



Response to Public Comments

I-35 Capital Express North

Public Hearing

Project Location

Travis and Williamson Counties

I-35 Capital Express North
CSJs: 0015-10-062 and 0015-13-389

Project Limits

From SH 45 North to US 290 East

Hearing Location

Virtual Public Hearing: My35capex.com
In-Person Option: TxDOT Austin District Office, 7901 N. I-35, Austin, TX 78753

Hearing Date and Time

Virtual Public Hearing: May 10, 2021 at 9 a.m. through June 10, 2021 at 11:59 p.m. In-Person Option: May 10, 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:
In-person option: 4
Virtual option: 1,990

Total Number of Comments

55

Contents

Comment/Response Matrix

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Comment Number	Commenter Name	Date Received	Source	Comment	Response
1	Harry Swinney	5/10/2021 9:42	Email to: capexnorth@ txdot.gov	<p>I strongly support the proposed addition of shared pedestrian-bike use paths on each side of I-35. Please include a sound barrier between the automobile lanes and the pedestrian-bike paths. Without a sound barrier the noise level will be very unpleasant. I ride my bike on the shared pedestrian-bike lanes along US 183 north from Martin Luther King Blvd and the noise level is indeed VERY unpleasant.</p> <p>Thank you. Harry Swinney</p> <p>PS. I learned to ride a bike in 1947 on 44th St near East Ave, which years later became the route for I-35. I continue to ride my bike throughout Austin.</p>	<p>Thank you for your comment.</p> <p>TxDOT conducts noise analyses to determine if adjacent noise-sensitive land-uses, also known as a noise receptors, might be impacted by roadway traffic noise and may benefit from reduced noise levels by some form of mitigation, typically a noise barrier. The proposed shared-use-path that would be constructed as part of the project is part of the I-35 corridor and would not be considered an adjacent noise-sensitive land-use for which TxDOT would provide mitigation.</p>
2	Deirdre	5/10/2021 15:08	General Website Comment Form	<p>Austin and TxDOT should not throw more money into even more construction on I35. The reason it's congested is because there is no toll free and/or expedient way to bypass the city. No one wants to pay a toll to use 130 and there is no way to bypass the city. We need a circular beltway that allows travelers to go around the city when they don't have business in the city. TxDOT should also Require that trucks go around the city when they are just pass throughs. If we spend money on HOV lanes, it will not change anything. It just shuffles the position of cars on the road and will actually encourage more cars to be on the road. I don't mind paying a toll to make my trip faster and less congested, but I've lived in the northeast US where they are common and traffic is a nightmare. But here in</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.</p> <p>Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited</p>

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				<p>Texas, people do not want to pay a toll. It's not in their belief system. The best way to improve Austin's traffic woes is to build a non-toll beltway that circumnavigates the city, get trucks off I35 as it goes through town, and to get rid of all toll roads.</p>	<p>impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving carpoolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.</p>
3	Charles George	5/10/2021 15:23	Email to: capexnorth@txdot.gov	<p>Following are my comments:</p> <p>with few exceptions HOV lanes do not meet operational design standards (few people carpool)</p> <p>HOV lanes should allow BEV vehicles regardless of occupancy. BEV (full battery electric vehicle) does not include hybrids. Windshield tag provided to verified BEV</p> <p>HOV lanes should be monitored like tolled lanes with cameras and windshield tags.</p> <p>Regards Charles George</p>	<p>HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving car poolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.</p>

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				1703 Main St Cedar Park, TX 78613	Incentives for electric/hybrid vehicles will not be provided. Similar to other vehicles, electric/hybrid vehicles would be required to meet the occupancy requirements of the proposed HOV lanes in order to use them.
4	Michael Shear	5/10/2021 16:07	Email to: capexnorth@ txdot.gov	<p>One thing we are growing here in Texas is congestion and the construction phases on I35 will increase travel times, expense and emissions.</p> <p>We need a bold and unique infrastructure strategy and we need to be able to quickly replicate it in other major metropolitan areas.</p> <p>This distributed model is patented, 1 of 19 finalists in the Gigabit worldwide challenge and selected over 100 other national teams as one of 2 tracks in this year's NSF Civic innovation Challenge.</p> <p>I would like to schedule a call, zoom or meeting as your schedule may permit.</p> <p>I look forward to your response.</p> <p>Michael Shear Strategic Office Networks®, LLC LinkedIn Posts (Articles on Distributed Metropolitan Design®) 720-253-3700</p>	Thank you for your comment.

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5	Ben Heebner	5/10/2021 17:56	VPH Comment Form	While I do not doubt the recommended improvements are needed, can anything be done about the traffic just north of 45? The section between 1431 and 45 is brutal. Way too many merge.	Thank you for your comment. This comment addresses an issue that is outside of the limits of this environmental document. More information on the future development of I-35, north of SH 45 can be found at: http://my35.org/capital-project-information.htm
6	Kyla Morgan	5/10/2021 23:29	VPH Comment Form	Homes along wear Austin Mopac were provided with a sound barrier wall. It would be equitable for homes along 35 to be offered the same. Please build barrier wall for homes backing to I35 between Barker Lane and Tech Ridge Blvd Austin TX 78753.	Thank you for your comment. Seven noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project. One of the proposed noise barriers is located at the North Oaks Neighborhood on the east side of I-35 between Tech Ridge Boulevard and Braker Lane. The final decision to construct the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of all benefitted and adjacent property owners and residents.
7	Keith McCormic	5/10/2021 23:54	VPH Comment Form	PLEASE stop putting those UGLY noise barriers along highways! Not only do they make the city look bad and heighten claustrophobia on our already too-narrow roads, but they exacerbate the noise for those driving on the highway who have to roll their windows down because they can't afford to fix their A/C! Let us see the roadside and stop using unnecessary barriers to speed up gentrification!	Thank you for your comment. Seven noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project. The final decision to construct the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of all benefitted and adjacent property owners and residents.

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8	Alexander Kaho Chan	5/11/2021 15:07	VPH Comment Form	<p>I believe that TxDOT needs to shift its focus away from building bigger and wider freeways with more and more lanes, as that is not the solution to our transportation and congestion woes. It's been demonstrated again and again that adding capacity does not necessarily increase capacity because of the phenomenon of induced demand. As we build more and more roads, we encourage more and more people to drive. The demand in the central Texas area is so high that adding lanes to I-35 will not solve the issue, and by the time the project is finished, traffic and congestion will be even worse than it is now and whatever is planned will be even less effective.</p> <p>An underlying issue is that the single occupancy vehicle is the most inefficient way to move people in a city. It is inefficient energy-wise, as most of the energy generated by the internal combustion engine or electric motor goes towards propelling the car itself, not the human, since the average car weighs over 3000 lbs and the human weighs 150. It is inefficient space wise, as a single bus can transport 50 people in the space that 2 cars carrying 1 person each would, and we dedicate huge swaths of our cities to moving and storing cars. This is not to mention the dangers of driving to our health through sedentary lifestyle and traffic accidents.</p> <p>Any improvement to I-35 would also need to address the social tear that I-35 has cause to Austin by dividing the city in two.</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.</p> <p>TxDOT is committed to working with Capital Metro and the City of Austin to include transit operations along the I-35 corridor. TxDOT has investigated conceptual direct 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 North project preserves the ability to make the connections.</p>

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				<p>Instead of trying to increase supply by simply building bigger and better roads, TxDOT needs to focus on managing the ever increasing demand that Texas have on our roads. This needs to be done by building far more than the pitiful 15 miles of pedestrian and cycling improvements along the frontage road, by using tolls to manage demand and investing in public transit (buses, trains, etc).</p> <p>In short, we simply cannot outbuild the demand for roadways because of the built-in inefficiency of our current transportation system and we need to shift the focus away from single occupancy cars towards more efficient and sustainable forms of transportation. Please don't spend another 400 million dollars and years of construction just to create a new highway that barely addresses the ever growing congestion and demand on our system.</p>	
9	Christina Bonnington	5/11/2021 19:29	VPH Comment Form	<p>Hi there, Thank you for what you do! A few thoughts on the proposals for I-35 improvements: -Please don't add "Shared use sidewalks." Instead, add regular sidewalks for pedestrians and a robust bike lane for cyclists. As a long north-south corridor ideal for commuting, a shared use sidewalk is neither ideal nor practical. At intersections and driveways, cars are not expecting bikes traveling 12-15+ MPH to cross, which is a danger to the safety of those riding bikes. A robust, possibly protected bike lane along the feeder would be a better solution for this particular stretch of road. Shared use</p>	<p>Thank you for your comment. The proposed project would add 10-foot shared-use-paths, where feasible, along both sides of I-35 within the project limits. In constrained areas along the roadway, the shared-use-path would narrow to 8-feet. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, an 8- to 10-foot shared-use-path would go down the center of the bridges</p>

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				<p>sidewalks are great for families, people with strollers, and people walking dogs -- it is not a good option for people riding bikes. It's also not a great solution unless there are overpasses or underpasses at every single intersection -- having to walk across the crosswalk is both inconvenient and a safety hazard.</p> <p>-Please reconsider adding new lanes, and instead think of a more future-proof solution for traffic alleviation like high speed rail. Most of the congestion is not through traffic, it's local -- people trying to get to work or trying to get downtown or across town. This traffic doesn't need to be done in cars. With a reliable high-speed rail system along this corridor, we can get cars off the road for good and get local residents to walk, bike, or drive to the train station, then walk, bike, or rent a car/scooter/bike to their destination. If we're spending hundreds of millions of dollars on this project, let's make this a real solution and not a bandaid. On top of this, there is plenty of research to show that adding lanes to highways does nothing to alleviate traffic, it makes traffic worse: https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/ . Thank you! Christina</p>	<p>between opposing directions of travel. These improvements are compatible with City of Austin's bicycle/pedestrian plans and TxDOT's Bicycle Accommodation Design Guidance, which implements United States Department of Transportation and Federal Highway Administration policy regarding bicycle and pedestrian accommodations.</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 North project preserves the ability to make the connections.</p>

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10	Jackson Hurst	5/11/2021 20:59	VPH Comment Form	<p>I highly approve and support TxDOT's I-35 Capital Express North Project. The aspects that I love about TxDOT's I-35 Capital Express North Project is as follows:</p> <ol style="list-style-type: none"> 1. That the Interchange at I-35/Wells Branch Parkway will be converted to a Diverging Diamond Interchange which will help improve safety and reduce the number of conflict points. 2. That one Express Lane will be added to I-35 from US 290 to TX 45 which will help reduce congestion and improve travel times on I-35. 	Thank you for your comment.
11	Eric G Englert	5/11/2021 22:25	VPH Comment Form	<p>This is monstrous and totally incongruous with Vision Zero commitments and environmental need. Any ceding of greenspace is unacceptable and this is a slap-in-the-face to residents and a fundamentally inappropriate proposal for an urban area.</p>	Thank you for your comment. The purpose of the proposed project is to enhance safety and improve mobility for all local and regional users of the roadway. The project is consistent with local and regional transportation plans.
12	Carlos Aguilera	5/12/2021 21:54	VPH Comment Form	<p>I reviewed the Draft Environmental Assessment document section "5.14 Traffic Noise" and I see that the Representative Receiver R53 located at "Mansions at Onion Creek Apartment Balconies" rated the highest Noise Impact in the study (a change of +5 db) but the study did not recommend a noise barrier at this location to be both reasonable and feasible. I think development at this location has changed since the assessment was performed and would suggest reviewing the assessment at this particular complex since it is dramatically impacted by the noise projected to be cause by the i35 Capital Express South project.</p>	Thank you for your comment. The I-35 Capital Express South 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 South project can be found at: http://my35capex.com/projects/i-35-capital-express-south/

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13	Jennie Simpson	5/13/2021 1:17	VPH Comment Form	I oppose this project and the general expansion of lanes.	Thank you for your comment.
14	Robin Melanson	5/13/2021 13:08	Email to: capexnorth@ txdot.gov	<p>Hello, I went through the presentation and am a bit confused.</p> <p>Doesn't the diagram on slide 10 show 4(FOUR) traffic lanes plus 1 HOV lane. The cross sections on slide 9 indicated it would only be 3(THREE) traffic lanes? I may be looking at this wrong but is diagram 10 incorrect?</p> <p>thanks</p>	Thank you for your comment. I-35 within the project limits has three continuous general-purpose lanes in each direction. There are specific locations in the corridor where an additional lane is added from an entrance ramp; however, those ultimately become exit ramps at the next intersection. These 'auxiliary' lanes are not through lanes. They are intended to improve traffic operations (i.e., lane merging) between intersections.
15	Mac M. Ragsdale	5/13/2021 16:45	General Website Comment Form	I own the property at 5339 IH 35 N, just south of Capitol Plaza. I was curious about what specific improvements are planned in the ROW that would affect my property. If some plans are available, even if conceptual, I would like to see them. I had signed up for info but apparently your notices went to spam, so I did not know about public meetings until after they were over. If there's a project manager or someone available that can answer questions I would love to have that info. Thanks.	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/
16	Ted Yang	5/14/2021 5:44	VPH Comment Form	Please consider adding DDIs at Braker & I-15 and Parmer & I-35. The traffic at these intersections each exceeds that of Wells Branch & I-35.	<p>A diverging diamond intersection (DDI) is already under construction at the Parmer Lane and I-35 intersection.</p> <p>A DDI functions best at interchanges with heavy left turns from the cross street relative to through movements along the cross street. Forecasts for Braker Lane show significant westbound through traffic at the interchange,</p>

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					<p>making a DDI less beneficial to operations. Additionally, the Braker Lane intersection has a constrained right of way with a lot of adjacent development. DDI's require more right of way than a traditional intersection, so putting in a DDI at Braker Lane would have resulted in displacements.</p>
17	Mike Andry	5/15/2021 23:02	VPH Comment Form	<p>Hi, TxDOT-Austin District!</p> <p>Point A: In regards to Austin’s Capital Express– North, the Department should reverse the proposed southbound IH-35 entrance and exit ramps between Tech Ridge Blvd. and Braker Ln. The currently proposed lanes show an entrance ramp first, an auxiliary lane on the mainlanes, and then an exit. The design should be adjusted to exit first, frontage road auxiliary lane, and then an entrance ramp to the mainlanes. This would enable improved continuity in the X-like configuration of new ramps included in the Project. It would also enable a continuous SB auxiliary lane from the entrance from Tech Ridge to the exit to Rundberg Ln.</p> <p>Point B: Secondly, the Department should adjust the proposed northbound bypass lane over Tech Ridge so that it goes <i>*under*</i> the Blvd. This is to avoid potential displeasing visual impacts immediately above Tech Ridge.</p> <p>Point C: Additionally, the Department should also add ‘flyover’ exits at IH-35 and SH-45 N near the City’s northern edge. More specifically direct connector ramps (1) from IH-35 NB to SH-45 N</p>	<p>Thank you for your comment. The ramp configuration in the southbound direction between Tech Ridge Boulevard/Yager Lane and Braker Lane are configured based on the traffic analysis and needs from the cross streets.</p> <p>A bypass lane would not fit under the Tech Ridge Boulevard/Yager Lane bridge due to limited space/width available for construction of an "at-grade" lane. Reconstruction of this intersection would require relocating the exit off the bypass lane to Parmer Lane, which would decrease the traffic operations/weaving requirements.</p> <p>Thank you for your comment. Constructing flyovers in this area are being evaluated under a separate project.</p> <p>A goal of the project is to implement the managed lanes within the existing corridor while minimizing impacts to adjacent properties. Adding additional direct connectors from the I-35 managed lanes to US 183 would require significant right of way along I-35 and US 183. Ingress and egress locations to the I-</p>

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				<p>eastbound, (2) from IH-35 NB to SH-45 N westbound, (3) SH-45 EB to IH-35 SB, and (4) SH-45 WB to IH-35 SB should be added. Those DC ramps should be added whether tolled or toll-free.</p> <p>Point D: Finally, the Department should consider adding express lane direct connections, such as from SB IH-35 Express to NB and to SB 183, as well as from NB and SB 183 to NB IH-35 Express, as well as to the four additional flyovers mentioned in Point C.</p> <p>Thank you,</p> <p>-Mike.</p>	<p>35 managed lanes are placed so traffic from US 183 can access the I-35 managed lanes by weaving across the general-purpose lanes.</p>
18	Lee Hill	5/16/2021 22:16	VPH Comment Form	<p>The proposed scope of this project is whole inadequate for what is needed. The proposed managed lanes would waste precious right of way. This freeway needs to be rebuild with concrete lanes. There should be at least 4 main lanes in each direct the length of this project. If manage lanes are a priority, buy the ROW and build them. Do not waste the money on this project. If you really want to do something helpful in North Austin, put some St. John's turn arounds on either side of Parmer @ I-35. YOU ARE KILLING BUSINESS. This I mentioned at the public hearing for that project. It is great to see TxDOT employs both the deaf and ignorant.</p>	<p>The proposed project would require the minimum amount of additional right of way in order to construct the proposed managed lanes and other safety and mobility improvements in the corridor. Constructing a fourth continuous mainlane in the corridor would require significant right-of-way acquisition, resulting in a high number of residential and business displacements within this highly constrained corridor.</p>

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19	Russell Taylor	5/17/2021 2:06	VPH Comment Form	<p>DO NOT add lanes to IH35. It is an obsolete roadway that is destructive to life in Austin. Divert traffic around the city via TX45 and 130, and return this land for use as a local boulevard and parkland. Any modifications MUST prioritize pedestrian and active transportation, mass transit, and reduction of PM 2.5 and greenhouse gasses over private automobile travel times, and reduce the impact of this scar on the BIPOC communities that live along it in terms of negative health outcomes and limitation of walking and cycling mobility.</p>	<p>Thank you for your comment. Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>The proposed project would add 8- to 10-foot shared-use-paths along both sides of I-35 within the project limits. Additional bicycle and pedestrian accommodations would be constructed at east/west cross streets.</p> <p>The proposed managed lanes would provide public transit buses and van pools with a more reliable route, allowing them to bypass congestion and arrive at their destinations quicker. Where feasible, the project would allow vehicles to directly enter the managed lanes from the frontage road without having to weave through the mainlanes.</p>

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					<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 North project preserves the ability to make the connections.</p>
20	Flora McArthur Girl Scouts of Central Texas	5/24/2021 16:44	Email to: capexnorth@txdot.gov	<p>[Email included an attached PNG] Hello, The Girl Scouts of Central Texas (GSCTX) office building is located at 12012 Park 35 Circle. The I-35 Capital Express North project affects the property in multiple ways:</p> <ol style="list-style-type: none"> 1. Requires additional ROW currently located on GSCTX property 2. Changes access location of nearest I-35 southbound on-ramp 3. Provides one option to access the I-35 southbound frontage road 4. Provides no option to access Walnut Creek Crossing <p>GSCTX requests that TxDOT work with the City of Austin to provide the ability to turn left out of the GSCTX parking lot. This will allow drivers to access Walnut Creek Crossing and the new I-35 southbound on-ramp. Providing access to North Lamar Blvd via Walnut Creek Crossing can alleviate congestion due to accidents in the vicinity. Since there will be changes to Park 35 Circle, this is a good opportunity to change the road.</p>	<p>TxDOT is currently evaluating the request to construct a left-turn out of the GSCTX parking lot onto Park 35 Circle.</p>

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				<p>See the attached picture for an example of the request. If you have additional questions, please do not hesitate to contact me. Thanks and Best Regards, Flora McArthur Senior Project Manager Girl Scouts of Central Texas (800) 733-0011</p>	
21	Nick Olivier	5/24/2021 15:53	VPH Comment Form	<p>I support the added non-tolled HOV lanes, and the addition of shared use paths. Please consider bike/ped accessibility when reconstructing any intersections and overpasses. Please consider future transit use along the IH-35 corridor, including the potential for rail, when re-designing the roadway. I believe that adding lanes does not necessarily improve traffic flow, but I support HOV lanes because they can incentivize carpooling and public transit. Thanks.</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 North project preserves the ability to make the connections.</p> <p>Additionally, the proposed project would include bicycle and pedestrian accommodations at intersections and overpasses. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, and 8- to 10-foot shared-use-path would go down the center of the bridges between opposing directions of travel.</p>

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22	No Name	5/24/2021 1:29	VPH Comment Form	Desperately need to add a SB US 183 flyover to NB I-35 (crazy that y'all didn't include that in the current construction project at that location). Also SB I-35 has 4 lanes from US 183 all the way to 11th St, but in the proposed configuration one of those lanes just suddenly dies off in order to make space for where the managed lane suddenly dies off - this will lead to significantly worse traffic than currently exists (not to mention dangerous potential for collisions)!!! Lastly, but most importantly: the whole project is a complete waste of taxpayer dollars unless the managed lanes are actual managed lanes (variable tolling, like on MoPac); otherwise these are just HOV lanes with a different name and are really just expensive standard lanes with congestion and no benefits for transit or reliability - a failed concept! If the governor won't let you build the right project, just wait 10 years until he is out of office!	Thank you for your comment. A southbound US 183 and northbound I-35 flyover was analyzed previously as part of another project. It was determined that traffic volumes do not currently warrant the construction of that flyover . Additionally, it was determined that the flyover would require additional right of way and result in displacements . However, a stub-out, which is a temporary roadway ending intended to be extended as part of a future project, has been constructed on I-35 that would allow for construction of that flyover once traffic volumes warrant it.
23	No Name	5/22/2021 10:54	VPH Comment Form	1 lame?? 400 million for 1 lane?? No way. Why would the south project get 2 lanes and this gets 1? Have you seen the mopac toll lane? It sucks. Please make this project 2 managed lanes and FOUR free regular lanes. 3 and 1 is not nearly enough. You're just gonna have a mopac. And mopac sucks,	Thank you for your comment. The I-35 Capital Express North project has a highly constrained corridor and would not allow for two managed lanes in each direction without significant right of way acquisition and displacements. The other locations along I-35 where additional lanes are being added have more available right of way.
24	Thomas Thayer	5/22/2021 4:25	VPH Comment Form	While I support HOV lanes and frontage road bypass lanes in theory, the impact of the proposed express lanes doesn't justify the expense and disruption of this plan. These lanes will have a minimal impact on traffic and would just be a waste of money. The I-35 ROW can't	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

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				<p>accommodate the amount of people who may use this corridor 20 years in the future via personal vehicle. A better idea would be to funnel commuters to the Project Connect Park and Rides to utilize mass transit which has the capacity to move the amount of people who will be using this corridor in the future. Through traffic should be routed around the city via SH 130. this would be much more cost-effective as well as leverage the mass transit investment being made by Capital Metro. Also, the slip lanes shown at most frontage road intersections are not safe for bicyclists and pedestrians - they promote fast turning traffic that rarely looks for non-vehicular users. This is a very dangerous design.</p>	<p>design of the I-35 Capital Express North project preserves the ability to make the connections.</p> <p>Thank you for your comment. Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p>
25	Leah M Lobsiger	5/21/2021 21:04	VPH Comment Form	<p>Everything but one detail looks great. My only quibble would be the lack of flyovers from NB 35 to Toll 45 in both directions. I realize this could be beyond the scope of a managed toll lane project, but put it on the list somewhere! 45 has been open for years and traveling NB on 35 to go west on 45 is a pain in the hind end and at times not worth it at all.</p>	<p>Thank you for your comment. Constructing flyovers in this area will be evaluated under a separate project.</p>

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26	James Ascher	5/25/2021 22:11	General Website Comment Form	You must eliminate all bicycle projects from consideration. Cyclists have a serious disregard for public safety and traffic laws. They are a danger to themselves and others and do not deserve any infrastructure geared to that activity.	Thank you for your comment. Federal regulations require that TxDOT consider bicycle and pedestrian accommodations and include them, where applicable, in proposed roadway designs. In addition to reducing congestion and mobility, the proposed project is intended to improve safety for all users of the roadway, including people walking and riding bicycles. For this project, shared-use-paths would be constructed along both sides of I-35, and on-street bike lanes would be constructed at cross streets. These facilities would be buffer-separated from vehicular traffic lanes for safety.
27	Randy Mallory	5/26/2021 17:31	VPH Comment Form	The project should put caps atop the downtown stretch with landscaped pedestrian/biking to reconnect downtown segments divided when I35 was first built.	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/ .

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28	Sarah Simpson	5/26/2021 21:32	VPH Comment Form	This expansion project is a waste of taxpayer dollars and I do not support its progression. The addition of lanes that will only result in increased traffic; encroachment into parklands; and use of diverging diamonds that endanger non-motorist road users are all reasons why this project should be abandoned. Please reallocate funds to much needed roadway maintenance - not harmful, futile roadway expansions projects that only fuel the concrete industry.	Thank you for your comment. Comment noted.
29	Melinda Kyhn	5/27/2021 4:08	VPH Comment Form	I appreciate all that each person on this team has done; however, as a citizen who lives off of Interstate-35, and a daily user of this highway, I do not agree with using non-managed (HOV) lanes. I grew up in Minnesota, and they have these lanes, and it did not decrease the traffic for daily drivers, it helped the City buses more, which was only a partial reason to incorporate them. I believe it would benefit our Community more by using these lanes for the general traffic instead of only those considered high occupancy vehicles. Even though these lanes are non-tolled, it wouldn't give the main lanes the reprieve necessary for the general public. Please reconsider this portion of the project; especially for those of us that live here and drive on this freeway daily. Thank you.	HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving carpoolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.

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30	Jim Christianson	5/27/2021 8:55	Email to: capexnorth@ txdot.gov	<p>To Whom It Concerns</p> <p>I have relatives in the French Place/Cherrywood neighborhood. I own property on Robinson street off 35 east of 35 at 3103 Robinson. It has been in my family since 1949. Because it is so close to 35 for years any new project proposed for 35 I have participated in. I have been to countless open houses sponsored by TxDot.</p> <p>You have published drawings of how additional alternative lanes would work. I asked Susan several months ago after the drawings were released if she knew how many homes would be taken in this expansion. She said she did not know. She did not know if any land would be taken. I cannot believe that and I want to know if that is still your position.</p> <p>Secondly will federal funds be used for this project and what impact this project have will have on the historic Mt Calvary cemetery the oldest Catholic Cemetery and St George Episcopal church which has columbarium niches. Neighbors along Robison Ave in different sections have discussed applying a National Register District for our street. . Will that impact the use of federal funds?</p> <p>Third would these proposed bike and pedestrian lanes be the reason for homes being taken on the east side of 35? In other words would it be necessary to take business property and homes if these were not part of the project?.</p>	<p>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/.</p>

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				<p>In the proposal before this latest one TxDot had the gall to ask relatives of persons buried in Mt Calvary if they would allow their loved ones removed from Mt Calvary so they could expand the highway? They said Hell No.!!Will you be doing this again in this proposal?</p> <p>Jim Christianson 512 477-34448</p>	
31	Mac Ragsdale	5/27/2021 11:10	PDF Coment Form	<p>I was disappointed in the last public hearing that the discussion was all about turning IH 35 into some bike and pedestrian friendly paradise as if that's a foregone conclusion. I would like to be in record as saying that this is a fools errand-the purpose of an interstate highway is to move vehicular traffic through and to places over long or moderate distances and this should be the primary focus. If bikes and pedestrians can be accommodated economically and with minimum disruption that would be fine, but not at the expense of to vehicle flow and volume.</p>	<p>Thank you for your comment. In addition to reducing congestion and mobility, the proposed project is intended to improve safety for all users of the roadway, including people walking and riding bicycles. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross streets, would be buffer-separated from vehicular traffic lanes for safety.</p>

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32	Brian Nunnery	5/27/2021 15:00	VPH Comment Form	<p>Research shows diverging diamond intersections are dangerous for pedestrians and cyclists. It's disappointing that, yet again, maximizing vehicle throughput through intersections like Wells Branch and I-35 is casting pedestrian safety aside, and prioritizing car movement as a monolithic solution to transportation.</p> <p>Wells Branch is a critical pedestrian and cyclist crossing point of I-35 in this area, since Tech Ridge (the next safest crossing) fails to connect to pedestrian/cycling infrastructure on its west end.</p> <p>The number of pedestrian crossings involved in this diamond interchange are obviously ridiculous - if any of you have been a pedestrian commuter before in situations like this (challenge me - have you?), you'd know that without requiring the research.</p> <p>While certain aspects of this project are helpful (turnarounds at Braker, added sidewalk connectivity), the diverging diamond at Wells Branch is a wildly dangerous solution that will further relegate pedestrians/cyclists, and the relentless commitment to vehicle throughput will continue to thwart our regional effort to diversify transit mode - especially in areas closer to the urban core.</p> <p>I remain unconvinced of TxDOT's commitment to improving our transportation holistically and</p>	<p>Pedestrian crossings within Diverging Diamond Interchanges (DDIs) can be designed to be equally as safe as they are in conventional interchanges. DDIs have about the same number of pedestrian conflict points as conventional intersections depending on specific configurations. Pedestrian crossings typically have fewer lanes to cross than conventional intersections which makes for shorter crossing distances. All of the pedestrian crossings will be signalized except for potentially the single-lane eastbound and westbound right turn lanes. The configuration shown in the schematic design has an added benefit of pedestrians being able to cross Wells Branch through the interchange instead of having to walk to the traffic signal beyond the interchange. Cyclists can be accommodated with the shared use paths through the interchange. The roadways beyond the DDI do not include on-street bike lanes and neither does the proposed configuration.</p> <p>The decision to implement a DDI at Wells Branch is a balance to fit the needs of many different factors of the interchange. The DDI does not reduce the chances for implementing transit improvements in the future. The DDI enhances the overall efficiency of the transportation system as a whole.</p>

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				sustainably, and am personally slighted by this plan's impractical approach to pedestrian safety.	
33	Nathan Searcy	5/27/2021 18:32	VPH Comment Form	<p>After reviewing the proposed changes I'd like to make my thoughts known to TxDOT and other involved in the project. I don't not support the idea of removing park land to expand the highway. These added lanes will induce additional drivers and will reduce air quality in and around the park. The added capacity will be filled in a very short time and will at best be a short term band aid to the congestion. The only long term solution to congestion is providing alternative transportation options.</p> <p>I like the added bike lanes they support the city's initiatives to reduce our impact on the environment. However, the paths should not cross the highway or other intersections at grade. This creates dangerous conflict points that will reduce safety and will discourage the use of the path. Lastly, given the Texas heat shade trees should be planted along the path to make the ride quieter and more enjoyable.</p>	<p>Thank you for your comment. The right of way required from Upper Little Walnut Creek is needed to accommodate the addition of a northbound and southbound bypass lane over Rundberg Lane, as well as shared-use-paths on both sides of I-35. These improvements would not result in impacts to any recreational amenities in the park. To offset these impacts, TxDOT has been working with the City of Austin on ways to provide bicycle and pedestrian connectivity across I-35.</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 North project preserves the ability to make the connections.</p>

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34	David Orr	6/1/2021 6:54	VPH Comment Form	<p>I'm concerned about the amount of land in the floodplain, especially on the upstream (west) side of the highway, e.g, along Walnut Creek tributaries as they pass under. It would appear that ponding is occurring as a result of flow constriction caused by the existing roadway. Is this true? Is there a way to mitigate the potential flooding that will undoubtedly increase over time. Climate-change models suggest our area will see more intense flash flooding. This project needs to take this into account.</p> <p>I'm also concerned about the provision of adequate pedestrian and bicycle facilities. The area around Rundberg has a high volume of foot traffic at all hours. Lighting is inadequate for public safety. Bicycle travel is increasing throughout the area for commuting, short trips, and recreation. This segment of I-35 needs a safe path and good lighting to service the growing needs.</p> <p>Thank you for the opportunity to comment.</p>	<p>The land in the floodplain exists today. The proposed project would add little, if any, fill to the floodplain within TxDOT right of way. The proposed project is actually raising the profile and bridges from what exists today. Hydraulic modeling is being completed to mitigate impacts both upstream and downstream of the creek crossing. The models are using the latest Atlas 14 rainfall data which has recently been updated based on historic rainfall data. TxDOT has addressed climate change by adding Section 5.18 <i>Greenhouse Gas Emissions and Climate Change</i> to the Final Environmental Assessment.</p> <p>Currently, supplemental lighting is being considered around the Rundberg Lane intersection, including underneath the I-35 bridge at Rundberg Lane.</p>
35	Ashley Keith	6/2/2021 4:11	VPH Comment Form	<p>DO NOT BUILD ANY MORE HIGHWAYS THROUGH AUSTIN. DO NOT EXPAND ANY HIGHWAY THAT RUNS THROUGH AUSTIN.</p> <p>Highways cause traffic. Why would anyone want MORE traffic?</p>	<p>Thank you for your comment. Comment noted.</p>

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36	Sumit Dutta	6/3/2021 6:16	VPH Comment Form	<p>I bike frequently in Austin and I wanted to point out that cyclists need safe ways to *cross the expressway* more than paths to bike along the expressway. I think the plans shown for diverging diamond intersections with shared use paths could work, only if one of the following happens: (1) There should be traffic lights at the points where bikes and pedestrians would cross car driving pavement. The current intersection of Loop 1 and Slaughter Lane is very confusing in this regard because it looks like drivers need to run over pedestrians to get to the red light, but really the traffic light should just be at the crosswalk so that cars stop at the right place without running anyone over. This is the more cost-effective option. (2) Perhaps preferable to the previous option is if shared use paths have any additional narrow bridges or tunnels at the intersections to avoid contact with cars and greatly enhance safety.</p> <p>I would also like to point out that I really like the bike path currently under I-35 at 4th St. because both cars and bikes can easily anticipate each other and avoid accidents.</p> <p>I would appreciate actions on your part to increase safety for all.</p>	<p>The proposed on-street bike lanes at east/west cross streets would be separated from vehicular travel lanes by a 2-foot buffer for safety. The proposed shared-use-paths would also be separated from the frontage roads for safety.</p> <p>Pedestrian crossings within Diverging Diamond Interchanges (DDIs) can be designed to be equally as safe as they are in conventional interchanges. DDIs have about the same number of pedestrian conflict points as conventional intersections depending on specific configurations. Pedestrian crossings typically have fewer lanes to cross than conventional intersections which makes for shorter crossing distances. All of the pedestrian crossings will be signalized except for potentially the single-lane eastbound and westbound right turn lanes. The configuration shown in the schematic design has an added benefit of pedestrians being able to cross Wells Branch through the interchange instead of having to walk to the traffic signal beyond the interchange. Cyclists can be accommodated with the shared use paths through the interchange. The roadways beyond the DDI do not include on-street bike lanes and neither does the proposed configuration. The decision to implement a DDI at Wells Branch is a balance to fit the needs of many different factors of the interchange. The DDI does not reduce the chances for implementing transit improvements in the future. The DDI enhances</p>

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					the overall efficiency of the transportation system as a whole.
37	Eva Esparza	6/5/2021 17:22	General Website Comment Form	I 35 needs to be removed and be replaced by improvements to HW130 to the east to route all traffic, whose destination is not Austin, around the city. Currently we have been suffering with year after year of increased truck traffic that's been shifted from rail. Almost half my taxes go to pay for a service that harms my community through pollution and division. Money should not be spent on further dividing Austin. It's an expensive short term fix. I'd much rather see my tax dollars going to rail so we could take a train to San Antonio, Dallas and Houston.	<p>Thank you for your comment. Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>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 North project preserves the ability to make the connections.</p>

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38	Tom Wald	6/7/2021 13:03	Email to: capexnorth@ txdot.gov	<p>Below are the Red Line Parkway Initiative's comments for the I-35 Capital Express North project virtual public hearing closing June 10th, 2021:</p> <p>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.</p> <p>On some previous projects, TxDOT has excluded the provision of bike & ped crossings at major highway crossings. Rather, this project should include the all-ages-and-abilities pedestrian and bicycle crossings on both sides of all roadway crossings, not excluding U.S. 290 East (Spur 69), U.S. 183, SH 45 North.</p>	<p>The proposed project would add 10-foot shared-use-paths, where feasible, along both sides of I-35 within the project limits. In constrained areas along the roadway, the shared-use-path would narrow to 8 feet. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, an 8- to 10-foot shared-use-path would go down the center of the bridges between opposing directions of travel. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross streets, would be buffer-separated, where possible, from vehicular traffic lanes for safety. These improvements are compatible with City of Austin bicycle/pedestrian plans and TxDOT's</p>

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				<p>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, including rebuilding or supplementing (in parallel) existing sidewalks.</p> <p>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:</p> <p>Little Walnut Creek</p> <p>Walnut Creek</p> <p>These additional shared-use paths should connect with the shared-use paths along the corridor. Completing these I-35 crossings at these creeks would help address providing a crossing at least every half-mile and help address Section 4(f) impacts.</p> <p>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.</p> <p>The shared-use paths should be built for people</p>	<p>Bicycle Accommodation Design Guidance, which implements United States Department of Transportation and Federal Highway Administration policy regarding accommodations for people walking and riding bicycles. These improvements are also designed in accordance with the American Association of State Highway and Transportation Officials (AASHTO) and Public Rights-of-Way Accessibility Guidelines (PROWAG), which considers people of all ages and abilities in their guidelines.</p> <p>TxDOT has worked with the City of Austin on design standards that will work within this corridor. The width range of shared-use-paths to comply with the City's design standards is 8 to 12 feet. TxDOT has also coordinated with the City of Austin to incorporate shared-use-path connections under the I-35 bridges at Walnut Creek and Little Walnut Creek.</p> <p>A physical barrier between the frontage road and shared-use-path would be an obstruction to vehicular traffic, particularly at every driveway. This would decrease safety for both vehicular and bicycle traffic and was therefore not included in the design.</p> <p>The updated TxDOT Bicycle Accommodation Design Guidance released in April 2021 applies to projects with a letting date after</p>

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				<p>of all ages and abilities to use. Notably:</p> <p>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.</p> <p>The shared-use paths in the I-35 ROW should be as far away from the frontage roads as possible. In no case should the shared-use path be placed immediately adjacent to the frontage road without a physical barrier—such facilities do not serve users of all ages and abilities. A 6” curb is not an adequate barrier.</p> <p>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</p> <p>TxDOT and its contractors should publicly present and accept feedback on detailed bicycle and pedestrian accommodations. On many occasions in TxDOT and CTRMA projects, different but cost-neutral choices in design would have resulted in far superior implementations, in regards to usability and safety.</p> <p>Ending traffic deaths and serious injuries needs to be among the top concerns in this project. For</p>	<p>September 2022. The letting date for the proposed project is March 2022. While the updated guidance doesn't apply to this project due to applicability dates, TxDOT will incorporate additional provisions of the new guidance, where possible.</p> <p>I-35 within the project limits is considered an urban highway, not a rural highway or an urban street. As such, the FHWA guidance on self-enforcing streets and the USLIMITS2 speed limit and safe design guidance does not apply.</p> <p>The additional lane capacity being provided is an HOV lane, which will accommodate a higher occupancy per vehicle, such as Capital Metro transit buses and van pools, as well as providing those individuals a more reliable travel time through the corridor. This design serves to encourage people to avoid single-occupancy vehicles, thereby reducing the number of vehicles in the general purpose lanes.</p> <p>TxDOT has prepared a Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment technical report (https://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/725-01-rpt.pdf), which takes into consideration increases in temperature. This statewide approach is consistent with the Council on Environmental Quality (CEQ) draft Guidance on the Consideration of Climate Change in National Environmental Policy Act</p>

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				<p>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.</p> <p>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.</p> <p>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> <p>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.</p>	<p>(NEPA) Reviews (dated June 26, 2019). Please refer to the technical report for more details, including the climate change assessment and how TxDOT is responding to a changing climate. A summary of the report has also been added to the Final Environmental Assessment.</p> <p>The capacity improvements being proposed are consistent with the Capital Area Metropolitan Planning Organization's (CAMPO) 2045 Regional Transportation Plan, which was prepared using CAMPO's travel demand models.</p> <p>Individuals that our team requested input on induced development were planning professionals who represent agencies, organizations, and governmental jurisdictions within the project's area of influence, which extends out further than the project corridor. The project team reached out to these individuals on multiple occasions to get their input. In some cases, we were directed to other individuals who were better able to provide input on the project's indirect effects.</p>

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				<p>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). Mitigation can take the form of funding completion of nearby trails, e.g. connecting the Northern Walnut Creek Trail to the Southern Walnut Creek Trails, adding to the Red Line Trail, and completing the MoKan Trail.</p> <p>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.</p> <p>The Indirect Effects Technical Report is not a good precedent for the analysis of indirect effects nor for induced demand or "induced growth". Glaringly, the vast majority of the agencies with the AOI did not participate, and the points of contact chosen were often not in the study area of expertise, e.g. development or urban planning would be more appropriate. Additionally, there were other substantial methodological flaws with the study. As a result, the conclusions stated were not soundly supported.</p> <p>Thank you for the opportunity to provide input on this project.</p>	

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39	Adam Hite	6/7/2021 15:56	Email to: capexnorth@ txdot.gov	<p>1. Use safe design speed matched to target speed and posted speed for all elements. This means no higher than 35mph for any surface element with sidewalks or crosswalks and low enough design on main lanes to integrate safely into the urban fabric.</p> <p>2. There must be safe pedestrian crossings at the very least every half mile. Ideally these should be safe, multimodal surface streets.</p> <p>3. Please do not add car-priority lane capacity to this corridor in any way. This doesn't preclude safety or operational improvements. But the call for capacity expansion for expansion's sake is based on flawed, inequitable, near meaningless forecasts & travel demand models.</p> <p>4. Please treat the safe, multimodal access needs of low income residents of nearby areas like Rundberg at Lamar as just as important as the needs of wealthier people who live in suburban car-dependent areas. A 1-mile walk trip is just as important as a 30-mile commute.</p> <p>5. Also, please do not add bike lanes to any frontage roads that are faster than 35mph. It's extremely dangerous to expect people to use those bike lanes.</p> <p>Thank you.</p>	<p>Thank you for your comment. Speed limits on Texas highways are set by the 85th percentile method, which represents the speed the majority of drivers will be traveling at or below. This is a sound engineering principle to set speed limits on highways nationwide for the past 60 years.</p> <p>Design speeds are determined by several factors, including topography, anticipated operating speed, and the functional classification of the highway. I-35 is a major interstate highway with a lot of freight traffic that was previously designed and currently operates with a similar speed to the proposed design speed. The design speed used for the proposed project matches the typical design speed used for this type of facility.</p> <p>The proposed project would include bicycle and pedestrian accommodations at intersections and overpasses. A 5-foot on-street bike lane with a 2-foot buffer would be provided at the following east/west cross streets: Grand Avenue Parkway, Howard Lane, Braker Lane, and Rundberg Lane. At the proposed diverging diamond intersection (DDI) at Wells Branch Parkway and the DDI under construction at Parmer Lane, an 8- to 10-foot shared-use-path would go down the center of the bridges between opposing directions of travel. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross streets, would be</p>

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					buffer-separated from vehicular traffic lanes for safety.
40	City of Austin Transportation Department	6/9/2021	Mailed letter	<p>Mr. Tucker Ferguson, P.E., Austin District Engineer, TxDOT, and Ms. Michelle Cooper, P.E. I-35 Capital Express North Project, TxDOT 1608 W. 6th Street Austin, TX 78703</p> <p>RE: I-35 Capital Express North Project Comments for Public Hearing</p> <p>Dear Mr. Ferguson and Ms. Cooper:</p> <p>Thank you for the opportunity to comment on the I-35 Capital Express North project. The Austin Transportation Department (ATD) appreciates the efforts of TxDOT staff on this project that would address the mobility issues within this portion of the critical I-35 corridor.</p>	<p>Thank you for your comment.</p> <p>Multimodal Crossings: TxDOT will continue its ongoing coordination with the City of Austin regarding the additional bicycle and pedestrian crossings mentioned in the Jan. 4, 2021, and Jan. 19, 2021, letters. TxDOT believes the crossings mentioned in the two letters can be accommodated, either through inclusion in the North project, or through not precluding future construction.</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</p>

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				<p>ATD, representing the mobility interests of Austin, 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 North Austin and the broader region. ATD is focused on the efficient, effective, and safe movement of people, goods, and services along the I-35 Corridor. We recognize that I-35 is the economic corridor that ties Austin to the state and national economy. With this understanding, we offer the following comments for the I-35 Capital Express North 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 direct-connect ramps, bypass lanes, and collector-distributor lanes defined as part of the preferred alternative all represent a significant change from how the corridor presents today. Please confirm that these concepts have a thorough public vetting before assuming full support from the community and area stakeholders. Please coordinate with the City and community to fully convey the proposed connectivity across the</p>	<p>direct transit connection to the facility. The design of the I-35 Capital Express North project preserves the ability to make the connections.</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 designs are a part of TxDOT's design criteria and are 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</p>

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				<p>corridor, improved safety, reduced noise impacts, and attractive aesthetics that are achieved through construction of the preferred alternative. We request on-going work with the community to 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>Multimodal Crossings: Plans for the north segment currently propose few 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 master plans for Urban Trails and Parks which the Austin City Council adopted in 2014 and 2019, particularly north of U.S. 290. These crossings would relieve connectivity gaps, reduce mobility barriers for lower income populations, and mitigate hot spots for pedestrian-involved crashes. The City requests continued coordination with TxDOT to ensure the design of the Capital Express North project does not preclude or complicate these proposed future crossings that may be developed subsequent to</p>	<p>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> <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</p>

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				<p>completion of the I-35 North project. A map of these proposed crossings of the Capital Express North project is attached. The Austin Transportation Department is interested in partnering with TxDOT to bring these proposed crossings to a future fruition.</p> <p>Transit Facilities: In 2020 ATD commented on plans for the North segment that proposed a "T" ramp over IH-35 near the Tech Ridge Park-and-Ride to provide direct transit vehicle access between the managed lanes and the transit facility. TxDOT provided response at that time that they were engaged in ongoing discussions with Capital Metro to address ATD's comments regarding merging areas between transit and non-transit vehicles and not precluding the structures needed to support this T-ramp over IH-35. ATD also communicated that the City's North Lamar Boulevard Corridor Plan identifies a transit-only connection from northbound Lamar Boulevard to Howard Lane. At the time, TxDOT indicated that they were actively working to coordinate this connection. The latest North Segment plans provided by TxDOT to the public for the hearing show neither the proposed "T" ramp nor a connection to Howard Lane. The City</p>	<p>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> <p>HOV/HOT Managed Lanes: The current Unified Transportation Program (UTP) is a 10-year plan to guide transportation project development. Since the I-35 Capital Express North 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>Community Engagement: Community involvement is essential to this project's success. To further engage the community on the I-35 Capital Express North project, TxDOT hosted a virtual public hearing with an in-person option from May 10 through June 10, where 1017 community members attended.</p>

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				<p>requests a status update from TxDOT on how these requests are or are not incorporated into the currently preferred alternative or how they might be accommodated via future investments by the City or regional transit provider.</p> <p>HOV/HOT Managed Lanes: The addition of the managed lane element of the preferred alternative could help the city achieve the mode-split goals enumerated in the Austin Strategic Mobility Plan (ASMP), adopted in 2019. Managed HOV lanes would make carpooling and transit use more reliable and attractive, thereby reducing demand on the region's roadway network. Currently, TxDOT is assuming HOV operations of the managed lane additions to the corridor. The Austin Transportation Department is on record requesting that toll-management remain an option in the development of these assets. Because of demand, many HOV lanes in Texas can be seen to operate at oversubscribed conditions when occupancy requirements remain at 2+ and transit. Likewise, demand on many Texas HOV lanes is not sufficient to sustain transit and 3+ operation throughout the day. Moving the most people through the corridor while maintaining a sustainable investment is a priority for the City. ATD requests that TxDOT consider combining the operational concepts of HOV and toll management, operating the future managed lanes as HOT (HOV and Toll managed lanes). We believe this will maximize the ability of these lanes to move the most people and freight through the corridor while establishing a</p>	

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				<p>sustainable operational approach for the facility.</p> <p>Signalized Intersection Safety: Signalized intersections should be designed with safe crossings for pedestrians and cyclists. 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. ATD has provided design examples that illustrate this concept previously.</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</p>	

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				<p>24'-30' driveway throat widths to reduce pedestrian exposure and improve vulnerable user safety.</p> <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 lanes to 10 feet, use of appropriate street trees and landscaping, and on-street parking. In addition, ATD recommends high-quality shared-use paths as proscribed in the AASHTO Guide for the Development of Bicycle Facilities - Shared Use Path guidance, instead of standard narrow sidewalks, to improve pedestrian and bicyclist safety and mobility. The Austin Transportation Department is eager to partner with TxDOT on these and other appropriate techniques to humanize frontage road travel speeds.</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</p>	

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				<p>presence of vulnerable roadway users in their path. The City recommends 10 ft. setbacks of the shared-use paths (no less than 5 ft.), and cross street widths reduced to the extent possible while maintaining the appropriate number of lanes. At cross streets where slip lanes are proposed, ATD requests constructing the turn lanes as smart-rights with raised crossings for the shared-use paths to improve crossing safety and comfort.</p> <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 for maximizing the movement of people, goods, and services through and within the Austin region. The Austin Transportation Department welcomes TxDOT's efforts to reconstruct this corridor. We want to be your partner in this process and strive 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 our combined 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 I-35 is vital to our economy, the current facility 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 our shared City</p>	

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				<p>and State goals of eliminating fatalities and serious injuries due to car 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>Sincerely,</p> <p>Robert Spillar, P.E., Director, Austin Transportation Department City of Austin</p> <p>Attachment: map of these crossings for the Capital Express North project Cc: Gina Fiandaca, Assistant City Manager</p>	
41	Debra Bush	6/8/2021 17:56	VPH Comment Form	<p>At what point can the Main Lanes be accessed from 12015 Park 35 Circle? It appears there is no entrance to IH-35. It appears travel must be made on the 2-lane frontage road and/or Bypass Lanes for over seven (7) miles with no plan for entrance to the Main Lanes.</p>	<p>Thank you for your comment. Access to the southbound I-35 mainlanes from Park 35 Circle will be available via an entrance ramp that can be accessed by the northern connection of Park 35 Circle. The proposed entrance ramp would be located approximately 300 feet south of that intersection. This distance meets the design criteria for an interstate highway. Alternately, traffic will be able to access the mainlanes by taking the southbound I-35 frontage road, traveling</p>

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					<p>through the signalized intersection at Braker Lane, and utilizing the Rundberg Lane bypass lane to access the I-35 entrance ramp, north of US 183. This route is less than 4 miles in length and would necessitate traffic going through one signalized intersection. Drivers wishing to access the southbound I-35 mainlanes could also choose to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.</p> <p>Additionally, this location limits right-of-way impacts and provides needed mobility for the area. Moving the ramp further south would cause additional impacts to adjacent businesses.</p>
42	Debra Bush	6/8/2021 18:02	General Website Comment Form	<p>At what point can the Main Lanes be accessed from 12015 Park 35 Circle. It appears there is currently no access point for over seven (7) miles. Travel SB on Frontage Road continues with existing entrance ramps closed and new additional exist ramps constructed onto the two-lane Frontage Rd from Braker Lane continuing south to Hwy 290. How many intersections with signal lights must be travelled before access to the Main Lanes?</p>	<p>Thank you for your comment. Access to the southbound I-35 mainlanes from Park 35 Circle will be available via an entrance ramp that can be accessed by the northern connection of Park 35 Circle. The proposed entrance ramp would be located approximately 300 feet south of that intersection. This distance meets the design criteria for an interstate highway. Alternately, traffic will be able to access the mainlanes by taking the southbound I-35 frontage road, traveling through the signalized intersection at Braker Lane, and utilizing the Rundberg Lane bypass lane to access the I-35 entrance ramp, north of US 183. This route is less than 4 miles in length and would necessitate traffic going through one signalized intersection. Drivers wishing to access the southbound I-35</p>

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					<p>mainlanes could also choose to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.</p> <p>Additionally, this location limits right-of-way impacts and provides needed mobility for the area. Moving the ramp further south would cause additional impacts to adjacent businesses.</p>
43	Sherry Stowers	6/10/2021 8:18	Email to: capexnorth@ txdot.gov	<p>Thank you for the opportunity to participate in this process.</p> <p>I agree that something must be done along I35 corridor in the greater Austin area. So, the proposed project appears to be a good solution for addressing the traffic needs in this area.</p>	Thank you for your comment. Comment noted.

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44	Ora Houston	6/10/2021 8:53	Voicemail	<p>My name is Mrs. Ora Houston. And I want to thank you all for giving me an opportunity to comment on this other than via computer or cell phone. So, thank you for thinking about people who just use the phone. Two comments. One, sound barriers need to be put up all along the interstate where residential housing is, whether that's residential housing that is up in the sky, or residential housing that still is on the ground level. But sound barriers need to be placed everywhere there are residential houses.</p> <p>The second thing is, I'm not sure, couldn't tell from the presentation about the bicycle and pedestrian ways. I don't think that people need to be walking along the interstate, high traffic areas like I-35. I question about bicycles, I question that - whether that's the right thing to do. We just had somebody get killed trying to walk across I-35 near Capital Plaza a week ago. So, I'm not clear based upon your description about how these pedestrian and bike paths will be added so that people just don't, are not aware that the interstate is not a place to walk or bike. There are other places to bike safely. To get from here to San Antonio might take you a little longer, but I hate for us to develop a plan.</p>	<p>Seven noise barriers were found to be both reasonable and feasible and are recommended for incorporation into the proposed project. The proposed noise barriers are located along the right-of-way line between the frontage road and the following adjacent developments: Lantower Ambrosio Apartment Complex, The Vineyard Apartment Complex, North Oaks Neighborhood, Cricket Hollow Apartment Complex, Starburst and Orbit Apartment Complexes, Woodland Heights Apartment Complex, and Towne Oaks I Apartment Complex. The final decision to construct the proposed noise barriers will not be made until completion of the project design, utility evaluation, and polling of all benefited and adjacent property owners and residents.</p> <p>In addition to reducing congestion and mobility, the proposed project is intended to improve safety for all users of the roadway, including people walking and riding bicycles. The proposed shared-use-path along both sides of I-35, as well as the proposed on-street bike lanes at cross streets, would be buffer-separated from vehicular traffic lanes for safety.</p>

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45	athena leyton	6/10/2021 12:29	VPH Comment Form	I-35 should not be expanded. Commercial traffic should go around the city on 130. Create and enforce congestion fees for commuters. Embrace the new rail lines that will be built. We don't want I-35 to end up like the monstrosity that is the Katy Freeway.	<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 or fees.</p> <p>Studies conducted by the Texas A&M Transportation Institute (TTI) found that 82% of traffic traveling along the downtown portion of I-35 is local traffic. Only 18% of I-35 traffic volume is vehicles traveling through the region without stopping. Of that volume, only 7% are trucks; the other 11% of vehicles are local I-35 travelers.</p> <p>The TTI studies found that rerouting truck traffic from I-35 to SH 130 would have limited impact on I-35 congestion. Two major reasons for this are: 1) most of the truck traffic has either an origin or destination near the I-35 corridor; and 2) truck drivers passing through on the way to their destination generally find I-35 to be the most efficient route.</p> <p>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 North project preserves the ability to make the connections.</p>

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46	Michael Fossum Austin Heritage Tree Foundation	6/10/2021 13:30	Email to: capexnorth@txdot.gov	<p>700 YEAR OLD TREE: Please avoid impacting the 700 yr old tree north of Braker in the Northern Tools parking lot. Avoid disturbing (compacting, parking on, storing, regrading, pouring concrete over, allowing heavy foot or machinery, etc.) as much of the crz of that tree. Specifically avoid disturbing as much of the current grassy area in front of that tree facing IH35.</p> <p>The current plan shows pinks areas on that grassy area qualified as construction easement. See attached screenshot. Our previous discussion with TxDOT was that a fence would be installed to protect that area.</p> <p>** Is that still the plan? Will that pink space be used for construction purposes?</p> <p>Try to increase that root protection are a bit more. That tree has roots in that grassy area so any work there will disturb the 700 yr old tree and may cause it to die.</p> <p>If roots are encountered have them pruned (flush sharp cut) by a certified arborist only and painted right away to prevent oak wilt. There's active oak wilt in that area. February to june is the highest risk but oak wilt could occur any other month if the humidity and temperature are high.</p> <p>Please contact landowner to see if parking lot entrance could be removed to give more open</p>	<p>The project team is aware of the referenced heritage tree. There will be no right of way acquired or deep excavation required at the tree's location; therefore, the project would not impact the tree or its root system. The following commitments for the tree's protection will be followed during construction:</p> <p><u>Site Preparation</u></p> <ul style="list-style-type: none"> • Completion of an initial inspection and assessment (Level 1) by an experienced certified arborist prior to any work activity. This Level 1 inspection report will be provided in writing to TxDOT. • Prune tree to remove dead wood and branches which may interfere with construction. Pruning must be conducted by certified arborist. • Take soil samples and implement necessary soil augmentation of rooting environment for tree. Results and recommendations will be provided in writing to TxDOT before implementation. • Preserve a minimum of 50% of the critical root zone (CRZ), not cut four inches within the 1/2 CRZ without an air spade or hand tool, and not cut or fill within the 1/4 CRZ for tree. <p><u>Tree Protection Fencing</u></p>

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				<p>grassy area to the tree along the sidewalk. If that is done. Soil aerate the area under the removed asphalt so that roots can grow.</p> <p>If tree needs you be pruned for clearance' have a certified arborist do that work.</p> <p>HERITAGE TREES Similarly, protect as many healthy heritage trees as possible. Don't remove them if it's possible to adjust the design instead. But also plan the construction, parking and storage areas well so that those activities don't impact the roots in the full crz if possible, minimum in the 1/2 crz of all healthy heritage trees. Heritage tree is defined by COA as 24 inches or larger of several species. See ordinance.</p> <p>CREEK AND PARKLAND Minimize impact to trees, creek and wildlife when building or expanding bridges over creeks. Especially in the southern area in the Little Walnut Creek parkland that you are acquiring. That's a very wooded area. See attached screenshot.</p> <p>** Can some of the activities be moved to the northern area that has fewer trees to save some trees in the southern wooded area?</p>	<ul style="list-style-type: none"> • 5-foot, chain-link with steel support poles or T-posts with welded wire fabric when approved by TxDOT. • Install fencing, a 4-foot layer of mulch and/or more substantial material to protect the Critical Root Zone (CRZ) of the tree within TxDOT ROW. <p><u>Tree and Root Care</u></p> <ul style="list-style-type: none"> • Prune tree in accordance with the most recent ANSI A300 standards and in compliance with the guidelines for the prevention of oak wilt. The maximum allowable impact for tree crowns is that not more than 25% of the foliage should be removed within an annual growing season. • Do not trim tree from February-June. • Avoid impacting roots when digging (where feasible) and apply fertilization when applicable. • All root cuts over 1-foot diameter will be conducted by a certified arborist. • Develop a supplemental watering plan for tree. • Assess rooting environment and provide soil aeration where needed. • Replenish mulch for tree annually. • Cover and rebury roots as soon as possible. Avoid leaving unburied roots for more than 12 hrs. <p><u>Construction</u></p>

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					<ul style="list-style-type: none"> • Certified arborist must be present onsite when work near tree CRZ is occurring. • Hand grading within the CRZ of tree only. • Shall use sand to build up the SUP above grade. • Use a plastic vapor barrier when installing concrete within the CRZ of tree. <p>Vegetation clearing that would be done as part of the proposed project would remove habitat for wildlife. Adjacent areas are similar in vegetative composition and are in close proximity to the construction limits which allow wildlife to relocate to nearby parcels. Re-vegetation efforts would provide appropriate and sustainable cover to prevent erosion and siltation. Vegetation clearing activities would be avoided during the general bird nesting season, March 1 through Sept. 15, to minimize adverse impacts to birds.</p> <p>Impacts to creeks would be covered by a Clean Water Act (CWA) Section 404 permit. The CWA Section 401 Certification requirements would be met by implementing a Storm Water Pollution Prevention Plan (SW3P). The SW3P would include at least one best management practice (BMP) from the Section 401 Water Quality Certification Conditions, as published by the Texas Commission on Environmental Quality. These BMPs would address erosion control, post-construction total suspended solids control, and sedimentation control.</p>

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					<p>The right of way required from Upper Little Walnut Creek is needed to accommodate the addition of a northbound and southbound bypass lane over Rundberg Lane, as well as shared-use-paths on both sides of I-35. These improvements would not result in impacts to any recreational amenities in the park. To offset these impacts, TxDOT has been working with the City of Austin on ways to provide bicycle and pedestrian connectivity across I-35.</p> <p>TxDOT considers protecting heritage trees on a case-by-case basis if a proposed project can safely accommodate the tree while still meeting the purpose and need of the project.</p>
47	Isaac Garcia	6/10/2021 13:33	VPH Comment Form	Adding any lanes to I-35 would do nothing to reduce traffic but will only induce demand for more traffic. Furthermore, it'll create a bottleneck where the lanes reduce back down to "normal," causing even more traffic at all points along I-35. Some of the project elements (redone intersections) may be good by themselves, but this solution as a whole will cause more problems than it solves.	Thank you for your comment.
48	Lou Loufingwell	6/10/2021 13:37	VPH Comment Form	It's unconscionable that TxDOT could be spending billions of dollars on a highway project and add zero new crossings. People are dying on your facilities. I don't know if it's incompetence or indifference, but if you are unable or unwilling to design a facility that can't protect peoples lives better than this then you need to resign. Asking people to walk two miles round trip just to use a crossing is insanity, and shows your arrogance	Thank you for your comment.

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				and lack of understanding about human behavior. Do your job.	
49	Ted Yang	6/10/2021 16:50	VPH Comment Form	Need a DDI at 45 and I-35	A DDI at the intersection of I-35 and SH 45N would not be possible geometrically due to the distance between the frontage roads and the conflict with multiple bridge columns supporting the SH 45N mainlanes and direct connectors to I-35.
50	Michael Regan	6/10/2021 16:54	VPH Comment Form	Why has roundabouts not been utilized at intersections in TxDOT projects? Roundabouts move a higher volume of traffic and are not dependent on traffic signals. Traffic signals stop traffic and delay vehicles from freely moving and halt traffic increasing idling which increase NOx and PM emissions from motor vehicles.	Thank you for your comment. The decision to construct a roundabout is based on traffic volumes, access management, operations of adjacent intersections, right of way and utility constraints, and safety impacts.

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51	Stephanie Webb	6/10/2021 18:07	Email to: capexnorth@txdot.gov	<p>This entire report can be destroyed with one statement: it is impossible to reduce congestion by making space for cars. As long as more lanes are produced, that will induce demand, which will increase both congestion and carbon dioxide. This has been proven all over the country, not least of which being Houston and Los Angeles. Expanding highways does not improve traffic, so one must assume that the goal of this project is not to reduce traffic, but to continue enriching TXDOT contractors.</p> <p>Promoting more diamond intersections is ridiculous because most people are not aware of how to navigate them. I have no vehicle, and am aware of exactly two examples, one being at University Boulevard off I-35 and the other being at Slaughter off MoPac. I have never seen consistent pedestrian or cycling traffic at either one of those intersections, but I do see such traffic at the intersections of Airport and I-35, 51st and I-35, and 290 East and I-35. Placing diamond intersections in Central Austin is a surefire way to increase fatalities while not solving any of the problems.</p> <p>Seeking more land for highways is the opposite of "environmental plans." While I doubt that TXDOT has the lack of awareness of Gohmert, this report is equally ridiculous. Noise pollution is the only issue being addressed, which is ludicrous due to the heat island effect of excessive concrete on a failing grid that will take years to upgrade, air pollution due to more</p>	<p>In addition to the proposed additional managed HOV lanes, the project would reconstruct bridges, add a diverging diamond intersection (DDI) at Wells Branch Parkway, add pedestrian and bicycle paths, and make additional improvements within the corridor to reduce congestion and improve safety and mobility. HOV lanes save time for carpoolers and transit riders by enabling them to bypass traffic. Because most drivers, especially during rush hour, are driving alone, there are fewer vehicles in HOV lanes, giving carpoolers and transit vehicles a less congested ride. HOV lanes can also provide commuters with a needed alternative to congestion, which is not always possible if all lanes are opened to everybody. This can incentivize drivers who typically travel alone to carpool or choose transit, meaning more people are moved in fewer vehicles, which benefits everyone.</p> <p>Pedestrian crossings within Diverging Diamond Interchanges (DDIs) can be designed to be equally as safe as they are in conventional interchanges. DDIs have about the same number of pedestrian conflict points as conventional intersections depending on specific configurations. Pedestrian crossings typically have fewer lanes to cross than conventional intersections which makes for shorter crossing distances. All of the pedestrian crossings will be signaled except for potentially the single-lane eastbound and westbound right turn lanes. The configuration</p>

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				<p>traffic, and more highway runoff into the Edwards Aquifer. Identifying wetlands is not the same as reporting on runoff. Pictures are not numbers or real information, and none of the slides for the presentation addresses those issues.</p> <p>Moreover, there is the extremely difficult barrier of construction to expand the highway. TXDOT has demonstrated poor project management skills when blowing up a ramp after years of construction. Therefore, sidewalks and bike lanes already in existence will be inaccessible--for years.</p> <p>The most absurd premise of TXDOT is that it is entitled to expand highways, regardless of public input. The agency is already discussing eminent domain and land acquisition, as if it is incapable of processing the word, "No." No one seems to grasp that commuting for work in a car is a privilege that has become obsolete due to the pandemic and the paradigm shift. People are quitting their jobs rather than give up working from home, so expanding highways makes no sense. However, because we all know that TXDOT is not representative of the public any more than any of the other state government, the agency will do what it wants.</p>	<p>shown in the schematic design has an added benefit of pedestrians being able to cross Wells Branch through the interchange instead of having to walk to the traffic signal beyond the interchange. Cyclists can be accommodated with the shared use paths through the interchange. The roadways beyond the DDI do not include on-street bike lanes and neither does the proposed configuration.</p> <p>The decision to implement a DDI at Wells Branch is a balance to fit the needs of many different factors of the interchange. The DDI does not reduce the chances for implementing transit improvements in the future. The DDI enhances the overall efficiency of the transportation system as a whole.</p>
52	Debra Bush	6/10/2021 21:58	VPH Comment Form	After discussion today with TXDOT representatives, we would like to reiterate the newly designed and relocated entrance ramp to the Main Lanes located near the TCEQ campus between Yager Lane and Braker Lane poses a	Access to the southbound I-35 mainlanes from Park 35 Circle will be available via an entrance ramp that can be accessed by the northern connection of Park 35 Circle. The proposed entrance ramp would be located approximately

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				<p>severe life safety risk to the 3,000+ employees from TCEQ campus, Central TX Girl Scouts headquarters and numerous other businesses who will be attempting to cross 2-lanes of frontage road to access the entrance ramp that is approx 100' from the campus exit. We disagree with the plans to relocate the existing Main Lane entrance ramp, which is currently located south of Walnut Creek and allows for the largest populations of employee campuses to safely access the Main Lanes of I-35.</p>	<p>300 feet south of that intersection. This distance meets the design criteria for an interstate highway. Alternately, traffic will be able to access the mainlanes by taking the southbound I-35 frontage road, traveling through the signalized intersection at Braker Lane, and utilizing the Rundberg Lane bypass lane to access the I-35 entrance ramp, north of US 183. This route is less than 4 miles in length and would necessitate traffic going through one signalized intersection. Drivers wishing to access the southbound I-35 mainlanes could also choose to travel to Yager Lane via Walnut Park Crossing and Lamar Boulevard.</p> <p>Additionally, this location limits right-of-way impacts and provides needed mobility for the area. Moving the ramp further south would cause additional impacts to adjacent businesses.</p>
53	Karen Pair Pair Holdings LLC	6/15/2021	Mailed Comment Form	<p>Affected address: 13810 N I-35, Austin, TX</p> <ul style="list-style-type: none"> - Noise from IH 35 will be louder with the expansion of the lanes and will disturb our tenants and their customers. Potentially losing our tenants as a result. - Encroachment of the taking of the strip will hinder the septic system and cause an issue with our drain field. - IH 35 sign will have to get repermited (if that is even possible) and reinstallation of sign. - Dumpster and parking - the taking will limit the parking area and the dumpster area. 	<p>As part of the noise analysis process, noise sensitive land uses (e.g., residences, schools, churches, etc.) are modeled to determine if a noise barrier would need to be analyzed. At these noise sensitive land uses, noise "receptors" are placed in an area of frequent outdoor use. The property in question is commercial, so it was not included in the noise analysis. However, an interior noise receptor was analyzed at a nearby noise sensitive land use located approximately the same distance from I-35. Noise levels at that location did not exceed the impact criteria of 52 dB(A) for</p>

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					<p>interior noise levels under the existing or proposed conditions.</p> <p>The proposed encroachment on your property's septic system/drain field, sign, and dumpster/parking will be assessed during the right-of-way appraisal process. Please refer to the TxDOT publication 'State Purchase of Right of Way' at https://ftp.txdot.gov/pub/txdot-info/row/booklet_15.500.pdf for more information about the right-of-way appraisal process.</p>
54	Karen Pair for JK Pair LLC	6/15/2021	Mailed Comment Form	<p>Affected address: vacant lot at approximately 13820 IH 35, Austin, TX (North of Austin Stone Works)</p> <ul style="list-style-type: none"> - The taking of the strip of land will limit our building, parking and septic space, - Noise from the expansion will limit our potential tenants, - Access to property – the expansion will limit our access driveway or restrict entry. 	<p>As part of the noise analysis process, noise sensitive land uses (e.g., residences, schools, churches, etc.) are modeled to determine if a noise barrier would need to be analyzed. At these noise sensitive land uses, noise "receptors" are placed in an area of frequent outdoor use. The property in question is commercial, so it was not included in the noise analysis. However, an interior noise receptor was analyzed at a nearby noise sensitive land use located approximately the same distance from I-35. Noise levels at that location did not exceed the impact criteria of 52 dB(A) for interior noise levels under the existing or proposed conditions.</p> <p>The proposed encroachment on your property's building, parking, and septic space will be assessed during the right-of-way appraisal process. Please refer to the TxDOT publication 'State Purchase of Right of Way' at https://ftp.txdot.gov/pub/txdot-</p>

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					<p>info/row/booklet_15.500.pdf for more information about the right-of-way appraisal process.</p> <p>For information on driveway permits at the property, please reach out to the TxDOT Austin District.</p>
55	TCEQ	6/3/2021	Mailed Letter	<p>Re: Response to Request for TCEQ Environmental Review</p> <p>The Texas Commission on Environmental Quality (TCEQ) received a request from the Texas Department of Transportation (TxDOT) regarding the following project: I-35 CAPITAL EXPRESS NORTH – FROM SH 45N TO US 290E (CSJs: 0015-10-062, 0015-13-389:)</p> <p>In accordance with the Memorandum of Understanding between TxDOT and TCEQ addressing environmental reviews, which is codified in Chapter 43, Subchapter I of the Texas Administrative Code (TAC) and 30 TAC § 7.119, TCEQ is responding to your request for review by providing the below comments.</p> <p>This project is in an area of Texas designated by the United States Environmental Protection Agency as unclassifiable or in attainment of the National Ambient Air Quality Standards for all six criteria air pollutants. Air Quality staff has reviewed the document in accordance with transportation and general conformity regulations codified in 40 Code of Federal</p>	Thank you for your comment. Comment noted.

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				<p>Regulations Part 93 Subparts A and B. We concur with TxDOT's assessment.</p> <p>We are in support of the project. The environmental assessment addresses issues related to surface and groundwater quality.</p> <p>TxDOT will still need to follow all other applicable laws related to this project, including applying for applicable permits.</p> <p>If you have any questions, please contact the agency NEPA coordinator at (512) 239-0010 or NEPA@tceq.texas.gov.</p>	