



# Documentation of Open House #2

## **Project Location**

Williamson and Travis counties

North 16-mile Comprehensive Project

CSJs: 0015-09-178, 0015-10-062, & 0015-13-389

## **Project Limits**

From RM 1431 to US 183

## **Meeting Location**

Cedar Ridge High School

## **Meeting Date and Time**

February 2, 2017; 6:00 to 8:00 p.m.

## **Translation Services**

Spanish

## **Presenters**

N/A

## **Elected Officials in Attendance**

N/A

## **Total Number of Attendees (approx.)**

87

## **Total Number of Commenters**

23 (written comments); 15 (VOH comments)

## **Contents**

- A. Comment/Response Matrix
- B. Notices
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- D. Comments Received
- E. Figures
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## A. Comment/Response Matrix

## PUBLIC COMMENT AND RESPONSE MATRIX

#	Last Name	First Name	Method	Comment (Verbatim)	Response
1	Cervantes	Ray	Written	Turnaround from 620 to Round Rock Ave traveling south to Northbound turnaround	At this time, traffic volumes do not indicate the need for a turnaround structure at this location.
2	Stroupe	Loretta J.	Written	<p>My area is between McNeal and SH 45 Noise bars</p> <p>I live off Mays and also smells at rush hr, fumes from cars because of the way an office complex was built.</p>	<p>The North16 environmental study will include a traffic noise analysis as part of the documentation of the Project's potential environmental impacts. The noise analysis will include the following:</p> <ul style="list-style-type: none"> <li>• Identification of land use activity areas that might be impacted by traffic noise. The determination of whether traffic noise exceeds acceptable levels is partially based on the land use activity that surrounds the project. For example, traffic noise considered excessive at a residence may not be considered excessive at a restaurant or other commercial use.</li> <li>• Determination of existing noise levels. Sound from highway traffic is generated primarily from vehicle tires, engine, and exhaust. To collect baseline noise data for comparison to the build alternative, multiple locations will be modeled along the study area during peak traffic volume hours to obtain a representative sample of the existing noise levels.</li> <li>• Consideration and evaluation of measures to reduce noise impacts. If noise models predict that future traffic noise levels exceed acceptable noise levels based on the impacted property type, noise abatement measures are evaluated. Noise barriers, one of the most commonly used noise abatement measures, would be considered for inclusion in the project along with other measures according to the FHWA-approved TxDOT Guidelines for Analysis of Roadway Traffic Noise. To be considered for inclusion in the proposed project, each noise barrier must be considered both reasonable and feasible. To determine reasonableness, a combination of social, economic and environmental factors is evaluated, including noise reduction goals, view impacts and cost effectiveness. To determine feasibility, topography, access requirements, drainage, utilities, maintenance and noise reduction goals are evaluated.</li> </ul> <p>If noise barriers are determined to be reasonable and feasible, property owners immediately adjacent to the proposed noise walls would be contacted, by certified mail and additional outreach as needed, to learn more about the proposed walls and vote on whether the walls should be constructed. The determination to construct each wall is based on a simple majority vote by the property owners immediately adjacent to the wall in question. If the Project is environmentally cleared to proceed into final design, this vote would be held soon after the environmental approval is issued.</p> <p>TxDOT has no control over the development of adjacent lands in regards to controls to air quality. However, an air quality analysis would be completed for the changes to the roadway design.</p>

		<p>Why more tolls when we still in a single family home are having environmental issues</p>	<p>The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:</p> <p>Need:</p> <ul style="list-style-type: none"> <li>• Current congestion levels are causing inefficient operations</li> <li>• Travel times will increase as population and employment grow</li> <li>• Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> <p>Purpose:</p> <ul style="list-style-type: none"> <li>• Improve operational efficiency and manage congestion</li> <li>• Provide more reliable travel times</li> <li>• Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> <p>The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to:</p> <ul style="list-style-type: none"> <li>• Optimize the existing facility</li> <li>• Enhance safety</li> <li>• Increase capacity</li> <li>• Minimize need for additional right of way</li> <li>• Manage traffic better</li> <li>• Improve east/west connectivity</li> <li>• Improve compatibility with neighborhoods</li> <li>• Enhance bicycle, pedestrian and transit-user options</li> </ul> <p>Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p>
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				<p>already why not a loop around RR? Why not a loop around RR instead of increasing the traffic on I 35</p>	<p>As mentioned above, the process of determining which alternative (lane type) will move forward is largely based on how well each alternative meets the project's purpose and need. As population and employment continue to grow in the region, transportation agencies are looking to utilize a diverse range of tactics to manage the congestion that comes with this growth. This includes strategies for managing congestion on I-35, but certainly does not rule out the construction of new facilities to share some of the burden, though those options would not be addressed by this effort.</p> <p>The consideration of a loop around Round Rock would be handled as part of regional planning efforts and is not being considered as part of the proposed project.</p>
				We do not need public trans. lanes on I-35 it would cause more congestion	Although the express lanes do offer a free, reliable route to CapMetro vehicles, surplus space in the express lanes would be available to drivers for a fee when they need a reliable route, so the express lanes are not considered transit-only lanes. Though the addition of express lanes on I-35 would not fix congestion, the lanes would offer a reliable travel alternative for use by CapMetro buses and vanpools, and reliable travel times to drivers when they need it.
3	Patterson	Mary	Written	The information was great and thorough. (Thanks, Brandon Marshall) I do appreciate an opportunity to ask question and gather information for my benefit (knowledge and understanding) as well as to be able to communicate that with my clients and their move/work to Central Texas.	Thank you for taking the time to provide your input.
4	Caws	Justin	Written	I've been to a few of these sessions on 35 and have yet to see a solution that is viable and future proof. With all of the real estate that will not be built on according to the schematics, a similar solution of elevating 35 would get my vote. I feel this current proposal is not maximizing the available space for expansion. Its an advocate of mobility, we need a plan that will allow the most amount of vehicles to travel through the 35 corridor at consistent speeds. The problem only exacerbates when minimal construction meets population growth. What about creating an underground highway that can be future proof?	<p>Previous studies to improve I-35 have focused almost exclusively on large-scale traditional construction projects to address the current and future needs along the corridor. Unfortunately, many of these large-scale projects were determined to be extremely costly and difficult to implement due to the extensive right-of-way acquisitions, construction time required and potential impacts on the community. As a result, they have not advanced toward implementation.</p> <p>The proposed express lanes would be dynamically tolled to better manage congestion, meaning that the price to use the express lane would increase when traffic is heavier and decrease as traffic lightens. This would create reliable travel times for those using the express lanes. Additionally, with the completion of the express lanes, faster travel speeds are expected in the general purpose lanes, as illustrated by traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes. Implementation of the proposed project does not preclude future consideration of other options for I-35.</p>
5	Torres	Richard	Written	Could you please look at and/or consider revising your plans from southbound Braker Lane exit through the second entrance to Park 35 Circle. Your proposed plans will remove a dedicated turn-in lane that was installed by your agency to help eliminate collisions when turning into Park 35 Circle from the frontage road. In addition the removal of the existing shoulder lane for the 3 <sup>rd</sup> proposed lane will create problems when the public is using dedicated entrance driveway for a building. Please provide us additional information once you review and/or revise the plans. Thanks	The project team is evaluating the possibility of keeping the existing right turn lane in the future proposed configuration. Additionally, the proposed additional third travel lane on the frontage road would add volume for through movements and decrease the amount of traffic per lane. Our team is working to balance the lane number/type of lanes with impacts to adjacent properties such as right-of-way acquisitions and/or construction easements.
6	Gadaria	Mike	Written	Curious about potential for contraflow of existing lanes vs tolled express lane Adding single toll lane seems somewhat self limiting as area grows, assume IH 35 has more volume than Mopac, yet it seems like same capacity is added.	The project team considered the addition of contraflow lanes to I-35 during an early project conceptualization phase. Contraflow lanes were eliminated from further consideration for two primary reasons. First, there was not a clear single-direction traffic split such that traffic patterns warranted the use of contraflow lanes. Second, each of two lanes designated as contraflow lanes, if added in the center median of the existing I-35, would need to be located together on the same side. Right-of-way limitations in the median of I-35 would not allow for the addition of two lanes on one side of I-35 without major reconstruction of all columns that currently exist in the median, as well as many bridges in the corridor. Because of these challenges, contraflow lanes were ultimately eliminated from further study.
7	Nichols	Lilly	Written	TxDOT improvements need to include areas which have more ramps for merging traffic on/off. I commute to Austin daily and my exit is at Far West/Mopac and the construction is making traffic a little better! However, locally here in Round Rock living one mile away from CRHS; Gattis School Road is very dangerous!! It has already caused several fatal accidents involving pedestrians. CRHS has over 3600 students whom are walkers and there are no safe sidewalks wide enough for students. There is no policing of this local road here in Round Rock!	Thank you for taking the time to provide your input. The improvements associated with this project include TxDOT owned facilities (I-35 mainlanes and frontage roads) and some cross streets which are also operated by TxDOT (RM 1431, FM 3406, US 79, RM 620, SH 45, Parmer Lane, US 183). Improvements outside of these roadways would be considered outside of the limits of this project.

8	Lopez	Art	Written	I appreciate the addition of the express lanes and I would make use of them, but I do not believe that 4 lanes in each direction is enough to accommodate anywhere near the projected volume of traffic that will be using I-35 by the time this project is complete. I think 5 lanes in each direction is needed and should be planned for now.	<p>The limited availability of right of way in the median between the existing mainlanes limits us to adding only one express lane in each direction.</p> <p>The State can't possibly purchase enough right of way to construct enough mainlanes to accommodate everyone who wants to use I-35. Additionally, a proposal to greatly expand I-35 would not meet the program goal to minimize the need for additional right of way, which is a goal developed as a result of previous studies to improve I-35 which did not advance toward implementation because they were determined to be extremely costly and difficult to implement due to the extensive right of way acquisitions, construction time required and potential impacts on the community.</p> <p>In order to better manage congestion within TxDOT's existing right-of-way, the express lanes would be dynamically tolled, meaning that the price to use the express lanes would increase when traffic is heavier and decrease as traffic lightens. This is intended to provide a reliable travel time for users of the express lanes, including CapMetro buses, while also removing some traffic from the general purpose lanes.</p>
9	N/A	N/A	Written	Improve lighting at 1431 interchange DDI is confusing, with headlights coming at you on right side.	Concerns with lighting at the I-35 and RM 1431 intersection is outside of the scope of this environmental document.
				Add ramps at SH 45 and I-35 interchange to keep traffic off frontage roads.	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
10	N/A	N/A	Written	Need to talk to people where road/ramps are being built	<p>If you have any questions regarding current ongoing projects along I-35, you can visit the My35 webpage at <a href="http://www.my35.org/">http://www.my35.org/</a>, or you can sign up to receive announcements and updates about the Mobility35 program at <a href="http://www.mobility35.org">www.mobility35.org</a>.</p> <p>You can also visit <a href="http://my35.org/contact-us.htm">http://my35.org/contact-us.htm</a> to submit comments or request a meeting.</p>
11	Denehik	Laurie	Written	Not enough information was available for residents concerning current ongoing projects (under construction now)...TxDOT needed more district people in attendance at this open house that were familiar with ongoing projects...	We will consider the need to have more district staff in attendance for future public involvement activities. In the meantime, if you have any questions regarding current ongoing projects along I-35, you can visit the My35 webpage at <a href="http://www.my35.org/">http://www.my35.org/</a> , or you can sign up to receive announcements and updates about the Mobility35 program at <a href="http://www.mobility35.org">www.mobility35.org</a> .
12	Armstrong	Frances	Written	Wanted to know if we were getting another north bound on ramp between Grandview Parkway and Hester Crossings and a south bound on ramp off of 45. Glad to hear Greenlawn ramp planned	The ramps between Grand Ave and Hesters Crossing are proposed to change, but the number of access points would remain the same. The current entrance ramp just north of Grand Avenue Parkway is being shifted further north, closer to SH 45; the current exit ramp near SH 45 is being shifted further south, closer to Grand Avenue. The exit ramp to Hesters Crossing will remain the same.
				Sad to hear no plans for south bound 35 from 45 not scheduled yet – Need now because of all the new construction from Hutto and Pflugerville *Stephen from Johnson, PE was awesome.	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
13	N/A	William	Written	Nice idea to have "shared" lane for cyclists but feel speed on frontage road endangers any bikers or pedestrians. Reduced speed or remove shared lane altogether	Thank you for taking the time to provide your input. Due to the active pedestrian and bicycle community in the Austin metropolitan area, one of the goals of the My35 program is to improve mobility and connectivity for all modes of transportation, including bicyclists and pedestrians. Since this is the only form of transportation for some individuals, it is important to provide these accommodations in the corridor. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three-foot-buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria, and would not warrant a reduced speed limit along the frontage roads.

14	Menendez	Ofelia	Written	<p>I like the proposed intersection bypasses but oppose the toll lanes. It has been horrible for Mopac travelers and the toll lanes are still not in use. * Why charge people additional fees/tolls for roads already paid by tax dollars? * If you are "not taking away" lanes on I-35 for the proposed toll lanes, why don't you add these much needed lanes?</p>	<p>The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:</p> <p>Need:</p> <ul style="list-style-type: none"> <li>• Current congestion levels are causing inefficient operations</li> <li>• Travel times will increase as population and employment grow</li> <li>• Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> <p>Purpose:</p> <ul style="list-style-type: none"> <li>• Improve operational efficiency and manage congestion</li> <li>• Provide more reliable travel times</li> <li>• Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> <p>The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to:</p> <ul style="list-style-type: none"> <li>• Optimize the existing facility</li> <li>• Enhance safety</li> <li>• Increase capacity</li> <li>• Minimize need for additional right of way</li> <li>• Manage traffic better</li> <li>• Improve east/west connectivity</li> <li>• Improve compatibility with neighborhoods</li> <li>• Enhance bicycle, pedestrian and transit-user options</li> </ul> <p>Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a>.</p>
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15	Andrews	Steve	Written	Are the current lanes becoming any narrower and more dangerous than they are now?	<p>The current I-35 mainlanes, in general, are 12 feet in width and are would remain the same width. In space-constricted locations, lane widths may be reduced to minimize impacts to adjacent properties. For example, near the US 183 interchange on the southern end of the project, the I-35 mainlanes would be reduced to 11-ft. each in width to remain within the existing roadway footprint.</p> <p>The existing frontage road lane widths vary throughout the corridor between 11-ft.-wide and 12-ft.-wide. All travel lanes are designed to meet TxDOT and federal design criteria.</p>
				When is the entrance ramp from I45 east to I35 south?	The construction of the future SH 45 direct connectors will be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.

16	Marrowe	Jim	Written	<p>Please, no express lanes. Widen the road for everybody. Don't charge us a toll on roads our taxes already paid for.</p>	<p>The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:</p> <p>Need:</p> <ul style="list-style-type: none"> <li>• Current congestion levels are causing inefficient operations</li> <li>• Travel times will increase as population and employment grow</li> <li>• Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> <p>Purpose:</p> <ul style="list-style-type: none"> <li>• Improve operational efficiency and manage congestion</li> <li>• Provide more reliable travel times</li> <li>• Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> <p>The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to:</p> <ul style="list-style-type: none"> <li>• Optimize the existing facility</li> <li>• Enhance safety</li> <li>• Increase capacity</li> <li>• Minimize need for additional right of way</li> <li>• Manage traffic better</li> <li>• Improve east/west connectivity</li> <li>• Improve compatibility with neighborhoods</li> <li>• Enhance bicycle, pedestrian and transit-user options</li> </ul> <p>Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a>.</p>
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				The biggest problem on this area is the hill over McNiel. Trucks slow down.	The southbound on-ramp from RM 620 (which is at McNeil), is currently planned to be lengthened to minimize the steepness of the ramp to improve speeds.
				Please make a law that that through trucks have to take 130 instead of 35.	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule.  The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.
				Tearing down the 3406 bridge will be a DISASTER for people that live west of I-35. Please fix the 79 intersection completely first before destroying the 3406 bridge. Please make it a priority to reconstruct the 3406 bridge without it, people that live west of I35 along 3406 are blocked from fire, ambulance, police, the rest of Round Rock, and I35 access.	Comments regarding the timing of construction at I-35 and US 79, as well as I-35 and FM 3406 are outside of the scope of this environmental document.
17	Rivera	Beatriz	Written	1. Disagree for paying to use express lane. You should build a HOV lane.	Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including the addition of high-occupancy vehicle (HOV or carpool) lanes. General purpose lanes, HOV, rail and other lane type alternatives did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers.  HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and ensure a reliable travel time even when the general purpose lanes are congested.
				2. There is not an exit on express lane by I-45 or Hesters Crossing should be one for that area	Express lane entrance and exit locations were developed based on traffic volumes and adjoining facilities (such as SH 45). Access points are being located to service the SH 45 ramps, however, it may be the entrance or exit to the express lane is several thousand feet away to allow for weaving distances across the other I-35 lanes, and to balance other access point locations.
18	Lee	S.A.	Written	Any project that will help I 35 traffic is needed. I know the N I35 to N 183 ramp is planned to be lowered to help with the speed of traffic. It would be nice if it could be made into 2 lanes on the ramp. That is a bad intersection that slows traffic considerably on north bound I 35.	Thank you for taking the time to provide your input. Though the flyover ramp at I-35 and US 183 is outside the scope of this environmental document, the Mobility35 Program is proposing to improve operations in the area through the <a href="#">I-35 from Rundberg Lane to US 290 East project</a> .
19	Daley	Jonathan	Written	There is a lot of traffic that travels through Austin as through-traffic (eg, semi trucks) Has there been any thought given to express lanes that travel through downtown with no exits? This would take a good portion of the traffic out of the main lanes for local traffic. Also...Why is there no direct connect planned for 183 South from I-35 North?	Beginning in 2014, nine potential lane type alternatives for various modes were studied by the Mobility35 Program, including a managed (through) lane which would run from SH 45N to SH 45SE with no entrance or exit points in between. This alternative was ultimately eliminated from further consideration because, although it did meet goals to improve operational efficiency and manage congestion, as well as provide more reliable travel times, it did not meet the goal to create a dependable and consistent route for transit, emergency responders and other motorists.  The consideration of adding a direct connection between US 183 South and I-35 North would be handled as part of regional planning efforts and is not being considered as part of the proposed project.
20	Hastley	John	Written	Good plan. Happy to see 183 new ramps. Happy to see DDI at Palmer – We must get CAMPO to cut the SH 45-I35 missing ramps on the plans. It is ridiculous to not have them. Causes major additional traffic and loads on the local frontages and probably accidents with entering and exiting plazas, and lost toll revenue for all commuters who don't use 45 to go to and from work since they can't enter (exit I35 directly) or even all leisure traffic wanting to go to and from the city.	Thank you for taking the time to provide your input.  The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
21	Kratz	James	Written	There is a Rooms To Go being built at Greenlawn, which needs to be considered as it is being built on the edge of the ROW I am for the project.	Thank you for noting this development. The project team is aware of it and is considering it in the project's proposed design.

				Need to show project that has the southern connectors for IH 35 and SH 45.	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
22	Weiss	Doug	Written	-Direct connect ramps at 45	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
				-Consider pushing traffic to SH-130	A 2013 report by the Texas A&M Transportation Institute entitled, "Establishing Mobility Investment Priorities Under TxDOT Rider 42: Long-term Central Texas IH-35 Improvement Scenarios," found that attempts to re-route truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. The report cited two reasons for this: First, much of the truck traffic has an origin or destination near the corridor, making I-35 a desirable or necessary route. Second, truck drivers traveling through the Austin area without stops generally find I-35 is the most efficient route for their delivery schedule.
				-Remember My35 recommendation – swapping I-35 and SH 130 designation	The report recommended a hybrid approach to solving congestion on I-35 including added capacity, shifting commuter trips to work-at-home jobs, using technology to reduce trips, shifting trips to off-peak periods and increasing alternatives to single occupancy vehicle usage.
				-Congestion improvements at Wells Branch – consider alternative route from Pecan/1825 to I-35	The intersection of Wells Branch Parkway and FM 1825 is a part of a separate stand-alone project which is currently under study. Future open houses for this project will occur once the team has identified proposed design(s).
23	N/A	N/A	Written	Pedestrians and autos do NOT mix When trying to drive to work, we should not have to worry about dodging pedestrians OR bikes. There should be a law against anybody walking or cycling anywhere close to I-35, especially on and off ramps.	Due to the active pedestrian and bicycle community in the Austin metropolitan area, one of the goals of the My35 program is to improve mobility and connectivity for all modes of transportation, including bicyclists and pedestrians. Since this is the only form of transportation for some individuals, it was important to provide for those accommodations in the corridor. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria.
				Toll lanes are not feasible for some retirees, and people on fixed incomes.	The Project team will analyze and document findings for Community Resources, including Environmental Justice as part of the environmental process. In addition to analyzing Environmental Justice, the environmental process will evaluate the following resources and environmental conditions: <ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Archeological Resources</li> <li>• Historical Resources</li> <li>• Biological Resources</li> <li>• Water Resources</li> <li>• Hazardous Materials</li> <li>• Parklands, including Section 4(f) and Chapter 26 of Texas Parks and Wildlife Code</li> <li>• Indirect and Cumulative Impacts</li> <li>• Water Resources, including floodplains, water bodies, and storm sewer systems</li> <li>• Park Impact Analysis</li> </ul>

			<p>Parking in downtown Austin is not only near impossible, but Austin and points northward are becoming a parking lot. I work in NE Austin and I am only able to take 458/TX 130 to a point, and my commute time is the same as if I took that I-35 to Parmer Lane. Please, taking the tolls \$ away, is <u>really</u> what would help commuters, which is what I-35 was built for. Making the toll roads an outer loop would be, financially, a much better option especially for those on more limited incomes. I-35 and Parmer Lane is horrible to get thru for those going southbound.</p>	<p>Variable priced tolled express lanes are proposed for the project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a>.</p> <p>As population and employment continue to grow in the region, transportation agencies are looking to utilize a diverse range of tactics to manage the congestion that comes with this growth. This includes strategies for managing congestion on I-35, but certainly does not rule out the construction of new facilities to share some of the burden, though those options would not be addressed by this effort.</p> <p>The consideration of a tolled loop around Austin would be handled as part of regional planning efforts and is not being considered as part of the proposed project.</p>
			<p>Also, widening Braker Ln. east of the interstate would help open up another option for those working on the northeast side (290 and 183). Re-locate the school [to E of Dessau/Cameron Road, and make that stretch of Braker Lane a viable driving option like it is on West Braker Lane.</p>	<p>Thank you for taking the time to provide your input. The improvements associated with this project include TxDOT owned facilities (I-35 mainlanes and frontage roads) and some cross streets which are also operated by TxDOT (RM 1431, FM 3406, US 79, RM 620, SH 45, Parmer Lane, US 183). Improvements outside of these roadways would be considered outside of the limits of this project.</p>
			<p>If you are going to make Parmer and I-35 walking and bicycle friendly, and safer, put in overhead pedestrian/biking bridge, like the one on Mopac in North Central Austin. There have already been people killed trying to walk near or on I-35. I have already had to dodge bicyclists @ the southbound intersection at Park and 35, and the northbound intersection really isn't that much better. Pedestrians/bicyclists should not share spaces where there automobiles exist</p>	<p>Due to the active pedestrian and bicycle community in the Austin metropolitan area, one of the goals of the My35 program is to improve mobility and connectivity for all modes of transportation, including bicyclists and pedestrians. Since this is the only form of transportation for some individuals, it was important to provide for those accommodations in the corridor. The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three-foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria.</p>



24	Perry	Kent	VOH	<p>Look, I agree the traffic needs to be fixed. But a toll road? Are there no other alternatives?</p> <p>And it's going to be really painful as you cut 35 down by a lane to put these in place.</p>	<p>The goals and objectives of the Mobility35 Program include optimizing the existing I-35 facility while minimizing the need for additional right of way. This community-driven approach differs from previous studies to improve I-35, which focused almost exclusively on large-scale traditional construction projects. Many of these large-scale projects were determined to be extremely costly and difficult to implement due to the extensive right-of-way acquisition needed, construction time required, and potential impacts to the community. As a result, they did not advance toward implementation.</p> <p>In 2013, the Travis County Mobility35 Corridor Implementation Plan was released, which identified a number of potential mobility solutions for the I-35 corridor, including the Future Transportation Corridor, which was identified as an area for additional capacity down the center of I-35. This improvement would provide the single largest capacity gain for I-35.</p> <p>A Planning and Environmental Linkages (PEL) Study was conducted in 2014 to help determine the purpose and need for the additional capacity, lane type alternatives/mode choice, and segments of independent utility (stand-alone projects) in Travis County.</p> <p>The purpose and need included improving operational efficiency, managing congestion, providing more reliable travel times, and creating a more dependable and consistent route for transit, emergency responders, and other motorists.</p> <p>There were nine potential lane type alternatives/mode choices studied:</p> <ul style="list-style-type: none"> <li>• General purpose lanes</li> <li>• High occupancy vehicle lanes with transit</li> <li>• Express lanes with transit</li> <li>• Express lanes with enhanced transit access</li> <li>• Rail</li> <li>• Through-traffic only lanes</li> <li>• Transit-only lanes</li> <li>• Freight-only lanes</li> <li>• No build or doing nothing</li> </ul> <p>These lane type alternatives were evaluated against the purpose and need of the PEL study, resulting in a recommendation that two express lane alternatives be further evaluated in future National Environmental Policy Act (NEPA) studies: an express lane with transit and an express lane with enhanced transit access. However, since transit plays an integral role in providing an effective travel option for I-35, we determined we should study options to allow Capital Metro the ability to construct structures that provide direct transit access into the express lanes in the future. Consequently, each build alternative for the additional capacity includes direct transit access to the express lanes. Public outreach continues to play a vital role in the development and refinement of the alternatives.</p> <p>General purpose lanes, HOV, rail and other lane type alternatives/mode choices did not advance because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers.</p> <p>TxDOT is committed to considering the best options for traffic control during construction and will take every effort to reduce the impacts of construction on the traveling public.</p>
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25	Prince	Janice	VOH	<p>Please don't build expansions that are ONLY toll roads. Please consider actually helping residents by having expansions include actual expansions of our highways. This is a gift to the contractor who will collect this regressive stupid toll.</p>	<p>Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes. Though tolls collected may help to cover the cost of improvements and ongoing maintenance, tolling is not expected to provide a substantial profit.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location:  <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a>.</p>
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26	Hall	Terri	VOH	<p>I'm the Executive Director of two grassroots transportation watchdog groups: Texans Uniting for Reform and Freedom and Texans for Toll-free Highways. We have serious concerns about the proposed managed toll lanes on I-35. We urgently implore TxDOT to scrap any imposition of tolls or managed lanes and instead expand I-35 with additional general purpose lanes open to everyone.</p> <p>Not only will managed toll lanes severely restrict the number of cars that have access to it through price, the limited physical access to the lanes themselves will further reduce the practical use of these lanes because it bypasses exits drivers need to reach. Every Texan's tax dollars will pay for this project, but only the very few will ever be able to use it.</p>	<p>The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:</p> <p>Need:</p> <ul style="list-style-type: none"> <li>• Current congestion levels are causing inefficient operations</li> <li>• Travel times will increase as population and employment grow</li> <li>• Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> <p>Purpose:</p> <ul style="list-style-type: none"> <li>• Improve operational efficiency and manage congestion</li> <li>• Provide more reliable travel times</li> <li>• Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> <p>The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to:</p> <ul style="list-style-type: none"> <li>• Optimize the existing facility</li> <li>• Enhance safety</li> <li>• Increase capacity</li> <li>• Minimize need for additional right of way</li> <li>• Manage traffic better</li> <li>• Improve east/west connectivity</li> <li>• Improve compatibility with neighborhoods</li> <li>• Enhance bicycle, pedestrian and transit-user options</li> </ul> <p>Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a>.</p>
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<p>To expect that if we build it, they will come will somehow work and get more people onto buses when every other forced attempt to get people to take transit hasn't worked (with a rare uptick in Houston that gained some riders but lost many others in the process) is unrealistic and a colossal waste of tax dollars for planners attempts at social engineering. The private sector has solved the problem of affordability, efficiency, and ease that actually gets passengers from door-to-door (unlike most public transit) and that's ridesharing. The city of Austin kicked out Uber and Lyft the one solution that actually worked and took more cars off the road without spending one penny in tax dollars.</p>	<p>Evaluation of the value of ridesharing is outside of the limits of this environmental study.</p>
<p>Even more confounding, this project would not allow even ride sharers or typical HOV users to access these lanes built with their tax dollars. Only registered vanpools could use it, further limiting who can use the lanes built with their tax dollars. So only two classes of people can use the lanes: transit users (which is roughly 1%) and wealthy users (the top 1% of earners who can afford congestion tolls, which requires paying a premium to drive in peak hours \$16/day if the toll is approximately \$.50 a mile for 16 miles or over \$4,000/year in new toll taxes to get to work).</p>	<p>Around the country, agencies are converting their HOV (carpool) lanes to variably-priced, tolled express lanes to optimize reliability and capacity in the lanes. In many cities, including Dallas, we've seen that when HOV lanes require two or more occupants per car, the lanes are over utilized and become congested. When they require three or more occupants per car, they are underutilized and have excess capacity. Additionally, the express lane provides the opportunity for registered carpools and transit to ride for free; any shift from single occupancy vehicle use to transit use benefits all I-35 users.</p> <p>Though the toll rates may be such that an average driver would choose not to pay daily to use the lanes, variable toll pricing enables the lanes to offer a reliable travel time to drivers who need be on time regardless of their socioeconomic classification.</p> <p>Additionally, the Project team will analyze and document findings for Community Resources, including Environmental Justice as part of the environmental process. In addition to analyzing Environmental Justice, the environmental process will evaluate the following resources and environmental conditions:</p> <ul style="list-style-type: none"> <li>• Air Quality</li> <li>• Archeological Resources</li> <li>• Historical Resources</li> <li>• Biological Resources</li> <li>• Water Resources</li> <li>• Hazardous Materials</li> <li>• Parklands, including Section 4(f) and Chapter 26 of Texas Parks and Wildlife Code</li> <li>• Indirect and Cumulative Impacts</li> <li>• Water Resources, including floodplains, water bodies, and storm sewer systems</li> <li>• Park Impact Analysis</li> </ul>
<p>Such a proposal is unsustainable, inequitable, unaffordable, elitist, and anti- liberty. Texans pay road taxes to have their highways built and maintained. Public roads means EVERYONE should have fair and equal access to those roads. Allowing unelected bureaucrats to determine who gets a fast ride and who doesn't further divides our community into the haves and have-nots, leaving those who can't afford tolls and whom buses are either unsafe or impractical for daily use to become second class citizens. We're not a third world country. This is Texas. The cradle of liberty. Under no circumstances can the driving public support taking the most vital artery for the movement of people and goods through our state, Interstate 35, and slicing it up into a glorified bus lane. We most certainly cannot support using billions in our tax dollars to do it.</p> <p>We're faced with two contrasting visions for Texas' transportation future. One that protects liberty and facilitates commerce, and the other that hinders commerce and liberty, exponentially adds a crushing level of public debt while also increasing the tax burden, and that artificially imposes road scarcity to advance a political agenda not shared by the vast majority of Texans or Americans. As elected officials, you must actively pursue the former. Roads are the very lifeblood of daily living and facilitate the movement of people and goods through our state. Anything that jeopardizes that, jeopardizes the very foundation of our economy and the Texas miracle.</p>	<p>There is a negative economic impact associated with the current traffic congestion on I-35 which influences the decision-making process of businesses considering a move to Austin. Travel delays drive up the cost of goods and negatively impact the quality of life for everyone sitting in traffic. Additionally, road congestion costs drivers in Austin more than \$1,000 a year in excess fuel consumption from being stuck in traffic, according to the 2015 Urban Mobility Scorecard issued in August 2015 by the Texas A&amp;M Transportation Institute.</p> <p>It is important to note that all the existing toll-free lanes will remain in place in the future; the proposed express lanes would be added to the center median of the existing I-35. No conversion of existing lanes to toll lanes is proposed, now or in the future.</p>

<p>The public has had little to no say about the imposition of toll roads across Texas over the last two decades. Largely imposed by boards the voters do not select or control, like Regional Mobility Authorities (RMA), county or regional tollway authorities, the Texas Transportation Commission, and Metropolitan Planning Organizations (MPO), the public has been virtually shut out of what amounts to the largest tax increase in Texas history.</p> <p>Indeed, transit agencies in most of Texas' major metropolitan areas have fully embraced popular new urbanist and retro urbanist thinking that people must be crammed into ultra dense urban cores and travel by walking, biking, or transit. In order to achieve their ends, they impose radical policies like road diets, shrinking auto capacity to make way for dedicated bike and bus lanes, and, of course, toll roads that restrict travel and make people pay a premium to drive.</p> <p>This is hardly a viewpoint shared by most Texans. While this may be the trendy way to approach transportation on the east and west coasts and global mega cities, it has no place in the land-rich cradle of liberty which is Texas. New urbanists and environmentalists alike argue density is necessary to protect the environment and that ever expanding roads contribute to suburban sprawl that saps natural resources and lacks sustainability.</p> <p>However, the facts do not reflect this reality. Only 9% of employment can be found in central business districts. Eighty percent of job growth from 2007 to 2013 was in the newer suburbs and exurbs. Areas with high density housing experience higher emissions than lower density areas with detached, single family homes. There are twice as many jobs e lanes so they don't jam it up. •</p> <p>Managed lanes give politically correct modes of travel fast rides, while intentionally depriving the general purpose lanes of expansion leaving them perpetually congested. It allows government bureaucrats to pick the winners and losers, and such lanes punish single occupancy vehicles and restrict mobility for the vast majority of Texans who commute alone in their personal automobiles. These policies are starkly anti-car, anti-liberty, anti-mobility, and anti-freedom.</p> <p>In his study The Best Evidence of HOV Lane Effectiveness by Jack Mallinckrodt,<sup>14</sup> he notes efforts to improve traffic by restricting it...are counterproductive in proportion to the traffic restriction. • Such conclusions drawn from the study of HOV lanes can apply to High Occupancy Toll Lanes (HOT) as well, since both restrict access for the vast majority of vehicles.</p> <p>Mallinckrodt does apply his conclusions about HOT lanes at the end of his study (cited below).</p> <p>Dr. Joy Dahlgren in her study Analysis of the Effectiveness of HOV Lanes said: "Public policy currently promotes construction of HOV lanes and discourages construction of general purpose lanes. This reflects a widely held notion that because HOV lanes encourage ride-sharing and transit use, they reduce congestion and emissions. My research shows that in a wide range of typical conditions, construction of a general purpose lane reduces congestion and emission more than the construction of an HOV lane. • 15</p> <p><sup>14</sup> Jack Mallinckrodt, "The Best Evidence of HOV Lane Effectiveness," • AJM Engineering, June 28, 2003, p. 5</p> <p>A Parsons-Brinkerhof study showed general purpose lanes provide: 7 times the travel time savings, 2.5 times the freeway congestion relief, 2 times the congestion relief on arterials (side roads), 16 times more emissions reduction, 12 times the reduction of energy consumption All at less than half the total net cost of the HOV alternative. Mixed-flow lane additions surpassed every other alternative in every evaluated benefit per unit total net cost.<sup>16</sup></p> <p>Mallinckrodt concludes: In all the known complete transportation modeling studies that have quantitatively evaluated (overall congestion and/or polluting emissions), optimal performance occurs in the natural, unrestricted Mixed-Flow operational mode. In all these cases, any attempt to preferentially restrict the natural free distribution of traffic, whether by HOV or HOT (High Occupancy Toll) operation, made overall congestion and emissions worse... And the findings are essentially unanimous in saying that under typical conditions, maximum transportation benefit per added lane-mile is afforded by unrestricted, mixed-flow, rather than HOV operation. • 17</p>	<p>Public involvement is an important part of the Project development process and feedback received from the community is used to determine key aspects of the Project and to guide the Project team as they make important decisions regarding design.</p> <p>The February 2017 open house was the second formal opportunity to view plans and submit comments regarding the specifics of North16 proposal, in addition to the first formal opportunity in August 2016. In addition, the Mobility35 team has been working to gather public feedback on the Program as a whole, as well as specific aspects of various proposals, since 2011.</p> <p>In addition to the in-person open houses held on August 22, 2016 and February 2, 2017, online, virtual open houses were available from August 22 – September 5 and February 2 – 16 to allow the community ample opportunity to review the plans and provide input. You can review the input we received from the <a href="#">first open house online</a>. This response document was developed to provide information on some of the topics discussed by those who participated in the open house and virtual open house.</p> <p>As we've worked to understand the needs and priorities of the community through feedback, the project team will continue to study and research the issues documented in the environmental study and work to refine some design elements of the proposed project. This work will be shared with the public as it is available through stakeholder meetings, as well as through formal opportunities to review plans and submit comments, including an a public hearing.</p> <p>These events will be advertised through local newspaper publications including the Austin-American Statesman and Community Impact; use of social media including Facebook and Twitter; outreach to surrounding neighborhoods and business owners; on variable messaging signs along the study area; and in some cases, on the radio. TxDOT also publishes advertisements for many events in Spanish-language publications and provides some Project information and materials in Spanish.</p> <p>The Mobility35 Program is designed to foster dialogue between the Project team and the public to refine the transportation solutions proposed for the corridor. Input is always welcome, and the Project team is always available to meet with groups. Visit <a href="http://my35.org/contact-us.htm">http://my35.org/contact-us.htm</a> to submit comments or request a meeting.</p>
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<p>A recent independent study done by Inrix on the imposition of managed toll lanes on I-405 in Washington State established similar conclusions, The results of this preliminary analysis shows extended peak hour conditions for most segments in the peak direction of travel for those in the general purpose lanes...Additionally, these segments also show slower speeds during the peak hour in the general purpose lanes... As such, this analysis suggests that post-toll speed improvements on I-405 are isolated to vehicles that already experience the least peak hour congestion (ie., those driving in the HOV/HOT lanes), while post-toll speeds in the general purpose lanes have generally degraded for the majority of drivers." 18</p> <p>15 Mallinckrodt, p. 5 16 Mallinckrodt, p. 6 17 Mallinckrodt, p. 9</p> <p>In layman's terms, that means the toll managed lanes actually caused congestion to get worse on the general purpose lanes than prior to the toll managed lanes being built. So if there is no appreciable or measurable benefit to managed toll lanes, and the data actually shows such lanes cause more congestion, then why would the state cede its jurisdiction and duty to oversee the mobility of Texans and allow the local MPOs and local governments to intentionally seek to impose them on every highway in urban areas further exacerbating congestion, emissions, and non-attainment?</p> <p>One answer is the anti-car, anti-taxpayer agenda of many urbanists and planners that have been adopted by those in government, which is designed to manipulate people out of their cars. These agencies wants to spend other people's money (to add insult to injury, most of it is tax revenues derived from auto users) to intentionally inflict pain on auto travelers in pursuit of elevating transit over other modes, despite the fact less than 3% of commuters travel by bus.</p> <p>The public is only getting more outraged by the lack of responsiveness, the rigged online surveys (that only let you choose from pre-determined pro-transit options, with no options for automobile preferences or adding traditional, unrestricted auto capacity), and the intent to inflict as much pain as possible on auto users to promote a pro-transit agenda.</p> <p>It's not just studies that show toll roads do not alleviate congestion, former House Transportation Committee Chair Joe Pickett argues that tolls are actually causing congestion.</p> <p>Toll projects actually exacerbate congestion. The one in my community does, proclaimed Pickett at his hearing August 30. Pickett's referring to the Cesar Chavez Border Highway toll managed lane project where only 6% of traffic utilizes the lanes, leaving 94% of commuters stuck in congestion.</p> <p>Pickett told KVIA News in El Paso last year that, Things have changed and if you want to lessen congestion, you open up the roads to everyone. •</p> <p>18 Report shows Washington toll road caused congestion,TheNewspaper.com February 18, 2016 &lt;<a href="http://www.thenewspaper.com/news/48/4898.asp">http://www.thenewspaper.com/news/48/4898.asp</a>&gt;</p> <p>Here is one citizen's real life take on the loss of control that occurs when congestion tolling is allowed a foothold.</p> <p>It is too expensive to drive on the tollways. When you get on it says it is \$0.97, but once you are on, the price changes to \$5.67. The cost to Dallas is \$20 and the cost back to Fort Worth is \$20, so in one day you pay \$40 in tolls just to go to work and come home. At that rate, the one person driving the car has spent two and a half hours of work just paying for the drive to go to work. This is not right...reveals Fort Worth driver Kenneth Roman.</p> <p>The state is duty-bound to reverse this debt-toll sink hole and cease the anti- liberty war on cars that seeks to tightly control usage of our public highways in the name of congestion relief. Tolls are the most expensive option, and therefore must cease to be the first and virtually only option. At nearly every Texas Transportation Commission meeting since Governor Greg Abbott took office, the Commission has approved virtually nothing but more toll projects, including granting public funds to prop-up these projects that are not toll viable and cannot be built without state or federal financial assistance.</p> <p>State leaders cannot claim they've changed course when 100 miles of new toll projects are now underway. Texans aren't fooled by the empty rhetoric or planners' platitudes. They experience the reality of these broken, bankrupt policies every single day they face the daunting task of commuting on congested highways while they see empty, underutilized managed lanes right next to them. Those are lanes paid for in part if not in full with their tax money, yet they cannot access them.</p> <p>This chokes our economic vitality and has become nothing more than a way to extort</p>	<p>Because changeable electronic signs display the current rates in real time, drivers know the price before deciding whether to enter the lanes. The price they see before entering the lanes is the price they will pay.</p> <p>As mentioned previously, we anticipate that adding express lanes, along with other roadway improvements planned for the area, will improve travel speeds in the general purpose lanes.</p>
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Air pollution actually increases with density, and air pollution particulates have been associated with killing more people than traffic accidents.</p> <p>1 Author and executive director of the Center for Opportunity Urbanism in Houston, Joel Kotkin, argues, "Cities should not be made to serve some ideological or aesthetic principle, but they should make life better for the vast majority of citizens...planners and developers often want to impose their visions from above...it is time to recognize that the much praised model of highly stratified, dense urban culture so attractive to the global rich, young people, and childless professionals" ultimately offers little for the vast majority. A new approach to urbanism is desperately needed, one that sees people and families not as assets or digits to be moved around and shaped by their superiors but as the essential element that shapes the city and constitutes its essence.</p> <p>2 In fact, Kotkin documents that the rise of auto-centric suburbs provides an ideal environment for raising children.</p> <p>3 Today's cities are downright hostile to families, especially working class families. By imposing stricter regulations in order to discourage sprawl, it makes affordable housing more scarce and drives the vast majority of people to live outside the urban core. Sustainable development promotes a lower standard of living and actually increases poverty and reduces personal space, which is not progressive, but regressive.4</p> <p>Kotkin insists cities cannot continue on this path toward density without serious long-term consequences. He contends urbanism must restore the central role of families and need to place a greater emphasis not on dense downtowns but on residential districts, arguing that cities with few children and families will prove fundamentally unsustainable, deprived of a base from which they can draw new workers and consumers...5</p> <p>1 Joel Kotkin, The Human City - Urbanism for the Rest of Us (Chicago: Agate, 2016), p. 9-11, 66-67. 2 Kotkin p. 19, 201. 3 Kotkin p. 30. 4 Kotkin p. 44. 5 Kotkin p. 140.</p> <p>How does this tie into toll roads? Desires of citizens conflict with urban planners and consultants. It's an agenda wholly embraced by many local governments and MPOs in our urban areas, and its choking the life out of Texas and making this an undesirable place to live, work, and raise a family. These policies have chased millions out of California (with a net outward migration 22 out of the last 25 years) 6, and yet Texas, the recipient of many Californians, is implementing the same destructive policies at the behest of the same planners and urbanists that devastated California.</p> <p>Transit ridership has not increased despite major investments</p> <p>The vast majority of travelers do so by automobile. On average in Texas, 97% of commuters use an automobile to get where they need to go on a daily basis. The latest reports on public transit cited by Steven Polzin of the University of South Florida deals a fatal blow to the philosophy, "If you build it, they will come."</p> <p>The reports note a 1.3% - 2.5% decline in transit ridership in 2015. But perhaps the most damaging figure is that transit ridership has remained flat for 45 years.7 That's a very stubborn figure. Contrary to the narrative of transit advocates, overall ridership has also remained flat despite fluctuations in the price of gasoline. Meanwhile, transit supply has exploded while demand for transit has remained the same and even declined (despite lack of car ownership among millennials, urbanization, and the high cost of car ownership). So, after spending billions in taxpayer dollars on shiny new buses and rail cars, government has little to show for it in terms of actual riders.</p> <p>By contrast, the Federal Highway Administration reports a 3.5% increase in vehicle miles traveled in 2015. Yet, 28% of federal surface transportation funds (which primarily originate from federal gasoline taxes) are diverted from highways to public transit. It's high time this raid of road funds ends. Transit only accounts for 2% of total trips taken nationally, with 40% of all mass transit trips originating in one city "New York, which is arguably built around mass transit.6, 7, 8</p> <p>George Avalos, California's skyrocketing housing costs, taxes prompt exodus of residents, San Jose Mercury News June 20, 2016 &lt;<a href="http://www.mercurynews.com/2016/06/20/californias-skyrocketing-housing-costs-taxes-prompt-exodus-of-residents/">http://www.mercurynews.com/2016/06/20/californias-skyrocketing-housing-costs-taxes-prompt-exodus-of-residents/</a>&gt;</p>	<p>As mentioned above, the process of determining which alternative (lane type) will move forward is largely based on how well each alternative meets the project's purpose and need. As population and employment continue to grow in the region, transportation agencies are looking to utilize a diverse range of tactics to manage the congestion that comes with this growth. This includes strategies for managing congestion on I-35, but certainly does not rule out the employment of other strategies and tactics as part of transportation and urban planning efforts.</p>
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Power reports millennials share of new vehicles bought rocketed to 27 percent in 2014 from 18 percent in 2010.10</p> <p>According to research by Randal O'Toole of the Cato Institute, buses also contribute more emissions per passenger mile than autos, they also consume more energy than an auto, and they only carry about as many people as five cars.11 When four major metro cities in Texas are in non-attainment, anything that generates more emissions and consumes more energy (like buses), should not be the focus of our state's transportation plans.</p> <p>O'Toole notes in 2014, VIA spent nearly a dollar to move each passenger mile by bus. By comparison, Americans spent an average of just 43 cents per vehicle mile for driving, counting the cost of purchasing, operating, and insuring cars plus highway subsidies out of general funds (less diversions of gas taxes and other highway user fees to transit and non-highway purposes). At 1.67 people per car, that's just 26 cents per passenger mile, little more than a quarter of the cost of VIA bus transit. •</p> <p>The city of Austin gained approval for a \$720 million bond last November. This bond package is really about implementing the closure of street lanes on virtual all of the major arteries into downtown Austin. More precisely, it's about the conversion of existing lanes to bus-only lanes. This was already authorized by the Capital Area MPO in June of 2015, when it adopted the conversion of 7 arterials into the 2040 Plan. The plan calls for making the switch in 2020.12</p> <p>The bond allocates funding to study 9 more arterials for conversion. So the total of 15 arterials carry approximately 500,000 vehicle trips per day. Taking into account buses and commercial vehicles, and we can assume that 225,000 cars will be physically unable to travel to or through the center city unless they switch to I-35 or MoPac.</p> <p>8 Nate Silver and Reuben Fischer-Baum, Public Transit Should Be Uber's New Best Friend,â€• Five Thirty Eight August 28, 2015 &lt;<a href="http://fivethirtyeight.com/features/public-transit-should-be-ubers-new-best-friend/">http://fivethirtyeight.com/features/public-transit-should-be-ubers-new-best-friend/</a>&gt;</p> <p>9 TransUnion: Auto Loan Growth Driven by Millennial Originations; Auto Delinquencies Remain Stable, February 25, 2015 &lt;<a href="http://newsroom.transunion.com/transunion-auto-loan-growth-driven-by-millennial-originations-auto-delinquencies-remain-stable">http://newsroom.transunion.com/transunion-auto-loan-growth-driven-by-millennial-originations-auto-delinquencies-remain-stable</a>&gt;</p> <p>10 Leonid Bershidsky, Millennials are buying cars after all, Bloomberg January 4, 2016 &lt;<a href="https://www.bloomberg.com/view/articles/2016-01-04/millennials-are-buying-cars-after-all">https://www.bloomberg.com/view/articles/2016-01-04/millennials-are-buying-cars-after-all</a>&gt;</p> <p>11 Randal O'Toole, Via fails to see its growing irrelevance, Express-News August 28, 2016 &lt;<a href="http://www.mysanantonio.com/opinion/commentary/article/VIA-fails-to-see-its-growing-irrelevance-9186942.php">http://www.mysanantonio.com/opinion/commentary/article/VIA-fails-to-see-its-growing-irrelevance-9186942.php</a>&gt;</p> <p>Guadalupe was 6 lanes wide from Cesar Chavez to 24th Street. It is now four lanes wide. The bond item for Guadalupe explicitly calls for reducing it to two lanes from 19th to 29th Street. The 2018 bond will continue the lane reduction from 29th to Parmer Lane via North Lamar. The city of Austin also wants to toll every vehicle that enters downtown Austin.13</p> <p>Planners often refer to such initiatives as complete streets. The aim is purportedly to make streets more accommodating to buses, bikes and pedestrians. But the end result is choking congestion for vehicles, with the vast majority of travelers stuck in unbearable gridlock so that others can promote an anti-car agenda. The state has a stake in these high-stake gimmicks. If 225,000 cars can no longer navigate city streets in downtown Austin, that means armageddon for I-35 and MoPac.</p>	<p>The proposed use of City of Austin bond funds is outside the scope of this environmental document.</p>
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High Occupancy Vehicle (HOV)-transit-toll lanes (often referred to as managed lanes) do not have public support and taxpayers want unrestricted access to the lanes paid for with their tax revenues. The GOP 2016 Platform added a plank opposing restricted lanes, not just toll lanes.</p> <p>12 United States, Capital Area Metropolitan Planning Organization, CAMPO 2040 Plan, • &lt;<a href="http://www.campotexas.org/plans-programs/campo-plan-2040/">http:// www.campotexas.org/plans-programs/campo-plan-2040/</a>&gt;</p> <p>13 Vince May, Adler's \$720 million bond to convert auto lanes to bus only and eliminate car lanes, Texas TURF, August 17, 2016 &lt;<a href="http://www.texasturf.org/2012-06-01-03-09-30/latest-news/2170-buyer-beware-austin-bond-to-eliminate-auto-lanes-convert-others-to-bus-only">http://www.texasturf.org/2012-06-01-03-09-30/latest-news/2170-buyer-beware-austin-bond-to-eliminate-auto-lanes-convert-others-to-bus-only</a>&gt;</p> <p>The ideology of urban planners is one that if you create road scarcity and put Texans on a road diet, they'll be forced to switch modes and get on a bus to gain mobility. Yet, once again, the data shows overall transit ridership for the last 45 years has been flat, whereas vehicle miles traveled by car has increased, regardless of congestion levels. Road scarcity only drives up emissions due to more congestion and more idling vehicles.</p> <p>Former Texas Department of Transportation (TxDOT) San Antonio District Engineer Mario Medina said at the June 25, 2012, meeting of the Alamo Area MPO policy board that HOV-transit-toll lanes are designed to keep the buses on time...by keeping the cars out of the lanes so they don't jam it up. •</p> <p>Managed lanes give politically correct modes of travel fast rides, while intentionally depriving the general purpose lanes of expansion leaving them perpetually congested. It allows government bureaucrats to pick the winners and losers, and such lanes punish single occupancy vehicles and restrict mobility for the vast majority of Texans who commute alone in their personal automobiles. These policies are starkly anti-car, anti-liberty, anti-mobility, and anti-freedom.</p> <p>In his study The Best Evidence of HOV Lane Effectiveness by Jack Mallinckrodt,<sup>14</sup> he notes efforts to improve traffic by restricting it...are counterproductive in proportion to the traffic restriction. • Such conclusions drawn from the study of HOV lanes can apply to High Occupancy Toll Lanes (HOT) as well, since both restrict access for the vast majority of vehicles.</p> <p>Mallinckrodt does apply his conclusions about HOT lanes at the end of his study (cited below).</p> <p>Dr. Joy Dahlgren in her study Analysis of the Effectiveness of HOV Lanes said: "Public policy currently promotes construction of HOV lanes and discourages construction of general purpose lanes. This reflects a widely held notion that because HOV lanes encourage ride-sharing and transit use, they reduce congestion and emissions. My research shows that in a wide range of typical conditions, construction of a general purpose lane reduces congestion and emission more than the construction of an HOV lane. • 15</p> <p>14 Jack Mallinckrodt, "The Best Evidence of HOV Lane Effectiveness," AJM Engineering, June 28, 2003, p. 5</p> <p>A Parsons-Brinkerhoff study showed general purpose lanes provide: 7 times the travel time savings, 2.5 times the freeway congestion relief, 2 times the congestion relief on arterials (side roads), 16 times more emissions reduction, 12 times the reduction of energy consumption All at less than half the total net cost of the HOV alternative. Mixed-flow lane additions surpassed every other alternative in every evaluated benefit per unit total net cost.<sup>16</sup></p> <p>Mallinckrodt concludes: In all the known complete transportation modeling studies that have quantitatively evaluated (overall congestion and/or polluting emissions), optimal</p>	<p>In 2013, the Travis County Mobility35 Corridor Implementation Plan was released, which identified a number of potential mobility solutions for the I-35 corridor, including the Future Transportation Corridor, which was identified as an area for additional capacity down the center of I-35. This improvement would provide the single largest capacity gain for I-35.</p> <p>A Planning and Environmental Linkages (PEL) Study was conducted in 2014 to help determine the purpose and need for the additional capacity, lane type alternatives/mode choice, and segments of independent utility (stand-alone projects) in Travis County. The purpose and need included improving operational efficiency, managing congestion, providing more reliable travel times, and creating a more dependable and consistent route for transit, emergency responders, and other motorists.</p> <p>There were nine potential lane type alternatives/mode choices studied:</p> <ul style="list-style-type: none"> <li>• General purpose lanes</li> <li>• High occupancy vehicle lanes with transit</li> <li>• Express lanes with transit</li> <li>• Express lanes with enhanced transit access</li> <li>• Rail</li> <li>• Through-traffic only lanes</li> <li>• Transit-only lanes</li> <li>• Freight-only lanes</li> <li>• No build or doing nothing</li> </ul> <p>These lane type alternatives were evaluated against the purpose and need of the PEL study, resulting in a recommendation that two express lane alternatives be further evaluated in future National Environmental Policy Act (NEPA) studies: an express lane with transit and an express lane with enhanced transit access.</p> <p>General purpose lanes, HOV, rail and other lane type alternatives/mode choices did not advance, because they did not provide the same reliability benefits for all I-35 users, including transit, emergency responders and drivers. Specific to general purpose lanes, it was concluded that latent traffic demand would quickly fill these lanes and they would become congested like the existing general purpose lanes on I-35. Specific to HOV lanes, around the country, agencies are converting their HOV (carpool) lanes to variably-priced, tolled express lanes to optimize reliability and capacity in the lanes. In many cities, including Dallas, we've seen that when HOV lanes require two or more occupants per car, the lanes are over utilized and become congested. When they require three or more occupants per car, they are underutilized and have excess capacity.</p> <p>However, since transit plays an integral role in providing an effective travel option for I-35, we determined we should study options to allow Capital Metro the ability to construct structures that provide direct transit access into the express lanes in the future. Consequently, each build alternative for the additional capacity includes direct transit access to the express lanes. Public outreach continues to play a vital role in the development and refinement of the alternatives.</p>
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As such, this analysis suggests that post-toll speed improvements on I-405 are isolated to vehicles that already experience the least peak hour congestion (ie., those driving in the HOV/HOT lanes), while post-toll speeds in the general purpose lanes have generally degraded for the majority of drivers." 18</p> <p>15 Mallinckrodt, p. 5 16 Mallinckrodt, p. 6 17 Mallinckrodt, p. 9</p> <p>In layman's terms, that means the toll managed lanes actually caused congestion to get worse on the general purpose lanes than prior to the toll managed lanes being built. So if there is no appreciable or measurable benefit to managed toll lanes, and the data actually shows such lanes cause more congestion, then why would the state cede its jurisdiction and duty to oversee the mobility of Texans and allow the local MPOs and local governments to intentionally seek to impose them on every highway in urban areas further exacerbating congestion, emissions, and non-attainment?</p> <p>One answer is the anti-car, anti-taxpayer agenda of many urbanists and planners that have been adopted by those in government, which is designed to manipulate people out of their cars. These agencies wants to spend other people's money (to add insult to injury, most of it is tax revenues derived from auto users) to intentionally inflict pain on auto travelers in pursuit of elevating transit over other modes, despite the fact less than 3% of commuters travel by bus.</p> <p>The public is only getting more outraged by the lack of responsiveness, the rigged online surveys (that only let you choose from pre-determined pro-transit options, with no options for automobile preferences or adding traditional, unrestricted auto capacity), and the intent to inflict as much pain as possible on auto users to promote a pro-transit agenda.</p> <p>It's not just studies that show toll roads do not alleviate congestion, former House Transportation Committee Chair Joe Pickett argues that tolls are actually causing congestion.</p> <p>Toll projects actually exacerbate congestion. The one in my community does, proclaimed Pickett at his hearing August 30. Pickett's referring to the Cesar Chavez Border Highway toll managed lane project where only 6% of traffic utilizes the lanes, leaving 94% of commuters stuck in congestion.</p> <p>Pickett told KVIA News in El Paso last year that, Things have changed and if you want to lessen congestion, you open up the roads to everyone. •</p> <p>18 Report shows Washington toll road caused congestion,TheNewspaper.com February 18, 2016 &lt;<a href="http://www.thenewspaper.com/news/48/4898.asp">http://www.thenewspaper.com/news/48/4898.asp</a>&gt;</p> <p>Here is one citizen's real life take on the loss of control that occurs when congestion tolling is allowed a foothold.</p> <p>It is too expensive to drive on the tollways. When you get on it says it is \$0.97, but once you are on, the price changes to \$5.67. The cost to Dallas is \$20 and the cost back to Fort Worth is \$20, so in one day you pay \$40 in tolls just to go to work and come home. At that rate, the one person driving the car has spent two and a half hours of work just paying for the drive to go to work. This is not right...reveals Fort Worth driver Kenneth Roman.</p> <p>The state is duty-bound to reverse this debt-toll sink hole and cease the anti- liberty war on cars that seeks to tightly control usage of our public highways in the name of congestion relief. Tolls are the most expensive option, and therefore must cease to be the first and virtually only option. At nearly every Texas Transportation Commission meeting since Governor Greg Abbott took office, the Commission has approved virtually nothing but more toll projects, including granting public funds to prop-up these projects that are not toll viable and cannot be built without state or federal financial assistance.</p>	<p>Tolling is a voluntary user fee, paid only by drivers who choose to utilize the lanes, while taxes are mandatory and charged to everyone. The same number of non-tolled lanes available today will remain available in the future, providing a free route for those who do not want to pay a toll.</p> <p>Express lanes benefit all lanes. Numerous studies show that people of all income levels use them, approve of them, and agree they reduce congestion. Tolling provides travelers with a choice. Studies have shown that lower-income individuals face the greatest financial harm when they do not have access to options that can get them to their everyday destinations. Lack of choice can result in lost wages, late fees for day care, or decisions that restrict a person's quality of life that could have been avoided, if they had the option to bypass congestion.</p> <p>Also, express lanes aren't for everyday use, but rather a choice to bypass congestion when you simply cannot be late. Express lanes offer users a reliable trip to get where they need to go, and fast.</p> <p>The current mobility crisis in Texas is bad for everyone – bad for the environment, for the economy, for public safety, and for quality of our life. All new roads, including those that are tolled, give drivers more choices and allow them to spend less time on the road. TxDOT is driven to protect economic vitality by connecting communities and commerce, and closing the gap between affordable housing and employment centers.</p>
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27	N/A	Janice E.	VOH	<p>This is a bad idea. San Antonio builds roads without making them tolled. Austin needs to figure out how to do it as well. Stop making people pay twice to drive! Remember how the 130 was supposed to fix the congestion? Instead, 35 is more and more crowded and 130 is in bankruptcy. People don't want to use toll roads! Construction on 35 makes the congestion worse.</p>	<p>The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:</p> <p>Need:</p> <ul style="list-style-type: none"> <li>• Current congestion levels are causing inefficient operations</li> <li>• Travel times will increase as population and employment grow</li> <li>• Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> <p>Purpose:</p> <ul style="list-style-type: none"> <li>• Improve operational efficiency and manage congestion</li> <li>• Provide more reliable travel times</li> <li>• Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> <p>The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to:</p> <ul style="list-style-type: none"> <li>• Optimize the existing facility</li> <li>• Enhance safety</li> <li>• Increase capacity</li> <li>• Minimize need for additional right of way</li> <li>• Manage traffic better</li> <li>• Improve east/west connectivity</li> <li>• Improve compatibility with neighborhoods</li> <li>• Enhance bicycle, pedestrian and transit-user options</li> </ul> <p>Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a>.</p>
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			<p>And I've never seen a bus on 35. Is part of the proposal new bus routes as well? People don't use buses to get to work because they take too long.</p>	<p>The express lane alternative, regardless of whether it is raised or lowered, would benefit transit in the following ways:</p> <ul style="list-style-type: none"> <li>• CapMetro buses and registered vanpools would have an uncongested, toll-free route</li> <li>• Because the variable toll in the express lanes would be priced to maintain an uncongested traffic flow, transit riders would be ensured a reliable trip, even during peak periods</li> <li>• Providing a reliable trip to transit riders, even during peak periods, increases the appeal of transit and offers the community a true alternative to driving alone</li> </ul> <p>At this time, congestion on I-35 is such that CapMetro buses do not utilize the corridor. Because the express lanes would provide a reliable travel choice, depending upon bus service levels, approximately 1,500 drivers an hour could ride a bus instead of driving alone during peak travel times.</p>
			<p>Either HOV lanes or a commuter rail would be better than this boondoggle. Do not build this!</p>	<p>HOV (carpool) lanes would not maximize use of the available roadway capacity. Research has shown that lanes are under-utilized on roads where HOV access is limited to vehicles with three or more passengers. Conversely, when HOV access is granted to any vehicle with two or more passengers, the lanes are over-utilized. The Texas A&amp;M Transportation Institute reported that as of spring 2013, Departments of Transportation across the country had converted or planned to convert 24 HOV lanes to either express lanes or high occupancy toll lanes. Reliability in carpool lanes cannot be assured without a variable toll pricing component, which is required to manage the number of vehicles in the lanes and ensure a reliable travel time even when the general purpose lanes are congested.</p> <p>In the early stages of development for the proposed Project, a Planning and Environmental Linkages Study (PEL Study) was prepared. The PEL Study evaluated a rail alternative for addition in the median of I-35. This alternative posed several serious design challenges that ultimately prevented it from meeting the proposed Project's purpose and need, and it was removed from further evaluation. These design challenges include:</p> <ul style="list-style-type: none"> <li>• Rail lines require significantly higher vertical clearance than the current roadway provides and would require reconstruction of all bridges along the corridor</li> <li>• Because the higher bridges would need to touch down to connect to the cross-streets, raising bridges would also require significant reconstruction of cross-streets</li> <li>• Rail lines do not perform well on rolling hills, as trains need a longer distance to climb and descend than vehicles, so a potential rail line could not follow the existing roadway profile of the corridor</li> </ul>

28	Jackson, Jr.	Samuel L.	VOH	<p>Please stop building toll roads and lanes... MoPac is a disaster and 5 years of construction to just add a toll lane doesn't do anything for mobility for the average commuter except add more cost on top of the gas taxes he already pays. Build the extra lane and reconfigure the exits but stop double taxing the average motorist. It's shameful.</p>	<p>The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:</p> <p>Need:</p> <ul style="list-style-type: none"> <li>• Current congestion levels are causing inefficient operations</li> <li>• Travel times will increase as population and employment grow</li> <li>• Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> <p>Purpose:</p> <ul style="list-style-type: none"> <li>• Improve operational efficiency and manage congestion</li> <li>• Provide more reliable travel times</li> <li>• Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> <p>The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to:</p> <ul style="list-style-type: none"> <li>• Optimize the existing facility</li> <li>• Enhance safety</li> <li>• Increase capacity</li> <li>• Minimize need for additional right of way</li> <li>• Manage traffic better</li> <li>• Improve east/west connectivity</li> <li>• Improve compatibility with neighborhoods</li> <li>• Enhance bicycle, pedestrian and transit-user options</li> </ul> <p>Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location: <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a>.</p>
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29	Dobbs	Michael	VOH	There should be consideration of realigning the stretch of Parmer Lane from the Wells Branch crossing to the approach to I-35 to make it straighter. The sight lines in that area create spots where people cannot see cars coming east or westbound due the curve in that stretch of the roadway.	Straightening the alignment near Parmer would have numerous impacts to the business in the area, making it infeasible as part of this project.
				There are also so many light posts, power lines, and sign posts in that area that block the views of and pedestrians. Pedestrians need more time to cross the roads and also need better marked sidewalks and crossings to get through the Parmer Lane/North Lamar Boulevard, Parmer Lane/I-35 and Howard Lane/I-35/North Lamar Boulevard intersections. North Lamar Boulevard near Connally High School also needs sidewalks and other ways to allow people to walk or bike to school and allow people in the areas around it to have better access to the nearby stores.	<p>A separate, stand-alone project at Parmer is being developed through the Lamar Intersection.</p> <p>During the detailed design phase, timing for signals for both pedestrians and vehicles is performed. Once new intersections have been completed, travel studies generally occur to better optimize signal timing based on driving conditions.</p>
30	Scott	Trevor	VOH	I think the Northbound exit to Grand Avenue Pkwy (exit 248) should stay where it is. Moving it farther north would make it harder to access the businesses on the access road because drivers would have to exit earlier and wait at the stop light.	The project team will investigate if keeping the ramp at its current location in the proposed future condition is feasible.

31	Grizzle	Gary	VOH	<p>More lanes on I-35 would definitely help the traffic problem but why does it have to be a toll road? Every major expressway in Austin is already a toll road. This article says that local, state, and federal government will be funding the construction, which is basically taxes. Whether it be in income tax, sales tax, or vehicle registration. Seems like we already paid for it, so we should be able to drive on it for free.</p>	<p>The environmental study requires the team to define the purpose of and the need for the project. Once determined at the outset of the project's development, the purpose and need is used throughout the project's development as a check-and-balance system to guide decision making. Major project decisions are guided by how well each of the alternatives under evaluation would meet the purpose and need for the project. The purpose and need for the proposed North16 Project is:</p> <p>Need:</p> <ul style="list-style-type: none"> <li>• Current congestion levels are causing inefficient operations</li> <li>• Travel times will increase as population and employment grow</li> <li>• Congestion-related delays prevent efficient use of I-35 by transit, emergency responders and other motorists</li> </ul> <p>Purpose:</p> <ul style="list-style-type: none"> <li>• Improve operational efficiency and manage congestion</li> <li>• Provide more reliable travel times</li> <li>• Create a more dependable and consistent route for transit, emergency responders and other motorists</li> </ul> <p>The overall Mobility35 Program is also designed to work toward a specific set of goals and objectives; each project proposed under the Mobility35 umbrella is also evaluated for its ability to:</p> <ul style="list-style-type: none"> <li>• Optimize the existing facility</li> <li>• Enhance safety</li> <li>• Increase capacity</li> <li>• Minimize need for additional right of way</li> <li>• Manage traffic better</li> <li>• Improve east/west connectivity</li> <li>• Improve compatibility with neighborhoods</li> <li>• Enhance bicycle, pedestrian and transit-user options</li> </ul> <p>Variable priced tolled express lanes are proposed for the Project because they were determined by the Planning and Environmental Linkages Study to best meet the Project's purpose and need, as well as the Program's goals and objectives. The three existing I-35 mainlanes in each direction will remain non-tolled and drivers will have the choice to use the express lanes or general purpose lanes on I-35.</p> <p>Adding a general purpose, or non-tolled lane, to I-35 was considered at an earlier phase in project development. Although adding a non-tolled lane in each direction would increase capacity, it would not do much to better manage traffic or enhance transit-user options because the new mainlane capacity would fill up almost immediately by potential I-35 users who currently avoid the facility because of congestion. This phenomenon, called latent demand, is well documented in roadway expansion projects that add additional mainlanes to a congested corridor.</p> <p>Express lanes are variable priced toll lanes that are separated from existing non-tolled lanes and provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Express lanes provide an additional, reliable travel option for travelers willing to pay a toll.</p> <p>Variable tolling must be implemented to provide reliable travel times within the express lanes by managing the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs would display the current rates in real time, so drivers know the price before deciding to enter the lanes.</p> <p>Adding express lanes, along with other roadway improvements planned for the area, will improve safety and mobility and provide more reliable routes along I-35 for all users. Traffic studies and comparable projects, including the Dallas/Fort Worth area express lanes, show faster travel speeds in the general purpose lanes with the completion of the express lanes. Also, the projects allow for safer mobility for bicyclists and pedestrians by including the construction of north/south shared use paths (to be used by pedestrians and bicyclists), as well as sidewalks and bicycle lanes at east/west connections that otherwise would not be built.</p> <p>As part of the Mobility35 Program, TxDOT currently has several projects under development to improve the existing non-tolled facilities along I-35, including mainlanes, intersections, frontage roads, and entrance/exit ramps. You can find more information about the Mobility35 Program and projects at this location:  <a href="http://my35.org/capital/default.htm">http://my35.org/capital/default.htm</a>.</p>
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32	Nagel	Peter	VOH	The bike/pedestrian improvements are long overdue!	Thank you for taking the time to provide your input.
33	Clements	Andrew	VOH	<p>To change travel/commuter behavior; and if the goal is to reduce single-occupant vehicles and vehicle miles traveled - why not institute high-occupancy vehicle lanes, rather than managed lanes? It is, at the most basic level, wrong, and undemocratic, to create two "classes" of drivers on public-owned right-of-way. It is also reprehensible, and short-sighted, to plan on spending almost 5-billion tax dollars to "fixing" Interstate 35 (when accepted knowledge is that "you can't build your way out of traffic congestion" by building more single-occupant vehicle capacity) - and not planning to spend even a fraction of that same amount on public transit. Why not "half" that \$5 billion and spend \$2.5 billion on transit - a travel mode that will truly provide a mobility option?</p>	<p>The express lane alternative would benefit transit in the following ways:</p> <ul style="list-style-type: none"> <li>• CapMetro buses and registered vanpools would have an uncongested, toll-free route</li> <li>• Because the variable toll in the express lanes would be priced to maintain an uncongested traffic flow, transit riders would be ensured a reliable trip, even during peak periods</li> <li>• Providing a reliable trip to transit riders, even during peak periods, increases the appeal of transit and offers the community a true alternative to driving alone</li> </ul> <p>At this time, congestion on I-35 is such that CapMetro buses do not utilize the corridor. Because the express lanes would provide a reliable travel choice, depending upon bus service levels, approximately 1,500 drivers an hour could ride a bus instead of driving alone during peak travel times.</p>
34	Novacek	Matthew	VOH	<p>I'm glad to see some bike pedestrian improvements in the project, but I'm disappointed in:</p> <p>1) The shared use paths seem discontinuous, they come and go somewhat randomly.</p> <p>2) There doesn't seem to be any improved pedestrian or bike access through the 183/35 interchange. This is a dangerous chokepoint and barrier in the active transportation system.</p> <p>3) I would like to see work tying the shared use path to the Walnut Creek Trail system.</p> <p>4) The same with the Tier II Little Walnut Creek trail (from the Austin Urban Trails Master Plan).</p>	<p>The Mobility35 Program is working to expand the network of safe bicycle and pedestrian facilities along the frontage road and improving safety and mobility at east-west crossings for cyclists and pedestrians.</p> <p>We recognize that the sidewalk system along I-35 is incomplete. As part of the proposed project, the system would be upgraded wherever possible to meet current engineering design guidelines. The project would include the construction of, where possible, 10-foot-wide shared use paths on each side of the roadway. At certain locations, this width will be reduced to fit within constraints such as existing right of way as well as to minimize impacts to business and utilities.</p> <p>The shared use path that is being proposed for the project would be separated from the frontage roads by a curb and a three-foot buffer (at a minimum). Additionally, signage would be provided at intersections and driveways, where appropriate, to avoid collisions between bicyclists/pedestrians and motorists. The shared use path is being designed in accordance with TxDOT and federal design criteria.</p> <p>Improvements to bicycle and pedestrian accommodations at I-35 and US 183 are being considered as part of a separate project, <a href="#">I-35 from Rundberg Lane to US 290 East</a>.</p> <p>The project team is currently looking at how to accommodate a connection to the Walnut Creek Trail system under the bridges and is coordinating with the City.</p>
35	Scott	Trevor	VOH	<p>I'd like to see them add flyovers from northbound I-35 to Tollway 45 and from Tollway 45 to southbound I-35.</p> <p>And I'm also curious as to why the proposed new flyovers at I-35 and 183 are so wide. Wouldn't 1 lane be enough, like the old ones, or are they making them 2 lanes?</p>	<p>The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.</p> <p>Improvements proposed as part of the <a href="#">I-35 from Rundberg Lane to US 290 East</a> Project are outside of the scope of this environmental study.</p>
36	Grimes	Tim	VOH	Will the in-line or T ramp transit accesses be above or below the freeway? I am a frequent transit user and am interested in providing more reliable transit access from Georgetown to Austin	The design of future transit access in the project area has not been determined yet. The North16 project is being designed by TxDOT to accommodate transit access at two locations; however, the transit type (in-line or T-ramp) and access to the transit stop (above or below I-35) would be determined at a later date in coordination with Capital Metro.
37	Aguilar	Hank	VOH	Finish the ramps IH 35 to Toll way 45	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.
38	Alperin	Joshua	VOH	<p>In order to maximize the value of this effort, the flyovers between I-35 and Toll45 need to be completed:</p> <p>Toll45E/W --&gt; I35 SB</p> <p>I35 NB --&gt; Toll45E/W</p> <p>The traffic backup associated with those two transitions are significant and problematic.</p>	The construction of the future SH 45 direct connectors would be based on traffic needs. They are currently not listed in the CAMPO 2040 plan.

**B. Notices**

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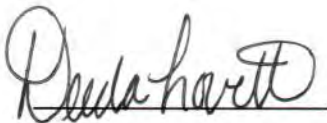
State of Texas County of Travis

BEFORE ME, the undersigned authority, on this day personally appeared Deeda Lovett, who being duly sworn on her oath stated as follows:

My name is Deeda Lovett. I certify that I am an employee of the publishers of Community Impact Newspaper. I certify that the attached ad was published on January 12, 2017 in the Community Impact Newspaper Round Rock/Pflugerville/Hutto edition at the cost of \$1,590.

I certify that the sent tear sheets are a true and accurate copy of the publications as they appeared in the Community Impact Newspaper on the above-specified date.

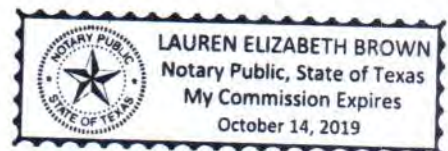
SUBSCRIBED AND SWORN TO BEFORE ME on this 15 date of March, 2017, to certify which witness my hand and official seal.



Employee, Community Impact Newspaper



Notary, State of Texas





INTERSTATE  
35

## JOIN US FOR AN OPEN HOUSE

Traffic congestion on I-35 is a serious problem that negatively impacts mobility, safety and our quality of life. TxDOT is working with the community to transform I-35 into a smart and efficient highway system.

### LEARN ABOUT THE PROPOSED NORTH16 PROJECT

- Sixteen miles of improvements from RM 1431 to US 183
- Add variable tolled express lanes (one in each direction)
- Reconfigure approximately 28 existing ramps
- Add auxiliary lanes, or extended entrance/exit lanes, at various locations when designing proposed ramps
- Improve bicycle and pedestrian accommodations



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 16, 2014, and executed by FHWA and TxDOT.



**WHEN:**  
Thursday, Feb. 2, 2017  
6 - 8 p.m.

**WHERE:**  
Cedar Ridge High School Cafeteria  
2801 Gattis School Road  
Round Rock, TX 78664

Come and go at your convenience to review materials and provide input. Comments received by Feb. 16, 2017 will be included in the official record.

### UNABLE TO ATTEND?

**Virtual Open House**  
February 2 - 16

[www.mobility35openhouse.com](http://www.mobility35openhouse.com)

Comments may also be mailed to Mobility35, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761, faxed to (512) 832-7157 (Attn: Mobility35), or submitted by email to [info@mobility35.org](mailto:info@mobility35.org) by February 16, 2017.

[My35.org/Capital](http://My35.org/Capital) | [@TxDOTAustin](https://twitter.com/TxDOTAustin)

If you have communication or accommodation needs, please contact Brandon Marshall at (512) 832-7298 or [brandon.marshall@txdot.gov](mailto:brandon.marshall@txdot.gov) at least three business days prior to the event.



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5:00 pm - 8:30 pm

**No appointment  
necessary**



## ROUND ROCK ISD



The Round Rock ISD board of trustees, back row, from left is: Charles "Chad" Chadwell, Place 2; Mason Moses, Place 7; Terri Romere, Place 4; Paul Tisch, Place 6; front row, from left: Suzi David, Place 5; Superintendent Steve Flores; Diane Cox, Place 3; Nikki Gonzales, Place 1.

## PFLUGERVILLE ISD



Pflugerville will open its fourth high school, Weiss High School, next fall. The district will also open its 21st elementary school, named Vernagene Mott Elementary School.

### A question for Pflugerville ISD

**Q** What was a highlight for Pflugerville ISD this year?

**A** The Hendrickson High School Marching Band represented the state of Texas at the 90th annual Macy's Thanksgiving Day Parade in New York City. More than 3.5 million people line the parade route, and another 50 million watch the parade broadcast.

### Big decisions made in 2016

- The school district's fourth high school was named Weiss High School, and the 21st elementary school has been named Vernagene Mott Elementary School.
- In December, Superintendent Alex Torrez announced his decision to resign at the end of his contract in September. The board of trustees placed Torrez on administrative leave and named Gary Patterson as interim superintendent.
- PflISD earned back-to-back AP District Honor Roll distinctions, announced in December.

### Top issues for 2017

- The district continues to hold meetings with the public to discuss attendance zone changes for Brookhollow, Dearing, Highland Park, Riojas and Rowe Lane elementary schools; Kelly Lane and Park Crest middle schools; and Hendrickson High School. The changes are needed to populate the new schools in the district. The decision will come at a Jan. 19 board meeting.
- A decision will be made on the status of Torrez, who was put on administrative leave by the PflISD board of trustees in December.

### A question for Round Rock ISD

**Q** When is Round Rock ISD's sixth high school opening?

**A** The district's sixth high school will be Pearson Ranch Middle School opening in August.

### Big decisions made in 2016

- Trustees approved changes to attendance boundaries with several schools for the Pearson Ranch Middle School opening in August.
- RRISD's sixth high school will be Pearson Ranch Middle School opening in August. The 481,515-square-foot facility will begin August.
- Trustees approved a district of Innovation Plan in October, which clears the way for RRISD to exempt itself from provisions of the Texas Education Code.
- Round Rock Early College High School opened its program with Austin College on Oct. 27.

## HUTTO ISD



In 2016, Hutto ISD opened its sixth elementary school, Howard Norman Elementary School.

### A question for Hutto ISD

**Q** What was a top distinctive achievement for Hutto ISD this year?

**A** HISD was named to the 2016 AP District Honor Roll, one of only two districts in Central Texas that are being recognized by the United States that are being recognized for their representation of underrepresented students.

### Big decisions made in 2016

- The district opened its sixth elementary school, Howard Norman Elementary School.
- HISD was named to the AP District Honor Roll, one of only 22 districts in Texas and 433 in the United States to receive the award.
- HISD Robotics finished second in the UIL Robotics Competition.
- The district earned a perfect score on the FIRST rating system, the state's highest accountability rating.
- The school received the most commendations in the history of HISD as recognized by the Texas Education Association.

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## INTERSTATE 35 JOIN US FOR AN OPEN HOUSE

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- Reconfigure approximately 28 existing ramps
- Add auxiliary lanes, or extended entrance/exit lanes, at various locations when designing proposed ramps
- Improve bicycle and pedestrian facilities along I-35 frontage roads and at east/west crossings



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2801 Gattis School Road  
Round Rock, TX 78664

Comments on all plan alternatives to be submitted by Feb. 10, 2017 will be published in the 02/10/2017 issue.

**UNABLE TO ATTEND?**  
Virtual Open House:  
February 2 - 16  
[www.mobility35openhouse.com](http://www.mobility35openhouse.com)

Comments may also be made to: [35dot@txdot.gov](mailto:35dot@txdot.gov), 2801 Gattis School Road, P.O. Box 15428, Austin, Texas 78715. An e-mail to [35dot@txdot.gov](mailto:35dot@txdot.gov) will be accepted by email to [35dot@txdot.gov](mailto:35dot@txdot.gov) by February 16, 2017.

[My35.org/Capitol](http://My35.org/Capitol) | [@TxDOTAustin](https://twitter.com/TxDOTAustin)

If you have communication or accommodation needs, please contact Brandon Marshall at (512) 832-7298 or [brandon.marshall@txdot.gov](mailto:brandon.marshall@txdot.gov) at least three business days prior to the event.

## STATE OF TEXAS COUNTY OF TRAVIS

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared Alejandro Cado. Advertising Agent of the Austin American-Statesman, a daily newspaper published in said County and State that is generally circulated in Bastrop, Bell, Blanco, Brazos, Burleson, Burnet, Caldwell, Colorado, Comal, Coryell, Fayette, Gillespie, Gonzales, Guadalupe, Hays, Kerr, Lampasas, Lee, Llano, Milam, Nueces, San Saba, Travis, Washington and Williamson Counties, who being duly sworn by me, states that the attached advertisement was published at the lowest published rate for Classified advertising in said newspaper on the following date(s), to wit: RJ RIVERA ASSOCIATES INC., First date of Publication 01/22/2017, Last date of Publication 01/22/2017, Web and print times Published 1, Main, 6 X 10.25, and that the attached is a true copy of said advertisement.

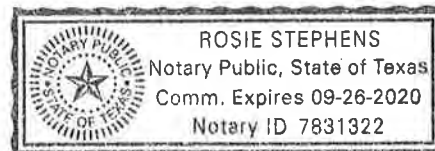
### PROPOSED NORTH16 PROJECT

Ad ID: 1347103

Ad Cost: 4,585.14

SWORN AND SUBSCRIBED TO BEFORE ME, on  
03/06/2017

Notary Public



INTERSTATE  
35

JOIN US FOR AN OPEN HOUSE

LEARN ABOUT THE PROPOSED NORTH16 PROJECT

Traffic congestion on I-35 is a serious problem that negatively impacts mobility, safety and our quality of life. TxDOT is working with the community to transform I-35 into a smart and efficient highway system.

- Add variable tolled express lanes (one in each direction)
- Reconfigure approximately 28 existing ramps
- Add auxiliary lanes, or extended entrance/exit lanes, at various locations when designing proposed ramps
- Improve bicycle and pedestrian facilities along I-35 frontage roads and at east/west crossings



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 16, 2014, and executed by FHWA and TxDOT.



WHEN:

Thursday, Feb. 2, 2017  
6 - 8 p.m.

WHERE:

Cedar Ridge High School Cafeteria  
2801 Gattis School Road  
Round Rock, TX 78664

Come and go at your convenience to review materials and provide input. Comments received by Feb. 16, 2017 will be included in the official record.

UNABLE TO ATTEND?  
Virtual Open House

February 2 - 16  
[www.mobility35openhouse.com](http://www.mobility35openhouse.com)  
Comments may also be mailed to Mobility35, TxDOT Austin District, P.O. Box 15426, Austin, Texas 78761, faxed to (512) 832-7157 (Attn: Mobility35), or submitted by email to [info@mobility35.org](mailto:info@mobility35.org) by February 16, 2017.

My35.org/Capital | @TxDOTAustin

If you have communication or accommodation needs, please contact Brandon Marshall at (512) 832-7298 or [brandon.marshall@txdot.gov](mailto:brandon.marshall@txdot.gov) at least three business days prior to the event.



IDEA Public Schools is now accepting applications for grades **K through 11!**  
**DEADLINE TO APPLY IS JANUARY 27!**

We employ passionate teachers who provide individualized learning programs.  
We focus on academic excellence alongside character building.  
We ensure the success of every one of our students, both inside and outside the classroom.

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IDEA Rundberg  
K – 4th Grade, 6-8th Grade  
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IDEA Allan  
K – 11th Grade  
est. 2012

IDEA Bluff Springs  
K – 3rd Grade, 6th – 7th Grade  
est. 2016

Apply Today | 512-822-4953  
[www.ideapublicschools.org/apply](http://www.ideapublicschools.org/apply)



# Austin American-Statesman

## statesman.com

### AFFIDAVIT OF PUBLICATION

THE STATE OF TEXAS

COUNTY OF TRAVIS

Before me, the undersigned authority, a Notary Public in and for the County of Travis, State of Texas, on this day personally appeared:


Nate Ehlinger, MULTIMEDIA SALES CONSULTANT

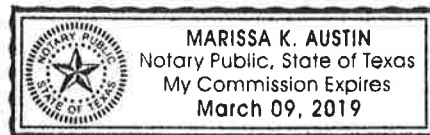
of the Austin American-Statesman daily newspaper published in said County and State, who, being duly sworn by me, states that the attached advertisement was published in said newspaper on the following dates, to wit

RJ Rivera Assoc., 1/26/17 in Ahora Si

  
Representative's Signature

SWORN AND SUBSCRIBED TO BEFORE ME, THIS 10th day of  
March, 2017

  
Notary Public in and for  
TRAVIS COUNTY, TEXAS



305 S Congress Avenue, Austin, TX 78704 512/445-3742



## ENTRETENIMIENTO

# Cantautor 123 Andrés llega a Austin

Canciones en inglés y español divierten y educan.

Por Liliana Valenzuela  
lvalenzuela@ahorasi.com

Muchos padres hispanos en Estados Unidos sueñan con que sus hijos hablen bien los idiomas, inglés y español, que necesitarán para desenvolverse y progresar en su país adoptivo. Músicos de calidad como el colombiano que lleva el nombre artístico de 123 Andrés, pueden hacerles esa aventura más divertida. El músico 123 Andrés estará visitando varias escuelas de Austin y también dará una presentación, abierta al público, el domingo 29 de enero en el café Cherrywood Coffehouse.

“Vamos a estar cantando en inglés y español, conectando a la lengua y la cultura”, dijo 123 Andrés por vía telefónica antes de su llegada a nuestra ciudad. “Aprendemos un poco de geografía, de los ritmos particulares de los países de las Américas”.

Sus canciones enseñan los números, los colores, los nombres de las frutas



Originario de Bogotá, Colombia, el cantautor infantil conocido como 123 Andrés trae un espectáculo original con canciones para niños y familias. CORTESÍA KEYLA SANDERS

y también animan a los pequeños a saltar, hacer ejercicio y bailar con sus movidos ritmos. Puedes ver sus videos en su canal de YouTube en <http://bit.ly/2k983dl>.

En 2015 su disco *iUno, Dos, Tres Andrés!* fue nominado a un Latin Grammy. Y recientemente, 123 Andrés recibió el reconocimiento al Mejor Álbum Infantil Latino de

los Latin Grammy 2016 por su segundo álbum, *Arriba Abajo*. Además, recibió el premio Parents Choice Award Gold.

“Yo compongo para niños, para familias, música que disfruta toda la familia. Son canciones que son divertidas, pero también educativas,” dijo. También hace programas educativos para las escuelas y muchas

veces las canciones van ligadas a algún objetivo del currículo que los niños están aprendiendo, pero eso “no le quita lo divertida y pegajosa, van juntas las dos cosas”, compartió.

Originario de Bogotá, Colombia, 123 Andrés llegó hace 16 años a Estados Unidos para realizar estudios universitarios de posgrado

### SI VAS...

**Qué:** Concierto de 123 Andrés

**Cuándo:** Domingo 29 de enero, 10 a.m.

**Dónde:** Cherrywood Coffehouse, 1400 E. 38th ½ St.

**Costo:** Gratuito

**Detalles:** <http://bit.ly/123AndresAustin> y [123andres.com](http://123andres.com)

en música y vive desde hace 6 años en la capital de la Unión Americana, Washington, D.C. Su música lo ha llevado de gira de punta a punta por todo el país, desde Boston a Los Ángeles y próximamente San Diego. Bromea que sólo le falta ir a Alaska.

Inició su carrera musical a muy temprana edad y a los 8 años grabó el álbum *El ratoncito marinero* con un grupo infantil en su natal Colombia.

123 Andrés se ha presentado anteriormente en Austin pero como solista de música clásica. Toca el carinete, el saxofón y la guitarra. También viaja con un percusionista, “para armar bien la fiesta”, pues no puede haber fiesta sin la percusión latina, sin

el ritmo latino, como los bongós, la conga y el cajón peruano, entre otros.

“Austin es una ciudad muy linda, llena de música, con muchas familias jóvenes y excelente comida”, comentó acerca de su próximo viaje. “Voy bien animado por todos lados”.

Su música ha tenido buena acogida entre la comunidad latina, dice, porque “creo que los padres están ansiosos de tener arte que les hable a sus niños, que los conecte con su herencia hispana, que los anime”, dijo.

El músico y compositor tiene una relación estrecha con las familias y seguido recibe cartas, video y fotografías de sus fans. Las madres, en particular, le dan las gracias por su música y sus videos pues “los niños se animan a hablar en español”, dijo.

En otras ocasiones, como en el día de las brujas, unos niños incluso se disfrazaron de 123 Andrés. Le da alegría que el grupo musical “sea una parte de la vida de ellos y que ellos sean parte de nuestra vida”.

Comunícate con Liliana al 512-912-2987.



## ACOMPÁÑENOS A UNA SESIÓN ABIERTA

La congestión de tráfico en la I-35 es un problema serio que afecta negativamente la movilidad, la seguridad y nuestra calidad de vida. TxDOT está trabajando con la comunidad para transformar la I-35 en un sistema de carreteras inteligente y eficiente.

### APRENDA SOBRE EL PROYECTO DE NORTH16

- Dieciséis millas de mejoras de RM 1431 a US 183
- Reconfigurar aproximadamente 28 rampas existentes
- Mejorar instalaciones de bicicleta y peatonales
- Añadir carriles de peaje express variable (uno en cada dirección)
- Agregar carriles auxiliares o extender carriles de entradas y salidas extendidas en distintos lugares durante el diseño de las rampas propuestas

El estudio ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables a este proyecto están siendo o han sido llevadas a cabo por TxDOT de conformidad a 23 U.S.C. 327 y un memorando de entendimiento con fecha del 16 de diciembre de 2014, y ejecutado por FHWA y TxDOT.

[My35.org/Capital](http://My35.org/Capital) | @TxDOTAustin

Si requiere asistencia de comunicación o de algún otro tipo por favor comuníquese con Brandon Marshall al (512) 832-7298 o [brandon.marshall@txdot.gov](mailto:brandon.marshall@txdot.gov) por lo menos de tres días hábiles antes del evento.



**CUÁNDO:**  
Jueves, 2 de febrero de 2017  
6 - 8 p.m.

**DÓNDE:**  
Cedar Ridge High School Cafetería  
2801 Gattis School Road  
Round Rock, TX 78664

Venga cuando le sea más conveniente para revisar el material y dar sus comentarios. Los comentarios recibidos para el 16 de febrero de 2017 serán incluidos en el registro oficial

### ¿NO PUEDE ATENDER?

**Sesión Abierta Virtual del 2 al 16 de febrero**  
[www.mobility35openhouse.com](http://www.mobility35openhouse.com)

Sus comentarios se pueden enviar por correo a Mobility35, TxDOT distrito de Austin, P.O. Box 15426, Austin, Texas 78761, por fax a (512) 832-7157 (Atención: Mobility35) o por correo electrónico a [info@mobility35.org](mailto:info@mobility35.org) antes del 16 de febrero del 2017.

## Display Ads

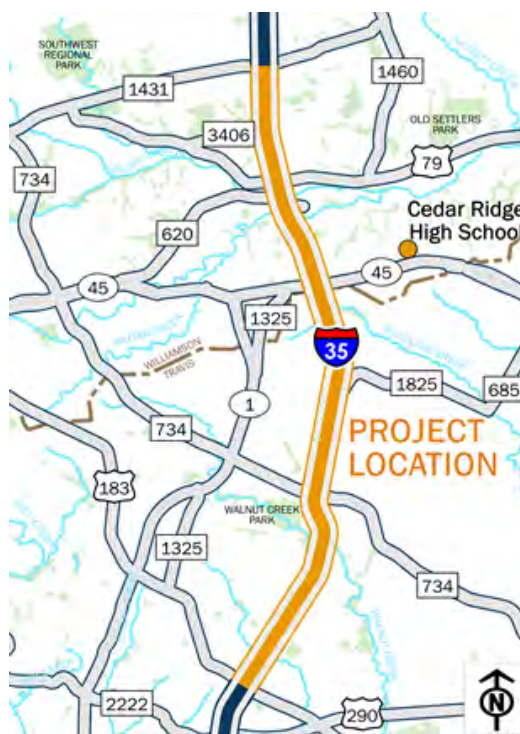


# JOIN US FOR AN OPEN HOUSE

Traffic congestion on I-35 is a serious problem that negatively impacts mobility, safety and our quality of life. TxDOT is working with the community to transform I-35 into a smart and efficient highway system.

## LEARN ABOUT THE PROPOSED NORTH16 PROJECT

- Sixteen miles of improvements from RM 1431 to US 183
- Add variable tolled express lanes (one in each direction)
- Reconfigure approximately 28 existing ramps
- Add auxiliary lanes, or extended entrance/exit lanes, at various locations when designing proposed ramps
- Improve bicycle and pedestrian accommodations



*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 16, 2014, and executed by FHWA and TxDOT.*



### WHEN:

Thursday, Feb. 2, 2017  
6 - 8 p.m.

### WHERE:

Cedar Ridge High School  
Cafeteria  
2801 Gattis School Road  
Round Rock, TX 78664

Come and go at your convenience to review materials and provide input. Comments received by Feb. 16, 2017 will be included in the official record.

## UNABLE TO ATTEND?

### Virtual Open House

February 2 - 16

[www.mobility35openhouse.com](http://www.mobility35openhouse.com)

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[My35.org/Capital](http://My35.org/Capital) | [@TxDOTAustin](https://twitter.com/TxDOTAustin)

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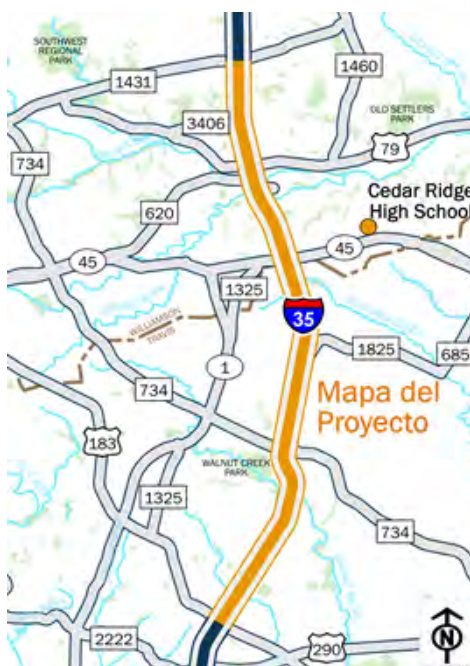


# ACOMPÁÑENOS A UNA SESIÓN ABIERTA

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## APRENDA SOBRE EL PROYECTO DE NORTH16

- Dieciséis millas de mejoras de RM 1431 a US 183
- Añadir carriles de peaje express variable (uno en cada dirección)
- Reconfigurar aproximadamente 28 rampas existentes
- Agregar carriles auxiliares o extender carriles de entradas y salidas extendidas en distintos lugares durante el diseño de las rampas propuestas
- Mejorar instalaciones de bicicleta y peatonales



*El estudio ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables a este proyecto están siendo o han sido llevadas a cabo por TxDOT de conformidad a 23 U.S.C. 327 y un memorando de entendimiento con fecha del 16 de diciembre de 2014, y ejecutado por FHWA y TxDOT.*



### CUÁNDO:

Jueves, 2 de febrero de 2017  
6 - 8 p.m.

### DÓNDE:

Cedar Ridge High School  
Cafetería  
2801 Gattis School Road  
Round Rock, TX 78664

Venga cuando le sea más conveniente para revisar el material y dar sus comentarios. Los comentarios recibidos para el 16 de febrero de 2017 serán incluidos en el registro oficial

## ¿NO PUEDE ATENDER?

**Sesión Abierta Virtual**  
del 2 al 16 de febrero

[www.mobility35openhouse.com](http://www.mobility35openhouse.com)

Sus comentarios se pueden enviar por correo a Mobility35, TxDOT distrito de Austin, P.O. Box 15426, Austin, Texas 78761, por fax a (512) 832-7157 (Atención: Mobility35) o por correo electrónico a [info@mobility35.org](mailto:info@mobility35.org) antes del 16 de febrero del 2017.

[My35.org/Capital](http://My35.org/Capital) | [@TxDOTAustin](https://twitter.com/TxDOTAustin)

Si requiere asistencia de comunicación o de algún otro tipo por favor comuníquese con Brandon Marshall al (512) 832-7298 o [brandon.marshall@txdot.gov](mailto:brandon.marshall@txdot.gov) por lo menos de tres días hábiles antes del evento.

## North 16-mile Comprehensive Project Elected Officials Outreach List

First Name	Last Name	Title	Organization	Address	Email	Phone *(512)
Sarah	Eckhardt	Judge	Travis County	700 Lavaca St, Ste 2.300 Austin, TX 78701	sarah.eckhardt@traviscountytexas.gov	854-9555
Jeff	Travillion	Commissioner, Precinct 1	Travis County	700 Lavaca St, Ste 2.200 Austin, TX 78701	N/A	854-9111
Brigid	Shea	Commissioner, Precinct 2	Travis County	700 Lavaca St, Ste 2.700 Austin, TX 78701	brigid.shea@traviscountytexas.gov	854-9222
Gerald	Daugherty	Commissioner, Precinct 3	Travis County	700 Lavaca St, Ste 2.400 Austin, TX 78701	gerald.daugherty@traviscountytexas.gov	854-9333
Margaret	Gómez	Commissioner, Precinct 4	Travis County	700 Lavaca St, Ste 1510 Austin, TX 78701	margaret.gomez@traviscountytexas.gov	854-9444
Dan A.	Gattis	Judge	Williamson County	710 S. Main St, Ste 101 Georgetown, TX 78626	cityjudge@wilco.org	943-1550
Terry	Cook	Commissioner, Precinct 1	Williamson County	1801 E. Old Settlers Boulevard, Ste 110 Round Rock, TX 78664	N/A	244-8610

## North 16-mile Comprehensive Project Elected Officials Outreach List

First Name	Last Name	Title	Organization	Address	Email	Phone *(512)
Cynthia	Long	Commissioner, Precinct 2	Williamson County	350 Discovery Boulevard, Ste 201 Cedar Park, TX 78613	clong@wilco.org	260-4280
Valerie	Covey	Commissioner, Precinct 3	Williamson County	3010 Williams Dr, Ste 153 Georgetown, TX 78628	comm3@wilco.org	943-3370
Larry	Madsen	Commissioner, Precinct 4	Williamson County	350 Exchange Boulevard, Ste 100 Hutto, TX 78634	larry.madsen@wilco.org	846-1190
Alan	McGraw	Mayor	City of Round Rock	221 E. Main St Round Rock, TX 78664	mayormcgraw@roundrocktexas.gov	218-5400
Steve	Adler	Mayor	City of Austin	301 W. 2 <sup>nd</sup> St Austin, TX 78701	N/A	978-2100
Jeff	Coleman	Mayor	City of Pflugerville	100 E. Main St Pflugerville, TX 78691	mayor@pflugervilletx.gov	990-6101
John R.	Carter	Congressman	U.S. House of Representatives	1717 North IH 35, Ste 303 Round Rock, TX 78664	N/A	246-1600



## **Texas Department of Transportation**

P. O. BOX 15426 | AUSTIN, TEXAS 78761-5426 | (512) 832-7000 | WWW.TXDOT.GOV

January 12, 2017

Sarah Eckhardt  
Judge  
Travis County  
700 Lavaca St, Ste 2.300  
Austin, TX 78701

RE: Open House on North 16-mile Comprehensive Project

Dear Judge Eckhardt:

You are cordially invited to attend an open house for the North 16-mile Comprehensive Project. The open house will allow the public the opportunity to review and comment on the project, which is part of the Mobility35 Program.

**Thursday, February 2, 2017**  
**6:00 p.m. to 8:00 p.m.**  
**Cedar Ridge High School Cafeteria**  
**2801 Gattis School Road**  
**Round Rock, TX 78702**

Displays will be available for viewing, and staff will be present to answer questions. The meeting will be an open house format; however, there will be a short presentation on the project at 6:00 p.m. Those who are unable to attend the open house in person can still participate online via a virtual open house between February 2 and February 16, 2017, on the project website at [www.My35.org/Capital](http://www.My35.org/Capital).

Please forward this information to staff, as appropriate. If you need additional information on this project or the open house, please contact Shelly Eason at (512) 832-7157.

Sincerely,

Terry McCoy

Austin District Engineer

cc: Shelly Eason, Environmental Specialist, Austin District, TxDOT  
Bcc: Lorena Echeverria de Misi, P.E., Director, Transportation, Planning and Development, Austin District, TxDOT  
Kelli Reyna, Public Information Officer, Austin District, TxDOT  
Michael H. McKissick, P.E., North Travis Area Engineer, Austin District, TxDOT

\*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project is being, or has been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

## North 16-mile Comprehensive Project Stakeholder Outreach List

Stakeholder	Name	Title	Email/Website	Phone *(512)
Chisholm Valley Neighborhood Association	Josh Lloyd	Secretary	lloydslens@gmail.com; www.chisholmvalleyna.org	745-6510
Heritage Hills- Woodbridge Neighborhood Association	Chelsea Von Pasecky; Patrick Stewart	President; Neighborhood District Representative	patrick.stewart@austintexas.gov; www.heritagehillsaustin.com	974-5852
Georgian Acres Neighborhood Association	Julia Foree; Karen Bissett; Lisa Hinely; Daniela Nuñez	Secretary; Secretary; Chair	chair.nlct@yahoo.com; juliaforee@gmail.com; kjbissett423@gmail.com; dnunez85@hotmail.com; www.nlct.wordpress.com	339-2399
North Lamar Neighborhood Association	Julia Foree; Karen Bissett; Lisa Hinely; Daniela Nuñez;	Secretary; Secretary; Chair	chair.nlct@yahoo.com; juliaforee@gmail.com; kjbissett423@gmail.com; dnunez85@hotmail.com; www.nlct.wordpress.com	339-2399
Northeast Walnut Creek Neighborhood Association	Vanessa Matocha	President	newcnapres@yahoo.com; vtate@att.net; www.newcna.wordpress.com/contact	785-1771
Walnut Creek Neighborhood Association	Robert Meadows	President	robertl@meadows.com; www.wcnabod@yahoogroups.com	339-0229
Wells Branch Neighborhood Association	Deborah Thompson	President	deborah_thompson@earthlink.net; www.wbna.us	656-0654
Windsor Hills Neighborhood Association	Harold Sundbeck	President	hsundbeck@americanrealty.com; www.ourwindsorhills.org	477-1312



**Facebook and Twitter Posts**



## Facebook/Twitter Posts North 16-mile Comprehensive Project

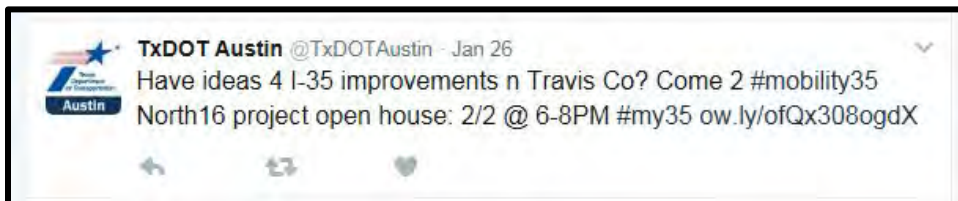
### Facebook Post

- **Monday, January 30** (3 days prior to open house):

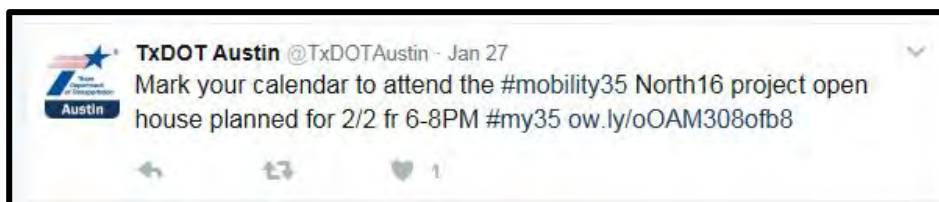


### Twitter Posts

- **Thursday, January 26** (1 week prior to open house):

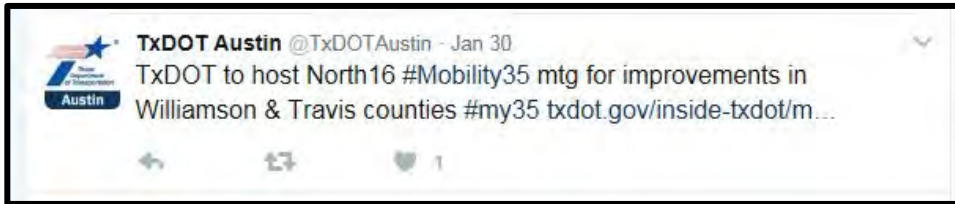


- **Friday, January 27** (6 days prior to open house):

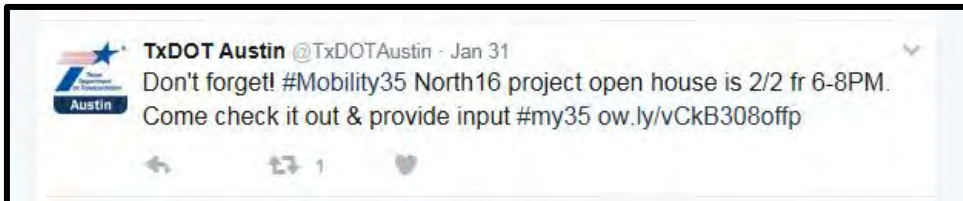


## Twitter Posts (Continued)

- Monday, January 30 (3 days before open house):



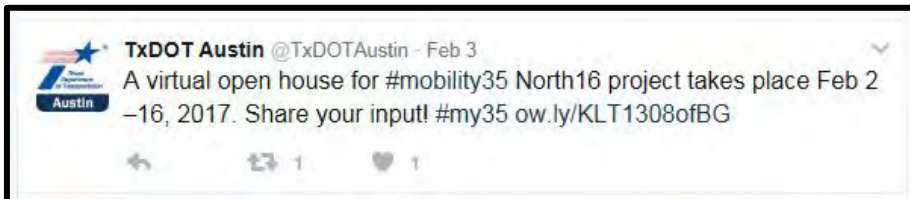
- Tuesday, January 31 (2 days before open house):



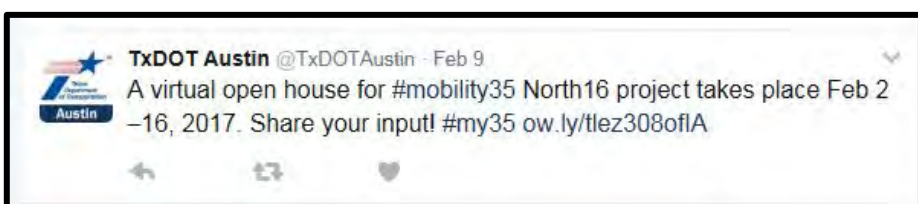
- Thursday, February 2 (day of open house):



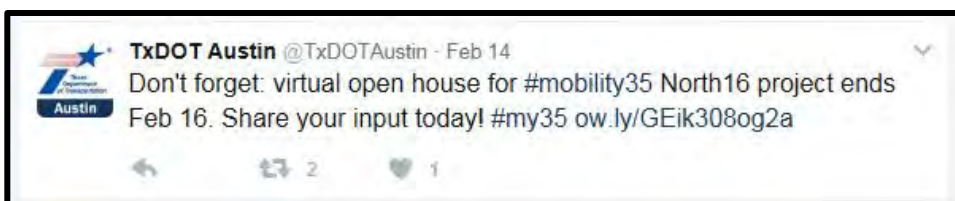
- Friday, February 3 (1 day after open house):



- Thursday, February 9 (1 week after open house):



- Tuesday, February 14 (12 days after open house):



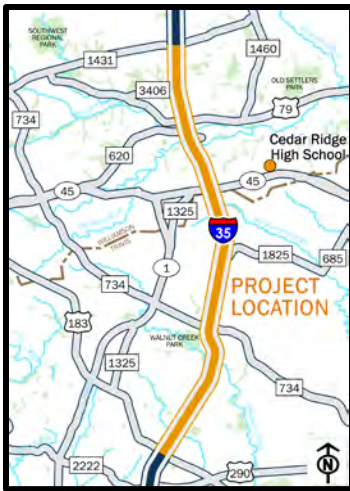
## Email Blasts



## Email Blasts

Thursday, January 26, 2017

### **Subject Line: North 16-mile Comprehensive Project open house**



The Texas Department of Transportation will host an open house to present the planned improvements to I-35 from RM 1431 in Williamson County to US 183 in Travis County, Texas and receive public comment.

The purpose of the project is to improve mobility and safety. The project includes adding express lanes, reconfiguring entrance/exit ramps, and improving bicycle and pedestrian accommodations.

February 2, 2017

### **Subject Line: North 16-mile Comprehensive Project open house today**

Please join us for the North 16-mile Comprehensive Project open house meeting

Stop by any time today between **6:00 and 8:00 p.m.** OR visit our online virtual open house between February 2 and February 16, 2017, at [www.mobility35openhouse.com](http://www.mobility35openhouse.com).

**Thursday, February 2, 2017  
Cedar Ridge High School Cafeteria  
2801 Gattis School Road  
Round Rock, Texas 78664**

Additional information about the open house is available at [insert hyperlink to online meeting flyer].

**C. Sign-in Sheets**





## PUBLIC SIGN IN SHEET

North 16-mile Comprehensive Project

Thursday, Feb. 2, 2017

6 - 8 p.m.

Cedar Ridge High School

2801 Gattis School Road, Round Rock, TX 78664



Name	How Did You Hear About the Open House?
Rene Flores	Social Media
Bill Herrmann	Saxony Newsletter
Rebecca Feldman	COR FB
Debra Stannitz	facebook or website
Tammy Young	facebook
John Hartley	facebook or Newsletter
Eddie Gutierrez	industry.
Lilly Nichols	Signs outside
Dana Villanueva	Facebook
Jason Bjak	Road Sign



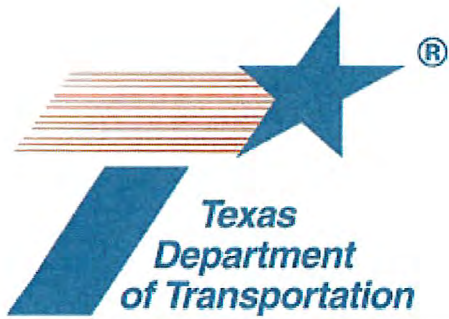
# PUBLIC SIGN IN SHEET

North 16-mile Comprehensive Project  
 Thursday, Feb. 2, 2017  
 6 – 8 p.m.  
 Cedar Ridge High School  
 2801 Gattis School Road, Round Rock, TX 78664



Name	How Did You Hear About the Open House?
Chose Myers	Signs / email
PATRICK OWENS	Sign
Chris Halluck	Neighborhood email
Jean Bowen	Husband
Doug Weiss	Online
Writ Baese	Online
Shirley Richardson	Sign.
Bill Thomas	Next door
Glen Stamantz	Sign.
+1 David Haur	Next Door





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Name	How Did You Hear About the Open House?
Stephen Johnson	Email
Diana Boone	Walbe by
Allison Dykes	Walked by
Brendan Ann	walked by
José M. Sandoval	My 35 website
Max Wilson	Ad -
PAUL BRIGHT	
JASON CRAWFORD	work / MSG BOARD
D. RATAJSKY	E-MAIL
MS Azeez	SIGN



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Name	How Did You Hear About the Open House?
Ofelia Melendez	Sign on Gattis School Rd
RICARDO G TORRES	TCEQ & Tx DOT Rep.
FRANKS ARMSTRONG + HENRIETTA CASTILLO	Sign TxDOT
Steve Andrews	Sign on Gattis School Road
Janet + Madison Scholl	Impact
Michael O'Malley	News
Jonathan Turk	Impact Newspaper
Jerilyn Green	Mobility News Email
Rick Rice	Next door neighbor
Kim FILIATRAULT	email







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Name	How Did You Hear About the Open House?
Robert Teisberg	Illuminated sign
Jane Herrmann	
Paul Bowen	ADR Engineering
Jim Vance	
Troy Fletcher	
Carrie Henderson	
Monica Teisberg	Impact Mag.
Shannon Best	Wells Branch Resident
Tricia Bruck	Radio
Jonathan Dohy	Email



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Name	How Did You Hear About the Open House?
MIKE GADARIA	Internet
Daphne <del>Chen</del>	road sign
Terry Emmett	News paper
Alfredo Rivera	road sign
Tommy Lovario	Internet
Mary Patterson	Road Sign
Wynne <del>Unruh</del>	Road Sign
Charles <del>Butt</del>	Road Sign
Brenda Howard	Road Sign
S. A. Lee	Road Sign





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Name	How Did You Hear About the Open House?
Mary Herrold	Sign
Ray Herrold	Sign
Jan Brooks	Sign, Neighborhood email
Marco Delwel	sign.
Justin Laws	Sign
Sharon Sproat	neighborhood news
Jim MARPONE	Sign
J. Stoupe	Sign
Dean Stoupe	
James Kratz	Sign



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Name	How Did You Hear About the Open House?
David Najvar	TxDOT sign
Art Lopez	email
KEEY McFARLAND	✓
John Villanueva	Facebook
Laurie Denchik Pershin	Newspaper
Nancy Gates	TxDOT
Gus Kohn	email
JIM PITLUPT	EMAIL





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Name	How Did You Hear About the Open House?
Scott Feldman	
Mario R. Noriega	Next door app



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Name	How Did You Hear About the Open House?
Debby Thompson	email
Jeff Seiler	email
Wes Holler	Sign on Gattis School Rd





# STAFF SIGN IN SHEET

North 16-mile Comprehensive Project  
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 Cedar Ridge High School  
 2801 Gattis School Road, Round Rock, TX 78664



Name	Affiliation	Email
Diann Hooges	TX DOT	
Brandon Marshall	TxDOT - APD	[REDACTED]
Bobby Ramthun	TxDOT - GTAO	
John Peters	TxDOT - GTAO	
Michelle Cooper	TxDOT - GTAO	
Nikki W Fitzpatrick	HNTB	
Kelly Krenz	Tx DOT IH 35 Mobility Team	
Jess Blackburn	TxDOT CMD	
Megan Dupont	RJ RIVERA	

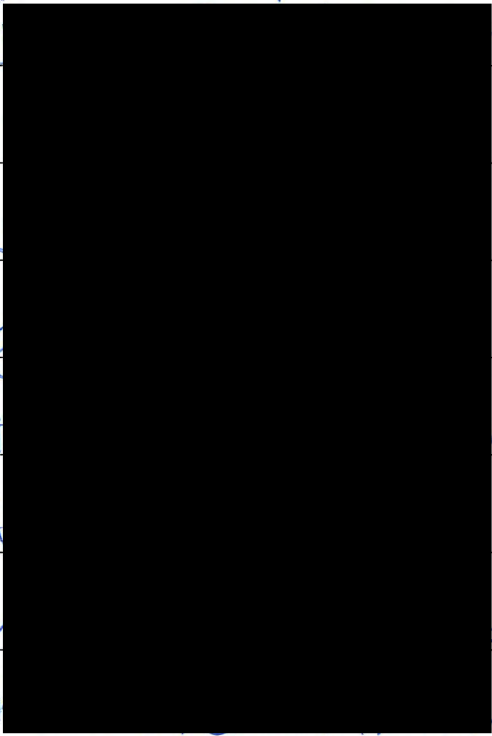
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Name	Affiliation	Email
JOSHUA CANTER	RJ Rivera Associates	
PAUL SCHRADER	CP&Y	
Jonathan Fleming	CP&Y	
GABE CURIEL	CPY	
Abby Tomlinson	HNTB	
ANTHONY SERRA	CPY	
Darren Dodson	CP&Y	
JIM MITCHELL	CP&Y	
Shelly Eason	TxDOT	

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Name	Affiliation	Email
Hillary Calavitta	HNTB	[REDACTED]
Will Long	RSCA	

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#### **D. Comments Received**



COMMENT FORM  
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Cedar Ridge High School  
2801 Gattis School Road, Round Rock, TX 78664



(PLEASE PRINT)

NAME: Dy Carter AFFILIATION: DRISD

ADDRESS (optional): \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- ☐ I am employed by TxDOT  
☐ I do business with TxDOT  
☒ I could benefit monetarily from the project or other item about which I am commenting

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COMMENTS: Turn around from 610 to Round Rock Ave

Traveling South to Northbound Turn around

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My area is <sup>between</sup> the Neal & SH 45

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Cedar Ridge High School  
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(PLEASE PRINT)

NAME: Loretta J. Stroupe AFFILIATION: resident off Mays  
ADDRESS (optional): ~~104 B~~

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS:

- ① Noise bars I live off Mays and also smells at rush hr fumes from cars because of the way an office complex was built
- ② Why more tolls when we still in a single family home are having environmental issues already why not a loop around RR?
- ③ Why not a loop around RR instead of increasing the traffic on I 35

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- ④ We do not need Public Trans, <sup>lanes</sup> on I-35. It would cause more congestion



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(PLEASE PRINT)

NAME:

Mary Patterson

AFFILIATION:

Citywide  
Resident / Realtor

ADDRESS (optional):



(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS:

The information shared was great & thorough.  
(Thanks, Brandon Marshall)

I do appreciate an opportunity to ask questions  
and gather information for my benefit (knowledge  
and understanding) as well as to be able to  
communicate that with my clients and their  
move/work to Central Texas. Mary

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(PLEASE PRINT)

NAME: Justin Laws AFFILIATION: \_\_\_\_\_

ADDRESS (optional): \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: I've been to a few of these sessions on 35  
and have yet to see a solution that is viable &  
future proof. With all of the real estate that will not  
be built on according to the schematics, a  
similar solution of elevating 35 would get  
my vote. I feel this current proposal is not  
maximizing the available space for expansion. As  
an advocate of mobility, we need a plan that will  
allow the most amount of vehicles to travel through the  
35 Corridor at consistent speeds. The problem  
only exacerbates when minimal construction meets  
population growth. What about creating an underground  
highway that can be future proof?

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(PLEASE PRINT)

NAME: RICHARD TORRES AFFILIATION: TCEQ

ADDRESS (optional): [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: COULD YOU PLEASE LOOK AT AND/OR CONSIDER  
REVISING YOUR PLANS FROM SOUTHBOUND BRAKER LANE  
EXIT THROUGH THE SECOND ENTRANCE TO PARK 35  
CIRCLE. YOUR PROPOSED PLANS WILL REMOVE  
A DEDICATED TURN-IN LANE THAT WAS INSTALLED  
BY YOUR AGENCY TO HELP ELIMINATE COLLISIONS  
WHEN TURNING ONTO PARK 35 CIRCLE FROM  
THE FRONTAGE ROAD. IN ADDITION THE REMOVAL  
OF THE EXISTING SHOULDER LANE FOR THE 3RD PROPOSED  
LANE WILL CREATE PROBLEMS WHEN THE PUBLIC  
IS USING AN DEDICATED ENTRANCE DRIVEWAY  
FOR A BUILDING. PLEASE PROVIDE USE ADDITIONAL  
INFORMATION ONCE YOU REVIEW AND/OR REVISE THE PLANS.

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THANKS



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(PLEASE PRINT)

NAME: MIKE GADARIA AFFILIATION: N/A

ADDRESS (optional): \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: \_\_\_\_\_

CURIOUS ABOUT POTENTIAL FOR CONTRAFLOW  
OF EXISTING LANES VS TOLLED EXPRESS LANE

ADDING SINGLE TOLL LANE SEEMS SOMEWHAT  
SELF LIMITING AS AREA GROWS, ASSUME IH 35  
HAS MORE VOLUME THAN MOPAC, yet it seems  
LIKE SAME CAPACITY IS ADDED.

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(PLEASE PRINT)

NAME: Lilly Nichols AFFILIATION: Registered Nurse/parent of student at CRHS  
ADDRESS (optional): [REDACTED] CRHS

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: TX DOT improvements Need to Include  
Areas which have more Ramps for merging  
Traffic on/off. I commute to Austin  
daily and my exit is at FarWest/Mopac  
and the construction is making traffic  
a little better! However, locally here in  
Round Rock living one mile Away from  
CRHS; Gattis school Road IS VERY  
DAWGEROUS!! It has ALREADY CAUSED several  
Fatal accidents involving pedestrians.  
CRHS has over 3600 students whom are  
walkers and there ARE NO SAFE SIDEWALKS  
WIDE ENOUGH FOR Students, There is NO

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policing of this local Road here in Round  
Rock!





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(PLEASE PRINT)

NAME: ART LOPEZ AFFILIATION: \_\_\_\_\_

ADDRESS (optional): 78758

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: I appreciate the addition of the express lanes and I would make use of them, but I do not believe that 4 lanes in each direction is enough to accommodate anywhere near the projected volume of traffic that will be using I-35 by the time this project is complete. I think that 5 lanes in each direction is needed and should be planned for now.

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(PLEASE PRINT)

NAME: \_\_\_\_\_ AFFILIATION: \_\_\_\_\_

ADDRESS (optional): \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: Improve lightning at 1431 interchange  
DDI is confusing with head lights coming  
at you on right side.  
Add ramps at SH45 and I-35  
interchange to keep traffic off frontage  
roads.

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(PLEASE PRINT)

NAME: \_\_\_\_\_ AFFILIATION: \_\_\_\_\_  
ADDRESS (optional): CTTB [REDACTED]

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: NEED TO TALK TO PEOPLE  
TO ROAD/RAMP AS  
WHERE BUILT  
ARE BEING

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(PLEASE PRINT)

NAME: Laurie Denchik AFFILIATION: \_\_\_\_\_

ADDRESS (optional): Round Rock Resident - 35 yrs

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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☐ I do business with TxDOT  
☐ I could benefit monetarily from the project or other item about which I am commenting

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COMMENTS: Not enough information was available  
for residents concerning current ongoing  
projects (under construction now)...  
TxDOT needed more district people in  
attendance at this open house that were  
familiar with ongoing projects...

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(PLEASE PRINT)

NAME: ARMSTRONG, FRANCES AFFILIATION: HOME OWNER

ADDRESS (optional): [REDACTED] 5

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: Wanted to know if we were getting  
another North Bound on Ramp between  
grandview Parkway & Hester Crossings  
and a Southbound on Ramp off of  
45. Glad to hear Greenlawn Ramp  
planned- Sad to hear no plans for  
Southbound 35 from 45 not scheduled  
yet- Need now because of all the New  
Constructions from Hutto + Pflerville

\*STEPHEN FROM JOHNSON, PE WAS  
AWESOME.

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(PLEASE PRINT)

NAME: William AFFILIATION: None

ADDRESS (optional): \_\_\_\_\_

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COMMENTS: Nice idea to have "shared" lane  
for cyclists but feel speed on  
frontage road endangers any bikers or  
pedestrians. Reduced speed or remove  
shared lane altogether

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(PLEASE PRINT)

NAME: Ofelia Melendez AFFILIATION: \_\_\_\_\_

ADDRESS (optional): \_\_\_\_\_

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COMMENTS: I like the proposed intersection bypasses but oppose the toll lanes. It has been horrible for MOPAC travelers and the toll lanes are still not in use.  
\* Why charge people additional fees/tolls for roads already paid by tax dollars?  
\* If you are "not taking away" lanes on I-35 for the proposed toll lanes, why don't you add these much needed lanes?

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(PLEASE PRINT)

NAME: Steve Andrews AFFILIATION: Concerned Taxpayer

ADDRESS (optional): [REDACTED]

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COMMENTS: (1) Are The current lanes ~~being made~~  
becoming any narrower and more  
dangerous than they are now?  
(2) When is the entrance ramp  
from I45 east to I35 south?

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(PLEASE PRINT)

NAME: Jim MARRONE AFFILIATION: \_\_\_\_\_

ADDRESS (optional): \_\_\_\_\_

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COMMENTS: Please, no express lanes. Widen the  
road for everybody. Don't charge us a toll on  
roads our taxes already paid for. The biggest problem  
on this area is the hill over McNeil. Trucks  
slow down. Please make a law that that through  
trucks have to take 130 instead of 35.  
Tearing down the 3406 bridge will be a DISASTER for people  
that live west of I-35. Please fix the 79 intersection  
completely first before destroying the 3406 bridge.  
Please make it a priority to reconstruct the 3406  
bridge. Without it, people that live west of I-35  
along 3406 are blocked from fire, ambulance,  
police, the rest of Round Rock, and I-35 access.

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(PLEASE PRINT)

NAME: Beatriz Rivera AFFILIATION: I-35 USER

ADDRESS (optional): Round Rock

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COMMENTS: \_\_\_\_\_

① Disagree for paying to use express Lane.  
You should build a HOV lane.

② There is not an exit on Express Lane  
by I-45 or Hesters Crossing  
should be one for that area

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(PLEASE PRINT)

NAME: S. A. Lee AFFILIATION: Morningside Meadows  
ADDRESS (optional): [REDACTED] 78664 Neighborhood

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: Any project that will  
help I 35 traffic is needed.  
I know the N ~~183~~ I 35 to N 183  
Ramp is planned to be lowered  
to help with the speed of traffic.  
It would be nice if it  
could be made into 2 lanes  
on the ramp. That is a bad  
intersection that slows traffic  
considerably on north bound  
I 35.

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(PLEASE PRINT)

NAME: Jonathan Daley AFFILIATION: None

ADDRESS (optional): [REDACTED] 78729

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COMMENTS: There is a lot of traffic That travels Through  
Austin as Through-traffic (eg, Semi trucks) Has  
there been any thought given to express lanes  
that travel through downtown with no exits?  
This would take a good Portion of the traffic  
out of the ~~main~~ main lanes for local traffic.

Also... Why is there no direct connect Planned  
for 183 South from I-35 North?

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(PLEASE PRINT)

NAME: John Hartley AFFILIATION: 20+ year Resident  
East Side of Round Rock  
ADDRESS (optional): \_\_\_\_\_

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

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COMMENTS: Good Plan. Happy to see 183 New Ramps.  
Happy to see DOI at Palmer -  
WE MUST GET CAMPO TO PUT THE SHIFTS-I35  
MISSING RAMPS ON THE PLANS. IT IS RIDICULOUS  
TO NOT HAVE THEM. CAUSES MAJOR ADDITIONAL  
TRAFFIC + LAMBS ON THE LOCAL FRONTAGES +  
PROBABLY ACCIDENTS WITH ENTERING + EXITING PLAZAS,  
AND LOST TOLL REVENUE FOR ALL COMMUTERS  
WHO DON'T USE 45 TO GO TO AND FROM WORK  
SINCE THEY CAN'T ENTER/EXIT I35 DIRECTLY)  
OR EVEN ALL LEISURE TRAFFIC WANTING TO GO  
TO AND FROM THE CITY.

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(PLEASE PRINT)

NAME: James Kratz AFFILIATION: \_\_\_\_\_

ADDRESS (optional): \_\_\_\_\_

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COMMENTS: THERE IS A ROAD TO GO BEING BUILT

AT GREENLAWN, WHICH NEEDS TO BE CONSIDERED AS IT IS  
BEING BUILT ON THE EDGE OF THE ROW

I AM FOR THE PROJECT

NEED TO SHOW PROJECT THAT HAS THE SOUTHERN  
CONNECTORS FOR I435 + 5145

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(PLEASE PRINT)

NAME: Doug Weiss AFFILIATION: Pflugerville City Council

ADDRESS (optional): \_\_\_\_\_

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COMMENTS: \_\_\_\_\_

- ☐ Direct connect ramps at 45
- ☐ Consider pushing traffic to SH-130
- ☐ Remember My35 recommendation - Swapping I-35 & SH130 designation
- ☐ Congestion Improvements at Wells Branch - consider alternative route from Pecan/1825 to I-35

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(PLEASE PRINT)

NAME: \_\_\_\_\_ AFFILIATION: Concerned Citizen

ADDRESS (optional): \_\_\_\_\_

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COMMENTS: Pedestrians & Autos do NOT Mix

When trying to drive to work, we should not have to worry about dodging pedestrians OR bikes. Toll lanes are not feasible for some retirees & people on fixed incomes. There should be laws against anybody walking or cycling anywhere close to I-35, especially on & off ramps. Parking in downtown Austin is not only near impossible, but Austin & points Northward <sup>are</sup> becoming a parking lot. I work in NE Austin & I am only able to take 45E/TX 130 to a point, & my commute time is the same as if I took I-35 to Farmer Lane. Please, taking the tolls <sup>that</sup> away, is really what would help commuters, which is what

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I-35 was built for. Making the toll roads an outer Loop would be financially, a much better option.



especially for those on more limited incomes.

I-35 & Parmer Lane is horrible to get thru for those going southbound.

~~Also, widening Braker Ln.~~

Also, widening Braker<sup>Ln.</sup> east of the Interstate would help open up another option for those working ~~on~~ the Northeast side (290+133). ~~Re-locate~~ the school<sup>to</sup> E of Dessau/Cameron Road, and make that stretch of Braker Lane a viable driving option like it is on west Braker Lane.

If you are going to make Parmer & I-35 walking & cycling friendly, & safer, put in overhead pedestrian/biking bridges, like the one on MOPAC in North Central Austin. There have already been people killed trying to walk near or on I-35.

~~I~~ I have already had to dodge bicyclists @ the Southbound intersection at Parmer & 35, and <sup>the</sup> Northbound intersection really isn't that much better.

Pedestrians/bicyclists should not share spaces where there ~~are~~ automobiles exist

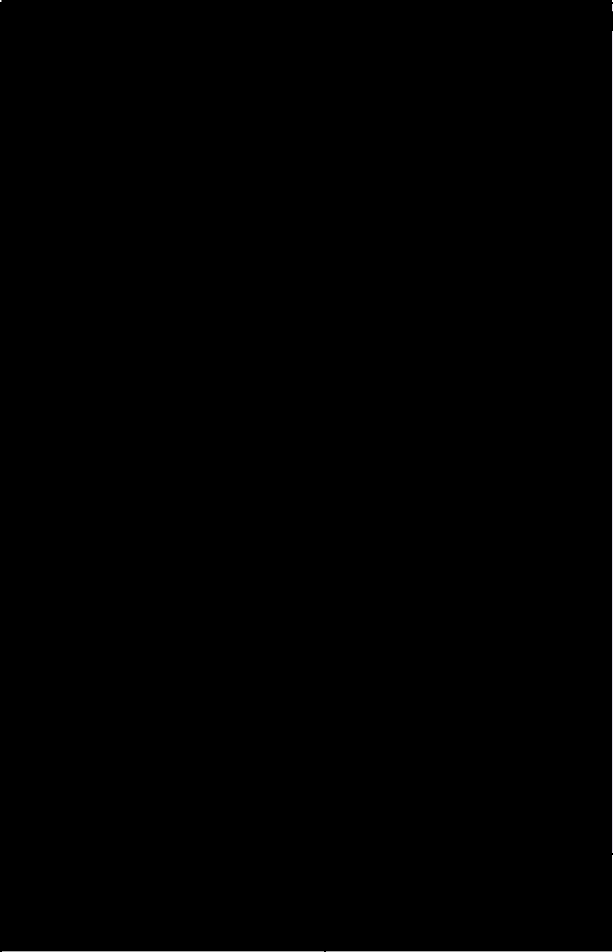
## Virtual Open House (VOH) #2 Comments


Comment Number	Name	Address	Email	Comment
24	Kent Perry			Look, I agree the traffic needs to be fixed. But a toll road? Are there no other alternatives? And it's going to be really painful as you cut 35 down by a lane to put these in place.
25	Jane Prince			Please don't build expansions that are ONLY toll roads. Please consider actually helping residents by having expansions include actual expansions of our highways. This is a gift to the contractor who will collect this regressive stupid toll.
26	Terri Hall			See full comments following VOH comments table
27	Janice E.			This is a bad idea. San Antonio builds roads without making them tolled. Austin needs to figure out how to do it as well. Stop making people pay twice to drive! Remember how the 130 was supposed to fix the congestion? Instead, 35 is more and more crowded and 130 is in bankruptcy. People don't want to use toll roads! Construction on 35 makes the congestion worse. And I've never seen a bus on 35. Is part of the proposal new bus routes as well? People don't use buses to get to work because they take too long. Either HOV lanes or a commuter rail would be better than this boondoggle. Do not build this!

28	Samuel L. Jackson, Jr.	[REDACTED]		<p>Please stop building toll roads and lanes... MoPac is a disaster and 5 years of construction to just add a toll lane doesn't do anything for mobility for the average commuter except add more cost on top of the gas taxes he already pays. Build the extra lane and reconfigure the exits but stop double taxing the average motorist. It's shameful.</p>
29	Michael Dobbs	[REDACTED]		<p>There should be consideration of realigning the stretch of Parmer Lane from the Wells Branch crossing to the approach to I-35 to make it straighter. The sight lines in that area create spots where people cannot see cars coming east or westbound due the curve in that stretch of the roadway. There are also so many light posts, power lines, and sign posts in that area that block the views of and pedestrians. Pedestrians need more time to cross the roads and also need better marked sidewalks and crossings to get through the Parmer Lane/North Lamar Boulevard, Parmer Lane/I-35 and Howard Lane/I-35/North Lamar Boulevard intersections. North Lamar Boulevard near Connally High School also needs sidewalks and other ways to allow people to walk or bike to school and allow people in the areas around it to have better access to the nearby stores.</p>



30	Trevor Scott			I think the Northbound exit to Grand Avenue Pkwy (exit 248) should stay where it is. Moving it farther north would make it harder to access the businesses on the access road because drivers would have to exit earlier and wait at the stop light.
31	Gary Grizzle			More lanes on I-35 would definitely help the traffic problem but why does it have to be a toll road? Every major expressway in Austin is already a toll road. This article says that local, state, and federal government will be funding the construction, which is basically taxes. Whether it be in income tax, sales tax, or vehicle registration. Seems like we already paid for it, so we should be able to drive on it for free.
32	Peter Nagel			The bike/pedestrian improvements are long overdue!

33	Andrew Clements			.com	To change travel/commuter behavior; and if the goal is to reduce single-occupant vehicles and vehicle miles traveled - why not institute high-occupancy vehicle lanes, rather than managed lanes? It is, at the most basic level, wrong, and undemocratic, to create two "classes" of drivers on public-owned right-of-way. It is also reprehensible, and short-sighted, to plan on spending almost 5-billion tax dollars to "fixing" Interstate 35 (when accepted knowledge is that "you can't build your way out of traffic congestion" by building more single-occupant vehicle capacity) - and not planning to spend even a fraction of that same amount on public transit. Why not "half" that \$5 billion and spend \$2.5 billion on transit - a travel mode that will truly provide a mobility option?
34	Matthew Novacek				<p>I'm glad to see some bike pedestrian improvements in the project, but I'm disappointed in:</p> <ol style="list-style-type: none"> <li>1) The shared use paths seem discontinuous, they come and go somewhat randomly.</li> <li>2) There doesn't seem to be any improved pedestrian or bike access through the 183/35 interchange. This is a dangerous chokepoint and barrier in the active transportation system.</li> <li>3) I would like to see work tying the shared use path to the Walnut Creek Trail system.</li> <li>4) The same with the Tier II Little Walnut Creek trail (from the Austin Urban Trails Master Plan).</li> </ol>

35	Trevor Scott			I'd like to see them add flyovers from northbound I-35 to Tollway 45 and from Tollway 45 to southbound I-35. And I'm also curious as to why the proposed new flyovers at I-35 and 183 are so wide. Wouldn't 1 lane be enough, like the old ones, or are they making them 2 lanes?
36	Tim Grimes			Will the in-line or T ramp transit accesses be above or below the freeway? I am a frequent transit user and am interested in providing more reliable transit access from Georgetown to Austin
37	Hank Aguilar			Finish the ramps IH 35 to Toll way 45
38	Joshua Alperin			In order to maximize the value of this effort, the flyovers between I-35 and Toll45 need to be completed:  Toll45E/W --> I35 SB I35 NB --> Toll45E/W The traffic backup associated with those two transitions are significant and problematic.



## Virtual Open House Comment

Terri Hall

I'm the Executive Director of two grassroots transportation watchdog groups: Texans Uniting for Reform and Freedom and Texans for Toll-free Highways. We have serious concerns about the proposed managed toll lanes on I-35. We urgently implore TxDOT to scrap any imposition of tolls or managed lanes and instead expand I-35 with additional general purpose lanes open to everyone.

Not only will managed toll lanes severely restrict the number of cars that have access to it through price, the limited physical access to the lanes themselves will further reduce the practical use of these lanes because it bypasses exits drivers need to reach. Every Texan's tax dollars will pay for this project, but only the very few will ever be able to use it.

To expect that if we build it, they will come will somehow work and get more people onto buses when every other forced attempt to get people to take transit hasn't worked (with a rare uptick in Houston that gained some riders but lost many others in the process) is unrealistic and a colossal waste of tax dollars for planners' attempts at social engineering. The private sector has solved the problem of affordability, efficiency, and ease that actually gets passengers from door-to-door (unlike most public transit) and that's ridesharing. The city of Austin kicked out Uber and Lyft the one solution that actually worked and took more cars off the road without spending one penny in tax dollars.

Even more confounding, this project would not allow even ride sharers or typical HOV users to access these lanes built with their tax dollars. Only registered vanpools could use it, further limiting who can use the lanes built with their tax dollars. So only two classes of people can use the lanes: transit users (which is roughly 1%) and wealthy users (the top 1% of earners who can afford congestion tolls, which requires paying a premium to drive in peak hours \$16/day if the toll is approximately \$.50 a mile for 16 miles or over \$4,000/year in new toll taxes to get to work).

Such a proposal is unsustainable, inequitable, unaffordable, elitist, and anti-liberty. Texans pay road taxes to have their highways built and maintained. Public roads means EVERYONE should have fair and equal access to those roads. Allowing unelected bureaucrats to determine who gets a fast ride and who doesn't further divides our community into the haves and have-nots, leaving those who can't afford tolls and whom buses are either unsafe or impractical for daily use to become second class citizens. We're not a third world country. This is Texas. The cradle of liberty. Under no circumstances can the driving public support taking the most vital artery for the movement of people and goods through our state, Interstate 35, and slicing it up into a glorified bus lane. We most certainly cannot support using billions in our tax dollars to do it.

We're faced with two contrasting visions for Texas' transportation future. One that protects liberty and facilitates commerce, and the other that hinders commerce and liberty, exponentially adds a crushing level of public debt while also increasing the tax burden, and that artificially imposes road scarcity to advance a political agenda not shared by the vast majority of Texans or Americans. As elected officials, you must actively pursue the former. Roads are the very lifeblood of daily living and facilitate the movement of people and goods through our state. Anything that jeopardizes that, jeopardizes the very foundation of our economy and the Texas miracle.

The public has had little to no say about the imposition of toll roads across Texas over the last two decades. Largely imposed by boards the voters do not select or control, like Regional Mobility Authorities (RMA), county or regional tollway authorities, the Texas Transportation Commission, and Metropolitan Planning Organizations (MPO), the public has been virtually shut out of what amounts to the largest tax increase in Texas history.

Indeed, transit agencies in most of Texas' major metropolitan areas have fully embraced popular new urbanist and retro urbanist thinking that people must be crammed into ultra dense urban cores and travel by walking, biking, or transit. In order to achieve their ends, they impose radical policies like road diets, shrinking auto capacity to make way for dedicated bike and bus lanes, and, of course, toll roads that restrict travel and make people pay a premium to drive.

This is hardly a viewpoint shared by most Texans. While this may be the trendy way to approach transportation on the east and west coasts and global mega cities, it has no place in the land-rich cradle of liberty which is Texas. New urbanists and environmentalists alike argue density is necessary to protect the environment and that ever expanding roads contribute to suburban sprawl that saps natural resources and lacks sustainability.

However, the facts do not reflect this reality. Only 9% of employment can be found in central business districts. Eighty percent of job growth from 2007 to 2013 was in the newer suburbs and exurbs. Areas with high density housing experience higher emissions than lower density areas with detached, single family homes. There are twice as many jobs located 10 miles from city centers than those within city centers. The carbon footprints of those in highly dense

urban areas are roughly the same as those living in the suburbs. Higher density is associated with higher rates of coronary disease, psychiatric disturbances, increased obesity, greater susceptibility to infectious disease, and pervasive air pollution that's linked to a variety of respiratory ailments. Air pollution actually increases with density, and air pollution particulates have been associated with killing more people than traffic accidents.

1 Author and executive director of the Center for Opportunity Urbanism in Houston, Joel Kotkin, argues, "Cities should not be made to serve some ideological or aesthetic principle, but they should make life better for the vast majority of citizens...planners and developers often want to impose their visions from above...it is time to recognize that the much praised model of highly stratified, dense urban culture so attractive to the global rich, young people, and childless professionals" ultimately offers little for the vast majority. A new approach to

urbanism is desperately needed, one that sees people and families not as assets or digits to be moved around and shaped by their superiors but as the essential element that shapes the city and constitutes its essence.□

2 In fact, Kotkin documents that the rise of auto-centric suburbs provides an ideal environment for raising children.

3 Today's cities are downright hostile to families, especially working class families. By imposing stricter regulations in order to discourage sprawl, it makes affordable housing more scarce and drives the vast majority of people to live outside the urban core. Sustainable development promotes a lower standard of living and actually increases poverty and reduces personal space, which is not progressive, but regressive.<sup>4</sup>

Kotkin insists cities cannot continue on this path toward density without serious long-term consequences. He contends urbanism must restore the central role of families and need to place a greater emphasis not on dense downtowns but on residential districts, arguing that cities with few children and families will prove fundamentally unsustainable, deprived of a base from which they can draw new workers and consumers...<sup>5</sup>

1 Joel Kotkin, *The Human City - Urbanism for the Rest of Us* (Chicago: Agate, 2016), p. 9-11,

66-67. 2 Kotkin p. 19, 201. 3 Kotkin p. 30. 4 Kotkin p. 44. 5 Kotkin p. 140.

How does this tie into toll roads? Desires of citizens conflict with urban planners and consultants. It's an agenda wholly embraced by many local governments and MPOs in our urban areas, and its choking the life out of Texas and making this an undesirable place to live, work, and raise a family. These policies have chased millions out of California (with a net outward migration 22 out of the last 25 years)<sup>6</sup>, and yet Texas, the recipient of many Californians, is implementing the same destructive policies at the behest of the same planners and urbanists that devastated California.

Transit ridership has not increased despite major investments

The vast majority of travelers do so by automobile. On average in Texas, 97% of commuters use an automobile to get where they need to go on a daily basis. The latest reports on public transit cited by Steven Polzin of the University of South Florida deals a fatal blow to the philosophy, "If you build it, they will come."

The reports note a 1.3% - 2.5% decline in transit ridership in 2015. But perhaps the most damaging figure is that transit ridership has remained flat for 45 years.<sup>7</sup> That's a very stubborn figure. Contrary to the narrative of transit advocates, overall ridership has also remained flat despite fluctuations in the price of gasoline. Meanwhile, transit supply has exploded while demand for transit has remained the same and even declined (despite lack of car ownership among millennials, urbanization, and the high cost of car ownership). So, after spending billions in taxpayer dollars on shiny new buses and rail cars, government has little to show for it in terms of actual riders.

By contrast, the Federal Highway Administration reports a 3.5% increase in vehicle miles traveled in 2015. Yet, 28% of federal surface transportation funds (which primarily originate from federal gasoline taxes) are diverted from highways to public transit. It's high time this raid of road funds ends. Transit only accounts for 2% of total trips taken nationally, with 40% of all mass transit trips originating in one city "New York, which is arguably built around mass transit."<sup>6, 7, 8</sup>

George Avalos, California's skyrocketing housing costs, taxes prompt exodus of residents, San Jose Mercury News June 20, 2016  
<<http://www.mercurynews.com/2016/06/20/california-skyrocketing-housing-costs-taxes-prompt-exodus-of-residents/>>

7 Steve Polzin, *Public Transit Ridership, Three Steps Forward, Two Steps Back*, Planetizen

April 12, 2016 <<http://www.planetizen.com/node/85595/public-transportation-ridership-three-steps-forward-two-steps-back>>

New York is unique and its travel patterns have not been duplicated on a large scale by most other cities in America.

In yet another sign that the age of transit investment needs to cease, millennials, the oft-repeated reason as to why taxpayers must invest in more mass transit, represented the largest group of car buyers last year. TransUnion data recently reported that this group is the fastest-growing segment of auto-loan consumers, responsible for 27% of total auto-loan originations in 2014, compared to only 16% of the same market in 2009.<sup>9</sup> J.D. Power reports millennials share of new vehicles bought rocketed to 27 percent in 2014 from 18 percent in 2010.<sup>10</sup>

According to research by Randal O'Toole of the Cato Institute, buses also contribute more emissions per passenger mile than autos, they also consume more energy than an auto, and they only carry about as many people as five cars.<sup>11</sup> When four major metro cities in Texas are in non-attainment, anything that generates more emissions and consumes more energy (like buses), should not be the focus of our state's transportation plans.

O'Toole notes in 2014, VIA spent nearly a dollar to move each passenger mile by bus. By comparison, Americans spent an average of just 43 cents per vehicle mile for driving, counting the cost of purchasing, operating, and insuring cars plus highway subsidies out of general funds (less diversions of gas taxes and other highway user fees to transit and non-highway purposes). At 1.67 people per car, that's just 26 cents per passenger mile, little more than a quarter of the cost of VIA bus transit.□

The city of Austin gained approval for a \$720 million bond last November. This bond package is really about implementing the closure of street lanes on virtual all of the major arteries into downtown Austin. More precisely, it's about the conversion of existing lanes to bus-only lanes. This was already authorized by the Capital Area MPO in June of 2015, when it adopted the conversion of 7 arterials into the 2040 Plan. The plan calls for making the switch in 2020.<sup>12</sup>

The bond allocates funding to study 9 more arterials for conversion. So the total of 15 arterials carry approximately 500,000 vehicle trips per day. Taking into account buses and commercial vehicles, and we can assume that 225,000 cars will be physically unable to travel to or

through the center city unless they switch to I-35 or MoPac.

8 Nate Silver and Reuben Fischer-Baum, Public Transit Should Be Uber's New Best Friend, <http://fivethirtyeight.com/features/public-transit-should-be-ubers-new-best-friend/>, Five Thirty Eight August 28, 2015

9 TransUnion: Auto Loan Growth Driven by Millennial Originations; Auto Delinquencies Remain Stable, February 25, 2015  
<<http://newsroom.transunion.com/transunion-auto-loan-growth-driven-by-millennial-originations-auto-delinquencies-remain-stable>>

10 Leonid Bershidsky, Millennials are buying cars after all, Bloomberg January 4, 2016 <<https://www.bloomberg.com/view/articles/2016-01-04/millennials-are-buying-cars-after-all>>

11 Randal O'Toole, Via fails to see its growing irrelevance, Express-News August 28, 2016  
<<http://www.mysanantonio.com/opinion/commentary/article/VIA-fails-to-see-its-growing-irrelevance-9186942.php>>

Guadalupe was 6 lanes wide from Cesar Chavez to 24th Street. It is now four lanes wide. The bond item for Guadalupe explicitly calls for reducing it to two lanes from 19th to 29th Street. The 2018 bond will continue the lane reduction from 29th to Parmer Lane via North Lamar. The city of Austin also wants to toll every vehicle that enters downtown Austin.<sup>13</sup>

Planners often refer to such initiatives as complete streets. The aim is purportedly to make streets more accommodating to buses, bikes and pedestrians. But the end result is choking congestion for vehicles, with the vast majority of travelers stuck in unbearable gridlock so that others can promote an anti-car agenda. The state has a stake in these high-stake gimmicks. If 225,000 cars can no longer navigate city streets in downtown Austin, that means armageddon for I-35 and MoPac. The city of Austin is just one of many Texas urban areas that have already put complete streets policies into place. The state must step-in to prevent the wholesale standstill of vehicles across our state. To think local transportation policies do not impact the state highway system would be a gross failure to protect the transportation system.

Restricted lanes make congestion WORSE not better

Imposing any type of restricted lanes on public streets and highways will only create more congestion, not alleviate it. Dedicated or restricted lanes are folly to pursue given the fact that imposing restricted or dedicated bus lanes has not proven to meaningfully increase overall transit ridership or reduce auto trips, and that auto capacity is what the public wants, it's what their tax dollars have paid for, and it's what they're demanding. Adding unrestricted lanes helps add needed capacity for both buses and cars. High Occupancy Vehicle (HOV)-transit-toll lanes (often referred to as managed lanes) do not have public support and taxpayers want unrestricted access to the lanes paid for with their tax revenues. The GOP 2016 Platform added a plank opposing restricted lanes, not just toll lanes.

12 United States, Capital Area Metropolitan Planning Organization, CAMPO 2040 Plan, <<http://www.campotexas.org/plans-programs/campo-plan-2040/>>

13 Vince May, Adler's \$720 million bond to convert auto lanes to bus only and eliminate car lanes, Texas TURF, August 17, 2016  
<<http://www.texasturf.org/2012-06-01-03-09-30/latest-news/2170-buyer-beware-austin-bond-to-eliminate-auto-lanes-convert-others-to-bus-only>>

The ideology of urban planners is one that if you create road scarcity and put Texans on a road diet, they'll be forced to switch modes and get on a bus to gain mobility. Yet, once again, the data shows overall transit ridership for the last 45 years has been flat, whereas vehicle miles traveled by car has increased, regardless of congestion levels. Road scarcity only drives up emissions due to more congestion and more idling vehicles.

Former Texas Department of Transportation (TxDOT) San Antonio District Engineer Mario Medina said at the June 25, 2012, meeting of the Alamo Area MPO policy board that HOV-transit-toll lanes are designed to keep the buses on time...by keeping the cars out of the lanes so they don't jam it up.

Managed lanes give politically correct modes of travel fast rides, while intentionally depriving the general purpose lanes of expansion leaving them perpetually congested. It allows government bureaucrats to pick the winners and losers, and such lanes punish single occupancy vehicles and restrict mobility for the vast majority of Texans who commute alone in their personal

automobiles. These policies are starkly anti-car, anti-liberty, anti-mobility, and anti-freedom.

In his study The Best Evidence of HOV Lane Effectiveness by Jack Mallinckrodt,<sup>14</sup> he notes efforts to improve traffic by restricting it...are counterproductive in proportion to the traffic restriction. Such conclusions drawn from the study of HOV lanes can apply to High Occupancy Toll Lanes (HOT) as well, since both restrict access for the vast majority of vehicles.

Mallinckrodt does apply his conclusions about HOT lanes at the end of his study (cited below).

Dr. Joy Dahlgren in her study Analysis of the Effectiveness of HOV Lanes said: "Public policy currently promotes construction of HOV lanes and discourages construction of general purpose lanes. This reflects a widely held notion that because HOV lanes encourage ride-sharing and transit use, they reduce congestion and emissions. My research shows that in a wide range of typical conditions, construction of a general purpose lane reduces congestion and emission more than the construction of an HOV lane."<sup>15</sup>

14 Jack Mallinckrodt, The Best Evidence of HOV Lane Effectiveness, AJM Engineering, June 28, 2003, p. 5



A Parsons-Brinkerhof study showed general purpose lanes provide: 7 times the travel time savings,

2.5 times the freeway congestion relief, 2 times the congestion relief on arterials (side roads), 16 times more emissions reduction, 12 times the reduction of energy consumption

All at less than half the total net cost of the HOV alternative. Mixed-flow lane additions surpassed every other alternative in every evaluated benefit per unit total net cost.<sup>16</sup>

Mallinckrodt concludes: In all the known complete transportation modeling studies that have quantitatively evaluated (overall congestion and/or polluting emissions), optimal performance occurs in the natural, unrestricted Mixed-Flow operational mode. In all these cases, any attempt to preferentially restrict the natural free distribution of traffic, whether by HOV or HOT (High Occupancy Toll) operation, made overall congestion and emissions worse... And the findings are essentially unanimous in saying that under typical conditions, maximum transportation benefit per added lane-mile is afforded by unrestricted, mixed-flow, rather than HOV operation. □<sup>17</sup>

A recent independent study done by Inrix on the imposition of managed toll lanes on I-405 in Washington State established similar conclusions, The results of this preliminary analysis shows extended peak hour conditions for most segments in the peak direction of travel for those in the general purpose lanes...Additionally, these segments also show slower speeds during the peak hour in the general purpose lanes... As such, this analysis suggests that post-toll speed improvements on I-405 are isolated to vehicles that already experience the least peak hour congestion (ie., those driving in the HOV/HOT lanes), while post-toll speeds in the general purpose lanes have generally degraded for the majority of drivers." <sup>18</sup>

15 Mallinckrodt, p. 5 16 Mallinckrodt, p. 6 17 Mallinckrodt, p. 9

In layman's terms, that means the toll managed lanes actually caused congestion to get worse on the general purpose lanes than prior to the toll managed lanes being built. So if there is no appreciable or measurable benefit to managed toll lanes, and the data actually shows such lanes cause more congestion, then why would the state cede its jurisdiction and duty to oversee the mobility of Texans and allow the local MPOs and local governments to intentionally seek to impose them on every highway in urban areas further exacerbating congestion, emissions, and non-attainment?

One answer is the anti-car, anti-taxpayer agenda of many urbanists and planners that have been adopted by those in government, which is designed to manipulate people out of their cars. These agencies want to spend other people's money (to add insult to injury, most of it is tax revenues derived from auto users) to intentionally inflict pain on auto travelers in pursuit of elevating transit over other modes, despite the fact less than 3% of commuters travel by bus.

The public is only getting more outraged by the lack of responsiveness, the rigged online surveys (that only let you choose from pre-determined pro-transit options, with no options for automobile preferences or adding traditional, unrestricted auto capacity), and the intent to inflict as much pain as possible on auto users to promote a pro-transit agenda.

It's not just studies that show toll roads do not alleviate congestion, former House Transportation Committee Chair Joe Pickett argues that tolls are actually causing congestion.

Toll projects actually exacerbate congestion. The one in my community does, proclaimed Pickett at his hearing August 30. Pickett's referring to the Cesar Chavez Border Highway toll managed lane project where only 6% of traffic utilizes the lanes, leaving 94% of commuters stuck in congestion.

Pickett told KVIA News in El Paso last year that, Things have changed and if you want to lessen congestion, you open up the roads to everyone. □

<sup>18</sup> Report shows Washington toll road caused congestion, TheNewspaper.com February 18, 2016  
<<http://www.thenewspaper.com/news/48/4898.asp>>

Here is one citizen's real life take on the loss of control that occurs when congestion tolling is allowed a foothold.

It is too expensive to drive on the tollways. When you get on it says it is \$0.97, but once you are on, the price changes to \$5.67. The cost to Dallas is \$20 and the cost back to Fort Worth is \$20, so in one day you pay \$40 in tolls just to go to work and come home. At that rate, the one person driving the car has spent two and a half hours of work just paying for the drive to go to work. This is not right...reveals Fort Worth driver Kenneth Roman.

The state is duty-bound to reverse this debt-toll sink hole and cease the anti-liberty war on cars that seeks to tightly control usage of our public highways in the name of congestion relief. Tolls are the most expensive option, and therefore must cease to be the first and virtually only option. At nearly every Texas Transportation Commission meeting since Governor Greg Abbott took office, the Commission has approved virtually nothing but more toll projects, including granting public funds to prop-up these projects that are not toll viable and cannot be built without state or federal financial assistance.

State leaders cannot claim they've changed course when 100 miles of new toll projects are now underway. Texans aren't fooled by the empty rhetoric or planners' platitudes. They experience the reality of these broken, bankrupt policies every single day they face the daunting task of commuting on congested highways while they see empty, underutilized managed lanes right next to them. Those are lanes paid for in part if not in full with their tax money, yet they cannot access them.

This chokes our economic vitality and has become nothing more than a way to extort millions of dollars from Texas commuters. It's a

runaway confiscatory tax scheme, feeding a bloated bureaucracy whose time must come to an end. Toll weary Texans anxiously await Governor Abbott's promise to fix our roads without tolls to come to fruition. The buck stops here and the taxpayers won't accept any more excuses. Get the tolls off these roads and return to a pay-as-you-go, accountable, transparent, and efficient transportation system. Texans expect and deserve nothing less.

## **E. Figures**



**Open House #2 Exhibits**



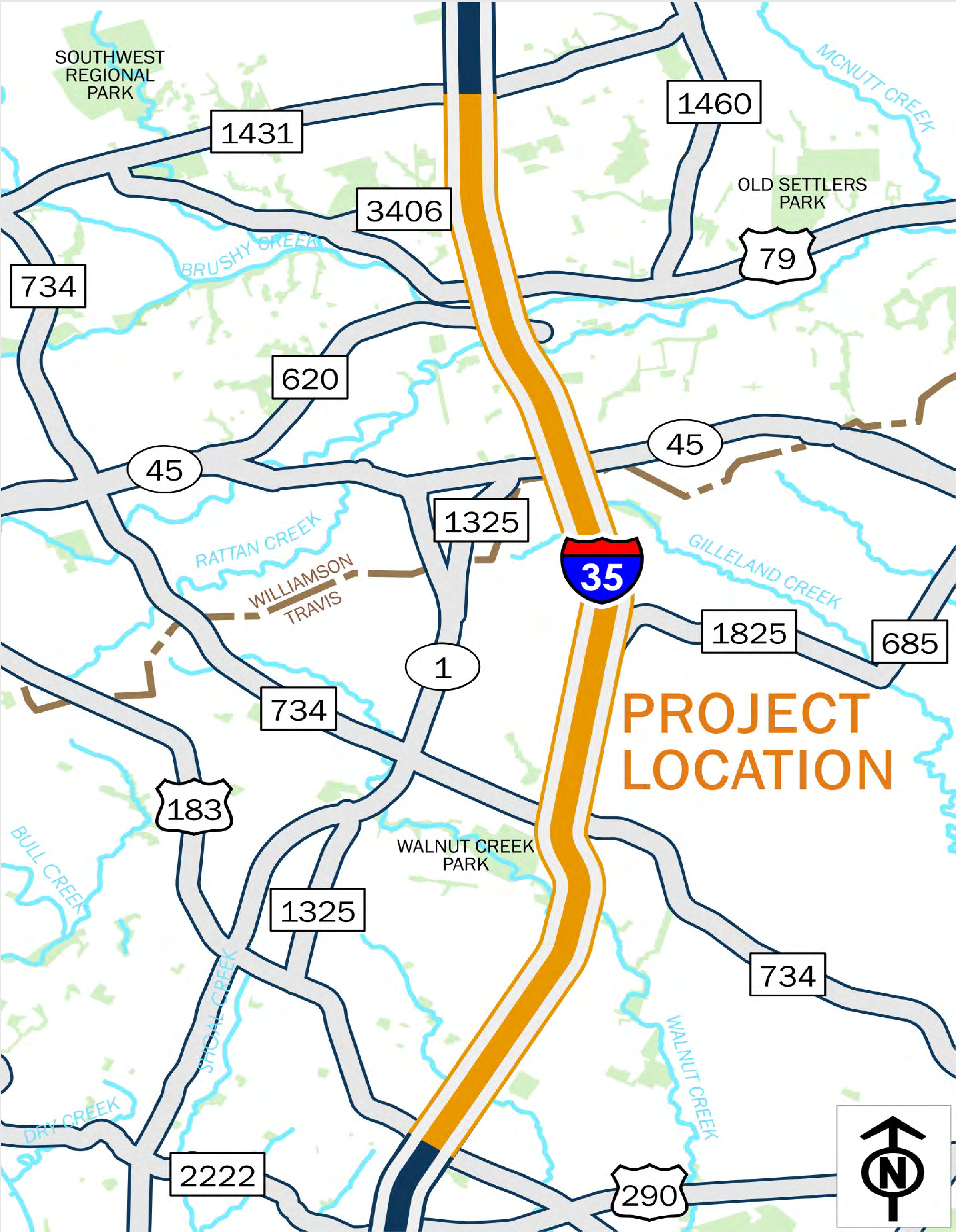
# WELCOME



## North 16-mile Comprehensive Project Open House



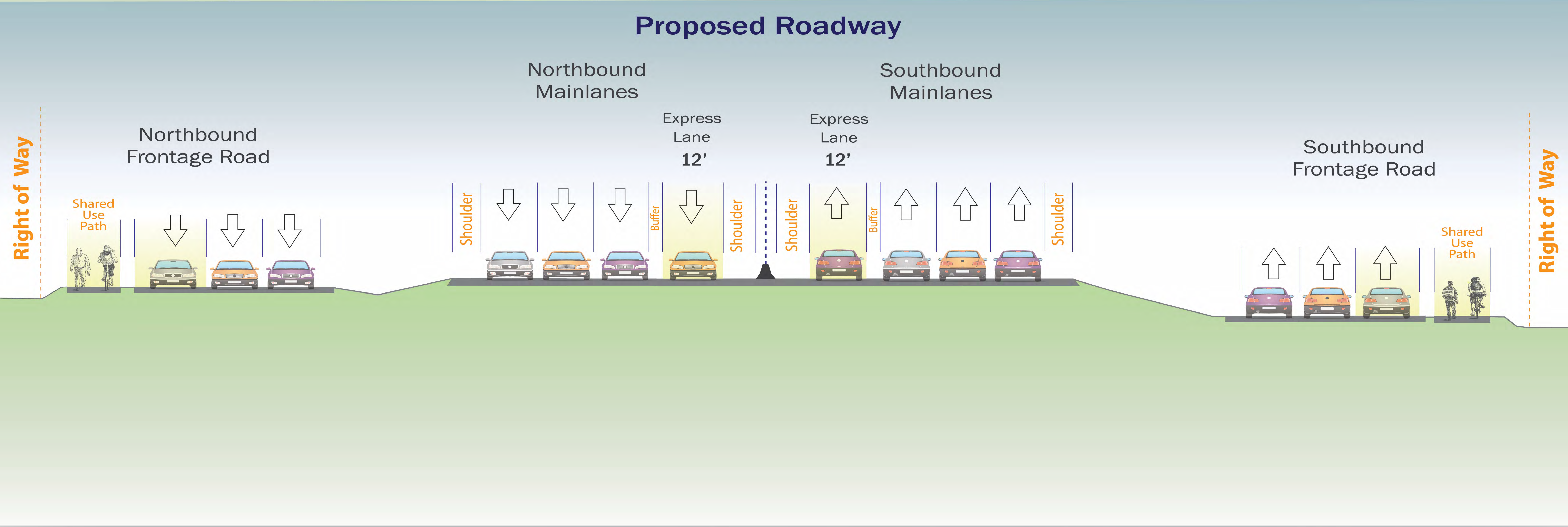
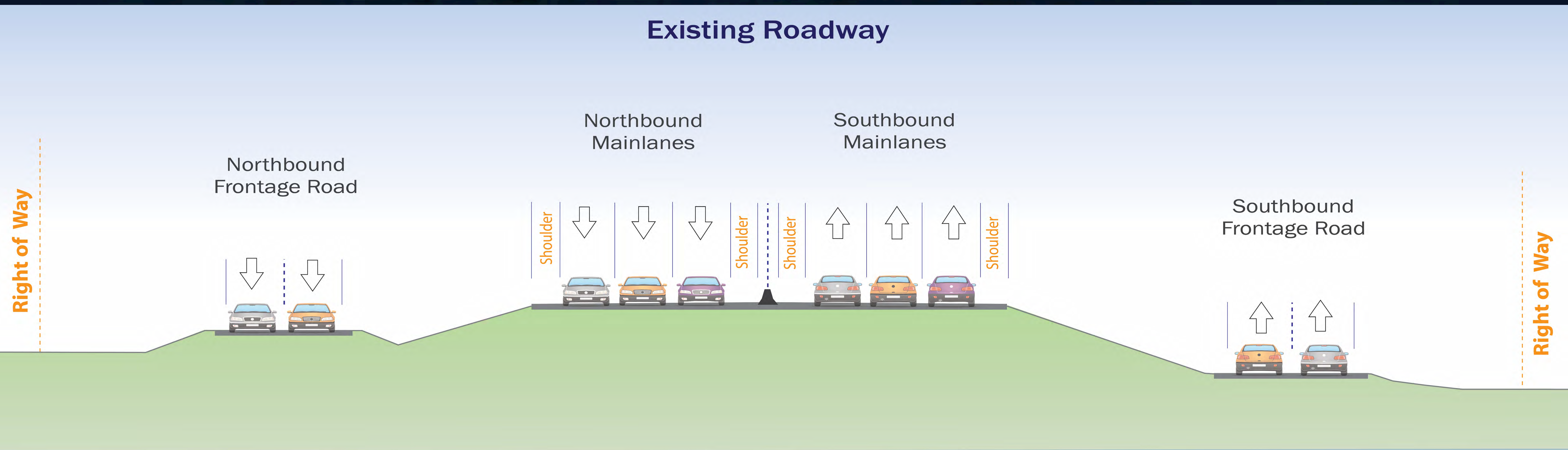
# Project Location Map



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 16, 2014, and executed by FHWA and TxDOT.



# Typical Roadway Configuration





# Project Description

The **North 16-mile Comprehensive Project (North16)** would add an express lane in each direction and address all remaining safety and mobility improvements proposed under the Mobility35 Program that are not included in other stand-alone projects between RM 1431 and US 183.

**Express Lanes:** Variable priced toll lanes separated from existing non-tolled lanes that provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Additional capacity is available to travelers willing to pay a toll.

**Operational Improvements:** Other mobility improvements include intersection bypass lanes, ramp modifications, intersection improvements, extended entrance/exit lanes, shared use paths, and integrated technology.

**Variable Tolling:** To provide reliable travel times within the express lanes, variable tolls will manage the number of vehicles entering the lanes at any given time. When traffic is heavy and demand for the express lanes is high, toll rates increase. When demand is low, toll rates go down. Changeable electronic signs will display the current rates in real time, so drivers know the price before deciding to enter the lanes.



# Mobility35 and Transit

The Mobility35 team is studying I-35 improvements that would provide buses a reliable, toll-free route in the express lanes. The team is also evaluating operational improvements that would not preclude direct bus access to these express lanes.

**Express Lanes:** Variable priced toll lanes separated from existing non-tolled lanes that provide public transit buses, registered vanpools, and emergency vehicles a reliable, toll-free route to their destination. Additional capacity is available to travelers willing to pay a toll.

**T-Ramps:** Ramps specially designed to allow buses direct access into and out of the express lanes without weaving across general purpose lanes.

**In-line Stations:** Stations developed adjacent to the express lanes that would provide pedestrians direct access to buses without buses having to exit the express lanes. Buses would use specially designed pull-out areas to not interrupt other express lane traffic.

The proposed transit enhancements could provide a reliable travel choice. Depending on bus service levels, 1,500 drivers an hour could ride a bus during peak travel times.



**Open House #2 Handouts**



Thursday, February 2, 2017

*Open House*

2801 Gattis School Road

## COMMENT FORM

This form may be used to provide written comments on this project. Any questions placed on this form will not be considered an open records request and will not be treated as such. If you wish to submit an open records request, please do so separately.



jueves, 2 de febrero del 2017

*Cafetería de Cedar Ridge High School*

2801 Gattis School Road

Round Rock, TX 78664

Esta forma puede ser utilizada para proporcionar comentarios escritos sobre este proyecto. Cualquier pregunta en esta forma no será considerada una solicitud de registro abierto. Si quiere a presentar una solicitud de registro abierto, por favor preséntela separadamente.



# North 16-mile Comprehensive Project

## FACT SHEET



### Why Improvements are Needed

I-35 through the heart of Austin is the most congested highway in Texas. It serves as the backbone of the local, regional, and national transportation network. Lack of mobility on I-35 threatens the economic livelihood of our city and our state. Improvements to this area are needed due to population and employment growth, which have caused increased congestion in the project area.

### Project Overview

The North16 project would add an express lane in each direction and address all remaining safety and mobility improvements proposed under the Mobility35 program that are not included in the following stand-alone projects between RM 1431 and US 183:

- [RM 1431 to FM 3406](#)
- [FM 3406 to US 79](#)
- [US 79 to SH 45N](#)
- [SH 45N to Grand Avenue Parkway](#)
- [Wells Branch Parkway](#)
- [Parmer Lane](#)
- [Rundberg Lane to US 290E](#)

Two alternatives are being considered:

- a build alternative consisting of express lanes with direct transit accommodation
- a no-build (or do nothing) alternative

The purpose of the project is to improve safety and mobility. It would:

- Minimize right-of-way, community and environmental impacts
- Provide a reliable travel time for cars and bus transit using the express lanes.

The current estimate is \$300-400 million.

### Timeline

The process will incorporate public input from ongoing public involvement opportunities, including an open house planned for February 2, 2017 and a public hearing in summer 2017. The environmental study and schematic design are anticipated to be complete in fall 2017. Construction funding has not yet been identified.

### Contact Information and Updates

For additional project information, please contact:

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[Brandon.Marshall@txdot.gov](mailto:Brandon.Marshall@txdot.gov)

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512-832-7060

[ausinfo@txdot.gov](mailto:ausinfo@txdot.gov)

For additional information visit: [www.My35.org/Capital](http://www.My35.org/Capital).



## **F. Open House #2 Pictures**

