



# Open House Comment and Response Report

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Hays County Feasibility Study  
SH 45SE to Posey Road  
Austin District, Hays County

# **OPEN HOUSE COMMENT AND RESPONSE REPORT**

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# COMMENT AND RESPONSE REPORT OVERVIEW

## How do I read this report?

Using Adobe Acrobat: Click on the Bookmarks icon to the left of this page to view the names, listed alphabetical by last name, of people who submitted comments in this report.

Click on a name to open a person's comment. A red, numbered box outlines and identifies an issue(s) in the comment regarding the proposed Hays County Feasibility Study project. This numbered issue corresponds to the numbered issue addressed in the Issues and Comment Responses on the page immediately following the comment.

Comments and issues unrelated to the proposed Hays County Feasibility Study project were not itemized or provided a response.

Without Adobe Acrobat: Comments are listed in alphabetical order by last name.

A red, numbered box outlines and identifies an issue(s) in the comment regarding the proposed Hays County Feasibility Study project. This numbered issue corresponds to the numbered issue addressed in the Issues and Comment Responses on the page immediately following the comment.

Comments and issues unrelated to the proposed Hays County Feasibility Study project were not itemized or provided a response.

## Why are there black areas in the comments?

Personal addresses, phone numbers and email addresses were covered up so this information would not be distributed on the web.



Hays County Feasibility Study  
 March 3, 2015  
 Public Open House  
 Hays High School Cafeteria  
 Buda, TX 78610

## COMMENT FORM

Name:

Jeff Barton

Address:  
(optional)



(Texas Transportation Code, §201.811(a)(5):

Check each of the following boxes that apply to you:

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

### Comments:

I have lived between Kyle and Buda for 30 years. I thank you for your efforts to improve mobility in the area. In what is a generally commendable plan, I have one criticism. I believe the "gateway entrances" to Kyle need additional work; <sup>1</sup> ~~part specifically,~~ Kyle needs more and better access. On the north side of Kyle, as an example, an additional south-bound exit ramp off I-35 would do a great deal to improve access, convenience, economic development, and (I think) public safety. The existing (and <sup>2</sup> planned) exit ramp for Kyle Parkway (FM 1626) is so far north that many drivers miss it; there are also weaving problems with heavy traffic at the Kohler's intersection. An additional exit closer to FM 1626 - within easy sight distance - would aid emergency access to the hospital, add to shipping convenience, and open additional eco-dev. opportunity. (note: I do not personally benefit but do have business relationships with landowners who might; and work

Comments may be submitted at this open house, mailed to Environmental Coordinator, Texas Department of Transportation - Austin District, P.O. Box 15426, Austin, Texas 78761-5426, faxed to 512-832-7157, or submitted online at www.Mobility35.org by March 18, 2015.

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

on an semi-related transportation projects for the City of Kyle, which I believe would benefit. — Jeff B — <sup>4</sup>



# Issues and Comment Responses

Jeff Barton

## **Issue 1: Access**

Response: As part of the Hays County Feasibility Study, access to and from adjacent properties and intersecting roads will be evaluated for improvements. The proposed x-pattern ramp configuration generally provides the most improvements to safety, and best access by providing the easiest access to many frontage road properties. Vehicles are able to exit, visit a property and re-enter the freeway without having to travel through a signalized intersection.

## **Issue 2: Ramp placement**

Response: Improvements to entrance and exit ramps will be considered as part of the Hays County Feasibility Study. Some exit ramps end too close to heavily congested intersections, forcing drivers to make sudden movements between frontage road lanes after exiting or causing ramp traffic to back up due to frontage road congestion. Mobility35 proposes to modify ramps in these areas in order to better manage traffic flow, maximize operational performance and increase safety. Specific ramp locations are still being considered.



Name: Charlotte Clayton  
Address:   
(optional)

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

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**Comments:**

The street (unnamed) behind 711 has ramp entry into 150. You have to creep past concrete guid rail to see oncoming traffic from Johnson Rd. Cars come fast around curve & if you're trying to get to left lane (to continue towards CVS on Center St.) - it doesn't give you enough room & time as cars are waiting for red light to turn green.

Also, the proposed "continuous flow" intersections are confusing (especially at night) & Dan Marcos has experienced 12 accidents already (per newspaper article). And, Dave we're going to have one at HEB in Kyle.

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# Issues and Comment Responses

Charlotte Clayton

## **Issue 1: Access**

**Response:** As part of the Hays County Feasibility Study, access to and from adjacent properties and intersecting roads will be evaluated for improvements. Right now, the focus is on possible concepts to improve mobility and safety along and across I-35 for all travel modes. Once the concepts are identified, detailed environmental and design studies will address specific issues, such as access. All concepts are preliminary and subject to change.

## **Issue 2: Innovative Intersections**

**Response:** It is important to stress that all concepts are preliminary and subject to change. Innovative improvements such as Diverging Diamond Intersections and Continuous Flow Intersections are considered when conventional improvements do not provide acceptable long-term level of service benefits. These innovative improvement concepts offer reduced signal delay and higher levels of service than a conventional layout. While the innovative intersection improvements are relatively new to central Texas, they have proven successful in other areas. To be successful, these innovative designs require appropriate signing and public information for users. Adding additional signage and pavement markings beyond what is required is currently being considered to make these intersections as easy to maneuver as possible.



Hays County Feasibility Study  
March 4, 2015  
Public Open House  
San Marcos Activity Center  
San Marcos, TX 78666

## COMMENT FORM

Name: Venna Coleman  
Address: [REDACTED]  
(optional)

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

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

### Comments:

My experience with these diamond intersections, like the one at Aquarena and I-35 hasn't been awesome. I've seen several accidents caused by confusion (people going the wrong direction, looking at the wrong traffic light). I don't know how I would feel about adding more intersections like this along I-35 and in San Marcos. I am happy about auxillary lane addition.

Comments may be submitted at this open house, mailed to Environmental Coordinator, Texas Department of Transportation - Austin District, P.O. Box 15426, Austin, Texas 78761-5426, faxed to 512-832-7157, or submitted online at [www.Mobility35.org](http://www.Mobility35.org) by March 18, 2015.

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# Issues and Comment Responses

Jenna Coleman

## **Issue 1: Innovative Intersections**

Response: It is important to stress that all concepts are preliminary and subject to change. Innovative improvements such as Diverging Diamond Intersections and Continuous Flow Intersections are considered when conventional improvements do not provide acceptable long-term level of service benefits. These innovative improvement concepts offer reduced signal delay and higher levels of service than a conventional layout. While the innovative intersection improvements are relatively new to central Texas, they have proven successful in other areas. To be successful, these innovative designs require appropriate signing and public information for users. Adding additional signage and pavement markings beyond what is required is currently being considered to make these intersections as easy to maneuver as possible.

## **Issue 2: Auxiliary Lanes**

Response: Auxiliary lanes are being considered as part of this study. All concepts are preliminary and subject to change. Auxiliary lanes function like an extension of the already available entrance and exit ramps, allowing a lane for drivers to accelerate and decelerate (merge) to match traveling speeds between main lanes and frontage roads. These lanes are usually installed within the distance between an on-ramp and an off-ramp. Auxiliary lanes make merging safer and reduce disruption in traffic flow from merging traffic.



Estudio de Viabilidad del Condado de Hays  
 4 de marzo de 2015  
 Reunión Pública – Casa Abierta  
 Centro de Actividades de San Marcos  
 501 E. Hopkins, San Marcos, TX 78666

**FORMULARIO DE COMENTARIOS**

Nombre: Jomy Fuller

Dirección:  
 (opcional) 

(Código de Transporte de Texas, §201.811(a)(5));  
 marque las casillas que le apliquen a Ud.:

- Trabajo con TxDOT
- Hago negocios con TxDOT
- Sería beneficiado(a) monetariamente a causa de este proyecto u otro(s) detalles sobre los que estoy comentando

**Comentarios:**

were considering an 18-22 industrial building development adjacent to the Kyle Correctional Center to the South, and we are wanting to ensure safe access to the property.

1

Los comentarios deben ser entregados en la reunión, enviados por correo postal a Environmental Coordinator, Texas Department of Transportation – Austin District, P.O. Box 15426, Austin, Texas 78761-5426, por fax a 512-832-7157 o enviados por internet en [www.Mobility35.org](http://www.Mobility35.org) a más tardar el 18 de marzo de 2015.

Este formulario se puede usar para proporcionar comentarios sobre este proyecto. Cualquier pregunta presentada a través de este documento no se considerará como una petición para acceso a documentos públicos. Si desea presentar una solicitud para acceso a documentos públicos, por favor entréguela separadamente.



# Issues and Comment Responses

Tony Gulla

**Issue 1: Access**

Response: As part of the Hays County Feasibility Study, access to and from adjacent properties and intersecting roads will be evaluated for improvements. Right now, the focus is on possible concepts to improve mobility and safety along and across I-35 for all travel modes. Once the concepts are identified, detailed environmental and design studies will address specific issues, such as access. All concepts are preliminary and subject to change.



**Hays County Feasibility Study**  
March 3, 2015  
Public Open House  
Hays High School Cafeteria  
Buda, TX 78610  
**COMMENT FORM**

Name: Melinda  
Address: \_\_\_\_\_  
(optional) \_\_\_\_\_  
\_\_\_\_\_

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

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**Comments:**

• Continuous Flow Intersections DO NOT WORK!! Traffic back-ups are the same if not worse - don't have to be in high traffic time zones - go to San Marcos and check it out. There is increased traffic accidents since the installation. DO NOT WANT THIS Type of intersection implemented in KYLE!

• Traffic lanes do not line up on FM 150 @ IH35 headed west. Hard to get in left lane from 7/11 store - visibility on curve to see approaching vehicles is dangerous. Drive it & see.

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# Issues and Comment Responses

Melinda N/A

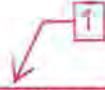
## **Issue 1: Innovative Intersections**

Response: It is important to stress that all concepts are preliminary and subject to change. Innovative improvements such as Diverging Diamond Intersections and Continuous Flow Intersections are considered when conventional improvements do not provide acceptable long-term level of service benefits. These innovative improvement concepts offer reduced signal delay and higher levels of service than a conventional layout. While the innovative intersection improvements are relatively new to central Texas, they have proven successful in other areas. To be successful, these innovative designs require appropriate signing and public information for users. Currently, only Diverging Diamond Intersections are being proposed. Though they look similar and are similar concepts to Continuous Flow Intersections the Diverging Diamond Intersection operates differently. Adding additional signage and pavement markings beyond what is required is currently being considered to make Diverging Diamond Intersections as easy to maneuver as possible.

## **Issue 2: Access**

Response: As part of the Hays County Feasibility Study, access to and from adjacent properties and intersecting roads will be evaluated for improvements. Right now, the focus is on possible concepts to improve mobility and safety along and across I-35 for all travel modes. Once the concepts are identified, detailed environmental and design studies will address specific issues, such as access. All concepts are preliminary and subject to change.

**Scott Trimble**



I commute daily from south Austin to San Marcos, and would love to have the option of a safe bicycle route. On the page referring to "Bicycle and Pedestrian Improvements," I read that "potential improvements include bicycle and pedestrian facilities along and across I-35 with shared use paths where sufficient right-of-way exists" and that it is hoped that such improvements would "provide safer bicycle and pedestrian routes."

3/4/2015 9:48:47 AM



# Issues and Comment Responses

Scott Trimble

## **Issue 1: Bicyclist/Pedestrian Improvements**

Response: Where sufficient right-of-way exists, shared use paths will be constructed with dedicated pedestrian signals at all traffic signal locations and ADA-compliant pathways. These improvements will accommodate safer bicycle and pedestrian routes along and across I-35.