



Response to Public Comment

I-35 Capital Express South

Public Hearing

Project Location

Travis County

I-35 Capital Express South
CSJs: 0015-13-077 & 0016-01-113

Project Limits

From US 290 West/SH 71/Ben White Boulevard to SH 45 Southeast

Hearing Location

Virtual Public Hearing: My35capex.com
TxDOT South Travis/Hays County Area Office, 9725 S. I-35, Austin, TX 78744

Hearing Date and Time

Virtual Public Hearing: April 27, 2021 at 9 a.m. through May 26, 2021 at 11:59 p.m. In-Person Option: April 27, 2021 from 8 a.m. – 8 p.m.

Translation Services

Spanish

Presenters

N/A

Elected Officials in Attendance

N/A

Total Number of Attendees (approx.)

Virtual Public Hearing: 486

In-person option: 7

Total Number of Comments

78

Comment/Response Matrix

I-35 Capital Express South Public Hearing
Response to Public Comments

Virtual Public Hearing: April 27, 2021 at 9 a.m. through May 26, 2021 at 11:59 p.m.

In-Person Option: April 27, 2021 from 8 a.m. – 8 p.m.

CSJs: 0015-13-077 & 0016-01-113

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
1	Aaron Barker	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	I am writing to oppose the I-35 Capital Express South Project. The current plan to add additional lanes will only increase traffic, pollution, greenhouse gas emissions, and further divide the city along racial and class lines. I-35 must be completely reimagined to reconnect Austin by either diverting traffic around the city entirely or a cap and stitch arrangement. I am opposed to an elevated roadway between Slaughter Lane and Ben White, and I am opposed to increasing the number of lanes from 10 to 18 south of Slaughter Lane. I-35 is already a blight on the city and it must not be made even worse. These plans are shortsighted and evidence a complete lack of forward-thinking vision with respect to transportation issues. More concrete and more cars is not the answer!	<p>Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic operations, traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR study estimated the project would save 15,980 hours per day of time travel compared to the existing I-35 corridor. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2% crash rate reduction. The CTR team also assessed whether the project would create EJ impacts that disproportionately impact the local community. Based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project. In response to concerns brought forward on the elevated managed lanes, the CTR study concluded that the surrounding community would not be divided, displaced or have reduced access to services as a result of the proposed Build Alternative.</p> <p>The proposed project includes additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. It includes additional sidewalks and SUPs which would increase access across I-35 and make it easier for pedestrians and cyclists to access services and community resources. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35.</p> <p>Also, during the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p> <p>Regarding lanes, just like a toolbox has different tools for different jobs – a hammer versus a saw, lanes on a highway project have different jobs as well. There are lanes that address safety – bypass or auxiliary; lanes that allow entrance and exits from the local network – ramps; lanes that address local access – frontage roads; and lanes that are existing today that move people and goods – mainlanes. Managed lanes with restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools, and transit. Also, it should be noted that managed lanes and their connections support increases in transit, carpool, and vanpool options. SUP, sidewalks, bike/ped support active transportation and connectivity to transit.</p> <p>TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called “fuel-cycle emissions.” EPA’s Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.</p>
				Environment	Please scrap this plan and work with the city and environmental groups to devise a transportation solution that unites all Texans with a green and sustainable future.4/28/2021	<p>Thank you for your comment. The proposed project includes additional entrances and exits to I-35 and frontage road lanes, and more intersections where vehicles would be able to turn more easily to reach community facilities on the opposite side of I-35. It includes additional sidewalks and SUPs which would increase access across I-35 and make it easier for pedestrians and cyclists to access services and community resources. Transit users would benefit from improved travel time reliability from the use of the proposed managed lanes and improved access to existing transit from the pedestrian improvements for first and last mile connections across and along I-35.</p> <p>Also, during the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p>

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2	Austin Bicycle Advisory Coalition (sent by Laura Dierenfield, attested by Briana Cohen)	5/18/2021	Email Comment	Bicycle/Pedestrian	<p>WHEREAS, the purpose of the Austin Bicycle Advisory Council (BAC) is to advise the City of Austin and other jurisdictions on all matters relating to the use of the bicycle, bicycle infrastructure, and individuals of all ages and abilities who utilize bicycles.</p> <p>WHEREAS, the Texas Department of Transportation (hereafter "TxDOT") is responsible for the planning and execution of the My35 Capital Express Central project.</p> <p>WHEREAS, TxDOT is a key partner in building Austin's All Ages and Abilities Bicycle Network.</p> <p>WHEREAS, the proposed improvements include improving/adding bicycle and pedestrian paths with approximately 13 miles of new shared-use paths in addition to 3 miles of recently constructed shared-use paths.</p> <p>WHEREAS, the preliminary proposed I-35 design includes a 10' shared use path between Stassney Ln & William Cannon Dr and South of Slaughter Lane.</p> <p>WHEREAS, geographic barriers, such as controlled access highways with few crossing streets, prevent bicycle and pedestrian connectivity.</p> <p>WHEREAS, Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek are within the project area.</p> <p>WHEREAS, TxDOT and City of Austin agreed upon shared-use path recommendations for the I-35 corridor, and these recommendations in Version 7.0 released May 24th, 2016 are available via https://bit.ly/2S4UCAe;</p> <p>WHEREAS, the portion of the project from Onion Creek northward is within an urbanized area and the entire project scope will be within an urbanized area during the lifetime of the project, thus creating substantial bicycle and pedestrian activity throughout the project corridor.</p> <p>WHEREAS, highway infrastructure along I-35 was just imploded after years of funding and right-of-way obstruction.</p> <p>THEREFORE, BE IT RESOLVED, the BAC recommends that TxDOT prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities.</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that TxDOT include 12' wide or greater shared-use paths along all frontage roads, with a physical barrier constructed or organic, for expected high volumes of bicycle and pedestrian traffic and per the city of Austin Transportation guidance, and that any design exceptions (i.e. less than 12' SUP width) be specified by location and be posted publicly and shared directly with the BAC;</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that in order to provide local access to destinations and not create additional barriers to bicycling and walking, TxDOT create dedicated pedestrian and bicycle at-grade crossings along I-35 (Level 5 Street) to reduce crossing density below 1/2 mile in accordance with the city's proposed guidelines to the Transportation Criteria Manual update (Section 4).</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that TxDOT perform more in-depth studies on the impacts of construction to the four creeks within the project area and establish protections against pollution impacts from infrastructure improvements; BE IT FURTHER RESOLVED, the BAC recommends that TxDOT release detailed plans for construction and implementation regarding east-west at-grade crossings, including accessible infrastructure for individuals biking or walking, throughout the project area;</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that TxDOT not move forward with the elevated sections for the managed lanes.</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that all creek crossings include a shared-use path underpass, connecting across I-35:</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that any improvements in the vicinity of the Bergstrom Spur support and allow for a future grade-separated crossing for bicycle and pedestrian traffic, connecting across I-35;</p> <p>BE IT FURTHER RESOLVED, the BAC recommends that any new lanes be dynamically tolled, which will allow all drivers the freedom to travel in lanes with less traffic and help fund ongoing maintenance for this project. Tolloed lanes will also result in higher utilization than HOV lanes, as well as fewer law enforcement officers needed to monitor compliance.</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p> <p>Yes, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur.</p> <p>The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.</p>
3	Alex Kachkine	4/28/2021	Online Comment Form	Opposition to Project	<p>I don't have many words to describe how absurd this whole project is, or how furious I am that this taxpayer-funded decision was not put through any kind of public vote by taxpayers. However a colleague of mine, upon learning that a few miles of highway expansion would cost two times more than a mission to Mars, had to say the following:</p> <p>"This is a worse use of taxpayer money than the Holocaust. I hope spiders infest your assholes. May there always be a lego under your supple unsuspecting foot. May your children visit Kevin Spacey's house. Fuck you in your fat fuckin ass."</p>	Thank you for your comment. Comment noted.

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4	Alexander Smythers	4/28/2021	Online Comment Form	Design	<p>1) The traffic light at the 35 NB Frontage road and Slaughter Lane is poorly timed for the amount of traffic it sees during the day. Myself and other residents on the east side of 35 have to sit through four (4) cycles of this light during all reasonable hours of the day to get from the east side of 35 to the west side and to Southpark Meadows. This is unacceptable and will get worse with time if no action is taken as more land is developed along east Slaughter and more folks move into the area. This is by far my biggest complaint, as it nearly always takes me 15 minutes of sitting in stopped traffic just to get past 35 when leaving my neighborhood in Goodnight Ranch to go anywhere else.</p> <p>2) The left turn lane from Slaughter (East of 35 heading west) to turn onto the SB Frontage road is not long enough and the signal is delayed behind the straight through green light, which results in traffic backing up into the leftmost straight through lane and backing up traffic. The lane should be made dedicated or signal timed differently to improve flow. This probably also contributes to the congestion that requires folks to sit through so many cycles of this light.</p> <p>3) We need a right turn lane on the 35 NB Frontage road at the Slaughter intersection. Right now there is a combination straight and right turn lane with a hard shoulder to the right and drivers bunch up on the shoulder to attempt to make right-on-red turns. A dedicated right turn lane will improve traffic flow and make this safer.</p> <p>4) The 35 SB Frontage road following the Slaughter exit is in terrible condition and needs resurfacing.</p> <p>5) The 35 SB Frontage road following the Slaughter exit is effectively reduced to one lane as the left lane merges back onto 35 at an inconvenient place. There is often traffic turning into the apartment complexes and residential areas, which slows down and backs up traffic on the frontage road.</p>	Thank you for your comment. The Capital Express South project includes intersection improvements at Slaughter Lane and the I-35 frontage roads. Signal timing and traffic flow will be addressed as part of these improvements. The improvements proposed as a part of the Capital Express South project include a final overlay of the frontage roads at this location. The Capital Express South project will add additional lanes in this area to reduce congestion for all users.
5	Anne Marie Beard	4/28/2021	Online Comment Form	Opposition to Project	I live right by the proposed expansion of lanes for I35. I am not in support of adding more lanes to this congested highway. It will still funnel down into 3 lanes in the city interior and traffic will again back up. We need less, not more cars on the road.	Thank you for your comment. Proposed improvements to the I-35 Capital Express South Project will bring the corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public. The section of I-35 through downtown is being studied through the separate Capital Express Central project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ .
6	Benjamin Cavanaugh Berg	4/28/2021	Online Comment Form	Multi-Modal/Transit	<p>I believe that expanding I-35 in Austin is a terrible idea. This is money that could be better spent towards public transportation that actually gets people off the streets, and is more cost-effective. Due to the length of time it takes to even expand highways, the growth of Austin's population will have outdone the new capacity that I-35 holds. Thus, continuing the need for expanding the highway.</p> <p>If we were to divert this money towards public transportation, we would be creating a economically viable alternative that is better for the environment, easier to adjust for population growth, and is less detrimental to the environment/travel times when under construction. If anything, robust public transport will enhance the driving experience for those that NEED to drive because it will take cars off the road.</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. Finally, the Capital Express South project would not only enhance safety, but also increase connectivity for all modes.</p> <p>Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p>
7	Blake Burch	5/27/2021	Online Comment Form	Design	It's not entirely clear how the proposed changes would affect each of the main roads entrance/exit ramps. My biggest concerns are: - William Cannon exit consistently backs up onto the highway, causing unsafe conditions because the exit ramp feeds into the two left-hand turn lanes - the two most trafficked lanes. There needs to be a better approach to this exit. Perhaps lengthening it and starting further back? - While not directly related to the highway, Slaughter lane is a nightmare when it comes to the I-35 overpass. Both sides have to wait through 3-4 light cycles to get through and that will only continue to increase. Getting onto the highway when turning left (either direction) or going straight results in too much traffic congestion. Providing easier access to the entrance ramps and potential new underpass lanes would likely help. It's my understanding that improvements here would fall under the TxDOT jurisdiction.	<p>Thank you for your comment. The southbound exit to William Cannon Drive will be accessible via the new southbound bypass lanes. The new configuration eliminates the existing weaving and conflict points that occur where the traffic entering from the SH71/US290 flyover merges with traffic attempting to exit to William Cannon Drive. This is expected to greatly reduce congestion on the southbound I-35 mainlanes.</p> <p>In the area around Slaughter Lane, frontage road operational improvements, such as additional auxiliary and turning lanes, are being proposed to enhance operations at the intersection. The city of Austin is developing a project to enhance operations along Slaughter Lane near the frontage road intersections that is expected to help address some of these concerns.</p>
8	Bob Fitzner	4/27/2021	Online Comment Form	Design	Is it possible to narrow the ROW footprint & limit the property acquisition if the Shared Use Path (SUP) is moved outside the DOT ROW limits? Are there any options for the SUP location via Jurisdictional Agreement(s)?	Thank you for your comment. It is TxDOT's preference to build and maintain facilities within state right of way, including shared-use paths. Additionally, the Capital Express South team looked at ways to not only minimize ROW footprint, but to also minimize property acquisition. As such, the proposed project does not displace any residences or businesses.
9	Bryan Burdock	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	I firmly oppose the expansion of I-35. This will do little to ease congestion, it will create more sprawl, and will cost hundreds of millions.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.

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10	Brian Spencer	5/22/2021	Email Comment	Design	Hi, Thank you for improving the safety congestion and mobility along this critical Austin corridor . I would like to submit the following comment: 1. How will this project be working together with the Corridor Program Offices Slaughter C5 improvements between I35s NB frontage roads and Cullen Ave? It does not appear that the proposed CPO improvements which will occur prior to this project will align based on the proposed project layout. Would you recommend CPO amend their Slaughter projects limits to exclude any improvements within the LOC of the CapExSouth project for best use of Taxpayer dollars? Thank you, Brian	Thank you for your comment. TxDOT and the City of Austin coordinate regularly on projects, including those proposed as part of the Corridor Program. Your comment has been shared with the project team.
11	Cade Ritter	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	I-35 is a scar on our city. You don't propose anything other than adding more lanes, after people have been demanding public transit, burying the roadway, replacing it with a boulevard... this is all TxDOT can come up with? Go back to the drawing board, because this terrible and Austin will not accept it.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public. The proposed design of the managed lanes will support increases in transit, carpooling and vanpooling. The shared-use paths support active transportation and connectivity to transit.
12	Charlie Smith	5/26/2021	Online Comment Form	General	I think its very telling on Austin and Texas that you want to put the toll roads of IH- 35 in the most congested and most working class area to which the people that live in Southeast Austin have to use that road to get to work. When updates were being done before, you should have thought about bring this to the table instead of basically tearing out what was just completed a year or two ago, making them live through and more drive time to their travel time.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects and is looking for ways to add more capacity and reduce congestion without the use of toll roads. The Capital Express South project will elevate the managed lanes from SH 71 to Slaughter Lane, to ensure that existing work completed on the I-35 from Stassney Lane to William Cannon Drive project remains intact.
13	Curtis Rogers	5/11/2021	Online Comment Form	Support for Tolled Lanes	The planned HOV lanes will require significant law enforcement resources to guarantee compliance, and will have lower utilization for the investment. Because drivers will have a free road option, this should not hold TxDOT back from making the managed lands tolled. This would remove the law enforcement resources needed for HOV, AND help fund the project for all drivers (even those using the free 35 lanes). Please give all drivers the option to pay to use the managed lanes when they need to travel faster.	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.
14	D Mor	5/22/2021	Online Comment Form	Design	Make as many managed lanes as you want...but PLEASE build 4 free regular unmanaged lanes. Every highway in Austin is a pathetic 3 lanes. Every highway in Dallas and Houston is always 4 lanes. After all the damn 18 wheelers 3 lanes is not enough.	Thank you for your comment. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion would be reduced and safety would be increased for all users.
15	Daisy Torres	4/30/2021	Online Comment Form	Support for Project	Yes! to the addition of two lanes in the 8mile stretch of IH35 from 71 and 45. I think this expansion of IH35 should've been done a long time ago already.	Thank you for your comment. Comment noted.
16	Daniel Neal Zell	4/27/2021	Online Comment Form	Support for Project	I support the raised HOV lanes and anything that can be done to reduce congestion and conflicts	Thank you for your comment. Comment noted.

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17	Daniel Woodroffe	5/26/2021	Email Comment	Design	As an East Austin resident, downtown business owner and A landscape architect I urge txdot to maximize the cap potion of this project. Building the infrastructure to enable the cap is an essential piece of infrastructure and must not be value engineered out. Additionally, the rationale for taking the highway underground is to maximize open space and dynamically change the at-grade condition. I urge txdot to reconsider adding more frontage road lines. This project has the capacity to be a game changer for the city and state but to do that it must pivot away from traditional transit engineering methodologies and place pedestrian and human comfort first.	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ . The proposed design of the managed lanes will support increases in transit, carpooling and vanpooling. The shared-use paths support active transportation and connectivity to transit.
				Environment	Lastly, Hi encourage text Todd to raise the importance and necessity of having a strong sustainable solution that looks and considers climate, carbon sequestration, innovative storm water management and human comfort.	Thank you for your comment. The I-35 Capital Express South project environmental assessment included analyses of: air quality, biological resources, community impact, water resources and traffic noise. A part of the design process is to review storm water runoff drainage from the standpoint of both quantity and quality. For a project of this nature, there are industry design standards that are required to be met. These standards have been complied with on this project in addition to including features to minimize silt and erosion during and after construction including the use of temporary silt basins, silt fencing, temporary seeding, and temporary storm water control features. Provisions to preserve and protect existing vegetation, natural channels and the surrounding environment will be a part of the final design for the proposed improvements. Overviews of these analyses are available online at: https://my35capex.com/events/i-35-capital-express-north-project-notice-of-draft-environmental-assessment-and-virtual-public-hearing-with-in-person-option/ .
18	David Butler	4/27/2021	Online Comment Form	Bicycle/Pedestrian	Too much emphasis on bicycles. people drive CARS on the freeway, not bicycles	Thank you for your comment. It is the goal of the TxDOT team and the Mobility35 Program to enhance safety and improve mobility for all users of I-35. The American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities and TxDOT's Bicycle Accommodation Design Guidance require bike and pestrain accommodations be included in the design of improved transportation facilities.
19	Guadalupe Lancon	4/28/2021	Email Comment	Design	Hello my suggestion would be Adding Traffic meters like to calculate the amount of traffic and also adding pedestrian Bridges for people who might be tempted into crossing the middle of the Highway and also adding Digital speed limit signs thanks	Thank you for your comment. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.
20	Hannah Turner	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	Yikes. I do not think TXDOT's proposal for I-35 is well thought out. I-35 travels right through the heart of Austin. It's already too big and noisy and hard to cross. It should not be made bigger. People who study traffic patterns have determined that adding lanes to a highway doesn't actually solve traffic issues—it just creates more traffic as additional cars fill in the additional lanes. So under this proposal, instead of 6 lanes of gridlock we will have 12 lanes of gridlock. And an even bigger mega-highway cutting right through the city. TXDOT's plan is bad in terms of aesthetics and the feel of the city, and it will not even help the traffic issue. It also takes us the wrong direction in terms of climate change. I oppose this ill-considered project and hope it does not happen.	Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic operations, traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR study estimated the project would save 15,980 hours per day of time travel compared to the existing I-35 corridor. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2 percent crash rate reduction. TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." EPA's Motor Vehicle Emissions Simulator (MOVES2014 version) emissions model was used to estimate emissions. Texas on-road and fuel cycle GHG emissions are estimated to be 186 million metric tons (MMT) in 2050 and reach a minimum in 2032 at 161 MMT. Future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.
21	Harris Stephens	4/28/2021	Online Comment Form	Multi-Modal/Transit	Austin does not need more vehicular traffic funneled through its core. Adding more lanes for more cars will only result in increased accidents, worse respiratory health for those living near the highway, and increased carbon emissions. A light rail system could move far more people into downtown with far less pollution and congestion. Building more highway has yet to solve the problem of congestion in Dallas or Houston. Try something new in Austin.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. While final Project Connect rail plans and ultimate location are not yet decided, TxDOT is coordinating with CapMetro to ensure proposed project improvements do not preclude planned CapMetro projects.
22	Hector M. Amaya	4/28/2021	Online Comment Form	General	To me it looks like the decision has already been made. Here is my comment anyway. I just moved here from California and unfortunately this is part of the area's growing pains. With all the housing construction in the area there is no other choice.	Thank you for your comment. Comment noted.

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CSJs: 0015-13-077 & 0016-01-113

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
23	Heyden Black Walker	5/26/2021	Online Comment Form	Safety	I am concerned about safety in this corridor. Not just safety for people in cars and trucks, but also safety for people walking, biking, rolling. Design speeds are too high to impart real safety. Speed kills. This project, as noted in the EA, is through urban and suburban areas. 70 mph on the mainlanes and 50 mph on the frontage roads are too high and will never support TxDOT's goal of getting to zero traffic deaths. Shared use paths are great, but should NOT be located in clear zones. Locating SUPs in clear zones is immoral and that practice needs to STOP. A curb is highly unlikely to stop a vehicle moving at 50 mph and does not provide meaningful safety for humans using those SUPs. ADA compliance is noted and appreciated, too much of this corridor is disconnected and fails completely to provide ADA access. All multimodal access and SUPs should tie into existing and planned active transportation networks. Increasing #s of lanes increases the barrier created by this highway. There should be substantially more places for humans outside of vehicles to cross this corridor, at least every 1/2 mile. TxDOT needs to be thinking about access, especially for the EJ communities and populations living in poverty. Those people are unlikely to be able to afford a car and need to be able to safely and comfortably navigate along and across this corridor by foot, wheelchair, bike, scooter, etc.	<p>Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2% crash rate reduction.</p> <p>TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.</p> <p>TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.</p>
24	Jackson Hurst	4/29/2021	Online Comment Form	Support for Project	I approve and support TxDOT's I-35 Capital Express South Project. The aspect that I love about TxDOT's I-35 Capital Express South Project is that 2 Managed Lanes will be added to I-35 which will help reduce congestion on I-35.	Thank you for your comment. Comment noted.
25	Janet Harwell	5/3/2021	Online Comment Form	Design	<p>Please include access roads that go under the crossover bridges so people do not have to wait through the light to go directly through the intersection. Like at 183 and MLK. Genius idea and helpful for the environment too eliminating idling at intersection!</p> <p>Also please avoid having multiple entrances and exits and lanes ending at the same spot like some incompetent designer put where 71 east and west bound come together into one lane to go south and dump all that traffic where people are getting off for Stassney. How could you have not foreseen that traffic disaster???</p>	<p>Thank you for your comment. Intersection bypass lanes are being added along southbound I-35 from Stassney Lane to south of William Cannon Drive. This will allow traffic to bypass frontage road traffic signals at cross streets while maintaining local access.</p> <p>The eastbound and westbound SH71 to southbound I-35 flyover is being extended further south and the entrance ramp north of Stassney Lane is being converted into an intersection bypass system. These design changes will improve safety and mobility along the frontage road by reducing merging between traffic entering and exiting I-35.</p>
26	Jason Roth	4/29/2021	Online Comment Form	Design	Please cap i35 as much as possible downtown. It's the best long term investment	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ .
27	Jen Wireman	5/26/2021	Email Comment	Multi-modal/Transit	<p>As a resident of South Austin near Slaughter Lane, I think this money would be better spent on investment in high speed rail. We need to move away from individual cars and highways, and towards green public transportation.</p> <p>This proposed project is wasteful and will disrupt highway traffic for YEARS while it is being completed. By the time it is finished, we will need more lanes. It is time for Texas to think bigger towards the future. Invest in high speed rail, not outdated highways for cars.</p>	<p>Thank you for your comment. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion will be reduced, and safety will be increased for all users.</p> <p>TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p> <p>TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. While final Project Connect rail plans and ultimate location are not yet decided, TxDOT is coordinating with CapMetro to ensure proposed project improvements do not preclude planned CapMetro projects.</p>
28	Jesus Varela	5/27/2021	Email Comment	General	I would like more information on this project. I want to know where the money will go and I want to know who will be held accountable to make sure we meet milestones and stay within budget.	Thank you for your comment. The Texas Transportation Commission approved 2020 Unified Transportation Program (UTP) allocates funding for the I-35 Capital Express South project. The funds will be used to construct the proposed improvements. TxDOT has numerous project controls in place to ensure projects stay on schedule and within budget.
29	John Foster	4/28/2021	Email Comment	Support for Managed Lanes	I 35 - HOV lanes don't work. Express lanes like MOPAC work.	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.
30	Jonathan Coffman	4/28/2021	Online Comment Form	Support for Project	I believe this project is worthwhile to continue pursuing. We need serious plans to relieve congestion, have better transportation infrastructure and to enable further growth in the community.	Thank you for your comment. Comment noted.
				Support for Tolled Lanes	HOV and Tolled lanes can and should be part of the equation since those also provide for better public transportation options.	Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.
31	Justin P Morgan	5/21/2021	Online Comment Form	Support for Project	It all looks very nice, and I am in favor of the project,...	Thank you for your comment. Comment noted.
				Design	... as long as the managed lanes that are elevated aren't elevated too high. I don't want them to look unsightly.	Thank you for your comment. The height of the managed lanes would vary from 20 to 40 feet above the existing mainlanes.

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32	Justin Spillmann	5/27/2021	Email Comment	Access	<p>My name is Justin Spillmann and I have comments about the I-35 south realignment. The removal of the existing northbound exit ramp near the Home Depot just north of Slaughter lane is a mistake. By moving this exit ramp further north, you are going to drastically increase the amount of traffic at the already burdensome Slaughter and I-35 intersection.</p> <p>There are at least six apartment complexes and 30+ acres of currently undeveloped land that users will end up having to go thru the light at Slaughter to access because of the closing/relocation of the exit ramp.</p> <p>Please consider how this impacts the traffic and keep this ramp location open or provide alternate means of access to these properties without having to go thru the light at Slaughter lane..</p>	<p>Thank you for your comment. Entrance and exit ramps are proposed to provide the most mobility benefits with the least right-of-way impacts. Maintaining existing entrance and exit ramps in this location would require extensive right-of-way impacts. Relocating the exit ramp north of Slaughter Lane was required to facilitate other enhancements within this area to improve the overall mobility within the corridor. Additionally, our traffic studies indicate only a portion of the vehicles accessing the properties along the northbound frontage road between the existing and proposed exit ramp locations north of Slaughter Lane are using the existing exit ramp to access the properties today. Many of the users are approaching from the north and are using the south to north U-turn lane at Slaughter Lane, and are not using the existing exit ramp. Another portion of drivers are accessing these properties from Slaughter Lane east and west of I-35 and are not using the exit ramp. Only a small portion of the vehicles accessing the properties between the existing and proposed exit ramp locations are using the existing exit ramp today. To minimize the impact on these vehicles, improvements are proposed to the Slaughter Lane intersection such as additional auxiliary and turning lanes to reduce overall congestion, along with the addition of a new auxiliary lane between the northbound entrance and exit ramps south and north of Slaughter Lane to allow northbound frontage road traffic traveling through the Slaughter Lane intersection to bypass the intersection without having to fully merge with mainline traffic. All of these improvements together lead to an overall reduction of congestion and increase safety throughout the corridor.</p>
33	Kathleen Myers	4/29/2021	Online Comment Form	Multi-Modal/Transit	<p>I grew up in Austin and still visit frequently. Austin is in DESPERATE need of viable public transit options between downtown, suburbs, and exurbs and within the downtown area. If these options existed, far fewer cars would need to be on the road. Expanding 35 is an expensive bandaid for Austin's congestion problem. I'd like to see TxDOT reallocate some money from roadway expansions to public transit so that existing planned railways can be operational ahead of schedule.</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. The project is fully funded under UTP, a 10-year plan to guide transportation project development.</p>
34	Kristofor Langlais	5/14/2021	Online Comment Form	Additional Lane/Expansion Opposition	<p>I strongly oppose this project and expansion of I-35 lanes.</p>	<p>Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.</p>
35	Marvin Cole-Chaney	4/28/2021	Email Comment	Design	<p>I would like to submit a comment regarding the south I-35 improvements. I am in favor of the overall design schematics of the managed lanes and have no comment on its environmental impacts. My only negative comment is in regards to the reconfiguration of exit ramps south of Hwy 71. Currently, drivers on Hwy 71 (both EB and WB) that take the direct connectors to SB I-35 are able to take the William Cannon exit ramp. Based on the provided schematics, that is no longer an available route. While there may be limited WB Hwy 71 traffic that is looking to exit at William Cannon, the same is likely not true for EB Hwy 71 traffic. I live in Easton Park and when traffic is not totally backed up on the direct connector will use this route as a faster alternative to weaving through Montopolis, Burleson, and McKinney Falls Pkwy. Those streets already have tremendous traffic and even when (if) Pleasant Valley is fully connected, the volume of traffic that street can handle would not be sufficient as this part of SE Austin continues to develop. Furthermore, should the schematic be implemented as designed, the only opportunity an EB Hwy 71 driver using the direct connector to SB I-35 would have to make a U-Turn would be at the Slaughter Lane intersection. I ask that this configuration be reconsidered to maintain the current access to William Cannon afforded to these drivers.</p>	<p>Thank you for your comment. In the future configuration, eastbound and westbound SH 71 traffic will merge onto the southbound I-35 bypass lane, which will allow them to exit to William Cannon Drive.</p>
36	Mary Sanger	4/29/2021	Email Comment	Alternate Route/Trucks	<p>Do the correct plan for IH 35 and prevent 18 wheelers going through Austin to take State Highway 130 and make it toll free for truckers.</p>	<p>Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. 8.3% of traffic on the project portion of I-35 is truck traffic, and that percentage will remain unchanged. Trucks will not be permitted in the managed lanes. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion would be reduced and safety would be increased for all users. Additionally, I-35 is part of the Texas Freight Highway Network.</p>
37	Michael Galdo	4/29/2021	Online Comment Form	Design	<p>Please do not widen I35 in its existing route. We should keep I35 at its current size, but drop it down and cap it, then create a loop around the city (maybe 130?). We can't widen the highway, creating even more divide in the city. Why is the only major north-south route directly through the heart of our city?</p>	<p>Thank you for your comment. A variation of the Capital Express South Project Alternative 1 with the managed lanes in a tunnel below grade was studied. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is near the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.</p> <p>The I-35 Capital Express Central project is being studied as a separate project. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.</p>

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38	Michael Kiel	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	My name is Michael Kiel and I am a graduate student at the LBJ School of Public Affairs. I am an avid biker and urbanist. Peer-reviewed research demonstrates that expanding highways does not improve congestion, but simply incentivizes use and heavy development along said highways.	Thank you for your comment. It is the goal of the TxDOT team and the Mobility35 Program to enhance safety and improve mobility for all users of I-35. The proposed managed lanes are being implemented to manage congestion. TxDOT believes that managed lanes will incentivize carpooling and transit use, and also provide reliable travel times through the corridor for all vehicle types, including emergency services. Additionally, the I-35 Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
				Culture	I-35 also represents the racial history of segregation in Austin. Please tear it down instead.	Thank you for your comment. The proposed project underwent a community cohesion analysis. The analysis determined that the proposed project would not negatively impact community cohesion in the project area. Additionally, an independent analysis conducted by the University of Texas Center for Transportation Research (CTR), based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project. CTR also conducted an analysis of traffic safety and environmental justice (EJ) of the Capital Express South project. The CTR safety analysis concluded that the Capital Express South project would lead to a 28.2% crash rate reduction. The CTR team also assessed whether the project would create EJ impacts that disproportionately impact the local community. Based on materials reviewed, including census data that indicated the location of low income and communities of color who live along this segment of I-35, CTR concluded that the community would not be divided, displaced, or have reduced access to services as a consequence of constructing the Capital Express South project.
39	Michael Whitney	5/26/2021	Online Comment Form	General	I object to this plan. This stretch of I-35 has been under construction continuously for up to 15+ years, with no end in sight. What has all that work and taxpayer money been for if you're only to rip-up and rebuild what's been completed to date? Will the recently completed new bridges and adjacent access road improvements be scrapped in this project? Who pays for all that waste? We don't need an elevated highway in S. Austin when we're talking about taking down the elevated lanes in Central/Downtown Austin.	Thank you for your comment. The Capital Express South project will elevate the managed lanes from SH 71 to Slaughter Lane, to ensure that existing work completed on the I-35 from Stassney Lane to William Cannon Drive project remains intact. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$21 million per year. During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
40	Dr. M.L. Sloan	5/12/2021	Email Comment	General	WHY THE HELL WAS THIS NOT DONE WHILE IH35 WAS ALREADY TORN UP FOR THE PAST SEVERAL YEARS YEARS TO MAKE "IMPROVEMENTS" UP NEAR THE IH35 / HWY71 (BEN WHITE) INTERCHANGE? POOR PLANNING. BLOATED BUREAUCRACY. THIS IS A DISGRACE. HAD I MANAGED MY COMPANY LIKE THIS, I WOULD HAVE BEEN FIRED AND REPLACED BY SOMEONE COMPETENT.	Thank you for your comment. Comment noted. Projects first go through planning, environmental clearance and then letting for construction. This project is in the planning phase and will first need environmental clearance before it is advanced to the construction phase. Additionally, TxDOT advances projects as funding becomes available. Regarding the timing of improvements, those currently under construction would serve the community in the immediate future. Improvements that are now in the planning phases would be open to traffic by 2026.
41	Nikolai Tangdit	4/28/2021	Online Comment Form	Multi-Modal/Transit	I do not want i35 to expand. I think it will be a waste of tax payer money. If we expand i35 the traffic will continue to be bad. Because of induced demand there will always be cars on the highway. I would prefer if we spent our money either fixing the roads we already have or invest in other modes of transportation.	Thank you for your comment. The existing frontage road and intersection improvements currently being constructed from Williamson Creek through Stassney Lane and William Cannon Drive and at Breeza Lane will be preserved and incorporated into the I-35 Capital Express South project.
42	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Below are the Red Line Parkway Initiative's comments for the I-35 Capital Express South project virtual public hearing closing today, May 26th, 2021: TxDOT should prioritize bicycle and pedestrian connectivity across and along the I-35 corridor for all ages and abilities: Ensure that there is an all-ages-and-abilities pedestrian and bicycle crossing across I-35 at least every half-mile. The crossings can be as part of a multi-modal crossing or as a bike-and-ped-only crossing.	Thank you for your comment. The I-35 Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor. The existing frontage road and intersection improvements currently being constructed from Williamson Creek through Stassney Lane and William Cannon Drive and at Breeza Lane will be preserved and incorporated into the I-35 Capital Express South project. These projects currently under construction will serve the community in the immediate future, while those in the planning phases now would begin construction in 2022.
43	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The proposed shared-use paths will be a great addition to the corridor. These should be on both sides of the highway and should extend the entire length of the corridor to cover any missing gaps.	Thank you for your comment. The Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs will be present on both sides of the highway, will cover all gaps, and will be continuous from SH 71 to SH 45SE. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.

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44	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	I-35 bridges over major creeks should include shared-use path connections under the I-35 bridges on both the north and south sides of each creek: Onion Creek, Slaughter Creek, Williamson Creek. These additional shared-use paths should connect with the shared-use paths along the corridor.	Thank you for your comment. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
45	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Any improvements in the vicinity of the Bergstrom Spur (immediately south of SH 71) should support and allow for a future grade-separated crossing for bicycle and pedestrian traffic and for transit, connecting across I-35. For more information on the future of the Bergstrom Spur, visit https://www.austintexas.gov/BergstromSpur	Thank you for your comment. The Capital Express South project will not be precluding the crossing at Bergstrom Spur. The project would provide for a wider at grade shared-use path (SUP). TxDOT will continue to coordinate with the City of Austin regarding bicycle and pedestrian facilities within the corridor.
46	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	All shared-use paths should be at least 12' wide to allow safe and usable two-way traffic and mixed traffic. This project is within the City of Austin, which has a design standard of 12' for shared-use paths, with allowances for wider paths in some areas.	Thank you for your comment. Shared-use path (SUP) width is maximized everywhere that there is available space. There are areas where a reduced width is required, but they have been maximized as much as they can be given the constraints throughout the corridor.
47	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	Since the observed speeds on the frontage roads are generally greater than 35 mph, the shared-use paths should be protected from the frontage roads by using a physical barrier, e.g. jersey barrier, trees, guardrails, etc.	Thank you for your comment. The Capital Express South project will meet the TxDOT Bicycle Accommodation Design Guidance.
48	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The pedestrian and bicycling accommodations should meet or exceed the TxDOT Bicycle Accommodation Design Guidance released April 2nd, 2021. For reference: https://ftp.txdot.gov/pub/txdot-info/ptn/bike-acco-design-guide.pdf	Thank you for your comment. The I-35 Capital Express South project will meet the TxDOT Bicycle Accommodation Design Guidance and TxDOT design standards. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.
49	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Bicycle/Pedestrian	The elevated lanes will create several problems, especially that the elevated structure will preclude pedestrian and bicycle bridges over I-35 that would help create crossings every half-mile or less.	Thank you for your comment. East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.
50	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Safety	Ending traffic deaths and serious injuries needs to be among the top concerns in this project. For any managed lanes and controlled access lanes, please use safe urban design speeds appropriate for a dense urban freeway setting. Please use City of Austin multimodal urban street design guidelines for any element of the project that is not controlled access. Please use FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance to design for appropriate speeds.	Thank you for your comment. The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$20.6 million per year.
51	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Design	Ensure that the project is compatible with existing local plans. The public has already approved plans by the City of Austin and other local government entities, such as the Austin Strategic Mobility Plan (ASMP) and the voter-approved Project Connect. TxDOT should help accomplish those plans.	Thank you for your comment. TxDOT and the city of Austin coordinate regularly on projects, including those proposed as part of the Corridor Program. Your comment has been shared with the project team.
52	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Multi-modal/Transit	The project's proposed motor vehicle lane capacity needs to be reevaluated in the context of the November 2020 passage of Austin Propositions A and B, which will result in substantial build out of the transit, pedestrian, and bicycling networks. These networks are projected to dramatically shift future, potential automobile trips to other travel modes.	<p>Thank you for your comment. Local and regional long range transportation and comprehensive plans were consulted in preparation of the EA. Imagine Austin is the comprehensive plan for Austin. The City of Buda Transportation Master Plan Update and 2030 Comprehensive Plan are planning documents that state the goals and objectives for development in and around Buda. The CAMPO 2045 Regional Transportation Plan is the overarching plan for the region. All of these have plans have input from local governments, planners, transportation departments, citizens and interest groups.</p> <p>TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.</p> <p>TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.</p> <p>East-west crossings at creek locations are being evaluated at Williamson Creek, Boggy Creek, Slaughter Creek, and Onion Creek as a part of detailed design. The Capital Express South project will not be precluding the crossing at Bergstrom spur. TxDOT is coordinating with the city of Austin to analyze pedestrian crossings within the I-35 Capital Express South project limits.</p>

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53	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Environment	The project needs to mitigate its environmental impacts, including climate change impacts. Those climate change impacts will affect people locally and globally, and those impacts need to be mitigated in an amount much greater than the pedestrian, bicycle, and transit components that have already been included in the project. Greenhouse gas emissions should be based on a baseline year during the life of the project, e.g. 2030, and TxDOT's analysis should state its assumptions about that year's motor vehicle fleet energy usage (e.g. what greenhouse gas emissions are produced by the vehicles using I-35).	Thank you for your comment. TxDOT prepared a greenhouse gas (GHG) analysis for the statewide on-road transportation system and associated emissions generated by motor vehicle fuels processing called "fuel-cycle emissions." For further detail on this analysis, it's assumptions and methodology, the report is available at: https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf . This report also discloses that future on-road GHG emissions may be affected by changes that may alter where people live and work and how they use the transportation system, including but not limited to changes that are not yet known associated with: 1) the results of federal policy including tailpipe and fuel controls, 2) market forces and economics, 3) individual choice decisions, 4) acts of nature (e.g. pandemic) or societal changes, and 5) other technological advancements that are not yet known. Such changes cannot be accurately predicted due to the inherent uncertainty in future projections related to demographics, social change, technology, and inability to accurately forecast where people work and live.
54	Red Line Parkway Initiative Participant	5/26/2021	Email Comment	Environment	The regional growth forecasting process and travel demand models do not adequately reflect a need for additional motor vehicle lanes for this corridor. The case needs to be more solid for such a large investment and such a large negative local and global environmental impact.	Thank you for your comment. The I-35 Capital Express South project is needed because the capacity of I-35 between US 290W/SH 71 and SH 45SE is inadequate to meet current and future traffic volumes, resulting in congestion, reduced mobility, and reduced safety. For a further discussion of supporting data please see Section 3.0 Need and Purpose in the EA at https://my35capex.com/projects/i-35-capital-express-south .
55	Robin Weatherl	5/7/2021	Online Comment Form	Multi-Modal/Transit	<p>Hello,</p> <p>I am writing to express my concerns about the TxDOT Capital Express South project to expand I-35. In summary: I am against this proposed project as it stands today. I believe that major increases in public transportation services would better respond to the need to expand transportation in Austin in anticipation of major population growth. And I think that we can all agree: the car-centric characteristics of Austin (and all Texas cities) is problematic for several reasons, most notably in the context of the climate change crisis.</p> <p>While public transportation is somewhat available in Austin, it's network is severely lacking, and work on expanding of the network of MetroRail and other such services has been very slow. 20 years is too long for the proposed capmetro expansions, especially compared to I-35 expansions that occur in half that time, or less.</p> <p>Expansion of public transportation services, especially MetroRail to serve the entire city would serve a much larger portion of the population than would expansion of services. I realize that TxDOT has given grants to capmetro to help expand these services, but the 50 million dollar grant in 2019 is peanuts compared to the 300 million dollar estimate for the proposed expansion of I-35.</p> <p>Please, please consider diverting these funds to improve public transportation services in Austin. Not only would this help to respond to the climate change crisis, but it would increase mobility for the disabled and low-income communities. There are so many areas in Austin where travel time from point A to point B is 10 minutes by car, and 45 minutes to an hour by bus or rail. In 2021, in a large city like Austin, that is ridiculous.</p> <p>Thank you for accepting comments from the public, and please reconsider the TxDOT I-35 expansion project.</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p> <p>TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p> <p>The Capital Express South project is funded with Texas Clear Lanes funding - it is specific to this project - the State funding for transit is limited and the rules for using the funding this project that do not allow the funds to go to transit. Transit will have to look for federal or local funding for any additional transit projects. However, we are coordinating with CapMetro on transit facilities within the project corridor.</p>
				Bicycle/Pedestrian	The increased bike lanes and pedestrian walkways that are part of the proposed TxDOT project are grossly inadequate, especially given that many people live too far from their work places to walk or even bike. I realize that capmetro has lots of expansion projects in the pipeline for the next 20 years, but they are slow and inadequate compared to the rate of population growth in Austin.	Thank you for your comment. It is anticipated that by bringing the I-35 corridor up to current interstate design standards, congestion would be reduced all users. Additionally, the Capital Express South project proposes an additional 13-miles of shared-use path (SUP) in the project area. The SUPs would also provide additional north and south connectivity to current transit options within the project corridor.

**I-35 Capital Express South Public Hearing
Response to Public Comments**

Virtual Public Hearing: April 27, 2021 at 9 a.m. through May 26, 2021 at 11:59 p.m.
In-Person Option: April 27, 2021 from 8 a.m. – 8 p.m.
CSJs: 0015-13-077 & 0016-01-113

#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
56	Robert Spillar	5/5/2021	Email Comment	Aesthetics	<p>Austin Transportation Department Comment #1 (also includes image attachments):</p> <p>Dear Tucker,</p> <p>As I have indicated previously, the future design of the I-35 corridor through Austin will have profound long-term impacts and benefits on our community. One of the specific areas of discussion I would like to encourage with your office and with your NEPA environmental teams is the use of art and aesthetic elements as part of the design process to address specific operational needs of the corridor. I know that TxDOT Austin has already conducted some work related to the future design elements of the corridor, but I want to specifically engage on the larger issue of incorporating art into the design process moving forward, especially where that art can be used to positively address specific pedestrian and bicycle experiences crossing the corridor.</p> <p>The current I-35 corridor employs a range of architectural features throughout the corridor, including faux limestone rock imprints on retaining walls, UT/longhorn motifs on columns near SH71, Egyptian motif columns near US 183, and a variety of landscaping and other architectural add-on elements throughout the corridor. I believe the potential of the future I-35 corridor to include a more appropriate series of artistic installations that better represent Austin, Central Texas, and the historical importance of this corridor to be great. At the same time, the corridor also needs to address certain design elements that are critical to making this corridor more pedestrian friendly and inviting. Use of art on underpass columns and artistic lighting have been designed throughout the country to make hot urban sidewalks more enjoyable for non-auto users. Pedestrian bridges and crossings need not be utilitarian but can be designed architecturally to attract positive activities.</p> <p>Based on a quick search of images on the internet, I have collected a handful of ideas used in Texas and in other national/international locations to better meet the needs of pedestrians (see attached images). These include murals on freeway columns in San Antonio and Toronto; sculpture and lighting displays in San Antonio, Birmingham, and Austin; sound wall designs from Arizona; innovative pedestrian bridges and pedestrian shade structures from a variety of locations.</p> <p>My experience in other locations is that incorporating art and aesthetics during the design and NEPA process allows for a very cost effective inclusion of such elements into the design, helping to make the art look part of an integrated project as opposed to an afterthought. This is important to help encourage sustainability of both the artistic elements as well as the freeway overall. As for the NEPA process, I believe incorporating art and aesthetics in the current discussion (or parallel to the current discussion)gives the community a focal issue to engage on. In terms of NEPA, art and aesthetics can give the surrounding community a tangible element of the project to work on, making the overall project more palatable to the adjacent neighborhoods.</p> <p>The City of Austin has a strong Art in Public Places program that can assist with curating the specific artists. The Austin Transportation Department has an Urban Place Making division that I can bring to bear to assist with a focused art and public space discussion.</p> <p>I request that a discussion to incorporate art into the I-35 project be initiated, specifically as it relates to helping make the I-35 corridor more sustainable. I request that we define the need for a corridor aesthetics plan as part of the on-going I-35 design process. If such a corridor plan exists, I request that you provide a copy of that plan and that we review that plan together to determine if we can reopen that plan to incorporate some of the concepts presented with this letter.</p> <p>Please include this request as part of your evolving NEPA documentation on the Central Section, as well as the North and South sections of the roadway. I know that the South public hearing is currently open for comment.</p> <p>I look forward to hearing back from you. I know that several City of Austin Council Members are likewise interested in these issues, especially where we can use these techniques to improve the pedestrian experience walking along the future I-35 Corridor.</p>	Thank you for your comment. TxDOT districts are encouraged to develop corridor-specific plans to coordinate the aesthetic properties of materials, colors, textures, patterns, and form, particularly within key urban corridors of the district. Coordinating these issues with the City is ongoing.

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#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
57	Robert Spillar	5/25/2021	Email Comment	Community Engagemen	<p>Austin Transportation Department Comment #2 (also includes image attachments):</p> <p>Dear Mr. Ferguson and Mr. Cho: Thank you for the opportunity to comment on the I-35 Capital Express South project. The Austin Transportation Department appreciates the efforts of TxDOT staff on this project that would improve safety and the movement of people and goods along this crucial corridor. The Austin Transportation Department (ATD) supports the State's plan to reconstruct this section of the I-35 Capital Express Project. We recognize that the project presents an opportunity to improve safety and mobility in South Austin. We offer the following comments for the I-35 Capital Express South Project public hearing to further advance the mobility and safety needs of the city and region on both design and future operational plans:</p> <p>Community Engagement: The aerial concepts, direct-connect ramps, bypass lanes, and collector-distributor lanes all represent a significant change from how the corridor presents today. Please assure that these concepts have a thorough public vetting before assuming full support from the community and area stakeholders. Please make sure that these design elements do not repeat the harms that similar structures through the central section of IH-35 have historically created (i.e., creating a barrier between communities of color east of I-35 and employment opportunities in Central/West Austin). The City requests TxDOT coordinate with the City and community to assure sufficient connectivity across the corridor, improved safety, reduced noise impacts, and attractive aesthetics through design and construction materials is achieved. Specifically, please consider using art and aesthetics as a point of engagement with the community, helping those most affected by the future corridor to take ownership in its design and presentation within their neighborhood.</p>	<p>TxDOT will continue to coordinate with the City throughout the design process and will continue to address comments and concerns from the surrounding community as the project continues to move forward. Community involvement is essential to this project's success. To further engage the community on the I-35 Capital Express South project, TxDOT hosted a virtual stakeholder meeting in December 2020. The meeting provided an update on the project design since the October 2019 public open house. The South virtual stakeholder meeting was visited by 572 community members TxDOT hosted a virtual public hearing with an in-person option from April 27 through May 26, where 493 community members attended.</p>
				Multimodal/Transit	<p>Multimodal Crossings: Plans for the South segment currently propose no new east-west crossings. The City has transmitted requests to TxDOT for additional pedestrian and bicycle crossings in letters dated January 4 and January 19, 2021. Many crossings are included in the City's adopted Urban Trails and Park master plans. These crossings would reduce connectivity gaps, remove mobility barriers for lower income populations, and mitigate hot spots for pedestrian-involved crashes. The City requests continued coordination with TxDOT to assure the design of the Capital Express South project does not preclude or complicate these proposed future crossings. A map of these proposed crossings for the Capital Express South project is attached. The Austin Transportation Department is interested in partnering with TxDOT to bring these proposed crossings to fruition.</p> <p>Transit Access: Transit access between the managed lanes and critical intermodal transit facilities, transit stations, park-and-ride facilities, and primary destinations is critical to meeting Austin's adopted goal of achieving a 50/50 modal split by 2030 per the Austin Strategic Mobility Plan. The City, along with Capital Metro is evaluating opportunities to construct a park-and-ride facility near Slaughter Lane and Ralph Abianedo Dr., adjacent IH-35. ATD provided TxDOT this information in our previous comments for the South project, and Project Connect has included this facility in its 15% design plans for the Orange Line. TxDOT's latest South project plans do not include this facility and the City again requests TxDOT continue to work with Capital Metro and the City to either provide this direct transit connection or preserve the ability to accommodate it as Project Connect is constructed.</p>	<p>Multimodal Crossings: TxDOT will continue to coordinate with the city of Austin regarding the request for additional bicycle and pedestrian crossings along I-35, as mentioned in the Jan. 4 and Jan. 19 letters. Further analysis of the corridor has shown that an overhead bicycle/pedestrian bridge at Teri Road-Colonial Park Boulevard is not feasible due to the alignments of existing and proposed roadways and utilities, and right-of-way constraints. With the exception of the Teri Road-Colonial Park Boulevard bridge, TxDOT believes the other crossings mentioned in the two letters can be accommodated and included within the I-35 Capital Express South project, or through a project design that will not preclude construction at a later date.</p> <p>Transit Access: TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility.</p> <p>TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p>
				Support for Managed Lanes	<p>HOV/HOT Managed Lanes: Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded in the Unified Transportation Program (UTP), tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.</p>	<p>Thank you for your comment. The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express South project is currently fully funded under UTP, tolling is not a funding option and tolled lanes are not currently under consideration. TxDOT is looking for ways to add more capacity and reduce congestion without the use of toll roads.</p>

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				Safety	<p>Signalized Intersection Safety: Signalized intersections should be designed with safe crossings for pedestrians and bicyclists. Signalized intersections between frontage roads and cross streets are typically the least safe for vulnerable users due to high-speed conflicts with motor vehicles. Improvements include yield-controlled merge points enforced through innovative designs, including smart right-turn lanes and raised crosswalks. These design patterns should be the default configuration for slip lanes to improve crossing safety and comfort. The Federal Highway Administration (FHWA) has documented the effectiveness of these designs for improving safety for vulnerable users. The City's draft Transportation Criteria Manual also recommends the use of smart rights and raised crosswalks and we have partnered with TxDOT on installation of such designs here in the Austin District.</p> <p>Driveway Access and Reducing Conflict Points: Driveways along frontage roads should be reduced in number and reconstructed with standardized widths, radii, and shared-use path setbacks to manage vehicle speeds, reduce length of conflict exposure, improve crossing safety and comfort, and preserve the quality of the shared-use paths. The City recommends minimizing driveway radii, allowing 10' setbacks for the shared use path (no less than 5'), and 24'-30' driveway throat widths to reduce pedestrian exposure and improve vulnerable user safety.</p>	<p>Signalized Intersection Safety: TxDOT is regularly meeting with the city of Austin to discuss intersection design and safety. City of Austin design staff are being given the opportunity to review and comment on the construction plans. Smart-right design is a part of TxDOT's design criteria and is being considered at intersections that are being improved as part of this project. TxDOT will continue coordinating with the city of Austin and will seek to incorporate their recommendations to the extent possible.</p> <p>Driveway Access and Reducing Conflict Points: Driveways along the project are being designed in accordance with TxDOT design and safety requirements. TxDOT will identify driveways that may have radii or widths that exceed current design criteria and determine if reductions can be implemented. TxDOT will also look for opportunities to eliminate or combine driveways, though these actions may require the cooperation of and additional coordination with property owners. TxDOT is seeking to provide shared-use path setbacks of five feet, though will vary in consistency due to right-of-way constraints throughout the corridor.</p>
				Design	<p>Frontage Road Design: Frontage roads should be designed to target speeds appropriate for our urban environment to improve safety and address multi-modal conflicts. Techniques to lower design speeds include narrowing frontage road lanes to 10 feet, providing high-quality shared-use paths instead of standard narrow sidewalks, use of appropriate street trees and landscaping, and allowing on-street parking. The Austin Transportation Department is eager to partner with TxDOT on these and other appropriate techniques to humanize frontage road travel speeds and effectively operate grid-level assets.</p> <p>Local Cross Streets: Local cross streets, intersecting frontage roads at both signalized and unsignalized intersections, should be constructed with standardized widths, radii, and shared-use path setbacks. These design choices would manage vehicle speeds, reduce length of conflict exposure, improve crossing safety and comfort, ensure ADA accessibility and preserve the quality of the shared-use paths. The City's Transportation Criteria Manual update recommends minimizing turn radii to reduce pedestrian exposures at intersections and increase the opportunity for drivers to detect the presence of vulnerable roadway users in their path. The City recommends 10' setbacks of the shared-use paths (no less than 5'), and cross street widths reduced to the extent possible while maintaining the appropriate number of lanes. At cross street intersections where slip lanes are proposed, Austin Transportation requests constructing the turn lanes as smart-rights with raised crossings for the shared-use paths to improve crossing safety and comfort.</p>	<p>Frontage Road Design: Frontage roads are being designed in accordance with TxDOT design and safety requirements. The city of Austin will have the opportunity to review and comment on the final construction plans. The proposed improvements include replacing intermittent, narrow sidewalks with continuous shared-use paths in both directions of the I-35 frontage roads for the length of the project corridor. Space for roadway features, including on-street parking, trees and landscaping will be limited due to right-of-way constraints along the corridor.</p> <p>Local Cross Streets: TxDOT is regularly meeting with the city of Austin to discuss intersection design and safety. City design staff is being given the opportunity to review and comment on the construction plans. Additionally, TxDOT is considering the design of smart rights at intersections that are being improved and requiring facilities to be ADA accessible and compliant. TxDOT will continue ongoing coordination with the city of Austin and will seek to incorporate their recommendations to the extent possible.</p>
				General	<p>Next Steps: Although the Central I-35 portion of the Capital Express project has received the most attention, each section of the corridor is critical to improving safety and the movement of people, goods and services through and within the Austin region. The City of Austin welcomes TxDOT's efforts to improve this corridor and strives to collaborate productively with the agency to deliver a project that meets the mobility needs of the city, region, and state.</p> <p>The Austin Transportation Department stands ready to assist TxDOT in achieving this grand vision for the I-35 Corridor. We recognize the importance of this corridor today, carrying somewhere between 200,000 and 300,000 vehicles per day. While it is vital to our economy, it is also a barrier to a safer and more connected Austin and needs replacement. The current safety attributes of the corridor are not acceptable to achieving our shared Vision Zero goals (eliminating fatalities and serious injuries due to mobility crashes). We recognize that with replacement, we must improve the efficiency, safety, and carrying capacity of the facility, emphasizing the movement of people, goods and services through and across the corridor, in preference to vehicle trips.</p>	<p>Thank you for your comment. TxDOT looks forward to continuing to collaborate with the City of Austin on this project.</p>
58	Ron Binkley	4/29/2021	Online Comment Form	Support for Project	<p>I have lived in Austin for 36 years and have been praying for some major relief on I-35 for 36 years. If I had lived here for 45 years years I would have been praying for that long too. FINALLY we have a plan to improve I-35, the environment and the barrier that the highway has served from the east side since it was built. I suggest we find a way to stifle the NAYSAYERS that think they know everything about building a super highway that will relieve so much congestion. The NAFTA highway is at it's worst running through downtown Austin. We now have a good plan. Let's get it going!!</p>	<p>Thank you for your comment. Comment noted.</p>

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#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
59	Royce Williams	5/26/2021	Email Comment	Multi-Modal/Transit	No, no, no! This a treat the symptom not the problem project. Money would be better used I a public project that would actually cut congestion and emissions. A rail that runs north to south in the city would be awesome. Also using tax dollars to fund this and then turn and charge the very same citizenship money to drive on it is a ridiculous notion. HELL NO!	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
60	Russell Coleman	4/28/2021	Online Comment Form	Additional Lane/Expansion Opposition	DO NOT add any more lanes to I-35. It will not reduce congestion at all at this level of demand - this is a fundamental principle of urban design. The city and the state need to consider alternative strategies such as Reconnect Austin's plan for I-35.	Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.
				Bicycle/Pedestrian	Turning the highway into a walkable boulevard or burying it underground and building parks on top are infinitely better and worth every dollar spent. This plan, on the other hand, is a complete waste of taxpayer money, will bring no real benefit to the citizens, and should be immediately abandoned. The only parts of this plan that should stay are improvements in pedestrian and bike access, but that is not worth the price of taxpayer dollars funding more lanes on this terrible, terrible road.	Thank you for your comment. A variation of Alternative 1 was studied that involved placing the managed lanes in a tunnel below grade. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is in the vicinity of where the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.
61	Russell Coleman	4/28/2021	Email Comment	Additional Lane/Expansion Opposition	We can't let I-35 become the Katy Freeway. After adding more lanes, there, congestion *increased*. No taxpayer dollars should go to adding more lanes on 35. As a resident of 21 years, I am begging you to stop this plan. Urban design experts agree that building more lanes on such a heavily congested road like this will not have the effect of reducing travel times, and real-life proof of this abounds (again, see Katy Freeway). With all due respect, if this plan passes, it will be one of the greatest wastes of taxpayer money in Austin's history.	The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$21 million per year. During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.
				Design	The city and state should consider Reconnect Austin's plan for 35, or even just turning I-35 into a walkable boulevard, and increase transit capacity along the corridor. These are the only ways to bring about actual improvements to the people who use the road every day like I do.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ .

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#	Name	Date Rec'd	Source	Topic	Comments (Verbatim)	Response
62	Russell Coleman	4/28/2021	Verbal Comment	Additional Lane/Expansion Opposition	Hi, my name is Russell Coleman and i have been a Austin resident for 21 years and I strongly oppose this expansion of I-35. This is a complete mess. I do not think that we should be adding anymore lanes. This will not help us reduce congestion at all. I don't know why the City and State have not considered better alternatives. There have been proposals out there to turn I-35 into a walkable boulevard, to place I-35 underground and a cap over it like the big dig in Boston and many other projects, so we can have parks. I-35 is a complete blight on the urban environment and it separates east and west Austin in unacceptable ways. This plan that i read on your website is just terrible. I think taxpayer money being spent on this is a disaster. I do not know why the State has not considered these alternatives, such as Reconnect Austin's plan for 35. I think that the State just loves highways. I would think that these funds could be spent on pretty much anything else. I think that improving Project Connect or adding more light rail lines. I say this as someone who drives I-35 every day through this area and knows how bad it is in this area. I know that this is not the way to solve it. I mean, urban planners and urban designer experts know one thing for certain and that is adding more lanes like this to a place that there is already far more demand than there is supply will not help. It will not increase travel times or decrease travel times. This is just a complete waste of taxpayer money. It is shocking to me that the city is considering this.	<p>Thank you for your comment. A variation of the Capital Express South Project Alternative 1 with the managed lanes in a tunnel below grade was studied. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is near the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.</p> <p>The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$21 million per year.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p> <p>Finally, the I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/.</p>
63	Russell Taylor	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	Do not expand or take any other measures to increase the capacity of IH35 to carry automobile traffic. The highway is an unnecessary blight on our city, and expanding the southern part of it is incompatible with shrinking it in the central region. We should be working to remove the environmental and social damage this road has had during its lifetime, deconstructing it to unite and heal the city, while rerouting through traffic around instead of through Austin.	Thank you for your comment. The I-35 Capital Express Central project is being studied as a separate project. Your comment has been shared with the project team. More information on the proposed I-35 Capital Express Central project can be found at: https://my35capex.com/projects/i-35-capital-express-central/ .
64	Sarah Simpson	5/12/2021	Online Comment Form	Additional Lane/Expansion Opposition	<p>I strongly oppose this project for the following reasons.</p> <ul style="list-style-type: none"> - Widely available research shows that adding more non-tolled lanes is NOT a solution to CONGESTION. Adding almost twice the existing number of lanes!!! will lead to an overall increase in single occupant vehicles on the road and contributes to a costly, fiscally irresponsible cycle of highway expansion that wastes taxpayers dollars. - Widely available research shows that adding more non-tolled lanes is not a solution to safety. More lanes leads to increased passing and speeding and generally unsafe behavior. - Elevated lanes are costly, fiscally irresponsible and demonstrate the corrupt linkage between TXDOT projects and precast concrete company contracts. 	<p>Thank you for your comment. Managed lanes and restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools and transit. A value engineering study was conducted as part of the planning process for the I-35 Capital Express South project to help find cost effective solutions and be good stewards of public funds. That study showed that elevated managed lanes would not only provide more reliable travel times for all users (HOV, carpool, vanpool, busses and emergency services), but also save money and preserve recent improvements to the corridor.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p>
				Support for Tolled Lanes	<p>I urge you to abandon the current proposal and move to the following:</p> <ul style="list-style-type: none"> - Conversion of existing lanes to managed and /or tolled lanes with congestion pricing to actually reduce congestion with a solution that actually has research proven results. - Conversion of existing lanes to bus priority lanes to focus on moving PEOPLE NOT CARS. <p>Spending over \$300 million dollars to implement an outdated, sure-to-fail solution is a crime. Please abandon this proposal and go back to the drawing board</p>	<p>Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The proposed project does allow transit to access the managed lanes.</p> <p>TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p>

**I-35 Capital Express South Public Hearing
Response to Public Comments**

Virtual Public Hearing: April 27, 2021 at 9 a.m. through May 26, 2021 at 11:59 p.m.

In-Person Option: April 27, 2021 from 8 a.m. – 8 p.m.

CSJs: 0015-13-077 & 0016-01-113

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65	Sarah Simpson	5/12/2021	Email Comment	Additional Lane/Expansion Opposition	<p>I strongly oppose this project for the following reasons.</p> <ul style="list-style-type: none"> - Widely available research shows that adding more non-tolled lanes is NOT a solution to CONGESTION. Adding almost twice the existing number of lanes!!! will lead to an overall increase in single occupant vehicles on the road and contributes to a costly, fiscally irresponsible cycle of highway expansion that wastes taxpayers dollars. - Widely available research shows that adding more non-tolled lanes is not a solution to safety. More lanes leads to increased passing and speeding and generally unsafe behavior. - Elevated lanes are costly, fiscally irresponsible and demonstrate the corrupt linkage between TXDOT projects and precast concrete company contracts. 	<p>Thank you for your comment. Managed lanes and restrictions on their use will provide a less congested route with reliable travel times for carpools, vanpools and transit. A value engineering study was conducted as part of the planning process for the I-35 Capital Express South project to help find cost effective solutions and be good stewards of public funds. That study showed that elevated managed lanes would not only provide more reliable travel times for all users (HOV, carpool, vanpool, busses and emergency services), but also save money and preserve recent improvements to the corridor.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p> <p>The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section is estimated to save \$21 million per year.</p>
				Support for Tolled Lanes	<p>I urge you to abandon the current proposal and move to the following:</p> <ul style="list-style-type: none"> - Conversion of existing lanes to managed and /or tolled lanes with congestion pricing to actually reduce congestion with a solution that actually has research proven results. - Conversion of existing lanes to bus priority lanes to focus on moving PEOPLE NOT CARS. <p>Spending over \$300 million dollars to implement an outdated, sure-to-fail solution is a crime. Please abandon this proposal and go back to the drawing board</p>	<p>Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads. The proposed project does allow transit to access the managed lanes.</p> <p>TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p>
66	Sean Johnson	5/2/2021	Online Comment Form	Multi-Modal/Transit	<p>Instead of widening 35 and inducing more demand, TXDOT needs to shift its focus more onto mass transportation. That's the only way we are going to be able to build ourselves up to meet the demand to meet our population growth.</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p>
67	Sean Johnson	5/2/2021	Email Comment	Multi-Modal/Transit	<p>Instead of widening 35 and inducing more demand, TXDOT needs to shift its focus more onto mass transportation. That's the only way we are going to be able to build ourselves up to meet the demand to meet our population growth.</p>	<p>Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The managed lanes will be restricted to buses, carpools, vanpools, and emergency responders. The design of the I-35 Capital Express South project preserves the ability to make the connections.</p>
68	Suzanne Whatley	4/28/2021	Email Comment	Environment	<p>I'm writing to voice my opposition to an above ground expansion of IH35 due to noise pollution and air pollution.</p>	<p>Thank you for your comment. Comment noted. An environmental assessment for the I-35 Capital Express South project did not find significant noise or air pollution impacts. A variation of Alternative 1 was studied that involved placing the managed lanes in a tunnel below grade. This was found to not be viable due to a conflict with existing drainage systems and infrastructure. Drainage for the depressed SH71 mainlanes at the interchange with I-35 is provided by a 15'x15' drainage tunnel that runs parallel to and then crosses underneath the I-35 mainlanes just north of Williamson Creek. This crossing is in the vicinity of where the connections to/from the managed lanes to the flyovers of the SH71/290 interchange are made. A managed lane tunnel would have to pass underneath the drainage tunnel crossing which would then put the drainage tunnel in conflict with the connections to the SH71/290 flyover ramps.</p>
				Design	<p>Please consider adding the new lanes underground.</p>	<p>Thank you for your comment. Due to the existing underground conditions (drainage, existing structures, utilities, etc.) adding lanes underground would be unfeasible.</p>
69	Tatum Troutt	4/29/2021	Online Comment Form	Additional Lane/Expansion Opposition	<p>Please, no more highway lanes. They solve nothing, are horrible for the environment, and divert attention from the investments we really need. TXDOT knows this and has the capacity to be a leader in this field yet continues to choose options that do nothing. At some point, all of Austin will just look like highway lanes, and there will STILL be traffic!</p>	<p>Thank you for your comment. Proposed improvements will bring the I-35 corridor up to current interstate design standards. Furthermore, the Capital Express South project is anticipated to reduce conflict points and severe crashes along the roadway, thereby providing a safer more reliable route for the traveling public.</p>

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70	Tiffany Michelle Little	5/27/2021	Online Comment Form	Multi-Modal/Transit	We need to invest now in our growing city. We cannot wish away the fact that Austin continues to be the fastest growing city in the States. Please invest this money in greener public transportation like high speed rails instead.	Thank you for your comment. The Capital Express South project is funded with Texas Clear Lanes funding - it is specific to this project. State funding for transit is limited and the rules for using the funding for this project do not allow the funds to go to transit. Transit will have to seek federal or local funding for any additional transit projects. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The managed lanes will be restricted to buses, carpools, vanpools, and emergency responders. The design of the I-35 Capital Express South project preserves the ability to make the connections.
71	Unknown	4/28/2021	Online Comment Form	Multi-Modal/Transit	building more lanes makes traffic worse for everyone. txdot should focus more on public transit options and less on paving our cities over with concrete.	Thank you for your comment. TxDOT is committed to working with Capital Metro and the city of Austin to include transit options along the I-35 corridor. Once a final location for a park and ride facility is identified, TxDOT will be able to determine the need and requirement for additional elevated structures to support a direct transit connection to the facility. TxDOT has investigated conceptual direct transit connections based on information provided by Capital Metro. The design of the I-35 Capital Express South project preserves the ability to make the connections.
72	Unknown	5/23/2021	Email Comment	Support for Managed Lanes	This project is a total waste of our tax dollars unless the managed lanes have variable tolling (like on MoPac); otherwise these are just HOV lanes and won't fix anything from a traffic perspective. Build the right project (tolled managed lanes) or don't waste our tax dollars!!! HOV lanes don't work.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
73	Unknown	5/24/2021	Online Comment Form	Support for Managed Lanes	This project is a total waste of our tax dollars unless the managed lanes have variable tolling (like on MoPac); otherwise these are just HOV lanes and won't fix anything from a traffic perspective. Build the right project (tolled managed lanes) or don't waste our tax dollars!!! HOV lanes don't work.	Thank you for your comment. TxDOT is currently operating in a non-tolled environment for new projects, and we are looking for ways to add more capacity and reduce congestion without the use of toll roads.
74	Unknown	5/27/2021	Online Comment Form	Alternate Route/Trucks	The definition for "local" traffic does not align with a common sense definition of the term. I recognize that Buda to Manor is considered "local" but this is not a sensible definition. Please consider routing trucks around I35. Until TXDOT give this serious evaluation rather than outright dismissal, you will keep getting this ask. In all of my years of commuting through central Ausitn I have only 1 time seen a truck exit (during the "workday"). Let's free up ALL available real estate on those lanes and re-route the big trucks.	Thank you for your comment. Trucks use I-35 because it is part of the Texas Freight Highway Network. 8.3% of traffic on the project portion of I-35 is truck traffic, and that percentage will remain unchanged. Trucks will not be permitted in the managed lanes.
75	Unknown	5/27/2021	Online Comment Form	Aesthetics	Please keep the sound barriers SIMPLE. Or please hire architects for this visioning task or maybe even coordinate with the Austin AIA and members to collaborate on a SINGLE consistent design (I recognize that these must be designed by civil engineers, but civil engineers are not trained on aesthetics in any demonstrable way). The Mopac sound barriers are hideous aside from their structural failures. Sound barriers should not look like bad imitations of classical architecture with fake stone textures. Please keep them simple, and have them look like concrete. Also please consider allowing vines to grow on them.	Thank you for your comment. TxDOT districts are encouraged to develop corridor-specific plans to coordinate the aesthetic properties of materials, colors, textures, patterns, and form, particularly within key urban corridors of the district. Coordinating these issues with the City is ongoing. That being said, the final decision to construct the proposed noise barrier will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.
76	Unknown	5/27/2021	Online Comment Form	Access	Please eliminate ALL driveway access to properties on the frontage road in favor of access from an adjacent perpendicular "collector". The difference between frontage road speeds and driveway speeds are quite dangerous. In lieu of this please dedicate a "turn only" lane on the access road.	Thank you for your comment. Driveways and frontage roads along the project are being designed in accordance with TxDOT requirements. TxDOT will look for driveways that may have radii or normal driveway widths that exceed current TxDOT design criteria and determine if reductions can be made. TxDOT will also look for opportunities to eliminate or combine driveways, though these actions may require the cooperation of property owners, which TxDOT may not be able to obtain. TxDOT is seeking to provide shared-use path setback of 5 feet, though constrained right of way does not allow this consistently through the project limits. In terms of frontage roads, the City is being given the opportunity to review and comment on the final construction plans. The proposed improvements include replacing intermittent narrow sidewalks with continuous shared-use paths along both frontage roads for the project length, but the constrained right of way within the corridor does not allow for features like on-street parking, and space for trees and landscaping along the frontage roads.
77	Waldo	4/28/2021	Online Comment Form	Support for Project	I think this project is essential to help accommodate the continued growth of the city. Austin texas is set to keep growing in the coming years and if that area of the city is left as is with its rate of growth the traffic issue in austin will get much worse as when that area is packed drivers seek other paths and jam other parts of the city. This could help alleviate traffic city wide. Or at the very least lessen the impact of Austin's continued growth in terms of traffic around the city.	Thank you for your comment. Comment noted.

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78	William Schwartz	4/29/2021	Online Comment Form	Design	<p>I drive the section of I-35 from Onion Creek Parkway to Hwy 290/71 everyday and it is not nearly as dire as the proposed plan would have you believe. A few simple adjustments of the existing roadway will make the improvements that would increase safety and decrease travel time.</p> <p>A simple, restriping project to enable more of the, already in place, main lane roadway to be used for merging traffic. Namely at Slaughter Lane and William Cannon Drive on the northbound side. And Slaughter Lane on the Southbound side. This may require additional paving but the amount of new paving for this work would be exponentially less expensive, invasive, and disruptive than the current proposed project.</p> <p>Additionally, fix the southbound frontage road intersection North of William Cannon Drive and North of Slaughter Lane to allow traffic to flow better off of the main lanes of I-35. Please, do not attempt to correct the traffic issue of I-35 in South Austin by installing an elevated deck. The real issue is the bottlenecks created by merging oncoming and exiting traffic, which can be corrected with much less expensive and much less invasive methods.</p>	<p>Thank you for your comment. The proposed southbound I-35 bypass lane would be a one-way road next to and separate from the mainlanes and frontage roads that allow entering and exiting traffic to merge without disrupting mainlane traffic. They allow traffic to bypass frontage road traffic signals at cross streets while maintaining local access, in this instance to access to William Cannon Drive and Slaughter Lane. By allowing southbound traffic to bypass each intersection, we will greatly reduce the volume of traffic at each intersection and improve mobility for east and west travelers.</p> <p>The University of Texas Center for Transportation Research (CTR) conducted an analysis of traffic safety of the I-35 Capital Express South project. The CTR safety analysis concluded that the addition of elevated managed lanes would reduce conflict points by 81% compared to the ground level managed lane section. Furthermore, total crash reductions for the elevated managed lanes could be 20% less per year than the ground level managed lanes. Finally, in terms of safety cost benefits, compared with the existing conditions, the elevated section saves about \$21 million per year.</p> <p>During the design process, all aspects were taken into consideration including the elevation of the roadway. Efforts were made to strike a balance between the intended function of the roadway and its effect on the environment. Included in the process was a comprehensive analysis of the elevated section from the perspective of noise and air pollution, as well as the impacts of an at-grade roadway configuration which would require a considerable amount of additional right of way. The end result was the environmental impacts of an at-grade roadway section were significantly higher than the elevated sections. The design of the elevated roadway section was kept as low as possible and was thoroughly studied to determine the effects on the surrounding environment, and safeguards were taken to minimize the effects to the extent possible.</p>