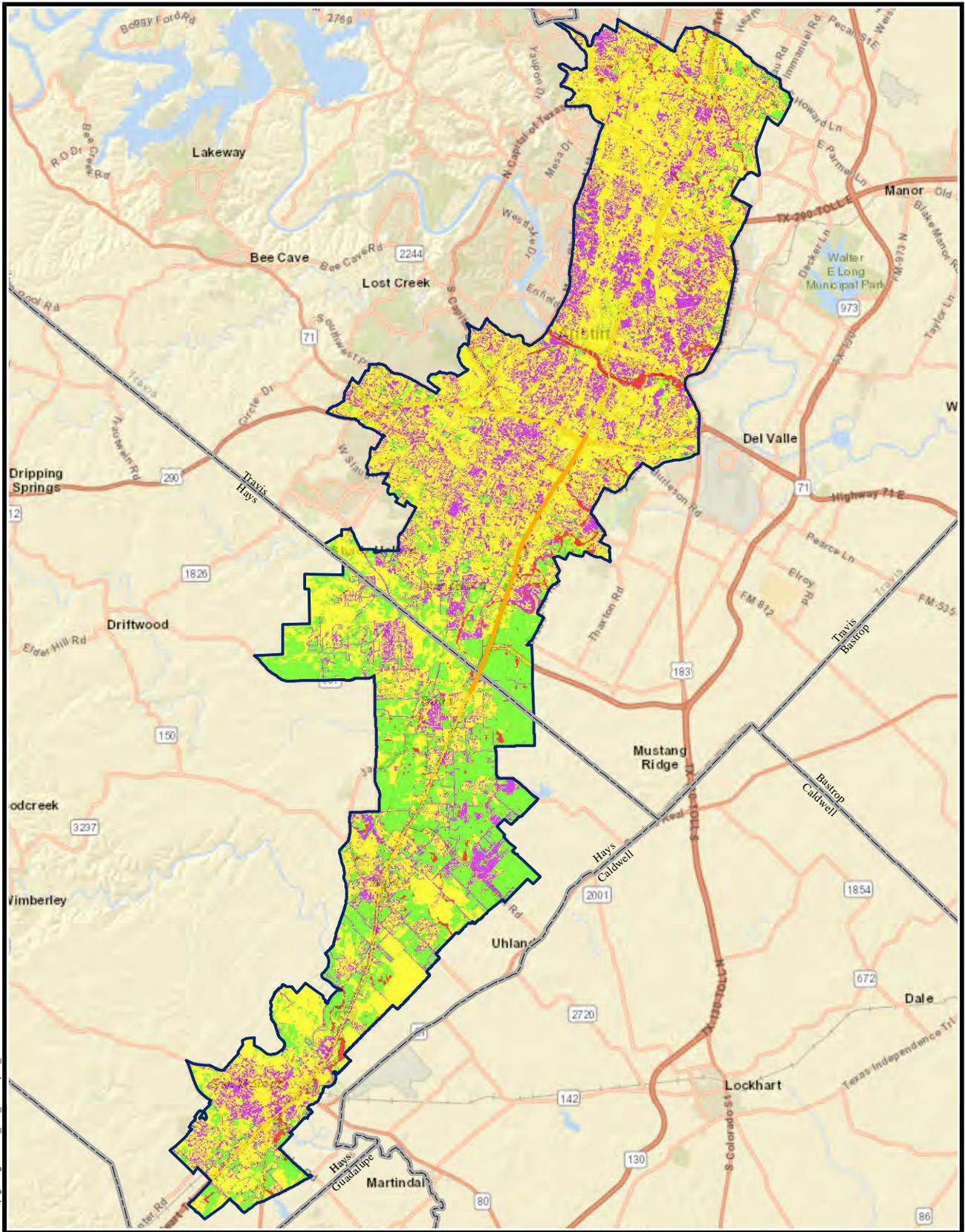


Figure 13
AOI Developed and Undeveloped Lands

I-35 Capital Express South
US 290W/SH71 to SH 45E

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
CSJs 0015-13-077, 0016-01-113



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- Project Limit
- Study Area
- Unlikely – Open Water, Emergent Herbaceous Wetlands, Wooded Wetlands
- Low – Developed Open Space
- Moderate – Cultivated Crops, Deciduous Forest, Developed High Intensity, Developed Low Intensity, Developed Medium Intensity, Evergreen Forest, Mixed Forest
- High – Barren Land, Hay/Pasture, Herbaceous, Shrub/Scrub

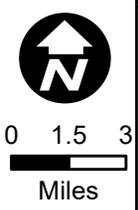


Figure 14
 Land Use in AOI and Likelihood of Induced Growth Development or Redevelopment
I-35 Capital Express South
US 290W/SH71 to SH 45SE

AUSTIN, TRAVIS AND HAYS COUNTIES, TEXAS
 CSJs 0015-13-077, 0016-01-113

Appendix G
Resource Agency Coordination

From: Laura Cruzada
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Cc: [Scott Pletka](mailto:Scott.Pletka); ["Maley, Barbara \(FHWA\)"](mailto:Maley, Barbara (FHWA)); ENV-ARCH; [Rebekah Dobrasko](mailto:Rebekah.Dobrasko)
Subject: Notes and List of Projects from today's 2 pm call with TxDOT and Tribes
Date: Wednesday, March 3, 2021 5:00:00 PM
Attachments: [Tribes Activity Book Third Draft Clean.docx](#)
[Concho Kiosk Interpretive panels v4.pdf](#)
[WA 5 Tribal Histories Project Status Tracker 03022021.docx](#)
[Weekly List 3-MAR-21.pdf](#)

Hello! See notes below and let me know if you have any edits. Thank you for your time today!

See also attached/below:

- Tribal histories
 - educational activities (for teachers/students) draft – attached
 - schedule/status tracker – attached
 - Publication draft (does not include any recent edits as we will incorporate all as one) - [Texas & Tribes: Shared Traditions](#)
- Annual reports:
 - [Monarch Highways to Historic Sidewalks: 2020 Environmental Highlights](#)
 - [Stories from Beyond the Road in 2019](#)
 - [2019 Report for the Texas Archeological Society Annual Meeting](#)
 - [2018 Report for the Texas Archeological Society Annual Meeting](#)
 - [2017 Report for the Texas Archeological Society Annual Meeting](#)
 - [2016 Report for the Texas Archeological Society Annual Meeting](#)
- Concho County Rest Area exhibit panels – attached
- Weekly list of projects coordinated with Texas Historical Commission, per the PA – attached

NOTES - March 4, 2021 Monthly Sec. 106 Call with TxDOT and Tribes

(one item was removed from the notes, Early Tribal Coordination Tool, since we didn't have time to go over it.)

Participants:

- Laura Cruzada, TxDOT
- Barbara Maley, FHWA
- Mary Botone, Wichita and Affiliated Tribes
- Martina Minthorn, Comanche Nation
- Hector Gonzalez, Kickapoo Traditional Tribe of Texas
- Raynella Fontenot, Coushatta Tribe of Louisiana
- Holly Houghten, Mescalero Apache Tribe
- Margie Murrow, Comanche Nation
- Turner Hunt, Muscogee Creek Nation
- Bryant Celestine, Alabama-Coushatta Tribe

Housekeeping

- March 17 meeting is cancelled

1. Program Updates

- a. Sec. 106 Consultation Template – reminder that we switched our way of sending large documents, so if you want a detailed report, it is available upon request through Box.com.
- b. Annual Report – Laura recently completed the 2020 report. It includes stories about the program and projects, rather than a spread sheet of numbers reported to FHWA. PA allows us to do this. Archeology reports # of projects cleared, # acres surveyed, # sites discovered and projects in the field.
 - i. Bryant: tribes interested in how many CE's are being put forth. → Laura to look into this and get from NEPA folks.
- c. Tribal Histories Project
 - i. Schedule – Laura showed list of tribes participating and at what phase. Some tribes need to approve content. → Send reminder to Holly and others.
 1. Martina interested in getting more information → Laura to have consultants reach out to her.
 - ii. Educational Activities – Laura showed examples of other topics TxDOT has developed and previewed the tribal history educational activity. → Laura to send the content for tribes to provide feedback.
 - iii. Traveling exhibit – outline of script underway
 - iv. Publication – still need everyone's final edits. Laura asked if we should extend to the end of the November since some tribal councils and reps who need to review and approve are staying safe from offices. Tribes said maybe too far off. Agreed on summer.
 - v. We will do a presentation at To Bridge a Gap 2021, March 31st at 2 pm. Will include myself, Bryant Celestine from Alabama Coushatta Tribe and our GIS consultant from Atkins, Ryan Fennell. – Bryant approves.
- d. Museums Training with Bullock and Texas Historical Commission in 2022. – TxDOT is partnering again on training museums on using transportation history in their exhibits, including tribal topics. In 2019, we covered "Road to the Past." In 2022, we'd like to do museums training around Native American/tribal consultation and interpretation for small and mid-sized museums.
 - i. Margie Murrow can share Comanche nation National Museum
- e. TBAG Breakout – waiting to hear back on time and date of breakout. Will let you know.
- f. Concho County Rest Area exhibit panel – revised panel available for review. → Laura to send out.
- g. Upcoming:
 - i. Law Enforcement Training
 - ii. Burial Protocol
 - iii. NAGPRA/NEPA training

2. Mitigation

- a. Gregg County post-review discovery – Texas Archeological Steward artifacts found several years after survey (which did not find any historic properties), during construction. TxDOT stopped construction near the area and surveyed again – nothing was left, it was already destroyed by previous utility work. TxDOT consulted with tribes who's area of interest includes Gregg County. This is an opportunity to do alternative mitigation. Several topics tribes brought up as mitigation during the Sept. consultation meeting: TCP studies, printing publications, videos, field work, artifact loans. Laura asked for feedback and ideas:
 - i. Holly: could it be used to help tribes do projects on their land? Mescalero would love to have sites for cadaver dogs to look over in New Mexico. Stabilization of site because of erosion. → Laura to look into it. Would have to be party to MOA. ACHP/FHWA pushed back on the idea of programmatic mitigation as well as mitigation not tied to the site.
 - ii. Holly asked If THC backed it, would ACHP back it? Probably not.
- b. ITBC Project in Hidalgo County
- c. Paleoindian Exhibit –
 - i. Consultant to hire a tribal rep/subject matter expert for content
 - ii. Partnership with Humanities Texas: they'll host the digital exhibit and they are working on the traveling exhibit portion as well.
- d. Cummins Creek, Colorado County – waiting to acquire ROW. Plan to include cadaver dogs in the scope. Tribal participation opportunity as some had expressed interest in attending. Will likely occur this summer.
- e. Mill Creek, Austin County - Tribes have asked to monitor the excavations here. Waiting to acquire ROW.
- f. Starr County - processing and analyzing materials recovered in Feb. During that field session, work at 41SR242 was concluded but a final ten-day field session to recover the last sample of thermal features at 41SR459 and will be required and take place late Winter or Spring 2021. A third site, 41SR462 still has denied ROE and will likely have to go to condemnation.
- g. Anderson County
 - i. Caddo sites = 2 confirmed burials; Scraping search for additional burials is complete where cadaver dogs alerted; no burials found. Consulting with Caddo Nation. Area. .
 - ii. 19th-20th century sites - Archeological investigations revealed a farmstead owned by an African American family, Newt and Sarah Ray Ewell, during the Jim Crow Era. In addition, archeologists are examining a farmstead owned by Dr. W.A. Ayres. Dr. Ayres practiced medicine throughout Anderson and Cherokee counties and his descendants may still live in the area. **We have the WA for two staged data recovery to start this week. (Start with Ayres first then Ewell). Survey for next segment of US 175.**
- h. El Paso County - [Final testing report approved by THC review; data recovery on 41EP2908, 41EP2913, and mitigation of Firecracker Pueblo likely to take place in early 2022.](#)

3. Field Updates:

- a. CSJs 0044-04-047, 0044-04-049, US 82, Widening of Non-Freeway (12 miles), Montague County, Wichita Falls District. Survey of new ROW planned within the next couple months. Survey will employ shovel testing, supplemented by backhoe trenching along three drainages. Tribal letter is being prepared.
- b. CSJ: 0425-01-021, US 87 Road Widening; Hartley and Moore Counties, Amarillo District
- c. CSJ: 157505016 - SL 390 new location freeway; Harrison County, Atlanta District. - prehistoric and civil war sites nearby; survey to be scheduled. (4-17-2017)
- d. CSJ: 0522-04-032 – FM 16 widen freeway; Smith County, Tyler District; sites present near APE; potential for more sites (lost Caddo mound and village, not sure if it's in ROW); survey to be scheduled. (09-06-2017)
- e. CSJ:0909-37-064, CR 3412 at White Rock Creek Bridge Replacement; Hill County, Waco District – survey to be scheduled. (ETCT 4-2-2018)
- f. CSJ:1803-01-092, FM 1925 Roadway Improvements; Hidalgo Co. Pharr – no sites;

- survey to be scheduled. (1-12-21)
- g. CSJ: 0914-04-318, William Cannon Drive, Widen Non-Freeway; Travis County, Austin District – no sites; survey to be scheduled. (1-12-21)
 - h. CSJ: 0913-20-096, Woodley Road at Unnamed Draw, Bridge Replacement; Austin County, Yoakum District – no sites; survey to be scheduled. (12-18-20)
 - i. CSJ: 0110-05-126 I-45 Bridge Replacement of Southbound Bridge over Cypress Creek; Harris County, Houston District – survey likely; tbd. Consultation request forthcoming.
 - j. CSJ: 0474-01-005, PR 73 Bridge Replacement; Kimble County, San Angelo District – no sites in APE; survey to be scheduled. (12-9-20)
 - k. CSJ: 0408-05-028, FM 331 at Mill Creek, Bridge Replacement; Austin County, Yoakum District – 1 prehistoric occupation site in the APE; survey to be scheduled. (12-8-20)
 - l. CSJ: 0914-05-198, Brushy Creek Regional Trail Improvements; Williamson County, Austin District – 3 sites in the APE; survey to be scheduled. (11-3-20)
 - m. CSJ: 0271-01-066 (FM 2761 – I-10), Colorado County, Houston/Yoakum District – no sites on this segment of the project; survey to be scheduled. (11-20-20)
 - n. CSJ: 0177-14-039, SL 494, Bridge Replacement, Montgomery County, Houston District – no sites; survey to be scheduled. (11-16-20)
 - o. CSJ: 0211-06-059, US 77, Widen Non-Freeway; Fayette County, Yoakum District - Sites documented in APE: 41FY200, 41FY209; Sites documented adjacent to APE: 41FY515; Sites documented within one kilometer APE: 41FY62, 41FY108, 41FY109, 41FY533, 41FY539, 41FY572. Survey to be scheduled; permit pending. (11-16-20)
 - p. CSJ: 0261-01-041, US 67 at Lake Ridge Parkway; Ellis County – **Awaiting survey of additional 12.78 acres once ROE/ROW obtained. No sites/no further work for parcels that were surveyed.** (11-11-20)
 - q. CSJ: 2222-21-022, Turnback Canyon Hiking Trail.; Travis County – survey to be scheduled; no sites in APE. (11-4-20)
 - r. CSJ: 1059-01-047, FM 1173 Roadway Widening; Denton County, Dallas District – 2 post contact sites identified; ineligible. Survey to be scheduled on remaining parcels when access is granted. (6-29-20)
 - s. CSJ: 0922-33-165, Hachar-Reuthinger Loop; Webb Co., Laredo District - 41WB924-932 (eight sites) are described as prehistoric lithics scatters and procurement areas. None are recommended as eligible. 41WB933 is described as a prehistoric open campsite and additional investigations are recommended. (6-29-20)
 - t. CSJ: 2964-10-005 and 2964-10-006, SL-9 at IH-35, Grade Separation and new alignment; Dallas & Ellis Counties, Dallas District – no sites; survey to be scheduled. (6-29-20)
 - u. CSJ 0081-06-040, US 377 - Roadway widening; Denton County, Dallas District – 41DN622, the remains of an early-to-mid twentieth century household – ineligible; further survey to be scheduled when ROE acquired. (6-26-20)
 - v. CSJ: 0523-08-007, FM 1488, Widening of Non-Freeway; Montgomery County, Houston District – no sites in APE; survey to be scheduled when ROE acquired. (6-5-20)
4. Survey Results/No Historic Properties/Proceed to Construction
- a. CSJ: 0088-05-096, US 59 and US 77 Widening; Victoria County, Yoakum District - Note, all but 49 acres were surveyed due to denial of right of entry. We will survey the outstanding 49 acres as soon as the proposed new right-of-way has been acquired. (10-16-20, 3-2-21)
 - b. CSJ: 0917-31-030, SL 1853, Madison County, Bryan District. Three cultural resources were identified within the project area; two historic period isolated finds (SS-02-CR-01 and SS-04-CR-02) and one prehistoric isolated find (SS-04-CR-01; one chert flake and one small piece of chert shatter). The isolated finds possess negligible research value and are recommended not eligible for the National Register of Historic Places (NRHP) under Criteria A, B, C, or D. No further work is recommended. (2-13-20)
 - c. CSJ 0912-72-406, So. Diamondhead Blvd. at Gum Gully bridge replacement, Harris County, Houston District. (ETCT 1-6-17)
 - d. CSJ: 1200-04-015, FM 1466, Add Shoulders; Williamson County, Austin District; no general survey required, but SWCA performed scraping adjacent to Mager Cemetery; fieldwork complete, nothing detected.
 - e. CSJ: 0918-46-307, Cowling Road, Bridge Replacement; Denton County, Dallas District – no sites but high potential for archeological sites; field work to take place first of the

new year. (8-17-20). Survey complete, report approved by THC (no archeological sites encountered).

- f. CSJ: 0918-47-240, Merritt Rd, Widen roadway; Dallas County, Dallas District. (3-2-21)
 - g. CSJ: 1186-01-091, FM 969 Added Capacity; Travis County, Austin District (2-8-21)
 - h. CSJ: 0921-06-290, Old Alice Rd widening, from Sports Park Boulevard to SH 100; Cameron County, Pharr District (2-8-21)
 - i. CSJ 2222-20-020, Trophy Club Park Trails Construction; Denton County, Dallas District (01-29-21)
 - j. CSJ 2979-01-011, widen non-freeway FM 2931; Denton County, Dallas District - survey other areas when accessible (1-22-21)
5. Background Study/No Historic Properties/Proceed to Construction
- a. CSJ: 0913-18-036, Hicks Road at Lunis Creek, Bridge Replacement; Jackson County, Yoakum District (3-1-21)
 - b. CSJ: 0215-09-035, FM 725 from Zipp Road to FM 78, Guadalupe County, San Antonio District - A previous survey investigation and limited testing recorded and evaluated sites 41GU91 and 93. The sites are not eligible in the APE. Site 41GU91 is a historic-age site. 41GU93 is a prehistoric site of lithic debitage. (2-26-21)
 - c. CSJ: 008602030 - SH 359 Road Widening, Webb and Duval Counties, Laredo District (2-26-21)
 - d. CSJ: 0016-07-113 etc., IH 35 Roadway improvements, new travel lanes; Bexar and Guadalupe Counties, San Antonio District (2-22-26)
 - e. CSJ: 0540-04-074, FM 2154 widen non-freeway and new location, Brazos County, Bryan District. (2-11-21)
 - f. CSJ: 0173-01-050, SH 34 widening and improvements; Ellis and Kaufman Counties, Dallas District (2-9-21)
 - g. CSJ: 0015-10-062 and 0015-13-389, I-35, Widen Freeway; Travis and Williamson Counties, Austin District; 2 sites – no potential for intact deposits. (2-3-21)
 - h. CSJ: 0015-13-077 and 0016-01-113, I-35 Widening and Improvements US 290W/SH 71; Travis and Hays Counties, Austin District (2-3-21)
 - i. CSJ 2523-01-026, FM 2004 widening, Galveston, Houston District (2-2-21)
 - j. CSJ: 0922-20-024, Bridge Replacement, Valley Wells Rd at Espio Creek Bridge; LaSalle County, Laredo District (2-2-21)
 - k. CSJ: 0922-20-023, Bridge Replacement, Valley Wells Rd at Unnamed Draw Bridge; LaSalle County, Laredo District (2-2-21)
 - l. CSJ: 0922-20-022, Bridge Replacement at Cochina Rd at Unnamed Draw Bridge; LaSalle County, Laredo District (2-2-21)
 - m. CSJ: 0922-20-021, Bridge Replacement at Holland Dam Rd. at Elm Creek Bridge; LaSalle County, Laredo District (2-2-21)
 - n. CSJ: 0922-20-020, Bridge Replacement at El Jardin Rd at Frio River; LaSalle County, Laredo District (2-2-21)
 - o. TxDOT Sec. 106 Consultation Request - CSJ: 2222-20-009, Construct New Hike and Bike Trail; Hays County (1-20-21)

From: Laura Cruzada

Sent: Wednesday, March 3, 2021 1:00 PM

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Cc: Scott Pletka <Scott.Pletka@txdot.gov>; Maley, Barbara (FHWA) <Barbara.Maley@dot.gov>

Subject: Agenda and List of Projects For today's 2 pm call with TxDOT and Tribes

Good afternoon!

Thank you for staying flexible for today's call, which was rescheduled during the Winter Storm of 2021. I hope everyone is safe and well, and we look forward to sharing info today and getting your feedback. Below is a draft agenda; if you have any additions or questions let me know. Also below is a list of projects for your review and coordination, which were sent out in the past month.

Meeting Information

Meeting link: <https://txdot.webex.com/txdot/j.php?MTID=m4ce3adadaafa75854bc7a5648763472e>

Meeting number: 160 769 7235

Password: Enviro2019@

More ways to join

Join by video system

Dial [1607697235@txdot.webex.com](tel:1607697235)

You can also dial 173.243.2.68 and enter your meeting number.

Join by phone

+1-415-655-0003 United States TOLL

Access code: 160 769 7235

Agenda and list of projects:

Feb/March. 2021 Monthly Sec. 106 Call with TxDOT and Tribes

1. Program Updates
 - a. Sec. 106 Consultation Template
 - b. Annual Report
 - c. Early Tribal Coordination Tool – formal consultation letters sent February 5, 2021, with database of projects.
 - d. Tribal Histories Project
 - e. Museums Training with Bullock and Texas Historical Commission

- f. TBAG Breakout
- g. Concho County Rest Area exhibit panel
- h. Upcoming:
 - i. Law Enforcement Training
 - ii. Burial Protocol

1. Mitigation

- a. Gregg County post-review discovery
- b. ITBC Project in Hidalgo County
- c. Paleoindian Exhibit –
 - i. Consultant to hire a tribal rep/subject matter expert for content
 - ii. Partnership with Humanities Texas: they'll host the digital exhibit and they are working on the traveling exhibit portion as well.
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- e. Mill Creek, Austin County - Tribes have asked to monitor the excavations here. Waiting to acquire ROW.
- f. **Starr County** - processing and analyzing materials recovered in Feb. During that field session, work at 41SR242 was concluded but a final ten-day field session to recover the last sample of thermal features at 41SR459 and will be required and take place late Winter or Spring 2021. A third site, 41SR462 still has denied ROE and will likely have to go to condemnation.
- g. **Anderson County**
 - i. Caddo sites = 2 confirmed burials; 1 probably. Consulting with Caddo Nation. Area was scraped in December.
 - ii. 19th-20th century sites - Archeological investigations revealed a farmstead owned by an African American family, Newt and Sarah Ray Ewell, during the Jim Crow Era. In addition, archeologists are examining a farmstead owned by Dr. W.A. Ayres. Dr. Ayres practiced medicine throughout Anderson and Cherokee counties and his descendants may still live in the area. We have the WA for two staged data recovery to start next week. (Start with Ayres first then Ewell). Survey for next segment of US 175.
- h. El Paso County - producing final report on testing of 3 sites; only 2 require further work, plus Firecracker Pueblo. Fieldwork might happen 2021-22. Final testing report under THC review; otherwise, no updates.

2. Field Updates:

- a. CSJs 0044-04-047, 0044-04-049, US 82, Widening of Non-Freeway (12 miles), Montague County, Wichita Falls District. Survey of new ROW planned within the next couple months. Survey will employ shovel testing, supplemented by backhoe trenching along three drainages. Tribal letter is being prepared.
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- District. - prehistoric and civil war sites nearby; survey to be scheduled. (4-17-2017)
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 - g. CSJ: 0914-04-318, William Cannon Drive, Widen Non-Freeway; Travis County, Austin District – no sites; survey to be scheduled. (1-12-21)
 - h. CSJ: 0913-20-096, Woodley Road at Unnamed Draw, Bridge Replacement; Austin County, Yoakum District – no sites; survey to be scheduled. (12-18-20)
 - i. CSJ: 0110-05-126 I-45 Bridge Replacement of Southbound Bridge over Cypress Creek; Harris County, Houston District – survey likely; tbd. Consultation request forthcoming.
 - j. CSJ: 0474-01-005, PR 73 Bridge Replacement; Kimble County, San Angelo District – no sites in APE; survey to be scheduled. (12-9-20)
 - k. CSJ: 0408-05-028, FM 331 at Mill Creek, Bridge Replacement; Austin County, Yoakum District – 1 prehistoric occupation site in the APE; survey to be scheduled. (12-8-20)
 - l. CSJ: 0914-05-198, Brushy Creek Regional Trail Improvements; Williamson County, Austin District – 3 sites in the APE; survey to be scheduled. (11-3-20)
 - m. CSJ: 0271-01-066 (FM 2761 – I-10), Colorado County, Houston/Yoakum District – no sites on this segment of the project; survey to be scheduled. (11-20-20)
 - n. CSJ: 0177-14-039, SL 494, Bridge Replacement, Montgomery County, Houston District – no sites; survey to be scheduled. (11-16-20)
 - o. CSJ: 0211-06-059, US 77, Widen Non-Freeway; Fayette County, Yoakum District - Sites documented in APE: 41FY200, 41FY209; Sites documented adjacent to APE: 41FY515; Sites documented within one kilometer APE: 41FY62, 41FY108, 41FY109, 41FY533, 41FY539, 41FY572. Survey to be scheduled; permit pending. (11-16-20)
 - p. CSJ: 0261-01-041, US 67 at Lake Ridge Parkway; Ellis County – Awaiting survey of additional 12.78 acres once ROE/ROW obtained. No sites/no further work for parcels that were surveyed. (11-11-20)
 - q. CSJ: 2222-21-022, Turnback Canyon Hiking Trail.; Travis County – survey to be scheduled; no sites in APE. (11-4-20)
 - r. CSJ: 1059-01-047, FM 1173 Roadway Widening; Denton County, Dallas District – 2 post contact sites identified; ineligible. Survey to be scheduled on remaining parcels when access is granted. (6-29-20)
 - s. CSJ: 0922-33-165, Hachar-Reuthinger Loop; Webb Co., Laredo District - 41WB924-932 (eight sites) are described as prehistoric lithics scatters and procurement areas. None are recommended as eligible. 41WB933 is described as a prehistoric open campsite and additional investigations are recommended. (6-29-20)
 - t. CSJ: 2964-10-005 and 2964-10-006, SL-9 at IH-35, Grade Separation and new

alignment; Dallas & Ellis Counties, Dallas District – no sites; survey to be scheduled. (6-29-20)

- u. CSJ 0081-06-040, US 377 - Roadway widening; Denton County, Dallas District – 41DN622, the remains of an early-to-mid twentieth century household – ineligible; further survey to be scheduled when ROE acquired. (6-26-20)
- v. CSJ: 0523-08-007, FM 1488, Widening of Non-Freeway; Montgomery County, Houston District – no sites in APE; survey to be scheduled when ROE acquired. (6-5-20)
- w. CSJ: 0917-31-030, SL 1853, Madison County, Bryan District. WA in development for intensive archeological survey. SWCA will be performing work on new location areas for proposed loop south of Madisonville. Fieldwork is scheduled to begin in January 2021. No sites known at this time, but it is new location. Much of the APE is in floodplain soils with high potential for site preservation, and a portion of the APE follows the route of the La Bahia Road, which connected to the Upper Coushatta Trace farther to the east; Pedestrian survey underway, holding on trenching. No current info on survey findings. (2-13-20)

3. Survey Results/No Historic Properties/Proceed to Construction

- a. CSJ: 0917-31-030, SL 1853, Madison County, Bryan District. Three cultural resources were identified within the project area; two historic period isolated finds (SS-02-CR-01 and SS-04-CR-02) and one prehistoric isolated find (SS-04-CR-01; one chert flake and one small piece of chert shatter). The isolated finds possess negligible research value and are recommended not eligible for the National Register of Historic Places (NRHP) under Criteria A, B, C, or D. No further work is recommended. (2-13-20)
- b. CSJ 0912-72-406, So. Diamondhead Blvd. at Gum Gully bridge replacement, Harris County, Houston District. (ETCT 1-6-17)
- c. CSJ: 0918-47-240, Merritt Rd, Widen roadway; Dallas County, Dallas District. (3-2-21)
- d. CSJ: 1186-01-091, FM 969 Added Capacity; Travis County, Austin District (2-8-21)
- e. CSJ: 0921-06-290, Old Alice Rd widening, from Sports Park Boulevard to SH 100; Cameron County, Pharr District (2-8-21)
- f. CSJ 2222-20-020, Trophy Club Park Trails Construction; Denton County, Dallas District (01-29-21)
- g. CSJ 2979-01-011, widen non-freeway FM 2931; Denton County, Dallas District - survey other areas when accessible (1-22-21)

4. Background Study/No Historic Properties/Proceed to Construction

- a. CSJ: 0913-18-036, Hicks Road at Lunis Creek, Bridge Replacement; Jackson County, Yoakum District (3-1-21)
- b. CSJ: 0215-09-035, FM 725 from Zipp Road to FM 78, Guadalupe County, San Antonio District - A previous survey investigation and limited testing recorded and evaluated sites 41GU91 and 93. The sites are not eligible in the APE. Site 41GU91 is a historic-age site. 41GU93 is a prehistoric site of lithic debitage. (2-26-21)
- c. CSJ: 008602030 - SH 359 Road Widening, Webb and Duval Counties, Laredo District (2-26-21)

- d. CSJ: 0016-07-113 etc., IH 35 Roadway improvements, new travel lanes; Bexar and Guadalupe Counties, San Antonio District (2-22-26)
- e. CSJ: 0540-04-074, FM 2154 widen non-freeway and new location, Brazos County, Bryan District. (2-11-21)
- f. CSJ: 0173-01-050, SH 34 widening and improvements; Ellis and Kaufman Counties, Dallas District (2-9-21)
- g. CSJ: 0015-10-062 and 0015-13-389, I-35, Widen Freeway; Travis and Williamson Counties, Austin District; 2 sites – no potential for intact deposits. (2-3-21)
- h. CSJ: 0015-13-077 and 0016-01-113, I-35 Widening and Improvements US 290W/SH 71; Travis and Hays Counties, Austin District (2-3-21)
- i. CSJ 2523-01-026, FM 2004 widening, Galveston, Houston District (2-2-21)
- j. CSJ: O922-20-024, Bridge Replacement, Valley Wells Rd at Espio Creek Bridge; LaSalle County, Laredo District (2-2-21)
- k. CSJ: O922-20-023, Bridge Replacement, Valley Wells Rd at Unnamed Draw Bridge; LaSalle County, Laredo District (2-2-21)
- l. CSJ: O922-20-022, Bridge Replacement at Cochina Rd at Unnamed Draw Bridge; LaSalle County, Laredo District (2-2-21)
- m. CSJ: O922-20-021, Bridge Replacement at Holland Dam Rd. at Elm Creek Bridge; LaSalle County, Laredo District (2-2-21)
- n. CSJ: O922-20-020, Bridge Replacement at El Jardin Rd at Frio River; LaSalle County, Laredo District (2-2-21)
- o. TxDOT Sec. 106 Consultation Request - CSJ: 2222-20-009, Construct New Hike and Bike Trail; Hays County (1-20-21)

Laura Cruzada
Public Involvement Specialist and Tribal Liaison
Environmental Affairs Division
laura.cruzada@txdot.gov
TxDOT office: 512-416-2638
TxDOT mobile: 737-212-3795

Appendix H
ICI Questionnaire and Response

Amponsah, Alexander K

From: Amponsah, Alexander K
Sent: Tuesday, August 11, 2020 5:05 PM
To: alex.amponsah@atkinsglobal.com
Subject: Mobility 35 Capital Express South Indirect Impacts Questionnaire
Attachments: Capital Express South Indirect Study Area.pdf

Hello,

The Texas Department of Transportation (TxDOT) is evaluating the proposed improvement of I-35 from US 290W/SH 71 to SH 45SE in Travis County, with a transition area extending to Main Street in Buda, Hays County. The proposed improvements would add two non-tolled managed lanes in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Attached is a map of the Study Area.

We recognize that local experts are most knowledgeable about future land use. Please answer the following questions to the best of your knowledge. If you are not the best person to answer the questions, please forward this to the appropriate person or persons within your organization.

1. Are you aware of any proposed land developments? If so, please mark the general areas on the attached map and provide the location, type, size (e.g., acres, density, number of units), and estimated construction start date of any planned developments.
2. Are you aware of any proposed utility installations (water, sewer, electric, communication) or roadway improvements? If so, please mark the locations of the proposed utilities and roadways on the attached map.

Please submit your answers to the address below (electronic responses are welcomed with legible marked up maps) by August 24, 2020. We appreciate your time and input in this process. If you have any questions, you may call Alex Amponsah at 512.342.3482 or email at alex.amponsah@atkinsglobal.com.

Atkins
Attn: Alex Amponsah
11801 Domain Boulevard #500
Austin, TX 78758
alex.amponsah@atkinsglobal.com

Sincerely,

Alex Amponsah *AICP*
Senior Planner III, NEPA Planning
North America
Engineering, Design and Project Management

 +1 512 342 3482

Atkins, member of the SNC-Lavalin Group
11801 Domain Blvd, Suite 500, Austin, Texas 78758



**ASSET PERFORMANCE
AND PUBLIC SAFETY**

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Read John Pregler and Soraya Saflicki's article.

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Member of the SNC-Lavalin Group

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Amponsah, Alexander K

From: Amponsah, Alexander K
Sent: Tuesday, August 11, 2020 5:10 PM
To: Richard.Mendoza@austintexas.gov
Subject: Mobility 35 Capital Express South Indirect Impacts Questionnaire
Attachments: Capital Express South Indirect Study Area.pdf

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Amponsah, Alexander K

From: Amponsah, Alexander K
Sent: Thursday, August 13, 2020 3:38 PM
To: Permits@co.hays.tx.us
Subject: Mobility 35 Capital Express South Indirect Impacts Questionnaire
Attachments: Capital Express South Indirect Study Area.pdf

Hello,

The Texas Department of Transportation (TxDOT) is evaluating the proposed improvement of I-35 from US 290W/SH 71 to SH 45SE in Travis County, with a transition area extending to Main Street in Buda, Hays County. The proposed improvements would add two non-tolled managed lanes in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Attached is a map of the Study Area.

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Amponsah, Alexander K

From: Andre Betit <Andre.Betit@traviscountytx.gov>
Sent: Wednesday, August 12, 2020 3:31 PM
To: Amponsah, Alexander K
Cc: Morgan Cotten; Cynthia McDonald; Anna Bowlin; Scheleen Walker
Subject: RE: [CAUTION EXTERNAL] Mobility 35 Capital Express South Indirect Impacts Questionnaire

Good Afternoon Alex,

Morgan forwarded me your request. I didn't know if you knew about the City of Austin Property Profile Web Page. Here is the link:

<https://www.austintexas.gov/GIS/PropertyProfile/>

if you are not familiar with it, on the lower left there is a way to control the layers you see. Once you have those, show "review cases" then turn on the various cases. Be sure to view those labeled *(all) so you see everything. I believe this will give you all the information you have requested.

If you have any questions, please feel free to reach out to me.

Thanks,

André

André Betit, PE
Engineering Division Manager
Travis County TNR Road and Bridge
Physical Address: 700 Lavaca Street; Austin, TX 78701
Mailing Address: P.O. Box 1748; Austin, TX 78701-1748
(512) 854-8757
andre.betit@traviscountytx.gov

From: Morgan Cotten <Morgan.Cotten@traviscountytx.gov>
Sent: Wednesday, August 12, 2020 2:10 PM
To: Andre Betit <Andre.Betit@traviscountytx.gov>
Subject: FW: [CAUTION EXTERNAL] Mobility 35 Capital Express South Indirect Impacts Questionnaire

Andre, looks like they are looking for future travel demands for the planning of the I-35 corridor, can you provide the requested information?

MLC

From: Diana Ramirez <Diana.Ramirez@traviscountytx.gov>
Sent: Tuesday, August 11, 2020 10:27 PM
To: Cynthia McDonald <Cynthia.McDonald@traviscountytx.gov>; Anna Bowlin <Anna.Bowlin@traviscountytx.gov>; Scheleen Walker <Scheleen.Walker@traviscountytx.gov>; Morgan Cotten <Morgan.Cotten@traviscountytx.gov>; Eric Stockton <Eric.Stockton@traviscountytx.gov>; Roger El-khoury <Roger.El-khoury@traviscountytx.gov>; Andrea Shields <Andrea.Shields@traviscountytx.gov>

Cc: Jessica Rio <Jessica.Rio@traviscountytx.gov>; Travis R Gatlin <Travis.Gatlin@traviscountytx.gov>
Subject: Fwd: [CAUTION EXTERNAL] Mobility 35 Capital Express South Indirect Impacts Questionnaire

I wanted to make sure you all saw this and can respond to the request. If you already received this request just let me know.

I think you are the folks that may have projects impacted by the I-35 project.

I'm happy to coordinate a response or if you prefer to respond please let this group know so they can get you any relevant information. Getting responses to a central point of contact by next Wednesday, 8/20, should work.

Best,

Diana A Ramirez
Director, Economic Development & Strategic Investments

From: Amponsah, Alexander K <alexander.amponsah@atkinsglobal.com>
Sent: Tuesday, August 11, 2020 5:05 PM
To: Amponsah, Alexander K
Subject: [CAUTION EXTERNAL] Mobility 35 Capital Express South Indirect Impacts Questionnaire

CAUTION: This email is from OUTSIDE Travis County. Links or attachments may be dangerous. Click the Phish Alert button above if you think this email is malicious.

Hello,

The Texas Department of Transportation (TxDOT) is evaluating the proposed improvement of I-35 from US 290W/SH 71 to SH 45SE in Travis County, with a transition area extending to Main Street in Buda, Hays County. The proposed improvements would add two non-tolled managed lanes in each direction, reconstruct intersections and bridges to increase bridge clearances and east/west mobility, and improve bicycle and pedestrian accommodations along I-35 frontage roads and at east/west crossings. Attached is a map of the Study Area.

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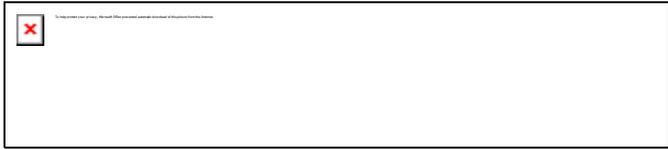
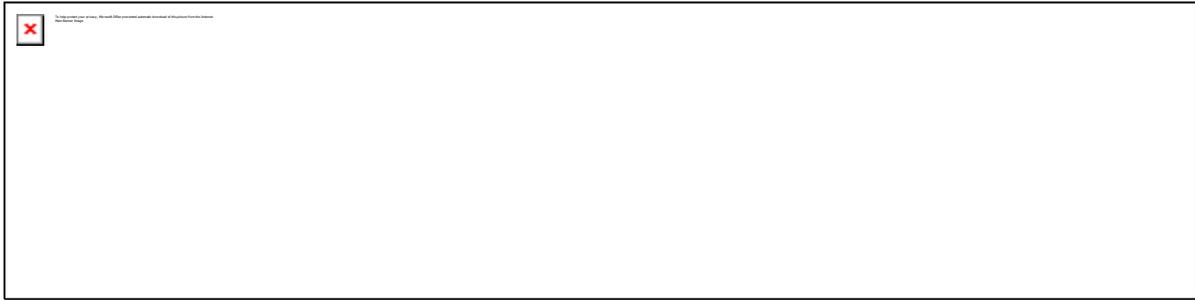
Sincerely,

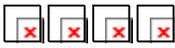
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Appendix I
Comment and Response Matrix from Public Meeting/Public Hearing



Documentation of Public Meeting

Project Location

Travis County

I-35 Capital Express South

CSJ: 0015-13-077, CSJ: 0016-01-113

Project Limits

SH 71/Ben White Boulevard to SH 45 Southeast

Meeting Location

Akins High School Cafeteria

10701 S 1st Street, Austin, TX 78748

Meeting Date and Time

Oct. 17, 2019 from 5:30 – 7:30 p.m.

Translation Services

none requested

Presenters

none

Elected Officials in Attendance

Council Member Robert Rizo, City of Kyle

Total Number of Attendees (approx.)

49

Total Number of Commenters

143

Contents

- A. Comment/response matrix
- B. Notices provided
- C. Sign-in sheets
- D. Comments received
- E. Figures
- F. Virtual Open House

#	Name	Date Rec'd	Source	Topic	Comment	Response
1	Aaron	10/22/2019	VOH Comment	Support for Project	I think that providing all these additional HOV lanes is wonderful and is a progressive move towards solving todays problems!	Comment noted
2	Adam Greenfield	11/1/2019	VOH Comment	Design	I strongly oppose this project and urge TxDOT not to expand any part of I35. There is no good reason to expand I35. We know that expanding roadways doesn't ease congestion; wider roads merely induces more driving.	Comment noted.
				Safety	We know that wider roads means more crashes, fatalities, and life-changing injuries; I35 through Austin already has an appalling safety record, representing 26% of all fatalities in 2018.	The Capital South project would bring I-35 up to current interstate safety standards and increase safety in the corridor for all users.
				Climate Change	We are also in a climate crisis. How can TxDOT possibly keep going down this ruinous path, laying waste to the lives of future generations?	Improvements to I-35 proposed as a part of Capital Express South are designed to improve safety and mobility and accommodate future growth within the region. For more details on transportation and climate, please see the TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdotinfo/env/toolkit/725-01-rpt.pdf). This technical report estimates transportation emissions and discloses factors that affect those emissions. In addition, it includes how TxDOT is responding to a changing climate.
				Opposition to Tolloed Lanes	Rather than waste another colossal amount of public funds on a worse-than-useless project, TxDOT should take a fraction of the proposed budget and use it for public transportation and bicycle and pedestrian infrastructure (which TxDOT does almost nothing for), which move people far more efficiently than automobiles. And why not also a public information campaign to educate the public that expanding roadways doesn't ease congestion? TxDOT, we are in a crisis. It's too late for 1950s-esque infrastructure projects, which were wrong back then and even more so today. We need you to be part of the solution. Do the right thing!	The project would also enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).
3	Adelaida Perez	11/1/2019	VOH Comment	Managed Lane Access	There needs to be an express lane exit for Slaughter and/or FM 1626 in order to benefit commuters from these growing neighborhoods.	Entrances and exits are located to provide the optimal benefit to the entire corridor and work with current design criteria.
4	Alan McKendree	11/1/2019	VOH Comment	Design	Looks good in general. I'm not clear on why an HOV lane is preferable to an additional main lane. Is it just social engineering, to reward people who carpool? I do see the advantage to having a managed lane dedicated to trucks.	Additional general purpose lanes are not recommended because drivers who currently use other routes to avoid I-35, would quickly fill these lanes, and they would become congested like the existing general-purpose lanes. Solving congestion by simply adding multiple lanes of pavement is not sustainable and has not proven to be effective in providing reliability and promoting transit. Managed lanes are being implemented around Texas and other states to manage congestion rather than patching the problem just to face the same challenges in a few years.
5	Aldo Fritz	11/1/2019	VOH Comment	Multi-Modal/Transit	It would be great if the project would allow for regional multi-modal transportation that integrates light rail, BRT, and other forms of transportation and laying down the foundation for better connections to San Antonio, and even DFW region.	Comment noted. The I-35 corridor is part of the regional transportation solution and TxDOT is coordinating with City of Austin, Capital Metro, CTRMA, and CAMPO to enhance regional mobility.

#	Name	Date Rec'd	Source	Topic	Comment	Response
6	Alex Westermann	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
7	Ali Khataw	10/31/2019	VOH Comment	Support for Tolloed Lanes	TxDOT please allow for express lanes — also known as variable priced lanes — instead of HOV lanes on I-35 through north and south Travis County.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
8	Amy Harding	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
9	Andrea Sanchez	10/24/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
10	Andrew D Smith	10/31/2019	VOH Comment	Support for Tolloed Lanes	I-35 should not be expanded, it should be tolled.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. Funding sources for Capital Express South are limited for use on non-tolled projects.

#	Name	Date Rec'd	Source	Topic	Comment	Response
11	Andrew Grimm	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region.</p> <p>Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
12	Annetta Petropoulos	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
13	Annette French	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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14	Atul Patel	10/30/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
15	Ben Howell	10/18/2019	VOH Comment	Support for Tolled Lanes	Without tolls, I don't see how these HOV lanes will consistently be free-flowing and allow for an improved transit experience. Mentioning the tiny benefits to transit in your materials is "green-washing" an otherwise environmentally degrading project. I'm not fooled, and I doubt many others are.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Traffic	Based on similar projects (I-10 expansion in Katy) this project will likely not accomplish goals of reducing travel times, and will encourage more development at the fringes of town, further weakening any travel time reductions in the long-term. I bet the rural & suburban landowners are thrilled though, because this amounts to a major cash giveaway to them. And yet most of your revenue comes from cities. You're misusing public funds.	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region.
				Climate Change	Your plan encourages more climate-damaging behavior. Your agency is culpable for that, and I hope you get sued for the harm your agency is doing to future generations well-being. Cheers.	Improvements to I-35 proposed as a part of Capital Express South are designed to improve safety and mobility and accommodate future growth within the region. For more details on transportation and climate, please see the TxDOT Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdotinfo/env/toolkit/725-01-rpt.pdf). This technical report estimates transportation emissions and discloses factors that affect those emissions. In addition, it includes how TxDOT is responding to a changing climate.
				Support for Tolled Lanes	First of all I would like to express how much I would fully endorse Sinclair blacks proposal to bury I 35 through the middle of Austin. I know this would be extremely expensive but I'm willing to have my taxes increase to pay my fair share for the wonderful benefit that this would have on the city of Austin. I understand that this may be a longshot that will ever be achieved but what we can do in the immediate near future is to install manage lanes	Concept of burying IH35 through the middle of Austin referred to is not a part of Capital Express South project. The Capital Express Central Project through the middle of Austin is still in the planning phase and will be open to public comment during public open houses to be held in the future.

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16	Benjamin Blackburn	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>First of all I would like to express how much I would fully endorse Sinclair blacks proposal to bury I 35 through the middle of Austin. I know this would be extremely expensive but I'm willing to have my taxes increase to pay my fair share for the wonderful benefit that this would have on the city of Austin. I understand that this may be a longshot that will ever be achieved but what we can do in the immediate near future is to install manage lanes</p>	<p>The portion of I-35 to which you are referring is not part of the Capital Express South Project. It is actually part of the Capital Express Central Project that is still in the planning phase and will be open to public comment during public open houses to be held in the future.</p>
					<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	<p>TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.</p>
17	Bill Gregory	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p> <p>I think more people will pay for a lane rather than carpool. That being the case, why not charge for the lane usage and use the money for this project AND RAIL PROJECTS!</p>	<p>TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.</p>
18	Brandon Halpin	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>We need to allow for tolling for the managed lanes on this project. We need to move cars faster and not doing so is short sided.</p>	<p>TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.</p>
19	Brianna Frey	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>I highly encourage, even so far as plead, TxDOT staff and legislators to consider utilizing express lanes (variable toll manages lanes) on IH 35, specifically through the central segment of this planning work. The benefits outweigh the benefits of HOV lanes. Thank you.</p>	<p>TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.</p>

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20	Brittany Glasschroeder	10/30/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
21	Bryan	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
22	Burnie Burner	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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23	C. Brian Cassidy	11/1/2019	VOH Comment	Support for Tolloed Lanes with Transit	The I35 Capital Express Project should be built as 2 variable tolled managed lanes in each direction throughout all segments, including the southern section. Doing so would improve traffic flow, allow the entire project to be built more quickly (because it could be financed using toll revenues), and improve transit utilization since Cap Metro buses would be able to use the managed lanes and see the type of ridership increases that have been experienced on the Mopac Managed Lane. TxDOT should consider this alternative, and at the very least should not use any funding in the current plan (including Proposition 1 or Proposition 7 funds) that would preclude these lanes (or other improvements in the corridor) from being tolled.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
24	Cameron Pawelek	11/1/2019	VOH Comment	Support for Tolloed Lanes	The construction of new infrastructure and the legacy costs associated with maintaining existing infrastructure are incredibly expensive and are increasingly becoming a burden. While the actions taken to improve I-35 are encouraging, we need to make decisions that are responsible (fiscally, environmentally, & socially). While the city of Austin code rewrite requires significant work to make the city more equitable for households of all income levels to be able to afford to live near employment and businesses, TxDOT should take steps to think longer-term. Those who use the roads most, must help pay for the roads they use. We cannot continue to subsidize new roads for all that choose (/currently have) to use the roads. Tolloed lanes are both fair and fiscally responsible, not to mention will encourage households to find alternative modes of transport or carpool to help offset increased costs, which could reduce traffic and greenhouse gas emission. Let's be responsible in how we think about our future roadways.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. Funding sources for Capital Express South are limited for use on non-tolled projects.
25	Casey Burack	10/30/2019	VOH Comment	Support for Tolloed Lanes	Please toll the managed lanes so that we can toll the Central Segment!	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital Express Central Project that is still in the planning phase and will be open to public comment during public open houses to be held in the future.
26	Charles A. Betts	11/1/2019	VOH Comment	Support for Tolloed Lanes	Please use the (tolled, reversed pricing) managed lanes for I35. A significant part of the cost could be paid by the toll income. This would also allow the improvements to be built sooner. This has worked quite well on MoPac North with the tolled managed lane.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
27	Chris Wojtewicz	10/31/2019	VOH Comment	Bicycle/Pedestrian Access	all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications -all bike lanes should be fully protected -no slip-lanes, they're too dangerous to pedestrians and cyclists	The Capital Express South project would enhance bicycle and pedestrian options. This includes adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA). By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users, including pedestrians and bicyclists.

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				Support for Tolloed Lanes	any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	frontage road design speed should be 30 mph or lower reduce the number of entrances and exits -no slip-lanes, they're too dangerous to pedestrians and cyclists	Speed limits are set on TxDOT highways by the Texas Transportation Commission, considering design speed of the facility and the results of a traffic study.
				Environmental	No more climate-destroying, sprawl-inducing, neighborhood-separating, roads	Three of the goals of the Mobility35 program are to: manage traffic better, improve east/west connectivity and improve compatibility with neighborhoods. Improvements proposed as part of this project will help to meet these goals.
28	Cid A Galindo	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
29	Cindy Brummer	11/1/2019	VOH Comment	Support for Non-Tolloed Managed Lanes	I am glad to see managed lanes on I-35 are not tolled. I am tired of tolls being on every road. I do not support tolling everywhere, and I support what is expressed in this project.	Comment noted.
30	Clayton Hoover	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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31	Clint Sayers	11/1/2019	VOH Comment	Support for Tolloed Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
32	Crispin Ruiz	11/1/2019	VOH Comment	Support for Tolloed Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
33	Curtis Rogers	10/17/19	Comment Form	Support for Tolloed Lanes	Managed lane(s) should be toll lanes. Non-tolled lanes will induce demand for more traffic and the area will be worse off, and with no good funding source to pay for it. Not worth doing this expensive project without a funding source. This should be paid for by the people using it, not the rest of Texas.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
34	Dan Keshet	10/31/2019	VOH Comment	Environmental Impact of New Roads	Adding more lanes to I-35 will do more to devastate Texas' natural environment than anything else you could imagine a government rationalizing is "acceptable." It's not just about the land taken for I-35 ROW: it's about the millions of new, polluting car trips taken to land that's currently nature. It's about the hundreds of thousands of new homes set up in places far from current human habitation. No new lanes!	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region and considers induced demand.

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35	Dana Hansen	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
36	Dana Hansen (diff email used)	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
37	Dana Harris	10/25/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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38	David	10/30/2019	VOH Comment	Design	You REALLY need to add additional lanes to the 3 regular lanes already in place. Why in the world does Temple get 4 free lanes with no dividers but Austin gets 3? makes no sense. HOV lanes are great but I-35 NEEDS to have 4 free lanes and 2 HOV lanes. I don't care how much you have to widen the road or correct dumb project you already completed but didn't consider future needs. 3 regular lanes is ridiculous. Add regular lanes and HOV lanes if you really want to do this right.	Solutions to increase the number of general purpose lanes are being evaluated for incorporation as the project progresses.
39	David Huter	10/30/2019	VOH Comment	Support for Tolloed Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
40	Deborah Ormerod	11/1/2019	VOH Comment	Truck Traffic	A major improvement would be to get the 18 wheelers off 35. I go 10 exits and counted 118 18 wheelers on one trip. We need all the lanes for cars. nothing else.	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 Program can increase safety and reduce congestion in the corridor for all users including 18 wheelers.
41	Deyla	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
42	Dick Sanger	11/1/2019	VOH Comment	Support for Project	I am highly supportive of this plan and what it can bring to Austin.	Comment noted.
43	Ed Ireson	11/1/2019	VOH Comment	Support for Tolloed Lanes	Variable tolled lanes should be utilized, at a minimum for the express/HOV lanes, and to ease congestion at peak hours.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).
				Bicycle/Pedestrian Access	Please also consider include ample safe pathways for human-scale transit - pedestrians and bikes.	

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44	Elizabeth Buongiorno	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
45	Ellen Ruth Sullivan	10/24/2019	VOH Comment	Noise	<p>My home is just west of S 1st at 1626; traffic noise is already a concern, particularly when weather is favorable for noise to travel and bounce. It is quite noticeable, particularly on the second floor, when the windows are open.</p> <p>While I would probably benefit from this change in terms of transportation, I feel that noise will only get worse. And since the noise is primarily from tires on the road, even the advent of electric cars won't really remedy it.</p> <p>This will be even more noticeable for the many homes being built along the highway.</p> <p>And there are studies showing that this noise is harmful.</p> <p>I suggest dense planting of native trees along the highway where possible. Even one line of trees will help somewhat; irregular, soft material helps muffle sound the best.</p>	A noise analysis is being conducted for the project in accordance with TxDOT's (FHWA approved) Guidelines for Analysis and Abatement of Roadway Traffic Noise (2011). If it is determined that noise impacts occur to adjacent noise receivers, a noise barrier analysis would be conducted. If a barrier is determined to be feasible and reasonable at abating traffic noise, then a barrier is proposed for incorporation into the project. The decision to build proposed noise barriers is based on a utility evaluation and polling of adjacent property owners.
46	Everardo	10/19/2019	VOH Comment	Project Limits	<p>Why is this only from onion creek to Ben white? While this would put a band aid on the traffic. As someone that drive from kyle to north Austin, it would be better if this would expand to at least Buda. What about Oltorf to 15 street. This part of the highway is also always congested everyday.</p> <p>Also, why is there no improvement on onion creek frontage road. There is still a stop sign, why not add more lanes and a traffic light there.</p>	<p>Capital Express South limits based on logical termini at SH71 and SH45 SE. Transitional areas extending south of SH45SE into Kyle and Buda may be considered as a part of a separate, future project.</p> <p>With regards to Oltorf Street and 15th street, this comment addresses an issue that is outside of the limits of this environmental document.</p> <p>A detailed traffic analysis is being conducted to determine the locations of intersection improvements.</p>
47	Farmer	10/28/2019	VOH Comment	Support for Tolled Lanes	<p>Please consider utilizing variable speed managed lanes (toll lanes) when constructing this project. We need to maximize the number of new lanes and this would be a viable financing mechanism. Thanks for your consideration.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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48	Frederick A Mitchell	11/1/2019	VOH Comment	Opposition to Tolloed Managed Lanes	I have been living in Austin for most of my 31 years and I am opposed to putting in toll roads on one of the highest traveled roads in the city. The toll road on MoPac has not eased congestion as lawmakers said it would; the money and work would have been better used in just expanding the road. The amount of space used in the MoPac expansion of 1 extra lane in each direction could have been used for 2 full lanes if not for the toll road separation and I am sure that if an expansion to IH-35 were to happen, there would be ample room to expand the road without making it a toll road and making fewer people able to travel on said expansion.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
49	Glenn Hart	11/1/2019	VOH Comment	Support for Tolloed Lanes	Why are variable toll lanes similar to Mopac Expressway not being considered to still allow free flow of transit and also provide a sustaining revenue source?	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
50	Greg	11/1/2019	VOH Comment	Opposition to Tolloed Lanes	PLEASE NO toll lanes... HOV lanes are a great idea, but there are too many toll roads lately. We (the public) already own this right-of-way, just reconfigure it to suite our needs. We already fund road projects thru the fuel tax, but government has mis used/allocated the funds to other 'pet' projects. Just use our fuel tax dollars as they were intended and there will be plenty of money to improve and maintain our roadways.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
51	Hal	10/31/2019	VOH Comment	Support for Tolloed Lanes	Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
52	Henry A Long	10/31/2019	VOH Comment	Environmental	A highway expansion will not solve the congestion on I-35. In all likelihood, it will worsen the problem. Furthermore, it will induce new demand for driving, wrecking the planet and ruining the health of everyone who lives near I-35. This project will make the world measurably worse, and it is absurd to spend billions on it.	Improvements to I-35 proposed as a part of Capital Express South are designed to accommodate future growth within the region and considers induced demand.
53	Heyden Walker	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	*Stop putting humans, people walking or riding bikes, in clear zones *all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications *all bike lanes should be fully protected *no slip-lanes, they're too dangerous to pedestrians and cyclists	Separate and continuous shared-use-paths will be provided along the project for pedestrian and bicyclist mobility Intersection improvements will include smart right turns where feasible to replace conventional slip-lane configurations.

#	Name	Date Rec'd	Source	Topic	Comment	Response
				Support for Tolled Lanes	*any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	*frontage road design speed should be 30 mph or lower *reduce the number of entrances and exits *no slip-lanes, they're too dangerous to pedestrians and cyclists	It is anticipated that by bringing the I-35 corridor up to current interstate design standards, safety would be increased for all users.
54	Jacqueline Dudley	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region.</p> <p>Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
55	James Cain	10/31/2019	VOH Comment	Support for Tolled Lanes	<p>Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region. Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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56	Jan Fulton	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
57	Janice Hillenmeyer	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>The majority of traffic using this corridor are single occupancy vehicles and trucks. Putting HOV lanes isn't going to help if no one is able to use them because they don't qualify as an HOV.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
58	JD Moore	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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59	Jennifer Todd-Goynes	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
60	Jeri Stone	11/1/2019	VOH Comment	Support for Tolloed and Free Managed Lanes	<p>First, thank you for recognizing the critical need for more traffic lanes in Austin, as demonstrated by the I-35 project. Traffic and the lack of capacity for vehicles is increasingly an issue for our business, as many employees are simply unwilling to continue to (or start to) commute to the downtown area. I would encourage you to consider a mix of variable toll lanes and free lanes to allow commuters options to the greatest extent possible. It is also critical that projects to add transportation lanes get underway and completed as soon as possible.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
61	Jerry Frey	10/30/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
62	Jerry Ramos	10/28/2019	VOH Comment	Support for Tolloed Lanes	<p>Recommend that TxDOT consider tolling the project in order to expedite construction.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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63	Jessica Grahek	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
64	Jesus Hernandez	10/17/19	Comment Form	Design	<ul style="list-style-type: none"> *SH 71/US290 Direct Connector should be widened to 2 lanes from STA 3495+00 to 3510+00 because of the bottle neck. *Increase from 2LN's to 3 LN from Toyota to Fiesta. (NB + SB side) *need free flow right turns at Stassney with dedicated lane to move traffic faster. *need exit at 3530+00 NB to get access to SH 71/US 290 Direct Connector. *3 (three) LN FR needed at William Cannon/Stassney Areas to accommodate all driveway exiting traffic. *Do not approve of 11' Lanes because of the amount of truck (18 wheeler traffic) I do not feel safe in 11' lanes, its too fast + congested. *narrow shoulders in HOV lanes looks dangerous. *with HOV addition, there is no area for cars to break down and for EMS/fire to drive on to get to accidents. 	<ul style="list-style-type: none"> * Improvements to SH71/US290 Direct Connectors are being evaluated * Improvements to NB and SB FRs from Toyota to Fiesta are being evaluated * Intersection improvements at Stassney are being evaluated * Improvements to NB SH71/US290 DC are being evaluated * Improvements to FRs at William Cannon/Stassney areas are being evaluated * 11' lanes widths required in some areas to accommodate all project constraints * Shoulder widths established to accommodate all project constraints, including safety * HOV lanes will be separated with pavement markings that emergency vehicles can drive over in emergencies
65	John Andersen	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
66	John Munoz	10/24/2019	VOH Comment	Support for Tolled Lanes	<p>Please allow for variable priced “express lanes” instead of HOV lanes. Not only does this solution speed up the process for construction and secures the financing needed for a project of this size, but it also serves as a congestion management tool and transit solution.</p> <p>Let's not pass up on this opportunity to make a meaningful positive impact on congestion in this corridor on the tolled and general purpose lanes.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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67	Josh Lickteig	10/31/2019	VOH Comment	Support for Tolloed Lanes	<p>Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region.</p> <p>Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
68	Josh Miksch	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
69	Julia Taylor	11/1/2019	VOH Comment	Support for Tolloed Lanes	I applaud the efforts to improve mobility on IH-35, but please utilize express lanes (variable toll managed lanes) in lieu of HOV lanes. I believe this will help improve traffic better than other methods.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
70	Justin Brodnax	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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71	Justin Spillmann	11/1/2019	VOH Comment	Design	The location of the north bound exit ramp just north of Slaughter lane needs to be moved back to where it is now, so that people can access their properties without having to go thru the Slaughter lane stop light. The location of the exit ramp in the proposed plans is too far north and will result in significantly more traffic having to use an already congested Slaughter lane intersection, instead of being able to exit where the ramp is now.	Entrances and exits are located to provide the optimal benefit to the entire corridor and work with current design criteria.
72	Keeley Shrode	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
73	Kelly Ballard	10/31/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
74	Kelsey Nunez	11/1/2019	VOH Comment	Bicycle/Pedestrian Safety	*All bike lanes along frontage roads should be fully protected	The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA).
				Support for Tolloed Lanes	*I feel strongly that new lanes should be variable tolled.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	*there needs to be a reduction in the number of exits/entrances.	It is anticipated that by bringing the I-35 corridor up to current interstate design standards, safety would be increased for all users.

#	Name	Date Rec'd	Source	Topic	Comment	Response
75	Kevin Hoffman	10/31/2019	VOH Comment	Support for Tolloed Lanes	Please allow for variable priced "express lanes" instead of HOV lanes. Not only does this solution speed up the process for construction and secures the financing needed for a project of this size, but it also serves as a congestion management tool and transit solution.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
76	Kevin Quist	10/31/2019	VOH Comment	Support for Tolloed Lanes with Transit	I briefly looked over the schematics and wanted to mention: I would like the managed lanes revenue to be funneled into public transportation funding. As a society and state, we cannot rely on single occupancy vehicles alone! We need to start creating alternative systems that promote transit/walking/cycling. Thanks.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
77	Kim Fernea	10/31/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
78	Kimberly Nordhoff	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region.</p> <p>Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
79	Krystal A Shaw	11/1/2019	VOH Comment	Non-Tolloed Managed Lanes	I applaud the use of non-tolled lanes and encouraging carpooling!	Thank you for taking the time to provide your input.

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80	Kyle Kerrigan	11/1/2019	VOH Comment	Support for Tolloed Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
81	Lanc Coplin	10/31/2019	VOH Comment	Support for Tolloed Lanes	<p>TxDOT Officials, Our region's exigent mobility challenges require rapid and fiscally sound implementations. While no single solution will solve all of our mobility needs, Central Texans need more options in order to maintain current navigation times throughout the region.</p> <p>Please utilize express lanes (also known as managed variable toll lanes) on Interstate Highway 35 (IH-35). Express lanes will help ease congestion by diverting some traffic onto toll lanes; as driver demand for use of IH-35 increases, managed toll lanes will provide a valuable alternative to the current option of wading through dense IH-35 congestion at nearly all hours of the day. While managed toll lanes represent an imperfect and partial solution, similar lanes have helped to significantly reduce drive times on MoPac Expressway (Loop 1).</p> <p>Historically Central Texans have enjoyed an excellent live/work environment rich with natural amenities, and over the past 20 years we've enjoyed a new level of economic prosperity. Increased traffic congestion is an unfortunate symptom of our success, but there are proven strategies with the potential to solve the transportation puzzle. Managed toll lanes are a key piece of the puzzle.</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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82	Leticia Estavillo	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
83	Lindsay Wood	10/30/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
84	Liza Wimberley	10/31/2019	VOH Comment	Bicycle/Pedestrian Access	<ul style="list-style-type: none"> *all pedestrian/bike crossing should be raised and include other safety design tools per NACTO specifications *all bike lanes should be fully protected *no slip-lanes, they're too dangerous to pedestrians and cyclists 	The Capital South project would enhance bicycle and pedestrian options, including adding shared-use paths on the north and south sides of the corridor where sufficient right of way exists, improving east-west connections for existing roadway crossings, adding pedestrian signals at all intersections and ensuring pathways are compliant with the Americans with Disabilities Act (ADA). By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.
				Support for Tolloed Lanes	any new lanes should be variable priced toll lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Design	<ul style="list-style-type: none"> *frontage road design speed should be 30 mph or lower *reduce the number of entrances and exits *no slip-lanes, they're too dangerous to pedestrians and cyclists 	Entrances and exits are located to provide the optimal benefit to the entire corridor. Intersection improvements will include smart right turns where feasible to replace conventional slip-lane configurations.
				Environmental	No more climate-destroying, sprawl-inducing, neighborhood-separating, roads and highways	Comment noted.

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85	Lonny Stern	11/1/2019	VOH Comment	Support for Tolled Lanes	Hello – I would like to advocate for two things:1) Using variable-price tolling lanes (instead of HOV lanes) on I-35	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital Express projects would still allow the City of Austin, or other entities, to potentially fund a "cap" over the mainlanes of I-35 where feasible, if the community wishes to pursue this project.
				Design	2) Reducing the number of cross-streets in the downtown section. The City of Austin will eventually seek to "cap" this section of the highway. We have discussed using that area as park space, but it will be difficult to do that if there is a 45 MPH crossing and turn around every block downtown. Thanks for your help to improve this infrastructure for our community!	This comment addresses an issue that is outside of the limits of this environmental document.
86	Lora Herring	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
87	Margaret Robinson	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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88	Mariah Contreras	10/18/2019	VOH Comment	Design	If I am understanding this correctly, we will expand by 2 lanes in each direction (five total) and then go back to 3 lanes once you get to Riverside-ish region? I understand toll projects are on hold, but wouldn't it make sense to take the four new lanes and make them double-decker through downtown? This is where the congestion is. I know there are issues with Slaughter Overpass to 71 area, but the addition of the lanes there can progress to a doubledecker toll...?	By constructing Capital Express North and South projects first, drivers will have better access to alternatives, such as US 183 and SH 71, to bypass downtown during construction of the Central project. The Central project presents a unique engineering challenge due to the constraints of the corridor's location through the downtown area.
89	Marian Casey	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
90	Mark Tedder	10/17/2019	Comment Form	Support for Project	We welcome the expansion. With the extraordinary growth in our city no doubt needed. We encourage TxDOT to move expeditiously to reach a start date and just as expeditiously to complete the project.	Comment noted.
				Access	This may not be a feasible request but I would encourage you to consider an exit to Stassney Lane northbound to alleviate the congestion at the northbound William Cannon frontage. Thank you.	This area is currently undergoing traffic analyses of various alternatives to determine the optimal configuration.
91	Marvin Chaney	10/18/2019	VOH Comment	Support for Tolled Lanes	Put tolls on those lanes and give discounts to those carpooling. I am also confused about the entrance/exits from these lanes and onto SH 45 and SH 71. Are those proposed to get managed lanes in the distant future? If so, let's see some drawings showing how that fits into the overall scheme.	<p>TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.</p> <p>There are no current plans for managed lanes on SH 45 and SH 71 at this time.</p>

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92	Mary Pustejovsky	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	The slip lanes at Slaughter are scary to me as someone who walks and bikes, but also as someone who drives. The crossing for people walking and biking needs to be RAISED to SLOW vehicles down significantly. Ideally there would be no slip lanes at all, but if it is too late to take them out of the project, they need a raised crossing. Slaughter is one of the most dangerous roads in Austin, with many crashes, and many fatalities. We need to design our streets so that people do not die when hit by motor vehicles. This means that all frontage roads need a design speed of 30mph, as recommended by NACTO standards. Also, the bike lanes/shared use paths need significant protection to prevent errant vehicles from coming onto the curb. People have been killed while waiting for a bus stop or walking when drivers lose control of their cars and drive up onto the sidewalks. Especially with the number of large trucks and other vehicles with lift kits, it's easy for them to drive up and strike a person walking or biking. That also means that people don't feel safe walking/biking, and choose to drive instead, increasing pollution, noise, and carbon emissions.	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.
93	Mary Pustejovsky	11/8/2019	VOH Comment	Pedestrian Safety	Overall I am concerned by the pedestrian hostility of the DDI. I think walking on a path with a concrete barrier between lanes of high speed traffic is extremely uncomfortable. As a woman, I would be concerned for my safety. If someone were to attack me or threaten me while walking, I would have NO escape. These should be on the outside. There are DDIs with outer walkways in other states.	This comment addresses an issue that is outside of the limits of this environmental document.
				Traffic & Transit	I also oppose all projects that seek to increase driving. We need transit, biking, and walking to reduce our CO2 emissions. This project does nothing to decrease that, and only increases VMT.	Managed HOV lanes will be accessible by transit vehicles. Separate continuous shared-use paths are being added along the outside of each frontage road.
94	Matt Desloge	10/31/2019	VOH Comment	Induced Demand	don't expand it, just maintain it - the price of capacity is way too high. Induced demand is real. maybe look at ways of increasing the number of people that travel, not the number of vehicles?	TxDOT does not and cannot monitor or manage induced travel demand. We collect multiple types of traffic data including traffic counts, but that data does not include individual traveler choices such as the purpose of the trip or choice of a route. The relationship between increases in highway capacity and traffic is very complex, involving various travel behavior responses, residential and business location decisions, and changes in regional population and economic growth. The population and economic growth are driven by land use, zoning, and development approval processes that are managed by local agencies (cities, counties, etc.), not TxDOT.

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95	Matthew Geske	10/25/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
96	Maureen Kelly	10/31/2019	VOH Comment	Support for Tolloed Lanes	<p>Please use express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
97	Megan Frey	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
98	Meredith Matthews	11/1/2019	VOH Comment	Opposition to Tolloed Lanes; Support for HOV	No more toll lanes! Please add HOV lanes!!	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
99	Michael Aulick	10/31/2019	VOH Comment	Support for Tolloed Lanes	Rather than HOV lanes on IH 35, please install managed express lanes with variable pricing. This has worked very well on Loop 1 N. It is also very supportive of express buses, which are very important to permit people to escape congestion. Ridership on CMTA buses which use Loop 1 N has increased 40% since the express lanes were opened. We need this new kind of facility to fight our growing congestion; HOV lanes are much less effective. Thank you.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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100	Michael Fossum	11/1/2019	VOH Comment	Environmental	<p>Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage). If you preserve protected or heritage trees, protect 1/2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees. Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone. Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary. Follow TX dot guidelines for care of large trees that were used for the 183 project, gateway oaks.</p>	Environmental studies will address potential impacts to the human and natural environment, and will include assessments of natural resources, such as heritage trees.
101	Michael Fossum (Austin Treen Foundation)	11/1/19	Email	Environmental	<p>Please include the following comments in the official record for the south ih35 project.</p> <p>Preserve as many protected and heritage size trees as possible without impacting their root zones. That is trees 19" or larger (protected) and 24" or larger (heritage).</p> <p>If you preserve protected or heritage trees, protect 1/2 of the critical root zone with fencing, 3/4 of the root zone if possible for heritage trees. Fencing should not be removed by contractor. Impacts in the root zone include soil compaction from driving machinery, digging to remove pipes, trenching to install pipes, regrading, adding soil, storing equipment, parking vehicles, etc. Include penalties to contractor for damaging preserved trees.</p> <p>Design sidewalks and multi use paths to be 3 ft away from trunks, winding around trees if needed. When not possible to avoid the 1/2 critical root zone for sidewalks or multi use paths, dig carefully with shovels and do not cut any root larger than 2" without a certified arborist present. Use the sand technique that the city of Austin uses in these cases, building the sidewalk or multi use path above 2 inches of sand without digging for the portion in the 1/2 critical root zone. Don't leave roots exposed. Don't pile up soil, dirt, rocks, mulch against trunk. Don't cover critical root zone with mulch deeper than 3 inches. Don't regrade critical root zone unless absolutely necessary.</p> <p>Follow TX dot guidelines for care of large trees that were used for the 183 project, gateway oaks.</p>	Environmental studies will address potential impacts to the human and natural environment, and will include assessments of natural resources, such as heritage trees.

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102	Mike Kennedy	10/30/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
103	Miles Payton	10/11/2019	Email	General	<p>Is it a strategic choice to only hold open houses on the edges of Austin? There's no way I can get 15 miles north or south after work in rush hour traffic. It seems very clear that you don't want any feedback. For what it's worth, I hate this project, it won't help, and \$700 million could buy a lot of trains so we wouldn't need this project.</p>	Comment noted.
104	Monica Luxon	11/1/2019	VOH Comment	Support for Non-Tolloed Managed Lanes	<p>I would like to see an HOV lane that is free to HO vehicles but that can be opted in for a toll if the vehicle is not High Occupancy, technology permitting.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
105	Monica Valdez	10/21/2019	VOH Comment	Support for Tolloed Lanes	<p>This should be a toll. Why is Austin so opposed to toll Lanes? Houston and Dallas use them and for the amount of people they are moving through the city, they have excellent roadways. On the other hand, San Antonio hates tolls and has horrible roadways. Tolls help to fund the projects and for maintenance. Why struggle to raise the money when people that use the toll can find it? I moved to Austin from Houston and the roads are my biggest complaint. Learn from the bigger cities and how they run things.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
106	Monti Jefferson	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

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107	N Gordon	10/18/2019	VOH Comment	Design	The managed lanes as designed have far too many ingress/egress points to the point where you may as well make them general travel lanes. Some examples similar to what TXDOT wants to build that have less: The Katy Managed Lanes in Houston. I-96 in the near suburbs of Detroit The Dan Ryan Expressway in Chicago.	Ingress and egress points are located to provide the optimal benefit to the entire corridor.
				Safety	Furthermore, I have safety concerns over the option that has been floated over making these truck-only lanes. How would these lanes, added to the inside of IH-35, mesh with the prohibition on trucks from being in the left-most lanes of that road. I see massive weaving issues, causing congestion and safety concerns from that setup in Buda, Kyle and Round Rock if creative solutions are not utilized.	The managed HOV lanes will be for use by passenger and transit vehicles. The minimum number of occupants is being determined through traffic analysis and may be 2 or more occupants, 3 or more occupants, or more.
108	Najad Baltaji	11/1/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
109	Natassia Marie Smith	10/31/2019	VOH Comment	Support for Tolled Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
110	Nicolas Sfeir	11/1/2019	VOH Comment	Non-Tolled Managed Lanes	Hi there, please consider the following for the I-35: Consider adding HOV and Express Lanes	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The managed lanes will be HOV lanes for use by passenger and transit vehicles.

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				Tolled lanes	Consider adding Toll lane	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Non-Tolled Managed Lanes	Add lanes in Austin Frankly all the above solutions to relieve the congestion.	The Capital Express South project will add 2 non-tolled managed HOV lanes in each direction throughout the projects, and add general purpose, auxiliary, and frontage road lanes in other areas
111	Patrick Rose	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Solving our region's growing mobility challenges requires the utmost urgency in advancing a thorough, impactful, fiscally sound and expeditious improvements. While no single solution will solve all of our mobility needs, Central Texans need more options in how they get around the region.</p> <p>Please utilize express lanes (also known as variable toll managed lanes) on IH-35. These will help ease congestion by diverting some traffic onto priced lanes, helping IH-35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements and while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	Comment noted. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
112	Paul D Sistare	11/1/2019	VOH Comment	Design	Need to have additional lanes for traffic, not 4 new lanes for lightly used HOV. Or at least a split with just 1 HOV lane in each direction.	Comment noted
113	Peter Birk	11/1/2019	VOH Comment	Opposition to Tolled Lanes	Please do whatever you can NOT to add any TOLL lanes to I35. I make plenty and can afford tolls, but I will never use them out of principal. It's just not fair to those who cannot afford it. It further segments society into haves and have nots. Austin is supposed to be a progressive city, TOLLS are regressive. HOV is the correct thing to do. Encouraging rideshares is what needs to be done.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
114	Rafael Murray	10/17/19	Court Reporter	Access	I just wanted to comment about the current conditions of Slaughter Creek Overpass in that the light timing and the flow of traffic is off currently. Only about four or five cars are able to go through that intersection coming northbound on the access road, crossing over Slaughter Creek Overpass, headed southbound. Oftentimes, people are left in the middle of – or leave themselves in the middle of the intersection because of that. As well, the way the lanes are separated on top of the overpass, the turn lanes kind of – people tend to merge over and cross over them because part of the problem with traffic on that overpass is that most people are turning left, not going straight into the apartment complex, and so the traffic backs up immediately while the right-hand lane is empty. That's about it.	This comment addresses an issue that is outside of the limits of this environmental document.

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115	Rafael Murray	10/30/19	Emailed Comment Form	Design	<p>1. We would like to know the measurement of the new property line from the old one</p> <p>2. We are opposed to any type of curbing involved with installing sidewalks, roadways, or entries. We could submit to a level sidewalk with no curb. We could submit to a level driveway entry without curbs. Curbs would be a danger to pedestrians and motorists as well.</p>	<p>Meetings with affected property owners will begin being held in late 2020 where specific measurements for proposed ROW will be available to be discussed in person.</p> <p>Curbs are an essential component of new frontage road construction that facilitate proper drainage, and improve safety by helping separate vehicles from shared-use-path users. Ramps will be provided for shared-use-path users at driveways and intersections to provide a level path accessible to shared-use-path users.</p>
116	Rafael Murray (Planet K Onion Creek)	10/30/19	VOH Comment	Design	<p>On behalf of the Planet K Onion Creek:</p> <p>1. We would like to know the measurement of the new property line from the old one</p> <p>2. We are opposed to any type of curbing involved with installing sidewalks, roadways, or entries. We could submit to a level sidewalk with no curb. We could submit to a level driveway entry without curbs. Curbs would be a danger to pedestrians and motorists as well.</p>	<p>Meetings with affected property owners will begin being held in late 2020 where specific measurements for proposed ROW will be available to be discussed in person.</p> <p>Curbs are an essential component of new frontage road construction that facilitate proper drainage, and improve safety by helping separate vehicles from shared-use-path users. Ramps will be provided for shared-use-path users at driveways and intersections to provide a level path accessible to shared-use-path users.</p>
117	Ramirez	10/17/19	Comment Form	Access	<p>Please reconsider having a managed lane exit for people who exit for FM 1626. At this time the managed lanes do not benefit me. There is a significant amount of traffic currently using FM 1626 & the number will only increase as there is more proposed development along FM 1626 including medical offices.</p>	<p>Reducing entrances/exits would put more traffic through the intersections. Where space is allowed (i.e., Wells Branch Parkway and Parmer Lane), a intersection bypass lane is being proposed to reduce vehicles at those intersections. A detailed traffic analysis is being conducted to determine the locations of entrance/exit ramps and weave lengths.</p>
118	Ray Salazar	10/17/2019	Court Reporter	General	<p>Interstate 35 – You will never be able to straighten Interstate 35 out with the traffic that we have now, ever, because of the embargo from Mexico to Canada. We have thousands of trailer trucks going through there every week, 18-wheelers, and you cannot avoid the traffic there. You cannot make it any wider than what it is because it's private property. You cannot do it. You cannot put another lane anywhere else. It's as wide as you're going to go. I had one solution to it, but there was no – there's not enough money to build it, and that's an upper deck from Buda to Round Rock. And you cannot put a toll road on 35, not in Austin, Texas. We have too many wrecks, and people get killed there on the hour. Yeah. Whoever designed it back in 1960, it was obsolete before they got through with it. Before they even got through with it, there were – five people got killed on it, when it was under construction. A fire truck caught on fire, yeah. But they don't use the 130 or 45. The trucks were meant to use it, but they don't use it. The toll road, for them, is too expensive. They can't afford to pay it. And they're fixing to go up on it. They're fixing to raise the toll. The City of Austin did an unjust to all the Texas people. They should have never, never, never sold it to any private companies. They should have kept it within the City of Austin. Then they could have managed the toll road. Okay? And the fees to the toll road. I, for one, don't use toll roads. I, for one, use 35, but I use it – when I go</p>	<p>Comment noted.</p>

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					<p>and drive out of town, I usually go 1:00, 2:00 in the morning, yeah. I don't do it – I don't go nowhere else – out nowhere after 11:00 in the morning, no. I'm a – I retired in '95. I'm 100 percent disabled from the Vietnam War. My wife is also a disabled person. The only time we go out is when – to buy groceries or go see a doctor during the day, to do visitations to the medical staff, doctors, or grocery stores. We don't do no sporting arenas. We see everything on television, yeah. And – But we are tourist people. Yeah, we're tourists. That's why I say City of Austin does an unjust to all the people here. They don't cater to the property tax owners. They cater to the homeless only. They don't cater to the traffic. They don't cater to the taxpayer, period. Okay? They forgot about the senior citizens. They are 24/7 only on homeless, nothing else. They've spent millions and millions of dollars on the homeless without the taxpayers' approval of it. They don't have a voice. Taxpayers don't have a voice, you know. And they're fixing to close a dozen elementary schools, and that money is going to be used for the homeless when they sell the property to developers, and that's millions and millions of dollars. They've got a proposition on the board right now, and instead of using it for traffic, they're going to spend almost \$70 million on the homeless, and they're going to address individuals with a bonus of \$23,000 or more per homeless person. I'm sorry. They break the law every day. They don't give anybody else anything. We come here and bitch and complain. Nobody hears about it. Homeless stays underneath the bridge, drink their whiskey, do their drugs, have their sex, do whatever they want to do, and the City just gives them anything, you know. I've been living here since 1940, in this town.</p> <p>I've seen the good and the bad and the ugly and – but there's not a solution to anything here in Austin. You know, the people are voted – the City Council is voted in. The mayor is voted in. The governor is voted in. And they just stand by with their hands in their pockets and raise the taxes of everybody here and give it to the homeless. I live in a moderate-type home, 1,345 square feet, and my taxes are over \$10,000 a year, and that goes to the homeless, yes. Yeah, like I said, the streets in Austin need lots and lots of repairs, lots of repairs, but they don't repair them because the money is wasted somewhere else. I feel that the kids that are losing their schools are being – are going to be bused to another school and be overcrowded, and they will not get their education, like they're doing now. The teachers are going to lose their jobs. Where are you going to put all these hundreds of teachers? And they're on – And in Chicago, they're on strike. I feel that the education for the child here is a No. 1 priority. They should not close schools down. If they need repair, repair them. Take the homeless away from Austin. Use that money to repair your schools and educate the kids. Every year that goes by, you need education. 25, 30 years from today, if you don't have education, you're going to starve to death. You're going</p>	

#	Name	Date Rec'd	Source	Topic	Comment	Response
					to be on the streets, like these people are right now. Everything goes up. Everything. Rent goes up. Property tax goes up. Water line goes up. It's terrible. And if they close the schools down, like I said, where are the kids going to get their education from? You can only put so many in a classroom. And traffic-wise, if it's not there right now, it'll never be there. It'll never be there. Times are changing overnight and – You cannot – You cannot build more lanes downtown, private streets. You cannot build no more lanes on Congress. You cannot build no more lanes on any streets in Austin because, once – once again, instead of building and making it wide, it takes one or two lanes out and gives them to the bikes or bicycles. Not everybody rides a bike, and they don't enforce the law on bicycles like they do on cars. Okay? There's a reason a lot of these kids – people that ride bikes get hurt, because they cross the red light. They cross the stop sign. They're not – They don't cooperate with the automobiles. Okay? They're in danger all the time. And another thing, we've got two things now in Austin that we should not have ever gotten. It's making it worse. And they're scooters. My God. People on scooters, they go right through the middle of cars and they don't care. I think I've said enough.	
119	Rhett Bigham	11/1/2019	VOH Comment	Opposition to Tolled Lanes	I feel toll roads just separate the public by discriminating based on financial ability to pay. HOV lanes are good & encourage carpools. However, the best solution that would solve the congestion issue on I-35 going through Austin, San Marcos, New Braunfels, etc., would be for the government to purchase I-130 toll road & make it the free bi-pass expressway around all these congested cities for all vehicles using I-35 for long distance. A large percentage of the traffic has no interest in stopping in these cities nor driving through the heart of them.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
120	Richard Kooris	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>I completely agree with DAA's position, as stated below. We need variable toll revenue from this section of I 35 so that the project can achieve funding and completion ASAP. If free lanes remain, no taxpayer will be coerced into paying a toll for an otherwise "free" state highway system. Please include toll lanes in the plan.</p> <p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism – including express lanes – to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec'd	Source	Topic	Comment	Response
121	Robert Burton	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
122	Robert Rizo	10/17/19	Comment Form	Design	<p>I would like to voice my concern about not having two high occupancy lanes. I would rather see on high occupancy lane, and add another lane for all drivers. I travel I-35 from Kyle on a daily basis. I see more single occupancy vehicles driving into Austin. Austin is so spreadout that few will benefit from two high occupancy lanes. Having extra lanes for single commuters would be best for traffic.</p>	TxDOT identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads. Additional general purpose lanes are not proposed because drivers who currently use other routes to avoid I-35 would quickly fill these lanes and they would become just as congested as all the other general-purpose lanes. Solving congestion by simply adding multiple lanes is not sustainable and has not been proven to be effective in providing reliability and promoting transit.
123	Roger Borgelt	10/24/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec'd	Source	Topic	Comment	Response
124	Roland Pena	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				General	This project seems prudent and safe. I commend TxDOT for their work. This project cannot come fast enough. I would encourage a much more aggressive timeline to complete.	Comment noted.
125	Ronda Barton	11/1/2019	VOH Comment	Support for Non-Tolled Managed Lanes	Please continue plans for HOV lanes on I-35 and please DO NOT add ANY toll lanes to I-35.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
126	Sarah Simpson	11/1/2019	VOH Comment	Support for Tolled Lanes	<p>Instead of spending millions of dollars on expanding lanes, all existing lanes should just be subject to variable congestion pricing. Adding lanes ignores the phenomenon of induced demand, where the time and millions of dollars for the construction of these lanes will be wasted as more cars simply pour onto the road to fill them. Variable congestion pricing will reduce congestion immediately without the cost and delays associated with construction. Vouchers / discounts for those within lower income brackets can be provided to relieve undue burden.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
				Public Transportation Transit	Any new lanes should be created for the dedicated use of public transit, whether that be bus (or in the future rail). Allowing public transit which is carrying more people more efficiently should be given priority vs. single-occupant vehicles.	Capital Metro has been part of the I-35 planning team since TxDOT began studying ways to enhance mobility along I-35 in 2011. The Capital North, Central, and South projects would still allow for some transit enhancements. The project team will continue to work with local transit partners.
				Support for Tolled Lanes	In any scenario, variable priced lanes should be part of the solution to allow for flexible response to demand / congestion and to raise useful funds. HOV lanes that do not require a use fee or do not utilize demand-based pricing are an outdated response to a traffic problem that can only properly be solved with 21st century technology.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec'd	Source	Topic	Comment	Response
127	Scott	11/1/2019	VOH Comment	Connectivity	Seems limiting Wlm Cannon traffic to two lanes at I-35 ensures future bottleneck. Right turn lanes onto Wlm Cannon unnecessary - should be Wlm Cannon's third lane. (Looks like additional land is available for limited right turn lane onto Wlm Cannon.) Dual left turn lanes from Wlm Cannon to I-35 confusing and dangerous - should include option to proceed east/west. Add sign that warns drivers left lane must turn left onto frontage road. Time lights on Wlm Cannon to facilitate exit from I-35 area. Move bus stops off Wlm Cannon to facilitate traffic away from I-35 area. Wlm Cannon bridge currently stripped for east and west bike lane yet no bike lane exists west of bridge (bike lane to nowhere). Fix the drastic bump on eastbound Wlm Cannon at west side of new I-35 bridge.	This comment addresses issues that are outside of the limits of this environmental document.
128	Shaun Cranston	10/24/2019	VOH Comment	Support for Tolloed Roads	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
129	Sheri DeSpain	11/1/2019	VOH Comment	Support for Non-Tolloed Managed Lanes	My preference is for an HOV lane. This would encourage car pooling and would be accessible to all, rather than something that adds more cost to the daily commute.	TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
130	Sierra Holloway	11/1/2019	VOH Comment	Support for Tolloed Lanes	I think express lanes would be very beneficial along the IH-35 corridor. This would help ease congestion by diverting some traffic onto a single fast-paced lane and discouraging merging in and out of the left lane (slowing down traffic). This has been very beneficial on Mopac/Loop 1, so I think it will also be beneficial on IH-35. Thank you for your work to fund transportation improvements in the central Texas region.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec'd	Source	Topic	Comment	Response
131	Stephanie Scholten	10/31/2019	VOH Comment	Bicycle/Pedestrian Safety	<p>I disagree with this project:</p> <ul style="list-style-type: none"> *intensifying the amount of polluting high-speed traffic through the middle of a city is highly inappropriate because it is at odds with pedestrians, cyclists, health, and connected walkable communities. *Current frontage roads are unsafe for pedestrians and bicycles—any new/redesigned frontage roads should be designed for 30 mph (or lower) traffic. *As a person who primarily walks and bikes, there should be NO slip lanes like on Slaughter—they are dangerous to pedestrians and cyclists and discourage that type of mobility through fear. *Any ped/bike crossings should be raised and include other safety features recommended in NACTO specifications to slow down cars and make people the priority. *All bike lanes need to be fully protected and comfortably designed for all ages from children to elderly. 	By bringing the I-35 corridor up to current interstate design standards, the Mobility35 team can increase safety in the corridor for all users.
				Support for Tolloed Lanes	*That being said, any new lanes should be dynamically-priced toll lanes to discourage induced-demand driving. E18	
132	Stephanie Voutselakos	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
133	Susan Pantell	10/25/2019	VOH Comment	Design	Managed lanes should require at least three people per vehicle.	When managed lanes require three or more occupants per car, they are underutilized and have excess capacity.

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134	Sydney Loyed	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
135	Terrence	11/1/2019	VOH Comment	Support for Tolloed Lanes	<p>Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1).</p> <p>I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.</p>	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
136	Thomas Williams	10/24/2019	VOH Comment	Traffic & Transit	Please integrate this project with transit centers and mobility hubs to maximize transit and HOV usage	Capital Metro has been part of the I-35 planning team since TxDOT began studying ways to enhance mobility along I-35 in 2011. The Capital Express North, Central and South projects would still allow for some transit enhancements. The project team will continue to work with local transit partners.
				Design	<ul style="list-style-type: none"> * Consider access points and improvements to roads for access to managed lane facility * Consider parallel bike/ped trails in addition to striped lanes on frontage roads 	Entrances and exits are located to provide the optimal benefit to the entire corridor. Separate continuous Shared Use Paths are being added along the outside of each frontage road.
				Tolloed lanes	* Restrict trucks to outside lanes; provide incentives to trucks to use SH 130	Comment noted.
				Non-tolloed managed Lane	<ul style="list-style-type: none"> * provide incentives/priority use for electric and plug in hybrid vehicles in managed lanes * Implement user fees to manage demand and maintain speeds on managed lanes * Implement incentives (coupons for SOV managed lane use) if user takes transit X number of times 	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
137	Tim Thomas	10/31/2019	VOH Comment	Support for Tolloed Lanes with Transit	I live right next to this highway. We need to transition away from its use. Any non-transit use of the lanes should be congestion priced and poured into adding transit and active transit to the state. Any new lanes should be paired with bike lanes, trails, and sidewalks.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.

#	Name	Date Rec'd	Source	Topic	Comment	Response
138	Tom Kolko	10/31/2019	VOH Comment	Support for Project	The highway improvement projects and adding capacity projects are long overdue in the Austin area	Comment noted.
139	Tom Stacy	11/1/2019	VOH Comment	Support for Tolloed Lanes	Please utilize express lanes (also known as variable toll managed lanes) on IH 35. These will allow the project to be financed and built faster. Express lanes also will help ease congestion by diverting some traffic onto priced lanes, helping IH 35 in ways that they already are helping MoPac (Loop 1). I recognize and applaud the hard work of state lawmakers in funding transportation improvements, but there is simply not enough money to build transformative, capital intensive road projects like the improvements planned for IH-35. And while I am encouraged to see the North and South sections moving forward, we must use every available mechanism — including express lanes — to ease congestion and improve mobility along the entire IH-35 corridor.	TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
140	Tom Van Pelt	11/1/2019	VOH Comment	Support for Project	The non-tolled managed lanes proposed in this plan would greatly benefit drivers on I-35 South. Congestion will decrease and the flow for bikers and pedestrians will become more efficient.	Comment noted.
141	Truman H Fenton	11/1/2019	VOH Comment	Support for Tolloed Lanes	I favor managed HOV lanes for the new lanes. I would also like to see congestion-based pricing for the non-HOV lanes and the toll removed from or reduced on 130 to encourage through traffic to bypass downtown Austin.	The Capital South project no longer proposes adding tolled express lanes. Instead, TxDOT has identified managed lanes as the most appropriate way to meet the purpose and need of adding capacity and reducing congestion without the use of toll roads.
142	Wallace Walker	11/1/2019	VOH Comment	Support for Non-Tolloed Managed Lanes	let's get those additional lanes open then see if we still need those managed lanes	Comment noted.
143	Wendy Gonzales	11/1/2019	VOH Comment	Support for Non-Tolloed Managed Lanes	Please keep any lanes added FREE for drivers to use.	Comment noted

Appendix J
Comment and Response Matrix from Virtual
Public Meeting/Hearing



Documentation of Virtual Stakeholder Meeting

Project Location

Travis County

I-35 Capital Express South

CSJ: 0015-13-077, CSJ: 0016-01-113

Project Limits

SH 71/Ben White Boulevard to SH 45 Southeast

Meeting Website

Mobility35openhouse.com

Virtual Meeting Date and Time

Thursday, Dec. 3, 2020 at 9 a.m. until Friday, Dec. 18, 2020 at 11:59 p.m.

Translation Services

Spanish Translation - survey, flyer and presentation with script

Total Number of Attendees who Viewed the Virtual Meeting (approx.)

572 visitors to the web address

292 views of English YouTube Video

72 views of Spanish YouTube Video

Total Number of Comments

271

Contents

- A. Comment matrix
- B. Notices
- C. Comments received
- D. Figures

Virtual Stakeholder Meeting
Comment Matrix

#	First Name	Last Name	Date Rec'd	Source	Topic	Comment
1	State Delegation Email Signed by: Sen. Sarah Eckhardt Sen. Judith Zaffirini Rep. Celia Israel Rep. John Bucy III Rep. Sheryl Cole Rep. Gina Hinojosa Rep. Donna Howard Rep. Eddie Rodriguez Rep. James Talarico		12/18/2020	Email	Design Transit Safety	<p>Thank you for your commitment to the redesign and construction of I-35. This project is long-awaited and critical for our constituents' local travel as well as for state, national, and international commerce. The key to a successful future I-35 corridor is maximizing capacity and throughput, balanced with community impact, local mobility, and connectivity.</p> <p>As we reimagine the I-35 corridor for the Austin of 2020 and beyond, we must right the wrongs of I-35 of the 1970s. The I-35 Capital Express South project proposes elevation of managed lanes (to a height greater than the upper decks north of The University of Texas (UT)) between Ben White and Slaughter Lane. This re-creates the wall we hope to remove downtown and north of UT – a wall that for decades has divided East Austin from West Austin; low-income communities from the more affluent; and, in particular, people of color from white citizens. An alternative design that unites all Austinites is needed.</p> <p>We understand that increasing capacity and improving safety in the I-35 corridor are key goals of this project. To maximize the corridor's capacity, TxDOT must intentionally facilitate transit, as moving more people in fewer vehicles is the least expensive and most effective way to maximize safe throughput in the corridor. Usage of our MoPac express lanes indicates many will choose transit over sitting in traffic or driving the toll lanes. On a related note, last month, Austin voters overwhelmingly passed the \$7.1B comprehensive transit package known as Project Connect, signaling our community's desire for increased transit connectivity through our region.</p> <p>As the project development continues, we must set high expectations for the backbone of our state's transportation network and create an I-35 that serves Austin's unique needs. This means an I-35 that is equitable, developed with transit assets top of mind, and designed to meet the technological and safety expectations of our future.</p> <p>We appreciate your attention to our concerns and urge you to adopt our recommendations.</p>
2	Adam	Hite	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
3	Addie	Walker	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
4	Adrienne	Peterson	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
5	Alan	Coovert	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

Virtual Stakeholder Meeting
Comment Matrix

#	First Name	Last Name	Date Rec'd	Source	Topic	Comment
6	Amanda	Kennedy	12/16/2020	Email	Bicycle/Pedestrian Access Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Hello— one of the things I love most about Austin is its walkability and the ability to bike across the city.</p> <p>Rather than widening I-35 let's focus on improved public transportation, walk and bike routes.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
7	Andrew	Glazener	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
8	Andrew	Harrod	12/18/2020	Email	Bicycle/Pedestrian Access Multi-Modal Transit Environment	<p>I did not see a time listed for when comments would no longer be accepted for today, so I inferred it was midnight. When I clicked on the link for the meeting, it was no longer available. I ask that you please add our comment to everyone else's who has commented during this period.</p> <p>My name is Andrew Harrod and I am writing this on behalf of the board for Save Barton Creek Association. We like that one of your program's goals/objectives is to enhance bicycle, pedestrian and transit options. Focusing on active transportation networks will be critical for the feasibility of other means of travel, when there is room specifically left for rail/bike/paths to be added later. As you keep in mind the diverse transportation needs of a changing city, we would like you to look to the City of Austin Urban Trails Master Plan. We would like to see maximum protections at creek crossings with pedestrian access to the streams. These protections should be paramount during construction over Williamson, Onion, and Slaughter Creeks, but also during the design phase, where you should focus on features that limit flooding and excess urban runoff.</p>
9	Andrew	Sinnott	12/15/2020	Email	Multi-Transit Options Safety No new non-managed lanes Crossings	<p>Please consider all forms of transportation (walking, biking, e-scooters, mass transit, and cars) as you evaluate redesigning I-35 in Austin. Just as diversity is beneficial in nature, schooling, corporate culture, etc., I believe diversity of transportation modes would be beneficial in a city of over one million people.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
10	Andy	Jones	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. In other word, build it and they will fill it. Just look at Houston.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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12	Anne	Kinsey	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
13	Annette	Morales	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
14	Anonymous		12/7/2020	Online Comment Form	Support for Project	I look forward to all the road projects to improve travel time in and out of Austin area.
15	Anthony	Whiting	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
16	Ashley	Burke-Muraida	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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18	Ben	Thoma	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
19	Brad	Wimberly	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
20	Brandon	Hartshorn	12/15/2020	Email	Bicycle and Transit Infrastructure Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Adding lanes to the highway won't fix our transportation problem. Many other cities have tried and utterly failed. Austin should be the type of city that learns from other's mistakes. Your constituency has spoken. Give us dedicated bicycle infrastructure and significantly better bus & train infrastructure!</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
21	Brandon	Mulder	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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23	Brendan	Wittstruck	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
24	Brian	Nunnery	12/17/2020	Email	Safety Traffic Innovation Lanes Environment	<p>I'm concerned about the proposal to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>The concept of induced demand - that building more lanes creates more traffic - is widely known, and has been studied since the 1960s. Expanding freeways not only fails to alleviate traffic (making it a worthless investment) - it essentially induces urban sprawl, which we know damages the environment and our regional economy.</p> <p>There are many ways for solve for transportation needs in a way that increases equity and supports sustainable growth - you just need to think bigger than the traditional approaches we've taken in the past (more lanes, more cars, more lanes, more cars // expand, sprawl, expand, sprawl).</p> <p>These are not the solutions equipped to lead us through challenging future decades, and as leaders, your reputation will be more appreciated by supporting bigger, broader solutions.</p> <p>Remember: the best solutions are the hardest. The most complex solutions have the most impact.</p> <p>If you're listening to TxDOT tell you to do the same thing they've always done - you're going to be having this same conversation again, in 2030.</p> <p>I urge you to break the cycle.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
25	Brian	Seales	12/4/2020	Online Comment Form	Support for Tolled Lanes	I'd prefer an express/toll rather than HOV, or somehow both. Especially though downtown.
26	Brigitte	Edery	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
27	Brigitte	Brieschke	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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28	Cade	Ritter	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
29	Calandra	Lindstadt	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
30	Carl	Michel	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
31	Carolyn	Dyer	12/18/2020	Email	Traffic Crossings	<p>I, Carolyn Dyer, serve on the Onion Creek HOA Board and my responsibility is Traffic Control for our neighborhood. I have had a number of people calling wanting to know how this project will affect Onion Creek Parkway overpass. With all the different housing developments taking place on both sides of I-35 to the south of Onion Creek people are worried about the increase of traffic on the N & S service roads. Anytime there is a wreck between Buda and Slaughter Lane it becomes extremely difficult to get out or into the Onion Creek neighborhood.</p> <p>Are there any plans to expand the Onion Creek Parkway overpass by adding more lanes, traffic signal system, turn arounds etc.?</p> <p>I would very much appreciate your sharing any information you might have with me.</p>
32	Cassidy	Shea	12/19/2020	Email	Safety Multi-modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Austin does not need more lanes on I-35! I'm extremely concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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33	Cecily	Foote	12/18/2020	Email	Safety Environment Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am completely alarmed, confused and concerned about the proposals to expand the freeway in South Austin, even wider than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>As a transportation professional, I know very well that widening highways DOES NOT WORK to solve congestion issues and in fact often has the opposite impact, inducing demand and exacerbating travel times. On top of that, I-35 is already one of the DEADLIEST highways in the nation and widening it will only deepen safety threats to residents and visitors. And that doesn't even include emissions and climate concerns, which we need to be aggressively addressing. Transportation is one of the top sources of greenhouse gas emissions as well as a host of other environmental pollutants like micro plastics from tires. Our climate is rapidly deteriorating and we need to be amending our city to encourage non-vehicle modes of travel such as biking, walking, micromobility, and transit. These other modes also support physical activity and social connection, which are both critically declining in people's lives across the country. This is a non-negotiable if we want to have a livable city in the future.</p> <p>I was born and raised in Austin and I just moved back from the Bay Area, where I went to Stanford and then worked in sustainability and transportation. I planned to move back before the pandemic, eager to re-root and invest my whole self into a public service career focused on improving mobility for this city that raised me. If the DOT proceeds with this widening, frankly I'm not sure I can stay here after all.</p> <p>I also endorse everything my colleagues have written below, so I'll leave that in the text.</p> <p>Thank for reading and please, please, please consider this with the utmost gravity.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at</p>
34	Charles	Arnone	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Let me start with - I live 5 blocks east of I35, and my law office is 10 blocks west of I35. I am opposed to any widening of it.</p> <p>If you completely cover it, or route it outside of Austin, I would be supportive. Anything less I will help fight.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
35	Chase	Coffield	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
36	Chirag	J	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
37	Chris	Riley	12/16/2020	Email	Opposition to non-tolled Managed Lanes Safety Environment	<p>Please do not add any non-managed lanes to this corridor. The terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed.</p> <p>Our focus should be on ending traffic deaths, reducing carbon emissions, and mending our cities. The proposal you're considering will only exacerbate the deadly problems we're facing.</p>

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39	Christine	Vincent	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
40	Christopher	Norton	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
41	Clarke	Heidrick	12/18/2020	Email	Design Transit Support for Tolled and Free Managed Lanes	<p>My name is Clarke Heidrick. My interest in this project if through my service as Chair of the Transportation Committee of Austin Area Research Organization. While AARO has vigorously supported the entire IH35 project , this email is my own view and not that of AARO or my law firm.</p> <p>The project overall is very necessary , and the key value is maximizing throughput.</p> <p>Elevating the managed lanes from Ben White to almost Slaughter Lane re-creates the wall we hope to remove in both downtown and north of UT . Please look for options to eliminate these elevated lanes. Please consider lowering them and price this as an option.</p> <p>Transit priority or direct access ramps are essential to maximizing ridership, overall throughput and managing congestion.</p> <p>Though we are presently in a non-tolled environment, and I support the project on that basis, I would be just as supportive were the proposal to be changed at some point to provide for tolled managed lanes with dynamic pricing. Tolling might enable TxDOT to consider lowering the managed lanes on the South portion (or at least eliminate the elevated lanes) and enable other projects that had to be sacrificed to make the numbers work in a non tolled way.</p> <p>Thanks very much for opening this up to the public and for providing an opportunity to comment.</p>
42	Colby	Simpson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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44	Corinne	Wong	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
45	Cynthia	Wong	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
46	Dan	Cheetham	12/3/2020	Online Comment Form	Noise	<p>As a resident of Travis Heights I am extremely concerned that I do NOT see reduced noise pollution as a critical goal in this project. Any potential scenarios should be evaluated with this consideration as the current noise levels are extreme and negatively impact quality of life for our central Austin neighborhood. I would like to be able to speak to someone on the design team about these concerns that myself and all of my neighbors share. Please respond to let me know how to engage in dialogue about this important issue.</p>
47	Dana	Dreinhofer	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
48	Darcy	Phillips	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. PLEASE CONSIDER A MORE EQUITABLE, SAFE, EFFICIENT OPTION THAN WHAT HAS BEEN CURRENTLY PROPOSED.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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50	David	Page	12/19/2020	Email	Opposition to Added Lanes	<p>I'm disgusted by your plan to further expand the I-35 dinosaur trail through South Austin. Are Houston and Dallas jealous that Austin is not a paved-over hellscape like they are? Has any TXDOT highway expansion ever actually solved a transit problem? (hint: no they just encourage more single occupancy vehicle transit and exurb development, and are clogged again within a few years).</p>
51	David	Wilson	12/18/2020	Email	Support for Tolled Lanes Design	<p>I use I35 daily as I live in Onion Creek</p> <p>I35 should become a toll road and 130 should be free. That way all through traffic would go around the city.</p> <p>To widen I35 would cause years of disruption!</p> <p>Please do whatever is necessary to implement this suggestion.</p> <p>Thank you for your consideration</p>
52	Dean	Palm	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
53	Debra	Steidel	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
54	Diana	Esteves	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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55	Diana	Gerson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
56	Doug	Ballee	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
57	Doug	Dyer	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
58	Drake	Hampton	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
59	Drew	De Los Santos	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
60	Ed	Ireson	12/15/2020	Online Comment Form	Opposition to Added Lanes Support for Tolled Lanes	We should not spend hundreds of millions expanding I-35. Instead, we should be directing through traffic to bypass Austin by tolling I-35 and making alternatives free.

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61	Eddie	McKenna	12/15/2020	Email	Design Safety Opposition to Adding Lanes	<p>Please consider alternative proposals to improve the freeway, anything that avoids adding lanes.</p> <p>Designating High-Occupancy Vehicle (HOV) lanes, for example, would cost far less in tax money, freeing it up for other uses, and result in far better traveler mobility options.</p> <p>Please also consider proposals that incentivize use of 130, instead of I35, for travelers and commercial vehicles that do not want to access these areas of town and just want to get past them.</p> <p>Please also prioritize safe, non-vehicular crossing options.</p> <p>Again, the main message of this feedback is that adding lanes would only bring new negative impacts. Recommended further reading: https://www.houstonchronicle.com/local/gray-matters/article/Why-TxDOT-s-upcoming-project-won-t-reduce-12287710.php</p> <p>Thank you for considering this feedback!</p>
62	Elaine	Betterton	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
63	Elizabeth	Eliot	12/15/2020	Online Comment Form	Opposition to Added Lanes Design	<p>Further widening the highway between downtown and east Austin is the last thing that we need. I-35 already splits the historically segregated East Austin from the Urban Core and prevents both cultural hubs of downtown and the east side.</p>
64	Elsie	Aton	12/15/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I live 6 blocks from I-35. I see it every day. I hear it every day. I cross it every day to go to and from work. I do not believe adding more lanes can possibly solve the current issues we face. I also have lived in Dallas and seen the plans to widen 75/Central Expressway fail to solve the connections issues there. More lanes does not solve traffic; it never can.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
65	Emily	Hampton	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
66	Emily	Kaye	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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67	Eric	Galloway	12/18/2020	Email	Opposition to Adding Lanes Design Bicycle/Pedestrian Access	<p>Highway widening is always a bad idea because of induced demand. Every time a freeway is expanded all it succeeds in doing is very quickly adding more cars without reducing traffic. And the OPPOSITE holds true too - removing lanes improves traffic! We should have a long term plan of removing our downtown highways or at least putting them underground like in downtown Boston. I know the waste of resources with the big dig in Boston was obscene. But I also know, at the end, it produced a beautiful greenway and a highway-free downtown. It's now gorgeous and it brought neighborhoods together. People naturally like downtowns that are pedestrian and bike friendly. No pedestrian or cyclists likes anything about highways . . . not going under them, not crossing them, certainly not getting on them.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
68	Eric	Kaufman	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
69	Eryn	Yetts-Teeling	12/17/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I lived in Austin for many years, and am deeply concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>Traffic and the subsequent traffic issues has grown exponentially recently, and this is not the solution.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
70	Faith	Reed	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
71	George	Eco	12/4/2020	Online Comment Form	Design Transit Opposition to Added Lanes	<p>Momentum seems to be gaining ground to divert many traffic and lanes onto a loop system at 290/71 intersection. This feedback should mean that the south portion of the project should have substantial design change at that intersection with 35 so that traffic can loop.</p> <p>Tunneled express/local lanes should start at the 290/71 intersection with 35 going north with a combination of local limited access points and limited access express lanes.</p> <p>Then a boulevard style road and partnership with CapMetro should start at that intersection of 290/71 to install a park and ride and rapid rail or bus service along the boulevard through downtown and terminate at the other end of the loop 290/71 highway.</p> <p>TxDot's current 35 south designs do not allow solve the transit issues facing Austin and must take into consideration induced demand by continuing to add new lanes. These designs should be edited to show the need to drastically loop traffic around downtown via the 290/71 loop as well as adopt a terminal for transition to boulevard style starting at 290/71. CapMetro would be grateful to collaborate on the surface boulevard portion of project while txdot can create new 6 lane tunnel highway with entry starting at 290/71 intersection and access points at oltorf, downtown, ut, airport and return to surface at northern terminus at 35N & 290/71.</p> <p>To recap: 1)Divert portion of 35 traffic to a loop 290/71 (non Austin bound traffic) 2)Build 6-8 lane limited entry tunnel along 35 starting at 290/71; this will continue through Austin downtown to northern terminus where it would combine with 290/71 loop once again. 3) build boulevard style surface road in partnership with local transit authorities. This should include transit transfer center and park and ride at 35 and 290/71 intersection. Collaborate with CapMetro on mass transit services to run along new boulevard.</p> <p>Please do this to actually solve traffic rather than just kick the can down the road by pouring more concrete that will need excessive maintenance and expansions into perpetuity!</p> <p>Thank you! George</p>

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72	Grace	DeLucia	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. As a bike commuter, this expansion would make the city even more inaccessible and dangerous to me and everyone not in a car.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. What's more, further separating the city will contribute to modern day segregation, harming communities that are on the "wrong side" of the highway.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
73	Gregory	Keefer	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
74	Gwen	Jewiss	12/16/2020	Online Comment Form	Noise Support for Tolled Lanes	<p>What is being planned regarding noise abatement? The traffic from 35 already penetrates well into the adjacent neighborhoods & will be much worse with the addition of elevated lanes.</p> <p>I would welcome your email reply.</p> <p>Also- Having tolls on 130 & 183 only increases the truck traffic on 35, as the companies do not typically reimburse drivers for tolls. If through trucks were tolled for 35 usages, we'd all be better off!</p>
75	Heyden	Walker	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
76	Holly	Brewster	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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77	Humberto	Leandro	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region</p>
78	Isabella	Vick	12/15/2020	Email	Opposition to non-tolled Managed Lanes Design Safety Crossings	<p>Please not add any additional non-managed lanes to this corridor. Adding lanes does not improve the traffic situation!</p> <p>Plus, this makes the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p>
79	Isabella	Vick	12/15/2020	Online Comment Form	Opposition to Added Lanes Traffic Bicycle/Pedestrian Access Safety	<p>Hi TxDOT!</p> <p>I am writing to oppose the expansion of I35 in the south part of the Capital Expressway. Expanding highways does not help with traffic! Please work with Reconnect Austin to follow their suggested guidelines. If I35 absolutely must be expanded, please do so in a way that keeps Project Connect, bike mobility, and pedestrian safety in mind. Thank you.</p>
80	Jacob	Barrett	12/8/2020	Online Comment Form	Frontage Roads Traffic	<p>I support the managed lane installation but not the expansion of the frontage roads to three lanes. The third lane will introduce unneeded merging from other drivers and will increase congestion and be a detriment to safety outcomes. Please only keep the frontage roads at two lanes.</p>
81	James	Howison	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
82	James	Howison	12/17/2020	Online Comment Form	Expand Comment Period Design Noise Safety Bicycle/Pedestrian Access	<p>First, the comment period is too short, it takes time to make people aware of plans and to organize feedback. This short period feels pro-forma and insincere.</p> <p>Second, elevated roads divide the community further, creating wasted space underneath that apparently no one has the responsibility to manage. Elevated roads are both ugly and loud. Studies should include detecting how much further they spread pollution and noise (including noise as the section joints are traversed).</p> <p>Safe and navigable intersections and local roadways and paths should undergo real engineering effort. In consultations I have attended before there are zero figures on how intersections work for pedestrians, including the elderly and disabled, especially during hot summers. You engineer the road design, but simply assume that cars stop at cross walks; those things should be tested. If they don't work due to behaviors of drivers, then they don't meet the specs of the project and cannot satisfy the requirements of the project.</p>
83	James	Tompkins	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
84	Jamey	Swope	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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86	Janet	Bezner	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
87	Jared	Beu	12/18/2020	Email	Traffic Safety Design Opposition to Added Lanes Noise Multi-modal/Transit	<p>While I'm glad to see a serious interest and effort to alleviate congestion and safety issues on I-35, I have substantial concerns over the long-term viability of this project.</p> <p>It appears we are removing the disastrous deck-split from North-Central and just moving it South. Given the historic and current negative ramifications both for thru-traffic, decreased E-W neighborhood connectivity, and damage to the urban/social fabric, the possibility of a new split in a rapidly developing and densifying part of town lacks hindsight and leaves open the need for a future massive redevelopment of the highway. The project as proposed offers no additional E-W connections to help lessen the imposition of the highway on neighborhoods, and hence will not help residents in the area who are not using the highway. While the goal of the interstate is to move long-distance traffic, the redevelopment should also include the needs of travelers in the immediate vicinity who are impacted by the roadway, even if they don't rely on it directly.</p> <p>It seems prudent that TxDOT would consider ways to lessen the local impacts of large roadways following improvement. The considerations downtown for a depressed roadway to accommodate a future cap is an effort in this direction, but no efforts seem to have been made South as the road is expanding both out and up. The project as proposed creates further barriers for local connectivity while inducing greater demand with more traffic on the interstate and adding unmitigated noise pollution from the new upper deck. Upon completion, traffic and safety will undoubtedly be improved for a short time, but every historic highway expansion has demonstrated induced demand. If this is to be an ultimate fix for I-35, the solution needs to make it safer for current drivers while providing alternatives for future drivers that don't harm or hinder local communities. The solution as proposed seems to be a recipe for more and worse traffic on a much larger and imposing roadway that permanently divides communities.</p> <p>I would encourage more conversation with the city and CapMetro in pursuit of full-mobility solutions instead of expensive fixes that will be outdated before completion and (while improving safety) do not improve mobility.</p> <p>Take care and thanks for considering my comments!</p>
88	Jared	Beu	12/19/2020	Email	Traffic Safety Design Opposition to Added Lanes Noise Multi-modal/Transit	<p>While I'm glad to see a serious interest and effort to alleviate congestion and safety issues on I-35, I have substantial concerns over the long-term viability of this project.</p> <p>It appears we are removing the disastrous deck-split from North-Central and just moving it South. Given the historic and current negative ramifications both for thru-traffic, decreased E-W neighborhood connectivity, and damage to the urban/social fabric, the possibility of a new split in a rapidly developing and densifying part of town lacks hindsight and leaves open the need for a future massive redevelopment of the highway. The project as proposed offers no additional E-W connections to help lessen the imposition of the highway on neighborhoods, and hence will not help residents in the area who are not using the highway. While the goal of the interstate is to move long-distance traffic, the redevelopment should also include the needs of travelers in the immediate vicinity who are impacted by the roadway, even if they don't rely on it directly.</p> <p>It seems prudent that TxDOT would consider ways to lessen the local impacts of large roadways following improvement. The considerations downtown for a depressed roadway to accommodate a future cap is an effort in this direction, but no efforts seem to have been made South as the road is expanding both out and up. The project as proposed creates further barriers for local connectivity while inducing greater demand with more traffic on the interstate and adding unmitigated noise pollution from the new upper deck. Upon completion, traffic and safety will undoubtedly be improved for a short time, but every historic highway expansion has demonstrated induced demand. If this is to be an ultimate fix for I-35, the solution needs to make it safer for current drivers while providing alternatives for future drivers that don't harm or hinder local communities. The solution as proposed seems to be a recipe for more and worse traffic on a much larger and imposing roadway that permanently divides communities.</p> <p>I would encourage more conversation with the city and CapMetro in pursuit of full-mobility solutions instead of expensive fixes that will be outdated before completion and (while improving safety) do not improve mobility.</p> <p>Take care and thanks for considering my comments!</p>
89	Jason	Hoffman	12/15/2020	Email	Traffic Design Innovation	<p>Instead of flattening our city for the sake of ever more cars and parking, why don't we bring people to the city by legalizing density and focusing on moving people in stead of cars. It's well known that this type of expansion only exacerbates traffic. What kind of future do we want for Austin? One for cars? Or one for people? Judging by our growing sprawl, it seems we're heading toward the latter.</p> <p>Expanding I-35 is a 1950s era solution to a 1950s era problem. The US's economic competitors, knowing the value of cities and mobility, are taking different approaches that put our transportation circus to shame.</p> <p>Instead of listening to cronies like Bruce Bugg and the TxDOT board, who simply want to enrich their developer friends, let's build our transportation infra based on fiscal responsibility and the expertise of the urban planning/mobility community.</p>

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90	Jay	Blazek Crossley	12/18/2020	Email	Design Safety Crossings Multi-modal/Transit Bicycle/Pedestrian Access Opposition to Non-Tolled Managed Lanes Environment Noise	<p>Hi, Please accept these comments.</p> <p>Thank you so much for your contributions to the effort to fix the broken I-35 corridor and for the opportunity to submit public comment on the substantially changed proposals for this section of I-35. My comments below are critical of many elements of the proposal and I believe that substantial changes in design are still needed, but I am aware that a lot of people have done a lot of good work to get this project to where it is today. I appreciate your service to the people of Texas and hope that my comments help improve this project.</p> <p>Too many people die on I-35 main lanes and frontage roads in Austin.</p> <p>Too many people suffer serious injuries just trying to get back home from HEB or taking their kid to school and using I-35 in Austin.</p> <p>Too many people die trying to get across the freeway on foot where there is no safe way to travel East to West for miles, in the middle of one of the fastest growing cities in the nation.</p> <p>The problem of traffic crashes is by far a bigger problem than the perceived problem of congestion or the desire to slightly reduce long-distance travel time.</p> <p>The correct number of people who should die on the newly rebuilt I-35 is zero. I don't want any member of my family to die on I-35. I don't want any member of your family to die on I-35. The Texas Transportation Commission adopted Minute Order 115481 on May 30, 2019, adopting a goal of ending traffic deaths statewide by 2050 and cutting traffic deaths in half by 2035. That minute order instructs the TXDOT Austin District to "develop and implement strategies required to reduce the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050." This is the main point of your work.</p> <p>I don't think that the current proposal gets us to where we need to be on the road to zero.</p> <p>I sent the following questions to TXDOT Austin staff on December 4th, the second day of this virtual open house, hoping to use any responses to help me participate effectively in this public process. I received no responses to any of the explicit safety questions, but will note after listing these questions some responses to some helpful dialogue about the freeway design.</p> <p>I still would like to have answers to these questions. I still believe that the concepts I present should be used to improve this project.</p> <p>1. How was the FHWA guidance on Self Enforcing Roadways and USLIMITS2 used in the proposed design of the entire facility? If they were not used, is there still time to consider how the project could be improved through this guidance?</p> <p>FHWA Self Enforcing Roadways: https://www.fhwa.dot.gov/publications/research/safety/17098/005.cfm USLIMITS2: https://safety.fhwa.dot.gov/uslimits/</p> <p>2. What FHWA proven safety countermeasures have been considered for this project? What FHWA proven safety countermeasures will be used in this project and how? If they were not used, is there still time to consider how the project could be improved through this guidance?</p> <p>https://safety.fhwa.dot.gov/provencountermeasures/</p> <p>3. Was there an attempt to ensure safe pedestrian crossing at least every 1/2 mile? Did this result in the addition of any planned crossings? What factors were used to choose to include safe crossing at least every 1/2 mile or not? If there was not such a process, is there still time to consider how to achieve this goal of a safe pedestrian crossing every 1/2 mile?</p> <p>To be clear, a safe, multimodal street using modern urban design guidelines and 30 mph design speed is the ideal way to provide safe pedestrian crossings, but the worst case scenario should be to provide pedestrian bridges or tunnels every 1/2 mile.</p> <p>4. Did TXDOT consider using City of Austin street design guidelines for all elements of the project that are not controlled access freeways? Did TXDOT consider using NACTO guidelines for all elements of the project that are not controlled access freeways? Did TXDOT consider using the most recent edition – which I believe to be the 2018 17th edition – of the AASHTO Green Book street design guidelines for all elements of the project? For all of these questions, is there documentation of why or why not and to what extent City of Austin street design guidelines, NACTO guidelines, or the most recent AASHTO guidance will be used in the final design?</p> <p>5. What are the proposed design speeds to be used for each element of the project? Will design speed be based upon target speed based upon context sensitive determination of the appropriate operating speed for a multimodal, urban environment such as this?</p> <p>6. Will all pedestrian crossings of slip lanes be raised crossings? If not, why? Similarly, but separately, have raised pedestrian crossings been considered for all crosswalks in the project? If not, why?</p> <p>Second email focused on the proposal to add significant greater capacity than previously proposed in 2019:</p>

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						<p>I noticed right away that the drawings presented yesterday are significantly different than those presented to the public in 2019, specifically in terms of adding additional feeder lanes and "free" main lanes. I will be unequivocally articulating opposition to adding any additional non-managed lane capacity to any of the South, Central, or North corridors, and expect there is broad community support for that concept.</p> <p>Can I have access to any documentation explaining and presenting the reasoning for this decision to propose this additional capacity between the 2019 and 2020 proposals presented to the public?</p> <p>Also, is there analysis of how these changes might impact operating speeds, severe traffic crashes, induced demand, community and environmental justice impacts, and various environmental factors, such as noise and air pollution and greenhouse gas emissions? And can I see any such analysis?</p> <p>The response that I did receive was enlightening. The value engineering process showed that it collector distributor type lanes (I'm not sure if I am getting that term right, but the kind of thing you find at the intersection of I-10 / 610 / 290 in Houston) could really help reduce congestion around the major intersections. Also, I was told in my personal meeting with TXDOT Austin staff that the reason to add an additional frontage road lane to 3 lanes was just to ensure consistency throughout the project.</p> <p>I strongly support the use of smart design that the collector distributor type lanes can provide. I support the idea that consistency of frontage and main lanes can improve safety.</p> <p>Please make this project have no more than two frontage lanes in each direction, but make them consistent, while also making them designed with design speeds for a mixed use, multimodal, dense urban setting.</p> <p>Please improve the flow of traffic through this area with managed lanes and collector distributor type lanes, but do not add non-managed lane capacity. If collector distributor lanes will achieve better flow, replace existing poorly functioning "free lanes" with those.</p> <p>Please please reconsider the horrible idea of rebuilding this freeway without ensuring safe, pedestrian crossing at the very least every half mile.</p> <p>Please optimize this entire project for transit, I propose using the amazing thinking happening at TXDOT Houston in the REAL project on how we should envision all freeways as having a network of connected managed lanes that include dedicated lanes that go exactly to the most dense activity centers.</p> <p>Please change all rhetoric on this project to reflect the reality that traffic deaths are a much larger problem than congestion or speed of travel.</p> <p>Please do not use the term "fast lane" to refer to the left hand lane of the main lanes.</p> <p>Please do not prioritize speed of travel above 45mph for any element of this project. Achieving consistent 45 mph flow for the managed lanes and main lanes of this project would be a significant improvement in access. Any speeds above that have no public benefit.</p> <p>Thanks for all that you do to improve the quality of life for the people of the Austin region.</p>
91	Jay	Crossley	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
92	Jeni	Lyon	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
93	Jenn	Inaustin	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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95	Jeremiah	Belanger	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
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97	Jill	Bailey	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. I live right off of I-35.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
98	Jim	Porter	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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100	Jim	Ross	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
101	Joey	Trimyer	12/15/2020	Email	Traffic Opposition to Adding Lanes	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>A large percentage of I35 traffic is composed of through traffic, including large trucks. Wouldn't a better solution include diverting that traffic to a widened SH130? Keeping through traffic out of downtown would be a great step toward eliminating congestion and improving the quality of life of Austin's citizens.</p> <p>The bottom line is that we need to think about solutions that don't involve massive expansion projects that create years of construction and the frustration that comes with it and seem doomed from the beginning. One only needs to look to the Katy freeway expansion to understand the concerns of many Austinites.</p> <p>Thank you for your time and attention. As a 30+ year resident of Austin I look forward to hearing a new, better proposal to fix I35 without making the situation worse.</p>
102	John	Eagan	12/7/2020	Online Comment Form	Design Bicycle/Pedestrian Access Crossings	<p>How many times will TxDOT continue with the same failing policies and approaches to highway management before they realize this is not working? Making a 20 lane highway will not work!</p> <p>If you must move forward with this plan that will utterly fail to fix congestion, at least do the bare minimum from an equity perspective: reconnect east and west sides for pedestrians! We need additional safe pedestrian crossings. We should never have to walk or bike more than a half mile to get to a safe crossing. It's ridiculous that TxDOT does not acknowledge this with safe design and more crossings. You're just repeating mistakes for the past 60 years!</p>
103	John	Berry	12/19/2020	Email	Traffic Opposition to Added Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>My personal opinion is that all through traffic should be diverted to Texas 130 rather than go through Austin at all. This would be healthier for both the population and the city itself, and will also make access to the new Tesla Factory and other new businesses in that area much easier for the workforce.</p> <p>I further believe that if you increase the capacity of part of I-35 you will eventually be forced to increase the capacity of the whole route, at enormous expense. It has been shown over and over again that if you build a highway, the vehicles will come, so that you never get ahead of congestion.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
104	John	Koontz	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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106	John	Worley	12/15/2020	Online Comment Form	Opposition to Added Lanes Multi-modal/Transit Support for Tolled Lanes	<p>If you add new lanes, they'll fill up in no time. You'll spend billions and get very little relief. How about adding a rail line on each side of I-35 instead? Or expanding 130, making it free, and turning I-35 into a toll road with tolls collected where 130 connects to I-35 north and south? Or do both?</p>
107	Jonathan	Gros	12/15/2020	Email	Safety Bicycle/Pedestrian Access Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>Our culture's obsession with the automobile and unchecked reverence to it is killing us, our loved one and our children and we don't care. We say we care, but when it comes time to make real change and decisions, we don't care. For god's sake we need non-profit organizations to advocate to adults in leadership positions to provide safe routes for people (kids) on bikes and those who walk. Thank about that. My god what have we done?</p> <p>And if for some reason you dare to care, you are automatically labelled as some outsider radical or anti-car, A connection that is such a damning incitement on our failure as a society.</p> <ul style="list-style-type: none"> • Want your kid to bike to school – Anti-car • Want your senior mother to walk to the store – Anti-car <p>And these narratives are fueled by people in council who thrive on divisiveness.</p> <p>We have decided that the speedy movement of vehicular traffic is all that matters. This has been shown time and time again in our policies, our infrastructure, the narrative at city councils and the constant politicization of all movement outside of the car.</p> <p>Then it happens, a life is ripped away from us and we hear the same old rhetoric about thoughts and prayers around this horrible "accident" well these aren't accidents, these are results. These horrifying murders are the result of years of willful negligence. Years of voting down motions to make things safer. Years of opposing human centric design, years of politicizing all movement outside the car, years of limited regulation on vehicles, years of failed enforcement, years of a culture of rush and speed and years of unquestioned allegiance to the automobile.</p> <p>These aren't accidents, these are results created by a broken and failed system that preys on the most vulnerable on our roads. But despite all these massive obstacles, our cities still have a choice to make things better, but they continually choose not to. Our city could've chosen life, but they chose cars.</p> <p>We need to make change now on our streets, no matter what the cost. As so many families have found out what the cost of not making real change is and it's incalculable and unimaginable, they've paid the ultimate irreplaceable price.</p> <p>It's on you city councilors and others in leadership, you know who you are. The safety of our children, your children and our collective community is 100% in your decisions. These aren't accidents these are the results of our willful negligence.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
108	Jonathan	Gros	12/3/2020	Online Comment Form	Opposition to Added Lanes	Please don't build this. This will only further segregate southeast Austin.
109	Jordan	Janes	12/18/2020	Online Comment Form	Opposition to Added Lanes Multi-Modal/Transit	I think widening I-35 will be a detriment to the city of Austin. The city has long been overdependent on mobility via car, and spending hundreds of millions of dollars on I-35 will not result in the change Austin needs. Austin need multi-modal transportation, and should invest in getting more cars off of the road, instead of spending millions to add a few lanes.
110	Joseph	Cahill	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for this design, not an add-on only if it is affordable. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed. In unflawed demand forecasting there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Back to the safety priority, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Individually, people die trying to cross the gulf in between the provided crosswalks, so the design needs to provide pedestrian & bike crossings (suitable for children and elderly) much less than 100 yards apart.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
111	Josh	Miksch	12/3/2020	Online Comment Form	Support for Tolled Lanes Design	I welcome the addition of managed lanes to the I-35 south corridor, however, the addition of upper level decks from SH-71 down to Slaughter seems to be a step in the wrong direction. If IH-35 through central Austin between MLK and Airport Blvd. has taught us anything, it is that building a freeway even higher creates numerous issues for the surrounding areas. How will the upper level decks cross the Stasney and William Cannon intersections? Would they go up and over the newly re-built overpasses, which would cause the new upper level decks to rise well above the grade of the adjacent frontage roads in areas where the current main lanes are depressed below grade?

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113	Joshua	Rudow	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
114	JuanRaymon	Rubio	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
115	Kate	Mason-Murphy	12/15/2020	Email	Climate Change Opposition to Adding Lanes Environment Bicycle/Pedestrian Access	<p>It is so obvious to me that the Texas' short-sighted commitment to the almighty automobile and the infrastructure that supports it is flawed at the root assumption that we will be driving single occupant vehicles in the future. We won't.</p> <p>Sure the State GOP "wants it to be so" so the power structure around the energy industry maintains the status quo.</p> <p>The planet be damned! That is the first and MOST OBVIOUS reason why TxDot should not invest in expanded road systems in our cities.</p> <p>Second, the overt and systemic RACISM that a barrier like the one proposed on 1-35 cannot continue, let alone EXPAND.</p> <p>With more and more and more and more impervious cover in and around "flash flood alley", who do you think will flood out? Where do you think this water is going to go? It won't be the wealthy. It will be communities who struggle disproportionately already, those with low income residents, poor schools, poor parks, missing sidewalks, lack of public transit and high flood risk.</p> <p>I still have faith that leaders in the great state of Texas will PRIORITIZE the great people of Texas, no matter where they live, the language they speak or the color of their skin.</p> <p>That prioritization need to happen NOW! If TxDot would focus on making life "great" for the most marginalized populations, EVERYONE wins.</p> <p>Walk-ability, Bike-ability and CLEAN public transit should be the focus. Not cars! How many years have we gone without a traffic fatality on the roads YOUR DEPARTMENT built? Almost 20 years!!!</p> <p>So Exxon Mobils profits are more important than the lives of Texans? If we continue to make crappy infrastructure choices, we will exacerbate our climate justice problems. More importantly, we will miss this opportunity to PIVOT for the greater good while maintaining a high level of economic success.</p> <p>Continuing to "prop up" a failing, polluting, degrading and destructive industry will be our ultimate downfall.</p> <p>This is a "duh" moment. Why can't you see that?</p>

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117	Katherine	Schroeder	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
118	Kathryn	Johansen	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
119	Kelsey	Balaban	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
120	Ken	Booser	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
121	Ken	Jacob	12/18/2020	Online Comment Form	Access Transit	<p>1. Please devote attention to the rapid development all along IH-35 South with special attention to FM1604 where a major traffic problem already exists due to major development of multi-family housing from Slaughter south to SH-130. This applies especially to all exit and on ramps from Slaughter Creek Overpass to beyond SH-130 and will be affected by both northbound & southbound traffic.</p> <p>2. We also ask that you work closely with CAP Metro in early development of plan for proposed Park & Ride at Southpark Meadows.</p> <p>We at South Austin Neighborhood Alliance (SANA) are familiar with the area and prepared to help in any way we can.</p>

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123	Kimberly	Levinson	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
124	Kimberly	Levinson	12/18/2020	Email	Opposition to Adding Lanes Design Transit	<p>This whole project is deeply ill-conceived. Adding this many lanes, and destroying the east-west connectivity and the walkability of Austin just when car usage is likely to drop, as more people work from home and new transit options arise, is utterly short-sighted. Please go back to the drawing board and cut this by at least a third.</p> <p>- Vice President, Downtown Austin Neighborhood Association</p>
125	Kimberly	Smith	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
126	Kristi	Roen	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
127	Larry	Murphy	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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128	Laura	Cottam Sajbel	12/15/2020	Email	Innovation Safety Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Multi-Modal/Transit Crossings	<p>As this city just passed two huge, expensive transportation bonds to lessen car traffic, please set aside the idea that we need an obscure Katy Freeway running through Austin. Give these forward-thinking mass transit ideas a chance to work and bring the city together, rather than creating 1 wider, louder, more pollutive 20-lane highway that will only enable MORE cars on the road. Start thinking smart.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. In the past, this freeway created a nearly unbridgeable divide between races and between levels of economic income. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Better yet, lean on public transportation and implement more innovative approaches to resolving the problems the highway already causes.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
129	Laura	Cuervo	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Bicycle/Pedestrian Access	<p>I would like to start off with wishing everyone a happy holidays. I know these emails are coming to y'all at a busy time.</p> <p>I am unhappy with the new proposals to build an wider freeway in South Austin than what was proposed last year. I beg y'all to consider a more equitable, safe, efficient option than what is being discussed right now. The city of Austin and other Urbanists have proposed many great plans that would keep Austin better connected and reduce traffic that don't include widening the freeway, which has been proven to actually increase traffic.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. I currently live right off and to the east of I-35, and while I love biking, it is too dangerous for me to bike into the city by crossing 35 like I would love to do. Freeways have always been created as a form of segregating two sides of the city, and we cannot continue to allow it to do so. When I want to bike ride in central Austin or anywhere on the west side of I-35, I have to drive my bike to the west side, adding to the traffic and taking up valued parking space. We could drastically reduce our traffic in Austin if I-35 would be updated to be friendlier to pedestrians, bikers, and other forms of transportation besides driving.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
130	Laura	Freeman	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
131	Laura	Morrison Pibel	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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133	Leah	Mesches	12/3/2020	Online Comment Form	Noise	<p>As a resident of Travis Heights I am extremely concerned about increased noise pollution in this project. The current noise levels are extreme and we can hear traffic all day and night. It sounds like the potential elevated lane would make noise even worse.</p>
134	Leila	Melhem	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse. Time and again we see lanes added to roads, and then cars fill up those extra lanes until we're back where we started, just with more lanes.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
135	Leo	Anderson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Fourth, our air quality will continue to deteriorate. We need to reduce traffic and use other modes to transport goods and people.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
136	Linda	Fields	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p> <p>I am a long-time Austin resident and value this city's history, culture and livability. Please do what you can to preserve Austin!</p>

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137	Lora	Menter	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>Hello there and thank you for your work! I am writing about the proposed widening of Highway 35 in South Austin (where I live). Please, please, please (!) don't widen the road and just build more and more highway. I truly don't think it's what we need as a community. Also, as a resident who largely bikes and walks to get around, I would love to see I-35 become more friendly to my family and me as we move around the city. I support and amplify the thoughtful, community-focused recommendations of Farm&City, The Downtown Austin Alliance, and Our Future 35. Some of their points are as follows:</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Let's build something truly innovative and forward-thinking together! We can do it! Thank you for your time.</p>
138	Lyman	Labry	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
139	Madeline	Acri	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
140	Mary Lou	Bell	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am a long time resident of South Austin and I implore you not to approve this horrendous widening of I35.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
141	Mary	Pustejovsky	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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142	Mateo	Scoggins	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin. Please consider a more equitable public engagement process that may result in a more robust project for the Austin community.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multi-modal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
143	Matthew	Bey	12/15/2020	Online Comment Form	Transit	<p>Is there room in the elevated section or along the median, for a light rail line, like they have in Chicago?</p>
144	Matthew	Hauser	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
145	Mehdi	Mohades	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
146	Michael	Moritz	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Innovation	<p>I am a Houstonian, but I am in South Austin a fair bit, and I know this highway well.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. We need a safer and more equitable solution. Subsidizing automobile dependency has to end in this state. I-35 is a symbol of our racist, city dividing past and it must be reconfigured in a way that elevates all people of all backgrounds and neighborhoods.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds. The Texas Transportation Commission (governing board of TXDOT) has agreed to reducing the number of roadway fatalities by 50% by 2035, and entirely by 2050. These promises must be the primary driver of new highway design. We need more robust local and regional transit, prioritization of neighborhood connecting pedestrian and bicycle infrastructure, and reduced speed limits.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Highways are ugly, hot, and no one actually enjoys driving on them. Let's build a road that people will enjoy using while riding transit.</p> <p>I-35 can be a model for a new way of thinking with urban freeways. Please value people and the sustainable ways we move. TXDOT engineers have to realize single occupancy vehicles are horrendously inefficient uses of energy and space. Design a highway that makes efficient transportation options (bike and transit) the priority. Thank you.</p>

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147	Michael	Smith	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
148	Michelle	Betz	12/17/2020	Online Comment Form	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
149	Mihnea	Dumitrescu	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
150	Monika	Mulder	12/16/2020	Email	Opposition to Adding Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago.</p> <p>Please review research on widening roads which shows that traffic only increases, this is not the way this city should be thinking we need more mobility and travel options to move traffic in different roadways so they don't all clog up the same roads.</p> <p>Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
151	Morgan	Witthoft	12/18/2020	Online Comment Form	Opposition to Added Lanes	<p>NO WIDENING PLEASE</p> <p>All research shows that widening NEVER helps with congestion. Ever.</p> <p>All prior experience with cities all over the USA shows the same. WIDENING DOES NOT HELP.</p> <p>A huge mess, destruction of land, massive expense, no benefit. Don't do it.</p>
152	Nathan	Stevens	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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153	Nevin	Durish	12/15/2020	Online Comment Form	Design Design Alternatives	Cramming more lanes to push more traffic through the center of downtown is not the answer to Austin's traffic problems. No project alternatives were presented in the materials provided, contrary to the spirit of NEPA, so the public cannot properly evaluate the proposed work and compare it to other options. Having through-traffic bypass the heart of central Austin by expanding access to SH 45 and SH 130 is clearly a better alternative for the city rather than making south Austin an even greater expanse of concrete and stopped traffic.
154	Niki	R	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>What can you be thinking? Or do you at all? We here just endured years of construction. I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
155	Noah	Maze	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
156	Parker	Blackiston	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
157	Patricia	White	12/7/2020	Online Comment Form	Design Crossings Bicycle/Pedestrian Access	<p>It is ridiculous that after all the talk from TxDOT over the years about reconnecting the east and west sides of IH 35, this once-in-a-lifetime project comes around and does nothing to make this reconnection happen. This project NEEDS additional pedestrian crossings of the highway. Without them, this is just a continuation of the equity problems that IH 35 created.</p> <p>There are numerous locations where a pedestrian crossing would be essential for helping those of us who can't afford cars reach nearby destinations. Teri Road is one such street that is cut off by IH 35, but there are many more. Please, accommodate additional pedestrian bridges. We will be discussing this as an item on our agenda at the next Friends of Riverside Neighborhood Association meeting. We intend to create a letter from the NA opposing this project if it can't do the bare minimum for pedestrian connectivity.</p>
158	Paul	Gottuso	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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160	Paul	Woodruff	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p> <p>I am a long-time Austin resident and value this city's history, culture and livability. Please do what you can to preserve Austin!</p>
161	Paula	Cox	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
162	Peter	Beck	12/17/2020	Email	Traffic Opposition to Adding Lanes Design	<p>I am writing to oppose the current plan for dramatically expanding I35 south of Austin. This is going to dramatically worsen traffic and make it more dangerous over the extended period of construction and then when it is finally completed, there will so many more cars on the road, that it will not make a difference in reducing congestion. Unless you think the 16 lane Katy Freeway has eliminated congestion, it's clear to everyone that adding more lanes just adds more cars and does not solve congestion problems.</p> <p>Secondly, please reconsider the proposed elevated lanes. The elevated lanes are being taken down going through downtown Austin, why would they be considered a good idea here?</p> <p>It's time to spend money on highway alternatives instead of endless expansion and endless congestion.</p>
163	Peter	Blum	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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165	Phyllis	Owens	12/17/2020	Online Comment Form	Design Traffic	<p>What annoys me is that there are 2 HOV lanes in each directions where only cars and trucks with 2 or more passengers can drive. As I travel through Dallas it always annoys me how often the HOV lanes are empty, and that is only one lane in each direction.</p> <p>I believe a much better approach would be to have only the one HOV lane in each direction, then add 1 lane to the general traffic lanes and RESTRICT trucks to that one extra lane. All of the IH35 truck traffic adds a huge load to IH35 through Austin.</p>
166	Pix	Howell	12/15/2020	Online Comment Form	Design General	<p>The proposed improvements will only satisfy traffic needs for the short term. Without a robust western loop from IH35 to US183 to IH35 north, IH35 alone can never be built big enough. Without a cooperative economic development model or shared tax base agreement between Austin and surrounding jurisdictions, there will always be an overwhelmed hub traffic dilemma.</p>
167	Rachel	Carneglia	12/15/2020	Online Comment Form	Opposition to Added Lanes Design Transit Bicycle/Pedestrian Access	<p>I really don't think adding even more lanes to I-35 is the solution, especially through downtown, or on this southern segment. We've seen what adding more lanes did in Houston. Going underground, finding more options for public transportation, and more options for truly walk/bikeable transportation should be a higher priority. The current proposed 10ft pathway next to even more high speed lanes seems dangerous at best.</p>
168	Rachael	Cook	12/18/2020	Email	Opposition to Adding Lanes Environment Design Increasing Comment Period	<p>This proposal to expand I-35 to more lanes ignores so many known facts about highway expansions falling well short of their intended "improvement" of transportation. This expansion is simply wrong.</p> <p>Even I learned over a decade ago while studying Urban Planning at UT Austin that instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times.</p> <p>I ask that the health impacts, especially for nearby poorer communities, be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries.</p> <p>I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p>
169	Rachael	Sperling	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
170	Reid	Echols	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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171	Rob	Parsons	12/3/2020	Online Comment Form	Design	Please develop an option for managed lanes to be at grade or below grade. Above grade options may be cheaper but it creates just the kind of barrier that is now having to be removed in the central 35 section.
172	Robby	Robinson	12/19/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
173	Robert	Crump	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
174	Robert	Gilliland	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
175	Rose	Glinka	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
176	Ross	Smith	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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177	Ryan	Contino	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
178	Samantha	Ráez	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
179	Sarah	Arvey	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
180	Sarah	Simpson	12/15/2020	Online Comment Form	Design Opposition Added Lanes Cost Traffic	<p>The cross sections currently proposed for this project sadly demonstrate once again TXDOT's inability to integrate current sustainable transportation knowledge and solutions into this department's projects. As presented today, this undertaking will be just one more failed highway expansion project that will recklessly expend taxpayer dollars and come up short in actually addressing the objectives for the project, namely congestion management and priority access for transit.</p> <p>I urge you to reassess the project based on current knowledge and sustainable transportation principles and instead of progressing the alternatives as presented, please integrate the following:</p> <ul style="list-style-type: none"> - Do not add any lanes to the existing condition as this additional capacity will only lead to increased traffic and VMT - Do not elevate lanes as this is an unnecessary and costly undertaking that represent irresponsible use of funds - Convert existing lanes to managed HOV lanes as needed - Start prioritizing moving humans not vehicles - Review the Congestion Con Report: https://t4america.org/maps-tools/congestion-con/ <p>One of the primary objectives of this project is to manage congestion, however, the proposed cross sections will only surely result in increased congestion and perpetuate the unsustainable cycle of build / exceed / build that DOTs have trapped American cities in. Over the past several decades, research has and continues to increasingly prove that more lanes fails to deliver long-term solutions and generally equates to more traffic - to the tune of billions of dollars. This is an incredibly irresponsible use of taxpayer dollars and will lead to exponential misuse of funds if similar solutions are proposed for other stretches of I-35 in central Texas. For this particular project, funds dedicated to lane expansion and elevated lanes must be reinvested in solutions that prioritize the movement of people, not cars themselves.</p> <p>In closing, please abandon the current proposal. Do not increase the number of vehicular lanes; abandon the elevated lanes; convert existing lanes to managed HOV lanes; and commit to moving people not cars. Don't perpetuate old solutions that waste taxpayer dollars to the sole benefit of concrete contractors. Listen to the research and stop chasing congestion.</p>

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181	Scot	Salmon	12/15/2020	Email	Traffic Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I've been living in Austin, and before that Houston, long enough to see that widening highways does not seem to make traffic better. Traffic just expands to fill the space available. We need other options, not just a wider highway.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
182	Scott	Biggs	12/17/2020	Online Comment Form	General Cost	<p>What studies show that HOV improves traffic? And if there is improvement, how much improvement? Where is the data on cost/benefit analysis of HOV lanes (including the negative benefit of reduced traffic flow during construction)?</p>
183	Scott	Lelievre	12/8/2020	Online Comment Form	General Design	<p>This section of road has been under construction for YEARS! When is it going to stop? Why not let the latest improvements sit for a bit before tearing up the road and gnarling traffic again instantly?</p> <p>Why does the center of Austin have to bear the brunt of north/south traffic through the state? It is just dividing the city. Make improvements to 45/130 to move traffic out of the heart of the city.</p>
184	Sean	Compton	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
185	Sean	Pollard	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
186	Shayne	Calhoun	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
187	Sindair	Black	12/15/2020	Email	Design Increase Comment Period	<p>Probably the most effective tactic employed by all DOT's is a policy known as the "Sunk Cost theory". If you start two projects at a distance from each other the argument then becomes, "well we spent all that money and now we have to connect the projects". Of course, that's exactly what TxDOT is doing with their three-part I-35 rebuild. Since there is little opposition north of Central Austin or south, TxDOT purposes to move as fast as possible on both ends to justify the central segment project.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>

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188	Sinclair	Black	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
189	Sofia	Shapiro	12/10/2020	Online Comment Form	Design Bicycle/Pedestrian Access Opposition to Added Lanes	<p>Hi, My name is Sofia. I live in Austin, Texas use I-35 frequently, and I am writing in regards to the Capital Express Central project. I-35 was a structure placed strategically at its inception to segregate the East and West sides of the city. It has since made pedestrian and bike connection from one side of the city to the other dangerous, hostile, or just impossible at most points, while also devaluing property on the east side and contributing to the current gentrification crisis.</p> <p>The best plan for the Austin community would be to put I-35 underground in a tunnel, as many other growing cities have like Dallas and Boston. This would allow for park land on top and for the return of pedestrian accessibility to the otherwise unusable land.</p> <p>Furthermore, it has been mathematically modeled and proven time and time again, that adding lanes to a highway eases congestion for a small amount of time, but fills back up to comparable levels of congestion in almost no time. The concept is called Induced Demand. So this is simply not an acceptable solution for our communities. (https://www.wired.com/2014/06/wwwt-traffic-induced-demand/)</p> <p>Please make a plan to put I-35 underground and make the land more accessible to pedestrians and bikers once again, while working to reduce the original impacts of this highway's racist design.</p> <p>Thank you!</p>
190	Sophia	Fleshman	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
191	Star	Salzman	12/18/2020	Email	Opposition to Added Lanes Safety Environment Multi-Modal/Transit Support for Tolled Lanes	<p>The new proposal to expand I-35 is a serious step in the wrong direction for South Austin. The city does not need more expanded roads that make it even more difficult to get around safely on foot or by bus. We already have a serious problem with traffic accidents and deaths that this expansion would only worsen. That is not even considering the impact on the environment, and the likelihood that it would lead to even more traffic long-term. We need to build a city that prioritizes transit, walkability, community, safety and environmental sustainability. We need to discourage driving, and implement congestion pricing lanes, not simply make it easier for giant trucks to blow through our city at 90 mph.</p> <p>Thank you for your consideration.</p>
192	Stephanie	Molnar	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings Traffic	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. This is not only important for people but for WILDLIFE. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel. Appropriate wildlife crossings, such as the kind being implemented in San Antonio, are also important.</p> <p>COVID-19 is going to permanently impact traffic, as more people understand the feasibility and effectiveness of work-from-home situations. Please do not make dire mistakes during this time as we seek to understand how virtual work will impact traffic patterns. "Improvements" may not even be needed at this time.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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193	Stephen	Cooley	12/16/2020	Email	Support for project Noise	<p>First off happy with the approach and results in the changes to I35 south...</p> <p>My wife and I live at 700 Corral lane (78745) and are approx 60ft from the frontage road.(small storage facility between us and the frontage road... we purchased knowing about the sound levels, but to have an acre we were willing to make the trade..</p> <p>We have patiently waited for this past 3-5 years of construction to be completed...(sorry not 100% which year it started) the noise level during construction has been fine at times and horrific at times... there was a hammering few weeks at night that shook all of our windows and now they are laying pavement which the drive asphalt truck beeps every 7-10 seconds. Also while we are sleeping...</p> <p>My concern isn't only the construction so much in the next 3-5 years it's the new noise levels in our home and yard from the raised platform you are planning on building... traffic wise it makes sense, but as a tax paying resident this would put us at 5-10 years of construction noise and a lifetime of added Decibel levels in and around our home...</p> <p>We are one of the only homes this close to I-35 and is there any options available ??</p> <p>Sound wall on our property line ?? This way the storage facility isn't blocked?? Again if you look at the map I'm not asking for sound walls down 35. (Would disrupt businesses too much) but this home and neighborhood has been here sense 50's and our home is effected the most...</p> <p>Thank you for reading, looking for some help...?? Would love a sound wall for Christmas!!!</p>
194	Stephen	Gonzalez	12/18/2020	Online Comment Form	Noise	<p>As someone living in Hyde Park in Austin, within half a mile of the proposed construction, what/ how will TxDOT develop guidelines for work hours, noise levels, etc.? This construction is sure to hamper quality of life for the surrounding neighborhoods and it is imperative that TxDOT have a very clear dialogue on these impacts with the families that are going to bear the brunt of the inconvenience.</p>
195	Stephen	Graham	12/16/2020	Email	Opposition to Adding Lanes Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am deeply worried about proposals to force an even more massive freeway into South Austin than has been discussed previously. As you doubtless know, highway widening has never helped resolve any congestion in Austin. On the contrary, it has added more congestion by inducing demand, and discouraging all forms of movement but private, single-occupancy cars. And it wastes massive amounts of our tax dollars.</p> <p>Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
196	Steve	Lucas	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
197	Steve	Prather	12/15/2020	Email	Traffic Cost	<p>This proposal will turn I-35 in Austin into the Katy Freeway. Also a similar project was done on I-75/85 in Atlanta (expansion to 18 lanes) and within one year it was completely filled up with bumper to bumper traffic. It will stimulate further development and sprawl in this corridor. This plan is a costly mistake.</p> <p>Look at other alternatives that make sense!</p>
198	Steven	Pierce	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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199	Susan	Pinsonneault	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
200	Thomas	Ates	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
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202	Tim	Dombeck	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
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205	Travis	Young	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
206	Tyler	Markham	12/17/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed. The future is not larger highways. Even Greg Abbott has said as much.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
207	Tyler	Markham	12/18/2020	Online Comment Form	Opposition to Added Lanes Safety	<p>Please do not expand the number of frontage roads or the number of general lanes. We don't need more sprawl in South Austin. We need more connections across I-35 to improve mobility Austin residents. We need sidewalks. We need barriers to stop pedestrians from trying to cross 35. We need safety, not more lanes.</p>
208	Tyler	Markham	12/18/2020	Online Comment Form	Design	<p>Please place the frontage roads on top of the buried portion of I-35 from Lady Bird Lake to Dean Keaton. This is a once-in-a generation chance to reconnect Austin, improve the livability of downtown, and create tremendous economic value.</p>
209	Van	Wilson	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
210	Victoria	Taylor	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin. Please consider a more equitable public engagement process that may result in a more robust project for the Austin community.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multi-modal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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212	William	Atkinson	12/16/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
213	William	McClure	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
214	Xavier	Apostol	12/15/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>
215	Zach	Allen	12/18/2020	Email	Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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255	Unknown		12/15/2020	Email	Opposition to Adding Lanes Safety Multi-Modal/Transit Opposition to Non-Tolled Managed Lanes Support for Tolled Lanes Design Crossings	<p>I do not support the proposed lane expansion. Simply read the book <i>The Power Broker</i> to see how this fails. We have enough lanes, although they are not maintained professionally. Focus on that. Make the existing road safer. And get more people to use I-45 loop.</p> <p>I am concerned about the new proposals to build an even wider freeway in South Austin than was proposed just a year ago. Please consider a more equitable, safe, efficient option than what has been currently proposed.</p> <p>First, ending traffic deaths and serious injuries needs to be the top concern for the use of these funds. Please use safe urban design speeds for the managed lanes and controlled access lanes appropriate for a dense urban setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.</p> <p>Second, please do not add any additional non-managed lanes to this corridor. The regional growth forecasting process and travel demand models are flawed and there is no need to add more through freeway lanes or frontage or urban street lanes. Congestion priced managed lanes actually can provide better access by transit, freight, and personal vehicles, but adding other lanes will just make traffic and crashes worse.</p> <p>Third, the terrible mistake of separating our cities by long stretches of impassible, dangerous freeways needs to be fixed. Please ensure there is a safe, multimodal crossing at least every half mile or, at worst, a pedestrian bridge or tunnel.</p> <p>Thanks for listening to my concerns and for your part in fixing this dangerous, flawed transportation facility for all the people of the Austin region.</p>

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