

## Mobility35: Riverside Drive Public Hearing Comment/Response Matrix

#	Last Name	First Name	Date	Method	Comment (Verbatim)	Response
1	Castlebury	Carol	9/29/2016	Comment Form	Please phase construction of the Woodland and Riverside Drive bridges so that they are not both disrupted at the same time.	Thank you for taking the time to provide input on the I-35 at Riverside Drive project. If the project is environmentally cleared to proceed, it will move into a phase of development called final design. During this phase, construction plans will be developed and construction phasing will be incorporated into project plans where practical.
2	Cavello	Chris	9/29/2016	Comment Form	You keep designing pedestrian crosswalks that are unprotected. Note that you can't help yourself from treating the intersection of Riverside Drive and the access roads like they are highway exchanges. Please, please, please try to stick with the city's urbanistic goals of eliminating sweeping right turns where pedestrians cross. Imagine someone 70 or 10 years old crossing (yes they exist) trying to get to the hike and bike entrance. Please design for human/car interactions, not highway run for your life interactions.	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project. Providing safe bicycle and pedestrian accommodations are an important part of the Mobility35 program and this project.</p> <p>This project would add new sidewalks and shared use paths along the I-35 frontage roads and at Woodland Avenue and Riverside Drive. Bicycle lanes proposed for inclusion on the Riverside Drive bridge crossing would include a buffer space that is seven feet wide to separate bicyclists from vehicle traffic. The proposed design also includes wider facilities along the Norwood Tract, including the dog park. The project team is also investigating additional options for improving safety for bicyclists and pedestrians as part of this project, including identification of crosswalk locations.</p> <p>The proposed project design includes several other improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.</p>
				Verbal	Thank you for taking my comments. The last time we had this review very many people in our neighborhood had concerns about the safety and the pedestrian and bicycle intersection, particularly at I-35 and Riverside; and, we hoped to see in this design some changes to the sweeping right turns and unprotected crosswalk that are in those areas. So we are asking that you please, please, please get a little more creative and don't recreate the problems that are currently there for crossing the road safely. As more and more traffic travels eastbound from I-35 and -- I mean -- excuse me -- travels westbound from East Riverside Drive and then heads north onto the service road, they're going faster and faster with very, very few interruptions. And I'm a healthy person, me and my wife; and it's pretty scary. I'll let you imagine your twelve-year-old kid or your 70-year-old dad trying to make that cross there. Please design this for 2016 and not 1970.	Please see above response.

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3	House	Toni	9/29/2016	Comment Form	Re: Woodland - I-35 Intersection - due to area's current and future density, on northbound side it would be more efficient to include a designated right (eastbound) turn lane onto Woodland off of the access road.	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project. A detailed traffic study was conducted to evaluate and optimize traffic flow for users, balancing the needs of through traffic with local and neighborhood users. This evaluation determined that a designated right turn lane onto eastbound Woodland Avenue is not warranted.</p> <p>However, the addition of an intersection bypass lane, which is included in the proposed project, would allow drivers to bypass the Riverside Drive intersection, reducing the number of vehicles traveling through the Woodland Avenue and Riverside Drive intersections. This will improve the operation of both intersections.</p>
4	Koelm	Ron	9/29/2016	Comment Form	Very disappointed that Riverside Drive bridge is rebuilt with no increase in turn lanes.	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project. A detailed traffic study was conducted to evaluate and optimize traffic flow for users, balancing the needs of through traffic with local and neighborhood users. The results of this study helped the project team to develop the proposed design, which optimizes traffic operation and minimizes the need for additional right-of-way, limiting impacts to adjacent properties.</p> <p>Though there are no additional turn lanes on the bridge over Riverside Drive, the addition of an intersection bypass lane, which is included in the proposed project, would allow drivers to bypass the Riverside Drive intersection, reducing the number of vehicles traveling through the Woodland Avenue and Riverside Drive intersections. This will improve the operation of both intersections.</p>
5	Otto	Gretchen	9/29/2016	Comment Form	Please consider your plan to retain the existing rounded turns at the four corners of Riverside and I-35 frontage roads. Drivers turning right can go extremely fast and are less likely to yield to bikes or pedestrians. Corners should be straighter 90 degree turns to slow turning cars so that the crosswalk is better protected.	Thank you for taking the time to provide input on the I-35 at Riverside Drive project. Providing safe bicycle and pedestrian accommodations is an important part of the Mobility35 program and this project. The proposed project design includes several improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.
6	Valescu	M.T.	9/29/2016	Comment Form	<p>What a project! This will be a nightmare for a while. Then better.</p> <p>I am disappointed to lose my northbound entrance ramp at Oltorf. But that's first world problems - I'll get over it.</p> <p>Of greater importance are the ped crossings at Riverside. It is extremely important that ped crossing ramps have some protection, akin perhaps to the COA protected crossings on our main streets. Without these safety measures in force, many accidents between cars, bikes and walkers, some seriously fatal. Please, please, please don't let this little feature slip through the cracks!</p>	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project.</p> <p>A detailed traffic study was conducted to evaluate and optimize traffic flow for users, balancing the needs of through traffic with local and neighborhood users. The results of this study helped the project team to develop the proposed design, which optimizes traffic operation and minimizes the need for additional right-of-way, limiting impacts to adjacent properties.</p> <p>This evaluation determined that the existing ramp at Oltorf should be removed. Your understanding is appreciated.</p> <p>This project would add new sidewalks and shared use paths along the I-35 frontage roads and at Woodland Avenue and Riverside Drive. Bicycle lanes proposed for inclusion on the Riverside Drive bridge crossing would include a buffer space that is seven feet wide to separate bicyclists from vehicle traffic. The proposed design also includes wider facilities along the Norwood Tract, including the dog park. The project team is also investigating additional options for improving safety for bicyclists and pedestrians as part of this project, including identification of crosswalk locations.</p> <p>The proposed project design includes several other improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.</p>

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7	Kinney	Girard	9/29/2016	Verbal	<p>I'm on the Pedestrian Advisory Council; and the Pedestrian Advisory Council is very, very concerned about the pedestrian safety of all of the intersections. And I'm very concerned, in looking at the map, about the crossings at the intersections that – the ones I looked at were at Woodland and at Riverside Drive and the crossing of the feeder road connections. I don't see how they can be controlled connections because you'd be backing cars up out onto the main lanes. I just think it's going to be a disaster, people trying to actually cross those – at any of the four parts of the intersection. So I'm very, very concerned about the pedestrian, the way the pedestrian is being treated at these intersections.</p> <p>My other point that I feel compelled always to make is that the roadway should be low enough when they rebuild the bridges that we some day will be able to get double-decker buses and trains, at least as an option.</p>	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project. Providing safe bicycle and pedestrian accommodations is an important part of the Mobility35 program and this project.</p> <p>This project would add new sidewalks and shared use paths along the I-35 frontage roads and at Woodland Avenue and Riverside Drive. Bicycle lanes proposed for inclusion on the Riverside Drive bridge crossing would include a buffer space that is seven feet wide to separate bicyclists from vehicle traffic. The proposed design also includes wider facilities along the Norwood Tract, including the dog park. The project team is also investigating additional options for improving safety for bicyclists and pedestrians as part of this project, including identification of crosswalk locations.</p> <p>The proposed project design includes several other improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.</p> <p>As part of the proposed project, bridges will be built in accordance to our Roadway Design Guidelines. Currently, the bridges are designed with a 16.5 foot vertical clearance which could accommodate a double-decker bus.</p>
8	Roeder	Patrick	9/29/2016	Verbal	<p>Hello. My main concern is the increase in noise. So we've lived in the neighborhood approximately 30 years, and the increase in noise from the time we moved there until now is almost unbelievable. So my understanding is that is there's any federal funds involved in this, that TxDOT is required to put noise barriers in if there's increase in noise. So I'm here to officially request that that be addressed.</p>	<p>A traffic noise analysis was conducted for the proposed project that included a review of existing and future traffic noise levels to determine the need for and potential location(s) of traffic noise abatement measures.</p> <p>The results of this analysis indicated that there is one location that met the requirements for a traffic noise barrier for potential incorporation into the proposed project. Adjacent property owners will be invited to attend a traffic noise barrier workshop in the future to determine whether a traffic noise barrier will be incorporated into the project. These property owners will be notified when a date has been established for the noise workshop.</p>
9	Fredine	Dan	10/4/2016	Email	<p>Hi, I attended the public hearing on September 29th, but did not provide comments at that time. I would like to see the overall project move forward, and am in favor of the use of the Norwood Tract in order to achieve the goals of the project.</p>	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project.</p>

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					In addition it would be much appreciated if there could be additional consideration for pedestrian and bicycle crossings at all intersections, including sweeping right turn lanes. As it is right now, it is very difficult and dangerous to try to cross the existing sweeping right turn lanes at Riverside and I-35. Please do something to control the traffic and allow people to safely use these intersections.	<p>This project would add new sidewalks and shared use paths along the I-35 frontage roads and at Woodland Avenue and Riverside Drive. Bicycle lanes proposed for inclusion on the Riverside Drive bridge crossing would include a buffer space that is seven feet wide to separate bicyclists from vehicle traffic. The proposed design also includes wider facilities along the Norwood Tract, including the dog park. The project team is also investigating additional options for improving safety for bicyclists and pedestrians as part of this project, including identification of crosswalk locations.</p> <p>The proposed project design includes several other improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.</p>
10	Rankin	Susan	9/29/2016	Email	We would like to get into the public input record the need to assure that any construction would not include changes that would affect the use of the Boardwalk under I-35. The city of Austin and The Trail Foundation invested over \$28 million in designing and building that highly used infrastructure.	<p>Thank you for taking the time to comment on behalf of The Trail Foundation. I have forwarded your comment to the Project Managers for each of the three projects which are in this area. Their respective websites for further information on each are: Riverside Drive - <a href="http://my35.org/capital/projects/travis/riverside.htm">http://my35.org/capital/projects/travis/riverside.htm</a> Central7 - <a href="http://my35.org/capital/projects/travis/downtown.htm">http://my35.org/capital/projects/travis/downtown.htm</a> and South10 - <a href="http://my35.org/capital/projects/travis/south-austin.htm">http://my35.org/capital/projects/travis/south-austin.htm</a></p> <p>We continue to look for ways to minimize impacts to the Boardwalk usage, while considering safety of all users and we recently discussed this in a meeting. Please let us know if you would like Mobility35 to come give your group projects updates.</p>
11	Walters	Mark	10/10/2016	VOH	Regarding the bike and pedestrian lane to be either built above or below I-35, in order to better serve the community, this lane should be constructed below the decks and should be covered. This is already a high traffic area and with expected growth, this lane will be heavily trafficked. To serve those that opt to bike and commute, a covered lane should be required.	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project. Providing safe bicycle and pedestrian accommodations is an important part of the Mobility35 program and this project.</p> <p>This project would add new sidewalks and shared use paths along the I-35 frontage roads and at Woodland Avenue and Riverside Drive. Bicycle lanes proposed for inclusion on the Riverside Drive bridge crossing would include a buffer space that is seven feet wide to separate bicyclists from vehicle traffic. The proposed design also includes wider facilities along the Norwood Tract, including the dog park. The project team is also investigating additional options for improving safety for bicyclists and pedestrians as part of this project, including identification of crosswalk locations.</p> <p>The proposed project design includes several other improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.</p>
12	Average Joe		10/10/2016	VOH	Unless we are expanding free lanes on the IH-35 project, it makes no sense to do anything. Toll lanes penalize the poor and don't solve the problems because most people won't use them on IH-35. Bite the bullet, buy a TBM and put new lanes underground.	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project.</p> <p>This non-tolled project is focused on improving safety and mobility for multi-modal traffic along and across I-35. Current needs include poor traffic flow during peak hour intersection operations, lack of sight distance on the mainlanes south of Riverside Drive, inefficient lane configuration at intersections, and need for increased mobility and safety for bicyclists and pedestrians.</p> <p>This project has independent utility, meaning it would be beneficial to the traveling public as a stand-alone project, regardless of whether another project adds capacity to I-35.</p>

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13	Walker	Heyden	10/10/2016	VOH	<p>I understand, from the Mobility35 team, that target design speed for the frontage roads, south of Lady Bird Lake, will be 50 mph. This is an area with a park, lots of residential users, older, walkable neighborhoods, and many people walking and biking. 50 mph speeds are inappropriate and very dangerous for this area.</p> <p>Please lower the design speed on the frontage road to 35 mph or lower, so that the Austin community is afforded a safer and more appropriate environment.</p> <p>With lower frontage road design speeds this area can start to be more multi-modal.</p>	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project. The design speed is 35 mph, but the posted speed limit is greater. In order to lower the posted speed, a speed study would need to be conducted. If the study determines that the speed needs to be adjusted, it would need to be approved by the Texas Transportation Commission. As you mentioned, this is an area where many people walk and bike; providing safe bicycle and pedestrian accommodations is an important part of the Mobility35 program and this project.</p> <p>This project would add new sidewalks and shared use paths along the I-35 frontage roads and at Woodland Avenue and Riverside Drive. Bicycle lanes proposed for inclusion on the Riverside Drive bridge crossing would include a buffer space that is seven feet wide to separate bicyclists from vehicle traffic. The proposed design also includes wider facilities along the Norwood Tract, including the dog park. The project team is also investigating additional options for improving safety for bicyclists and pedestrians as part of this project, including identification of crosswalk locations.</p> <p>The proposed project design includes several other improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.</p>
14			10/10/2016	VOH	<p>Please respect the safety of pedestrians and commuters who use the bridge to cross the lake and access the train below it.</p>	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project. Providing safe bicycle and pedestrian accommodations is an important part of the Mobility35 program and this project.</p> <p>This project would add new sidewalks and shared use paths along the I-35 frontage roads and at Woodland Avenue and Riverside Drive. Bicycle lanes proposed for inclusion on the Riverside Drive bridge crossing would include a buffer space that is seven feet wide to separate bicyclists from vehicle traffic. The proposed design also includes wider facilities along the Norwood Tract, including the dog park. The project team is also investigating additional options for improving safety for bicyclists and pedestrians as part of this project, including identification of crosswalk locations.</p> <p>The proposed project design includes several other improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.</p>
15			10/12/2016	VOH	<p>I am in favor of these improvements though I urge the contractors, city and state to ensure that the affected park land is fully restored to its pre-construction state (or better) and that this occurs as timely as possible.</p>	<p>Construction at the Norwood Tract (dog park), is necessary to accommodate a wider shared use path. Disturbance during construction will be limited to the 0.11 of an acre of new right-of-way and the 0.17 of an acre of temporary construction easement. The temporary construction easement area will be restored to dog park use following construction completion. We worked with the city of Austin Parks Department regarding the use of the dog park.</p>

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16			10/13/2016	VOH	Please preserve and enhance (make safer and more welcoming) bike and pedestrian access and connectivity as part of any strategy that moves forward.	<p>Thank you for taking the time to provide input on the I-35 at Riverside Drive project. Providing safe bicycle and pedestrian accommodations is an important part of the Mobility35 program and this project.</p> <p>This project would add new sidewalks and shared use paths along the I-35 frontage roads and at Woodland Avenue and Riverside Drive. Bicycle lanes proposed for inclusion on the Riverside Drive bridge crossing would include a buffer space that is seven feet wide to separate bicyclists from vehicle traffic. The proposed design also includes wider facilities along the Norwood Tract, including the dog park. The project team is also investigating additional options for improving safety for bicyclists and pedestrians as part of this project, including identification of crosswalk locations.</p> <p>The proposed project design includes several other improvements for bicycle and pedestrian safety at Riverside Drive. The design reduces the width of the free right turns and sharpens free right turns to cause drivers to slow down to make the turn. The geometric design considered the heavy bus use on the free right turns. The proposed design also includes painting cross walk locations, which will increase driver awareness of pedestrians.</p>