



Virtual Public Scoping Meeting #1

Project Location

Travis County

I-35 Capital Express Central Project

0015-13-388

Project Limits

I-35 from US 290 East to SH 71/Ben White Boulevard

Meeting Location

<http://www.capexcentral.mobility35openhouse.com>

Meeting Date and Time

Nov. 12, 2020 at 5 p.m. through Dec. 31, 2020

Translation Services

Spanish

Total Number of Comments

2,285

Contents

A. Comment matrix

Click the buttons to view form letters in their entirety.

Letter 1

Letter 2

Letter 3

No.	Commenter Name	Date Received	Source	Comment
1	A Katsetos	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
2	Aaron Arnold	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>I think this proposal is awful.</p> <p>I'm a 36 year old native Austinite. For my whole life, complaints about traffic have punctuated every sentence, but nothing has ever changed except for getting more of it. We've been trapped by the legacy of poor decisions made before we were born, and so as our city grew our only option was to double down - more highways, more lanes, more focus on cars.</p> <p>Now Austin has Project Connect, an attempt to get us out of this awful cycle. It would be the height of foolishness to respond to a \$7 billion project to reduce car dependence with an \$8 billion project to turn what is already one of the ugliest urban freeways in America into a 20-lane monstrosity.</p> <p>I don't doubt that TxDOT is sincere about wanting to improve mobility in Austin, but they need to spend this money more wisely than this proposal, which merely reanimates the failed sprawl policies of the past. Building more lanes has never solved any traffic problems - the only solution is to better use the land that we have.</p> <p>Rewrite this project to complement Project Connect, not oppose it.</p>
3	Aaron Madison	12/18/20	Email to: My35CapEx@txdot.gov	<p>Below is an excerpt from a letter drafted by Our Future 35 which I agree with. I especially care about item 2 which would allow the possibility of creating a beautiful relaxing space for local traffic (including pedestrians and cyclists) while allowing the interstate traffic to drive through Austin unimpeded. This would transform I-35 from a dangerous eyesore into an inspiring and functional place to be proud of. Thanks for your consideration</p> <p>Aaron _____ [Form Letter 2]</p>
4	Aaron Manns	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
5	Aaron Pittman	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
6	Aaron Vollmer	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
7	Abby Gillfillan	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
8	Abby Kenigsberg	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
9	Abe Zimmerman	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
10	Abigail Milan	12/06/20	Email to: My35CapEx@txdot.gov	<p>The Capital Express Central project should commit to substantial quality of life improvements for adjacent neighborhoods. I am advocating for measurable quality of life improvements to be at the front and center of this initiative.</p> <p>The project should aim to remove physical and psychological barriers between neighborhoods, providing safe and welcoming passage for users of all abilities and modes of travel, and improving environmental and community health.</p> <p>Please add the following to the list of metrics you are measuring in the environmental impact:</p> <ul style="list-style-type: none"> Effects on air quality Noise pollution Historic and cultural resources Assessment of community harm Accessibility for users with disabilities Distance between crossings, or continuity with City of Austin plans including the Austin Strategic Mobility Plan and Vision Zero Action Plan <p>The current project risks subjecting Cherrywood and other neighborhoods along I-35 to even higher concentrations of airborne pollutants, reduced air and water quality, and an exacerbation of negative health conditions like asthma</p> <p>Thank you for your consideration.</p>
11	Abigail Milan	12/06/20	Virtual Public Scoping Meeting Comment Form	<p>The Capital Express Central project should commit to substantial quality of life improvements for adjacent neighborhoods. I am advocating for measurable quality of life improvements to be at the front and center of this initiative.</p> <p>The project should aim to remove physical and psychological barriers between neighborhoods, providing safe and welcoming passage for users of all abilities and modes of travel, and improving environmental and community health.</p> <p>Please add the following to the list of metrics you are measuring in the environmental impact:</p> <ul style="list-style-type: none"> Effects on air quality Noise pollution Historic and cultural resources Assessment of community harm Accessibility for users with disabilities Distance between crossings, or continuity with City of Austin plans including the Austin Strategic Mobility Plan and Vision Zero Action Plan <p>The current project risks subjecting Cherrywood and other neighborhoods along I-35 to even higher concentrations of airborne pollutants, reduced air and water quality, and an exacerbation of negative health conditions like asthma</p> <p>Thank you for your consideration.</p>
12	Abigail Robins	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
13	Adam Allevato	12/05/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>I've been an Austin resident for 6 years. I've seen the city grow a lot, and while congestion on I-35 has gotten worse, we have made a lot of advancements towards better mobility solutions. This includes MetroRapid, an expansion of bike lane networks, and now Project Connect. I take advantage of all of these facilities and I believe that they make Austin a better city.</p> <p>Now, as TXDOT improves I-35, I ask that Austin's authorities work with them to ensure that the improvements continue our recent legacy of improving transportation in a way that is helpful for everyone in our community—not just carving a divisive path through the core of our city</p> <p>Most importantly, TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>I also ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project:</p> <p>I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning, reconnecting dead end streets and equally facilitating east-west/north-south travel, mitigating traffic spillover onto nearby streets, and helping more people to work from home.</p> <p>Through the I-35 conversation, TXDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p>
14	Adam Borah	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>BLUF... I want to see cut and cap solution.</p> <p>[Form Letter 2]</p>
15	Adam Ernst	11/24/20	Virtual Public Scoping Meeting Comment Form	I support a cap-and-cover option for I-35. Austin needs more green space and walkable neighborhoods. Congestion should be addressed by a ring road bypass if needed - not by adding more lanes through central Austin.
16	Adam Greenfield	12/03/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>As a nearby resident of I-35, I'm aware on a daily basis how much I-35 impacts people's daily lives. Noise, injuries, deaths, air quality (my neighbors get soot on their fruit trees), limited connectivity, and the highway's overall profound unpleasantness have had serious consequences for decades. And yet, despite these impacts the conversation about I-35 rarely seems to extend beyond moving cars quickly through Austin while ignoring the phenomenon of induced demand.</p> <p>Determining I-35's future must involve much more than mobility - and certainly more than automobiles. Therefore, I call upon TxDOT to consider the following issues in the environmental scoping process for the I-35 Capital Express Central Project:</p> <p>Health impacts, especially for nearby vulnerable communities: Air and water quality, flooding, noise, climate change impacts, and vehicle-related deaths and injuries.</p> <p>I-35's equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>There must be an aim to reduce VMT and focus instead on access. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home. The highway must NOT be expanded.</p> <p>TxDOT should help achieve local goals, including Austin's Strategic Mobility Plan, Vision Zero goals, Street Design Guide, Imagine Austin Comprehensive Plan, Great Streets Master Plan, Strategic Housing Blueprint, Climate Equity Plan and climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted neighborhood plans.</p> <p>TxDOT should fully evaluate, including a full economic analysis, a broad range of design alternatives that address the above issues. Alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Alternatives considered should not just be variations on a highway expansion and removing the highway completely must be seriously examined.</p> <p>Lastly, some process points. TxDOT should not conduct its own NEPA process. NEPA should be an independent review and therefore I ask that USDOT conduct this review. In addition, I ask that all public comment periods last 90 days and that there be at least a 30 day notice of the start of comment periods.</p>

No.	Commenter Name	Date Received	Source	Comment
17	Adam Greenfield	12/14/20	Email to: My35CapEx@txdot.gov	<p>[Letter included as a PDF attachment]</p> <p>Dear Project Team for the I-35 Capital Express Central Project,</p> <p>On behalf of Walk Austin, a pedestrian advocacy organization, I write to submit the attached feedback related to the scoping phase of the I-35 Capital Express Central Project. Let me know if you have any questions or comments related to this feedback.</p> <p>Thank you for your time and attention to this important project.</p> <p>Best,</p> <p>Adam Greenfield Board President, Walk Austin</p>
18	Adam Hite	12/17/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The discussion around I-35 has historically been centered solely around improving traffic in Austin and has not included conversations around health and safety, especially for our low-income neighbors.</p> <p>Studies show that simply widening a highway might ease traffic temporarily but will eventually lead to increased traffic congestion (see induced demand) as well as increased pollution and car accidents/deaths.</p> <p>Scientists also tell us that our climate is changing at an alarming rate, and we have a very short amount of time to save our planet and the human race. Expanding highways is counter-intuitive to this crisis. It makes the matter worse and more difficult to fight.</p> <p>[Form Letter 1]</p>
19	Adam Hockenberry	12/08/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I live a few blocks from I-35 in East Austin, and I'd be lying if I said that I didn't frequently drive on and get annoyed at the traffic that is a constant feature of the downtown stretch of the highway. However, the city of Austin *just* approved a massive transit plan that will provide an abundance of new transit alternatives over the coming decade, which could substantially alleviate much of the congestion related to commuting and intra-city traffic. Expanding I-35 before seeing what impact these new transit options will have seems extremely premature, especially given the massive impact that this expansion could have on further dividing the neighborhoods of East Austin from the rest of the city. Though I live only a few short blocks from downtown, walking this stretch of roadway is probably the most unpleasant few block stretch to be found anywhere in the city for a pedestrian. I'm not personally an advocate of tearing down I-35 or doing away with all highways, but the needs of pedestrians must factor much more strongly into major upheavals that will affect one of the nation's largest downtown cities.</p> <p>It is essential for the health of neighborhood residents, the vitality of the city, and equitable treatment of the city's residents to have East Austin be connected to the downtown areas in a pedestrian friendly manner. This is in contrast to the current state where any reasonable individual could see that an I-35 sized scar travels the North/South length of the city and makes it nearly impossible for East Austin residents to enjoy the downtown without getting in a car and further adding to traffic (no matter how close they live).</p> <p>Perhaps the biggest issue I have, after having lived in several large cities myself and thinking about this issue, is why so much "thru traffic" goes through downtown Austin. A quick glance shows that long-haul trucks and trailers make up a tremendous percentage of the vehicles (and physical area) occupying the highway at any given time of the day. While I don't know the answer to this question, I'm curious how many of these are trucks en route from southern areas (be they San Antonio or all the way down to Mexico) to farther north destinations from Dallas, to Kansas City and beyond? Of course, some traffic should (and must) bring goods and people into the city, but it would be quite literally insane for a major truck, carrying goods from San Antonio to Dallas to have its quickest and most optimal route take them through downtown Austin. Surely we can think of a better way to route thru-traffic to other roadways. Even if it adds a few minutes of time to what is an otherwise multi-hour drive, congestion on I-35 downtown would be instantaneously alleviated without further expansions. Highways can make the life of urban residents much more pleasant, they have the potential to connect disparate areas and to move both goods and people in and out of the city in an economically efficient way. But there is simply no reasonable rationale for routing thru traffic through one of the nation's largest cities, creating traffic issues that we can only think to solve by adding still more lanes and further cutting off a large portion of the city from the downtown area.</p> <p>Therefore, I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project.</p> <p>[Form Letter 1]</p>
20	Adam Nurre	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 2
21	Adam Packer	12/30/20	Virtual Public Scoping Meeting Comment Form	I express full support of and agreement with the Cherrywood Neighborhood Association and their letter that was emailed to TxDot (my35capex@txdot.gov) on December 30, 2020. The CNA, in partnership with the North Central I-35 Neighborhood Coalition (NCINC), believes that the best path forward is one of cooperation and coordination with the local communities. It appears that has been lacking this far but I advise TxDOT to strongly heed the letters both from the CNA and NCINC.

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22	Adam Thompson	12/01/20	Virtual Public Scoping Meeting Comment Form	<p>First of all, research points to the idea that adding more lanes to a highway does not meaningfully reduce traffic, and in fact may increase traffic through an area. See: https://www.wired.com/2014/06/wuwt-traffic-induced-demand/</p> <p>https://www.aeaweb.org/articles?id=10.1257/aer.101.6.2616 https://en.wikipedia.org/wiki/Induced_demand#cite_note-3</p> <p>So adding these lanes are a pointless expenditure of funds that would be better spent on something like trains.</p> <p>Additionally, fully consider meaningful design alternatives that address the above issues As NEPA sets no limits on the number of design alternatives that may be considered, scoping must fully consider a range of alternatives that match the wide array of community needs and which address all of the above-mentioned issues. Fully considered design alternatives should include: The ULI's I-35 recommendations: Expanding and lowering I-35 between Holly St and Dean Keeton St., building caps and stitches at key locations The Reconnect Austin proposal: Lowering I-35 between Holly St and Airport Blvd, capping the entire stretch with a 6-lane boulevard, converting the former frontage roads to other land uses, and reconnecting the east-west street grid The Rethink35 proposal: Replacing I-35 from Hwy 290S to 290N with a boulevard that includes dedicated space for walking, bicycling, and public transportation; repurposing excess land for other uses; restoring the east-west street grid; and encouraging non-local traffic to take other routes</p>
23	Adam Thompson	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
24	Addie Walker	11/27/20	Email to: My35CapEx@txdot.gov	Form Letter 1
25	Addie Walker	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
26	Addie Walker	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
27	Addie Walker	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
28	Addie Walker	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
29	Addie Walker	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3
30	Addison Walker	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
31	Adelita Winchester	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
32	Adriana Vann	12/10/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Adriana Vann and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
33	Agnes Varnum	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
34	Aiden Cohen	12/30/20	Email to: My35CapEx@txdot.gov	<p>Hello friends,</p> <p>The reconstruction of I-35 brings us an opportunity to build it back better. And Underground! Significant tunneling and cut-and-cap of I35 within Austin/Travis County will bring economic, logistical, safety benefits to Central Texas.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction by making it a physical barrier at grade for people to cross over I35 on foot, on bikes, with families, or in a vehicle. Safe AND convenient access at grade is a social priority, 2. Some of the land a grade for supportive, affordable housing. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. A community board of directors in needed to ensure TXDOT is inclusive of our community. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Use the latest technology and innovative practices to lead the nation in transportation infrastructure. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.

No.	Commenter Name	Date Received	Source	Comment
35	Aisling O'Reilly	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
36	Aisling O'Reilly	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
37	Alan Coovert	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
38	Alan Hecht	12/06/20	Email to: My35CapEx@txdot.gov	Form Letter 1
39	Alan Rivaldo	12/02/20	Virtual Public Scoping Meeting Comment Form	Build Alternative 1: Managed Lanes Tunnel Section seems to be the most satisfactory alternative to me. That is because I would prefer as many lanes as possible to be sunk below grade, and particularly to be located below other lanes, if feasible. Burying the managed lanes is a preferable method to just shoehorning them in, or having any elevated portions, including having overpasses.
40	Albert Diaz	12/17/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, Bury as much of the highway as possible to reconnect East Austin and eliminate overpasses which serve as campgrounds for the homeless. Do not allow 18 wheelers on 35 through the city.
41	Alecia Cooper	01/01/21	Virtual Public Scoping Meeting Comment Form	I see how Dallas' tunnel system improved green space. Austin would benefit from not only that, but more connectivity between East & West. This could also be achieved by using that reclaimed space for more & varied public transportation stations. Hancock is a logical location for the next train station since it would fill in an almost 4 mile gap that exists between MLK Station and Highland, in a densely populated area. Hancock also already exists as a bus hub, which allows for ease of mobility on pre-existing transportation routes & infrastructure.
42	Alejandro De La Vega	12/09/20	Virtual Public Scoping Meeting Comment Form	I believe that the current scope of the I-35 plan runs against important principles of the city of Austin, and does not satisfy the requirements for such a large projects. In particular I would like to see: 1) Increased crossings and comfort for non-motorist users 2) Alternative options which include *fewer* lanes. All of the current options would have a massive environmental impact and run against an increased quality of life for citizens of Austin. 3) Alternative which consider decreasing the segregation caused by I-35 that will continue to be exacerbated by the presence of such a large highway. In general, the current proposal is very limited in scope and TxDOT needs to study alternatives which include lower impact projects to the neighborhoods along the I-35,
43	Aleksina Chapman	12/09/20	Virtual Public Scoping Meeting Comment Form	Hi I-35 project team, hope you will consider my comments below on the project. 1. My preferred alternative of the three presented is alternative 1 because it reduces the overall crossing distance from east to west for people who are trying to cross the freeway. 2. I do not support alternatives 2 or 3 since these would leave people walking or biking needing to cross a distance of 18+ lanes, which is a huge distance for somebody walking without shade. 3. For alternative 1, I would love to see and strongly support a downtown boulevard option for the entire project limits. I also support removing the upper decks from the section between MLK Blvd and Airport Blvd. 4. As part of this project I would also like to see: a. Fewer frontage road lanes (2 instead of 3) with the additional space substituted for either: i. trees and plantings or ii. separated bicycle and pedestrian facilities (instead of a shared-use path shared between people walking and biking) or iii. dedicated transit lanes b. Many more east-west crossings of I-35, if not for all modes, than at a minimum for bicycles and pedestrians. Anywhere along the corridor that has businesses on either side should have crossings at least every tenth of a mile. c. Trees along the corridor (lots of trees). I would like to see crossings that have plants integrated into the crossings and shade structures. 5. Has the project considered integrating low-income (or free) housing as part of the project? This area is where lots of homeless people are currently living and it seems like formally using this space to create housing would make a lot of sense.
44	Alex Argiello	12/31/20	Email to: My35CapEx@txdot.gov	I do not support any improvements to IH35 which would require the acquisition of more frontage road space i.e widening the footprint of the highway. All new lane improvements should be tunneled to improve functionality and use.
45	Alex Cogan	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
46	Alex Dantzier	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
47	Alex Davern	12/26/20	Email to: My35CapEx@txdot.gov	I am a home owner in 78705, and also own 2 additional rental properties in the same zip code. I am writing concerning the 3 potential options for I-35 planning. I am very strongly in favor of option1, the tunneled option is the only way to expand I-35 and preserve the sense of community between east Austin and the rest of the city. The 2nd and 3rd options, significantly deepen the east west divide and will be a very ugly eyesore right through the heart of Austin. Please choose Option 1.

No.	Commenter Name	Date Received	Source	Comment
48	Alex Granados	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>I have lived in the Austin area for the past 29 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project:</p> <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
49	Alex Haynes, MD, MPH	12/29/20	Email to: My35CapEx@txdot.gov	<p>To Whom it May Concern,</p> <p>I am writing to express my support for the redesign of the downtown Austin segment of I-35. I am a resident of South Austin who works in the newly christened Innovation District downtown. I commute to work in a variety of fashions, including bus, car, bicycle, and walking. I am skeptical that adding lanes will really do anything to address congestion. However, the more pressing concern is eliminating the blight of the highway corridor through a fast-developing part of downtown and relieving the isolation of the historically underprivileged neighborhoods of East Austin. A bury and cap approach will help to achieve this. Having seen the success of such programs in cities as diverse as Boston (Big Dig), Seattle (Alaskan Way Project), and Dallas (development of Klyde Warren Park), the benefits of this for Austin will be innumerable. Making the city more appealing for pedestrians and cyclists will encourage use of modalities other than private vehicle for travel, which will reduce congestion far more than additional lanes will. This will also add some sorely needed greenspace to the eastern side of downtown. I appreciate the opportunity to provide my input and look forward to seeing this project progress.</p>
50	Alex Mette	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
51	Alex Reynolds	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
52	Alexander Chan	12/03/20	Virtual Public Scoping Meeting Comment Form	<p>I think that improving I-35 and expanding capacity is the wrong approach and it ignores the environmental and socioeconomic issues that encouraging car use and specifically with I-35 how it has divided Austin in two.</p> <p>It is a fundamental law of road congestion that creating more capacity in our roads ends up creating more demand. The very same thing happened in Katy, Texas with I-10, and it is now a 28 lane highway but travel times have only INCREASED in the 10 years since it was built. We cannot solve congestion simply by building more and more lanes, because demand for our roadway almost always exceeds the capacity. Building more roads encourages people to keep driving, and driving is the most inefficient way of moving people around. It is inefficient from an energy standpoint because cars take vast amounts of energy to move. Even electric cars are not exempt from that - it is simply a matter of the amount of mass a car has. It is inefficient from a space standpoint - in the area of a single bus that fits 50 people, you can fit one car, which, 85% of the time carries a single person. We have to manage demand by reducing it and encourage people to move closer to their workplaces, mixed use development, alternative travel methods, etc.</p> <p>That is not to mention the socioeconomic impacts that have happened as the city has been split into two because of I-35. Highways should go around the cities they connect, not through. Moving I-35 underground does begin to address that, although it does not solve the traffic and transportation problems that I-35 currently has.</p> <p>So please please please don't waste money on this project as it does not address the real root issues in our transportation systems and methods of development. TxDOT needs to take a good look at what problems they are really trying to solve and ask themselves the hard question of whether or not this will really solve those problems. And based on basic transportation axioms and even your past projects, it does not. We have a chance here to fundamentally rethink how to build our cities and move people around, please don't waste this chance!</p>
53	Alexandra Dailey	12/15/20	Virtual Public Scoping Meeting Comment Form	<p>As a resident of Cherrywood who lives 2 blocks from the highway, the suggested changes look good. My primary concern is the noise and pollution levels that my home is subjected to because of the highway. Both of these problems create health issues for folks, including respiratory problems and even dementia from the ongoing loud noise that this highway creates. Secondly, I am concerned about the cut-through traffic of persons racing to their destinations, which endanger walkers, bikers and children. I would love to see the highway put into a tunnel, where a park or series of parks could be created on top of what has been a racial dividing line in a diverse city, and hope TxDOT will work with the City of Austin to make this happen. thank you for your consideration! Alexandra Dailey</p>
54	Alexandra Dailey	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>IH 35 and the noise and particulate matter it brings are reducing quality of life for those who live in central east Austin. We do need the highway and the flow of goods and people that travel along it, but lowering the whole highway, preferably into a tunnel, would allow the commerce and travel to continue while reducing the impact on quality of life of those who call east Austin home. Studies have linked living near a highway to increased risk of dementia in residents. Respiratory illness and the constant, unrelenting auditory load of highway noise are a public health hazard. Cut-through traffic speeding through the neighborhood to get to the highway entrance ramp nearby is a real hazard on my street. And culturally and socioeconomically, the highway's location creates a barrier between the eastside and the rest of Austin. I am glad you are working on this project, and hope you will take measures to increase the health and safety of Texans who live near the highway, as you make the road work more efficiently for those who travel it. Thank you for your consideration.</p>
55	Alexandra Garcia	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Regarding the changes in I35 between Manor Rd and Airport Blvd, I am in favor of support for existing locally owned and neighborhood serving businesses (including but not limited to: Escuelita del Alma, Stars Cafe, Taqueria Los Altos, Wormley's Printing, Nature's Treasures, as well as businesses on the west side of I-35 and north and south of the Cherrywood neighborhood) and humane support for relocating people experiencing homelessness currently living under I-35. I support submersion of I35 in this neighborhood so areas east and west of I35 can be stitched together to allow easy access and neighborhood reunification, safe crossings, less pollution and slower traffic in the residential areas. Thank you.</p>
56	Alexandra Stephens	12/10/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Alex and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
57	Alexis Mulkey	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>

No.	Commenter Name	Date Received	Source	Comment
58	Alexis Sanford	12/29/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Alexis Sanford and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
59	Alfonso Casio	11/17/20	Virtual Public Scoping Meeting Comment Form	Alternative 3 is the best alternative in my opinion. This provides a solution for the current congestion, and by widening horizontally, there is room for future widening. Alternatives 1 and 2 limits what you can do in the future.
60	Ali Bagheri	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
61	Alice Nelson	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
62	Alice Peart	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
63	Alice Woods	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
64	Alicia Estes	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
65	Alicia Perez	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
66	Alicja Witkowski	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
67	Alisa Viedma	12/30/20	Virtual Public Scoping Meeting Comment Form	The Capital Express Central project should commit to substantial quality of life improvements for adjacent neighborhoods. I am advocating for measurable quality of life improvements to be at the front and center of this initiative. The project should aim to remove physical and psychological barriers between neighborhoods, providing safe and welcoming passage for users of all abilities and modes of travel, and improving environmental and community health. Please add the following to the list of metrics you are measuring in the environmental impact: Effects on air quality, noise pollution, historic and cultural resources, assessment of community harm, accessibility for users with disabilities, distance between crossings, or continuity with City of Austin plans including the Austin Strategic Mobility Plan and Vision Zero Action Plan. The current project risks subjecting Hyde Park and other neighborhoods along I-35 to even higher concentrations of airborne pollutants, reduced air and water quality, and an exacerbation of negative health conditions like asthma. Thank you for your consideration.
68	Alison Norman	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
69	Alison Tune	12/01/20	Virtual Public Scoping Meeting Comment Form	I do not support adding more lanes to i35 through downtown Austin and I do not support the TXDOT plan. Studies have shown that adding additional lanes does not reduce traffic. In addition, this is adding interstate lanes in a critical corridor for pedestrians and bikes. The current TXDOT plan will be an eyesore, further divide the city, make crossing the city less accessible for people who live in the city, and increase noise pollution for the many neighborhoods that i35 already cuts through. Instead, the plans of Austin's locals should be considered and used such as the Rethink35 plan and the Reconnect Austin Plan which generate a useable space for pedestrians, bicyclists, and motorists alike. There is no reason that non-local traffic should drive through the middle of downtown and be a nuisance and hazard for people who live here. Adding more lanes is lazy, thoughtless, increases pollution for nearby neighborhoods, and is shown to not reduce traffic. I have lived on the east side and had to cross the i35 corridor on my bike to get to work. It was always a terrible experience, very noisy, with fast traffic that didn't pay attention. I have specifically avoided living in places near the highway because it is already too loud. This is a great opportunity to do something more productive with the space.
70	Alison Zarider	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
71	Alix Scarborough	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
72	Allen Green	11/19/20	Email to: My35CapEx@txdot.gov	I applaud TxDOT for soliciting public input per the NEPA process. I strongly support Build scenario #1. If we are to spend such large sums of money and requiring such a long period of time for construction, we should secure the greatest benefit to address future area growth as well as current congestion. Scenario #1 offers the greatest benefit in this regard. I also want to stress, however, the importance of adding additional bridge connections in the downtown section to create more transportation alternatives to those living and working in East Austin as well as downtown. Thank you for this opportunity to offer my input on this critical project.
73	Allen Patman	01/01/21	Virtual Public Scoping Meeting Comment Form	Build Alternative 1 is the only alternative worth considering. The No-Build Alternative would be preferable to either Build Alternatives 2 and 3. Although the upper decks need to go, Build Alternatives 2 and 3 just widen the scar that separates East from Central Austin. Build Alternative 1: MAYBE No-Build Alternative: MAYBE Build Alternative 2: NO Build Alternative 3: NO I am further concerned that TxDOT will use this opportunity to restrict local access to I35 by removing too many ramps, just as TxDOT cut 51st Street from its natural access to 183 and 969.
74	Allison Beyer	12/31/20	Virtual Public Scoping Meeting Comment Form	I'm requesting that TxDOT reconsider their concepts for a more compact design that builds on the tunnel concept and at the surface level, better integrates the street network and alternative transportation options.
75	Allison Cook	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
76	Allison Fink	12/17/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, As someone who has worked on community engagement on an EIS before, I know what it's like to receive dozens of form letters. I didn't much like it. I imagine you don't much like it either. But I-35 is such a large part of Austin and the chance to have a say about what happens to it comes once in several generations. I truly believe in the points below, and that I-35 through Austin was built with the unstated purpose of dividing the city between white and Black/Latinx people, and we have a chance to repair the community damage and improve the community now. I disagree that the surface street network is the responsibility of TxDOT, but other than that, I agree with all points below. Yes, the interstate is about moving vehicles faster along itself. But this interstate also affects the surrounding city, and the impacts are enormous. I would like for TxDOT to consider community needs when stating your Purpose and Need. The highway serves us in town even more than it serves through traffic (Austin local traffic makes up 80% of traffic on I-35 through Austin), so we will be greatly affected by whatever happens to I-35. Our needs and impacts to our city should be therefore be included in the Purpose and Need statement. The DOT is about all transportation, not just a single-minded focus on making the least-cost highways that allow vehicles to move faster. And TxDOT has a real opportunity to work directly with the community on this NEPA effort. Please take advantage of this opportunity. [Form Letter 2]
77	Allison Orr	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
78	Allison Runas	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
79	Ally Martin	11/27/20	Email to: My35CapEx@txdot.gov	Form Letter 1
80	Allyson Mays	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
81	Alta Alexander	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
82	Alyson Beaton	12/28/20	Capital Express Website Comment Form	I vote to bury the highway and build as many above highway parks as possible keeping the east and west sides joined.
83	Alyssa Sajovich	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
84	Amanda Avery	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
85	Amanda Braziel	12/31/20	Virtual Public Scoping Meeting Comment Form	Please consider the neighbors who live in the vibrant neighborhoods bordering I-35. We need easy, efficient, safe walking and biking access to the other side of the interstate. We also need noise and air pollution mitigation such as the barriers erected at Loop 1/Mopac recently. I've always thought some sort of massive plant wall would be great for I-35.
86	Amanda Freeman	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
87	Amanda Hughes	12/15/20	Virtual Public Scoping Meeting Comment Form	Please tunnel I-35 along the Cherrywood and Hyde Park neighborhood corridor. We are disproportionately affected by traffic pollution and noise.
88	Amanda Jasso	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
89	Amanda Kennedy	12/16/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Hello— one of the things I love most about Austin is its walkability and the ability to bike across the city. Rather than widening I-35 let's focus on improved public transportation, walk and bike routes. [Form Letter 1]
90	Amanda Rother	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
91	Amelia Golini	12/02/20	Email to: My35CapEx@txdot.gov	I-35 should be underground or routed around downtown Austin. Please DO NOT increase the lanes or width of the highway!
92	Amelia Golini	12/02/20	Virtual Public Scoping Meeting Comment Form	I-35 should be Tunneling or routed around downtown Austin. Please DO NOT increase the lanes or width of the highway!
93	Ami Larson	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
94	Amit Sharma	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
95	Amy Bell	12/13/20	Email to: My35CapEx@txdot.gov	Form Letter 1
96	Amy Bushong	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
97	Amy Concilio	12/08/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I live just a few blocks from I-35 in East Austin, I don't own a personal automobile, and I am an ecologist with research expertise in climate change impacts and natural systems mitigation. I choose not to drive a car because I spend so much of my time looking at data that shows very clearly how climate change is already impacting us and will only get worse if we don't take serious action quickly. These actions need to be taken at the city, state, and federal levels, and not be dependent on individual choice. If we make it easy and cheap for people to drive and park in downtown Austin, they will drive their SOVs into downtown Austin. If we make it harder or more expensive for people to drive and give them other options (hooray for Prop A and Prop B), then they won't drive as much. We need to be incentivizing the right things and disincentivizing things that harm vulnerable populations and future generations. Expanding highways is the absolute last thing we should be doing right now. Frankly, I think it is immoral to do so knowing what we know.</p> <p>Living just a few blocks from I-35, I can tell you that the impacts on the climate are not the only - and maybe not even the most important - reason to stop the expansion of I-35. The air pollution from the highway causes asthma and other health impacts, particularly for vulnerable populations, nitrogen deposition has impacts on invasive species spread, the highway separates east and west Austin and makes it impossible to travel safely by foot or bike from the eastside into downtown, the noise is horrible and intrusive, and lots of people die in traffic collisions every year on I-35! But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>[Form Letter 1]</p>
98	Amy Dase	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
99	Ana Gonzalez	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
100	Ana Kurzan	12/28/20	Virtual Public Scoping Meeting Comment Form	<p>I-35 has, for centuries, served as a barrier between east and west Austin. With the majority of Austin's minority communities living east of I-35, the highway has served as a physical representation of the planning policies that continue to segregate our city to this day. Investing in a wider highway would only worsen what is already an extremely fragmented and inequitable city.</p> <p>Furthermore, this plan seems extremely at odds with the city's plans to become net zero by 2040. More highway equals more traffic-which will result in higher carbon emissions and harmful pollutants for our city. What we need to focus on, is increasing density and public transportation to reduce traffic and limit urban sprawl.</p> <p>I urge TxDOT to revisit Reconnect Austin's I-35 Plan to cap the highway and re-stitch our city. Some key benefits of this proposal:</p> <ol style="list-style-type: none"> 1) increased greenspace which would offset pollutants on the road 2) increased density by freeing up about 30 acres of developable land 3) increased connectivity between east and west Austin by re-stitching city grid 4) increased safety for pedestrians and bikers by implementing Austin's "Great Streets" model 5) reduced congestion by introducing more high-speed lanes below ground with fewer interruptions 6) infrastructure for below grade public transportation lines <p>and many more...</p>
101	Andre Rezaie	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Hi, I hope everyone at TxDOT is doing well. I am a North Austin native attending school at UT Austin, so this issue is particularly of concern to me. Given the history of Interstate 35 being used as a racial divider in the City of Austin, as well as the Texas A&M Transportation Institute & INRIX ranking Austin (especially IH-35) among some of the most congested cities/highway segments in America, this project would be a perfect opportunity to do what has been done in cities like Dallas (Woodall Rodgers Freeway) or Boston (IH-93/"Big Dig"). I believe the best solution that works for the City of Austin would be to send the mainlanes of IH-35 underground with periodic entrances/exits (not frequent; only for major cross-streets such as Cesar Chavez, MLK, Airport Blvd) and carry the frontage roads at surface level with a wide median that would serve as an urban park. This would bridge the urban divide in the City of Austin as well as limit the amount of merge points on the mainlanes, easing traffic congestion. Thank you for your time.</p>
102	Andrea Barrera-Castro	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
103	Andrea Barrera-Castro	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
104	Andres Lucero	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>As a resident since 2003, I've been disappointed in Austin's inability to manage growth & traffic congestion in a safe, responsible, and equitable way.</p> <p>Although I believe the city is committed to goals such as Vision Zero, we often make decisions that are counter to those principles.</p> <p>The I-35 expansion is a chance to right the wrongs of the past and create a public space that truly serves the people of Austin, not just the trucks passing through or the real estate developers who place their financial interests above the common good.</p> <p>As a city, we must prioritize human-scale development first and foremost: safe pedestrian and bicycle lanes, outdoor common areas, affordable housing, and accessible public transit. This will have the *most* impact on traffic because it reduces the need for cars entirely.</p> <p>Secondarily, we must manage the I-35 expansion carefully so as not to create additional bottlenecks on an already-congested stretch of the highway. There are countless highway projects around the country that have done exactly that, and we must learn from the mistakes other cities have made or we'll be victims of those bad decisions for another 50 years.</p> <p>I believe that Austin has a rare opportunity to set the standard for Texas and the entire country, with a project that serves our current and future transportation needs in a way that is equitable, sustainable, and designed for the people who live here.</p>
105	Andrew Allen	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
106	Andrew Bunker	12/10/20	Email to: My35CapEx@txdot.gov	We support option #1 and would support options that covered the lower lanes with Urban parks and walkable streets over the top of any new lanes. Basically making the current lower deck area a large useful green space.

No.	Commenter Name	Date Received	Source	Comment
107	Andrew Crawford	11/17/20	Virtual Public Scoping Meeting Comment Form	<p>Hi yall,</p> <p>Look at the Katy Freeway. That is not an anomaly. The more lanes you build the more traffic and commuting by car (due to 86% of I-35 being local traffic) will occur. We are in an age where we have to disassociate from car travel as our main mode of transportation.</p> <p>Your name is the Texas Department of Transportation. Not the Department of Cars.</p> <p>Building 20 lanes of traffic is not the 50-100 year solution we need in Austin. We need electric trains. We need so much more than car lanes.</p> <p>Its ok if Cedar Park or Kyle develop their own downtowns and we have less bedroom communities traveling for work in Austin. We need to build more affordable housing. We can do that and transport people around Austin (see Project Connect).</p> <p>It just takes vision. I know yall are used to building roads for cars.</p> <p>But we can do better. Imagine and plan better.</p> <p>My hope is that the lanes stay the exact same, and go underground with a train line or two. Make it possible to walk from Comal to Colorado or bike safely.</p> <p>Safety is based on slow travel. That's good. That's how we save lives. People will plan. Trust that people are not dumb and want to live healthy safe lives.</p> <p>We do.</p>
108	Andrew Denman-Tidline	12/20/20	Virtual Public Scoping Meeting Comment Form	<p>I think building as much of this project below ground level gives the City of Austin a massive opportunity to re-connect parts of the city that have been separated by this increasingly used thoroughfare. As these opportunities come at most generationally, and often times longer than that, I would like to see more tunneling than is proposed in these options. This would be to reduce the footprint of the highway and allow ground-level infrastructure on both sides an opportunity to be tied more closely together. Added benefits of noise and light pollution being tucked away make it an even better idea.</p>
109	Andrew Dillon	12/23/20	Email to: My35CapEx@txdot.gov	<p>I have reviewed the proposals being considered for dealing with the I-35 congestion in Austin that are online and am writing as a resident to share my concerns.</p> <p>I live within 3 blocks of I-35 in central Austin and am very familiar with the traffic situation here. At night, and during the days in winter when tree cover is lessened, I can hear the traffic on I-35 clearly. While it's clear the original plans for this road had intentions other than just easy mobility, we all have inherited this problem of a multi-lane interstate carving through the middle of our city and being regularly congested and backed up. Given the need for a long-term solution, I am pleased this roadway is being reviewed but I am concerned with some of the alternatives being considered.</p> <p>Obviously we realize the presence of so much traffic is unhealthy both environmentally and socially for residents. Any long term plan should acknowledge the future of public transportation in the 21st century will likely involve less personal car use and a move from petroleum engines. Further, given the support locally for Project Connect to deliver rail lines running in approximately the same direction as I-35, it would seem that there are some benefits to considering other options than those proposed.</p> <p>Increasing the number of lanes seems the least sensible option. While it might offer short term relief, I believe most evidence of this practice in similar urban spaces suggests that induced demand follows. Further, this would do little to reduce environmental damage and would only extend the original bad design choices made to carve the city apart by creating a wider roadspace between east and west Austin. One hardly needs mention the demographic symbolism of this. I-35 sits like a scar on Austin – it is ugly, divisive and makes life difficult for those of us who live here (not just those who visit or pass through, though we are so used to our local government putting the needs of such people to the fore). Try being a pedestrian or cyclist within 100m either side of the current road and you will soon appreciate how unpleasant and unsafe this space has become.</p> <p>Tunneling would presumably be prohibitively expensive, even if some tie in with the new rail proposals could be achieved. It would be a better option than increasing lanes, in my view. However, I would like to see this tied in with some efforts to reduced the level of truck traffic we witness currently. The toll road plans of former Governor, Rick Perry, promised to shift that traffic around the city but it never worked, for whatever reasons, trucks seem to avoid the tolls and continue to plough through the city via I-35, so again, even with tunnels, we would face a huge environmental challenge and not necessarily see any improvement in flow. What I would worry about is another white elephant project of expensive 'managed' access that is convenient for the well-off but does little for the rest. Is there not an option to require large vehicles that are not directly engaged in business here (not stopping) to be routed around? This, in combination with tunneling and a reduction of lanes above ground might be worth exploring further.</p> <p>Finally, if we are to have a north-south rail system here in the near future, what better use of I-35 in its current form than to tie a lane or two to its construction? Perhaps through tunneling and rail, with some addressing of truck traffic routing, we could build a long-term plan that serves everyone's needs well. The age of the diesel engine is coming to a close, we need to think about new transport solutions for a new urban existence. Simply pushing for more lanes on existing highways seems short-sighted, not the best use of public resources, and frankly a public hazard in terms of health and safety.</p>
110	Andrew Doggett	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1
111	Andrew Ellinor	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 3
112	Andrew Gauld	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
113	Andrew Glazener	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
114	Andrew Grimm	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>I have lived in the Austin area for the past 17 years and regularly drive this section of IH-35. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would strongly suggest the following as part of the scope of the project:</p> <ul style="list-style-type: none"> - Prioritize access and enhanced connectivity to the urban core. - Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. - Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. - Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
115	Andrew Lambdin-Abraham	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>As a lifeline resident of Austin who grew up next to I-35 I'm very familiar with how it completely separates the different sides from each other. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin, especially for bicyclists, pedestrians and people who are trying to reach a destination immediately across from them but a far way from the closest crossing opportunity. The final design must prioritize maximum East-west connectivity especially in the downtown area so that active mobility users have safe and desirable access to the full community.</p>

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116	Andrew Perlot	11/17/20	Virtual Public Scoping Meeting Comment Form	<p>The TXDOT plan for I35 is misguided and outdated. Decades of experience from across the US shows us that induced demand will quickly render any new of I-35 lanes traffic-bound once more in a short period of time. This is well demonstrated in the research literature on the subject and by the real-world experience of engineers. So why is this plan being put forward? It will cause massive disruption and cost for no gain.</p> <p>A better plan would be to:</p> <ol style="list-style-type: none"> 1) Route all semi-truck traffic onto TX-130. If TX-130. 2) Turn I-35 into an urban blvd with dedicated lanes for bikes and transit. 3) If necessary, bury I-35 underground without expanding capacity and built the blvd over it.
117	Andrew Perlot	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
118	Andrew Perlot	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3
119	Andrew Schulz	12/22/20	Virtual Public Scoping Meeting Comment Form	This project is totally misconceived. Adding more vehicle lanes will only encourage more people to drive, increase air and noise pollution, and generate more greenhouse gases. I-35 is already too noisy and disruptive to our neighborhood. Your plan will make it worse. What we need is more and better mass transportation so as to REDUCE the use of automobiles, reduce noise, reduce pollution and reduce greenhouse gases. Your data show that only 14% of the I-35 traffic being through-traffic, and only 1% of that is trucks. This means that fast, frequent and reliable 24/7 mass transit would best serve the needs of local travelers and the environment, while reducing congestion on the roads.
120	Andrew Sinnott	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Please consider all forms of transportation (walking, biking, e-scooters, mass transit, and cars) as you evaluate redesigning I-35 in Austin. Just as diversity is beneficial in nature, schooling, corporate culture, etc., I believe diversity of transportation modes would be beneficial in a city of over one million people.</p> <p>[Form Letter 1]</p>
121	Andrew Smith	12/19/20	Virtual Public Scoping Meeting Comment Form	Change I-35 by re-routing traffic around Austin via 130. Expanding I-35 will only increase air pollution in central Austin.
122	Andrew Smith	12/30/20	Virtual Public Scoping Meeting Comment Form	Expanding 35 is a very bad idea. Toll it and reroute traffic to 130.
123	Andrew Teagle	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
124	Andrew Tubbs	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
125	Andrew Vemooy	12/11/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."] Susan Fraser,</p> <p>I-35 Capital Express Central Project Response</p> <p>At one time, Austin was a complete city that was knitted together, East and West, with a human scaled, sophisticated urban parkway that responded to diverse neighborhood cultures with generosity and equity. I arrived in Austin as the I-35 corridor was blasted through the downtown Core. With clearly racially motivated intensions, it replaced the original parkway with a wall intended to keep the "other" out of downtown. It did its job and for 60 years there have been two Austin cultures. Fortunately, the time for this level of prejudice is over; it is time to put citizens, diversity, equity and economic opportunity before cars/hour.</p> <p>Reconnect Austin: All of Austin's citizens pay taxes to support infrastructure, access and municipal opportunities. By law, availability to the benefits from taxes and levies must be equally available. For those living in East Austin, they have not been for 60 years. The time to Reconnect Austin has arrived; none of the proposed schemes adequately addresses this issue. Failure to reconnect the city, its downtown and its vibrant and diverse cultures will have negative impacts for decades. Study after study has proven that diverse, connected urban environments are more productive, safer and economically more robust. They produce more patents, have higher land rents and are more resilient to the ebb and flow of urban economics.</p> <ol style="list-style-type: none"> 1. Human and environmental health impacts, especially for nearby communities, including air and water quality, flooding, noise, and vehicular-related deaths and serious injuries. Climate change is a major threat to humanity and must also be addressed. 2. Equity and economic sustainability. Create walkable, mixed-use, and equitable transit-oriented development along I-35; close socioeconomic gaps between communities and stop displacement; and consider how much land should be used for the highway versus housing, schools, and businesses; and conduct a full equity impact analysis for this corridor and nearby communities. 3. Focus on accessing needs, rather than maximizing speed. People shouldn't have to take long, dangerous drives for groceries or to get to work. Walking, bicycling, and transit should be safer and more accessible, destinations should be closer to home, and the street network should be better connected with fewer dead ends so traffic isn't funneled as often onto I-35. 4. Compatibility 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. 5. Provide the public a wide range of design alternatives for I-35, not just highway expansions. These designs should include the ULI's recommendations, the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin, and Rethink35.
126	Andrew Wade	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I'm not going to bore you with another copy/paste message but I want you to know I am against this project. Studies have shown that widening does not reduce traffic congestions and only does the opposite. I've lived in Austin since the 90's and it's time this city develops and traffic plan that looks forward not backward.</p>
127	Andy Leonard	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
128	Andy Liddell	12/30/20	Virtual Public Scoping Meeting Comment Form	I'd like to see as much of the highway buried and capped with a park or parkway as possible, ie, from the lake to Airport Blvd. Restore the connection between the east and west sides, prioritize walking, biking, and public transit, and beautify the new corridor.

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129	Andy Rogers	11/26/20	Virtual Public Scoping Meeting Comment Form	<p>Rather than spend millions of dollars reworking I-35 and destroying highway frontage property to make it easier for people who are only passing through Austin to get through more quickly, it makes vastly more sense to route non-local traffic around Austin.</p> <p>Why not leave I-35 as it is and use the money to pay off the bonds on SH130 down to SH45 south and upgrade that highway as an I-35 bypass.</p> <p>It cannot possibly be less expensive to tear up and rebuild I-35 down the middle of Austin than it is to turn 130-45 into an I-35 bypass and leave the current I-35 through Austin as a business route. That way, people who don't NEED to go through Austin on I-35 won't HAVE to go through Austin, leaving the current I-35 for local traffic. I'm sure my plan would have to be adjusted, but it seems like a no-brainer to me.</p> <p>The obvious question is how much of the I-35 traffic is non-local, which I assume that you folks have some data about; it would be useful to hear about that.</p>
130	Angela Davis	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
131	Angela Dion	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
132	Angela Graveline	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3
133	Angela Graveline	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
134	Angela Graveline	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
135	Angela Graveline	12/31/20	Virtual Public Scoping Meeting Comment Form	I would like to know why a fourth option is not being included and evaluated: Rerouting I-35 AROUND Austin, using the existing 130 route, making that route into the free, interstate highway, and making the existing I-35 route into a local, toll-based highway. It seems to me that this would be a cost-effective and efficient way to get nonlocal traffic through quickly, effectively, and safely, with minimal impact on local neighborhoods and communities. There would still be enough funding left to get rid of the upper decks and help reconnect east and west Austin with pedestrian- and bicycle-friendly corridors that could even include much-needed green spaces. Why is this "swap" option not being considered?
136	Angela Hovis	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
137	Angela Pires	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
138	Ani Colt	12/19/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I recall my first visits to Austin, around 1990 when my daughter started at UT, and how much I hated I-35 going right through it. It was a city that seemed more a highway than a place where people live and work.</p> <p>When I moved here in 2012, into the new Mueller Neighborhood, I experienced the harms of the split of East and West Austin.</p> <p>[Form Letter 1]</p>
139	Anika Keswani	12/03/20	Virtual Public Scoping Meeting Comment Form	Expanding I-35 would be an absolute disgrace to the city of Austin. We should be discouraging auto traffic through the city, not encouraging it. A redesign of the highway should route through-traffic to a different highway, and consider the reconnect Austin plan - in which the through-traffic would be under a more urban road that sits where the current top deck is - but one that offers safe crossing points for pedestrians and cyclists, especially where the red line train would cross the highway (2 points north of the river). I strongly feel that the renderings are only going to contribute to a traffic and climate crisis facing Austin, and that the focus of the redesign should be how to make the downtown city of Austin a destination, rather than something you drive over on a 20-lane highway.
140	Anika Keswani	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
141	Anjelica Sifuentes	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
142	Anjelika Udeshi	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>Quality of life for Austin residents should be a major consideration in the environmental impact audit. Cherrywood residents would like to reduce noise pollution, improve air quality, and create seamless passage between the east and west side of I35. Please keep the residents top of mind when evaluating impact and selecting a plan. Many residents have chosen this neighborhood because the community, the walkability to the university of Texas, access to Mueller and other Austin amenities including 32nd street hospital. Updates made to I35 alongside the adjacent neighborhoods should improve the quality of life for neighborhood residents. It is important that this community is at the forefront of all decision making related to the capital express project.</p> <p>Thank you, Anjelika Udeshi and Andrew Miller</p>
143	Ann Kitchen	12/31/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>Hi All</p> <p>Attached is our supplemental scoping letter with comments from Mayor Adler, and Councilmembers Kitchen and Ellis. These are in addition to the comments sent in a letter from us earlier today.</p> <p>We appreciate the opportunity to comment on these important projects for I-35. Thank you again for extending the deadline.</p> <p>Best Regards</p> <p>Ann Kitchen City Council D5</p>

No.	Commenter Name	Date Received	Source	Comment
144	Anna Click	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
145	Anna Derengowski	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>I am writing in opposition to the proposed plans for expansion of I-35—such a significant expansion of this major highway will almost certainly have a negative impact on the existing socioeconomic disparities between East and West Austin, and does not prioritize alternative, more environmentally friendly transportation options, which Austin and every city needs to do to help combat climate change. I request that TXDOT considers a more compact design for I-35 utilizing tunnels, opening up the surface level for plans that better integrate Austin's street network and allow for alternative transportation options. Thank you.</p>
146	Anna Fertitta	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 1
147	Anna Martin	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
148	Anna Norman	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
149	Anna Wilmes	12/04/20	Virtual Public Scoping Meeting Comment Form	<p>"Momentum in the community is gaining ground to divert 35 traffic and lanes onto a loop system at 290/71 intersection.</p> <p>Tunneled express/local lanes should start at the 290/71 intersection with 35 going north with limited access points and limited access express lanes.</p> <p>Then a boulevard style road and partnership with CapMetro should start at that intersection of 290/71 to install a park and ride and rapid rail or bus service along the boulevard through downtown and terminate at the other end of the loop 290/71 highway.</p> <p>TxDot's current 35 designs do not solve the transit issues facing Austin and must take into consideration induced demand by continuing to add new lanes. These designs should be edited to show the need to drastically loop traffic around downtown via the 290/71 loop as well as adopt a terminal for transition to boulevard style starting at 290/71. CapMetro would be grateful to collaborate on the surface boulevard portion of project while txdot can create new 6 lane tunnel highway with entry starting at 290/71 intersection and access points at oltoif, downtown, ut, airport and return to surface at northern terminus at 35N & 290/71.</p> <p>To recap: 1)Divert portion of 35 traffic to a loop 290/71 (non Austin bound traffic) 2)Build 6-8 lane limited entry tunnel along 35 starting at 290/71; this will continue through Austin downtown to northern terminus where it would combine with 290/71 loop once again. 3) build boulevard style surface road in partnership with local transit authorities. This should include transit transfer center and park and ride at 35 and 290/71 intersection. Collaborate with CapMetro on mass transit services to run along new boulevard.</p> <p>Please do this to actually solve traffic rather than just kick the can down the road by pouring more concrete that will need excessive maintenance and expansions into perpetuity!</p> <p>Thank you! Anna and George"</p>
150	Anne Brockenbrough	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
151	Anne Click	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
152	Anne Kelley	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
153	Anne Maxim	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 1
154	Anne Richardson	12/20/20	Virtual Public Scoping Meeting Comment Form	<p>Howdy, I live near the intersections of I-35 / Airport Blvd / 45th Street – it's a tough spot for bicyclists and pedestrians. I see that a lot of thought is going into improving this section of I-35 and I'm grateful for your work. Of the 3 options, I prefer the tunneled version because it allows for less obtrusive expansion. However, we know from decades of experience across the US that expanding highways does not solve the problem of single person vehicle management. And I'm not sure how widening and deepening the gash in our living space can be an improvement for cyclists and pedestrians. I'm curious why none of the options include dedicated space for rail transit. Cities like Denver, Columbus, New Orleans, and Pittsburgh have figured out ways to incorporate rail, free busses, and tunnels in ways that connect the city instead of cutting them apart further. Are any of these other cities' lessons being incorporated into our plan for Austin? I know I'm not privy to all of the challenges as face in this corridor. I hope we're doing some hundred-year thinking about our solutions.</p>
155	Anne-Marie Griger	11/17/20	Email to: My35CapEx@txdot.gov	<p>I am opposed to adding any new lanes to IH 35. This will only increase the division between east and west sides of the city, and increase air pollution for those that live near the highway. Through traffic (not stopping in Austin), including through truck traffic, should be routed to SH 130.</p>

No.	Commenter Name	Date Received	Source	Comment
156	Anne-Marie McKaskle-Davis	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
157	Annette Morales	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
158	Anonymous	11/18/20	Virtual Public Scoping Meeting Comment Form	To whom it concerns: Recommend a flyover, build over existing 35, less exists for longer distance travelers. Or/and Widened 35 with an additional lane, unfortunately, you are mostly screwed because the roadways in Austin will not be able to accommodate the influx in traffic from the huge growth Austin has succumbed to.....so good luck with all that.
159	Anthony Murray	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
160	Anthony Whiting	12/06/20	Email to: My35CapEx@txdot.gov	Form Letter 1
161	Anthony Whiting	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
162	Antonio Skillicorn	12/29/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I am a young civil engineering student – I don't know much but I do know there are more novel solutions than widening I-35. Thank you! [Form Letter 2]
163	Aoife Ulker	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
164	Aparna Jayakumar	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
165	April McAnally	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
166	Ariel Marlowe	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
167	Aroosa Ajani	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
168	Aroosa Ajani	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
169	Ash Greenstein	12/01/20	Email to: My35CapEx@txdot.gov	Form Letter 1
170	Ashley Mathis-Crystal	12/29/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, There are many reasons to not want this I-35 expansion, but most of these can be solved by moving the project underground. The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color. [Form Letter 2]
171	Ashton Guy	12/23/20	Email to: My35CapEx@txdot.gov	This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I am worried about the impact of this project on the folks in our city. [Form Letter 2]
172	Ashutosh Singhal	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1
173	Aso Kakarash	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
174	Athens Leyton	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
175	Austen Radigk	11/16/20	PDF Comment Form to: My35CapEx@txdot.gov	I do think widening I-35 through Austin to four lanes would decrease travel time. However, I personally feel that the freeway should be put underground in the downtown area. This is because the space above could be used for parks and other things that would enhance daily life in downtown when completed. Now for the part of I-35 with two sections, that should remain but have some visual and safety improvements. The bridge across lady birde lake could be rebuilt completely. The current ones as it is are simply ugly and aren't prioritized well for traffic on the main lanes of 35. Personally I think there should be two bridges containing 2 frontage lanes and 4 main lanes in each direction. Also the bridges should have a arch or something to make them nice to look at. That was my ideas and feedback. I drive on 35 a lot through downtown, and as is, it does not work well.

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176	Austin Dell	11/30/20	Virtual Public Scoping Meeting Comment Form	Austin tx is my home and I am happy to have called it my home since being born in 1998. As a well informed and politically active resident that currently lives 2 blocks away from I-35 I implore you not to expand the highway. There is an extensive list of reasons not to, most importantly of which is that this will NOT solve the traffic problem in this city. Widening the highway will negatively affect this city culturally, economically and aesthetically. Yes, the traffic is bad and yes this city is seeing rapid growth and we need to respond to it but I cannot stress enough how all of these proposed 'solutions' will do nothing but harm this city's residents.
177	Austin Talbert	12/31/20	Email to: My35CapEx@txdot.gov	[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."] As our Governor pointed out—months before the pandemic, I might add—the way Texans travel is changing. "The bottom line is this: The way people get around, the way people live is going to change," Governor Greg Abbott said. "As a result, this generation of roads that [Texas Transportation Commission Chairman] Bruce Bugg is in charge of building is probably the last major buildout of roads we'll have in the state of Texas, even considering the fact that Texas is the fastest-growing state in America." Thankfully, with this stretch of I-35—the most infamous and reviled stretch of freeway in our entire, massive state and a massive part of my daily life as a Central Austin father, neighbor and business owner—we have the opportunity today to embrace, shape and lead into the future Texas Governor Abbott acknowledges. Right here in the heart of the capital city, blocks away from the Capitol, we have a unique chance to unlock a more efficient, more effective, safer and more successful transportation future for all Texans—even those who've yet to arrive. With this 8-mile stretch, one of the worst in the state in regards to safety, congestion, design and efficiency, we have the once-in-a-generation opportunity to set the example for a new era of transportation thinking, planning and building that ensures Texas continues to thrive and lead this entire century—something building a bigger, deeper or wider I-35 through the heart of our booming and bustling capital city cannot and will not do. I ask that we consider a true alternative during the next stage of review, one that removes the existing freeway and reconnects the core of central Austin with a landmark, multimodal boulevard designed from day one to move people (not just vehicles) efficiently and safely.
178	Avery Harnish	12/06/20	Email to: My35CapEx@txdot.gov	Form Letter 1
179	Awais Azhar	12/29/20	Virtual Public Scoping Meeting Comment Form	Planning Our Communities Statement on the I-35 Capital Express Central Project Planning Our Communities (POC) is a community organization led by people of color who are affordable housing, economic opportunity and transit advocates, community organizers, and social justice activists in Austin. Our mission is to promote equitable access to healthy and affordable homes and neighborhoods for communities of color and working-class people in Austin through outreach, education and advocacy. The potential design alternatives presented by the Texas Department of Transportation (TxDOT) for the I-35 Capital Express Central Project negate plans presented by the Austin community and would cause major harm to residents living along the I-35 corridor. Planning Our Communities does not support the alternatives proposed by TxDOT due to the following reasons. The alternatives focus on an expansion of the highway which would negatively impact the neighborhoods along the I-35 corridor. These communities have historically borne the brunt of the negative impacts of the highway. These impacts include racial segregation and exclusion, adverse health impacts caused by emissions and noise, and the creation of an unsafe environment for vehicles, pedestrians, and the unhoused. Any alternatives focused on expansion would only exacerbate these negative impacts and harm the communities of color and working class communities living along the I-35 corridor. TxDOT must prioritize the health and needs of these communities along the I-35 corridor in any current and future planning efforts. The alternatives do not take into account the community planning done around the I-35 corridor that focus on increasing transit and pedestrian access, breaking down the racial East-West divide, and supporting neighboring community needs. Inclusion of these considerations support a healthy environment and highlight the voices of communities of color and those most impacted by the highway. TxDOT must ensure that Austin's communities of color are not silenced in the process. The current community feedback process that TxDOT has utilized does not allow for those most impacted by the project to have a voice in its planning and design. The alternatives do not take into account Austin's Climate Equity Plan and other community efforts focused on environmental justice. The proposed alternatives would increase noise and environmental pollution from vehicles along the I-35 corridor, deeply impacting the health, safety, and well-being of the residents living along it. Furthermore, these alternatives do not align with community goals and plans focused on long-term environmental sustainability and mitigating the impacts of climate change. TxDOT must ensure that no proposed alternatives negate these community efforts and plans. Planning Our Communities hopes that TxDOT will work closely with the Austin community, particularly those historically left out of such planning efforts, to create an equitable I-35 Capital Express Project as opposed to moving ahead with any of the proposed alternatives. Such planning must respond to community needs and planning efforts; it should not negatively impact neighborhoods along the corridor, and must respect the community's efforts focused on climate equity and environmental justice.
180	Bailey Craighead	12/06/20	Capital Express Website Comment Form	I believe tunneling the lanes and making efforts to reconnect downtown to east Austin would be the most beneficial long term for the city's inhabitants. Allocating funds towards the tunnel solution would, in my opinion, be the best use of tax dollars.
181	Baothuan Lynguyen	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
182	Barbara Davis, North University Neighborhood Association	12/30/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF.] Our comments from the North University Neighborhood Association (NUNA) on the I-35 Capital Express Central Project are attached to this email. Thank you for your attention to these comments. Barbara L. Davis NUNA Co-President
183	Barbara Mahler	12/15/20	Virtual Public Scoping Meeting Comment Form	The last thing we need is for I-35 to have a BIGGER footprint. The tunneling option would be acceptable as it would not increase the footprint, the other options are not. We should be enhancing bicycle, pedestrian, and transit and working to move through I-35 traffic away from the city, out to the toll roads.
184	Barbara Ritter	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
185	Barbarra Kennedy	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
186	Bart Whatley	01/01/21	Virtual Public Scoping Meeting Comment Form	<p>Yes please! We need to study and, more importantly, take action!</p> <p>Adding 2 lanes and removing the upper deck would be a huge win for Austin. The upper deck in particular generates excess noise and creates a barrier between east and west. The Interstate Highway system is important for our larger economy.</p> <p>Managed lanes can provide for quicker emergency response. Ramp upgrades are needed to rectify the unsafe current design. Even if many people were to abandon cars as a means of transportation, the unsafe access ramps and dividing nature of the raised deck remain.</p> <p>Inefficiencies in the current layout lead to more accidents and more pollution from backlogged vehicle traffic. Exit ramps should feed into the urban grid instead of abruptly dumping into a frontage road where drivers seek to move across 3 lanes in less than 300'. Having through traffic lanes towards the outside at the raised section makes no sense.</p> <p>There has been so much growth since original construction, so a no-build solution is simply tone deaf. Some special interest groups may not like cars, but it is irresponsible to not proactively deal with the current conditions in Austin. The frontage road should be kept for slower, more local traffic and should not become a high speed extension of the highway.</p> <p>A reconstruction can and should improve bike and pedestrian accommodations.</p> <p>Local politicians and special interests have gotten in the way of responsible action for too long. It is time we make I-35 safer, more accommodating, and more friendly to its context. This can be done—even with additional lanes. The graphics on the 3 build options are hard to comprehend. I suggest 3d, showing context, and showing current ROW width/ revised width.</p>
187	Becca Cody	12/22/20	Email to: My35CapEx@txdot.gov	<p>My name is Becca Cody and I have lived in Austin for 20 years. Prior to that, I grew up in New Braunfels. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation and making it difficult and dangerous to travel from East to West Austin.</p> <p>In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city.</p>
188	Becky Arreaga	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
189	Becky Janes	12/31/20	Virtual Public Scoping Meeting Comment Form	All three of the proposed Build Alternatives would expand I-35 to 20 lanes. We need to consider other options—ones that take into consideration the surrounding neighborhoods and environmental impact. Please add Build Alternatives that look at more compact designs, building on the tunnel concept and better integrating the street network and alternative transportation options at the street level—with a commitment to coordinate with affected communities. Also, the proposed metrics consider only the project's effect on traffic. Please add metrics for improvements to the environmental, community, and cultural health of neighborhoods adjacent to I-35.
190	Ben Blattberg	11/14/20	Email to: My35CapEx@txdot.gov	The proposed changes to I-35 aren't in line with a thriving city of Austin. For one thing, more highway will not reduce congestion, since it will invite more driving (cf., "induced demand"); second, the recent coronavirus impact on driving and the increase in traffic accidents would seem to contradict the idea that congestion causes accidents; third, nearly doubling the highway size will cut into Austin's space inefficiently, when that space could be used for more public transportation to actually lessen the congestion.
191	Ben Bufkin	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
192	Ben Cooper	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>As all of us Austinites know, I-35 is a nightmare to drive on. The traffic on I-35 has been an inside joke for the better part of a decade but increasing the number of lanes is not the way to put an end to the meme.</p> <p>With the passing of both PropA and PropB, it is clear that the citizens of Austin would prefer a transportation solution that is:</p> <ol style="list-style-type: none"> 1. Better for our environment 2. Allows for multiple modes of transportation, rather than being locked in to driving only 3. Built to be equitable. <p>More cars = more pollution. During this pandemic we have seen how important air quality is to a person's chances of surviving disease. We do not need more cars on the road. We have already decided, as a city, that we want our transportation network to utilize greener alternatives to cars.</p> <p>By expanding the number of lanes, we are not only influencing more people to bring their cars on the road, nullifying whatever time savings we initially record (see Braess's Paradox), but also widening the gap to whom our transportation infrastructure is available.</p> <p>We as a voting populous have already done irreparable harm to low income communities, it is time we focus on solutions that make our city more accessible for those who do not own cars. This means that the tax dollars of those who live here should be put towards transportation infrastructure like busses, trains, bikes, etc. that allows anyone to get from point A to point B, not just those who can afford a personal vehicle.</p> <p>Expanding the road size will not add more value to our city, if anything we will only be taking away valuable real-estate for other development purposes that accommodate people rather than machines.</p> <p>Thank you for doing the important work that you do and taking the time to read my opinion.</p>

No.	Commenter Name	Date Received	Source	Comment
193	Ben Krebsbach	11/19/20	Virtual Public Scoping Meeting Comment Form	<p>"TXDOT's proposal to expand I-35 is not a solution, it is an affront to reason. It would destroy Austin's commitments to reduced carbon emissions, lowering pedestrian casualties and for accessible, equitable transit.</p> <p>Despite reliable data from decades of research saying that highway expansion does not decrease congestion, TXDOT is driving forward with plans that would increase I-35 from 12 lanes to either 20 or 19 lanes. And yet we know from examples here in Texas that this will not work. We only have to go up the road an hour to Temple to see how nightmarish long term highway expansion and construction can be. Or to Houston, where the Katy Freeway was expanded to 26 lanes in 2011, only for commute times to have significantly increased in the years after. According to Transit for America, "congestion has grown significantly faster than population. Between 1993-2017, the total annual hours of delay (the extra time spent traveling at congested rather than free-flow speeds) in the nation's top 100 urbanized areas has increased by a whopping 144 percent."</p> <p>In their report, they show that expanding highways is only treating a symptom rather than a cause of congestion. The causes are lack of mobility options, limited housing stock near jobs and the near requirement to own a car to live in most American cities. Austin is no exception to that rule, but with the recently passed Props A & B, we are moving towards a future that encourages a flexible method of travel, with walking, biking, trains and buses making a transit web that covers the city. The expansion of I-35 creates "induced demand" where a piece of infrastructure creates more usage and demand rather than reducing the usage.</p> <p>A quarter of Austin traffic fatalities occur in and around I-35 but increasing the size of the highway does not guarantee safety. Finally, in a warming world, we cannot afford to increase the number of cars on the road. Transit will soon be Austin's highest portion of Green House Gas emissions, and the induced demand of a massive highway is nearly sure to increase air pollution, both into the atmosphere and into Austinite's lungs. And the ambient pollution that's added will affect minority communities the most, the same communities that bare the brunt of current air pollution and the economic and physical division between east and west Austin.</p> <p>TXDOT's proposal is nonsensical, business as usual and decimates three of Austin's core ambitions to become a safer, healthier, more equitable city."</p>
194	Ben Leffler	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
195	Ben Martin	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
196	Ben Martin	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
197	Ben Noack	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
198	Benjamin Alexander	12/01/20	Virtual Public Scoping Meeting Comment Form	Adding additional lanes to I-35 will not provide any relief to the traffic issue. It will provide years of added pressure as lanes are closed and constructed and moved, and then subsequently fail to impact the current demand yet alone future demands. Whenever new lanes are built they are instantly filled with more traffic. We need viable public transport options that limit the need to use I-35 at all.
199	Benjamin Bradley	12/31/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Thank you for working for the benefit of ALL Austin residents. Form letter from ourfuture35 follows...</p> <p>—</p> <p>[Form Letter 2]</p>
200	Benjamin Jassin	12/02/20	Virtual Public Scoping Meeting Comment Form	<p>Could we reallocate some space from a vehicle lane or two to widen the shared-use paths? This is actually shocking how much space is allocated to vehicles with no alternatives really. Managed lanes can only do so much. This project is set to enable sprawl in Austin for decades to come.</p> <p>Thank you</p>
201	Benjamin Kleiman	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
202	Benjamin Riley	12/21/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>It won't be easy to fix I-35, but the future of Austin may depend upon it. I am no expert in urban planning and transportation, but it seems to me we need to route north/south traffic around the city rather than through it – or if through it, underground. The existing I-35 corridor downtown would be lovely as a greenbelt. Building community buy-in will be key – be transparent or there will be tension and delays. Thank you!</p>
203	Benjamin Suddaby	12/29/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>TXDOT's proposal to expand I-35 is not a solution, it is an affront to reason. It would destroy Austin's commitments to reduced carbon emissions, lowering pedestrian casualties and for accessible, equitable transit.</p> <p>Despite reliable data from decades of research saying that highway expansion does not decrease congestion, TXDOT is driving forward with plans that would increase I-35 from 12 lanes to either 20 or 19 lanes. And yet we know from examples here in Texas that this will not work. We only have to go up the road an hour to Temple to see how nightmarish long term highway expansion and construction can be. Or to Houston, where the Katy Freeway was expanded to 26 lanes in 2011, only for commute times to have significantly increased in the years after. According to Transit for America, "congestion has grown significantly faster than population. Between 1993-2017, the total annual hours of delay (the extra time spent traveling at congested rather than free-flow speeds) in the nation's top 100 urbanized areas has increased by a whopping 144 percent."</p> <p>In their report, they show that expanding highways is only treating a symptom rather than a cause of congestion. The causes are lack of mobility options, limited housing stock near jobs and the near requirement to own a car to live in most American cities. Austin is no exception to that rule, but with the recently passed Props A & B, we are moving towards a future that encourages a flexible method of travel, with walking, biking, trains and buses making a transit web that covers the city. The expansion of I-35 creates "induced demand" where a piece of infrastructure creates more usage and demand rather than reducing the usage.</p> <p>A quarter of Austin traffic fatalities occur in and around I-35 but increasing the size of the highway does not guarantee safety. Finally, in a warming world, we cannot afford to increase the number of cars on the road. Transit will soon be Austin's highest portion of Green House Gas emissions, and the induced demand of a massive highway is nearly sure to increase air pollution, both into the atmosphere and into Austinite's lungs. And the ambient pollution that's added will affect minority communities the most, the same communities that bare the brunt of current air pollution and the economic and physical division between east and west Austin.</p> <p>TXDOT's proposal is nonsensical, business as usual and decimates three of Austin's core ambitions to become a safer, healthier, more equitable city.</p>
204	Bertha Delgado	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
205	Beth Link	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
206	Betsy Hilton	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
207	Betty Weed	12/14/20	Email to: My35CapEx@txdot.gov	Your plan shows 3 alternatives for I-35 between Riverside and Ben White, but it lacks detail, especially at Woodland Ave. It appears that the underpass at Woodland Ave. would be permanently blocked in at least one of those scenarios. Please let me know which alternative blocks Woodland Ave. and which leaves it open.
208	Bhuvanesh Bhatt	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
209	Bhuvanesh Bhatt	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
210	Bianca Michuda	11/22/20	Virtual Public Scoping Meeting Comment Form	Managed lanes are a great idea to relieve traffic, but burying any lanes underground makes me shudder to think of the increase in accidents and emergency vehicle response. I 35 suffers more from its exits being far too close together, the exit ramps dumping directly onto traffic lights, than it does the actual number of cars. The on-ramps are also far too short. Think about the possibility of cutting exits out completely and streamlining pass-overs/unders. Or backing up exit ramps so that they don't pile back onto the highway due to being placed on top of ramps. If you decide to bury lanes through DT ATX, please do so with emergency response in mind. The number of accidents in ATX is mind boggling, and it is all due to poor road construction, and poor signage or lack thereof. Signs need to be placed everywhere a lane is ending, before it ends. Exit ramps need to be noted a mile ahead of time. I have almost died several times because I tried to make an exit that was closed due to construction, so my car basically was going head-on with a barricade with NO warning. This is disgusting. One orange spray painted sign can prevent death. Get with the program, please consult with real cities to learn how to build roads and infrastructure. Try Chicago for example.
211	Bianca Michuda	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
212	Bill Lewis	11/17/20	Email to: My35CapEx@txdot.gov	I just wanted to submit a comment that I'm sorry that it appears that TxDOT has already decided not to include toll lanes as part of the project to rebuild part of I-35 through Austin. I know you receive a lot of static from anti-toll zealots, but I fail to understand what principle is violated by expecting people who consume a product or service to pay for that product or service, including the use of certain roads or lanes.
213	Bill Mullane	12/31/20	Email to: My35CapEx@txdot.gov	Some thoughts on the I-35 Capital Express Central Project plans: The sections for the options should indicate approximate proposed widths of right of way, including comparisons to approximate current ROW. The No-Build Alternative is not acceptable for the many negatives noted. Among these: capacity is inadequate; it does not conform to safety standards; it divides the city in many unacceptable ways. Maintaining connectivity for all forms of mobility and activity across the highway at the surface is critical to the long-term vitality of the central city. Depressing through lanes and maintaining multimodal connectivity at as many cross streets as possible needs to be a priority. The plan proposed by ULI https://ulidigitalmarketing.blob.core.windows.net/ulidcnc/sites/6/2020/09/ULI-ASP_Report_Austin_I-35_2020.pdf provides a great vision for this connectivity. The possibility of cantilevering the frontage road lanes over depressed main lanes bears consideration for the downtown segment. Even if the construction of the proposed caps is reduced, the connectivity would be very beneficial for local mobility and usable public space. However, the ULI proposal includes the disposition of some current ROW. This is one negative in the plan, since it will not be possible to restore the ROW in the future for increasing capacity or for other public infrastructure needs not currently planned. Other future infrastructure needs could include interurban mass transit by high-speed rail, hyperloop or other technology not yet identified. No other pathway to the downtown exists. Such space could provide temporary public open space until needed for future public functions. Build Alternative 1 seems to provide the best options for surface connectivity, but enclosed subterranean lanes seem to have limited accessibility for connection to ramps. Also, the tunnels provide major concerns relative to ventilation, emergency services to incidents, emergency egress, smoke and fume evacuation, drainage and many other issues. It appears that all Build Alternatives will limit ramps to/from downtown streets further, requiring serious consideration of impacts to traffic circulation distribution throughout the central city. Build Alternative 1 will also create a significant barrier separating sections of South Austin in the Lady Bird Lake to Oltorf Street segment. This will recreate the current problem downtown to a new part of town. It is difficult to imagine how cross streets in this segment will connect across the highway. Despite the added width, the option in Build Alternatives 2 and 3 would be better for this segment. This project is tackling a significant problem for the entire metropolitan area, and the solution will not be easy. Implementation will be even more challenging. Thank you for your efforts to find the best solution.
214	Bill Woods	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
215	Billy Thogersen	12/16/20	Virtual Public Scoping Meeting Comment Form	My strong preference is a no-build option, instead using resources to expand capacity on US 130 and related arterials to make local trips as good as possible (under that scenario). Devoting another generation of resources to try to obtain an 8-minute commute in the central I-35 corridor section is a fool's errand that will simply not work as people will quickly fill it past design capacity, rendering it as frustrating as the current system. People are clearly willing to "pay" an added hour to use the chocked road as-is, and there is no reason to assume that a free expanded capacity resource won't get us back to where we started vis-a-vis wasted time - but this time around with twice as many vehicles belching out toxic gases into an increasingly dense urban core. If a no-build option is truly not possible, then I secondarily support build option 1. That option creates the best design for tying the divided inner city back together, and would really foster local transit alternatives. Reduced non-car travel in the densely populated city core will lead to fewer local vehicle trips, which will help those on the periphery (what from their perspective is their city-center, of course).
216	Black Leaders Collective	12/31/20	Letter	Letter sent via certified mail and scanned as PDF.
217	Blake Brown	12/22/20	Virtual Public Scoping Meeting Comment Form	<ul style="list-style-type: none"> • I have lived in the Austin area for the past 28 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.

No.	Commenter Name	Date Received	Source	Comment
218	Bob Woody	11/17/20	Email to: My35CapEx@txdot.gov	We have an asset which is the toll road far east of Austin. the city of Austin demands that trucksbusw the toll road. The city could pay for any trucks that will bypass Austin to use the toll road. The effects would be immediate. This would remove thousands of trips a week by trucks along I 35. This Corredor is underutilized by trucks because of cost. When a truck and an 18 wheeler are in an accident together the truck in evitable he wins. This would save lives in addition to freeing up space along I 35 for the 18 wheelers that are slow to move through the congestion. Again these assets already exist, it would just be a cost that would save lives and better utilize an asset of the toll road by large trucks. While doing away With an incredible amount of congestion.
219	Bobbi Saulmon	12/01/20	Email to: My35CapEx@txdot.gov	Form Letter 1
220	Bonnie Cullum	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
221	Brad Love	12/02/20	Virtual Public Scoping Meeting Comment Form	We are begging: please create a situation that can be capped in the future so that there is an opportunity for our city to re-connect and create a more equitable infrastructure. Let's show Texas leadership by borrowing lessons from other places that have capped highways and do Austin's more ambitiously, effectively, and impactfully. This is a hundred-year opportunity to change the very nature of our city in a way that produces wins all around: re-connection, green space, taxable commercial land, and quality of life.
222	Brad Love	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I am writing to encourage you to please prioritize quality of life and equity as you engage with the I-35 Capital Express Central Project. We all know that this scar through our city affects every aspect of our lives, particularly health, mobility, equity, and economic prosperity. Sadly, these factors have not been meaningful parts of the dialogue about this highway. Please change that and the voice of all our citizens. Rather than another highway project that creates more induced demand, I'm asking you to encourage a different approach this time. In particular, please consider the following issues in the environmental scoping process for the I-35 Capital Express Central Project: 1. A Health Impact Assessment to include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries. 2. An Equity Assessment that includes closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35. 3. People's daily personal needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals. In a massively important way, this will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home. 4. A broad range of design alternatives that address these issues, including the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Thank you for considering my points and being open to thinking differently in this way. Please work for our future, not for outdated regulations that have already failed to work for our city and state. I look forward to receiving your response to my letter at the appropriate time.
223	Bradford Hughes	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
224	Brandon Hartshorn	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Adding lanes to the highway won't fix our transportation problem. Many other cities have tried and utterly failed. Austin should be the type of city that learns from other's mistakes. Your constituency has spoken. Give us dedicated bicycle infrastructure and significantly better bus & train infrastructure! [Form Letter 1]
225	Brandon Kraft	12/07/20	Virtual Public Scoping Meeting Comment Form	Of the build alternatives, option 1 (with the full-tunnel managed lanes) would have my vote. I can't see how options 2 or 3 would be feasible replacements to the decks without a lot more ROW, which is both a problem for the property owners, but more importantly, a wider freeway for cyclists and peds to cross, which deter users from attempting to cross. If I had unlimited funds, a full tunnel with parkland covering it where the current mainlanes are from Airport to Riverside/Oltorf would have my support, but can appreciate it may be financially a non-starter.
226	Brandon Poythress	11/30/20	Virtual Public Scoping Meeting Comment Form	Please do not build a highway straight down through Austin. This is what makes Austin beautiful, and not like any other city in Texas. Studies show that this will not reduce traffic. Please continue to build on public transit
227	Brandon Sullivan	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
228	Brandy Savarese	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
229	Brandy Savarese	12/31/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF.] Please find attached my response to the first public scoping meeting. Brandy Savarese
230	Brandy Savarese	12/31/20	Virtual Public Scoping Meeting Comment Form	If at all possible, I believe TxDOT should work with the City of Austin and local business leaders to secure funding for capping and stitching of the roadway from at least 51st Street or Airport Blvd through to the river. I understand the logistical and financial hurdles of this endeavor and that TxDOT will not fund the capping and stitching. However, the agency cannot miss this once-in-a-lifetime opportunity to improve the capital city (and the neighborhoods) through which I-35 runs. On a neighborhood scale, I-35 impairs safe and equitable access to, along, and across the corridor for all who live near it. It is also an unbearable neighborhood boundary. While removing the upper decks is a huge positive step in reshaping the corridor, improvements made to the reconstructed frontage road will make an even more significant impact on Cherrywood residents. As a Cherrywood resident, I believe the redesign and creative re-invigorating of the frontage road section from Dean Keeton Blvd to Airport Blvd as a thoughtfully designed and hospitable urban commercial corridor is a critical piece of this project. A lively and vibrant commercial area would be Cherrywood's natural buffer from the interstate. I expect that TxDOT will take the absolute minimum right of way needed (or none at all) for roadway improvement and will collaborate with Cherrywood to improve the quality and accessibility of the frontage road (including but not limited to character, lower design speeds, surface street signal timing, shared use paths) according to the neighborhood's goals.
231	Brendan Wittstruck	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
232	Brendan Wittstruck	12/22/20	Email to: My35CapEx@txdot.gov	[Form Letter 2] 6. Amend the Project Purpose and Need document to include, at a minimum, the following: Reduction in Vehicle Miles Traveled (VMT) and Harmful Roadway-Related Emissions; Compliance with Federal EPA Requirements for Noise Pollution; Improvement to Local Air and Water Quality; Reduction in Respiratory Disorders, Premature Death, Nature-Deficit Disorder, and other physical and mental health impacts; Safe Access to Schools; Vehicle Speeds on Surface Streets and in Residential Neighborhoods; Preservation of Cultural and Historical Resources; Affordable Housing and Preference Policy ("Right to Return"); Compliance with City of Austin Standards for Surface Streets (including Frontage Roads); Character of and Distance between Crossings over I-35 for all Modes of Travel; Elimination of Land Condemnation or Eminent Domain and Disproportionate Impacts on East Austin Residents, Property Owners, and Businesses; Property Tax Rates and Impacts to Low- and Moderate-Income Property Owners (<80% AMI); Transit Potential and Multi-Modal Impacts; Support Systems for People experiencing Homelessness; Assessment of Trauma Against Communities of Color; and Climate Change Mitigation. 7. Provide new surface street crossings over I-35 at ever viable opportunity and at least every 1/2 mile, including, at a minimum, crossings at: St. Edwards Drive/Royal Hills Drive, Mariposa Drive, Reagan Terrace/Elmhurst Drive, Holly Street, E. 5th Street, E. 32nd Street, Concordia Avenue, E. 41st Street/Wilshire Boulevard, E. 46th Street, Bentwood Road and Philomena Street.
233	Brendan Wittstruck	12/31/20	Email to: My35CapEx@txdot.gov	Letter attached as PDF - personal feedback on I-35 Capital Express Central project.
234	Brendan Wittstruck, Evolve Austin Coalition	12/31/20	Email to: My35CapEx@txdot.gov	Letter attached as PDF - Evolve Austin statement.
235	Brendan Wittstruck, North Central I-35 Neighborhood Coalition	12/21/20	Email to: My35CapEx@txdot.gov	Letter attached as PDF.
236	Brenna Minor	12/24/20	Virtual Public Scoping Meeting Comment Form	I have a strong preference for Build 1 because it would have the most impact on lessening pollution in the surrounding neighborhoods off of 35. Build 2 would be the next best alternative. I am opposed to Build 3 which seems to not consider the impact on surrounding residential neighborhoods. There was not enough information provided about the flyovers to understand the design.
237	Brennan Dell	11/17/20	Virtual Public Scoping Meeting Comment Form	I recommend routing north-south, pass through traffic to Hwy 130 to bypass Austin. And utilize IH35 for local residents by bestowing two TxTag transponders to each house that allow free access to IH35 and charging a toll to others who use IH35. This would raise revenue and employ behavioral economics for disincentivize drivers from adding traffic to IH35.
238	Brennan Dell	12/23/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Please reconsider your plans to just add more lanes or 'redirect' traffic. Now is the time to think ahead a couple of steps to 20-30 years in the future. Do we need more cars and trucks? Do we need more concrete? Of course not, we need mass transit, smart transportation options, and alternate ways for people to move about. More lanes on I-35 is not the answer. We need sustainable options. Fossil fuel free options. Options for pass through traffic to go elsewhere with more local options to get around our city. Put the effort and the money toward future forward transportation, not more of the same.
239	Brett Hoerner	11/18/20	Virtual Public Scoping Meeting Comment Form	We should not use more of the most valuable land in Austin to expand a freeway that will just become a parking lot again because of induced demand. Do something with 130, reduce I-35 to a boulevard and connect East Austin and downtown again. This is insanity, it is 2020 and we know about climate change. Think of our children.
240	Brett Rebal	11/23/20	PDF Comment Form to: My35CapEx@txdot.gov	Build alternative #1 is by far the preferred option. Consideration should be placed upon minimizing I-35's footprint in the downtown. Every effort to bury and cap the interstate must be taken. This will increase the value of land surrounding the interstate and subsequently increase municipal tax income.
241	Brian Biehl	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
242	Brian Birzer	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
243	Brian Burns	11/18/20	Virtual Public Scoping Meeting Comment Form	It would be great to BURY THE FREEWAY, and divert heavy trucks to 130! You'd effectively double the size of the downtown neighborhood, have lots of green space near Waller creek, etc!
244	Brian Fordyce	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
245	Brian Greig	12/30/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I have lived in Austin since 1950 and worked downtown nearly my entire life. I use I-35 on a regular basis.</p> <p>I support reconstruction of I-35 through downtown Austin using your best engineering judgment that will result in the smoothest and fastest traffic flow, mitigation of sound, and consideration of future modes of transportation.</p> <p>I believe the City of Austin governmental officials are misguided in their approach to transportation. They have strangled traffic flow to force us from using cars and eliminated parking, which has killed local businesses. They have pushed so-called "Project Connect" which will spend billions on 1900's transportation models and serves only their favored parts of the city.</p> <p>The Downtown Austin Alliance is but a puppet for city hall. It does not reflect the views of Austinites other than real estate interests.</p>
246	Brian Kent	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>As someone who drives, walks, and bikes I'm intrigued by Build Alternative 1-to the extent it brings I-35 up to design standards and increases pedestrian and bike safety.</p> <p>I'm not at all convinced that any of the alternatives will reduce congestion or travel time, because adding more lanes will induce latent demand: people who currently avoid I-35 in favor of alternate routes or modes of transportation will start to use it more, and congestion will quickly return.</p> <p>Please address this issue in the proposal, maybe with a forecast for demand and travel times in 2025 and 2045 to compare to the INRIX numbers (hopefully with more sophistication than the INRIX model-their forecast of 223.2 minutes travel time in 2045 is absurd. No 2045 forecast should have that degree of precision, nor should it ignore the fact that travelers have alternatives).</p>
247	Brian Pape	12/08/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>As more and more people choose to live in the downtown area, on both sides of I-35, the proposed update and improvement of this traffic corridor takes on out-sized importance. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>[Form Letter 1]</p>
248	Brian Simmons	12/01/20	Virtual Public Scoping Meeting Comment Form	<p>Please consider alternative means to directing traffic around the city instead of expanding the highway. These construction projects take years, cause more traffic and disruption during the process, and ultimately don't reduce any traffic. If there is to be any work on the existing highway through Austin, then build toll roads for congestion pricing during peak traffic hours.</p>
249	Briana Cohen	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 3
250	Brianna Frey	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 3
251	Brianna Garner	11/14/20	Email to: My35CapEx@txdot.gov	<p>To whom it may concern,</p> <p>Please do not do this to Austin. I, as well as numerous planning and economist professionals, believe in induced demand. The expansion of I-35 will only increase negative externalities. I would much rather the traffic get worse than us spend unnecessary dollars putting a temporary bandaid on our I-35 corridor. I understand there are LOS requirements to update needed maintainable and improvements to the concrete and safety concerns, so please rewrite the requirements rather than abiding by ancient text.</p>
252	Bridget Gayle Ground	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
253	Brigitte Brieschke	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
254	Brint Crockett	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
255	Brint Crockett	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
256	Brint Crockett	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
257	Brittany Paxman	12/22/20	Email to: My35CapEx@txdot.gov	<p>I-35 has a long history – some good and some bad. I live less than 1 mile from the highway and it is a critical part of how we (slowly) get around town. The next steps need to be fair, safe, and prioritize equity so that we don't repeat many of the mistakes of the past. I am in agreement with the below requests.</p> <p>[Form Letter 2]</p>
258	Brock Kyle	12/27/20	Email to: My35CapEx@txdot.gov	<p>Because of the widely understood traffic engineering concept of induced demand, simply widening I-35 will not only increase traffic congestion, but also increase pollution and traffic fatalities. Instead, please implement the Reconnect Austin vision (https://reconnectaustin.com/) for I-35. It will create billions of dollars in value and make Austin a better place to live, too. Thank you.</p>
259	Brock Kyle	12/27/20	Virtual Public Scoping Meeting Comment Form	<p>Please implement the Reconnect Austin plan (https://reconnectaustin.com/) for I-35. It will create billions of dollars in value and make Austin a better place to live, as well. Thank you.</p>

No.	Commenter Name	Date Received	Source	Comment
260	Brooks Palmer	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
261	Bruce Hunt	12/30/20	Virtual Public Scoping Meeting Comment Form	Multi-lane freeways are on their way out, and certainly don't belong in the middle of cities. Instead of the extremely expensive and disruptive plans TxDOT has laid out, I favor turning the I-35 corridor back into East Avenue, a boulevard for local traffic instead of a barrier cutting our city in two. Divert heavy trucks and through traffic onto 130 (buy it out and remove the tolls) and return the I-35 corridor to the people of Austin. The idea that adding more lanes will solve traffic problems is a fallacy, as experience has repeatedly shown. Give it up already and get rid of the freeway that scars our city.
262	Bryan Black	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
263	Bryan McMath	11/29/20	Email to: My35CapEx@txdot.gov	Whatever alternative is chosen, it should include construction of noise barriers or noise reduction methods.
264	Bryan Yu	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
265	Bryce Kolton	12/01/20	Virtual Public Scoping Meeting Comment Form	Freeway widening does not reduce congestion! I cannot believe you all are about to dumb billions into a climate intensive, carbon spewing, environment crushing project. I just spent the last two weeks of summer choking on smoke from the burning fires, and you turn around and want to widen the freeway! Invest in transit, or god forbid, bike lanes instead!
266	C. McCormick	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
267	C. McCormick	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
268	Cady Lu	12/02/20	Virtual Public Scoping Meeting Comment Form	As a recent transplant to the Austin area, I-35 is one of the most consistently negatively commented on aspects of the city in groups dedicated to people considering moving to the city. More than any other roads or highways, I-35 is bashed and touted as the main example of how bad traffic is getting in Austin. After living in the LA area for 11 years, I can offer my thoughts that expanding a highway is never the best solution. As soon as the road gets wider, people start using it and the amount of traffic barely changes. I experienced this first hand. The highway I took for my daily commute added two lanes and not only did traffic immediately confirm to using all of the lanes, but my commute did not change at all after the new lanes were added. For a highway like I-35 that goes through a very crowded section of the city, already surrounded by buildings and streets, adding to the road is even more costly and hazardous. The effort going into the expansion project would be better spent on one of the alternatives, though I don't feel qualified/educated enough to say which of the proposed alternatives would be best (if any).
269	Caer Ferguson	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
270	Cait Quinlivan	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
271	Caitlin Kendra	12/20/20	Voicemail	Hi, my name is Caitlin Kendra and I live in Bradshaw Crossing in the southeast area of Austin. And I'm calling in regards to the Capital Express Central Project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build 1 most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you.
272	Caitlin Staib	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
273	Caitlyn Dunn	12/06/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I-35 is here to serve Austin citizens and is currently far too car centric, encouraging traffic through town and creating more drivers, versus a transit or pedestrian friendly approach. As a cyclist, I'd love to see safer crossings and signage around the freeway and slower exits to keep cars from plowing down pedestrians and cyclists. [Form Letter 1]
274	Calandra Lindstadt	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
275	Calli Burkholder	12/11/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Calli Burkholder and I live in Austin, TX. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
276	Cameron Campbell	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
277	Camila Pulecio	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
278	Campbell Sadeghy	11/17/20	Virtual Public Scoping Meeting Comment Form	I pass through here all the time and am considering investing in the area. In such a beautiful region of Texas land use matter greats and there is no doubt that something needs to be done to both enhance mobility and provide a piece of infrastructure that works for Austin and its residents. With that said, I greatly believe alternative one, the managed lane tunnels would provide a great opportunity to both accommodate traffic flow and better connect neighborhoods adjacent to the freeway. My only request would be a consideration given of adding an extra lane each way on the GP lanes and the express lanes to ensure a future proof end product as regional population is growing insanely fast.

No.	Commenter Name	Date Received	Source	Comment
279	Candace Volz	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>For I-35's future, I support the following:</p> <ul style="list-style-type: none"> - Increase dense, walkable, mixed-use, and equitable transit-oriented development along I-35 which all people can equally benefit and access - Maximize socially, economically, and environmentally-beneficial land use by evaluating how much land should be used for mobility right-of-way and how much for other uses such as affordable housing, local businesses, and public space. - Support public transit and a variety of transportation choices, while reducing sprawl, congestion, travel times, and negative impacts on existing neighborhoods. - Maximize street network connectivity, including equally facilitating east-west and north-south travel, while mitigating traffic spillover into neighboring streets and communities - Ensure that growth is both fiscally sound and environmentally sustainable <p>I support the following design alternative to address the above issues:</p> <ul style="list-style-type: none"> - The Reconnect Austin proposal (https://reconnectaustin.com): Lowering I-35 between Holly St and Airport Blvd, capping the entire stretch with a 6-lane boulevard, converting the former frontage roads to other land uses, and reconnecting the east-west street grid; crossovers to be landscaped and made accessible. <p>These modifications to the existing I-35 situation as it moves thru Austin will restore large amounts of land to the tax base. This land can be used to build affordable housing that will be within walkable distance to major employers and the downtown district. It will increase green spaces in a dense urban environment and provide public recreation areas. It will dampen traffic noise and absorb carbon from auto pollution. It's a winner!</p>
280	Candace Volz	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
281	Candy Devany	12/06/20	Email to: My35CapEx@txdot.gov	Form Letter 1
282	Cara Bertron	12/31/20	Virtual Public Scoping Meeting Comment Form	<ul style="list-style-type: none"> - I am in favor of the fewest lanes possible with the highest priority given to transit lines and HOV lanes. - I am in favor of removing the upper deck. - In future assessments of alternatives, please include potential project impacts on nearby property values, particularly as those changes would impact vulnerable populations (low-income renters and homeowners, people experiencing homelessness). - Please ensure that the public materials are easier to understand in future outreach efforts. The graphics provided are not legible for non-engineers (at least, I'm assuming it's easier for them).
283	Cara Ross	12/30/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Cara Ross and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
284	Carl Stewart	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
285	Carl Webb	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
286	Carly Weaver	12/17/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I live in the downtown corridor and despite congestion on I-35 I do not want to see it expanded. It could never be widened enough! The construction alone would impact the east neighborhoods taking the biggest hits in school closures and adverse effects of gentrification.</p> <p>[Form Letter 1]</p>
287	Carol Aaron	12/01/20	Email to: My35CapEx@txdot.gov	Form Letter 1
288	Carol Aaron	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
289	Carol Fraser	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3

No.	Commenter Name	Date Received	Source	Comment
290	Carol Fraser	12/31/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Any consideration of modifying I-35 must begin with and be rooted in repairing the racial legacy of the highway that has long divided our city. We are obligated to have a new approach one that brings the community to the table in an unquestionably meaningful way. We can and must prioritize the best outcomes for Austin, especially for its communities of color. This means taking seriously the proposals put forth and supported by people from such communities, including burying I-35 and/or turning it into a vibrant, transit-oriented urban boulevard.</p> <p>Before advancing this project to the NEPA process, the stated Purpose and Need as outlined within TxDOT's I-35 Capital Express Central Project need to be modified to reflect these priorities, decided upon collectively by community stakeholders:</p> <ol style="list-style-type: none"> 1. Acknowledge, address, and heal the historic and ongoing racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Dramatically shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
291	Carol Haywood	12/29/20	Virtual Public Scoping Meeting Comment Form	I don't like any of these alternatives, so I guess I'm voting for no build. All through lanes should be buried and capped. On top of the cap should be a local boulevard that will connect the west and east sides of the highway.
292	Carol Martin	12/18/20	Virtual Public Scoping Meeting Comment Form	<p>The Build Alternative 2 is by far the best design for our communities located just South of Lady Bird Lake.</p> <ul style="list-style-type: none"> - the lanes are lower relative to the neighborhoods and this makes a huge difference in noise abatement. - we DO NOT want upper decks and raised lanes through our neighborhoods. - It is critical that Woodland Avenue remains open connecting our neighborhoods, schools, churches, parks and community services. It is not a 'cut-through' for those of us who live here. It allows families to safely reach neighborhood destinations (schools, churches, etc) without having to re-route to the major traffic roads of Riverside Drive and Oltorf.
293	Carol Martin	12/18/20	Email to: My35CapEx@txdot.gov	<p>The Build Alternative 2 is by far the best design for our communities located just South of Lady Bird Lake.</p> <ul style="list-style-type: none"> - the lanes are lower relative to the neighborhoods and this makes a huge difference in noise abatement. - we DO NOT want upper decks and raised lanes through our neighborhoods. - It is critical that Woodland Avenue remains open connecting our neighborhoods, schools, churches, parks and community services. It is not a 'cut-through' for those of us who live here. It allows families to safely reach neighborhood destinations (schools, churches, etc) without having to re-route to the major traffic roads of Riverside Drive and Oltorf.
294	Caroline Bailey	12/02/20	Virtual Public Scoping Meeting Comment Form	<p>I beg and urge TxDOT to reconsider expanding I-35. It is not too late to make a better choice. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. The Katy Freeway was expanded several years ago to a staggering amount of highway and feeder road lanes, and in the long run, did not provide any benefit for improving traffic. In fact, traffic is now worse. The data and evidence is clear: we need a different approach to I-35. Why would we continue to do something that does not work and is a waste of taxpayers' money?</p> <p>[Form Letter 1]</p> <p>Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). TxDOT should also reach out to Austin community organizations such as the Austin Justice Coalition, PUIMA (People United for Mobility Action), Planning Our Communities, AURA, the City of Austin's Urban Transportation Commission, the City of Austin Bicycle Advisory Council, and the City of Austin Pedestrian Advisory Council. (Disclosure: I am a member of the Pedestrian Advisory Council and a Board Member of AURA, but I am speaking on behalf of myself and not for either organization).</p> <p>Above all, the proposed build alternatives for I-35 are abominable and should be scrapped. Highways have created literal scars across cities in the United States. They have destroyed communities - especially communities of color and low-income communities who did not have the power to fight back - and they have damaged the environment and physical health of people living near these highways. I-35 is a physical symbol of segregation and systemic racial inequity that should be torn down. It literally cuts the city in half and makes it harder for people to travel east to west. I-35 should be torn down and the street grid should be reconnected. Expanding I-35 will be a heinously expensive boondoggle that will be MORE expensive than all of Project Connect AND we will "have" to expand as soon as we finish construction. If we want Texas to be more resilient, expanding I-35 is not the way to do it.</p> <p>Thank you for considering my points. I bet you, please don't just stick to the status quo. Austin deserves better. Texans deserve better.</p>
295	Caroline Farrior	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
296	Caroline Farrior	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
297	Caroline Morris	11/20/20	Email to: My35CapEx@txdot.gov	<p>Dear TXDot Planners,</p> <p>I am writing to express my deep reservations about the proposals for the I-35 Capital Express Central project. First and foremost, there is no wise path forward that includes adding lanes, up to 20, through the middle of a major downtown area. Austin, as a city, is working hard to improve the health and quality of life of its citizens, from reducing the emissions impact on air quality and respiratory health to reducing climate impacts. Adding lanes to an already too-large interstate sited on land that, at the time, impacted Austinites with the least amount of political power, is doubling down on outdated policies that show no regard for 21st century infrastructure needs, advances in city and regional planning, or equitable impacts on communities of all races and classes. The state's transportation needs should not be allowed to negatively impact the health and livelihoods of the citizens of one of its fastest growing cities. I-35 should never have been routed through the middle of a city. As that city has grown, it's a major mistake to expand it in its current location. We should instead invest in better transportation infrastructure that moves us beyond a long-standing focus on an ever-increasing number of single passenger vehicles.</p> <p>These proposed plans take us in the wrong direction. The example of the Katy Freeway expansion should be a cautionary tale. According to research done by Houston Tomorrow based on Transtar data, the additional lanes did not reduce congestion. "Traveling from Downtown outbound on the I-10 Katy Freeway to Pin Oak took 51% more time in 2014 than in 2011." As Texas' cities grow, we cannot rely on car-centric strategies for commuting. We must build mass transit infrastructure of the kind we've seen historically in major cities in the U.S. and abroad. I am proud to see our cities increasing in size and status, but our level of sophistication about urban planning and transportation strategies must grow with them.</p> <p>Pragmatically, I'd ask that we consider removing the freeway from the urban core or at least rerouting commercial traffic. Moreover, I'd like to see the state invest in rail linkages that would reduce traffic and emissions. I think all the proposal's variants presuppose that we should expand I-35 in downtown Austin. I object to that premise and would like to see TX DOT collaborate with city leaders to either reroute or fully bury that poorly-sited stretch of I-35.</p> <p>For the sake of the region's people, its economic health and the climate, it is time for Central Texas' transportation infrastructure to join its private sector and the citizens of Austin in the 21st century. For these reasons, I oppose these proposals and urge TX DOT to work more closely with the leadership in Austin on Project Connect and Reconnect Austin.</p> <p>Thank you for your consideration.</p>
298	Caroline O'Meara	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
299	Caroline Taylor	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
300	Caroline Wright	12/06/20	Virtual Public Scoping Meeting Comment Form	Adding lanes to I-35 will only make it worse. Let's figure out how to re-route inter-city traffic around the city, and focus on making central Austin more mass-transit, bike, and ped-friendly. We've seen in cities like LA that big fat highways don't help with congestion. I-35 was built as a central artery in a very different time. Now we need smart solutions for taking trucks and non-Austin travelers around the city. Even if it's slightly longer, it will be so much quicker for them than going through downtown! (look at the toll road to San Antonio, for instance). Ideally, this solution will not be a toll road, so we can incentivize people to use it.
301	Caroline Wright	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
302	Carolyn Kerr	11/19/20	Virtual Public Scoping Meeting Comment Form	At this point I don't have strong feelings about which project is most desirable. I DO feel strongly that change is needed.
303	Carolyn Riddle	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
304	Carolyn Scarborough	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
305	Carrie Smith	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
306	Carson Driscoll	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
307	Carter Humphrey	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
308	Carter Sieber	12/28/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Build a good road and improve the area. Don't listen to these emboldened social justice warriors. They only want power and money to support their radical left causes. It's never enough for these people, so let's send them back to California.</p>
309	Casey Burack	12/14/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
310	Casey Burack	12/17/20	Email to: My35CapEx@txdot.gov	Dear Project Team: The Downtown Austin Alliance represents over 900 property owners and 96,000 employees in downtown Austin and respectfully submits the attached letter with our comments to the I-35 Capital Express Central Project Purpose and Need Report. In greater detail, we include the following requests for inclusion to ensure the Project supports the economic and social potential of our region: Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. Prioritize safe, local access and connectivity to, along, and across the I-35 corridor for all modes, ages and abilities to enable greater access to the urban core. Create a safe and integrated local street network at the surface level to ensure that all people, regardless of mode, can safely and efficiently get around. Rectify the long-standing, disproportionate racial and economic impacts of the original I-35 project that persist in disparities today. This Project must heal past impacts to Austin's People of Color resulting from its original construction, and not repeat such mistakes. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. Enable the transformation of the surface into public spaces that are integrated, walkable and vibrant—spaces for everyone that reflect the culture and quality of life that attract so many people to Austin. Moreover, mitigate the physical and mental health impacts of living and playing near highways and improve multi-modal access to schools and healthcare. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community. We look forward to continuing to work together and to reviewing the revised Purpose and Need Report.
311	Casey Smith	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
312	Cassie Gowan	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
313	Catherine Chiodo	11/29/20	Virtual Public Scoping Meeting Comment Form	Summary: Option 1 would be the best for residents of central Austin, followed by Option 2, with Option 3 being the worst alternative. Full comments: As a resident who lives near the intersection of I-35 and airport, I strongly encourage TXDOT to NOT pursue build option 3. Overpasses in our neighborhood will negatively affect air quality and noise levels, leading to negative health outcomes for the four neighborhoods near this intersection. It would be shame for the majority of central Austin to see the improved air quality that would come from tunneled or lowered lanes, and for our neighborhood to be excluded from that improvement. Between build option 1 and 2, build option 1 seems clearly superior from the perspective of health and quality of life in Austin. I strongly encourage TXDOT to pursue this option. Finally, as a cyclist in central Austin, I cannot stress enough how important improved east-west connectivity is. I-35 is currently a dangerous barrier for cyclists and pedestrians.
314	Catherine Yount	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
315	Cayce Weems	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 1
316	Cecily Foote	01/01/21	Email to: My35CapEx@txdot.gov	Form Letter 1
317	Cecily Foote	01/01/21	Email to: My35CapEx@txdot.gov	Form Letter 2
318	Celine Steer	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
319	Chad Garrett	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
320	Chad Himmel	12/19/20	Virtual Public Scoping Meeting Comment Form	As a stakeholder homestead resident who lives in Hancock approximately 500 feet from IH-35, I urge TxDOT to consider quality of life, environmental impacts, economic development, and socioeconomic inequities among its priorities, and Purpose and Need for this Project. As stakeholders who plan to live here for the rest of our lives, my wife and I want TxDOT to align its Project with the positions and plans advocated by our local NCINC coalition, Imagine Austin Comprehensive Plan, Neighborhood Plans and Corridor Plans. Aside from the usual considerations of traffic congestion, safety and travel times, it is important that TxDOT also considers various community impacts, specifically, pedestrian and non-vehicle access, east-west connectivity, green space, residential and commercial development, and the effects of noise and air pollution on health and quality of life in our area. While I would love to see additional studies of holistic solutions that do not require an expansion of IH-35 lanes and corridor traffic volume through Austin, I understand that there are challenges with redirecting traffic to avoid our IH-35 corridor. For cases where lane expansion is needed, "tunnel and cap" concepts appear to be very promising towards many of the goals that we have here in North Central Austin. Thanks for the opportunity to submit feedback.
321	Chadwick Wood	12/06/20	Virtual Public Scoping Meeting Comment Form	Of the proposed alternatives I prefer the no-build alternative. I think that adding lanes to I-35 through Central Austin will only serve to increase overall usage and thus traffic. I would like to see increased focus on routing inter-city traffic around Austin rather than through it, and investment in public transit as a means to traffic reduction. Making I-35 wider is only adding to our existing problems.
322	Charles Arnone	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
323	Charles Arnone	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Let me start with - I live 5 blocks east of I35, and my law office is 10 blocks west of I35. I am opposed to any widening of it. If you completely cover it, or route it outside of Austin, I would be supportive. Anything less I will help fight. [Form Letter 1]
324	Charles Betts	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
325	Charles Franck	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
326	Charles Jackson	12/31/20	Virtual Public Scoping Meeting Comment Form	I prefer Build Alternative 1, and as much capping as possible so that East and West Austin become connected again between Lady Bird Lake and Airport Blvd.
327	Charles McLellan	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
328	Charles Miles	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 1
329	Charles Peveto	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
330	Charles Wait	11/18/20	Virtual Public Scoping Meeting Comment Form	I can hardly see how the tunneled Alternative 1 makes sense. It is more costly to construct, maintain and eventually will end up flooding with every good rain.
331	Charley Scarborough	12/17/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, Dear fellow Texans and TxDOT friends - I lived in Austin in the 60's-70's, during the long period of construction of the IH35 "upper deck". It was miserable and created as many new issues for the Austin community as it solved a few, short-term transportation challenges. [Form Letter 2]
332	Charli Krause	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
333	Charlie	12/30/20	Voicemail	Hi, my name is Charlie Garcenio [sic], and I am a home owner in the Holly neighborhood. Also calling, on behalf of my wife, Ashley Garcenio. We-- any change to 35 that we would support would require burying it or making it more friendly to pedestrians generally. In fact, we see no reason why 35 should be expanded, especially in Central Austin, and we think it's a big shame that so much of our taxpayer dollars are being used on something that won't actually create a long-term solution to the recent traffic problems. So, our position is, and my position is that I'm against the expansion of I-35.
334	Charlie Bell	11/17/20	Virtual Public Scoping Meeting Comment Form	Austin residents accept and acknowledge that the I35 corridor is in need of repairs, mostly to do with lower deck entry and exit ramps and the fact that they are incredibly short. However, the proposed changes would drastically ruin downtown Austin for everyone. Hopefully TxDot understands induced demand, but in case you all do not - adding 8 lanes to a highway and going from 12 to 20 will not suddenly make traffic disappear. In fact, it will only bring more traffic and gridlock, as well as pollution, to central Austin. Just look at the I10 corridor in Katy/Houston - 20 lanes wide and everyday from 4-8pm it is bumper to bumper. We do not want that in Austin, which is why city residents just passed Project Connect, specifically pushing back against the belief that in order to handle growth we should build more lanes and roads for cars only. Why not re-route 18-wheeler traffic through TX 130? No one would fault you for adding lanes on that stretch of road, particularly because it is both outside of the inner city with the areas of high density, and it would not go over the crown jewel of Austin, Lady Bird Lake. This way you would be able to expand roadway capacity through/around Austin for those who are not trying to get downtown, which the vast majority of drivers are not. You could use money to repair exit ramps, add 2 toll lanes or high occupancy vehicle lanes, or better yet - bus only lanes - on the main downtown stretch of I35. The proper solution should be to lower the entire highway belowground, or at least as much as possible, as has been proposed with numerous designs. It would remove the reminders of a divided Austin, which has racist roots with the construction of I35, physically separating East Austin with the rest of the city. We would be able to enjoy this area of town with our children and pets, rather than avoiding the areas at all costs during morning and afternoon peak congestion times. It would help with the climate crisis while improving our daily lives in the area. PLEASE do not turn Austin into Houston - the reason many of us live in Austin is because we do not have horrible, terrifying stretches of roadways that makes even the sanest person insane. We just passed a proposition funding new transit improvements that did not include adding lanes on major highways, because we understand that these won't wipe away the transportation issues we are facing. Please respect our votes and decisions when it comes to this topic and do not go through with these designs.
335	Charlie Joslin	12/03/20	Email to: My35CapEx@txdot.gov	Form Letter 1
336	Charlie Schmidt	12/18/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin. FOR EXAMPLE, due to the massive congestion on I-35 (which will NOT be solved by widening as countless studies have shown) as I commute to work by bike every day, I am forced to compete for road space on Comal St. parallel to I-35. Last spring, I commuting by bike and was hit by a car on this road because drivers were speeding through in frustration with the traffic on I-35. While I have been hit only once (and believe me it is 1 too many, despite the lack of any sort of charges for the driver who hit me) there have been too many close calls for me to count, and that is just the experience of one person. As written below I demand the money allocated for this project go towards a more equitable Austin for ALL residents, not just the people who choose (or are forced because they cannot afford to live closer to where they work or run errands) to drive everywhere. Not only will widening I-35 further cement the dominance of cars in Austin's culture for the next 50 years, it will do so at the detriment of livability, excluding the option to SAFELY walk and bike around town. [Form Letter 1]
337	Chase Coffield	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
338	Chase Risinger	12/01/20	Virtual Public Scoping Meeting Comment Form	Austin does not need or want a mega highway. We must focus on getting people out of cars. Please consider the bullet trains that are popular in other countries, we could use that as an alternative. Thank you
339	Chelsea Burns	12/31/20	Email to: My35CapEx@txdot.gov	Dear TxDOT, I couldn't get the form to fill in, so here is my information from the comment form: Checked boxes—none (from the list of working with TxDOT or benefitting from the project) Comments: I'm very concerned about all of the proposed expansions, in that they do not incorporate non-car transportation as a priority, and continue to leave the I-35 corridor as a giant gash through the middle of the city—one with a troubling history in the city's racial segregation, and one that continues to separate the center of the city from the East of the city. I think that tunneling under and covering as many lanes as possible would be best, as well as prioritizing pedestrian access, public transit, and bike lanes. These also match the city's stated priority of reducing car share. I like the proposals offered by Reconnect Austin, and more generally options that don't create a twenty-lane highway in the middle of the city. Thank you for considering the views of Austin residents. I'm happy to be reached anytime, my cell is [REDACTED].
340	Chelsie Luis	11/20/20	Virtual Public Scoping Meeting Comment Form	I am writing to ask that TxDOT implement the Cap and Stitch solution as recommended by ULI and Downtown Austin Alliance, outlined in the following report: https://downtownaustin.com/wp-content/uploads/2020/05/ULI-ASP_Report_Austin_I-35_FINAL.pdf
341	Cheryl Crockett	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
342	Cheyenne Weaver	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
343	Chia wen Chou	12/31/20	Virtual Public Scoping Meeting Comment Form	[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."] I am a homeowner and resident in a neighborhood that will be directly impacted by the new plans for IH35. The North Central I-35 Neighborhood Coalition (NCINC) comprises eleven Member Neighborhoods in North Central Austin on both sides of I-35 in Austin City Council Districts 1, 4, and 9. We embrace a new future for the highway. I-35 is a physical and psychological barrier that disconnects neighborhoods; impairs safe and equitable access to, along, and across the corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health-vulnerable, and children in Central Austin; an inhospitable refuge for people enduring homelessness; and a visible symbol of Austin's continuing struggle with its own history of segregation and prejudice. TxDOT's recent commitment to funding the rebuilding of I-35 represents a once-in-a-generation opportunity to re-shape the corridor according to the values and needs of people who are affected by and interact with it on a daily basis. This is a moment that will define Austin for our children and those who follow them. The Draft Coordination Plan and Schedule, Draft Project Purpose and Need, and Draft Range of Alternatives fall well short of committing to the necessary environmental, social, and cultural metrics that will ensure this project measurably improves the quality of life for residents and workers in North Central Austin and surrounding areas. We offer the following feedback on the Draft documents to help TxDOT balance its operational requirements for the I-35 corridor with the needs of our members and communities on both sides of the highway: Draft Coordination Plan and Schedule: The Draft Coordination Plan and Schedule should include a period of up to 90 days and not less than 60 days for all future Public Scoping Periods and other public input opportunities
344	Chirag J	12/02/20	Virtual Public Scoping Meeting Comment Form	Hello, I live in south Austin and travel on the central I-35 section passing through downtown 6 times a week. I am concerned about the East-West connectivity with the current proposed build plans. All of the build plans will increase the distance between the east end and west end of the freeway and more distance walked by pedestrian and bicyclists crossing the intersection. Already almost all of the east-west intersections at I-35 have slip lanes on the frontage roads and vehicles travel without stopping at right turns risking life of pedestrian and bicyclists. From a pedestrian perspective, I have to check multiple times both ways, wait on islands on both sides making sure no car/truck is passing at fast speed even if it is red signal and then cross. It is already very life threatening to cross any intersection. I would suggest to get rid of all slip lanes at all intersection and only have sharp right turns for cars. So that pedestrian will only have to look once each way to cross the road. Also the build alternatives will induce more and more demand and will not result in any long-term sustained congestion relief. We know it very well from Houston's I-10 development. So I would choose no build alternatives and improving the intersection and getting rid of all slip lanes. Improving pedestrian/bicycle infrastructure along the frontage roads. And from all the money saved, invest in public transit (CapMetro) in Austin north south connectivity. Austin already has some great plans for public transit, we can improve that even further and provide better north-south connectivity through train and east-west connectivity through buses. Here is a video for reference explaining induced demand. https://www.youtube.com/watch?v=zLJFjj37qk
345	Chirag Jani	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
346	Chloe Scarborough	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
347	Chris Aarons	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
348	Chris Boyd	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I-35 is literally in my back yard. I'll welcome anything that reduces noise and pollution. [Form Letter 1]

No.	Commenter Name	Date Received	Source	Comment
349	Chris Heiler	12/07/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>To whom it most concerns,</p> <p>PLEASE, let's design the city of the future for PEOPLE and not automobiles like decades past.</p> <p>Let's hold the professionals who are responsible for designing the future accountable to the actual facts and data gathered over decades. At this point, we know the impact of widening highways by adding lanes...</p> <p>Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues.</p> <p>This requires more than the typical "what we've always done approach" to planning. That starts with you and TXDOT.</p> <p>Thank you for your forward-thinking and service to the city of Austin.</p>
350	Chris Homsby	11/17/20	Virtual Public Scoping Meeting Comment Form	Please do not expand I35 through downtown Austin or add a larger bridge over Lady Bird Lake, destroying parkland in the process. Through traffic should go to SH130. I35 should be buried as much as possible to allow greater pedestrian access across what has been a dividing line in the city.
351	Chris Homsby	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
352	Chris Jackson	12/01/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>This is a big deal. I-35 has been a divider in so many ways in Austin since transformed from East Avenue to its current state. Its time to get it right. We have lived along the I-35 corridor for 12 of the 15 years in Austin - and the biggest issue we have it is moving across it / traversing it. Getting it below grade, and then investing in the pedestrian / bike experience day and night across the I-35 ROW is extremely important to us the entire stretch of central Austin. think of it like a zipper....the crossings are green, shaded and focused on human comfort. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>[Form Letter 1]</p>
353	Chris Kanipe	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
354	Chris Lyons	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
355	Chris Riley	12/16/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project.</p> <p>Health impacts, especially for nearby poorer communities, must be considered through a Health Impact Assessment. Health impacts should include current and anticipated asthma cases/deaths attributable to I-35 in Austin; climate change impacts, as compared with recognized targets; and anticipated deaths and injuries from crashes on I-35 in Austin.</p> <p>The process should consider carbon emission impacts under all scenarios, so that decisions can be made with recognized climate-related targets in mind.</p> <p>I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
356	Chris Riley	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3

No.	Commenter Name	Date Received	Source	Comment
363	Christa Hopkins	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
364	Christel Gilbreath	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
365	Christen Hong	12/11/20	Virtual Public Scoping Meeting Comment Form	I am not in support of this. This will likely make the highway MORE DANGEROUS. It is already very confusing, this will add to the confusion. We don't even know how project connect will be going, this is not the time to add on to another project that will, at least during construction, add to the inconvenience and traffic in the city.
366	Christian Rico	11/12/20	Capital Express Website Comment Form	I am so excited for this project!! I work in downtown and cannot wait to see traffic lighten up
367	Christie Curtis	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
368	Christina Burgess	12/06/20	Virtual Public Scoping Meeting Comment Form	The Capital Express Central project should commit to substantial quality of life improvements for adjacent neighborhoods. The current project risks subjecting (Neighborhood Name) and other neighborhoods along I-35 to even higher concentrations of airborne pollutants, reduced air and water quality, and an exacerbation of negative health conditions like asthma. I am advocating for measurable quality of life improvements to be at the front and center of the project. The project should aim to remove physical and psychological barriers between neighborhoods, providing safe and welcoming passage for users of all abilities and modes of travel, and improving environmental and community health. Thank you for your consideration.
369	Christina Chan	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3
370	Christina Chan	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
371	Christina Chan	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
372	Christina Minich	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
373	Christopher Duncan	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
374	Christopher Haley	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
375	Christopher Hutchins	12/19/20	Email to: My35CapEx@txdot.gov	This project is an awful idea and will turn East Austin into downtown. The Mayor, District 1 and 3 Council Members call it downtown. No one else in East Austin seems to think that. The Mayor maybe has good intentions but he's got a place on the 37th floor of the W, which means he lives 37 floors above reality unlike us here on the ground in East Austin... even if he spends most of his time at his homestead in Wessiezee (Westlake, in German. And yes that was an allusion to the Third Reich because Westlake was a freedmens' community before it was sacked by some white Austinite arsonist klansmen on horseback about 90 years ago.) Our homes are tied to a tax system rooted in market ideology as if everything in life is always for sale. The barrier is fine. Just stop screwing people who make less than 75,000 per year. Hell, most people in our MSA take home less than 32,500 per year. The State and the City don't seem to understand with their oblivious predatory treatment of Austin residents (and by predatory I mean like people who call themselves hunters who set up a deer feeder and shoot deer from a deer blind rather than actually hunting because they're fundamentally without any real skill as hunters) by jacking up real estate costs they deliver us debilitating blows year after year. This capping of IH-35, not to mention that inadequate tourist subway that was passed but touted as a commuter train, is straight screwing the people who have made this city what it is. Here's an idea: maintain IH-35, expand it to 10 lanes, make an underground tunnel, anything but some real estate agent's wet dream that's gonna bring me and my kid one more inch closer to shitting in a creek, living in a squalid camp on some neglected State land... ladies and gentlemen, the future of Texas. *postmodern sycophantic greedy malicious apathy ...is what this project is. You asked. ?
376	Christopher Johnson	12/31/20	Email to: My35CapEx@txdot.gov	Susan Fraser, In the five and a half years I served as the City Architect for the City of Austin I saw the power of transportation planning to do incredible good and long lasting damage to the City of Austin. Interstate 35 through Austin is a glaring example of such power to impact the health, safety, mobility, social equity and economic prosperity of all citizens of Austin. Unfortunately, discussions have only focused on one aspect—mobility. [Form Letter 1]
377	Christopher Johnson	12/31/20	Virtual Public Scoping Meeting Comment Form	Reconnect Austin is the only concept that can help heal the social damage I-35 has done to our city AND generate income for the tax payers of Texas. Reconnect Austin's strategy of separating pass-thru traffic from local traffic will reconnect Central East Austin by replacing the raised wall that currently divides our city with a traditional grid of streets. Yes this will be huge investment, but any expansion of I-35 will cost billions. Reconnect Austin is the only concept that has the ability to convert tax sapping TxDOT right-of-way into income generating land—a perpetual stream of revenue to combat the perpetual expense of maintaining our highways. Please consider a socially healing and economically wise strategy like Reconnect Austin

No.	Commenter Name	Date Received	Source	Comment
378	Christopher Moore	12/01/20	Email to: My35CapEx@txdot.gov	Susan Fraser, The existing designs are waste of taxpayer funds and will not result in long term traffic improvement (see Katy Freeway). [Form Letter 1]
379	Christopher Moore	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
380	Christopher Stanton	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
381	Christopher Tinkle	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
382	Christopher Williams	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
383	Chuck Naeve	11/23/20	Email to: My35CapEx@txdot.gov	We Texans pride ourselves on the bold ideas like the building of our magnificent state capital, completed in only 3 years and opened in 1888. We now have the opportunity to reconnect our Capital City with a grand infrastructure plan, reuniting east to west, improving the livability of our city and the workability of our transportation. Specifically, I encourage you to reroute the thru-city commerce to SH130, lessening forever the demand on I 35 in our urban core. I also encourage you to cap as much of the highway as possible in the downtown and university areas. These opportunities should not be overlooked. The studies provided by Reconnect Austin are a good place to start. Clyde Warren Park is possible because of bold vision and dogged determination, confirmation that Texans of today can design and execute like those of 1885. Let's not miss this opportunity to design and execute on our Capital City so that in the next 100 years, we will have created a comparable framework to that of our predecessors. Chuck Naeve AEC-RGB-1 Architectural Engineers Collaborative
384	Cid Galindo	12/29/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I am in favor of the I-35 Vision brought forward by Reconnect Austin. This design achieves three important goals: 1. Maximizes vehicular traffic flow including transit 2. Reconnects East and West Austin in a meaningful and safe way 3. Creates a revenue stream to help finance construction I request that the Reconnect Austin design be incorporated into TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process.
385	Cindy Raab	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
386	Claire Burrus	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
387	Claire Hempel	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
388	Claire Hodgins	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
389	Claire Howard	12/31/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Claire Howard and I live in south central Austin (78704). When I first moved to Austin ten years ago (without a car), I lived on Manor Road, just east of the UT campus, but across 35. I was struck by the difficulty and danger inherent in crossing from east Austin to campus and struck to learn more about how the design of 35 undergirded segregation and inequity. As you consider proposals for the Capital Express Central project, I urge you to consider rectifying, rather than reinforcing, these divisions. Burying I-35 is the best way forward. Less important than 35's racial equity impact, but still a consideration, is its poor design for Austin's growth and sustainability. The difficulty and danger in traversing the city from east to west on foot or bicycle that the highway creates poses a functional barrier to creating a unified urban core. As Austin grows and seeks to become a world city, righting the wrongs of the past is essential. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!

No.	Commenter Name	Date Received	Source	Comment
390	Claire Stieg	12/29/20	Virtual Public Scoping Meeting Comment Form	<p>I want to oppose TXDOT's current suggestions for the I-35 Capital Express Central project.</p> <p>This is a once in a generation opportunity to reshape downtown Austin into a more pedestrian-friendly and economically-viable center. TXDOT should not consider any Build Alternatives unless they involve digging a tunnel for I-35 and putting a cap on it. This cap will reconnect the city with parks, sidewalks, bike paths, hotels, apartments, offices, and restaurants.</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to TxDOT's thoughtful consideration of the future of transportation in Austin.</p>
391	Clare Glinka	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
392	Clare Glinka	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
393	Clark Harris	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
394	Claudia Conner	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
395	Claudia Sperber	12/30/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The pending reconstruction of I-35 brings us an opportunity to not only repair the problematic legacy of the highway that has long divided our city, but it obligates us to take a new approach this time.</p> <p>We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Work with local racial justice groups to ensure that this project rectifies, rather than exacerbates, the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. 2. Prioritize a safe, local street network at surface level and to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Ensure that all people – including drivers, pedestrians, bicyclists – can safely and efficiently get around. 3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts, including air and water quality, noise pollution, impacts to wildlife/endangered species, loss of and access to parkland and open natural spaces, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community. <p>Thank you for your consideration.</p>
396	Clay Hunn	12/05/20	Virtual Public Scoping Meeting Comment Form	<p>I have studied the three proposals and believe Build Alternative 1 is the best design for the project. It seems to fit more compactly in what is a very dense populated area. I strongly support a cap deck in parts of downtown Austin. I35 has really divided Austin right through its heart. This is an opportunity to mend that scar. The boulevard design suggestion for the at ground level of this project also has great merit and should be pursued by TXDOT. Bicycle and pedestrian paths are necessary and I'm glad to see them included in all three designs. Substantial tree landscaping could also be a great addition. There seems to be no detailed information about the river bridge. Here an innovative design seems very appropriate. Like the Pennybacker Bridge on 360, TXDOT has the opportunity to design an iconic bridge, worthy of the capital city of a great state. Additionally, the accommodation of public transit in this project should be of the highest order. Without transit the redo will fill up quickly and we'll find ourselves stuck in traffic again at the river in no time. Thanks for a very thorough presentation. I hope these comments are in some way helpful.</p>
397	Clay Hunn	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
398	Clay Hunn	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
399	Clayton Gibson	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
400	Clifford Wade	12/02/20	Virtual Public Scoping Meeting Comment Form	Please build option 1/bury the highway. Its a blight to the core of Austin, and one-day we could do something like Woodall Rodgers in Dallas which would greatly benefit the people who live here.
401	Clinton Sayers	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1
402	Cody Carr	12/22/20	Virtual Public Scoping Meeting Comment Form	Hoping for an improved I-35 corridor that translates to better access to the downtown core and faster travel times North and South.

No.	Commenter Name	Date Received	Source	Comment
403	Cody Ground	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
404	Colby Simpson	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
405	Colby Simpson	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
406	Cole Stephens	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
407	Colette Pierce Burnette	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
408	Colin Ingarfield	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
409	Colin MacDougal	12/03/20	Virtual Public Scoping Meeting Comment Form	Interstate 35 is a congested gash thru the center of Austin. It is time to divert commercial traffic and/or bury it with a surface Boulevard above and increased residential, commercial and recreational space.
410	Colin McDonald	11/19/20	Virtual Public Scoping Meeting Comment Form	<p>At best this project will only temporarily make travel times on I-35 shorter. But, that will happen only after the massive delays caused by the construction. Then increased capacity will lead to increased demand, like it has on every other TXDOT highway expansion project. Then we will have a bigger problem because we will just have more cars moving even slower.</p> <p>Look to 1604 in San Antonio, the Katy Highway or everything in the Dallas/Fort Worth complex for examples of what will happen.</p> <p>These projects drive inequality between those who can and can not afford a personal car, degrade air quality, encourage expensive sprawling development and make a select few contractors very rich.</p>
411	Colleen Hogan	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
412	Common Cause Gina Helfrich	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
413	Connie Green	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
414	Connie Temple	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
415	Connor Bridges	12/04/20	Virtual Public Scoping Meeting Comment Form	<p>Like many others, I would like to see I-35 sunk below street level or otherwise made to disappear as much as possible from downtown Austin.</p> <p>Plan 1 (with caps over the lowered freeway) seems to be the closest to that goal, but I would urge the consideration of alternatives beyond plans 2 and 3, such as the Rethink35 or Reconnect Austin plans.</p> <p>I lived in Boston for several years, and personally experienced the benefits sinking freeways entirely underground brought to downtown. When moving back to Texas, I was concerned about living in such a car-centric place. In my view cities like Los Angeles or Houston are unsustainable, unhealthy places to live because of their reliance on highways and cars. Austin has a unique opportunity to reclaim acres of land for a better purpose, and I hope TXDOT allows that to happen.</p>
416	Conor Kenny	11/23/20	Email to: My35CapEx@txdot.gov	<p>To Whom It May Concern:</p> <p>I strongly oppose the proposed options currently being presented by TXDOT. The principle merits of the design appear to be adding lanes, which we know due to induced demand are likely to result in no less travel time through central Austin than currently - we have only to look to the Katy Freeway expansion for an example.</p> <p>I strongly support the Reconnect Austin proposal to bury I-35 through downtown, creating a boulevard and opportunities to finance the project through real estate development.</p> <p>At most, I support using a minimal budget to improve safety on the current layout until the political courage to make bold changes for the future of Austin can be found.</p>
417	Constantine Caramanis	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Though I do not live in the direct vicinity, I believe that improving I35 in the area around downtown should be a major Austin priority.</p> <p>In particular, I support any efforts to remove the upper decks, as they cause significant noise and air pollution. I also support any efforts to put parts of I35 underground, thereby increasing foot and bicycle access from the East side.</p>

No.	Commenter Name	Date Received	Source	Comment
418	Corbin Brooke	12/10/20	Email to: My35CapEx@txdot.gov	Howdy Y'all My name is Corbin and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. It's truly an awful road. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
419	Corbin Brooke	12/23/20	Email to: My35CapEx@txdot.gov	I'd like to respectfully propose that all relevant members are familiar with the disastrous highway designs of California. We're know that simply building more lanes doesn't work. Right? It's not our fault that our forebears refused to acknowledge evidence and hypothesis about population growth, nor that Austin willingly ignored much need construction. Now it's playing catch up. It's not your fault or mine that things weren't done well or correctly but we can focus on that because the time is NOW. I ask that due consideration be given to alternate strategies so that in 20 or 30 years we don't look back at this time period and think "why didn't they do it then" just as we look back now in Austin at our poorly developed public transit (and housing). It takes mettle to push back against the interests of those who want I-35 to simply expand but the right decisions are hardly easy. With due respect let's head for a future that looks different than our past. Please consider the point below. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin. Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35. Therefore, I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project. Health impacts, especially for nearby poorer communities, must be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries. I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35. Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home.
420	Corbin Brooke	12/30/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Corbin and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. Look at what Dallas did, man! They put a highway underground and it looks great. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. We know "more lanes" doesn't achieve anything except more cars. It's time we made spaces for people, not the devices we drive around in.
421	Corey Elliott	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
422	Corey Pudhorodsky	12/13/20	Virtual Public Scoping Meeting Comment Form	As a member of the east Austin community, I'd like you to please add the following to the list of metrics you are measuring in the environmental impact: Effects on air quality, noise pollution, historic and cultural resources, assessment of community harm, accessibility for users with disabilities, distance between crossings, or continuity with City of Austin plans including the Austin Strategic Mobility Plan and Vision Zero Action Plan.
423	Corinne May	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
424	Corinne Wong	12/30/20	Virtual Public Scoping Meeting Comment Form	I am in favor of the no build alternative - Research indicates traffic volume will increase commensurate with added capacity. Austin needs to develop mass transit options - facilitating more personal vehicle traffic will yield little gain for the cost. Given that the no build alternative is likely to be dismissed, I would support the Alternative 1 build, that has the narrowest footprint through the city. I am in strong support of the NCINC, and ask that the recommendations of the NCINC, outlined in their letter, be followed.
425	Corinne Wong	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
426	Corry McClellan	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
427	Cristian Arce-Bustos	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
428	Cristina Vincent	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
429	Cuahtemoc Macias	12/16/20	Voicemail	<p>Hey ya'll, my name is Cuahtemoc Macias, and I live in South Austin. I'm calling you today in regards to the Capital Express Central project that's gonna transform I-35. As I'm sure you know, I-35 is a physical barrier that divides our city, and it symbolizes decades of segregation in Austin and makes it difficult and dangerous to travel from east to west Austin. Personally, I think that in order to best serve the Austin community, the Texas Department of Transportation should create a tunnel and put I-35 completely underground, allowing the City of Austin to reclaim essential downtown space, and move towards a more modern and unified city. Build 1 most closely resembles this, but it just misses the mark. Please edit this build to be underground. Thank you.</p>
430	Curtis Rogers	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
431	Curtis Rogers	12/18/20	Virtual Public Scoping Meeting Comment Form	<p>I support sinking I-35 through Austin, but I could like to see:</p> <ul style="list-style-type: none"> -new lanes should be tolled -some proposed new lanes should be shifted to 130 as free lanes on that toll road -frontage lanes should be designed for lower speeds -sunken highway should add as many cap & stitch parks as possible <p>Adding so many new lanes to the highway going through Austin will pull money away from the toll road, especially as it is converted over to the state. The billboard leading into town already advertises that it's faster to take 35, pulling money away from the toll road. Adding lanes to 35 through a city is backwards thinking when there have been so many success stories of highway removal or road diets, and we have the alternative routes to make up the difference.</p>
432	Cynthia Milne	12/02/20	Virtual Public Scoping Meeting Comment Form	<p>I have studied the alternate plans regarding which you have requested that we make a choice. I strongly oppose any alterations to IH 35 that will increase the height, depth, capacity or number of lanes. Numerous studies have shown that increased road capacity means increased traffic. The goal of highway planning should be to decrease traffic by providing alternate routes and means of transportation. It is particularly inappropriate to launch this project at the very moment that Proposition A has been approved. Our taxes will already be increased by that construction and we cannot bear any more such increases. But more to the point, why institute an outdated and ineffective increase in highway traffic when a more modern and effective plan has just been approved? It is possible if both plans are pursued that construction obstructing traffic will go on simultaneously for years in downtown Austin. Finally, previous plans to close the underpass at Woodland and IH 35 were met with such strenuous objection from City residents that it was abandoned. Those plans should not be resurrected now. Have faith in Proposition A - if it wasn't going to work, why was it put before the City? We don't need these proposals for IH 35.</p>
433	Cynthia Reedy	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
434	Cynthia Riley	11/14/20	Email to: My35@txdot.gov	<p>Project: I-35 from Rundberg Lane to US 290 East</p> <p>Comments: Thank you for thinking about bikes and pedestrians. I really appreciate it and hope to be able to walk/ride more in the future, crossing I-35 as needed.</p>
435	Cynthia Wong	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
436	Cyrus Tashakkori	11/30/20	PDF Comment Form to: My35CapEx@txdot.gov	<p>Dear officer,</p> <p>Please find attached my comment form in response to the request for public comment regarding the I35 Capital Express Central Project. Please confirm receipt of this email.</p> <p>[Comment Form]</p> <p>I would like to express support for Build Alternative 1 over the no-Build or other alternatives.</p> <p>I support the purpose of the project, especially to the extent that it improves pedestrian/bicycle use along the project area. Build Alternative 1 appears to require the least lateral intrusion into existing property cause of significant traffic issues along this corridor and creates significant noise pollution into the adjacent between Airport Blvd and MLK which is key. Removing the overpass here is key to my support as it is the neighborhoods. The environmental impact analysis should specify any reduction in noise pollution from removal of the overpass. The project proposal to date lacks the specificity required to provide more detailed comments (ex. width of each segment, pedestrian/bike infrastructure, changes to exits/entranceways, etc.) but based on what I have seen so far Alternative 1 has a significant advantage in appearing narrower than Alternatives 2 & 3. It is also important to understand the construction traffic impacts along the construction route as well as in the adjacent neighborhoods and the duration of that impact. Overall, I support this effort, especially getting rid of the upper deck, and look forward to hearing more.</p>
437	Cyrus Tashakkori	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>I'm providing this comment on behalf of my company open road Renewables which is office on the east side near 11th Street and Navasota. Open Road appreciates the opportunity to engage in this process. We generally strongly support any proposal that will lower the upper decks which we expect will reduce air pollution and sound pollution throughout Central Austin area. We would strongly support options that tunnel lanes below ground versus expanding the current right of way, and strongly urge planners to ensure that all options increase pedestrian and bicycle accessibility from east to west across I-35, especially on the MLK, Dean Keaton, 32nd St, 38 1/2 St, and Airport Blvd crossings. We also urge options that will increase accessibility to the commercial corridors along the access roads.</p> <p>Thanks again!</p>
438	D Miller	12/08/20	Virtual Public Scoping Meeting Comment Form	Please make I-35 a total of at LEAST 4 regular lanes and 2 HOV lanes. 3 regular lanes is not enough. There's so much truckers that take up the whole road. Please expand every part of the road.
439	Dagoberto Gonzalez	11/22/20	Virtual Public Scoping Meeting Comment Form	I am opposed to the current plans to widen I-35 to 19 or 20 lanes. I much prefer a plan to bury the entire highway and route traffic through tunnels. Eliminate the elevated sections, incorporate dedicated bus or rail lanes, and reclaim the space above the highway. If possible, I would rather design a concept that by-passes downtown altogether or at least incorporates a downtown boulevard concept. We also need to route traffic under Town Lake and create more flyovers to connect downtown to Ben White and to HWY 290.

No.	Commenter Name	Date Received	Source	Comment
440	Dale Ruspino	11/17/20	Email to: My35CapEx@txdot.gov	Suggestion is to route existing I-35 interstate traffic (USMCA...) to TX-130/TX-45. Change designation of this section of TX-130/TX-45 to I-35 (From north of Georgetown to FM-1327/I-35 south of Austin) Remove toll on this "new" section of I-35. Change designation on existing sections of I-35 to I-135 and add tolls. (consumption pricing and emissions reduction)
441	Dan Cheetham	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
442	Dan Cistone	12/03/20	Virtual Public Scoping Meeting Comment Form	From observations and growing up on the east coast, the on and off ramps are backwards. the same lane is used for cars to enter 35, 183, mopac as it is for car exiting the same highways. If you notice, this is where all the backups are. Example; 35 north, the exit for 183 gets very backed up because right before people are entering using the same lane. It doesn't make sense. Same with 183A and Lakeline, people are getting off 183A and people getting on are struggling because the people getting off don't let people in and vise versa. these are just two of the many many places this happens. 35, 183, mopac. Adding lanes won't work especially if the amount of lanes are adjusted. For example lanes that go from 3 lanes to 2 lanes, that causes more congestion. Reversing the on and off ramps will take care of 25% or more congestion. I know it's easier said than done.
443	Dan Harper	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
444	Dan Perenyi	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
445	Dan Sachnowitz	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
446	Dan Terpening	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in the Austin area for the past 8 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
447	Dana A. Howard	12/31/20	Capital Express Website Comment Form	The last day (12-31-2020) deadline for my freeback on the I-35 Capital Express Project. My idea of a concept of this project can really put Austin on the world map of civil engineering. It is a concept that I like to call "The Big Dig Two - The Austin Edition ". It is basically a massive cut and cover green project that surrounds downtown Austin in a foam of a "Tic-Tack-Toe" pattern (the lines being I - 35, Ben White, Mopac, and Research). More information concerning this concept: - Top-level - For parks, neighborhood traffic with light transit - Mid-level - Urban traffic, shipping and receiving, transit buses, etc. - Bottom -level - Managed lanes, exit lanes, auto-drive, etc. - Funded by local, state (TxDOT), federal governments, foundations, grants, Elon Musk, etc. - Rapid construction using mass employments and small equipment (pick-up trucks, forklifts, special pallets for soils, rocks, stones, cement, etc.) working six-hour shifts, working 4 six-hour shifts 24/7). - Everybody working on this project can be proudly called themselves the Texas Armadillos - It is possible for a more positive, sustainable, tranquil, near future.
448	Dana Hansen	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
449	Daniel Bamrick-Fernandez	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
450	Daniel Cleary	12/26/20	Email to: My35CapEx@txdot.gov	Form Letter 2
451	Daniel Culotta	12/30/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I live in the direct vicinity of the project area, and am highly invested in successfully redesigning the I-35 and rectifying the pain it has caused our community in the process. The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time - one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color. [Form Letter 2]
452	Daniel Dawer	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
453	Daniel Dyring	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
454	Daniel Esquivel	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
455	Daniel Gold	11/18/20	PDF Comment Form to: My35CapEx@txdot.gov	I support the Build Alternative 1 with two tunneled lanes with a downtown pedestrian deck or greenspace park. I used to live in Boston and the effects of the Big Dig were transformative to the accessibility, vibrance, and commerce of the city.

No.	Commenter Name	Date Received	Source	Comment
456	Daniel Hiltbrand	12/01/20	Virtual Public Scoping Meeting Comment Form	Hello, and thank you for this opportunity to provide my thoughts and comments on these transportation issues which I believe to be one of the most vital issues to improving the quality of life in Austin Texas and maintaining that quality of life along side significant projected future growth of inhabitants. I do not currently drive on I-35 except when absolutely necessary or no alternative presents itself. Like many Austinites always endeavor to find alternative routes which puts pressure on smaller surface roads and impacts local neighborhoods. I have been following proposals for I-35 upgrades for several years and am very passionately in favor of a combination of Reconnect Austin's proposal to cut and cap I-35 and Rethink Austin's proposal to turn the capped area into parkland. It might even be possible eventually to run an elevated light rail line over the parkland to provide North-South commuters options and reduce the small car traffic in the capped I-35 while also allowing for needed East-West crossings for cars, though I would hope the parkland could be as continuous as possible. Imagine the legacy for future generations of Austinites to display the foresight to green-up a central part of Austin that will certainly be densifying. It might be on the visionary scale of Central Park in New York City which has made that incredibly dense and urban city livable for so many people.
457	Daniel Jones	11/12/20	Capital Express Website Comment Form	Good morning. I'd like to give my input on I-35 through downtown. In my view, part of the reason traffic flow is so bad is the access road system and the number of entrances and exits. First off, it makes zero sense to have traffic merging onto the interstate immediately *before* other cars are trying to exit (for example, northbound traffic has to contend with people merging onto the interstate from Cesar Chavez then other people exiting to 6th St at the same interchange). While I think Texas needs to work towards eliminating the access/frontage road system in favor of more traditional interstate entrances and exits, simply reducing the number of interchanges would help. Perhaps staggering entrances and exits (for example, allow traffic to enter SB I-35 at St Davids on 32nd but eliminate the Dean Keaton exit, instead having these cars exit to the access road at the 32nd St exit) would be a simple alternative. Another example would be to have SB traffic exit at 6th St for both 6th St and Cesar Chavez—which would also help the fiasco of SB traffic exiting to Cesar Chavez and having to cut over three lanes to go to WB Cesar Chavez. Please contact me if any of this isn't clear!
458	Daniel Llanes	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
459	Daniel Ludmir	12/31/20	Email to: My35CapEx@txdot.gov	Dear Tx DOT, I applaud the aggressive construction plans. But let's set ourselves up for success by building all these improvements/new lanes underground! We will need underground capabilities anyway as Austin continues its population growth.
460	Daniel Murray	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
461	Daniel Riegel	12/21/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color. I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities. 1. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
462	Daniel Woodroffe	11/25/20	Virtual Public Scoping Meeting Comment Form	I am writing to voice my concerns regarding the current plans to expand IH35 and the subsequent, proposed CAP that would cover the freeway. I urge TxDot to consider the proven metrics of induced demand. The highway should not be built wider and while the ULI report recommended reducing the width, presently TxDOT has no incentive to reduce the ROW. Assuming TxDot is willing to "diet" the ROW they must commit now to provide the necessary infrastructure for lid / cap connection points along the entire downtown section of the highway project. The private development community and DAA leadership must retain flexibility for a variety of scales of capping rather than getting locked into TxDots minimum addition. In the ULI recommendations the caps appear diminished. At this junction of the project I recommend that we consider all of the downtown section of the highway having the option to be capped in the future. Flexibility and options to grow over time will be critical to the long term success and scaling of this project. ULI has talked briefly about decarbonization and sustainability but the report does not dive into this. I recommend we request minimum standards on air quality, stormwater and carbon reduction that align with the 2030 climate action plans. TxDot needs to commit and integrate the mobility plans from project connect. I remain extremely anxious that TxDot has no motivation to "diet" their planned ROW and budget realities will continue to diminish their willingness to add infrastructure for the necessary number of caps. I also remain very worried that this project is actually moving the needle backwards - with air quality, with induced demand, with construction congestion and significant negative economic impacts to key sections of retail and entertainment downtown resulting from lack of / or difficult access. My only hope is that TxDOT is able to commit to a superior, more innovative way that provides downtown with a real opportunity rather than just another highway project that further divides our city.
463	Daniel Woodroffe	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
464	Daniel Woodruffe	11/25/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Dear Sir and Madam,</p> <p>I urge you to reconsider the options that are being considered for I-35 through Austin. The proposal presently seeks to increase the number of lanes and yet fails to acknowledge several key factors. 1) Induced demand - adding more lanes will not reduce congestion. 2) Transportation is pivoting quickly - car automation, decarbonization, public transportation and increased density in urban areas and slowing suburban sprawl impacts all lean against the traditional models used to validate bigger and wider highways.</p> <p>American highways have been proven to impact negatively almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>[Form Letter 1]</p>
465	Daniella Latham	12/15/20	Virtual Public Scoping Meeting Comment Form	<p>I want to oppose TXDOT's current suggestions for the I-35 Capital Express Central project.</p> <p>This is a once in a generation opportunity to reshape downtown Austin into a more pedestrian-friendly and economically-viable center. TXDOT should not consider any Build Alternatives unless they involve digging a tunnel for I-35 and putting a cap on it. This cap will reconnect the city with parks, sidewalks, bike paths, hotels, apartments, offices, and restaurants.</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my comments at the appropriate time.</p>
466	Danielle King	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
467	Danielle Park	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
468	Danielle Skidmore	12/31/20	PDF Comment Form to: My35CapEx@txdot.gov	<p>Thank you for this opportunity to provide public comment on the draft Coordination Plan/Schedule, draft Purpose and Need for the project and the draft Range of Alternatives. While there are overarching policy questions about the role and impact of highways within our cities and the lasting environmental justice implications of planning decisions from the mid-twentieth century, I will limit my comments here more narrowly to the project as currently funded in the UTP under Category 12 'Strategic Priority' and 'Texas Clear Lanes' programs.</p> <p>The description of the Austin Congestion Projects (state.tx.us) in the Texas Clear Lane program states the project will "Add two non-tolled managed lanes in each direction". Understanding that the four new managed lanes are required between US 290E and US 290W/SH71 based upon the CAMPO and Texas Transportation Commission action, I encourage TxDOT Austin District and the project schematic and environmental team to include design configurations and operational options for these lanes which go beyond the currently depicted typical section of 4 lanes in the center (or below) the general-purpose lanes.</p> <p>For example, a combination of one through managed lane in each direction in the center of the general-purpose lanes and one managed lane in each direction built along the surface (frontage) road system could reduce or eliminate the need for complex and exquisitely expensive highway tunnels while actually providing better transit and HOV access to many of the trip destinations in central Austin, such as UT, the Capitol Complex, Downtown, and the South-Central Waterfront.</p> <p>Essentially, this second lane becomes the dedicated collector and distributor system for the transit / HOV traffic to and from central Austin. Even though it would have at-grade intersections at some locations, the use of transit/HOV priority signals could provide the level of service desired with significantly better connectivity to the rest of the Austin transportation grid.</p> <p>As Governor Abbott expressed in January 2020 at his speech in to the Rotary Club in San Antonio, "The bottom line is this: The way people get around, the way people live is going to change." As a result, this generation of roads that [Texas Transportation Commission Chairman] Bruce Bugg is in charge of building is probably the last major buildout of roads we'll have in the state of Texas, even considering the fact that Texas is the fastest-growing state in America."</p> <p>We have an opportunity with the IH-35 Central segment schematic and environmental study to recognize this necessary change and have a meaningful, more comprehensive conversation of how to design a facility which maximizes the return on the \$4B UTP investment in a way that meets the Texas Clear Lanes objectives but also provides larger community benefits for multi-modal mobility, sustainability, and equity.</p>
469	Dara Chilton	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
470	Darby Elizabeth Kendall	12/29/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Darby and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
471	Darcy Phillips	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
472	Darin Boyd	12/01/20	Email to: My35CapEx@txdot.gov	<p>I'm an Austin resident and homeowner living ~.7 miles away from I-35. My primary interest is in seeing designs that as much as possible create a more integrated environment that more cohesively accounts for population growth, pollution (both noise and air) and accessibility. My primary concern is that just adding more lanes does not* actually decrease traffic but actually increases it as the new capacity leads to additional development, higher usage and more pollution.</p> <p>* If there are examples of how the approach you are advocating has addressed these issues it would be very helpful to include them in future presentations. Otherwise, just look at areas such as LA or Houston – it seems very clear that more freeway capacity has not improved any of these issues or met their objectives and arguably made them worse.</p> <p>Here is my feedback on this current plan: Clarify Design Differences - while you can read the words (i.e., Alt 1 - Tunnel, Alt 2 - Lowered, Alt 3 - Tunnel & Lowered) but its unclear what the real pro's and con's are of these alternatives. Basic visuals / mock-ups would likely help. They overall seem similar but how would any of these positively and negatively impact the project goals or the surrounding area? Clarify Additional Improvements - related to the previous point but more specifically the presentation calls these out but I do not see where it quantifies or adequately explains either the changes or proposed benefits on items such as: reconstructing ramps and intersections, improving frontage, enhancing bike & pedestrian paths, accommodating transit routes? HOV Lanes - the project assumes any option would have these but think it would be helpful to clarify what benefits the project expects to get from these. Specifically I believe they CAN allow more volume but do not decrease traffic. They are often typically create more congestion given the significant numbers of single riders – what would be done to address this?</p> <p>Here is what I would like to see: Uses & Alternate Routes - I do not have the data on what current or is expected to make up the typical users but think it would be helpful to see how many are local users hopping on the freeway to avoid lights and (presumably) save a few minutes versus drivers just traveling 35 passing through (i.e., they dont need to go through Austin versus just getting to their destination) versus travelers that are actually using the freeway to delivery goods or otherwise travel into Austin. Based on this, how can designs be considered that could decrease some of this traffic into more viable alternatives? Future Traffic - while the broader Austin area continues to grow very rapidly, what is the anticipated future traffic expectation? Especially around growing and future trends such as ride-sharing, autonomous vehicles, etc. Does public transportation, especially in light of the large transportation bond just passed in the most recent election factor in? Local Impact - I do not see anywhere in the proposal that spells out benefits or issues to the local area immediately near the proposed project. I also did not see where it addressed or even really considered alternatives such as making it a single, continuous road (i.e., eliminate some of all the local exits to be more of a thoroughfare) or completely tunneling down and covering some or all of 35. If these aren't feasible, why not? Many of these seem to be well presented in this presentation but does not appear that they have been considered: https://reconnectaustin.com</p>
473	Darren Fulton	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
474	Daryle McGinnis	12/26/20	Email to: My35CapEx@txdot.gov	None of the options work and will cost a ton. Noise and pollution and confused transit will remain. Just force trucks onto 130 around Austin. Trucks pay tolls all over the East Coast and what increased cost there is to trucking gets spread over the mass of millions of consumers.
475	Dave LeClair	12/28/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>My name is Dave LeClair and I live in Austin (District 7). I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
476	Dave Manley	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>I am a 5 year resident of Georgetown, TX.</p> <p>The 2 primary suggestions are as follows:</p> <ol style="list-style-type: none"> 1. In designing traffic management systems make maximizing traffic flow the primary focus. Use entrance ramps instead of stop signs wherever possible. Currently it seems the bias is grinding all flow to a stop and then managing merging in groups too small to prevent backups. When approving a design look for ways to MAXIMIZE traffic flow as opposed to preventing it. If stop signs or signal towers are in the design look for ways to eliminate them where practical. Establish that as your primary objective. 2. Eliminate intersections that have traffic halted in 3 directions so they can watch the the flow of traffic going in only 1 direction. The length of WAIT time is excruciating and unnecessary especially when the only direction traffic can move is absent of any vehicles. All you can do is wait your turn while the backups get longer. If sensors were installed to determine that traffic in the only open lane is non-existent at least one other direction could be signalled to proceed.

No.	Commenter Name	Date Received	Source	Comment
477	Dave Obermann	11/30/20	Email to: My35CapEx@txdot.gov	<p>Please include the following comments in the public record for this project, and also give them consideration during the planning of this important project.</p> <ol style="list-style-type: none"> 1) The uppers decks must go. They are a blight upon everything near them, as well as the entire city. 2) If possible, all of I-35 thru central Austin should be below ground and capped, so that both the visual and noise pollution is eliminated, and this 'wall' separating east and west Austin is eliminated. 3) If I had to pick from the given options, then I'd choose Alternative 1 because, of all the options, it puts the most traffic below ground, and has the smallest footprint above ground. However, even Alternative 1 leaves much to be improved, including: <ul style="list-style-type: none"> a) remove the big 'trench' between frontage roads on the double tunnel section between Airport and MLK, and instead use that space as a bikeway and park, with east-west connections between the local streets on each side. b) the massive I-35 trench between MLK and Town Lake does nothing to remediate the physical separation this highway imposes on east/west Austin. This trench must be capped! c) there are no details about on/off ramps in any proposal. This is unacceptable; we need to know how many and where those ramps will be located. d) the Airport/I-35 intersection is a no-mans land for pedestrians and cyclists, and must be re-engineered to accommodate both safely. e) the 32nd street crossing of I-35 must be retained, as it is a critical link between the east and west, especially for cyclists and pedestrians. Also, it must be improved to physically separate pedestrians and cyclists from vehicles. <p>Thanks for this opportunity to comment.</p>
478	Dave Obermann	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>The best option for improving I-35 is not even included in those presented. That best option is to reroute I-35 to the east along US 183 & TX 71, beginning @ the intersection with US 183 in the north, and ending @ the intersection with Ben White. The current I-35 ROW thru Austin should then be converted to a 4-lane parkway.</p> <p>The second best option is also not included. This option would bury ALL of I-35 at least from US 290 in the north to Holly Street in the south, but ideally, all the way to Ben White.</p>
479	Dave Westenbarger	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>I do not support demolishing and rebuilding I-35 to increase the number of lanes through downtown Austin. This is a once in several generations opportunity for TxDOT to lead a transformation of transportation in Austin, Texas and the world. First, redesignate TX-130 as I-35 for interstate and international commerce to by-pass central Austin. Implement world-class transit along the capital corridor, coupled with innovative revenue-generating land uses above it, and inclusive, healthy alternative modes across and along it. This will spark a Texas-sized prosperity zone of possibly historic scale. Moving cars is just one of many solutions this world-renowned technical marvel could achieve. Dream big, pardner!</p>
480	Dave Wolpert	11/13/20	Email to: My35CapEx@txdot.gov	<p>I would like to provide four general comments on the I-35 Capital Express Central Project.</p> <p>First, demolition of the upper decks seems unnecessary. These lanes could be repurposed either as mainlanes or as managed lanes. Demolishing the upper decks would be costly, their materials would go straight to landfills, and this would impose added delays to drivers during demolition as traffic would need to extensively rerouted. The upper deck does not cover the entire distance of the proposed build alternatives but it does cover one of the most congested stretches.</p> <p>Second, the proposed build alternatives do not seem to address a critical problem with I-35 today, which is the traffic backup caused by the split and the convergence of the lower and upper decks. Today, as cars approach the lower/upper deck split, drivers often change their mind at the last moment about which one they wish to take. Fast-moving vehicles traveling in the far-left lane suddenly swing two lanes to the right to choose the upper deck, as do slow-moving vehicles in the far right lane that choose to take the lower deck. These "wild swings" are dangerous and cause other vehicles to brake abruptly. Later, when the decks converge, many drivers once again "swing" from left to right or right to left. Both of the build alternatives propose similar splits and convergences, even if the upper deck were demolished. I suspect that drivers will slow as they approach the split and slow coming out of the tunnels or above/lowered lanes. This needs to be addressed.</p> <p>Third, I am doubtful that enough drivers will carpool to cost-justify the managed lanes. I understand that emergency and transit vehicles can also use these lanes, but realistically, how many are on that stretch of I-35 at any one time? One additional allowance I'd like to see for these lanes are for low-emissions vehicles, as California does. Vehicles such as electric cars or that meet a certain threshold of fuel efficiency could use these lanes. Even so, I would imagine that the total number of vehicles using these lanes would be fairly small on an hourly basis. As such, it seems more logical to use the upper deck for these situations rather than build a new costly tunnel system to accommodate a relatively small number of vehicles.</p> <p>Fourth, personally, I do not like driving in tunnels for long stretches. If there is an accident inside the tunnel, there is no way out. For this reason, I would shy away from build alternative #1.</p>
481	David Ahmuty	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
482	David Butler	11/17/20	Virtual Public Scoping Meeting Comment Form	Do NOT add bicycle lanes to the project. Add MORE care lanes
483	David Butler	12/18/20	Virtual Public Scoping Meeting Comment Form	Too much room for bicycles. CARS AND TRUCKS pay the road taxes, THEY should have priority
484	David Carroll	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1
485	David Carroll	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
486	David Cole	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1
487	David Cole	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
488	David Conley	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1
489	David Conley	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>Dear TxDOT,</p> <p>I strongly think any major restructuring of Interstate 35 must consider human and environmental health impacts, especially for Austin and other nearby communities.</p> <p>There can be no denial that a project of this scale will have impact on economic sustainability and it is important that reducing socioeconomic and cultural inequities are not ignored.</p> <p>WITHIN the city limits of Austin, Austin IS the destination. The focus must be on access, not speed. And with so many dollars spent on the project reducing per capita Vehicle Miles Traveled (VMT) should be part of the equation.</p> <p>Please consider ALL viable alternatives in scoping. Those alternatives include:</p> <p>The ULI's I-35 recommendations (http://bit.ly/ULI35): Expanding and lowering I-35 between Holly St and Dean Keeton St., building caps and stitches at key locations</p> <p>The Reconnect Austin proposal (https://reconnectaustin.com): Lowering and capping I-35 between Holly St and Airport Blvd.</p> <p>The Rethink35 proposal (https://rethink35.com): Replacing I-35 from Hwy 290S to 290N with a boulevard that includes dedicated space for multi-modal purposes.</p>
490	David Danenfelzer	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I-35 through Austin impacts almost every aspect of life for me and my family. The I-35 conversation has rarely moved beyond moving traffic quickly through Austin and I hope you'll take a moment to reconsider plans to expanding the highway, increasing congestion and pollution in my home town.</p> <p>Rebuilding I-35 needs to be focused on improving the lives of the people who live near it and especially the less fortunate and poorer families that live right beside it. We need a different approach to I-35.</p> <p>Please stop and consider the following:</p> <ol style="list-style-type: none"> 1. Widening the foot print and adding lanes never improves environmental impacts. There are too many examples of how more lanes create more pollution to ignore the science. 2. The plan will most certainly have a larger impact on low income families and small businesses, that won't have opportunities to stay in nearby neighborhoods. 3. Any plans you make need to consider more alternative transportation uses like bike lanes, transit, etc, that will have real impacts on quality of life and livelihoods. 4. TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans. <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
491	David Depmore	12/11/20	Email to: My35CapEx@txdot.gov	<p>To Whom it may concern,</p> <p>I am writing to express my disapproval with the current proposed options being considered by the government for improving traffic flow through downtown Austin. I am NOT in favor of eliminating the existing upper-deck traffic lanes, nor am I in favor of depressing further the main-lanes and/or "capping" portions of the existing r.o.w. as currently proposed. And, I believe it is ironic that any consideration is being made for the removal of the upper-deck lanes while on the same hand, governmental agency proposals for traffic flow improvement along IH 35 from Lady Bird Lake south to SH 45 have an option of ADDING elevated traffic lanes. Why would you propose removing these lanes in one area and adding them in another?! This makes no sense.</p> <p>Additionally, depressing lanes through downtown Austin so that you can cover them with parkland and/or whatever open space concepts being considered--this is extremely un-sound from a financial perspective and needless from the purported objectives expressed of "uniting West Austin with East Austin neighborhoods". Since before IH 35 ever existed, an avenue/thoroughfare (East Ave., etc.) existed to provide for traffic flow through central Austin. It wasn't built to separate communities, it was built to facilitate traffic flow. Under the current circumstances, persons along IH 35 are not made un-equal by a roadway and separated. Property values along both sides of this roadway are equally un-affordable and the socio-economic makeup of the persons who own the adjacent lands are indistinguishable.</p> <p>As time and circumstances have evolved over the years, so has the design of IH 35. The proposal for making it like a tunnel now is needless, far too expensive, time consuming (construction alone could last 10+ years) and excessive. While it would be nice for Austin to have a sub-way system to more efficiently move people, tunnels are not realistically a viable option for presently developed cities such as Austin. In my opinion, it would be best to make more efficient use of the existing I 35 infrastructure by adding within managed toll lanes. Further, serious efforts should be undertaken to incentivize long-haul trucking carriers to by-pass central Austin while using the SH 45 and SH 130 toll facilities to avoid this area.</p> <p>Most studies have actually shown that by making the most of efficient use of existing traffic lanes, flows can be improved. I hope the additional monies available now will be put to such use for the future here. Thank you.</p> <p>David Depmore I work in Austin, I live in San Marcos--I am on I 35 every day.</p>

No.	Commenter Name	Date Received	Source	Comment
492	David Falk	12/06/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>It's time to put an end to continuing to use the I-35 corridor through Austin to pollute the downtown area with noise and air pollution. It is time to put an end to the way the highway divides east Austin from the rest of the city. We don't need vehicles zipping through Austin faster. We need a downtown that serves people: shoppers, pedestrians, cyclists, tourists, people seeking downtown cultural places.</p> <p>TxDOT engineers know that widening highways produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. Yet these proposals continue to dominate discussion of what to do about I-35.</p> <p>Therefore, I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project.</p> <p>Health impacts, especially for nearby poorer communities, must be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries.</p> <p>I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>Addressing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p>
493	David Falk	12/18/20	Capital Express Website Comment Form	<p>Widening and expanding vehicular traffic through downtown Austin on I-35 is not the way to go to alleviate congestion for these reasons:</p> <ul style="list-style-type: none"> * Downtown Austin is a place where people gather for business, to shop, for recreation, to attend cultural events, to participate in university activities and education and to enjoy parks and trails. I-35 is a disruptive factor making the downtown area less pleasant, less walkable, noisier and dirtier with air pollution. It disrupts commerce rather than enhancing it. * I-35 divides east Austin from the rest of Austin thus promoting a divide between minority populations and the downtown area. This history should be erased not furthered. Many cities are removing historic relics such as I-35 that destroy their communities (think "Big Dig"). Austin should as well. * There are better solutions: <ol style="list-style-type: none"> 1) Assign I-35 through town a different route number and possibly even make it a toll road. At the same time route I-35 intra- and interstate traffic onto highway 130 (a loop road east of Austin) re-designating it as the new I-35. 2) Sink I35 downtown into a tunnel and cover it. The cover could be used for cross streets and park land. This would reconnect East Austin with the rest of Austin and make the site a place where people would want to be instead of a noisy, polluting canyon right down the middle of Austin.
494	David Freid	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
495	David Gordon	12/09/20	Virtual Public Scoping Meeting Comment Form	<p>Hello,</p> <p>I'm writing to express opposition to any I-35 expansion plan within Austin that increases the number of lanes or adds a toll component to the roadway. Too many recent examples of interstate expansion prove that you cannot build additional lanes to improve traffic congestion. The 2008 Katy Freeway expansion is a perfect example of this. While taxpayers funded (\$2.8 billion) a massive expansion project along I-10, travel times have actually increased on that corridor since the construction. Residents of Los Angeles, California are seeing a similar result with the recent expansion of the 405 highway.</p> <p>A better solution for the I-35 corridor through Austin is to locate the interstate lanes below the surface, placing the faster travel lanes underground. Above the interstate lanes there would be remaining space for a boulevard that would serve as a normal city corridor. This would make crossing I-35 much easier, which expands mobility within the city. For these reasons, I support a plan like the one proposed by Reconnect Austin.</p>
496	David Hamilton	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
497	David Hutton	11/19/20	Email to: My35CapEx@txdot.gov	<p>My name is David Hutton. I am a retired city planner, retired AICP, ex Director of Planning for the City of Leander.</p> <p>I do not believe the plan you propose to widen I-35 through Austin will be adequate to handle the projected traffic. For the same money I believe you could leave most of what exists in place and construct an elevated eight lane (four lanes each direction) limited access freeway completely through the city, including Round Rock. On and off ramps should be spaced about eight miles apart. Eventually this project could be extended to San Antonio. This proposal would more than double the capacity of your proposed project. Sound walls should be constructed on each side of the elevated portion as well as existing portions that do not have them.</p>

No.	Commenter Name	Date Received	Source	Comment
498	David Keene	12/31/20	Virtual Public Scoping Meeting Comment Form	Official comment on: I35 Capital Express Central Project (the "central Austin" portion of the Mobility 35 Program). This is not an "opinion" about design, this is U.S. law that TxDOT is required to follow in every stage of this project. Under NEPA (National Environmental Policy Act) assignment, TxDOT is responsible for complying with all applicable federal environmental laws and FHWA NEPA regulations, policies and guidance. Reference: https://www.txdot.gov/inside-txdot/division/environmental/nepa-assignment.html). This is what the U.S. law says about noise pollution on this project: This building program - the I35 Capital Express Central Project (the "central Austin" portion of the Mobility 35 Program) - is in fact a "Type I" project as outlined by the U.S. Department of Transportation, in the document "Highway Traffic Noise: Analysis and Abatement Guidance FHWA-HEP-10-025". Therefore, by federal law, TxDOT, as the lead agency in I35 Capital Express Central Project, i.e. the "central Austin" portion of the Mobility 35 Program, has to present the appropriate Federal Agency with an official Noise assessment report for this project. And, that report must, by U.S. law, show that any renovation, or new construction of the portions of I35 as they pass through central Austin will NOT result in any violation of current U.S. environmental standards. This is key: TxDOT is not given a mandate on this project to just establish that their proposed changes to I35 will "not cause a significant increase" or "will not result in any more noise" (than the "no-build" option. This is important: TxDOT must prove that the levels of noise after the redesign and new construction of I35 will not violate current U.S. environmental standards, period. Even if there was no increase in noise (above current levels i.e. "no-build option") as a result of the changes to I35 as it goes through central Austin neighborhoods, the levels of noise that the TxDOT changes would cause could still be too high to be permissible by current U.S. law (they will certainly be too high if they do not incorporate significant noise abatement measures). The state of Texas or TxDOT can NOT just say, "... we're not raising the noise levels any, or much [above the "no-build" option] so we're all good". They must prove that the design meets current federal standards regarding all environmental issues including permissible noise levels. It clearly says that in FHWA-HEP-10-025. Furthermore, by federal law, TxDOT is required to conduct, as part of the environmental study and federal compliance for the Mobility35 project, the rigorous studies outlined in the federal document "Highway Traffic Noise: Analysis and Abatement Guidance FHWA-HEP-10-025". And, by law, after the "public scoping" period, when TxDOT does the formal environmental study, they are required in that stage to get the input of the neighborhoods affected, regarding noise pollutions, and/or any specific noise abatement plans, and then go back and redesign the project if necessary based on the results of the study and further input from the community and from all relevant agencies on the issue of noise pollution and noise abatement.
499	David Kleiman	11/20/20	Virtual Public Scoping Meeting Comment Form	I think if I35 was buried that would be the best plan. The biggest problem is how slowdowns are not prevented, even on your current projects, as if you don't know or care. For example the new onramp at southbound 35 just south of 51st street. The merge lane is way too short and prior to that is this wall so you can't see what you are merging on to. This causes people to break when they actually need to accelerate to merge smoothly. But there is no room to accelerate because there is essentially no onramp merge lane once the solid white line ends, you are just shot into the right hand lane on a prayer. This leads to the slow down and stop at the split. Similar on ramps with very short merge lanes are at the SB 183 just south of Burnet Rd and SB 183 just south of Oak Knoll. The later is ridiculous because the on ramp is very long but the allowed merge is very short. An eye in the sky would show these all cause traffic jams. In the stretch of 35 that you are proposing re-doing are the shortest on ramps and off ramps that there is no way to fix without closing either the on ramp or off ramp. Making a shared on and off ramp causes traffic jams. People getting on try to get on as soon as possible to avoid people getting off and the people getting off are try to get into the merge lane as soon as possible and braking in the right hand lane, letting people on from the on ramp, causing interstate slow downs and then stops. Also when the off ramp is so short that you have to start braking on the interstate in case the off ramp is backed up by the access road light and cars are already stopped on the ramp it causes traffic jams. All these things need to be avoided in the new construction. I can't imagine that you would not be looking at traffic flow patterns but apparently not since recent construction shows a disregard of them, such as the new onramp south of 51st that I mentioned. The new onramp at NB 35 north of 290 has been moved south. This is going to back up the access road. A good amount of people using this lane are coming from the west bound 290 access road and having to cross the 3 lanes of traffic to enter I35 and now there is less room to do it and it will cause that stretch of access road to become more of a cluster and backed up beyond the light once traffic is back up to normal. It's as if the people designing these roads don't live here or ever drive here during peak hours. Please contact me for more ideas and design consultation since you obvious need help. I will allow you to use my ideas for free for the benefit of all.
500	David Kramer	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
501	David Leffler	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
502	David Moody	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
503	David Moore	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
504	David Moritz	11/13/20	Email to: My35CapEx@txdot.gov	Hi, THANK YOU for finally expanding this road. The 1st option where everything is underground is the best. But PLEASE PLEASE PLEASE, consider making it 4-5 regular lanes all the way and NOT back down to 3 lanes. Austin has 1 interstate in the entire city and it has 3 non managed lanes. That's crazy. Like really stupid crazy. Think about all the other huge cities in Texas and how many lanes their highways have. Regardless of the managed lanes please expand the regular ones as well. Other than that, destroy the crap out of what we have now and add more lanes!!
505	David Moritz	11/13/20	Virtual Public Scoping Meeting Comment Form	Woolhool Finally! The 1st design is the best. Sink the highway below ground and add more lanes. Also consider not reducing the regular lanes down to 3. Thats not enough. Add managed and regular lanes too.

No.	Commenter Name	Date Received	Source	Comment
506	David Orr	12/22/20	Email to: My35CapEx@txdot.gov	<p>I wish to provide comments on the I-35 project through downtown Austin.</p> <p>Having viewed the presentation of the three proposed alternatives, I believe the first option that involves tunneling for at one level with an open-to-the-sky upper level that is below grade, is closer to what I believe is the best option, one that TX-DOT should include in its EIS and other planning documents.</p> <p>At one point in the presentation, you mention in passing the possibility of adding a cap over the open lanes at some future time, to be funded by some other source than TX-DOT.</p> <p>That TX-DOT acknowledges the likelihood of a cap becoming a significant portion of the project, NEPA requires that an EIS should analyze a full range of alternatives that include likely components of the project. Therefore, TX-DOT should evaluate an additional alternative that fully evaluates and analyzes the likely build-out of a cap component. Not to do this would violate the spirit, if not the letter, of NEPA.</p> <p>There is a lot of public interest in the cap project, yet your 3 alternatives largely ignore the issue. This is unacceptable. We can not provide the best informed input without understanding the pros and cons of the capping.</p> <p>I wish to add an additional comment regarding the tunneling alternative. I strongly support tunneling and believe it is by far the best option, for many reasons, above the other 2 options presented.</p> <p>You should consider tunneling all lanes, which would permit the reclamation of the surface for public use of the land currently occupied by the freeway. This option would obviate the need for a capping of the lanes open to the sky, as discussed above and in first alternative in the scoping presentation.</p> <p>You should include in your analysis of this alternative the possibility of running a light rail line on this reclaimed land. TX-DOT should incorporate maximum public transportation components in all its projects, and the lack of emphasis on transit in the presentation reflects a certain amount of bias in favor of maximizing automobile traffic and considering the role of transit in maximizing alternatives to driving automobiles in the first place. Your alternatives analysis should consider transit as an integral element of strategic planning to reduce auto usage overall while increasing mobility for citizens making local trips. Your own analysis shows that most I-35 traffic is local. You need to think about the project in terms of how you can facilitate the transition to non-auto transportation, which is an essential need in the reduction of carbon dioxide and other air pollutants from cars and trucks.</p> <p>NEPA requires the agency to evaluate the range of environmental impacts of the project. The limited range of alternatives presented offered zero mention of environmental issues associated with the project. Your draft EIS must address a strategy for reducing auto traffic overall. This is not something that TX-DOT has much experience with, but this project is the perfect opportunity for the agency to incorporate a different perspective, one that thinks about transportation as multi-modal, and recognizes the need to plan for fewer private autos for local trips.</p> <p>But you must address strategies to ensure that people making local trips have convenient alternatives to driving their cars. TX-DOT therefore should integrate the I-35 project planning with Capital Metro's Project Connect.</p>
507	David Shifrin	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>I have lived in the Austin area for the past three years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project:</p> <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
508	David Steinert	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
509	David Szabo	12/02/20	Email to: My35CapEx@txdot.gov	<p>I am a resident of Austin, TX, living in 78704 nearly a tenth of a mile from Riverside and I-35.</p> <p>My #1 comment is that I-35 should be re-routed around Austin, not expanded through Austin. I, and a multitude of other Austin residents, am of the opinion that a major interstate, which may end up being one of the widest in the country, should not go through the middle of a city. There are far too many negative reasons: air pollution, noise pollution, and the economic division that historically impacted nearly all cities with an interstate going directly through a city.</p> <p>If rerouting I-35 around Austin is not an option, I hope you greatly consider the negative environmental and economic impacts that the highway expansion will bring to Austin.</p> <p>Please consider capping the highway all the way from Ben White to north of UT campus.</p> <p>Please consider sound barriers to protect surrounding neighborhoods that already suffer a negative quality of life due to the highway noise.</p> <p>Please consider sinking and capping I-35 between 71 and Ladybird lake. This is nearly all residential on either side of the highway and we all suffer by this project.</p> <p>Please, do not add overpasses at Woodland Ave. Doing this is doing exactly what was done with the "upper deck", and you'd severely negatively impact the neighborhoods between Ladybird Lake and 71.</p> <p>I urge you to reconsider this project altogether. The citizens of Austin do not want an expanded I-35, they want the interstate to be removed or completely capped so we can remove the economic divide and air/noise pollution that is already severely hurting Austin because of I-35.</p>
510	David Todd	12/02/20	Email to: My35CapEx@txdot.gov	<p>I understand that TXDOT is considering construction on I-35 in the Austin area, from US 290 to SH 71.</p> <p>I urge you to adopt Alternative 2, and to emphasize pedestrian and bike improvements.</p> <p>Thank you.</p>
511	David Todd	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
512	David West	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
513	David Wyatt	12/22/20	Email to: My35CapEx@txdot.gov	Let us use the reconstruction of I-35 to acknowledge the decisive past and those who have suffered as a result as we move toward a more accessible future together. This is an opportunity to not only memorialize the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We must prioritize the best outcomes for Austin and its communities of color. [Form Letter 2]
514	Dawn Hammond	11/30/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I live very close to i-35 and airport. During the first few weeks of the pandemic I could hear birds instead of the roar of traffic. I can hear it again, but I would prefer to go back to those early days. Widening traffic lanes will only worsen the quality of life for myself and others in this area, to say nothing of the rest of Austin. There are studies that show that adding more lanes merely induces demand. We have tried cars. We've seen the disgusting mass of problems they've created in Atlanta, Houston, and Dallas. Let's not make the same mistakes. Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.
515	Dawn Hammond	11/30/20	Virtual Public Scoping Meeting Comment Form	txdot's proposal will only worsen traffic & deepen our dependency on driving, there's this principle in transportation planning called "induced demand." the initial illusion of more lanes encourages more driving, people continue to rely on vehicles, thinking it's the easiest, fastest choice. well, it ain't. highway expansions are deceptive this way. more lanes just create more demand. demand which a roadway like 35 can never meet. 2M more people will live in central tx by 2040. we don't have enough space to build roads to match that growth. funding a multibillion project like this that will be (at best) a bandaidd for (at most) like 3 years. I live very close to i-35 and miss the early days of COVID when I could hear birds instead of the roar of polluting vehicles. More lanes on i-35 is not the solution. I do not support any proposals.*
516	Dawn Hammond	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I live very close to i-35 in central Austin, near airport blvd. I do not support this proposal. [Form Letter 1]
517	Dawn Pease	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
518	Dean J. Almy III	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
519	Dean Palm	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
520	Dean Palm	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
521	Deaton Bednar	12/10/20	Virtual Public Scoping Meeting Comment Form	First concern. Research shows that the more roads you built, the more vehicles there are until there is a problem again. I hope that there is effort towards getting people out of cars. Second, please also consider wildlife and creature passage across this wide expanse of concrete. Third, please consider greenery connections (less concrete) trying to downplay the dramatic impact on wildlife, natural environment, neighbors, people transport that are not in vehicles.
522	Deaton Bednar	12/14/20	Email to: My35CapEx@txdot.gov	While I am a tad freaked out about 20 lanes or so on three levels within the city of Austin...I want to make the best of the situation. I've lived her for 50+ years and so you can imagine what runs through my mind. I'm for creative, thoughtful, growth and for the most part we have that. Would you please consider a land bridge across to connect east and west for people and the wildlife and other creatures who need to transport as well. We have to get more people out of vehicles and onto public transportation? Here is a link the the one in San Antonio. You are most likely aware of this but I do not want to act on my assumption. Here it is! Nation's Largest Land bridge for people and wildlife opens in San Antonio. Thank you for listening.
523	Debi Dullye	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
524	Deborah Lykins	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
525	Dede Spontak	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
526	Delaine Leonard	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
527	Denise Rose	12/26/20	Email to: My35CapEx@txdot.gov	Form Letter 2
528	Denisse Meza	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
529	Denisse Meza	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
530	Derek Mudd, Ph.D.	12/28/20	Email to: My35CapEx@txdot.gov	Greetings, I am reviewing the information about the I-35 downtown Austin project on the mobility35openhouse website. I was curious what happened to the cut and cap option for the section from MLK to Cesar Chavez. I remember it being very popular the last time a survey was taken on this project. Could you please let me know if cut and cap is still an option, or, if it has been ruled out, why? Thank you for your help and the ability to provide feedback.
531	Derek Reinfried	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
532	Dermot O'Driscoll	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Widening highways will simply encourage more traffic through the city. Instead the city should be encouraging through traffic to alternative routes. [Form Letter 1]
533	Derrek Wang	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
534	Derrek Wang	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
535	Derrek Wang	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3
536	Derrick Wilson	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
537	Desmond Ng	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
538	Devin Girod	11/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
539	Devin Price	12/29/20	Virtual Public Scoping Meeting Comment Form	I am for the safety and design improvements to the roadways but I don't think we should be adding additional lanes. I am concerned additional lanes will induce more single vehicle traffic to the detriment of public transport options. Average traffic has not appeared to increase significantly since 2000, despite previous TxDOT projections, and current projections seem like they may also be off given how office/work patterns may be changing.
540	Devon Darden	12/22/20	Capital Express Website Comment Form	Don't become Dallas. There is such an overuse of the toll system there. Not a major reason of why I left but it was one of my many frustrations of being there.
541	DeWayne Luster	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
542	Dewitt Peart	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
543	Diana Gerson	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
544	Diana Gerson	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
545	Diana Gonzalez	11/22/20	Virtual Public Scoping Meeting Comment Form	I would like for TxDOT to redesign I-35 as a central highway that includes dedicated bus and/or rail lines. I want to build the entire highway underground and consider an urban boulevard concept. I don't know if the current three options under consideration would do this but I am opposed to simply widening I-35. I worry that my grandchildren will have to tear out and replace I-35 again in the future. Thank you.
546	Dianna McAllen	12/10/20	Voicemail	Hi. My name is [unintelligible], and I live in Austin Texas, zip code 78704. And I just wanted to say that I disagree with all plans currently to transform I-35 in Austin. I think I-35 is a physical barrier that divides Austin by racial and economic inequity, and it's a symbol of our segregation, and our past, and our continued economic segregation. I think we should follow the lead of cities like Dallas and Boston that have instead put their highways underground. I think that way we can create community spaces that join us rather than separate us. Redesigning our city to be in the future more equitable for all. But I would say that if I agree with any plan the most, it would be Build 1 out of all the TxDOT plans for the Capital Express Central Project. Thank you very much. Have a great day.
547	Dick Kallerman	12/03/20	Virtual Public Scoping Meeting Comment Form	CAP the GAP For a decade or more a chorus of Austin stakeholders have made a simple request, that you give consideration to designing the depressed main lanes of I-35 so that they can be covered. The cover would enhance the City's social, economic and cultural values. You are offering alternative scoping designs. Your addition of the CAP design alternative would satisfy the many voices and be a step forward for our city.
548	Dick Kallerman	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Interstate-35 is an integral part of downtown Austin. To ignore this and to commandeer our city's space for a single use, moving vehicles, is ruinous to all the things that will make make the central city thrive under the demands of the future: equity and environment to name just a few. I-35 should be designed by a sociologist not an engineer.

No.	Commenter Name	Date Received	Source	Comment
549	Dick Kallerman	12/08/20	Email to: My35CapEx@txdot.gov	<p>I-35 Capitol Express Central Project December 7, 2020</p> <p>CAP THE GAP</p> <p>TxDOT's I-35 Capital Express Central project needs an alternative for downtown Austin, one proposed more than a decade ago but still ignored. The depressed main lanes should be designed so that they can be capped, to allow a seamless connection between east and west Austin. Atop the cap, the Urban Land Institute envisions a linear park close to affordable housing. The Downtown Austin Alliance envisions a multi-use boulevard there.</p> <p>In the next decade Austin will put light rail in a tunnel through downtown to preserve Austin's historic street plan. TxDOT should do the same with I-35. This is the decade that will see light rail and commuter rail in Austin, an upgraded I-35 for Travis County and, cross your fingers, passenger rail between San Antonio and Austin.</p> <p>A score of adjacent Austin projects will be enhanced by the added space that a cap allows: the new Convention Center, the development of Waller Creek flood plain, Plaza Saltillo, the compact Rainey neighborhood, and the Capital Metro Red & Green Line station, to name a few.</p> <p>TxDOT is obligated to respond to the chorus of local stakeholders that plan to make Austin a better city.</p> <p>Dick Kallerman Transportation Chair, Austin Sierra Club</p>
550	Dick Kallerman	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
551	DJ Mathers	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
552	Dolly Southwell	11/17/20	Email to: My35CapEx@txdot.gov	<p>Texas needs the billions aimed at 10 mi of roadway in central Austin for other things. Schools, hospitals, housing, internet service to rural or otherwise disadvantaged areas, bridges in danger of collapse. Give it some time and look at this in 5 years. Let Austin build it's Prop A. Let people discover the joys of EV ownership. I haven't been to a gas station or a mechanic in 3 years. Saved a bundle there, not to mention my time. EV's will cut pollution resulting in health improvements as seen in just the covid slowdown. Saves \$ in healthcare, improves economy with a more robust workforce.</p> <p>TDOT can build charging stations and/or subsidize gas stations' transformations. TDOT can make I130 free and those truckers and more passenger cars will choose to bypass Austin. Many more.</p> <p>So TDOT can help and save \$\$.</p>
553	Don Bizzell	11/21/20	Email to: My35CapEx@txdot.gov	<p>Texas Department of Transportation (TxDOT):</p> <p>In 1972, I was employed by TxDOT and did some design work on the overhead section of IH-35 in downtown Austin. I was impressed with the concept of building this type of road through a very congested portion of Austin.</p> <p>Recently, there has been talk of demolishing the overhead section and, instead, tunneling under the existing road, including Town Lake. This may be the worst idea that I have heard in my 50 years as a civil engineer. First, the demolition of the overhead section would be a major disruption of traffic on IH-35. Secondly, the overhead section is supported by massive piers that contain huge amounts of steel. Also, there are various underground utilities. These obstructions would not be friendly to a tunneling machine.</p> <p>I would like to offer some different ideas. Most of the large trucks that pass through Austin have one objective, that being, to get out of town. Why not use the inside lanes in both directions as dedicated truck lanes? This would keep these trucks out of the outside lanes (merge lanes). Even making them toll lanes with a reasonable fee could be an idea.</p> <p>Also, the same approach could be used on SH-130, which would be much easier to expand than any other road in Austin. Also, the fees for trucks on SH-130 should be reduced to encourage trucks to use it as an alternate route.</p>
554	Don Kruciak	11/17/20	Virtual Public Scoping Meeting Comment Form	Prefer plan #1 with tunnel lanes.
555	Donald Frye	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Hello,</p> <p>As a native Austinite and resident along the I-35 corridor, I am concerned that the current proposal is (1) not doing enough to discourage the use of I-35 by trucking and other travelers who are not residents of Austin and (2) that the current proposal is not doing enough to make Austin accessible to Austinites who do not have a car. As someone who lives along I-35, I am constantly aware of the pollution and noise from the highway, much of which is generated by trucking and long-distance travelers who do not stop in Austin. It makes no sense for these travelers to be driving directly through downtown Austin and burden our city with their air pollution. Therefore, a major priority of any improvement project to I-35 should be to re-route this traffic around Austin rather than increasing the amount of traffic that can flow through downtown Austin.</p> <p>Secondly, I'm concerned that the current project is not doing enough to make Austin accessible to Austinites who do not have a car. As a native Austinite, I can attest to how I-35 serves as a dividing line between the two halves of Austin, and this line has made it incredibly difficult for anyone to make the crossing without using a car. In order to make life in Austin better, I think it's important for us to make it much easier for Austin residents to use other forms of transit besides cars, such as bicycles and walking. While the current proposal does provide some new accommodations for bicycles and pedestrians, I would encourage the committee to consider expanding these accommodations and making these factors the highest priority in any plan that we accept. Be that by placing as much of I-35 underground as possible or by making each bridge across I-35 safe and accessible for pedestrians and bicycles, Austinites need to be able to enjoy and live in their city without requiring that each citizen use a car. By making this a priority, we could significantly decrease the amount of car traffic in Austin and dramatically decrease the number of traffic fatalities while also significantly improving our air quality and making Austin a much more enjoyable place to live.</p>
556	Donna Carter	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
557	Donovan Nye	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
558	Dorian Scheidt	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
559	Dorian Scheidt	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3

No.	Commenter Name	Date Received	Source	Comment
560	Dorian Scheidt	12/31/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I-35 is a scar on the face of Austin, reminding us every day of the legacy of racism and discrimination on which our city is built. We should take this once in a generation opportunity to begin to heal that scar, not make it wider and deeper as the current plans suggest. [Form Letter 2]
561	Dorothy Doolittle	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
562	Doug Ballew	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
563	Doug Ballew	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
564	Doug Ballew	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
565	Doug Dyer	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
566	Doug Simmer	12/30/20	Virtual Public Scoping Meeting Comment Form	As we live close to IH35, the only option we would get behind would be a tunnelling of lanes under the existing ones. And, as the Boring Company is moving here, they would be available to perform this. Thanks for your consideration.
567	Douglas Laustsen	11/22/20	Virtual Public Scoping Meeting Comment Form	Replacing the upper deck with pedestrian access routes or parkspace or local roads would be a transformative positive change to our city. The current plan improves transit for long distance drivers and offers nothing to the local community. Considering the years of construction we'll have to endure, something specifically to improve our quality of life should go into the plan.
568	Douglas Steves	12/30/20	Virtual Public Scoping Meeting Comment Form	Bury it already. Step-wise: 1) Make SH130 the new, toll free I35, and toll I-35, maybe just for trucks. 2) Take down the upper deck. 3a) Build tunneled I-35 (T-35) from Oltorf to 51st street, tolled. 3b) Build below grade express lanes from Riverside to 51st street on top of T-35, very limited access 4) Build boulevard at street level, and rename it back to East Avenue. Pedestrian friendly, reunite east Austin, bus/mass-transit lanes, etc. 6) Pay for it with: a) grants from the Feds b) local taxes c) business taxes on all the tech companies moving here exacerbating an already hopeless traffic situation; use a quad-county taxing authority so Tesla, Amazon, Apple, Google, etc can't escape paying their fair share.
569	Dr. Kathleen Kerr	12/18/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color. I have been an Austin resident for over 40 years, I love this City, and is important to me. I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities. 1. CORRECT RACIAL DIVIDE & ADVERSE ECONOMIC IMPACT. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. SAFE ACCESS & CONNECTIVITY FOR CITIZENS. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. INCLUDE THE COMMUNITY IN THE DESIGN. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. MINIMIZE ENVIRONMENTAL IMPACTS. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. PUBLIC COMMENT & COMMUNICATION. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
570	Dr. Sania Shifferd	12/23/20	Email to: My35CapEx@txdot.gov	We have a once in a generation opportunity to redesign I35 through downtown in a way that will provide positive health and economic outcomes for everyone who uses the road, passes nearby, and for the whole of downtown and East Austin. I35 through downtown as currently constructed is dangerous, environmentally deleterious, and has a negative economic and property value impact on the entire surrounding area. [Form Letter 2]

No.	Commenter Name	Date Received	Source	Comment
571	Dr. William Schwartz	12/31/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, This comment is based on the experience of living in Boston through the "big dig" and seeing the positive transformation by burying I-93 and building the Rose Kennedy Greenway linear park system over the highway. If you intend to increase the I-35 scar through the city - either by widening or burying it - but without the overlying park, it would only exacerbate the current community and environmental conditions. This comment is based on growing up in Los Angeles; if you add more lanes, all you will do is to add more cars unless there is enhanced mass transit alternatives, routes, and lanes, e.g., to and from Mueller and UT Austin. The design of on and off ramps serving I-35 from MLK to 12th Street should allow for easy access to and egress from the Dell Medical School campus and the emerging Austin Innovation District.
572	Dr. Tracy Wuster	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
573	Drake Hampton	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
574	Drew Blair	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
575	Drew Wilson	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
576	Drewsky Hulett	12/01/20	Email to: My35CapEx@txdot.gov	Form Letter 1
577	Dylan Biles	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3
578	Dylan Rinda	12/07/20	Virtual Public Scoping Meeting Comment Form	Please consider the success of projects that have buried or capped highways in dense urban areas, like in Dallas in Boston. This is the future, creating a more pleasing, safe, and connected city. We don't want to repeat the mistakes of the past and the constraints of I-35 through downtown Austin mean there is no more land to devote to a wider highway. My hope is that the new highway is narrowed and buried so that the city can reclaim some land for better uses for the community.
579	Ed Cen	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 1
580	Ed Ireson	11/24/20	Virtual Public Scoping Meeting Comment Form	The preference should be to minimize I-35 as a throughway and instead encourage traffic passing through Austin to use alternative highways. I-35 in the core of Austin should be a boulevard. If that's too drastic, Texans should only spend money on the project if it completely buries and caps I-35.
581	Ed Lindlof	12/24/20	Email to: My35CapEx@txdot.gov	The current I-35 bisecting Austin was ill-conceived from the beginning. It divided east and west Austin along racial lines and continues to do so. It is loud and congested, and there is no room to expand it without appropriating great swaths of commercial and residential property, effectively making a bad idea even worse. Why not eliminate it and divert I-35 to the Hwy. 130 route? It would make the city whole again, and provide land that could host a number of productive schemes that would enhance the lives of Austinites. The 130 route is still very close to the city with existing routes that connect with it.
582	Ed Touchet	12/17/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I first visited Austin in 1968. I lived here in 1976-1979. I moved back in this time in 1992, except for military service, I have called Austin home ever since. I spent a career with DPS at the Capitol on the night shift, so I had plenty of time to think about Urban and Transportation Planning. I am so passionate about Urban Planning, I earned a Master of Applied Geography from TX State - San Marcos, with a specialization in Transportation Planning. While at the Capitol, I studied on my own, the transportation issues in Austin, one of the issues being I-35. I have seen the problems grow exponentially worse. I have some suggested solutions if anyone wants to hear them. I have been talking about them since 1992, and I have seen some feeble efforts to incorporate some of them, so I know I am on the right track. Please feel free to contact me - [REDACTED] or text [REDACTED] if you are interested in hearing more (all or part of my Austin Transportation Plan). I can also discuss multimodal options and how to pay for all of it. Thank you all for all you do, Ed. [Form Letter 2]
583	Eddie Lehwald	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
584	Eddie McKenna	12/06/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Please avoid considerations of highway widening. Everything will get worse, including but not limited to non-commercial car traffic. Please prioritize air quality, multimodal transport, health and safety. Please include equitable distribution of the investment, so that parts of this money go directly into communities disproportionately impacted by past and present construction and maintenance. TxDOT's mission is transportation, not just single-occupancy car transportation. Thank you for approaching this project with this in mind. Respectfully, Eddie (resident, stone's throw away from I35)
585	Eddie Rodriguez	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
586	Eddie Rodriguez	12/31/20	Email to: My35CapEx@txdot.gov	Dear Mr. Bass, I want to ensure that multiple scenarios are being considered, so I am forwarding this statement as an addendum to my earlier statements regarding the Central segment of the I-35 Capital Express Project. I urge that a thorough analysis of multiple design scenarios, alternative growth forecasts and travel demand models will ensure that this project improves mobility for both our Central Texas constituents and those passing through. Thank you for your consideration. Sincerely, Eddie Rodriguez State Representative, District 51
587	Eden Myers	12/01/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I-35 was put through Austin in such a way that it had a huge negative impact on the integrity of many Austin neighborhoods where people of color lived. We've got to do more than just talk about widening it to speed up traffic. For one thing, if you look at other highway projects like in Houston, it won't work to relieve congestion. Widening roadways actually produces more driving, more congestion and more crashes; increases pollution, incentivizes suburban sprawl, and worsens emergency response times. We need- and we've got the opportunity to take- a different approach to I-35. Let's fully consider the following issues in the environmental scoping process for the I-35 Capital Express Central Project: Health impacts, especially for nearby poorer communities, including air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries. Equity impacts must be studied and mitigated through an Equity Assessment. How can this project close the socioeconomic gaps between communities that it opened? How can it build local wealth through value capture? Protect cultural resources? How can this project stop displacement, and create affordable options to allow displaced residents to return? The purpose of this project needs to include ensuring access to personal daily needs and reducing Vehicle Miles Traveled, not just vehicle speed goals. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home. In the conversations around this project, TxDOT should help achieve the goals outlined in local Austin plans like the Strategic Mobility Plan, Vision Zero, Imagine Austin, the Strategic Housing Blueprint, the Climate Equity Plan and neighborhood plans. Please work closely with local partners to fully consider a broad range of design alternatives that address the above issues, including Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Thank you for considering my input. I look forward to your response.
588	Edie Finch	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
589	Eileen McGinnis	12/06/20	Email to: My35CapEx@txdot.gov	Form Letter 1
590	Eileen Portner	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
591	Eileen Portner	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
592	Elaine Betterton	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
593	Elena Smart	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
594	Eliana Ross	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
595	Elizabeth Alford	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
596	Elizabeth Gray	11/19/20	Email to: My35CapEx@txdot.gov	Dear TxDOT, I am opposed to this project because it adds lanes. As much research has shown—including I-10 Katy freeway in Houston—adding lanes only induces demand. Long term, it will not help, only increase traffic, and the attendant air pollution and noise. Much better use of the money would be to route through traffic away from downtown Austin via SH 130. Placing the existing lanes underground and restoring the old Grand [I think that was the name?] avenue would be terrific.
597	Elizabeth Koepke	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
598	Elizabeth Wehr	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
599	Ella Thompson	12/10/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Ella Thompson and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
600	Elsie Aton	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I live 6 blocks from I-35. I see it every day. I hear it every day. I cross it every day to go to and from work. I do not believe adding more lanes can possibly solve the current issues we face. I also have lived in Dallas and seen the plans to widen 75/Central Expressway fail to solve the connections issues there. More lanes does not solve traffic; it never can. [Form Letter 1]
601	Emily Bray	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
602	Emily Kaye	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
603	Emily Kennedy	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
604	Emily Martinez	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
605	Emily Muhlberg	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
606	Emily Risinger	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 3
607	Emily Slack	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
608	Emma Cravey	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
609	Emma Linn	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
610	Emmanuel	12/11/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Emmanuel and I live in Austin, Tx. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
611	Enola Brown	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
612	Eric Albright	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
613	Eric Drott	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
614	Eric Gallowa	12/18/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Highway widening is always a bad idea because of induced demand. Every time a freeway is expanded all it succeeds in doing is very quickly adding more cars without reducing traffic. And the OPPOSITE holds true too - removing lanes improves traffic! We should have a long term plan of removing our downtown highways or at least putting them underground like in downtown Boston. I know the waste of resources with the big dig in Boston was obscene. But I also know, at the end, it produced a beautiful greenway and a highway-free downtown. It's now gorgeous and it brought neighborhoods together. People naturally like downtowns that are pedestrian and bike friendly. No pedestrian or cyclists likes anything about highways . . . not going under them, not crossing them, certainly not getting on them. Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.
615	Eric Hayes	11/30/20	Virtual Public Scoping Meeting Comment Form	Please do not expand I-35 or add more lanes. Adding lanes will increase traffic, not reduce it, and it will make Austin an uglier, less pleasant, less equitable, and less desirable city. Cities of the future must focus on providing mass transit and shift away from highways. I 35 should be built underground, and a boulevard should be built above it at ground level. This would allow the East and West parts of the city to finally be unified and would dramatically increase the walkability, bike-ability, and beauty of this great city. Texas deserves to have a beautiful and respected capital, and I35 is a blemish on the city and state and should be buried to bring the city into the future.
616	Eric Hintikka	12/02/20	Email to: My35CapEx@txdot.gov	Form Letter 1
617	Eric Kaufman	11/24/20	Virtual Public Scoping Meeting Comment Form	Hello, I am writing to strongly encourage TxDOT to prioritize partnering with local groups to "cap-and-stitch" I-35 downtown through construction of a deck plaza. As a biker who routinely tries to navigate the I-35 frontage roads back and forth between Downtown and E. Austin, I am constantly reminded of how difficult it is to combine high capacity highway transit with local users. A deck plaza is the safest way to increase bike and pedestrian connectivity between Downtown and E. Austin, while funneling critical through-traffic North and South underground. Thank you.

No.	Commenter Name	Date Received	Source	Comment
618	Eric Kaufman	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Please remember roads are for people. The impacts of I-35 on the community of users and neighbors should not be ignored. I cross the I-35 frontage roads regularly on my bike and it is by far the most dangerous crossing I make in all my trips around Austin. I strongly recommend a buried I-35 through downtown with a completed cap over the top to allow safe, sustainable urban development while still letting traffic get from north to south and vice versa. [Form Letter 1]
619	Eric Maynard	12/02/20	Virtual Public Scoping Meeting Comment Form	I-35 should be removed from downtown Austin and replaced with a surface boulevard, not expanded. Freeways do not belong in cities. This funding should rather go towards rerouting I-35 out of the city itself, and/or to turning the current downtown sections of the freeway into toll roads, which would produce funding and reduce the city's reliance on the road, making it easier to ultimately remove it altogether.
620	Eric Rauser	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
621	Eric Rauser	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
622	Eric Schenk	12/31/20	Email to: My35CapEx@txdot.gov	Living 1.5 blocks W of I-35 at 45th/Airport, this plan concerns us. Currently, I NEVER use the lower deck southbound (SB) from Airport Blvd. due to safety concerns. While it would be nice to have I-35 buried under the ground and the surface cross streets restored as per Alt#1, it seems very dangerous. Accidents and mechanical problems/flat tires/debris would trap cars/trucks following the problem by cars and 18-wheelers behind them, and no one could back up to alleviate it, of course. Ventilation and water pumps would need to work all the time, too. Alt#3 looks possible, though I prefer the NO BUILD option. I could just avoid I-35 under Alt#1, losing the convenience of my location but enjoying the restoration of my corner of Austin. Reuniting the East and West sides of I-35 would be a vast cultural improvement. A Hancock Metrorail station is needed. Some exit direct to 45th St W from I-35 off-ramp S, under/over Airport, would eliminate a dangerous crossing. The L turn lane onto 45th WB from Airport NB is not large enough, and stopped traffic sticks out into oncoming fast moving traffic dangerously. The NB access to Hancock Center (tumaround) is needed. The NB frontage road would need to go through smoothly at 51st St. Please keep me informed. Thank you.
623	Eric Schenk	12/31/20	Virtual Public Scoping Meeting Comment Form	Living 1.5 blocks W of I-35 at 45th/Airport, this plan concerns us. Currently, I NEVER use the lower deck southbound (SB) from Airport Blvd. due to safety concerns. While it would be nice to have I-35 buried under the ground and the surface cross streets restored as per Alt#1, it seems very dangerous. Accidents and mechanical problems/flat tires/debris would trap cars/trucks following the problem by cars and 18-wheelers behind them, and no one could back up to alleviate it, of course. Ventilation and water pumps would need to work all the time, too. Alt#3 looks possible, though I prefer the NO BUILD option. I could just avoid I-35 under Alt#1, losing the convenience of my location but enjoying the restoration of my corner of Austin. Reuniting the East and West sides of I-35 would be a vast cultural improvement. A Hancock Metrorail station is needed. Some exit direct to 45th St W from I-35 off-ramp S, under/over Airport, would eliminate a dangerous crossing. The L turn lane onto 45th WB from Airport NB is not large enough, and stopped traffic sticks out into oncoming fast moving traffic dangerously. The NB access to Hancock Center (tumaround) is needed. The NB frontage road would need to go through smoothly at 51st St. Please keep me informed. Thank you.
624	Eric Van Hyfte	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
625	Eric Wicks	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
626	Eric Williams	11/17/20	Virtual Public Scoping Meeting Comment Form	The I-35 expansion, as proposed, is the most misguided and ridiculous plan imaginable. It's bloated, expensive, will not actually solve any of the brutal traffic problems in Austin, and it will make life measurably worse for everyone living within the city. It must be stopped. Why isn't TX-130 being proposed as an alternative - expand it and reroute truck traffic onto it, rather than senselessly and stupidly expand 35 into a million useless lanes right through the center of the city, bringing more pollution, noise, and congestion. In fact, 35 should be REMOVED from Austin, the stretch through the city turned into pedestrian boulevards and parks, and the interstate routed AROUND the city. Numerous cities, all larger than Austin, have done interstate removals that VASTLY improved both the quality of life AND protected property values within the urban corridor. I strongly urge the planners to abandon this moronic idea of expanding I-35 and look at much more dynamic and bold plans that see beyond the five year marker.
627	Eric Winkelmann	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
628	Erica Leak	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
629	Erica McCormick	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
630	Erica McCormick	12/16/20	Email to: My35CapEx@txdot.gov	Susan Fraser, We want a city that prioritizes cyclists and green-commuters more than cars! Widening the roads is a never-ending cycle that will never satisfy our city's needs in the long run. [Form Letter 1]
631	Erick Jansen	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
632	Erik Salinas	12/10/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Erik and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
633	Erin Griswold	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
634	Eryn Moris	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
635	Eryn Yettis-Teeling	12/17/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Living in Austin for many years, I know that I-35 impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin. Why! We can do SO MUCH BETTER. [Form Letter 1]

No.	Commenter Name	Date Received	Source	Comment
636	Ethan Anderson	12/01/20	Virtual Public Scoping Meeting Comment Form	<p>"Adding lanes to I35 will do nothing to alleviate the problem long term. As multiple studies have shown, adding more lanes to highways often makes it worse! See examples from Los Angeles, traffic meets the capacity every time.</p> <p>We need a better solution, improve the transportation within Austin, and encourage people not to drive. Bury the highway even, and make the top of it a road for within downtown corridor traffic. IF the problem is traffic going through the city; encourage people to drive around."</p>
637	Ethan Epstein	12/01/20	Virtual Public Scoping Meeting Comment Form	<p>Widening a highway in downtown is destructive towards all transportation options besides a car. Crossing from downtown to the east side of Austin on foot is already perilous, with wide, high speed frontage roads with no traffic calming features to slow down drivers, making pedestrians feel unsafe even in the crosswalk. Furthermore, property values close to the highway are lowered due to noise and pollution. Expanding the highway will further depress economic activity around the highway; land value in the newly developed plaza saltillo area would be improved if it was better connected to downtown without the obstruction of I35. If anything, the number of lanes to cross should be reduced, and non-local traffic should be rerouted around Austin, reducing congestion and making everybody happy.</p>
638	Ethan Ngai	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>Please do NOT move forward with this project. We don't need more lanes! It's not going to solve the congestion issues Austin already has. This is not going to be beneficial for the long-term for the city, but instead will only make things worse down the line.</p>
639	Ethan Plevak	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
640	Ethan Weaver	12/28/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Ethan Weaver and I live in Austin Texas. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
641	ETSMA East Twelfth Merchants Association	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
642	Euen McMurry	11/30/20	Virtual Public Scoping Meeting Comment Form	<p>I am strongly opposed to this proposed solution. Adding more lanes to I-35 would simply encourage more traffic, not reduce congestion. Adding lanes has been done all over the nation, and the results are always the same - nothing is solved, the problem continues or worsens, and taxpayer dollars are wasted. Austin shouldn't be taking failed ideas from cities like Los Angeles and should instead look at common-sense, innovative solutions that will actually work and improve the quality of life for folks living and working in Austin. Reroute interstate traffic around Austin! Look at alternative proposals, anything but this inevitably disastrous and lazy solution of adding more lanes which will at best leave us where we already are.</p> <p>Some alternatives: ULI Report https://2os2f877tn1dvtmc3wy0aq1-wpengine.netdna-ssl.com/wp-content/uploads/ULI-Documents/ULI-ASP_Report_Austin_I-35_2020.pdf Reconnect Austin: https://reconnectaustin.com/scope/ Rethink35: https://www.rethink35.com/</p>
643	Eva Frederick	12/11/20	Capital Express Website Comment Form	<p>Hello!</p> <p>My name is Eva Frederick, and I am a long-time Austin resident who recently moved to Boston (although I hope to return in the next few years!). I'm writing in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a divider between East and West Austin, segregating the city via a physical barrier. I am so excited to hear of plans to rethink the layout of this stretch of I-35 – this project is a wonderful opportunity to invest in a more inclusive city infrastructure!</p> <p>I support a revised version of Build One that would place the entire highway underground in a tunnel/tunnels. This could create more lanes, while also removing the divide between East and West, which could then be replaced with parks, community gardens, and other spaces that could nurture a diverse and inclusive Austin.</p> <p>In Boston, where I now live, many of the main roads through town are buried. It was a huge project for this city in the 00s, 90s and even before that, but the benefits are evident in our downtown. I think the extra investment to put the highway completely underground would revitalize and nourish our Austin community.</p> <p>Thank you so much for reading, and I look forward to keeping up with the outcomes of this project!</p>
644	Evelyn Butler	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
645	Everett Wright	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
646	Evonne Atlas	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
647	Faith Reed	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
648	Faye Rozmaryn	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
649	Faye Rozmaryn	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
650	Faye Rozmaryn	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Adding lanes to existing roads creates an induced demand – more lanes attract more drivers; more drivers mean just as much or even more congestion.</p> <p>2008's Katy Freeway expansion took 3 years to complete and cost \$2.8 billion. It added 3 extra lanes to Houston's stretch of I-10. The result? A 30% increase in travel time.</p>
651	Felicity Maxwell	12/02/20	Email to: My35CapEx@txdot.gov	Form Letter 1
652	Felicity Maxwell	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
653	Felicity Maxwell	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3

No.	Commenter Name	Date Received	Source	Comment
654	Felicity Maxwell	12/31/20	Virtual Public Scoping Meeting Comment Form	As an Austin resident, I would like to request that the focus of the I-35 project center on these core outcomes: Human and environmental health impacts-how can we ensure this project does not worsen health outcome for those nearby? Economic sustainability and reducing socioeconomic and cultural inequities - how can we undo the rift caused by building I-35 through the center of our city? Focusing on accessing needs, rather than maximizing speed - Vehicle travel time is not the best metric for success! Compatibility with existing local plans and goals - can we make this revitalization a win for East Austin? Provide the public a wide range of design alternatives for I-35 - Innovation is possible - let's strive for it! Insist that all future public comment periods must last for 90 days or more- we need time as a community to review and gather input on this critical project!
655	Felipe Correa	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
656	Felipe Correa	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
657	Fien Dobbelaere	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
658	Fillet	12/28/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Fillet and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
659	Flynn Lee	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
660	Francis Reilly	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
661	Frederick Wise	12/06/20	Email to: My35CapEx@txdot.gov	Susan Fraser, As a long time Austin citizen and Architect, I support the message of the Action Network regarding the future development of the I-35 corridor. I support forward thinking about transit in Austin and in general. [Form Letter 1]
662	French Smith	12/17/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, Please do whatever is needed to resolve the traffic issues in Austin. I do not care about issues regarding the community. Just fix the traffic!
663	G. Angelika Roquina-Gritzka	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
664	Gabby Battaglia	12/10/20	Email to: My35CapEx@txdot.gov	Hi there, My name is Gabby Battaglia and I'm currently a resident of Austin, Texas. I'm writing today to share my thoughts on the Capital Express Central project. I do not support any of the proposed plans, but rather am in support of moving all of I-35 underground using a tunnel. This approach has been successful in other cities, such as Dallas and Boston, and would help unify the city of Austin, making it much easier to travel east to west, and improve the safety of the city overall. In order to best serve the community, I propose editing Build One to be completely underground. Thank you for your time.
665	Gabe Colombo	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
666	Gabe Varela	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
667	Gabriel DeOchoa	12/31/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF from Senator Saffirini] James, I clarified with Senator Zaffirini's office that these are comments for the I-35 Capital Express Central Virtual Public Scoping Meeting which closes at 11:59pm tonight. Thank you, Gabriel De Ochoa
668	Gabrielle Comeau	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
669	Gail Vittori	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
670	Garrett DiPasquale	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
671	Gary Wilson	12/30/20	Email to: My35CapEx@txdot.gov	To Whom It May Concern: I find that the solutions offered in this project do not effectively address the long term transportation needs and future designs of private and public transportation. It appears that, at best, there's only two more lanes being added, no matter up or down, each way. I think if that is the case, we just add more blight to this corridor and a short term solution (that takes protracted and heavily invasive construction) to this problem. I would rather see the expansion of 183 or 130 or another solution rather than expanding the downtown thoroughfare. We've already ducked the need of an east/west options other than existing 183 loop, not to mention decided that Mopac is off limits to north/south expansion (other than toll roads). (The obvious East Austin vs West Austin economic/political realities apply in Mopac's regard.) Perhaps I've misunderstood the plan and if so, I welcome correction. But my superficial review suggests that it does seem to be a solution that is not long term future based with technological aspects in mind.

No.	Commenter Name	Date Received	Source	Comment
672	Gayle Goff	12/28/20	Capital Express Website Comment Form	I am so frustrated that you have already decided my only choices are 1, 2 or 3! I have read about other possibilities, including one that removes actual lanes of cars, replacing them with greenways for pedestrians and bikes. All trucks could be diverted to other roadways like 130, which is empty most of the time. We should be creating a project that enhances quality of life and removes vehicles that increases the city's air pollution. When forced to choose from the 3 lousy choices given, I'll reluctantly pick 3.
673	Gena Rockwell	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
674	Geoffrey Palmer	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in the Austin area my whole life (except for years out of state during undergrad) and regularly drive this section of IH-35 day in and day out. While much of Austin has changed over the years, unfortunately, IH-35 has largely remained the same, with traffic and congestion getting worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
675	Geoffrey Snow	12/19/20	Virtual Public Scoping Meeting Comment Form	Please consider ways to incorporate green space like parks on top of 35 after putting it under ground level. It would help fix racial divide between east and Central Austin and a place for people to come together and enjoy the space. Thank you
676	Geoffrey Tahuahua	12/22/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF - signed by Diann Bangle.] Good morning, Please see the attached letter for comments regarding the IH-35 Capital Express on behalf of the Real Estate Council of Austin. Thank you, Geoffrey Tahuahua Vice President of Policy & Government Affairs
677	George Cofer	12/06/20	Email to: My35CapEx@txdot.gov	Susan Fraser, To Whom It May Concern: I was born and raised in Austin 6th generation. Like most people who know the history of I-35, I believe it's an ugly reminder of purposeful, planned segregation. This is our one chance to correct that and achieve many goals including moving cars efficiently, multi-modal mobility, equity, addressing climate resiliency, affordability and citizen safety. We can accomplish all those goals and set a new standard as we rebuild this primary transportation corridor through Austin. If we build "more of the same," we will be doing a disservice to many generations of Austinites, and traffic will become exponentially worse. Let's not do that! Thank you for this opportunity to express my thoughts on IH 35.
678	George Cofer	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
679	George Hewit	12/02/20	Virtual Public Scoping Meeting Comment Form	I-35 should be Tunneling through most of downtown. This would give the city a way to make it safe to cross east to west. This is really a great time for Texas to show other states how great are cities are. Progressive and clean safe streets for the people
680	Georgia Coleman	12/18/2020	Email to: My35CapEx@txdot.gov	Form Letter 2
681	Georgia Coleman	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
682	German Acuna	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
683	Gina Choo	12/26/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Gina and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
684	Gina Helfrich	11/15/20	Email to: My35CapEx@txdot.gov	Any changes to I-35 should put as many lanes of traffic as possible below-ground. This serves a number of purposes: Reclaims valuable land space downtown for potential development into parks, common spaces, etc. Removes the racist barrier between downtown and the East side Reduces roadway noise Also, semis and 18-wheelers should be permitted to use the HOV lanes – the more we can get these large trucks out of "regular" traffic and the faster they can pass through town, the better and safer it is for everyone. Tunneled lanes should be built to height with this in mind. All design of access roads and anything on ground-level needs to be evaluated from the point of view of pedestrian and bicycle access, not just convenience for those in cars.

No.	Commenter Name	Date Received	Source	Comment
685	Gina Helfrich	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
686	Gina LaMotte	12/31/20	Virtual Public Scoping Meeting Comment Form	I strongly believe that removing the upper decks (and dropping lanes underground) would reduce both noise pollution as well as air pollution, and ultimately, create a more livable, vibrant city. Developing walky/bike paths and community parks where I-35 currently exists, thus mending the division between downtown and East Austin, would not only dramatically improve the quality of life in the area, but it would be a beautiful reprieve to the racist history of city planning which intentionally segregated communities of color.
687	Gina Manlove	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
688	Ginger Geyer	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
689	Girard AIA	12/31/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I am in enthusiastic support of the following text, to which I contributed. However, I want to add my support of these concepts being applied also north of 15th street; and especially Dean Keaton to 51st street. Word is that TxDOT does not plan to extend a tunnel under the RR where it crosses I35 just south of Airport Blvd. Many of us remember when the original I35 had the only RR grade crossing of a major freeway in the US. The raising of the main lanes allowed avoiding that grade crossing, becoming the major disaster that that exists to this day. Failure of either the RR or I35 main lanes being depressed to avoid the grade intersection would be a major error. I urge TxDOT to depress the main lanes of IH35, and if necessary to avoid excessive r.o.w. width through Cherrywood neighborhood, to utilize two tunnels, one above the other, as shown in one of the TxDOT graphics. [Form Letter 1]
690	Girard Kinney	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
691	Glen Coleman	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
692	Glenn Weinberg	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
693	Gloria Wells	12/30/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time - one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color. I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities. 1. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around.
694	GM Ornopia	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
695	GM Ornopia	12/31/20	Virtual Public Scoping Meeting Comment Form	The plan must include increased safety measures for pedestrians and cyclists. If utilized, pedestrian bridges should be wide and welcoming (well lit, safe, room for pedestrians and cyclists to use alongside each other, landscaped, etc.). Bus only lanes will make public transit more efficient and therefore more appealing to riders, helping to decrease traffic congestion. Please make pedestrians, cyclists, and public transit a priority with this redevelopment project.

No.	Commenter Name	Date Received	Source	Comment
696	Grace DeLucia	12/11/20	Email to: My35CapEx@txdot.gov	Good morning, My name is Grace and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
697	Grace Einkauf	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Hi all- do NOT widen this highway. It's enough of a concrete barrier already. Don't make it worse. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin. [Form Letter 1]
698	Grace Einkauf	12/15/20	Virtual Public Scoping Meeting Comment Form	Hi all- do NOT widen this highway. Put lanes below grade if you want to add capacity. I-35 is enough of a concrete barrier already. Don't make it worse.
699	Gray Godwin	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
700	Greg Anderson	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, We have learned better. [Form Letter 1]
701	Greg Anderson	12/17/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, Please think of people's needs, not just moving endless number of cars. [Form Letter 2]
702	Greg Geisler	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
703	Greg Kiloh	12/27/20	Email to: My35CapEx@txdot.gov	[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov." Coordination Plan and Schedule: Feedback period is insufficient to properly understand and vet comments for such a complex project, especially considering the pandemic and the holidays. All subsequent phases of community engagement should have at least 90 day comment periods. Project Purpose and Need: Add statement regarding need for Context Sensitive Solutions in such an urban context. Freeway crossings and conditions adjacent to the freeway frontage roads at the surface are at least as important (if not more so) than the movement of high speed traffic through the Central Austin area. Surface frontage roads need to be treated as urban arterials with speeds and design consistent with high density of activity by pedestrians, cyclists, transit, and frequent vehicle access to adjacent land uses and the urban street network. High quality urban design including sufficient street trees to provide shade to users and to mitigate the heat island effect and air quality impacts of the freeway are necessary. Range of Alternatives: The sketch cross sections are insufficient to fully illustrate the alternative concepts. Many important considerations cannot be determined without associated schematic plans. Alternatives generated by the community in recent years should be evaluated along with the TxDOT generated concepts. No Build Scenario: Although the No-Build Scenario is required of the NEPA process, it should not be considered a viable alternative. No-Build has been the default during the last two decades of the studying the corridor, and does not address safety, environmental and social justice impacts of the original flawed decision to build the freeway in the first place. The impact needs to be mitigated by submerging the limited access main lanes to allow safe cross connections of the urban network and capping with open space to mitigate noise, air pollution and climate change impacts.
704	Greg Sells	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
705	Gregory Greenwood	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
706	Gregory Porter	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
707	Gretchen LaMotte	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
708	Gretchen Otto	12/21/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>I'm writing to support the idea of a progressive urban boulevard, with major lanes in closed tunnels that are capped with pedestrian-friendly parks and paths, and as much traffic as possible routed away from downtown. Rather than simply try to increase lanes and capacity, we need to think outside the box and coordinate with other groups to create a new vision for Austin. Freeway removal projects have been successfully carried out across the nation, in Milwaukee, in Portland, in San Francisco. Traffic passing through Austin should be routed on to TX-130, even if that means lower tolls there and adding tolls to 35. This plan should include major support for public transportation, including both buses and trains, and should be coordinated with the Project Connect plan.</p> <p>I would also like to specifically address the issue of Woodland Ave:</p> <p>I'm involved with our neighborhood association, SRCC, and people who live in Travis Heights and East Travis Heights are very concerned that some of these plans will result in closing Woodland Ave at I-35. This idea was put forth a couple of years ago when planning was underway for the 35 at Oltorf improvements that were recently completed. The neighborhood was very much against that and successfully prevented it. When 35 was built, it cut right through our neighborhood and split us in half but we are still the same community with the same school. We need that connection to stay, it is vital to our community.</p> <p>I'm looking at the slides right now and the slide for Build Alternative 1, Managed Lanes Tunnel section between MLK and Oltorf. The cross section does not make any sense for the topography south of the lake, it is showing literally the opposite of reality. The highway is currently built up to be higher than the surrounding frontage lanes between Riverside and Oltorf. How can you tunnel underneath that when Woodland is already at that lower level, as an underpass? You are showing the frontage lanes being much higher than all the highway lanes. You would have to remove an astounding quantity of road, dirt, and rock in order to get the main lanes lower than the frontage lanes in that area. The same road that they literally JUST completely redid?? I just cannot make sense of how this would work.</p> <p>The Build Alternative 2 for the same section also does not seem to account for how Woodland is an underpass and the highway is built up much higher than the frontage roads. Build Alternative 3 is horrible to contemplate but it does at least somewhat align with reality in that the center lanes are higher.</p> <p>Please make sure that whatever scenario we end up with, the connectivity of Woodland Ave is retained and even enhanced with better pedestrian and bike access.</p>
709	Guy Naeve	11/30/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>"Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone be a living thing, asserting itself with ever-growing insistency. Remember that our sons and our grandsons are going to do things that would stagger us. Let your watchword be order and your beacon beauty." Daniel Burnham</p> <p>Please think about this quote as you consider your work. This is an opportunity to have a huge and beautiful impact on our city, Austin.</p>
710	Haley Campbell	01/01/21	Virtual Public Scoping Meeting Comment Form	As has been proven time and again in study after study, more roads = more traffic. I-35 and, more importantly, Austin, does not need any additional lanes, flyovers, toll routes or anything else. What this city needs is money for public transit and rapid action on building out non-vehicle transit infrastructure.
711	Haley Connelly	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
712	Haley Wagoner	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
713	Hanna Cofer	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
714	Hannah Coakley	12/02/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I-35 through Austin is an important artery through the city. However it has massive negative impacts to health, safety, and aesthetics to the surrounding areas.</p> <p>[Form Letter 1]</p>
715	Hannah Coakley	12/10/20	Email to: My35CapEx@txdot.gov	<p>To whom it may concern,</p> <p>I write to you as a citizen living on the eastside of Austin. I love being able to access the city on foot or bike, but it can sometimes be dangerous, and I would love to see improvements that will affect the entire city's health and wellbeing.</p> <p>[Form Letter 1]</p>
716	Hannah Damico	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
717	Hannes Mandel	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
718	Hannes Mandel	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
719	Hannes Mandel	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Dear TxDOT,</p> <p>As you know, it's been a tough year, so unfortunately I won't be able to make as extensive and elaborate a case here for changes to the Capital Express Central project as I would like to. At the very least, though, I have to let you know how big an obstacle, disturbance, and danger I-35 is for our young family here in central Austin.</p> <p>We live in the Hancock neighborhood, just a few blocks away from I-35. While we're hopeful that the possible removal of the Upper Decks will reduce the constant noise and air pollution in our neighborhood to some extent, we are deeply worried about the planned addition of eight more lanes to the existing excess of concrete, traffic, pollution, and risk of injury. We are convinced that any attempt to mitigate the problem by making it bigger - especially in the limited space available on the urban I-35 corridor - will only wind up making it much worse. Induced demand is real, especially in an incredibly fast-growing city like Austin.</p> <p>Please make humans, not cars, the number one priority in your effort to fix I-35. This can only mean to prioritize sustainability, walkability, bikeability, and the connectivity between Central and East Austin. Many of the people we know in our neighborhood love to go to the Mueller neighborhood, to Cherrywood, and to East Austin for their parks, cafés, bars, and restaurants. Some of us commute there for work or for school. And yet, even though these neighborhoods are so close geographically, there's currently simply no safe, let alone efficient way for us to get to them by bike, foot, or other truly sustainable means of transportation.</p> <p>The current I-35 in central Austin is a monument to 20th century car dependency, it is trench of road risk, a swath of pollution, and an insurmountable barrier for so many in the community, especially the most vulnerable and least privileged, such as children, pedestrians, cyclists, differently-abled people, the poor, the elderly, and those willing or forced to rely on the lousy current system of public transportation. Now that Project Connect has been endorsed by voters, it is absolutely crucial that the Capital Express Central Project and the former join forces, collaborate closely, and ensure that the mistakes of the past will not be repeated.</p> <p>No design in the world will make a 20-lane monster highway into a sustainable, safe, accessible, and equitable infrastructure for all. In the name of the planet, of Austin and of Texas, please work towards a REDUCTION of lanes, not an expansion. Please REROUTE as much traffic as possible to 183 and 130, remove as many lanes from I-35 as possible, and put as many of the remaining necessary I-35 lanes as possible under ground.</p> <p>Thank you, and best regards, The Mandel Family</p>
720	Harper Frankstone	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
721	Harrison Eppright	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
722	Harrison Hudson	12/22/20	Virtual Public Scoping Meeting Comment Form	<ul style="list-style-type: none"> • I have lived in the Austin area for the past 7 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
723	Harry Swinney	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Please consider the impact of I-35 on the citizens of Austin, especially those of us who live near I-35. The highway slashes through the city, separating Austin into two parts. Changes in I-35 should ameliorate this scar and improve the safety and health of the citizens and the many visitors.</p> <p>In the 1940s I attended Lee Elementary School near I-35, and I now live 1/4 mile from I-35, where the noise from I-35 never ceases. Please develop design alternatives that include, in particular, steps to decrease the ever increasing noise and air pollution.</p> <p>Also, comment periods for this project should last at least 90 days (preferably longer) to allow people and organizations sufficient time for well-considered public comments.</p> <p>I look forward to receiving your response to my letter.</p>
724	Hatty Bogucki	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
725	Hazdm Saleh	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
726	Heather H. McKinney	11/25/20	Email to: My35CapEx@txdot.gov	<p>I35 reconstruction comments.</p> <p>The best solution for I-35 and for the City of Austin is to COMPLETELY bury it underground. I oppose adamantly any other option!</p>
727	Heather Houser	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>It's crucial that the new I-35 take into account equity—including redressing the racial segregation of the past century—and promote accessibility for all as well as reducing emissions and air pollutants.</p> <p>[Form Letter 1]</p>

No.	Commenter Name	Date Received	Source	Comment
728	Heather Hunziker	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect important community priorities.</p> <ol style="list-style-type: none"> 1. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 2. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 3. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 4. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
729	Heather Hunziker	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
730	Hector Martell	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
731	Hector Martell	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>I support the letter submitted by Brendan Wittstruck on behalf of the North Central I-35 Neighborhood Coalition (NCINC)NCINC.</p> <p>I would add emphasis be placed on quality of life metrics for adjacent communities including Windsor Park.</p> <p>Please incorporate water quality improvement metrics to the project given that Tanehill Branch Creek is one of the most polluted creeks in Austin.</p> <p>Please also reduce, remove and eliminate physical and perceived barriers between adjacent neighborhoods.</p> <p>Please also increase connections between adjacent neighborhoods, including pedestrian & bicycle access from Capitol Plaza in Windsor Park across I-35.</p> <p>Please increase safety buffers between sidewalks on the frontage road and high speed traffic.</p> <p>Please add the following to the list of metrics you are measuring in the environmental impact: Effects on air quality, noise pollution, historic and cultural resources, assessment of community harm, accessibility for users with disabilities, distance between crossings, or continuity with City of Austin plans including the Austin Strategic Mobility Plan and Vision Zero Action Plan. The current project risks subjecting Windsor Park in North Central Austin and other neighborhoods along I-35 to even higher concentrations of airborne pollutants, reduced air and water quality, and an exacerbation of negative health conditions like asthma.</p> <p>Thank you for your consideration.</p>
732	Heidi Nunez	12/11/20	Email to: My35CapEx@txdot.gov	<p>Hey</p> <p>My name is Heidi and I live in Austin.</p> <p>I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
733	Henry Vorosmarti	11/30/20	Virtual Public Scoping Meeting Comment Form	This is a bad idea, traffic is bad enough in sunbelt cities. Adding more lanes will just make traffic worse, take this money and improve bus service or something.
734	Heyden	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3

No.	Commenter Name	Date Received	Source	Comment
735	Heyden Walker	11/20/20	Email to: My35CapEx@txdot.gov	<p>Subject: Please consider quality of life and other quality of life impacts when determining scoping issues for the I-35 Capital Express Central Project</p> <p>Susan Fraser,</p> <p>I-35 through Austin impacts much more than how quickly cars move. It affects almost every aspect of life, especially health, safety, and economic prosperity.</p> <p>As we begin the public process of deciding how to rebuild I-35 through Austin we must consider a suitably broad range of issues. Therefore, I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project:</p> <ol style="list-style-type: none"> 1. Health impacts, especially for nearby communities. Such impacts should include air quality, climate change impacts, water quality, flooding, noise, vehicular-related deaths, and serious injuries. These impacts must be mitigated and brought to below present day levels. 2. Economic sustainability and reducing socioeconomic and cultural inequities. TxDOT should work with the City of Austin to increase walkable and equitable transit-oriented development along and near I-35, close socioeconomic gaps between communities, help build local wealth, protect historic and cultural resources, and stop displacement. This should include policies to maximize socially, economically, and environmentally-beneficial land use by evaluating how much land should be used for I-35 (including less than currently) versus other uses such as affordable housing, businesses, and public space. 3. Focus on accessing needs, not vehicle speeds. Widening highways doesn't ease congestion, it just encourages more driving and longer trips, while increasing pollution, crashes, suburban sprawl, and worsening emergency response times. TxDOT must reduce per capita Vehicle Miles Traveled and focus on accessing needs, rather than speed, as a goal. This will mean reforming zoning policies to allow destinations closer to home, reconnecting dead end streets and equally facilitating east-west/north-south travel, mitigating traffic spillover onto nearby streets, and helping more people to work from home. 4. Compatibility with existing local plans and goals. TxDOT should help achieve goals in local plans, including the following: Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans. 5. Fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
736	Heyden Walker	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
737	Heyden Walker	12/18/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>Reconnect Austin respectfully submits the attached letter. Please note that this letter includes additional pages with documentation of previous letters sent to TxDOT regarding proposals for I-35 prior to 2016. These letters demonstrate over 20 years of community concerns regarding this highway. Please note that most of the concerns expressed in these letters still exist today.</p> <p>We request that this complete letter (all 50 pages) be documented in the current open 2020 I-35 Capital Express Central Project Virtual Public Scoping. While we acknowledge that this letter was first submitted in 2016, the issues and questions raised herein were never addressed in a way that was made publicly available. These issues and concerns are still valid and deserve to be addressed / answered publicly, as part of the current NEPA Scoping for this project.</p> <p>We look forward to seeing TxDOT's written response to this letter.</p>
738	Heyden Walker	12/18/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>Reconnect Austin respectfully submits the attached letter from the North Central I-35 Neighborhood Coalition.</p> <p>We request that this letter be documented in the current open 2020 I-35 Capital Express Central Project Virtual Public Scoping. While we acknowledge that this letter was first submitted in 2016, the issues and questions raised herein were never addressed in a way that was made publicly available. These issues and concerns are still valid and deserve to be addressed / answered publicly, as part of the current NEPA Scoping for this project.</p> <p>We look forward to seeing TxDOT's written response to this letter.</p>
739	Heyden Walker	12/18/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>Reconnect Austin respectfully submits the attached letter from the American Institute of Architects, Austin.</p> <p>We request that this letter be documented in the current open 2020 I-35 Capital Express Central Project Virtual Public Scoping. While we acknowledge that this letter was first submitted in 2016, the issues and questions raised herein were never addressed in a way that was made publicly available. These issues and concerns are still valid and deserve to be addressed / answered publicly, as part of the current NEPA Scoping for this project.</p> <p>We look forward to seeing TxDOT's written response to this letter.</p>
740	Heyden Walker	12/18/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>Reconnect Austin respectfully submits the attached letter from the Congress for the New Urbanism, Central Texas.</p> <p>We request that this letter be documented in the current open 2020 I-35 Capital Express Central Project Virtual Public Scoping. While we acknowledge that this letter was first submitted in 2016, the issues and questions raised herein were never addressed in a way that was made publicly available. These issues and concerns are still valid and deserve to be addressed / answered publicly, as part of the current NEPA Scoping for this project.</p> <p>We look forward to seeing TxDOT's written response to this letter.</p>
741	Heyden Walker	12/18/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>Reconnect Austin respectfully submits the attached letter from the Friends of Austin Neighborhoods.</p> <p>We request that this letter be documented in the current open 2020 I-35 Capital Express Central Project Virtual Public Scoping. While we acknowledge that this letter was first submitted in 2016, the issues and questions raised herein were never addressed in a way that was made publicly available. These issues and concerns are still valid and deserve to be addressed / answered publicly, as part of the current NEPA Scoping for this project.</p> <p>We look forward to seeing TxDOT's written response to this letter.</p>

No.	Commenter Name	Date Received	Source	Comment
742	Heyden Walker	12/18/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF.] Reconnect Austin respectfully submits the attached letter from the City of Austin Design Commission. We request that this letter be documented in the current open 2020 I-35 Capital Express Central Project Virtual Public Scoping. While we acknowledge that this letter was first submitted in 2016, the issues and questions raised herein were never addressed in a way that was made publicly available. These issues and concerns are still valid and deserve to be addressed / answered publicly, as part of the current NEPA Scoping for this project. We look forward to seeing TxDOT's written response to this letter.
743	Heyden Walker	12/18/20	Email to: My35CapEx@txdot.gov	Reconnect Austin respectfully submits the attached letter from the City of Austin Pedestrian Advisory Council. We request that this letter be documented in the current open 2020 I-35 Capital Express Central Project Virtual Public Scoping. While we acknowledge that this letter was first submitted in 2016, the issues and questions raised herein were never addressed in a way that was made publicly available. These issues and concerns are still valid and deserved to be addressed / answered publicly, as part of the current NEPA Scoping for this project. We look forward to seeing TxDOT's written response to this letter.
744	Heyden Walker	12/31/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF - scoping feedback on traffic modeling.] Smart Mobility has analyzed the traffic model(s) used to project future traffic for the I-35 Capital Express Central Project. Please review these findings. It is critical that the traffic projections used to justify this massive project are complete and accurate. This report is submitted as part of public feedback during this phase of Scoping. We look forward to TxDOT's written responses to the issues raised in this report.
745	Heyden Walker	12/31/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF - scoping feedback on I-35 Capital Express Central project]
746	Heyden Walker	12/31/20	Virtual Public Scoping Meeting Comment Form	It is extremely disappointing to see that the draft Purpose and Need does not address safety for all road users in any meaningful way. I appreciate that the P&N identifies the need for safe and protected bike lanes at east/west crossings. What about people walking? About 40% of traffic fatalities in the I-35 corridor are actually pedestrians. What about all the of the people killed and seriously injured regularly on I-35? We all know speed kills. How will adding capacity, making it easier to speed, save lives. How is TxDOT's Road to Zero policy reflected in this project? The P&N discussing throughput and delays extensively. The P&N should focus at least as heavily, if not more, on the lives lost in the I-35 corridor.
747	Heyden Walker	12/31/20	Virtual Public Scoping Meeting Comment Form	I am unclear how you can project there will be 300K vehicles on I-35. I-35 is already at grid lock many times / day and there are far fewer then 300K AADT. The only way you can physically get 300K vehicles on that highway is to add lanes. It would appear that the end is being used to justify the means. What purpose is there to adding lanes when we know that when lane miles are added congestion delay increases? If the point is to solve congestion delay TxDOT should be investing in transit. Changing demand, including adding travel choices (transit, walking biking) can actually address congestion. Just look at the change in demand that has occurred during COVID stay at home orders.
748	Hilah Johnson	12/05/20	Capital Express Website Comment Form	As a resident of Travis Heights South where traffic noise from I-35 is already very audible day and night, indoors and out, I have serious concerns about the additional noise these central HOV lanes will cause. I implore the designers to factor in some sort of sound barrier to prevent degradation of quality of life for residents near the highway.
749	Hill Abell	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
750	Hillary Bilheimer	12/19/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I live close to I-35. I can hear it from my living room on any given day. I use it to travel north and south. I can not emphasize enough how much I hate it. It's an eyesore. It's dangerous. It's loud and pollutes the air. It divides our city. It does not, under any circumstances, need to be made bigger. I spent a chunk of my life living in metro Atlanta. That is a city that thought it could widen its way out of all its highway woes. It does not work. They spent decades widening and would have to widen more when the initial projects were finished because the real issues were not being addressed. Widening does not work. It's an antiquated idea that people use when the real solution seems like too much work. Please don't do this to our city. Make an investment in the future. [Form Letter 1]
751	Holden Gibson	12/15/20	Virtual Public Scoping Meeting Comment Form	I want to oppose TxDOT's current suggestions for the I-35 Capital Express Central project. This is a once in a generation opportunity to reshape downtown Austin into a more pedestrian-friendly and economically-viable center. TxDOT should not consider any Build Alternatives unless they involve digging a tunnel for I-35 and putting a cap on it. This cap will reconnect the city with parks, sidewalks, bike paths, hotels, apartments, offices, and restaurants. Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35. TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.
752	Honi Canon	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
753	Hope Lascrain	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,

No.	Commenter Name	Date Received	Source	Comment
754	Howard Morrison	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
755	Hugh Higgins, Jr.	11/17/20	Letter	<p>Mr. Bruce Bugg, Jr. Chairman Texas Transportation Commission 125 East 11th Street Austin, Texas 78701</p> <p>Dear Mr. Bugg:</p> <p>Up front, I am not a traffic engineer, I'm not an engineer at all. But, regardless of profession, logic hopefully prevails.</p> <p>There's no question that IH-35, through Austin, is a real mess, and deserves your attention. But, here's my take: below ground expansion (through Austin's rock) is extremely expensive, and ground level expansion is ultra crowded (thus the problem). That leaves only up.</p> <p>A overhead direct pass-through would, to me, make the most sense, one with no local entrances or exits, designed solely for non-stop traffic through Austin. A loop around Austin would be much cheaper to build, but the ROW would be tiresome and expensive.</p> <p>That's my two cents! Good luck!</p> <p>Sincerely, Hugh K. Higgins, Jr.</p>
756	Hugh Yasumoto	12/30/20	Virtual Public Scoping Meeting Comment Form	Thank you for the opportunity to provide feedback on the Project. Of the alternatives described in the presentation, we believe that Build Alternative 1 (Managed Lanes Tunnel Section) is the best option. We are opposed to Alternatives 2 and 3 as they appear to pose significant quality of life challenges. These include concerns with noise associated with additional exposed lanes; east-west mobility challenges, especially as they relate to the quality and safety for pedestrians and cyclists; and, potential for the general width and expanse of Alternatives 2 and 3 to create divisions between east and west neighborhoods and resources. We believe that the Project should evenly weigh the impact of changes to both the east and west side of the highway, including right of way. As a resident of a neighborhood near the Central Project for over 20 years, it is important that plans meet the challenge of updating transportation systems while improving the quality of life of nearby neighborhoods. Given its scale and scope, we see this Project as a once in a generation opportunity to meet these goals and believe that Build Alternative 1 is the best option.
757	Humberto Leandro	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
758	Humberto Rey	12/12/20	Virtual Public Scoping Meeting Comment Form	I've reviewed all the proposals presented, and in my opinion, the only one that will remove the physical barrier and provide a real solution to years of stagnant traffic, is the "capped" option, whereas underground multi-modal lanes would provide a whole array of travel modes, while at surface, green open spaces and development opportunities will flourish, through a boulevard design that would be lined up on both sides with housing, offices and retail, adding greatly to the tax base. As the City of Austin Great Streets Program Manager for 15 years, I witness the transformation of downtown from a 9-5 to a 24/7 City Center. The same Great Streets concepts of creating a walkable, dense, humane in scale, places one can find throughout downtown today, would help transform the previous "East Avenue", back into an urban oasis, far from what it is today. All other options only reinforce said barrier and impacts air pollution, carbon emissions and noise. The capped option would also be in line with mode goals as per the Austin Strategic Mobility Plan, COA Vision Zero Goal, Austin Street Design following NACTO Guide for Streets and the COA Great Streets Master Plan previously mentioned. TXDOT has a one in a century opportunity to right a wrong and finally provide a physical union between East Austin and the rest of downtown. Please do not squander it. Thank you for your willingness to receive input and please favor the solution that will make our city core whole again.
759	Hunter Hunter	12/28/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>**** TDOT please ignore this group this is all a stupid waste of time and resources. Roads are not racist.</p> <p>[Form Letter 2]</p>
760	Hunter Warren	12/14/20	Email to: My35CapEx@txdot.gov	<p>[ATTACHMENT INCLUDED WITH EMAIL]</p> <p>Hello, I would like to submit 2 ideas I have for inclusion in the I-35 redesign discussions. Hopefully they can be of use to the design process. Please see my attached image.</p> <p>The issue I have with the available alternatives on the mobility35 site, is that they seem to consider a massive throughput increase as the only desirable outcome, and seek to bolster every element of the current freeway design without reexamining the need for it.</p> <p>Option A (attached): Use a double-decker approach, with the frontage roads moved under the main deck. Express tunnels to be built under the whole structure. This concept increases throughput, adds express lanes through downtown, creates open public space, provides a more welcoming pedestrian environment and creates a natural barrier between the expressway and the city, all while narrowing the footprint of the existing road.</p> <p>Option B (attached): All main lanes below grade, while the frontage roads are moved over the mainlanes. The former frontage roads become natural / pedestrian space with possible room for elevated transit. This increases throughput, removes a large physical barrier dividing the city, creates public and open space and drastically reduces noise through the city center.</p> <p>I would be happy to provide more info on these ideas if necessary. Thanks for taking a look!</p>
761	Ian Fleming	12/01/20	Email to: My35CapEx@txdot.gov	Form Letter 1
762	Ian Mitchell	11/13/20	Email to: My35CapEx@txdot.gov	<p>Do not expand I-35 in any way shape or form within central Austin. Demolish it. Run the interstate over SH-130.</p> <p>This project is a waste of taxpayer wealth and blights the city. Do not double down on a bad project with a worse one.</p> <p>Haven't y'all learned from I-10?</p>

No.	Commenter Name	Date Received	Source	Comment
763	Ian Mitchell	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
764	Ibai Rigby	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
765	Inga Overstreet	12/27/20	Email to: My35CapEx@txdot.gov	<p>The Capital Express Central project should commit to substantial quality of life improvements for adjacent neighborhoods. The current project risks subjecting Cherrywood, French Place and other neighborhoods along I-35 to even higher concentrations of airborne pollutants, reduced air and water quality, and an exacerbation of negative health conditions like asthma. I am advocating for measurable quality of life improvements to be at the front and center of the project. The project should aim to remove physical and psychological barriers between neighborhoods, providing safe and welcoming passage for users of all abilities and modes of travel, and improving environmental and community health.</p> <p>As a resident of the Cherrywood neighborhood, I can attest to the fact that noise pollution and air quality are becoming an increasing problem. The double decker freeway creates a massive barrier between East Austin and the rest of Austin, including access to downtown and campus via bike or on foot. We have the opportunity to create a better future for Austin residents.</p> <p>Thank you for your consideration.</p>
766	Ingrid Spencer	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
767	Ingrid Spencer	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
768	Irene Kirschenbaum	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
769	Irene Pickhardt	12/30/20	Email to: My35CapEx@txdot.gov	<p>To TXDOT Engineers and other Decision-makers,</p> <p>Please redesign our section of this highway to restore our community and help right the wrongs of a racially divided city.</p> <p>Replace IH35 with a boulevard.</p>
770	Isaak Baumann	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
771	Isabella Vick	11/30/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I am writing to oppose TXDOT's current suggestions for the I-35 Capital Express Central project.</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>This is a once in a generation opportunity to reshape downtown Austin into a more pedestrian-friendly and economically viable center. TXDOT should not consider any Build Alternatives unless they involve building a tunnel for I-35 and putting a cap on it. This cap will reconnect the city with parks, sidewalks, bike paths, accommodations, offices, and restaurants.</p> <p>Finally, TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
772	Isabella Vick	12/14/20	Virtual Public Scoping Meeting Comment Form	<p>I want to oppose TXDOT's current suggestions for the I-35 Capital Express Central project.</p> <p>This is a once in a generation opportunity to reshape downtown Austin into a more pedestrian-friendly and economically viable center. TXDOT should not consider any Build Alternatives unless they involve building a tunnel for I-35 and putting a cap on it. This cap will reconnect the city with parks, sidewalks, bike paths, accommodations, offices, and restaurants.</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>Finally, TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>

No.	Commenter Name	Date Received	Source	Comment
773	Isabella Vick	12/29/20	Email to: My35CapEx@txdot.gov	Hi there, I want to oppose TXDOT's current suggestions for the I-35 Capital Express Central project. According to this data, the amount of traffic crossing Lady Bird Lake is the same in 2019 as it was in 2000. I vehemently oppose expanding I-35 Austin needs to look toward the future when it comes to traffic management, not the past. This is a once in a generation opportunity to reshape downtown Austin into a more pedestrian-friendly and economically-viable center. TXDOT should not consider any Build Alternatives unless they involve digging a tunnel for I-35 and putting a cap on it. This cap will reconnect the city with parks, sidewalks, bike paths, hotels, apartments, offices, and restaurants. Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35. TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.
774	Isacc Perez	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
775	Isaiah Cooper	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
776	Ivy Smith	12/29/20	Capital Express Website Comment Form	I live in Richardson, but my dad lives in Austin and I have spent some time there. Would it be possible to reconstruct I-35 through Austin to be recessed, with a park underneath it, like has been done in Dallas? The I-35 split is a physical reminder of racism and segregation that Austin still struggles with today. It would be a much better use of land to create a sort of peace park to connect East Austin to the rest of Austin.
777	J Emil Hunziker	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I-35 in its current location and configuration is a net major loss for the City of Austin and citizens who live in or near it. This judgement holds for all significant ways of measuring its impact. In addition to being the largest point of congestion in Texas, it concentrates health-threatening pollution in the city center, decreases public safety, hinders mobility, deters equitable economic development for both residents and transients, and inhibits meaningful urban planning as it cleaves Austin in twain. Adding ever more lanes in a Sisyphean attempt to move vehicles quicker would invite even more vehicles to clog the corridor and overflow into the city center. It would not improve, but rather worsen the quality of life in the state's capitol. My preferred approach to healing the I-35 scar in central Texas would divert transiting, long-haul traffic around the city's periphery and convert the current pathway to a street-level, highly walkable urban boulevard with commercial and park land that would knit together west and east Austin. Failing the will and vision to divert through traffic and build out the city center, the investment in I-35 must at least try to improve the quality of life along its path. I ask that you considered a broad scope of issues and goals while reviewing design alternatives for the I-35 Capital Express Central Project. Include health and safety impacts (to include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries) and future equity impacts (for which the goals should include closing socioeconomic gaps between communities and building opportunities for local wealth especially with housing and transit-oriented development along and near the current I-35). Assess the daily needs of both transiting and local users to reduce vehicle miles, enhance walkability, and enable rational mass transit rather than trying just to increase vehicle speeds. Work with the City of Austin (and Travis County) to enable destinations closer to home through better zoning: rationalizing feeder streets; equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; and reducing the highway's footprint in order to maximize equitable land use that is socially, economically, and environmentally beneficial use. The I-35 conversation must deliberately advance and inform the attainment of the goals stated in the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans. Recognize that a large number of the people working on this project and overlapping plans and projects live near, use, and are impacted by this specific piece of the I-35 corridor. It is critical that we at state, county, city and citizen levels work together to achieve a desirable, healthy, safe, and affordable Austin. We are building this for us! Thank you for considering my thoughts. I look forward to receiving your response to my letter at the appropriate time.
778	J.R. Morgan	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
779	Jack Bradley	11/18/20	Virtual Public Scoping Meeting Comment Form	At some time there has to be the realization that in the end, the cost are more than the return. But if ANY portion of these proposals is approved there are some pre-construction projects that must precede starting on I-35. First,(and only), the 183 toll road from 290 south to highway 71 MUST be extended south to where 183 crosses Toll Road 130 to Buda. It doesn't have to be a toll road (better if it isn't) but it must be widened to at least six lanes. It can even keep a few of the stop lights. The obvious reason for this is it adds a bypass around the east side of Austin that can help handle the volume of traffic that I-35 construction will create that 130 alone can't, even with the additional lanes now under construction. MOPAC is what it is. Can't change it now, but the 45 toll road to Buda will help as well. It would help more if a few stop lights approaching Buda could be eliminated. Building the added miles of 183 would be cheaper and easier than even one mile of I-35 downtown. It's flat, straight and relatively unpopulated along the route. The long term benefits are important as east Austin is growing fast and it will need the capacity provided. Money well spent that will benefit the whole city. See how easy that was.
780	Jacki Home	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
781	Jackie Burniske	12/23/20	Virtual Public Scoping Meeting Comment Form	My opinion is that 18-wheelers and long distance travelers don't need to drive on I-35 through Central Austin. I-35 in central Austin should be for local, Austin traffic. A loop needs to be provided to divert the traffic away from the center of the city, and then require drivers to use it. We have SH 130 - not sure if that's the solution or a different road. I am opposed to all of the alternatives above. I love the ideas here - www.Rethink35.com
782	Jackie Nirenberg	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
783	Jackie VanErp	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
784	Jackson Hurst	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
785	Jackson Piper	12/31/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>American life has been so thoroughly oriented around the car for so long that we have accepted the fragmentation of our communities in trade for often promised and rarely delivered reductions in driving time. The continued advance of non-urban street forms - roads, streets, and highways - into the urban environment has replaced social and economic connections vital to a place's health and well-being with hazardous barriers to the continued viable functioning of those places in every corner of our country and especially in my home state of California. Austin now has an opportunity to restore the urban fabric and reestablish vital connections while maintaining highway access through its downtown by following the recommendations of Reconnect Austin.</p> <p>[Form Letter 1]</p>
786	Jacob Barrett	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Over 70% of fatal crashes in Austin were on TxDOT roads this year. TxDOT has not seen a day without deaths on its roadway system for two decades and its own EndTheStreak campaign has a zero death goal by 2050.</p> <p>I-35 is a dangerous roadway and a hazard to health and safety for all Texans and visitors to the state, whether we live near the I-35 corridor or just have to travel occasionally and it needs to be a key part of the solution to fix this mess we're in.</p> <p>If TxDOT is really serious about meeting its goals and promoting the health and safety of Texans than it needs to put up or shut up with this I 35 reconstruction plan. We do not need or want a super highway through downtown Austin. That kind of a proposal will kill and make more people then ever before.</p> <p>It's simple math. The higher the speed the more likely people die in crashes. If you widen I 35 and add more space, people will drive faster. Any plan to widen I 35 will kill more people. It is simple.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Choose an option for I-35 that doesn't widen the existing right of way, in any form. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project.
787	Jacob Hendrickson	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 2
788	Jacobi Alvarez	12/30/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Hello,</p> <p>Born and raised Austin Resident here. I was born at St. David's right off I-35.</p> <p>For years, I-35 has been the "tracks" segregating Austin along racial and class lines. With planning underway for improvements, I envision a roadway that will connect the halves of the city and listen to communities and people adversely affected by I-35 the first time around.</p> <p>The first thing I will say is that no sane person supports more lanes of traffic. It is common knowledge that more lanes of traffic do not speed congestion, but create more congested lanes. Whatever the plan is, for the love of god, don't give us more lanes.</p> <p>Beyond that, the roadway this time around needs to fix the past impacts to Austin's people of color that came about when it was first built. What is I-35 construction this time going to do to rectify the harm created by acting as a redline for the east side?</p> <p>I'd like to see I-35 SAFER for pedestrians and bikers. The roadway right now is hostile to non-car travelers, and very difficult to enter and exit.</p> <p>I'm asking you to co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement.</p> <p>I'd like full transparency from you as well, to know how the different potential plans will impact the environment and access to water, etc. An underground option would just break through the karst layer? Or would be safe? Cities where there have been parks built over the highway like Dallas feel so much more free, metropolitan, and healthy than cities with highways that cut off geography everywhere they go.</p> <p>Thank you!</p>
789	Jaime Nguyen	12/10/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Jaime Nguyen and I live in Austin I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
790	Jaime Nguyen	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
791	Jake Wegmann	11/17/20	Virtual Public Scoping Meeting Comment Form	<p>This project is profoundly misguided. It represents state-of-the-art thinking from circa the year 1963. Viewed from the standpoint of global best practices, it is an embarrassment.</p> <p>Why on earth are we proposing to add more blight and spew more pollution onto the most valuable real estate in the State of Texas?</p> <p>Why is our strategy to continue routing interstate and international trucking freight traffic, and nonlocal passenger car traffic, through the heart of the most vibrant downtown in the Southwestern United States? There is a perfect alternative available in TX-130-why are we not taking advantage of it?</p> <p>Are the planners at TxDOT not aware of the phenomenon of induced demand? It has been an established concept in transportation engineering for decades at this point-it is professional malpractice to not take it into account. The Katy Freeway (I-10) expansion west of downtown Houston is a textbook example. We know that expanding I-35 through Austin will buy perhaps several years of congestion relief, and then we will go right back to having congestion that is just as bad as it is now. Then we will have spent billions upon billions of taxpayer funds, for what? To blight valuable real estate? To shorten lifespans with more particulate pollution? To end up with congestion that is just as bad as it was before? What is the point of doing this?</p> <p>A far better alternative would be to, at a minimum, route all semi-truck traffic onto TX-130. If TX-130 even needed to be expanded, it could be done with far less cost and disruption than ramming 20 lanes through downtown Austin.</p> <p>Better still would be to also turn I-35 through Central Austin into an urban boulevard. Freeway removal projects have been carried out across the nation, in Milwaukee, in Portland, in San Francisco, and elsewhere.</p> <p>We could end up with a far better result at a fraction of the cost. But that would require rethinking this project from the ground up.</p>
792	Jakin Cordova	12/01/20	Virtual Public Scoping Meeting Comment Form	Please consider alternatives to building wider freeways and building a freeway through downtown Austin.
793	James Adler	12/28/20	Capital Express Website Comment Form	I35 is a passage way thru Austin.... don't make it about the people on either side of the hwy. Make it the most efficient way to get north and south.... Its a hwy...not a political statement.
794	James Barnett	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
795	James Black	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
796	James Black	12/11/20	Email to: My35CapEx@txdot.gov	Form Letter 1
797	James Brady	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
798	James Cain	12/13/20	Virtual Public Scoping Meeting Comment Form	Re-connecting East & West Austin, especially north of the river, should be the highest priority, not widening out the interstate with more lanes. The managed lanes should have variable tolls based on demand.
799	James Howison	12/17/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>We can do a great project here, reconnecting our city and improving the lives of people. But not widening or intensifying division.</p> <p>I live in Delwood 2 neighborhood, right at the intersection of Airport and the I-35. I can barely walk through that intersection, and good luck riding a bike through there. I want to connect with Hyde Park and Ridgetop, and the businesses on Airport, and I want them to come over and enjoy Mueller and Cherrywood.</p> <p>Last consultation on this a meeting began with presenting statistics that included the "benefit" to traffic of closing all entrances/exits from Delwood 2. And they then wanted our "input" ... let's avoid such horrible framing this time around.</p> <p>[Form Letter 1]</p>
800	James Klecka	12/29/20	Virtual Public Scoping Meeting Comment Form	DO NOT EXPAND I-35 PUT THAT BITCH UNDERGROUND!
801	James Lyke	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
802	James McReynolds	11/18/20	Virtual Public Scoping Meeting Comment Form	We shouldn't expand IH-35 through downtown Austin. The highway is a blight on the urban core and will not relieve traffic congestion in the long term. Instead we should remove interstate and freight traffic entirely by rerouting it to TX 130 then turn IH-35 into an urban boulevard. 21st century challenges require 21st century solutions, please reconsider the plans the department has developed thus far.
803	James Pennebaker	12/21/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>As a long time residence (almost 30 years) of Austin and someone who lives downtown, I35 needs to be reconfigured. I don't pretend to be an expert on the options but the one submerging highway along the downtown corridor would be heavenly. It would cut the noise and encourage a more cohesive downtown experience.</p> <p>I urge you to think big and creatively on this project. It has the potential to change Austin for the next 100 years in ways other cities will envy.</p>
804	James Perry	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
805	James Robertson	12/01/20	Email to: My35CapEx@txdot.gov	Form Letter 1
806	James Ross	11/13/20	Email to: My35CapEx@txdot.gov	The current I-35 Capital Express Central Project proposals are a generational failure. Austin residents want a very different approach that includes burying I-35 with parkland, trees, and commuter rail above.

No.	Commenter Name	Date Received	Source	Comment
807	James Ross	11/25/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project.</p> <p>Health impacts, especially for nearby poorer communities, must be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries.</p> <p>I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead-end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
808	James Story	12/31/20	Email to: My35CapEx@txdot.gov	<p>I favor an IH35 conversion to a below-grade / underground roadway status so that the City can use the resulting property (over the roadway) for park and other development.</p>
809	James Stratton	12/07/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Widening Houston's highways has not solved Houston's traffic, and yet, TxDoT would plan to do the same in Austin. The project to widen I-35 would take years, cost exorbitant amounts of taxpayer money, and be rendered ineffective by the time of completion by the sheer growth forecasted for Austin during the period of I-35 expansion.</p> <p>I encourage the I-35 Capital Express Central Project to take a bold step. Why repeat a broken record: highway is congested, build more highway. That highway becomes congested, build more highway... when does the cycle end?</p> <p>People will always need to get from Point A to Point B. In 2020, this year of great change, I hope that you all consider new ways forward outside of more highway building. I-35 has divided Austin as a city for decades. Expansion will not heal that divide. In this light I hope that the CECP considers two novel aspects to its project: a) the funding of transportation alternatives to the automobile to escape the pernicious cycle of traffic > highway construction > new traffic > more highway construction; and b) the cover-and-cap plan for Interstate 35, proposed by Connect Austin, to heal the physical and psychic barrier that divides Austin from itself.</p> <p>Thank you, James R Stratton, Member, Austin Pedestrian Advisory Council</p>
810	James Thiesing	12/01/20	Virtual Public Scoping Meeting Comment Form	<p>Dear TxDOT I-35 mobility council,</p> <p>I personally support the following idea for redesignation to improve traffic and remove tolls in the region:</p> <p>Removing all tolls from all sections of Texas highways 45 and 130. Redesignating I-35 between the interchange with TX-130 and TX-45 to I-35W. Redesignating TX-130 between its interchange with I-35 and TX-45 as well as the southern portion of TX-45 (between I-35 and TX-130) as I-35E. Redesignating TX-130 between the TX-45 and I-10 interchange as I-135. Redesignating the northern section of TX-45 as I-335.</p> <p>Additional potential redesignations, less necessary or reasonable than the prior: US-183 between Ben White Blvd and TX-183A interchange as well as the entire length of TX-183A as another spur of I-35 (concurrent with US-183, only in sections where US-183 would be resigned)</p> <p>Manor Expressway for its entire freeway grade length to another 35 spur.</p> <p>I hope these options are taken into consideration for the purposes of this infrastructure project.</p>

No.	Commenter Name	Date Received	Source	Comment
811	Jamieson Taylor	11/17/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>I just wanted to provide some input. I believe that, with such a large funding commitment, several goals need to be evaluated for this project.</p> <p>The expanded lower levels would be great, although drainage would be a costly design issue to address. A secondary advantage of a lower level with at grade arterial crossings is that it provides perceived safety. Anyone who has walked under the I-35 overpass in Austin has had safety concerns. This project would alleviate that and help tie the city together.</p> <p>Another idea would be to take some ideas from the Hardberger Land Bridge in San Antonio and some of the bridge parks in Manhattan. If the highway is lowered, it would potentially be possible to span some public parks over the highway in sections, both creating additional green space and provide noise reduction. I believe noise reduction should be a large consideration for this project, as the highway detracts quite a bit from the surrounding areas. I know there are certain types of noise walls and covers that can be constructed over below grade highways to help reduce noise and that should be considered.</p> <p>Ultimately, I believe if funding is appropriated for this project, noise and safety should be high priority goals.</p> <p>Jamie Taylor, PE, CFM San Antonio River Authority Environmental Center</p>
812	Jandee Speegle	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
813	Jane Rogers	12/30/20	Email to: My35CapEx@txdot.gov	Some cities have put in deck parks over wide highways, those are nice, and could be great in Austin, but please don't add more lanes to an already very wide I35 highway. Austin deserves to not be defined by a wide road that goes through the city, but by innovative ways to decrease traffic, increase walkability and make Austin a more beautiful and better place to live.
814	Jane Scroggs	12/16/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>As a public school teacher for many years, I would especially like to see affordable and work force housing built along the proposed boulevard. This group has long been priced out of living in the city that they contribute so much to. TX-DOT should work with the City to create a city that encourages social interaction and closes economic gaps and certainly slows traffic. I look forward to you all responding to my letter at the appropriate time.</p>
815	Janelle Silva	12/31/20	Virtual Public Scoping Meeting Comment Form	I prefer the tunneled option, for the Central Project, the rest of it looks good. I like HOV lanes. Eventually a toll option would be nice.
816	Janet Bezner	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
817	Janet Hale	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
818	Jared Geers	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
819	Jared Haas	11/23/20	Capital Express Website Comment Form	I am incredibly disappointed to not see a cap and fill option. This expansion proposal is a fine example of anti-progress, inefficiency, and near-sited nature of government when thinking about the broad future of Austin.
820	Jared Haas	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
821	Jared Price	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
822	Jared Price	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
823	Jared Woods	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
824	Jarrad Toussant	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
825	Jasmine Gardner	12/15/20	Virtual Public Scoping Meeting Comment Form	I think we need a long-term solution for the growth in Central Texas. Austin planners need to think about how to make growth more sustainable without increasing demands on infrastructure. Making Austin a more walkable, bikeable, and public transit-friendly city should be a top local priority. However, there is an existing demand on our current highway system that needs to be addressed. Therefore, I support whichever build alternative best meets the needs of local, regional, and bike/pedestrian traffic along this stretch of I-35, while also minimizing ROW needs and impacts to adjacent businesses and communities. Thank you!
826	Jasmine Scott Harrison	12/29/20	Voicemail	Hi, my name is Jasmine Scott Harrison. I live in district nine in Austin, Texas, and I was born and raised in Austin, Texas. I'm calling today in regards to the Capital Express Central Project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from east to west Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim that essential downtown space and move towards a more modern, unified city. Build 1 almost- sorry. Build 1 most closely achieves this but misses the mark. Please edit this build to be underground and build a park space on top of I-35. Thank you very much.

No.	Commenter Name	Date Received	Source	Comment
827	Jasmine Skloss-Harrison	12/29/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>My name is Jasmine Skloss-Harrison and I was born and raised in Austin. I'm email regarding the Capital Express Central project which plans to transform I-35 in Austin. This highway has been a symbol of our racist past as a city, and continues to serve as a barrier of access by making it difficult and dangerous to travel from East Austin to West Austin.</p> <p>Austin MUST address this legacy as we transform I-35 to best serve Austinites. To meet these goals TxDOT must create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. This will also create much needed and valuable green space in Austin - a city committed to supporting wildlife and ending climate change. TxDOT's Build One most closely achieves this, but just misses the mark. Please edit this build to be underground and build a park on top of it!</p>
828	Jason Carr	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
829	Jason Gindele	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>This is a once in a generation opportunity to get this right. It requires ignoring the current I-35 and focusing on ideal scenarios.</p> <p>I strongly encourage the implementation of a boulevard where I-35 currently stands. This will route through traffic to 130 and allow the downtown to connect with the east side of Austin.</p> <p>In addition or alternatively, through tunnels could be implemented below the boulevard to aid north-south commuters.</p> <p>The complete removal of visible highway along downtown will have a significant impact on the future of the city, both in terms of functionality and aesthetics.</p> <p>Thank you for your serious consideration.</p>
830	Jason Hoffman	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Instead of flattening our city for the sake of ever more cars and parking, why don't we bring people to the city by legalizing density and focusing on moving people in stead of cars. It's well known that this type of expansion only exacerbates traffic. What kind of future do we want for Austin? One for cars? Or one for people? Judging by our growing sprawl, it seems we're heading toward the latter.</p> <p>Expanding I-35 is a 1950s era solution to a 1950s era problem. The US's economic competitors, knowing the value of cities and mobility, are taking different approaches that put our transportation circus to shame.</p> <p>Instead of listening to cronies like Bruce Bugg and the TxDOT board, who simply want to enrich their developer friends, let's build our transportation infra based on fiscal responsibility and the expertise of the urban planning/mobility community.</p>
831	Jason Ice	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
832	Jason Kohl	12/02/20	Virtual Public Scoping Meeting Comment Form	<p>"It would be helpful to the city as a whole if through traffic (particularly trucks) were encouraged or forced to take a bypass route around the city instead of driving straight through. While only 14% of traffic is through traffic, a 14% reduction would help reduce congestion along I-35. There is plenty of extra land adjacent to SH-130, and one or two lanes could easily be added in each direction to facilitate more traffic taking alternate routes to avoid the center of the city. If an outright ban on through traffic isn't possible, perhaps a system could be used whereby a vehicle driving the entire length of SH-130 (or perhaps just from SH-45 North to SH-45 South) would have their tolls refunded and paid instead by the city, county, or state.</p> <p>Due to the principles of induced demand, we can theorize will great accuracy that newly constructed highway lanes will quickly become occupied and we will see similar traffic delays to today. The future of transportation lies not in single-occupancy vehicles but in mass transportation and higher occupancy vehicles. While adding HOV lanes instead of unrestricted lanes is a step in the right direction, repurposing existing unrestricted lanes as HOV lanes would be more helpful, and building a lane each direction for uninhibited bus travel would be even more helpful. The majority of the I-35 corridor between US-290 East and SH-71 has three main lanes in each direction, and short sections have four main lanes in each direction (counting the upper and lower decks together for that section). Instead of adding two new HOV lanes, I propose adding a single lane in each direction as a transit lane for buses and emergency vehicles, and re-allocating one existing unrestricted lane as an HOV lane. If the HOV lane is part of the regular roadway, dedicated ramps need not be built, as they already exist for the main roadway. The dedicated bus lane would have dedicated entrances and exits corresponding to major thoroughfares where bus lines will merge and converge, using this new busway as an express lane in and out of downtown in particular. (For example, bus routes beginning in downtown may run along I-35 to US-290 East before making any stops, or may run along East Riverside Dr with no stops between Lakeshore Dr and downtown, or may use the dedicated lanes all the way to Oltorf St, then continue along I-35 to Slaughter Lane.) This would provide transit support instead of only support for passenger vehicles.</p> <p>With the expansion of Cap Metro routes and the upcoming transit hub near the Convention Center, the tracks east-west across I-35 are a key part of transit in the city. The at-grade rail crossing at 4th Street should be removed. The rail line and walk/bike paths on the north and south sides of it should remain at ground/street level, and all north-south roadways should be lowered, including the frontage road for this block. An "exit" from the northbound frontage road to eastbound 4th street should remain, as should u-turn lanes for both NB Frontage to SB Frontage to the south of the tracks, and for SB Frontage to NB Frontage to the north of the tracks.</p> <p>I-35 through central Austin is extremely divisive due to its physical imposition and historical segregation. The near east side of Austin is flourishing and it would be beneficial for the economy of the area, and the well-being of Austin as a whole to further connect this area with downtown. There are limited crossings that make it difficult for pedestrians and bikers to move back and forth. I would advocate for an open boulevard on the surface, allowing most cross-streets to connect from east to west and create some open parkland/plaza above the loud highway tunnels below. It is important that we continue to heal from the historical division in the city, and reconnect neighborhoods in a way that can't be done with a highway running through the middle, whether elevated or lowered but still open.</p> <p>Similarly, the area between MLK Blvd and Dean Keeton would be well served by better pedestrian and bike access. As UT continues to expand with athletic facilities east and west of I-35, connections to this area become even more important, both for students on a daily basis, and for fans attending sporting events at the various stadiums or performances at Bass Concert Hall.</p> <p>I notice that all three proposals include a very wide (16+ lanes) roadway between Oltorf St and SH-71. It seems to me that the roadway will need to encroach on businesses along the frontage road in order to build such a monstrosity. I would advocate for a narrower design."</p>
833	Jason Kupka	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 1
834	Jason Radcliff	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
835	Jason Roth	12/04/20	Virtual Public Scoping Meeting Comment Form	<p>Anything less than the following would be a huge disappointment: 1) invest in burying all main lanes, hov, and toll lanes from UT (or 15th at least) through to Oltorf, or at least to the lake / holly street. 2) allow for boulevard on top prioritized for pedestrian, bike, non MV, and mass transit options, as well as minor, complimentary commercial development where possible. 3) Consider burying the bridge under the lake... or at least create an iconic bridge and not just a slab of concrete over water.</p> <p>It's a big ask for Austinites to bare through this construction. It MUST be worth it, and especially after waiting for so long. Anything less than the above seems like a missed opportunity and would be terribly disappointing (requiring change in TxDOT leadership. I would literally consider moving after living here for 22 years if we have to sit thru construction only to end up with another, newer slab of concrete dividing our city.</p>

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836	Jason Taper	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I-35 was built to segregate Austin, widening the divide as our city grows. Don't give in to the trap laid by racists decades and decades ago, and fight back against the car culture that's going to make our planet environmentally unlivable. Don't expand this highway! [Form Letter 1]
837	Jason Terracina	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
838	Jason Hoffman	12/15/20	Virtual Public Scoping Meeting Comment Form	Instead of flattening our city for the sake of ever more cars and parking, why don't we bring people to the city by legalizing density and focusing on moving people in stead of cars. It's well known that this type of expansion only exacerbates traffic. What kind of future do we want for Austin? One for cars? Or one for people? Judging by our growing sprawl, it seems we're heading toward the latter. Expanding I-35 is a 1950s era solution to a 1950s era problem. The US's economic competitors, knowing the value of cities and mobility, are taking different approaches that put our transportation circus to shame. Instead of listening to cronies like Bruce Bugg and the TxDOT board, who simply want to enrich their developer friends, let's build our transportation infra based on fiscal responsibility and the expertise of the urban planning/mobility community.
839	Jay Blazek Crossley Farm & City	12/31/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF.] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Hello, Attached, please find the Farm&City comments on the I-35 Capitol Express Central scoping process. Thank you for your consideration of these concepts in the process of fixing I-35 and for all that you do to improve the quality of life for all the people of Texas.
840	Jay Keaveny	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
841	Jay Roff	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
842	Jayne Barrett	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
843	JD Lewis	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
844	JD Piquard	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
845	Jeannie Miranda	12/28/20	Email to: My35CapEx@txdot.gov	Dear Sir or Madam: My name is Jeannie Miranda. I live at [REDACTED] I would like TxDOT to include the impacts on nearby neighborhoods (air quality, health, equity, noise pollution, economic) in the "Purpose and Need Report".
846	Jeff Beckage	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
847	Jeff Meyer	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
848	Jeff Munoz	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
849	Jeff Rowland	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
850	Jeff Stegner	12/21/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, Dear Sirs/Madames, I was an engineer on the Westway Project in Manhattan, while it was canceled due to stipe bass breeding I recall how invigorating we all believed it was going to be for the city to bury the interstate and build riverfront parks above it. At the time the FHA was footing 90% of the bill and what an economic boom the construction \$'s would be for the region. As an employee of NYSDOT I had oversight responsibility for the consultants doing tunnel lighting, relocation of the World Trade Center cooling pipes, tunnel ventilation and parks. It would have been transformative in changing the landscape of NYC bringing the riverfront to the resident which was and still is cut off by the Westside Hwy. Not to mention the economic implications. I would also direct you to review the Big Dig in Boston - what a boom for the city of Boston. It is with this direct knowledge of projects to bury interstate highways around major cities I ask you to carefully consider the possibility of burying Interstate 35 near downtown Austin.
851	Jeff Williams	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
852	Jefferson Lykins	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
853	Jeffrey Handel	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, We all see the TXDOT messaging to "end the steak" of daily traffic fatalities on Texas roads. If that slogan is anything but a joke to you, you'll stop forcing through projects like this that expand highways through major cities with no consideration of pedestrians and cyclists. You know this project will increase vehicle-related deaths and reduce the ability of Austinites to move through their own city, so please do the sensible thing and stop this project. [Form Letter 1]
854	Jeffrey Howard	12/31/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TXDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I am a native Texan who has lived in Austin for the past 36 years. I am a graduate of UT and UT Law School and have been actively involved in the Austin real estate and legal industries and in the local business community. I have witnessed first hand the negative impact that IH 35 has had on our community. This impact not only affects Central Austin, it also affects the entire Central Texas region and the State of Texas as whole. It is time to not only fix IH 35, but to do so in the right way. [Form Letter 2]
855	Jeffrey Marsar	12/31/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I was very disappointed to hear that I-35 was being so significantly expanded in Austin. It is a scar through our great city with a history of segregation. Having a highway through the urban center of the city makes little sense, and has an outsized impact on those who live in the area (which I do). Instead of increasing our dependence on motor vehicles, we should make the city more accessible for walking, biking, and transit. This will not only improve quality of life for the community, it will make Austin more environmentally sustainable. Expanding I-35 is a mistake that will hurt us for generations. Austin residents fought tooth and nail to get a transit bill passed this year, yet TXDOT can bulldoze through with regressive highway expansions without our consent. Since I know there's no turning back on this, I urge you to consider all of the impacts of the I-35 projects, especially environmental and equity. Please make the best of this terrible project. Below is a template letter that I have read and fully stand behind. Thanks for reading. Jeff [Form Letter 1]
856	Jeffrey Thompson	12/31/20	Email to: My35CapEx@txdot.gov	Please add another option. None of the 3 build alternatives recognize the damage to our environment that adding more lanes will do. TXDOT needs to recognize that Auto-Pedestrian deaths, after falling for years, are now on the rise again. Adding thousands of more cars to our central city streets every day will cause hundreds of deaths. History shows that additional highway capacity is quickly absorbed and does not provide lasting congestion relief. In fact, we should expect that the years of construction disruption will exceed the years of reduced congestion before induced demand returns traffic to current levels. Downtown and central city streets are already near capacity. Adding more lanes into downtown will do little to relieve congestion. Instead we should focus on getting more people to downtown via alternative methods: trains, busses, bikes, etc. More lanes will simply increase per capita VMT. Climate Change is the crisis of our time. We need stop building sprawl and start building more sustainable connected communities. I suggest that a 4th Build alternative could focus on building sidewalk and bicycle connectivity.
857	Jen Graf	12/27/20	Email to: My35CapEx@txdot.gov	The Capital Express Central project should commit to substantial quality of life improvements for adjacent neighborhoods. The current project risks subjecting Cherrywood, French Place and other neighborhoods along I-35 to even higher concentrations of airborne pollutants, reduced air and water quality, and an exacerbation of negative health conditions like asthma. I am advocating for measurable quality of life improvements to be at the front and center of the project. The project should aim to remove physical and psychological barriers between neighborhoods, providing safe and welcoming passage for users of all abilities and modes of travel, and improving environmental and community health. As a resident of the Cherrywood neighborhood, I can attest to the fact that noise pollution and air quality are becoming an increasing problem. The double decker freeway creates a massive barrier between East Austin and the rest of Austin, including access to downtown and campus via bike or on foot. We have the opportunity to create a better future for Austin residents. Thank you for your consideration.
858	Jen Margulies	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
859	Jenell Moffett	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
860	Jeni Lyon	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
861	Jenna Garrison	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
862	Jennell Rayos	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
863	Jenni Bonds	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
864	Jennie Simpson	11/25/20	Virtual Public Scoping Meeting Comment Form	<p>"The alternatives currently presented for this project sadly demonstrate once again TXDOT's inability to integrate current sustainable transportation knowledge and solutions into this department's projects. If any of the proposed alternatives are implemented as shown, the project will be just one more failed highway expansion project that will recklessly expend taxpayer dollars and come up short in actually address the objectives for the project, namely congestion management and reliable access for pedestrians, cyclists, and transit. Further, this project is the antithesis to Project Connect, Austin's recently adopted and tax-funded transportation plan.</p> <p>In light of these alarming issues, today I urge you to reassess the project based on current knowledge and sustainable transportation principles and instead of progressing the alternatives as presented, please integrate the following:</p> <ul style="list-style-type: none"> - Do not add any lanes to the existing condition as this additional capacity will only lead to increased traffic and VMT - Convert existing lanes to managed HOV lanes as needed - Plan for the reconnection of east to west austin over I-35 through downtown TODAY and reallocate funds not spent on adding lanes to build the cap - Address pedestrian and cyclist access holistically through a bury and cap plan; current alternatives for flanking bike / ped amenities are insultingly simplistic and reflect an alarming disconnect between concept design and actual use, users, and effectiveness <p>One of the primary objectives of this project is to manage congestion, however, the proposed alternatives will only surely result in increased congestion and perpetuate the unsustainable cycle of build / exceed / build that DOTs have trapped American cities in. Over the past several decades, research has and continues to increasingly prove that more lanes fails to deliver long-term solutions and generally equates to more traffic - to the tune of billions of dollars. This is an incredibly irresponsible use of taxpayer dollars and will lead to exponential misuse of funds if similar solutions are proposed for other stretches of I-35 in central Texas. For this particular project, funds dedicated to lane expansion must be reallocated to a bury / cap and restitch of east to west Austin across downtown.</p> <p>If these issues in the foundational project assumptions were not enough, the proposed alternatives are at complete odds to the goals and objectives of Project Connect, Austin's recently funded public transportation plan as tied to the passing of Proposition A. It is imperative that this project return to the drawing board to integrate both the goals and implications of Project Connect, including both the actual management of congestion by focusing on moving people not cars and the prioritization of safe, sustainable transportation and reduction of VMT.</p> <p>In closing, please reject all of the current alternatives; do not increase the number of vehicular lanes; convert existing lanes to managed HOV lanes; and commit to burying / capping lanes through downtown Austin and reconnecting the historically segregated east and west sides of town. Don't perpetuate old solutions that waste taxpayer dollars; listen to the research and do what is right and sustainable for years to come.</p> <p>Thank you."</p>
865	Jennifer Cupid	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
866	Jennifer Golech	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
867	Jennifer Hecker	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
868	Jennifer Johnston	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
869	Jennifer Margulies	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>Highway projects that cut through cities address more than just traffic. They address environmental quality, economic opportunity, and issues of racial equity.</p> <p>Austin is similar to other cities in that the construction of the highway that cuts through our city has for decades separated our communities with devastating social, economic, and environmental impacts.</p> <p>The improvements made to the highway should seek to address not only the current operational deficiencies of IH-35 but the negative impacts this version of the highway has had on generations of Austin residents.</p> <p>As an East Austin resident living a little more than a mile from IH-35, I strongly urge you to consider creative design alternatives that will increase access for all, maximize socially, economically, and environmentally-beneficial land use, and address socioeconomic gaps and prevent displacement.</p> <p>Specifically, fully considered design alternatives should include:</p> <ul style="list-style-type: none"> • The ULI's I-35 recommendations (http://bit.ly/ULI35): Expanding and lowering I-35 between Holly St and Dean Keeton St., building caps and stitches at key locations • The Reconnect Austin proposal (https://reconnectaustin.com): Lowering I-35 between Holly St and Airport Blvd, capping the entire stretch with a 6-lane boulevard, converting the former frontage roads to other land uses, and reconnecting the east-west street grid • The Rethink35 proposal (https://rethink35.com): Replacing I-35 from Hwy 290S to 290N with a boulevard that includes dedicated space for walking, bicycling, and public transportation; repurposing excess land for other uses; restoring the east-west street grid; and encouraging non-local traffic to take other routes <p>It is incumbent on us to improve the highway in ways that go beyond simply meeting minimum standards and creating a short-term fix for current traffic issues, and instead create equitable infrastructure for safe and effective travel and vibrant urban life for generations to come.</p>
870	Jennifer Maynard	01/01/21	Virtual Public Scoping Meeting Comment Form	<p>This project as envision could perhaps have been done in the 1960's but Austin has grown considerably since then and IH-35 goes through the middle of town. It is hard to imagine how the road could be so significantly widened the the University of Texas, the new Dell Med hospital complex and old St David's hospital, many new large and expensive condos are right next to the current corridor. We all agree that I-35 is a disaster, but this does not seem like it is a feasible plan. Besides, the very expensive 45 tollroad was already built not very long ago to relieve I-35 traffic. since so many people live, work right go to school and seek hospital care right next to the I-35 the better idea is putting I-35 underground similar to what was done in Boston and would make Austin much more attractive for current residents and as a destination for conferences and festivals since downtown would be more attractive and walkable and bike able . in fact, I thought that is what we voted in favor of as part of the big traffic bill this past fall. what everyone loves about Austin is that it is NOT dominated by concrete freeways like Dallas and Houston.</p>
871	Jennifer Orr	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
872	Jennifer Rassler	12/31/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I support the goals of Our Future 35 and urge TxDOT to incorporate the following in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities. 1. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
873	Jennifer Schaffer	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
874	Jennifer Sherburn	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
875	Jennifer Todd-Goynes	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
876	Jennifer Tollefson	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
877	Jennifer Weiss	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
878	Jennifer Yager	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
879	Jennifer Yager	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
880	Jennifer Yager	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
881	Jenny Jones	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
882	Jens Steinborn	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
883	Jeremiah Holt	12/01/20	PDF Comment Form to: My35CapEx@txdot.gov	I like the tunnel proposal of #1. The highway needs to be buried and capped with a park. Bridge the gap between the east side of the 35 and the west side with a nice park.
884	Jeremy Boon-Bordenave	12/13/20	Virtual Public Scoping Meeting Comment Form	Dear Good Folks at TxDOT: I appreciate greatly that you are looking at the IH35 Capitol Corridor, which is in dire need of attention. As we all know, this is a dangerous, noisy and ugly canyon that divides East and West Austin. The options put forth by TxDOT seem to address the important vehicular safety issues. However, creating an ever-wider asphalt canyon through a community overlooks a host of issues - everything from quality of life, social justice, to the tax base. Proposals put forth by Reconnect Austin and ULI are not "business as usual" but instead balance the long-term well-being of the community with a commitment to improving driver safety. I strongly urge you to take their recommendations to heart. Texas is at it's best when it bravely looks to the future. Let's get this right.
885	Jeremy Insley	12/28/20	Virtual Public Scoping Meeting Comment Form	HOV lanes are a dumb idea and would do nothing to improve I-35.
886	Jeri Spence	12/29/20	Virtual Public Scoping Meeting Comment Form	Do no want the freeway to be widened. Nor noise increased.
887	Jeri Spence	12/31/20	Virtual Public Scoping Meeting Comment Form	I mentioned before I'm concerned about additional property being appropriated for a widening effort and am definitely against that. In addition to increased noise and pollution, I'm also concerned that there is proper (safe) pedestrian and bicycle access across (east/west) the freeway to encourage alternative transport for short dining/shopping/services/recreation. Currently I35 creates a barrier that feels safe only to cross in an automobile.
888	Jerry Garcia	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,

No.	Commenter Name	Date Received	Source	Comment
889	Jerry Roane	12/08/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."]</p> <p>Advanced dual mode high speed guideway paralleling the Interstate 35 corridor would speed citizens to work and back while providing clean air to the city. Rather than build Lexus lanes I suggest the state of Texas use House Bill 2702 79th legislature and build Tri-Track along the Austin area highway system. TriTrack is being built in Leander Texas on the 8871 frontage road of 183A Toll Road and the extension of this high speed guideway is proposed to follow the 183A toll road remaining grass edge to the new Apple Campus and then on to the Austin Convention Center and extend to ABIA and the Google gigafactory. The trip time from Leander Texas to the Tesla gigafactory will be 13 minutes. The trip from Leander Springs to Apple is 5 minutes.</p> <p>Austin is being overrun with out of state license tags on Interstate 35 as people abandon their homes elsewhere. Taking away a few lanes and adding just a few more in the form of Lexus lanes does nothing for the end point congestion. It just makes the parking lot that is the I35 highway hold more stopped cars. The highway needs more exits and less entrances. The exits you do have need a buffer area to hold the parked cars that cannot feed onto the feeder streets fast enough to meet the public need.</p> <p>One suggestion for Round Rock is to lower the highway bridge that loops up over the railroad track that is too steep for big rigs to remain in high gear. Once the first big rig has to downshift over that unnecessary climb it cascades through all the big rigs and traffic flow collapses every day because of that bridge being too tall for its function. The railroad can be lowered and the headroom on the tracks can be made realistic instead of imaginary for some imagined world war three scenario that would need so much clearance over the train tracks. To add to the congestion southbound there is a major entrance that starts out low and climbs to join the train track hill climb so bottom line trucks end up completely stopping going all the way to first gear and traffic is always backed up to Ikea from the highway interchange. If TxDot is unable to negotiate with the railroad they can raise the pavement level with fill and put in fencing to avoid rubbernecking to keep traffic flowing over the Round Rock railroad. The entrance ramp can be made downhill for its merge to the highway.</p>
890	Jesica Menchaca	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
891	Jesse Araiza	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
892	Jesse Attas	12/05/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I rarely drive on I-35 through Austin yet much of my life is impacted by it. When I go for bike rides, I have to carefully plan routes to get across it safely, often adding significant distance to my trip. When I'm walking downtown I'm disheartened by the breadth of land with no greenery, art, or businesses to enrich my pedestrian experience. And when I kayak on the lake, I can't wait to get away from the noise and smells of the traffic.</p> <p>The highway has impacted many Austinites in more fundamental but less obvious ways. It's a barrier to economic mobility, a tax on the health of residents, a driver of environmental degradation through pollution and sprawl.</p> <p>As you invest in the I-35 corridor through Austin I ask that you prioritize these quality of life issues ahead of a narrow focus on vehicle speeds. The corridor occupies an enormous amount of land which could be put to use in ways that improve our overall experience rather than detract from it.</p> <p>I don't know the right way to tackle these issues but I think a good start would be to incorporate the suggestions of groups like Walk Austin: conduct a Health Impact Assessment and an Equity Assessment. Refocus the purpose and need statement toward accessing personal daily needs and reducing Vehicle Miles Traveled instead of vehicle speed. Help achieve the goals outlined in local Austin plans like the Strategic Mobility Plan, Vision Zero, Great Streets Master Plan, and Climate Equity Plan. And work closely with local partners to fully consider a broad range of design alternatives that address the above issues.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
893	Jesse Bernal	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
894	Jesse Humphries	11/30/20	Virtual Public Scoping Meeting Comment Form	<p>Please do not implement this plan. One of Austin's best features is its strong downtown area, but east of I-35 is still struggling. Creating a super highway cutting off east side from downtown would be horrible for both areas. East of I-35 would continue to struggle, and downtown would lose some appeal. This would negatively impact the environment around the highway by producing more pollution and noise. Adding highway lanes has never solved a traffic problem. Instead, if you MUST expand the size of I-35, rail lines for subways/light rails/commuter trains should be added to either side of the highway. Providing alternatives to driving is the best way to get people out of their cars and reduce traffic.</p>
895	Jesse Pendergrass	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>Hello,</p> <p>I am opposed to the I35 expansion through downtown Austin. I have several reasons for this:</p> <ol style="list-style-type: none"> 1) Highway expansions do not relieve traffic congestion due to the phenomenon of "induced demand." This is well known and well studied for decades, and Texas has direct experience with this in the Katy Freeway expansion in Houston. That highway is still badly congested; no problem was solved by expanding it. 2) Austin is in a unique position where SH130 can bypass thru and other non-local traffic around the city. It is largely on undeveloped land and can be expanded more easily at far less cost. 3) I35 is well known as a segregating line through downtown, cutting off East Austin and black and minority neighborhoods from West Austin like a wall. Expanding this highway will only make this worse. If anything, we should be demolishing this highway and routing all thru traffic on SH130, keeping this 35 corridor for local traffic only. This will help reintegrate historically deprived neighborhoods back into the city fabric. 4) Pursuant to #1, since this proposed expanded highway will inevitably remain gridlocked with automobiles, it will only contribute more climate change causing air pollution into our air, which is in direct contravention to future human survival on this planet. We should not expand the road on this basis alone. <p>Any work that is down on the I35 corridor should only be one or both of the following:</p> <ol style="list-style-type: none"> a) A complete burial of the highway as in Boston with the Big Dig. That this isn't on the table here is poor public policy and a lack of ambition and imagination on part of leadership in this state. b) A transformation of the surface space into a local traffic boulevard, with green space, bike, and pedestrian paths. <p>DO NOT EXPAND THIS HIGHWAY. THE PEOPLE OF AUSTIN DO NOT WANT IT. IT IS BAD AND UNIMAGINATIVE POLICY.</p>

No.	Commenter Name	Date Received	Source	Comment
896	Jessica Halonen	12/31/20	Email to: My35CapEx@txdot.gov	Dear Txdot, I have been a resident of a neighborhood adjacent to the I35 corridor for 16 years. After careful review of the proposals, I am in favor of Build Alternative 1 (Managed Lanes Tunnel Section) and strongly opposed to Alternatives 2 and 3. Build Alternative 1 not only resolves congestion issues, but has the potential to offer improvements to the surrounding communities. In addition to serious concerns of noise and environmental health, Alternatives 2 and 3 would create a greater divide between east and west sides of Austin; it's difficult to overstate the potential negative impact this could have. It is my hope that Txdot will move forward with the concerns of nearby east side residents in mind and choose Build Alternative 1. Thank you for the opportunity to provide feedback on this project that has the potential for positive change to central Austin for generations to come.
897	Jessica Hildreth	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
898	Jessica Johnson	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
899	Jessica Kessinger	11/24/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Hello, Please take the following actions: Please conduct a health impact assessment. See here: https://www.transportation.gov/mission/healthy/Health-Impact-Assessment Health impacts, especially for nearby poorer communities, must be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries. I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35. Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home. Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans. Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.
900	Jessica Rollason	12/28/20	Virtual Public Scoping Meeting Comment Form	We have had about 200,000 cars per day for the past 20 years--and this is likely to decrease as more people work from home. Traffic and congestion are not the largest problem this city is facing with regard to I35. We need LESS cars on the road, not more. Adding more lanes and capacity will only induce more demand. We need more public transit and space for pedestrians and cyclists to move through this city safely. Stop subsidizing carbon emissions and start fixing the mistakes of decades of automobile oriented development. Our climate plan calls for Austin to get to net zero carbon emissions by 2040 and we are not going to get there if we continue to widen our highways and encourage car dominated transportation. Furthermore, even if we can electrify every car in the city, and even if all of that electricity is powered by renewable sources, we will still have a congestion problem if we continue to widen our roads. We need to transition to more density and more public transit. If we continue to sprawl out, not only will it be a climate catastrophe, but it will also be inequitable, pushing our lower income families further away from their jobs. Marginalized communities will pay disproportionately for poor planning decisions such as widening I35.
901	Jhalak Rawat	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
902	Jill Bailey	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I live very close to I-35. [Form Letter 1]
903	Jill Bailey	12/18/2020	Email to: My35CapEx@txdot.gov	Form Letter 1
904	Jill Fletcher	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
905	Jim Bauer	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
906	Jim Bauer	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
907	Jim Brady	12/25/20	Email to: My35CapEx@txdot.gov	Form Letter 2
908	Jim Christianson	12/09/20	Email to: My35CapEx@txdot.gov	<p>Ms Klöse</p> <p>Thank you for returning my calls. Because of the deadline and the inability of getting anyone at TxDot to answer my messages that leaving comments for the I 35 plan published phone number on your web site was not working I want it on notice that many of us who live or own property just east of 35 between Manor Road and Airport Blvd would like to know if any of these plans you are proposing will take property from the east side property owners? Your answer to me today was you dont know.</p> <p>I will take you at your word today that you dont know but I want to be brutally honest with you but on the record that I dont believe you. I have dealt with TxDot on various highway issues since I own property all over town. In the over 50 years of dealing with TxDot planning going all the way back to District engineer Garbade and attending the first meeting TxDot held at old Austin High Building in 1969 when TxDot showed the plans for something called Mopac I have never know TxDot to put out design options without knowing if any of the designs proposed will take private property. This I 35 plan is scheduled for billions of dollars and you have several alternatives out on your website but you dont even know whether you can build your design plan without taking private property.</p> <p>Well let me tell where you will have a choke point in all your plans on the east side of 35. It is near the intersection of Manor Road and IH35. Just to the north of that intersection on the east side of IH 35 is Mt Calvary Cemetery. The oldest Catholic cemetery in Austin. In one of the many designs over the years for IH 35 your consultants contacted relatives of people buried there and asked if they would agree to have their relative remains removed. They not only told your consultants "No" but "Hell No"</p> <p>On the west side of IH 35 is university of Texas practise fields. Good luck in UT giving you any of their land.</p> <p>Then there is St George Episcopal Church on the east side of 35 near Airport and 35. Bodies are buried in that church which makes it too a cemetery.</p> <p>I think the people with property on the east side of 35 in this area want the same protection that you all seem to give the people on the west side of 35 in this area. Just because the city of Austin had poor planning and did not stop the multi story development on the west side of 35 in this area should not mean TxDot should take the easy alternative and take our property on the east side of 35 in this area.</p> <p>I want you to know our people do not recognize Cherrywood neighborhood association. They dont speak for us and any approval by them does not mean they represent our interests. They have "sold" us out in the past and we have no trust in them at all.</p>
909	Jim Porter	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
910	Jim Robertson	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
911	Jim Robertson	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
912	Jim Walker	12/30/20	Virtual Public Scoping Meeting Comment Form	I look forward to more detailed plans and conversations, especially related to the section between MLK Blvd and Airport Blvd
913	Jim Walker, Cherrywood Neighborhood Association	12/30/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>All,</p> <p>Please find attached a letter from the Cherrywood Neighborhood Association submitted as part of the I-35 Capital Express Central Virtual Public Scoping Meeting input process.</p> <p>We look forward to continuing conversations over the next several years with our residents and business owners.</p> <p>We hope everyone has a safe and restful (and masked) New Year's Eve!</p> <p>Jim Walker Chair, Cherrywood NA</p>
914	Jo Quinn	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
915	Joanna Wolaver	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
916	Joanna Wolaver	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 3
917	Joanne Letlow	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
918	Joao Connolly	12/28/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>As a resident of the city of Austin and the neighborhood near the I-35 highway, I'm gravely concerned about the designs that have been proposed for the future of I-35. We're moving into the third decade of the 21st century, and yet we are planning for mobility based on old, destructive paradigms. We can do better and we must do better.</p> <p>I currently serve as the Director of Housing and Community Development for a local non-profit, The Austin Justice Coalition, focused on Equity and on repairing the harm caused by a history of racial segregation and the disenfranchisement of certain populations. The future of I-35 is part of that history of harm, and now is the time for us to seriously reconsider our current attempts to address traffic and community mobility needs. The current designs have been incredibly disappointing so far. The community deserves better.</p> <p>There is robust research showing that adding lanes to highways does nothing to actually reduce traffic. We cannot fix the mobility issues around I-35 by adding lanes or expanding the highway. It's time for us to turn to new solutions for mobility. Expanding the highway not only encroaches upon neighborhoods, and worsens the quality of life for all who live near the highway, and it perpetuates the scar of racial and economic segregation that divides the city of Austin. In a state where 3,610 died in fatal car accidents last year, we cannot continue to insist on motor vehicles as the solution to our mobility needs.</p> <p>I'm adding my voice to the hundred who have requested that the following five items be included in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <p>[Form Letter 2]</p> <p>These five demands are a must. A bare minimum. I'm also asking that we go further. That we seriously reimagine this highway and use of the public space surrounding the highway, creating options that support healthy living, more housing, cleaner air, and that will be friendlier to pedestrians and the environment.</p>
919	Jody Everett	12/21/20	Virtual Public Scoping Meeting Comment Form	<p>My comment is that I am completely against any "managed" lanes on I35. If my tax dollars are involved, I want to be able to use it. Also, I fear that these "managed lanes" will be constructed like the death trap toll lanes on Mopac (this design has caused fatalities in Florida-look it up). I am completely against this giant step backward in traffic safety.. (As long as the toll lanes on Mopac exist in their present state, any talk of how TxDOT or Capitol Metro about caring about our safety is BS)</p>
920	Joe Prados	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
921	Joe Valadez	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
922	Joe Wilson	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
923	Joel Benoit	12/01/20	Virtual Public Scoping Meeting Comment Form	<p>Proposal 2 seems like the most cost-effective way to get the job done. It doesn't involve very expensive tunneling and still adds much needed lanes to I-35. This project however needs to be started well before 2025; the congestion on I-35 has been going on for a very long time and we need swift action to get these roads where they need to be.</p>
924	Joel Hicks	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The pending reconstruction of I-35 brings us an opportunity to create a contiguous city and enhance the beauty while reducing noise pollution. It is unavoidable that the impacts of I-35's reconstruction will have some disruptive consequences. Therefore, it is important to clearly communicate that plan and transition to ensure expectations are reasonable established. The result will surely be and improved city.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for all people and forms of transportation. Create a safe, local street network at surface level. 2. Design the Project with community knowledge and input. Take into account citizens and businesses throughout the process. 3. Use electronic means to communicate with tax payers. Provide a minimum of 30 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community. 4. Above all, establish clear accountability and be judicious with taxpayer funds. Create a transparent means to track and review spending.
925	Joel Irby	12/31/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Hello. I've lived in Austin near I-35 since 1986 and regularly drive on it, and I also ride my bicycle to cross to/from the east and west sides. I fully support the following requests. Thank you for taking the time to read them! – Joel Irby</p> <p>[Form Letter 3]</p>
926	Joel Sher	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
927	Joey Trimyer	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I've lived in Austin since 1988 and during those 30+ years I've experienced firsthand the toll that massive growth without a smart transportation plan can have on a community. Further, I've traveled across the country and can not remember ever seeing the widening of a highway have the desired effect - reducing congestion. From Miami to LA I've seen super wide highways packed with traffic.</p> <p>There are several reasons for this, including induced demand, mixing of local and through traffic, and poor high way placement.</p> <p>So, widening I35 is not going to ease traffic congestion. It will, however, increase noise and pollution while creating an eyesore in our community. There are numerous socio-economic ramifications specific to the widening of I35 which I'm sure you are hearing a lot about.</p> <p>The bottom line is this: don't just widen I35. Look for truly effective solutions like diverting trucks and other through traffic away from downtown.</p> <p>Thank you for your time and attention. I look forward to seeing more creative solutions to this issue presented soon.</p>
928	John B Hightower	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I remember East Avenue before it was destroyed by I 35. I liked the neighborhood then and the fact that East and West Austin were not divided. I had friends and favorite restaurants at that time.</p> <p>[Form Letter 1]</p>
929	John Berry	12/19/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Expanding I-35 through Austin will split the city even further, will be bad for business (because people won't stop downtown), will be ugly and an eyesore, and will cause an increase in respiratory diseases. It would be far better for everyone, and far cheaper, to divert all through traffic to TX 130. My neighbor Michael Levy would like you to pave over the whole city so that he can get to work quicker and park for free on the street. It has been proven repeatedly not to work like that: if you build a road, the cars will come, and you end up with worse congestion than you started with. The COVID epidemic has shown that we don't need all the traffic we have on our roads</p> <p>TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
930	John Brickley	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
931	John Cano	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
932	John David Carson	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
933	John David Carson	12/07/20	Virtual Public Scoping Meeting Comment Form	<p>*Has anyone associated with this project read The Congestion Con published by Transportation for America? https://t4america.org/maps-tools/congestion-con/</p> <p>All of the proposed alternatives define the famous "definition of insanity" quote by Einstein. 20 lanes?! Two levels of tunneled lanes?! \$8 BILLION dollars on antiquated 20th century highway planning?</p> <p>As the IH35 Corridor inevitably grows, the full focus should be on public transit that moves commuter traffic efficiently, not this perpetual boondoggle of unsustainable highway spending. With MUCH less space, this could be accomplished via regional rail OR dedicated BRT lanes. That investment would actually marry up with the voter approved Project Connect and create a 21st century solution.</p> <p>We are not going to road build our way out of this issue. If you add lanes, you will induce demand for more vehicular driving ... period. That's what this current plan would accomplish and then TXDOT will be back in 2040 saying we need another 10 lanes and this time it's going to cost \$30 billion. Again, insanity.</p> <p>This project should be cancelled and reoriented toward real, long-term transit solutions that will allow central Texas to sustain its power economic growth and to do so in a way that is not nearly as destructive to human life, the environment, or our tax base."</p>
934	John Dough	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
935	John Eagan	11/13/20	Virtual Public Scoping Meeting Comment Form	<p>As someone who tries to do the right thing for the environment by walking and biking most places, this proposal is a slap in the face. 20+ lanes across in some areas is outrageous and TxDOT's own research has shown that these lane expansions will not help the problem.</p> <p>If nothing else, this project should at least help to fix some of the east-west divide that IH 35 has created in our city. There should be new pedestrian crossings of the highway frequently. Even the 183 South project was able to accommodate 5 pedestrian-only bridges into their project and their budget was 10% of the IH 35 Central project. It would be such a drop in the bucket. I understand that TxDOT always calls multimodal improvements out of scope, but this is the time for public input and I'm telling you that serving bicyclists, pedestrians and people riding transit is also the job of TxDOT!</p> <p>Most importantly, the new bridge crossing Ladybird Lake doesn't show direct connections down to the Boardwalk and Butler Trail even though the city has already done this planning for you with the Holly Shores plan which shows the design of how the pedestrian connections should work. This is the single best improvement you could make for mitigating traffic and improving cycling and walking on IH 35 and it would not have a large cost. Please incorporate these connections; my neighbors and I have discussed attending any relevant City of Austin Council meeting and asking the council members to speak out against this project if these very basic pedestrian features cannot be accommodated.</p> <p>This is our tax money and this city's residents have been telling you loud and clear we want options outside of a car for years. If TxDOT would only listen!</p>

No.	Commenter Name	Date Received	Source	Comment
936	John Eagan	12/07/20	Virtual Public Scoping Meeting Comment Form	<p>How many times will TxDOT continue with the same failing policies and approaches to highway management before they realize this is not working? Making a 20 lane highway will not work!</p> <p>If you must move forward with this plan that will utterly fail to fix congestion, at least do the bare minimum from an equity perspective: reconnect east and west sides for pedestrians! We need additional safe pedestrian crossings. We should never have to walk or bike more than a half mile to get to a safe crossing. It's ridiculous that TxDOT does not acknowledge this with safe design and more crossings. You're just repeating mistakes for the past 60 years!</p>
937	John Eastman	12/23/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Rebuilding I-35 through Austin is an opportunity to make a multi-generational investment that improves the quality of life for everyone who travels along and across this corridor and everyone who lives and works near it.</p> <p>Please ensure that all of the following are considered in the scoping and decision making for this project:</p> <p>1) equitable local access that addresses economic sustainability and actively mitigates the socioeconomic and cultural inequities of the original development of I35; 2) public health impacts on nearby communities including air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries; 3) facilitating public transit and compatibility with local transportation plans and goals with specific focus on how to improve access across and along the corridor for those without access to personal automobiles; 4) robust public process with full range of design options including those from the Reconnect Austin report and public comment periods of at least 90 days.</p> <p>Thank you for consideration and the work that you do on behalf of the citizens of Texas. I look forward to receiving your response to my letter at the appropriate time.</p>
938	John Gump	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
939	John Halverson	12/02/20	Email to: My35CapEx@txdot.gov	Form Letter 1
940	John Handley	12/01/20	Virtual Public Scoping Meeting Comment Form	While I appreciate all the work TxDOT is doing in the Austin area. I think there is a clear history in our country showing the fault in expansion of lanes for a highway. I do think there is merit in a tunnel approach but I feel like the expansion is a slippery slope where we continue to gut the center of this city and damage the beauty of the land.
941	John Keene	12/31/20	Virtual Public Scoping Meeting Comment Form	Comment on the I35 Capital Express Central Project, specifically the "central Austin" portion of the Mobility 35 Program, re: Design and Construction plans impacting Wilshire Historic District require, by U.S. law, federal review. Note: Bradwood Rd, and Ardenwood Rd, are both part of the Wilshire Historic District, which is officially a National Register Historic District under U.S. law. The Wilshire National Register Historic District is a federally protected district, signed into law as such on June 8, 2011, and therefore now included in the National Register. According to the National Historic Preservation Act of 1966, this officially designated National Register Historic District is protected from any construction project involving even a portion of funding from federal sources (e.g. the Mobility35 project) that would affect the Districts' historic design integrity, or environmental integrity. Any significant threats to the District as a whole or any of the properties included in the National Register from building/construction projects must, before approval, go through rigorous Section 106 (16 U.S.C. 470f) review). Section 106 of the NHPA requires federal agencies to consider the effects on historic properties of projects they carry out, assist, fund, permit, license, or approve. Section 106 (16 U.S.C. 470f) states clearly that: "The head of any Federal agency having direct or indirect jurisdiction over a proposed Federal or federally assisted undertaking in any State and the head of any Federal department or independent agency having authority to license any undertaking shall, prior to the approval of the expenditure of any Federal funds on the undertaking or prior to the issuance of any license, as the case may be, take into account the effect of the undertaking on any district, site, building, structure, or object that is included in or eligible for inclusion in the National Register. The head of any such Federal agency shall afford the Advisory Council on Historic Preservation established under Title II of this Act a reasonable opportunity to comment with regard to such undertaking."
942	John Koonz	11/25/20	Email to: My35CapEx@txdot.gov	Form Letter 1
943	John Koonz	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
944	John Koonz	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
945	John Koonz	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
946	John Langmore	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>Dear TxDOT,</p> <p>I am writing first in overall support of Build Alternative 1. The extent to which we can mitigate the presence of an interstate in the heart of an urban area is by far the most preferred. As we are all aware, I-35 has completely failed both from a mobility perspective and from an urban planning perspective.</p> <p>From an urban planning perspective, I-35 should be lowered and buried as much as possible to eliminate its negative effect on adjacent real estate. Everything should be done to accommodate DAA's plan to cap I-35 after it is buried which would dramatically enhance the urban quality of central Austin. There would be greater access between land east and west of I-35, enhanced land values contributing to the tax base, improved parks and pedestrian/bicycle facilities and an overall improved quality of life for those living and visiting central Austin.</p> <p>From a transportation perspective, the managed lanes should be tolled - Cap Metro buses, HOV and emergency vehicles should all be allowed to use them for free. It is not sound transportation or fiscal planning to spend \$5B+ (or \$8B+ depending on scope) on facilities that would only be available to Cap Metro buses, HOV and emergency vehicles. That will have no meaningful impact on the congestion in the GP lanes after years of construction and the expense of billions of dollars of limited transportation dollars. If the lanes are true managed lanes as per the Mopac managed lanes then there would at least be a free flowing alternative to the managed lanes that travelers could take when needed. The revenue from those managed lanes would also provide additional desperately needed transportation funding.</p> <p>I understand the politics of tolling at the present time, however, unless the intention is to begin the project as non-tolled managed lanes with the idea of converting them to tolled managed lanes in the future then the project is conceptually flawed at the most fundamental level.</p> <p>In summary, I hope TxDOT will bury as much of I-35 as it can, allow for capping some or all of I-35 and toll the managed lanes.</p>

No.	Commenter Name	Date Received	Source	Comment
947	John Laycock	12/31/20	Email to: My35CapEx@txdot.gov	<p>To TxDOT's more reasonable minds (who really should know better):</p> <p>I-35 through central Austin is the most congested highway in the state. There is cause for skepticism - I-35 has had the same Average Trips per day for 20 years, at about 200,000, even as studies routinely predicted a surge in trips per day. TxDOT should be asking itself why their studies so consistently overpredict traffic instead of blindly surging ahead with inaccurate study after inaccurate study.</p> <p>More importantly, your proposal for the most congested road in the state is to dramatically increase congestion. This is ultimate result of highway expansions. I-10 through West Houston Katy Tollway) is the poster child, but it's consistently true starting with the first modern highways in New York - Robert Moses encountered it again and again.</p> <p>In a time of climate change additional highway traffic is the last thing that should be a policy goal for a transportation agency.</p> <p>And TxDOT can't afford it - your agency is tens of billions of dollars in debt even after a constitutional amendment to bring in more sales tax revenue.</p> <p>If you're being remotely honest with yourselves, you will see that this is a catastrophic waste of \$10bn the state cannot afford. Please spend it on literally anything else (sidewalks would be good!) or nothing at all.</p>
948	John Lewis	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>To whom it may concern,</p> <p>I have lived in the Austin area for the past 9 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project:</p> <ul style="list-style-type: none"> - Prioritize access and enhanced connectivity to the urban core. - Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. - Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. - Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
949	John Lockyer	11/17/20	Virtual Public Scoping Meeting Comment Form	I support the expansion plan, please add my voice to the proposed plan.
950	John Rodriguez	12/28/20	Capital Express Website Comment Form	<p>Because of the difficulty in rebuilding the only existing highway through the middle of an already congested downtown area, the I-35 project should focus primarily on increasing capacity for not only existing traffic, but overbuild for the anticipated increase in traffic we are likely to see 20-30 years in the future as Austin is booming. I-35 is not just for Austin. I-35 is vital for business, commerce, and trade from all parts of Texas and the rest of the country. Traffic must flow freely and not get bogged down or limited by the wishlists of local Austin advocates. Accommodate them to some degree, but please do not reduce the capacity or effectiveness to appease a small interest groups. I see their website with form letters outlining their pet projects that they are desperately trying to get people's information to "sign" and forward to you. Prioritize traffic flow from San Antonio (for example) through Austin to Dallas. Managed carpool lanes may not be as helpful in that regard. Unless there is a plan to make them freight only (18-wheeler only) lanes, as they are the biggest reason I-35 is so backed up. That and the Fact that there is only one major route across that Lake in Austin. So all traffic funnels through there. There need to be other highways built across it, as well as one circumventing the perimeter of Austin (a loop) but those are other projects. This is why I-35 approaching and crossing the river, as well as through downtown should be the widest section.</p>
951	John Selmon	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
952	John Simmerman	12/02/20	Email to: My35CapEx@txdot.gov	Form Letter 1
953	John Trube	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
954	John Volz	12/30/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."]</p> <p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I support Sinclair Black's "Reconnect Austin" vision for I-35 and none of the three concepts presented by TxDOT.</p> <p>The North Central I-35 Neighborhood Coalition (NCINC) comprises eleven Member Neighborhoods in North Central Austin on both sides of I-35 in Austin City Council Districts 1, 4, and 9. We embrace a new future for the highway. I-35 is a physical and psychological barrier that disconnects neighborhoods; impairs safe and equitable access to, along, and across the corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health-vulnerable, and children in Central Austin; an inhospitable refuge for people enduring homelessness; and a visible symbol of Austin's continuing struggle with its own history of segregation and prejudice.</p> <p>TxDOT's recent commitment to funding the rebuilding of I-35 represents a once-in-a-generation opportunity to re-shape the corridor according to the values and needs of people who are affected by and interact with it on a daily basis. This is a moment that will define Austin for our children and those who follow them. The Draft Coordination Plan and Schedule, Draft Project Purpose and Need, and Draft Range of Alternatives fall well short of committing to the necessary environmental, social, and cultural metrics that will ensure this project measurably improves the quality of life for residents and workers in North Central Austin and surrounding areas. We offer the following feedback on the Draft documents to help TxDOT balance its operational requirements for the I-35 corridor with the needs of our members and communities on both sides of the highway:</p>

No.	Commenter Name	Date Received	Source	Comment
955	John Wooding (Mueller Neighborhood Association)	12/21/20	Capital Express Website Comment Form	<p>December 19, 2020</p> <p>I-35 Capital Express Central Project Attn: Project Team 1608 W. 6th Street Austin, TX 78703</p> <p>RE: I-35 CAPITAL EXPRESS CENTRAL PROJECT VIRTUAL PUBLIC SCOPING COMMENTS</p> <p>To Whom it May Concern:</p> <p>The Mueller Neighborhood Association wishes to offer the following comments on the draft Coordination Plan/Schedule, draft Purpose and Need for the project and the draft Range of Alternatives of the I-35 Capital Express Central Project.</p> <p>First and foremost, the Program Goal and Objective of Increasing Capacity, by adding general traffic lanes, is unachievable. If the projected population growth occurs, with the corresponding growth in annual average traffic on this portion of I-35 presented (45% by 2045), with 86% of those vehicles Local Travelers – then not enough lanes can be added to ease this increased level of congestion. Thus, Increased Capacity should be removed as a stated Program Goal and Objective. Along the same lines, Managing Congestion should also be recognized as unachievable, and removed as a Project Purpose.</p> <p>We support the Concept of adding Two Managed Lanes in each direction; but the addition should only be for the use of High-Occupancy Vehicles, Transit Vehicles, and Emergency Response Vehicles. We also support the Upgrading of Bicycle and Pedestrian Accommodations on streets that cross this Central Project portion of I-35. And we strongly support the Removal of the Upper Deck in each direction from Airport Boulevard to Martin Luther King Boulevard; as well as the Accommodation of Current and Future CapMetro Routes.</p> <p>In terms of the draft Range of Alternatives, we applaud (as stated above) the stated Goal of adding Two Managed Lanes in each direction; but then each of the 3 Build Alternatives shows more additional traffic lanes than the No Build Alternative (the existing I-35 profile) – two additional traffic lanes on Frontage Roads, as well as 2 to 4 additional general traffic lanes. Again, Increasing Capacity is an unachievable Goal and Objective; and general traffic lanes should not be added in addition to the Managed Lanes. Reduce the necessary Right-of-Way or utilize it better without these additional general traffic lanes (Optimize the Roadway Footprint without adding general traffic lanes).</p>
				<p>Additionally, we strongly support the Program Goals and Objectives of Enhance Safety, Manage Traffic Better, and especially Improve Compatibility with Neighborhoods; and a Deck Plaza in the Downtown Austin area.</p> <p>Beyond the above comments, in terms of what should be important issues to be considered in the current Scoping Phase, the Mueller Neighborhood Association wishes to reinforce the Scoping Comments submitted by Reconnect Austin:</p> <p>We call for the following issues to be evaluated in the environmental process for the I-35 Capital Express Central Project and request that these concepts be incorporated into TxDOT's plans during the scoping period:</p> <p>1. Human and environmental health impacts, especially for nearby communities The following impacts must be mitigated and brought to below present-day levels, and within local, regional, and nationally recommended limits and goals:</p> <ul style="list-style-type: none"> • Air quality • Carbon emissions • Water quality • Flooding • Noise • Vehicular-related deaths and serious injuries <p>2. Economic sustainability and reducing socioeconomic and cultural inequities Rebuilding I-35 should help create more vibrant, prosperous, and resilient communities. While creating a new design for I-35, TxDOT should simultaneously work with the City of Austin to create policies that:</p> <ul style="list-style-type: none"> • Increase dense, walkable, mixed-use, and equitable transit-oriented development along I-35 from which people of all types of age, gender, skin color, income level, and physical ability can equally benefit and access • Close socioeconomic gaps between different communities through tools such as value-capture programs to harness increased revenues from improvements to I-35 to help build local wealth, enhance and protect historic and cultural resources, and prevent displacement • Maximize socially, economically, and environmentally beneficial land use by evaluating how much land should be used for mobility right-of-way and how much should be used for other uses such as affordable housing, local businesses, and public space, such evaluation including the consideration of a road/highway diet and other land use measures Furthermore, a full economic cost accounting must be conducted for all direct, indirect, and cumulative impacts identified in this scoping recommendation, including deaths and serious injuries, of the current I-35 configuration and of the various fully considered alternatives.

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				<p>3. Reduce per capita Vehicle Miles Traveled (VMT) and focus on access, not speed Widening highways raises per capita VMT and increases pollution; climate change impacts; health impacts; deaths and serious injuries, whose costs to Texas exceed those of congestion; sprawl development; and the time taken to meet one's needs, while worsening emergency response times. A rebuilt I-35 must reduce per capita VMT and focus on access, rather than speed/Level Of Service, as a goal. This will require TxDOT, the City of Austin, and other agencies to work together to:</p> <ul style="list-style-type: none"> • Reduce trip times and maximize safety for all transportation modes • Maximize street network connectivity, including equally facilitating east-west and north-south travel, while mitigating traffic spillover into neighboring streets and communities • Reform land use policies, including increased density and mixed-use zoning for neighborhoods • Implement Travel Demand Management strategies <p>4. Compatibility with existing local plans and goals</p> <p>-Austin Strategic Mobility Plan</p> <ul style="list-style-type: none"> • Mode split goals by 2039: 50% drive alone, 16% transit, 14% telework, 11% carpool/taxicab/other, 5% bicycle, 4% walk • Reduce the amount of time workers spend traveling between home and work • Build a transportation network that encourages social interaction • Promote a balanced transportation network • Promote economic growth for individuals and the city through strategic investments in transportation networks • Lower the cost of traveling in Austin by providing affordable travel options • Lower the risk of travel-related injury and promoting public health • Draw inspiration from forward-looking cities around the world, change the way we think about what's possible, and set an example for the rest of the country <p>-City of Austin Vision Zero goals</p> <ul style="list-style-type: none"> • Zero annual vehicular-related deaths and serious injuries within Austin city limits <p>-Austin Street Design Guide</p> <ul style="list-style-type: none"> • All project elements that are not controlled access facilities should be designed as safe, multimodal facilities with target, posted, and design speeds of 35mph or less • NACTO guides, such as the Urban Street Design Guide, should also be used as additional design guidance for all elements of the project that are not controlled access facilities • All controlled access facilities should be designed with similar up to date design guidance, including the most recent AASHTO Green Book, with sufficiently low target, posted, and design speeds for a dense urban context and to allow seamless and safe integration with a safe, multimodal urban street grid <p>-Imagine Austin Comprehensive Plan</p> <ul style="list-style-type: none"> • Public and private sectors work together to improve our air quality • Support public transit and a variety of transportation choices, while reducing sprawl, congestion, travel times, and negative impacts on existing neighborhoods • Safe bicycle and pedestrian access with well-designed routes that provide connectivity throughout the greater Austin area • Ensure that growth is both fiscally sound and environmentally sustainable <p>-City of Austin Great Streets Master Plan</p> <ul style="list-style-type: none"> • Create an environment that is safe, generous enough for multi-purpose use, and sheltered from the elements* • Calm traffic movement in downtown, accommodate automobile traffic to downtown and discourage traffic through downtown • Recognize the primacy of the grid in the downtown and optimize its use <p>-Austin climate goals as set forth in Austin City Council Resolution 20140410-024</p> <ul style="list-style-type: none"> • Net zero community-wide greenhouse gas emissions by 2050 <p>-Adopted Austin neighborhood plans</p> <ul style="list-style-type: none"> • South Congress Combined • Greater South River City • Southeast Combined • East Riverside/Oltorf Combined • East Cesar Chavez • Central East Austin • Mueller Neighborhood • Any other relevant neighborhood plans
				<p>5. Fully consider meaningful design alternatives that address the above issues</p> <p>As NEPA sets no limits on the number of design alternatives that may be considered, scoping must fully consider a range of alternatives that match the wide array of community needs and which address all of the above-mentioned issues.</p> <p>Fully considered design alternatives should include:</p> <ul style="list-style-type: none"> • The ULI's I-35 recommendations (http://bit.ly/ULI35): Expanding and lowering I-35 between Holly St and Dean Keeton St., building caps and stitches at key locations • The Reconnect Austin proposal (https://reconnectaustin.com): Lowering I-35 between Holly St and Airport Blvd, capping the entire stretch with a 6-lane boulevard, converting the former frontage roads to other land uses, and reconnecting the east-west street grid • The Rethink35 proposal (https://rethink35.com): Replacing I-35 from Hwy 290S to 290N with a boulevard that includes dedicated space for walking, bicycling, and public transportation; repurposing excess land for other uses; restoring the east-west street grid; and encouraging non-local traffic to take other routes. <p>Thank you for consideration of our comments.</p> <p>John Wooding Chair, Steering Committee Mueller Neighborhood Association</p> <p>CC: Hon. Sarah Eckhardt Hon. Sheryl Cole Hon. Steve Adler Hon. Kathie Tovo</p>
956	John Worley	12/15/20	Virtual Public Scoping Meeting Comment Form	If you add new lanes, they'll fill up in no time. You'll spend billions and get very little relief. How about adding a rail line on each side of I-35 instead? Or expanding 130, making it free, and turning I-35 into a toll road with tolls collected where 130 connects to I-35 north and south? Or do both?
957	Johnny	11/15/20	Virtual Public Scoping Meeting Comment Form	Can you please add HOV lanes on every highway like from Austin to Dallas Texas

No.	Commenter Name	Date Received	Source	Comment
958	Jon Brooks	12/09/20	Email to: My35CapEx@txdot.gov	Form Letter 1
959	Jon Haas	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
960	Jon Hagar	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
961	Jon Roberts	11/17/20	Virtual Public Scoping Meeting Comment Form	I-35 should be minimized inside the city, particularly in the downtown area. Local traffic, cyclists, and pedestrians should be prioritized over the needs of interstate and suburban/exurban traffic. Therefore, moving as much of it below ground as possible should be the goal, allowing for easier and safer surface crossing, as well as potential alternate uses for the space above – parks and perhaps another light rail.
962	Jon Roberts	11/19/20	Email to: My35CapEx@txdot.gov	The initiative to "cap" I-35 is long overdue. Not only would this project address a long overdue problem of a divided city, it would both add to the tax base and create new amenities. Let's move forward with it!
963	Jon Roberts	11/30/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Re-thinking I-35 is essential to the future economic and social benefit of Austin. These benefits extend well beyond transportation and include social equity, the environment, and the potential for high-impact eco-friendly development. Thank you for considering these benefits. I look forward to receiving your response to my letter at the appropriate time.
964	Jonathan Gros	11/18/20	Virtual Public Scoping Meeting Comment Form	Expanding I-35 is a bad idea. Why are we routing freight, and interstate traffic right through the middle of downtown Austin? We should focus on getting those trips to be taken on the 130. Remember the 130? A road that's already built for the exact purpose you're trying to expand I-35 for? This is throwing good money after bad, costs just as much as the transit proposition that just passed while making traffic worse in the long-term. This will ultimately increase pollution in the downtown area, increase the extant segregation created by the I-35 corridor, cost an exorbitant amount of money in the way of diminishing returns, and not solve the problem that it's meant to address.
965	Jonathan Gros	12/03/20	Email to: My35CapEx@txdot.gov	Form Letter 1
966	Jonathan Lee	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
967	Jonathan Ogren	12/30/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process: 1. Prioritize safe local access and connectivity– as someone who crosses the road at least twice a day either in car or by foot I can tell you that it is an intimidating crossing. Of note, of the three car wrecks I have been in throughout my life, two have happened on a crossing at I-35. 2. Use the ideas that the community has come up with. The ideas will bring praise to TxDOT and will make for a better end product going into the future– see Our Future 35 community alternatives. 3. Shrink the footprint of the Project and mitigate its environmental impacts. Again, this is a chance for TxDOT to put its best foot forward in one of the fastest growing cities in the world. Thank you for your consideration.
968	Jonathan Sosebee	12/01/20	Virtual Public Scoping Meeting Comment Form	This project would ruin Austin. We are already losing the character of Austin, and this corridor needs to be protected. Expanding lanes does not solve traffic. Because of induced demand, this will make traffic worse shortly after the project is completed. Please do not waste our tax dollars to complete this project that will only make the problem worse. It is not fair to future generations to give them an issue that is worse. Let's rethink the solutions.
969	Jordan McGee	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
970	Jordan McRae	11/18/20	Virtual Public Scoping Meeting Comment Form	This project as proposed is a disaster and will do very little to address traffic, pollution, or climate change. I commend the Department for contemplating removing the upper decks, and that should be in the final design. But any attempt by the Department to add lanes to the downtown portion without reconnecting east and west Austin will be a slap in the face to the community. TxDOT's priorities should be 1. reconnecting the city and removing the blight of the interstate and 2. pedestrian and bicyclist safety. Before a single dollar is spent to add lanes for vehicular traffic these two priorities should be addressed. It's simply amazing that after the Katy Freeway boondoggle, TxDOT is still pushing disastrous freeway expansions. How has TxDOT not figured out yet that adding lanes doesn't solve traffic? It's long past time for TxDOT to change its antiquated approach to mobility and infrastructure.
971	Jordan Perras	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
972	Jordan Wade	11/27/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Reconnect the local street grid of Austin. I35 needs to be removed or completely buried from Riverside to Airport. [Form Letter 1]
973	Jorge Dewey	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
974	Jose Chavez	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
975	Joseph Cahill	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
976	Joseph Chandler	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
977	Joseph Ferris	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1

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978	Joseph Strickland	12/31/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>If you are going through the trouble to tear up 35, bury the whole thing through downtown so we can connect east and west. Current plans are not good enough at helping pedestrians, bikes, and mass transit move around. Moving relatively few more cars through downtown slightly more quickly in 20 years or whatever is NOT enough of a win - think bigger!</p> <p>Thanks,</p> <p>Joseph Strickland (he/him/his) founder / owner HOME SLICE PIZZA Authentic NY-Style Pizza by the Slice or Pie South Congress 512.444.PIES North Loop 512.707.PIES</p>
979	Joseph Zagrobelny	12/29/20	Capital Express Website Comment Form	<p>The I-35 and Houston I-45 have the same issues with the main one being that more payement won't solve any of the major problems: Congestion, GHG emssions, mobility, underserved/equity; and can increse the affordable housing problem. The iSAIL framework will do root-cause fixes to the major problems in Austin, Houston, Dallas, the Nation/world, and for less than the I-35 \$4.3B + I-45 \$7B we can do an entire iSAIL Texas Interstate - 3,300 miles for \$10B at \$3M/mile.</p> <p>We have the opportunity to create a New multi-trillion dollar industry - as we revolutionize Transportation, Energy and Education Together, we can build a truly Resilient Austin, Houston/Texas that includes the Next Generation Ultra-High-Speed Tower-based Transportation and a Breakthrough Renewable Energy T&D system to accelerate Energy Transition - filling a BIG void in Houston Energy 2.0, and Transportation Interstate - 33,000 miles, \$100 billion in "The \$8 Trillion Megatrend Taking Over Wall Street (PR Newswire May 26, 2020) and give anyone a path for a Great Job / Great life that only 3% enjoyed pre-COVID-19 (Gallup-Purdue Index, 2017).</p> <p>Nine-AI is a team of very unique scientists (MIT PhDs), educators and seasoned entrepreneurs that rapidly get innovation into practice iSAIL is Integrated StreetSmart AI (SAI) and Lifestyle - AI based on functional theory proven to work where other methods fail. iSAIL is Super-disciplinary, multi-dimensional People-SAI Partnering to iSAIL Optimize Quality of Life - for ALL People and the Planet. iSAIL Learning & Transit will radically reduce the impact of racism and poverty on society and create great opportunities for everyone.</p> <p>iSAIL Transit is Towers, Guides and Pods that Fly for 80-100 mph intracity/250-300 mph+ intercity at the cost of asphalt, \$2M-3M/mile and 1/100th the cost of even light rail at \$250M/mile, \$1B/mile for hyperloop (IF it works) and up to \$5B/mile for heavy rail. iSAIL is based on decades of R&D at DARPA, NASA and MIT with AI proven to work where other methods failed. iSAIL Transit will open up a whole new world of urban-rural affordable housing and land use optimization, turn commutes and freight delivery from hours to minutes, and Radically Reduce GHG emissions. SAI will ensure we don't have 737 max-type issues.</p> <p>iSAIL HILL - Holistic Integrated Learning for Life is based on the proven Tiger Ventures Alternative High School that prepares students for life by combining entrepreneurship and business with education. Many underserved students build thriving companies after graduation in communities with few resources - everyone is well prepared for what's next in life. iSAIL HILL, Tiger Ventures on Steroids, integrates the Next Generation Transportation and StreetSmart AI (SAI) to make learning Amazing, Engaging, Exciting and Rewarding - learn on a screen, apply in work and play - and get paid in the transformational Value Chain Optimization - driven by SAI-based Radical Finance Innovation for Schools, Teachers, Students and businesses of the future - today - guided with a fresh team spirit - and if necessary, trained Leaders for Tiger Ventures by our Dr. Suzanne McLeod - one of the great forward-thinkers in education See Attached Overviews.</p> <p>In addition to Houston METRO, we're engaged with Dallas NCTCOG for a 30-mile Ft. Worth-Dallas line, US DOT on the National Strategic Freight Plan for Innovation, LA, Boston, Toronto/Canada, Africa and more - as we make Houston and hopefully, Austin model Nation/Global leaders for Resiliency - to maximize Quality of Life for People and Planet.</p> <p>iSAIL is an accelerator that will get ALL the Right People-Citizens-Businesses/Orgs working together to achieve the 18 resiliency goals - with a BIG emphasis on Job Creation and Education, where iSAIL Transit is a Revolutionary component for Education / Future Workforce and Job Creation - Millions of Great Jobs / Great Lives that only 3% enjoyed pre-COVID-19 (Gallup-Purdue, 2017).</p>
980	Josh Pullin	12/02/20	Virtual Public Scoping Meeting Comment Form	<p>This plan to increase I-35 to roughly 20 lanes through downtown Austin will do little to alleviate congestion or improve the lives of people who live in the city. Induced demand is a phenomenon that the entire urban planning community has studied for years (add more lanes, more people choose that route, congestion returns, and is often worse), and this plan is a poster child for the concept. As a resident that lives about 1 mile from the downtown stretch of I-35, the city and state desperately needs a solution that works for local traffic and better plays into city's efforts to connect the more dense downtown regions of the city that are currently divided by I-35. I urge TxDOT to consider adapting this plan to incorporate concepts from Reconnect Austin (reconnectaustin.com) to allow severed parts of the city's urban grid to be reconnected over buried portions of the highway. Alternatively, cap and stitch could also work to restore some of the city's urban grid while still allowing through traffic on I-35 to continue freely. See this proposal by the Urban Land Institute (https://2os2f877tr1dvtmc3wy0aq1-wpeng@ne.netdna-ssl.com/wp-content/uploads/ULI-Documents/ULI-ASP_Report_Austin_I-35_2020.pdf). These plans allow local residents to make use of alternative route or modes of transit, taking pressure off of I-35 while improving the city's currently bifurcated urban grid. TxDOT's plan as is will only add congestion through downtown, as induced demand will lead to an increased reliance for local travelers to use the highway. And without improved connective infrastructure downtown, all of that traffic will snarl up the entrance/exit ramps even more than currently.</p>
981	Joshua Wallis	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>Adding lanes DOES NOT reduce traffic. It did NOT help on Mopac, and it will NOT help on i-35. What it will do is make i-35 much worse for several years of construction, and then possibly worse in the long-term as well. Of course, it also encourages passenger cars, which lead to greenhouse emissions, which will kill your children. I'm not having children, so I'm less affected by that part.</p> <p>Here are several sources that back up the claims I am making:</p> <p>Wired magazine: https://www.wired.com/2014/06/wwt-traffic-induced-demand/</p> <p>Houston Chronicle: https://www.houstonchronicle.com/local/gray-matters/article/Why-TxDOT-s-upcoming-project-wont-reduce-12287710.php</p> <p>City Observatory: https://cityobservatory.org/rose_quarter_congestion</p> <p>StreetsBlog https://usa.streetsblog.org/2017/06/21/the-science-is-clear-more-highways-equals-more-traffic-why-are-dots-still-ignoring-it/</p>
982	Josiah Mercer	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
983	Joyce Basciano	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

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984	Joyce Tiong	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
985	JP Maxwell	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
986	JP Maxwell	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
987	Juan Miro	12/14/20	Email to: My35CapEx@txdot.gov	Form Letter 1
988	Juan Wah	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
989	Jude Monica	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
990	Judith Sanford	12/31/20	Email to: My35CapEx@txdot.gov	<p>Good afternoon,</p> <p>My name is Judith Sanford and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I believe that those of us who live and work here would infinitely prefer that TxDOT create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. What we don't need or want is more lanes, which create endless problems and hazards. Build One most closely achieves this, but misses the mark. Please consider the huge benefit that putting this underground would create.</p>
991	Judy Willard	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
992	Julia Brown	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
993	Julia Decker	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
994	Julia Fitch	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
995	Julian Williams	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
996	Julie Bracken	12/02/20	Capital Express Website Comment Form	Austin would benefit greatly from an interstate design that promotes safe pedestrian and bicycle crossing throughout its length and that visually stitches the east and west sides of the city back together. Right now it's a dangerous scar that cuts right through the heart of the city, impeding mobility, aesthetics, and social cohesion; nearly half of the pedestrian fatalities in Austin occur on this highway each year. Any successful final design must take these factors in account. Thank you.
997	Julie Milstead	12/01/20	Virtual Public Scoping Meeting Comment Form	Austin already has too much automotive congestion. Adding more lanes on this highway will make traffic worse and once these lanes are built, there's no going back. Please do NOT go through with this project.
998	Julie Milstead	12/02/20	Virtual Public Scoping Meeting Comment Form	Austin already has too much automotive congestion. Adding more lanes on this highway will make traffic worse and once these lanes are built, there's no going back. Please do NOT go through with this project.
999	Julie Paik	12/02/20	Virtual Public Scoping Meeting Comment Form	Nooo, please do not go through with this - I grew up with Houston and experienced first hand how highway expansion does NOT work. Please please please look at expanding public transit - I relied on this heavily as a student at UT Austin and after graduating and would have appreciated a more reliable and expanded system from the Research, Arboretum, Domain, and Far West areas, as well as along 360 where I interned. I also don't see how this will resolve I-35 feeding into 183 where I remember a lot of backup occurring. I also commuted from Research Blvd/Anderson Mills to E Stassney/I-35 and the commute was HORRIBLE. Even with no traffic, it was so much driving and gas each month. We don't need an expanded highway, we need a reliable public transit/train system that won't add limitations to where we work because it's too far from where we live. I also remember how dangerous it was in undergrad with many many many students choosing to drive and/or bike while inebriated because they "felt" fine and only had X number of drinks - we need to prevent this at all costs!
1000	Julie Thomas	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1001	Julie Tocker	12/28/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>My name is Julia Tocker and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
1002	Julie Unruh	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Canned text below with which I agree. But: it's simple. It's embarrassing we remain reliant on cars. Austin is way behind in public transportation and in safe biking and walking alternatives. Previous transportation reboots have prioritized driving over healthier, safer, and less environmentally damaging alternatives. Why? Stop pandering to drivers. Don't make a bigger highway. Give us other ways to get around that are safer for people and the environment. Thanks.</p> <p>[Form Letter 1]</p>
1003	Julio Carrillo	12/02/20	Email to: My35CapEx@txdot.gov	Form Letter 1

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1004	Julio Carrillo	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1005	Julius Viksne	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, MORE BIKE LANES!!!! [Form Letter 1]
1006	Justin Brodnax	12/22/20	Virtual Public Scoping Meeting Comment Form	<ul style="list-style-type: none"> I have lived in the Austin area for the past 5 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none"> Prioritize access and enhanced connectivity to the urban core. Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1007	Justin Faircloth	12/17/20	Email to: My35CapEx@txdot.gov	<p>To whom it may concern,</p> <p>I live in Round Rock and commute through Austin using I35 to get to the south terminal 5 days a week twice a day roughly 75-90 minutes 5 days a week. While I appreciate the idea of an HOV lane how often is it that high occupancy vehicles are utilizing these routes? More often than not it is single person commuters who take these routes. The logical question would be why not carpool? Due to the the hours of my work and location carpool is unfeasible leaving commuter such as my self unable to use the HOV lane. Due to the nature of Austin's growth many shift workers that have to commute do not live near their co-workers making single car commutes the only viable option. I35 isn't even the best option for me to get to work, but 130 is expensive, 183 is now a toll road, and the non-toll routes have so many lights/construction that it adds an additional 20-30 minutes to a one way commute.</p> <p>How about a commuter/Hov lane in which residents who work in the area could apply to the the commuter program using their license plate number and enter their commute hours and job information (for verification) to utilize the commuter lane. This would allow stream lined traffic flow for people who commute in either direction.</p> <p>Which the addition of tesla, apple, oracle and many other companies more and more people have to commute through the city causing congestion on the main thorough fair.</p> <p>These commuters could also be offered a discount on the toll roads or even a waiver during commute hours to further alleviate the congestion on I35 leaving so people who actually need to stop in Austin can use this route.</p>
1008	Justin Green	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1009	Justin Thomas	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1010	Justin Timmers	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I am alarmed and deeply concerned by the proposed I-35 expansion. The progressive inhabitants of Austin are committed to finding innovative public and micro mobility solutions. The expansion of I-35 would be a disaster for the air quality, noise pollution, and safety of the booming East Austin. It would result in only more through traffic and not more local access. I deplore your proposal to add two lanes to I-35 through Downtown Austin.</p> <p>If absolutely necessary, I prefer Alternative 1 "Managed Lane Tunnel Section" to alternatives 2&3 "Managed Lanes Lowered Section." I'd highly encourage the design of Alternative 1 to extend from MLK to Oltorf.</p> <p>I-35 and the frontage roads currently make it difficult for me to cross the area by foot or bicycle from Downtown and reach the East side. I-35 is a literal physical divide of our Downtown with East Austin. I'd urge you to have a look around I-35 between Caesar Chavez and MLK with your own eyes to understand how making space for cars impacts the neighborhood here. No sane person wants to be or live there, why masses of the most desperate people live and sleep there as a massive homeless camp under the bridges. Putting I-35 underground would help integrate the city's East and Downtown sides and make a start at making this community whole.</p> <p>I also note that Alternative 1 has a shared used path. Can you expand this shared used path by adding a dedicated bicycle path to a pedestrian path, maybe reducing the frontage road lanes from three to two lanes. It would also make it easier to cross the road.</p> <p>We all agree that I-35 has much congestion, as last week by Texas A&M rated it as having the most costly delays in all of Texas. If you would remove I-35 all together, then it would no longer be the most traffic-jammed road in Texas.</p> <p>While the last remark is tongue in cheek, the rest is all far from facetious. The expansion is no solution, and you know it as well as I do.</p>
1011	Justin Vogel	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>Please do not turn us into Houston or LA! I choose that one part of Dallas instead - please please please allow for cap and cover scheme to connect both sides of I-35 together. At very least, add more East-West connecting streets without ramps crossing I-35. I have lived in East Austin for 3+ years and it is a nightmare just getting out of downtown to cross I-35. Focus on providing connectivity in and around downtown.</p> <p>Additional lanes as suggested will not solve our traffic problems. Please coordinate with other Austin initiatives like Project Connect to provide an integrated multi-modal transportation network.</p>

No.	Commenter Name	Date Received	Source	Comment
1012	Justin Williams	12/03/20	Virtual Public Scoping Meeting Comment Form	<p>Hear me out...</p> <p>1st-Tunneling would be asking for an emergency nightmare, whether it be auto fire/wreck, excessive rain/flooding, ect. I HIGHLY RECOMMEND NOT DOING THIS!!! (Much more, allowing businesses atop the underflowing traffic is borderline insanity. I can almost bet that Homeland Security would agree that this would be considered a "soft target". With the shape of the world today...why make it easier for terroristic opportunities? I know that sounds crazy, but I'm just saying, ya know?)</p> <p>2nd-Getting rid of/straightening the "sharp" turn close to (South of) Lady Bird Lake bridge would be great. This slows traffic down a bunch, causing many brake checks. Also, as a truck driver, I see many trucks throughout the day/night that lean hard in that turn. It's also a major issue with hydroplaning when wet.</p> <p>3rd-Cutting down on the amount of interchanges through the downtown area would assist in solving a ton of congestion. To merge properly seems to be a massive brain fart for some drivers. Longer interchanges to help those entering the interstate would help a lot, no matter the size of future improvements!</p> <p>4th-Including/Introducing a "Truck Only Lane" would assist drivers, like myself, with getting through the downtown region with ease and safety. It would be the 1st ever dedicated "Truck Only Lane" in Texas. Why not pave the way to the future with this concept? If not, try working out a plan with the Toll Rd Auth. on reducing/eliminating tolls for trucks that are trying to avoid downtown altogether. Currently, I'm paying over \$1,000+ per month on Toll Road fees just to avoid downtown's congestion malarkey. It's sad, honestly. Allowing trucks to pay a MUCH lower fee (or \$0 fee) to reroute around the downtown area, would greatly assist in alleviating some congestion, due to trucks' slower than usual nature. Added, considering the amount of overdimensioned loads that run 35...making sure all overhead clearances are well above "the recommended height" would assist some, as well. The current 13'8" in downtown is barely cutting it on some of the regular 13'6" high trucks. I've seen some scrape as they go through.</p> <p>Getting rid of the upper decks to make room for these future improvements is a well rounded idea. I could not of been any happier to hear of this news.</p> <p>I pray that my thoughts are considered when improvements are made to the I-35 corridor in the downtown area. Yall stay safe out there, and God Bless!</p>
1013	Kais Bhandari	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1014	Kamila Pleitez	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1015	Kannou Aiana	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1016	Kara Weber-Gale	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1017	Karen Jambon	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1018	Karen Kreps	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>We need more places to safely walk and bicycle through Austin!</p> <p>[Form Letter 1]</p>
1019	Karen Magid	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1020	Karen Rayne	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1021	Kari Spiegelhalter	11/24/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I am a citizen of Austin that is very concerned about the proposed expansion of the I-35 corridor. Please listen to me, and to those who will be affected most by this unsafe, inequitable, and unhealthy highway expansion.</p> <p>[Form Letter 1]</p>
1022	Karie Winfree	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1023	Karla Taylor	12/30/20	Email to: My35CapEx@txdot.gov	[Email included 5 PDF attachments.] Dear Ms. Fraser, On behalf of the Assistant City Manager Gina Fiandaca, please see the City of Austin's response and detailed comments on the I-35 Capital Express Central Project CSJ# 0015-13-388 Scoping Statement of Purpose and Need, and Proposed Alternatives. We are also attaching resolutions from our citizen commissions, the Urban Transportation Commission, Pedestrian Advisory Council and the Bicycle Advisory Council. It is our strong desire to work with the Texas Department of Transportation to make this I-35 rebuild a success for our local, regional and state travelers and our community. We are also submitting these comments via certified mail and electronically to the project site email. We look forward to working with you on this monumental project. Thank you. Gina Fiandaca Assistant City Manager (Mobility) City of Austin Karla Taylor Chief of Staff Austin Transportation Dept.
1024	Kate Baird	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1025	Kate Harrington	11/20/20	Virtual Public Scoping Meeting Comment Form	I'm hugely disappointed in these proposals. You're proposing making a section of highway that goes through the heart of our city into TWENTY lanes??! Seriously? Have you not heard of induced demand? It doesn't matter that some of these lanes might be HOV or managed lanes - you're designing for added traffic congestion. That's going to have detrimental impacts on the health of our city's current and future generations. Also: there's no way you can claim to be short on funding with this kind of proposal. If you can build this, we should have no deficient bridges, no maintenance backlog, and no sidewalk gaps on state highways across Texas.
1026	Kate Harrington	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1027	Kate Harrington, Movability	12/18/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF.] Please see the attached letter for comments from Movability, the region's transportation management association, regarding the Capital Express Project's proposed designs.
1028	Kate Hoermann	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1029	Kate Mason-Murphy	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, It is so obvious to me that the Texas' short-sighted commitment to the almighty automobile and the infrastructure that supports it is flawed at the root assumption that we will be driving single occupant vehicles in the future. We won't. Sure the State GOP "wants it to be so" and is dangerously and arrogantly powering down the WRONG path, just to maintain the elite power structure surrounding the energy industry. The planet be damned! That is the first and MOST OBVIOUS reason why TxDot should not invest in expanded road systems in our cities. Did Hurricane Harvey not teach you anything? What we're doing isn't working. Second, the overt and systemic RACISM that a barrier like the one proposed on 1-35 cannot continue, let alone EXPAND. With more and more and more and more impervious cover in and around "flash flood alley", who do you think will flood out? Where do you think this water is going to go? It won't be the wealthy. It will be communities who struggle disproportionately already, those with low income residents, poor schools, poor parks, missing sidewalks, lack of public transit and high flood risk. I still have faith that leaders in the great state of Texas will PRIORITIZE the great people of Texas, no matter where they live, the language they speak or the color of their skin. That prioritization need to happen NOW! If TxDot would focus on making life "great" for the most marginalized populations, EVERYONE wins. Walk-ability, Bike-ability and CLEAN public transit should be the focus. Not cars! Really. How many days has Texas gone with at least one person DEAD on Tx roads? Close to 20 years! That is a HORRID statistic and one TxDot should be embarrassed by. Until Texas Leaders acknowledge this systemic FAILURE to protect Texans, no one wins. We can act now. We can prioritize the safety of our most vulnerable road users (young, old, mobility challenged, pedestrians, bike riders and those who rely on public transportation) first. Otherwise our great state will miss this opportunity to PIVOT for the greater good, for climate justice, for the planet, while maintaining a high level of economic success. Continuing to "prop up" a failing energy industry will be our ultimate downfall.
1030	Kate Sherwood	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1031	Katharine Rovinsky	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1032	Katharine Stowe	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1033	Katharine Sucher	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1034	Katherine Cox	12/03/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1035	Katherine Cox	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1036	Kathleen Broussard	12/28/20	Email to: My35CapEx@txdot.gov	Hello, I am an East Austin resident and homeowner, and I would like to provide my public input on the development of I-35. I feel deeply that Austin should align itself with other progressive cities seeking to reduce the number of single occupancy vehicles on the road. The current plan to expand I-35 does not do this, and will only increase pollution and the number of vehicles moving through. Please consider the plan proposed by Rethink 35 for a boulevard with greater space for public transit options.
1037	Kathleen Field	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1038	Kathleen Hackett	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1039	Kathleen Keller	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1040	Kathleen Strong	12/31/20	Email to: My35CapEx@txdot.gov	The City of Austin is striving to be a compact city with the population mainly in the central part of town. Adding I-35 lanes there will increase air and noise pollution in central Austin. This does not encourage people to live in the central part of town. We don't want a situation in which people move to the outskirts of the city or to suburbs to escape the noise. We need to concentrate on alternatives that do not worsen the quality of life in central Austin.
1041	Kathryn Flowers	12/06/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1042	Kathryn Flowers	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1043	Kathryn Johansen	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1044	Kathy Macchi	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1045	Kathy Macchi	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1046	Kathy Macchi	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1047	Kathy Macchi	12/31/20	Virtual Public Scoping Meeting Comment Form	I would like TxDOT to put together a plan that has IH-35 all underground (tunnels) from 290 to Ben White (with whatever accommodations need to be made for the river). Tunnels will hopefully keep the noise and pollution out of the neighborhood. I tried to put a comment on the interactive map but couldn't. At Hancock Center, it would be nice to have a better way to cross under the highway than the situation today. If IH35 was all underground, that would transform Austin. I'm sure expensive but it's worth looking at and then seeing how to fund.
1048	Kathy Smith	12/27/20	Virtual Public Scoping Meeting Comment Form	I have lived in central Austin for the past 35 years. As a traffic engineer, I have an understanding of the vital role IH-35 plays to our local transportation system and how critical these improvements are to our region. I also know that its original construction cause a major divide in our city that is so important to acknowledge an repair. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: oPrioritize access and enhanced connectivity to the urban core. oEnsure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. oCoordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. oExamine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1049	Kathy Sokolic	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1050	Katie Carnahan	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1051	Katie Carnahan	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1052	Katie Claghorn	12/28/20	Email to: My35CapEx@txdot.gov	Howdy, My name is katie and I live in austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please change this build to be underground. Thank you!
1053	Katie Duffy	12/01/20	Virtual Public Scoping Meeting Comment Form	Please consider alternative solutions to just building more lanes for i35. It has been proven that adding more lanes does not help reduce traffic. We need to be pouring money into solutions that reduce the need for cars transporting one person at a time - like finding towards public transportation, incentives for residents to use alternative transportation, and better routes for alternative transportation.
1054	Katrina Meredith	12/30/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time - one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color. I join my fellow Austinits in requesting that the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities. [Form Letter 2]
1055	Kaushikkumar Naik	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1056	Kay Morris	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1057	Kaycee Braden	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1058	Keyla Thompson	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1059	Kaylee Wilson	12/22/20	Capital Express Website Comment Form	I would like to see an effort made not only to the area between Slaughter and SH 290 but also some improvement to the exit ramps connecting SH 290 to I-35. In the mornings I take it from I-35 heading north to SH 290 West. Now that construction has cleared up there is major congestion that flows off the ramp and often is at a dead stop on I-35. This is dangerous for all people travelling this direction. In the evening as I am taking SH 290 east and exiting to merge onto I-35 south the ramp gets clogged up and can take over 35 minutes due to vehicles merging from both SH 290 east and SH 290 west together then having to merge onto I-35 as well. Both areas are terrible during high traffic times and often during non-peak hours.
1060	KB Brookins	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1061	Kees VanTilburg	12/14/20	Email to: My35CapEx@txdot.gov	I have reviewed the I35 Capital Express Central virtual public meeting materials and have the following comments. I am not a TxDOT employee, I do not business with TxDOT, and have no monetary stake in the project. I am a resident of Austin and reside near downtown. Bigotry created the east west divide in Austin, but it was cemented in place by the construction of I35. TxDOT shares responsibility for this history and for producing a design that will help undo the damage done to the city. This should be a design requirement to ensure that it receives full attention along with other design constraints. This is the #1 issue! I participated in and support the DAA effort to involve the community in re-envisioning what this part of the I35 corridor should look like. This is the #2 issue! With the approval of Project Connect, it is more important than ever to design highways to encourage mass transit ridership. The voters have indicated that they want Austin to be a transit city. The I35 design include a design constraint that emphasizes transit first as the way to reduce congestion. (Seattle has a great system of highway exits that lead directly to park and ride facilities and make it super convenient to ride transit for that critical last part of the commute. The problem they have is that the parking is not large enough to handle the demand for this service!) HOV discounts were promised as part of the original MOPAC expansion plans, but they were not implemented. HOV lanes are an important incentive to reduce the numbers of single passenger cars. According to the Texas A&M study, through traffic is not generally a huge part of the problem. However, it would still make sense to incentivise use of 290/130 for through vehicles, especially during rush hour. Perhaps there should be variable tolls (even going to zero) on 130 during rush hour. (Although, the study claims that trucks are only 1% of the traffic counts, trucks are large, slow and more difficult to maneuver. They cause more than their share of traffic issues and should be rerouted around downtown.) Thank you.
1062	Kei Kudose	11/25/20	Virtual Public Scoping Meeting Comment Form	Adding more lanes is an outdated and ineffective idea, as several studies on induced demand have shown. Please consider more future-oriented solutions and investing in other forms of transit. Please also consider alleviating noise pollution!
1063	Keith Fruge	11/18/20	Virtual Public Scoping Meeting Comment Form	I believe there are three current severe shortcomings of I35 that must be considered and addressed in the redesign effort. 1. Properly managing the excessive large truck traffic currently experienced. Maybe a dedicated lane can be made available to handle this type of traffic. 2. Provide efficient and effective exiting and entry in the UT and downtown areas. I think this may require some very creative brainstorming from TXDOT designers. 3. Address the curve just south of Riverside Drive. As I am sure you are aware - this curve has caused a HUGE number of accidents and many shutdowns of the interstate. Good Luck!
1064	Kellee Coleman	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1065	Kellen Gildersleeve	12/28/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, Austin is unique among Texas cities in its lack of racial integration. This is due in part to the historical legacy of I-35 as a separating line. Let's take the opportunity afforded by the re-imagining of this highway and make it work for our community in a more holistic and equitable manner. What better way to show solidarity for the black and brown communities of Austin? [Form Letter 2]
1066	Kelli Larson	11/18/20	Virtual Public Scoping Meeting Comment Form	This project needs to have been started over 10 years ago and we should already be on the new system. The train system should have been extended from north to south with logical stops and late night return. As it is we avoid the city of Austin, use toll road 130, and rarely spend our money in the city. We would rather go north as the roadways are much better.
1067	Kelly Maxwell	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1068	Kelsey Balaban	12/06/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Hi, Thank you all for the work you do on our highway system; I wanted to share a recent experience on I-35. The other day I headed down to south Austin to pick up a Christmas gift from a small business owner. Speed & traffic got heated just south of downtown, and as I tried to change lanes, another driver & I almost side-swiped each other. I gripped the steering wheel, my body flush with adrenaline & fear, praying I wouldn't get into a wreck on this mundane little trip. Errands shouldn't feel like life-and-death matters. [Form Letter 1]
1069	Kelsey Balaban	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1070	Kelsey Brucks	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in the Austin area for the past 12 years and regularly drive this section of IH-35. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none">o Prioritize access and enhanced connectivity to the urban core.o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access.o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided.o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.

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1071	Kelsey Evans	12/31/20	Email to: My35CapEx@txdot.gov	<p>Hi there. My name is Kelsey Evans and I am a 20 year Austin resident, living at [REDACTED]. I consider myself a pretty informed citizen but JUST saw a post on a friends FB page for the I-35 project plans and see that the deadline for input is TODAY!! I appreciate that you all have aggregated and posted the resources and information re the project online to allow for neighbor feedback. HOWEVER, I do not feel you have advertised the website and the materials well (why is today my first time seeing!?) which means that today's deadline for feedback does not allow enough time for residents to learn about and review the materials. Based on watching the video and reading through the Project Overview PPT, I believe that there is still a LOT to consider and factor in before committing to one of the 3-4 build alternatives. The fact that TxDOT JUST started the environmental study and that it won't conclude for 2 years means that we are NOT ready to commit to one version or another.</p> <p>I recommend that you SLOW down this process to allow for more input, deeper understanding of the social, economic, environmental impacts, plus the ramifications of the recently approved mobility funding and what impact that transit plan will have on the city.</p> <p>There is a lot of impending change at the federal level and rushing this through will not help Austin become the city of the future that we all want it to be.</p> <p>Thank you for hearing my voice.</p>
1072	Kelsey Nunez	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1073	Kelsey Nunez	11/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1074	Kelsey Nunez	12/07/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."]</p> <p>Susan Fraser,</p> <p>I-35 is critical for transit service, which efficiently moves people. This is the reason that I-35 was once the top new service for Cap Metro in Project Connect, until TxDOT refused to all in-line stations in the I-35 corridor. An alternative to in-line stations would be to use tolled lanes (as we now do on Mopac, which has seen a significant increase in people using commuter buses in that corridor). Tolling all or part of I-35 would give buses a predictable trip into and out of Austin. Federal rules do not allow exiting lanes on an interstate to be tolled (you must build new ones). But, Federal rules DO allow a designation switch, so that the highway that runs through Austin's urban core would become SH130 (a state highway) and I-35 would go around the core (on what is today 130).</p> <p>I-35 is facing years of engineering work, public engagement, Federal environmental review, followed by years tearing up the existing facility and re-construction. Switching the designation would be much quicker (maybe 10 years earlier) with considerably less red tape. The benefit to Cap Metro transit service could be realized years sooner, and we really do need a solution ASAP.</p> <p>In 2011 the Texas Transportation Commission appointed a group of leaders from along the I-35 corridor statewide. The Corridor Advisory Committee created a plan, which according to the report, held the longest running, robust, and direct public engagement process in the history of transportation in Texas. There are valuable insights and data in this report, which has largely been ignored. The I-35 Corridor Advisory Committee Plan had 5 top recommendations, including: "Redesignating SH 130 from Georgetown to SH 45 SE as I-35, removing the tolls on this portion of SH 130 and widening it to six lanes. Additionally, convert one lane in each direction of the current I-35 to a dynamically priced managed-lane."</p> <p>You will see that Page 30 of this same report identifies three near-term rail projects in Texas, one of which is Georgetown to San Antonio.</p>
1075	Kelsey Nunez	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1076	Kelsey Ross	11/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1077	Kelsey Ross	12/21/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I'm writing to express my deep concern with the plans to date that have been made public for the I-35 Capitol Express Central Project. The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time - one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>[Form Letter 2]</p>
1078	Kelvin Eyifa	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1079	Ken Booser	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Hi there, I am writing to express my disapproval of expanding I-35. Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>[Form Letter 1]</p>
1080	Ken Engelhart	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1081	Ken Owens	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1082	Ken Scroggs	11/30/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Having lived and worked at Ft Hood, I visited Austin as my refuge for culture and creativity.</p> <p>[Form Letter 1]</p>

No.	Commenter Name	Date Received	Source	Comment
1083	Kendall Smith	11/17/20	Virtual Public Scoping Meeting Comment Form	The first option of tunneled managed lanes looks best. Thanks!
1084	Kenley Reed	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1085	Kennedy Colombo	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1086	Kenneth Gaston-Kilgore	12/06/20	Virtual Public Scoping Meeting Comment Form	in Seattle the 519 is 3 decks high. It can be another option and smaller footprint. if not lets tunnel a bit bigger
1087	Kerry Ginsburg	12/30/20	Virtual Public Scoping Meeting Comment Form	I support lowering 35 and adding parks and better ways to walk and bike across. I think the proposals are WAY too many lanes for a road going through a city. If there are new managed lanes, they should be tolled. If Texas wants drivers to use the loop, adding free lanes through Austin is not a good plan, and will be bad for the toll road.
1088	Kesten Broughton	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1089	Kevin Brown	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1090	Kevin Cox	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1091	Kevin Howard	12/02/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1092	Kevin Johnson	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1093	Kevin Langford	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1094	Kevin Lee	12/28/20	Virtual Public Scoping Meeting Comment Form	Of the proposed alternatives, Alternative 1 (Tunneled managed lanes below lower main lanes) is the most compatible with the surrounding neighborhoods. I live less than two blocks from I35, and I believe that Alternatives 2 and 3 would have vastly negative impacts on the quality of life in my neighborhood (noise, pollution, space encroachment, just plain ugliness, and negative impact on property values). The more compact design of Alternative 1 appears to alleviate much of these concerns so I strongly support moving forward with Alternative 1.
1095	Kevin Luu	12/10/20	Email to: My35CapEx@txdot.gov	Hi there, My name is Kevin Luu and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. You can look to Dallas and Boston as examples of where they've found success in burying their highway. Please edit this build to be underground. Thank you!
1096	Kevin Miller	11/21/20	Virtual Public Scoping Meeting Comment Form	The idea of adding even more lanes to I-35 through Austin is impossibly short-sighted and demonstrably wrong. It would be a textbook case of induced demand, a gift to global warming, and a further division of east and west Austin for generations to come. I'd like to hear why this is not the Katy Expressway all over again.
1097	Kevin Quist	12/07/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Hello, I'm a recent UT civil engineering graduate with a deep passion for city planning/transportation/urban form. I've recently moved back to my hometown Houston, but I do still care deeply about Austin's future growth. That said, I do not want to see I-35 expanded any more than the current width. My reasoning is deep but it mostly boils down to a rejection of the current automobile dependent transportation paradigm. By expanding the highway, we promote, for the next 100 years, continued automobile dependence, ever expanding urban sprawl, noise and air pollution. The highway expansion also worsens the divide within the central core of Austin, the very place that makes Austin and distinguishes it from the automobile wasteland that defines 99% of American cities today. I do not want to see the purpose of this project directed towards continued automobile throughput. I want the purpose of this project to reconnect Austin, to promote walkability and connectivity, to create a city that is memorable to visit. To achieve this, I envision a highway that is completely underground from the river all the way to Hyde Park, with a complete street grid on top. This way, walking and cycling trips within the urban core will be greatly enhanced and encouraged. People will be able to experience the city and its culture, vitality, and creativity in much more vivid detail (as opposed to from behind the window of a car). It's time to create a livable city that people can be proud to walk in, it's time to ditch the city that people drive into and never visit. Best, Kevin Quist P.S. I would like to see 0 expansion of the freeway width, but it would be nice to see the addition of congestion tolled lanes.
1098	Kim Harding	11/25/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1099	Kim Meyer	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1100	Kimberly Curette	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1101	Kimberly Levinson	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3

No.	Commenter Name	Date Received	Source	Comment
1102	Kimberly Levinson	12/18/2020	Email to: My35CapEx@txdot.gov	Form Letter 2
1103	Kimberly Nordhoff	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in the Austin area for the past 9 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1104	Kimberly Smith	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1105	Kimberly Smith	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1106	Kimberly Thrower	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1107	Kimberly Tidwell	12/26/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1108	Kim-Marie O'Driscoll	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1109	Kira Prentice	12/18/20	Email to: My35CapEx@txdot.gov	Susan Fraser, LISTEN TO THE DATA! Expanding highways always worsens traffic. It's insane that Austin, our beautiful city that is already so behind on public transit, wants to expand the worst part about it—a highway right through the most valuable part of town. [Form Letter 1]
1110	Kiran Thomas	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1111	Kiran Thomas	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1112	Kirk Watson	12/18/20	Email to: My35CapEx@txdot.gov	Mr. Chairman: Please find attached a letter with my comments re I-35. I've also attached two exhibits to the letter. Thank you for your attention to this matter and the important issues that are raised by a project of this size, scope and location. And thank you for your public service. Kirk Watson [Attachment] December 18, 2020 Bruce Bugg, Chairman Texas Transportation Commission Dear Chairman Bugg: I'm sorry that our efforts to get together haven't worked out. To make sure you're aware of my thoughts after our years of working together, I'm going ahead and writing you so that I can comment on both the Capital Express Central EIS Scoping and the South Austin stakeholder meeting. These comments are my personal comments and are not made on behalf of the University of Houston. It's been nearly a decade since passage of Budget Rider 42 (82nd Texas Legislature) and the work that was started on I-35 because of that. I'm encouraged to see so much progress. I appreciate the continued support that you, the Commission, Governor Abbott and TxDOT staff show for this project. However, I'm concerned about the proposed elevated section in the I-35 South proposal and possible elevated scenario in the Central EIS Scope. I want to reiterate some very important community values and commitments the community expects these projects to meet throughout the corridor. Gaining TxDOT support for lowering the existing, elevated portions of I-35 was a long process. I appreciate your role in helping solidify TxDOT's commitment on that front. This decision, as you know, is consistent with TxDOT's work in other parts of the state and is a national best practice. But elevating new sections was never given much more than a fleeting thought. The history, including the history of segregation and the symbolism and role of I-35 in Austin, is too well known and understood to have left space for consideration of elevating it in another part of town or taking down the decks only to replace them with a series of intersection overpasses. To the contrary, I hope that we would evaluate lowering the main lanes south of the river like we are downtown.
1113	Kit Belgum	12/30/20	Email to: My35CapEx@txdot.gov	To whom it may concern, As someone who lives less than a mile from I-35 in central Austin, my preference for the revision to I-35 is Alternative 1, tunneling the managed lanes below lowered main lanes of I-35 in the section between Airport Blvd and MLK Jr. Blvd. I am opposed to Alternatives 2 and 3 as they will significantly increase the width of the highway and thus harm the quality of life in the community within a mile of the current thoroughfare.

No.	Commenter Name	Date Received	Source	Comment
1114	Kit Johnson	12/31/20	Email to: My35CapEx@txdot.gov	[Letter attached as PDF - same as email message.] Dear Project Team In the five and a half years I served as the City Architect for the City of Austin I saw the power of our transportation planning to do incredible good and long lasting damage to the City of Austin. As you consider strategies to deal with the congestion of I-35, I ask you to seriously consider the scheme proffered by the advocates of Reconnect Austin. Reconnect Austin is the only concept that can help heal the social damage I-35 has done to our city AND generate income for the taxpayers of Texas. Reconnect Austin's strategy of separating pass-thru traffic from local traffic will reconnect Central East Austin by replacing the raised wall that currently divides our city with a traditional grid of streets. Yes this will be a huge investment, but any expansion of I-35 will cost billions. Reconnect Austin is the only concept that has the ability to convert tax sapping TxDOT right-of-way into income generating land—a perpetual stream of revenue to combat the perpetual expense of maintaining our highways. Combining social good with healthy business strategy is what makes Texas one of the strongest states in our union, and Reconnect Austin is good Texan thinking. Please consider this strategy for the sake of all Texans. Thanks for reading this -Christopher "Kit" Johnson (resident of East Austin since 2009)
1115	Kristen Whittington	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1116	Kristene Blackstone	12/31/20	Email to: My35CapEx@txdot.gov	I live in Central Austin in the Hancock neighborhood and am sending the following comments on the proposed I35 expansion. Designs that extensively expand the current right-of-way should be removed from further study. Any designs that include elevated portions be removed from further study. I support the removal of the Upper Decks and do not support their replacement with other elevated highway designs. Further, I recommend A typical section of no more than fourteen total lanes; 20 lanes is too intrusive in central Austin neighborhoods. Further a rail is being built one mile west of the expansion following the same north south path . These two things combined will destroy our neighborhood. But no matter what not 20 lanes through the core of the city. What other proposals can be considered? A public co-creation process to identify community alternatives; Clear visualizations for the public of all Build Alternatives, including community alternatives, that are easily understood by people without engineering or other technical expertise. Further community engagement. Thank you.
1117	Kristi Roen	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1118	Kristi Roen	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1119	Kristine Januskaite	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1120	Kristofer Danner	12/28/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, There is nothing racist about a road. A road cannot cause unequal economic opportunities. These things should not be a part of finally giving us the road capacity which we need. Build the thing big!
1121	Kristy Lipman	12/04/20	Email to: My35CapEx@txdot.gov	Hello, I am writing regarding the proposed changes. I live off Woodland in Travis Heights. I think you should bury the additional lanes. Under no circumstances does anyone in my neighborhood want raised decks of additional lanes. This should not even be a consideration in my opinion. Also please consider noise barrier walls. MOPAC construction was done with the happiness of those in homes surrounding it in mind, we deserve the same courtesy. Please be considerate of all the Austinites who live in the adjacent neighborhoods when making your decisions. Thank you,
1122	Kristy Sprott	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1123	Krystal Maughmer	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1124	Krystal Maughmer	12/16/20	Virtual Public Scoping Meeting Comment Form	As a homeowner with a home located close to the areas being evaluated for IH35 expansion, I'm quite concerned with several environmental aspects of the proposal and how it relates to noise level, flooding, and air quality. None of the proposals have any accompanying information on the impacts to the businesses and neighborhoods adjacent to the highway. I'm also concerned about the idea of expansion and its effectiveness on improving Austin downtown traffic. More lanes seems to equate to more traffic. As an alternative, I would ask you to please consider proposals that incentivize use of 130, instead of I35, for travelers and commercial vehicles who are simply driving through. Moreover, the highway has proven to act as a major divide in the Austin area. I'd ask for special consideration be made to ensure safer access for pedestrians and bikers while lessening the feel of the great divide. I appreciate your consideration.

No.	Commenter Name	Date Received	Source	Comment
1125	Kurt Sanders	11/15/20	Email to: My35CapEx@txdot.gov	<p>After reviewing the documents regarding the alternative choices and fact sheet. It appears that the tunnelling option is more lucrative because it allows the existing infrastructure within the corridor to be demolished and allow the open surface areas to be opened up, and create bike/walking paths to be utilized more efficiently. Another advantage to the tunnel is that despite the initial construction costs being substantially higher depending on the chosen method, the maintenance cost over the tunnel's life should be significantly less. Has maintenance costs been included with the prospective schemes?</p> <p>It also appears that the flyover bridges are lucrative and appear to have the momentum, but has an open double deck Flyover bridge been considered? Constructing such a structure will not require as much real estate compared to adding multiple flyover structures.</p> <p>Thank you.</p>
1126	Kyle Dunning	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>A) Build Alternative 1 appears to be the best option as it utilizes the least amount of width. Any of the options should seek to reduce the width through the city and should not destroy any existing structures.</p> <p>B) Prioritize access and enhanced connectivity to the urban core.</p> <p>C) Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access.</p> <p>D) Additional pedestrian crossings should be included along the entire project length.</p> <p>E) Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided.</p> <p>F) Frontage roads speeds should be reduced to 35mph or less throughout the urban core.</p> <p>G) Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.</p> <p>H) The managed lanes should be tolled.</p>
1127	Kyle Hoskins	12/05/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>My name is Kyle and I haven't written before, but I believe transportation should bring us together, not separate us.</p> <p>Currently, I-35 separates us in Austin and creates an unsafe divider. Capping I-35 through downtown Austin would be amazing for people, nature, and the economy in our growing city.</p> <p>Thanks! Kyle</p> <p>The template message: [Form Letter 1]</p>
1128	Kyle Manlove	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1129	L Banister	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter1
1130	Lance Vinson	12/02/20	Email to: My35CapEx@txdot.gov	<p>Thank you for the opportunity to view the virtual public meeting and the elevations illustrating the three build options. My comments here are focused on how the transitions between the segments of each option will be handled. I didn't see illustrations of those transitions in the presentation, and am concerned that they could be potentially serious bottlenecks for both through traffic as well as for vehicles entering or exiting I-35 or moving between the main driving levels at these points.</p> <p>My specific comment, applicable to all three options, is that I'd like to see plan view illustrations of these transitions that show the routes for traffic at each option's segments; for example, how drivers in the managed lanes would 1) continue through each transition in the managed lands, 2) exit I-35 at (or near) each transition point, or 3) move to the proper lane to prepare for exiting I-35 at the next exit after the one nearest to the transition. A companion comment is to ask for illustrations of how traffic entering I-35 at each access point within the planning area would move to either of the high speed travel sections.</p> <p>If such plan view illustrations exist and are publicly available online, I'd very much appreciate information describing how those illustrations can be accessed. If they're not currently available, I'll request that they be made available, and the public be notified of their availability, as soon as practicable.</p> <p>Thank you for your attention to these comments.</p>
1131	Lara Burns	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <p>3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance I/LI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement.</p> <p>4. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project.</p> <p>5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.</p>
1132	Larry Graham	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1133	Laura Arbilla	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter1

No.	Commenter Name	Date Received	Source	Comment
1134	Laura Cottam Sajbel	11/18/20	Email to: My35CapEx@txdot.gov	<p>Please do not turn I-35 into a 20-lane expressway. I believe that would lead to higher speeds and higher death rates, as we are not used to the type of traffic patterns seen (and the crazy rapid lane changes that I see regularly when visiting Houston along the Katy Freeway). It is environmentally unsound as well, and further divides East Austin from downtown.</p> <p>I like better the idea of a tunnel under a park but given the flooding to which Austin is prone, that is also a concern, that the highway would flood.</p> <p>My recommendation is to give Prop A and post-pandemic traffic a chance before launching an expensive project that will be a burden on commuters and taxpayers alike for the next decade. Taxes are expensive enough already.</p> <p>Thank you for listening.</p>
1135	Laura Cottam Sajbel	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The plans and maps show the potential to further divide the city with a 20 lane highway, which seems ridiculous and dangerous. The other plan seems instead to bring the city together with a walkable bridge over the highway. The answer seems obvious.</p> <p>[Form Letter 1]</p>
1136	Laura Cottam Sajbel	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>As this city just passed two huge and expensive public transportation bonds, please put aside the plans to create a bigger mess through downtown. We are not at all in favor of making Austin's I-35 the new Katy Freeway.</p> <p>[Form Letter 1]</p>
1137	Laura Detke	12/05/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Hello,</p> <p>We have a once in a lifetime opportunity to rebuild I-35 through Austin to be safer, unifying and provide multi-modes of transit opportunities. I implore you and trust that you will keep this in mind for our community.</p> <p>[Form Letter 1]</p>
1138	Laura Detke	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1139	Laura Freeman	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1140	Laura Furman	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1141	Laura Jennings	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Just make it wider! I-35 is a nightmare. I just heard of somebody getting killed on it recently. Everyone dreads I-35 bc it's so narrow and crazy. Let's make it twice the width, and have no more problems. Thank you 🙏.</p> <p>[Form Letter 1]</p>
1142	Laura Kuhl	12/05/20	Capital Express Website Comment Form	As a resident of Travis Heights I am extremely concerned about increased noise pollution as a result of this project. Any potential scenarios should be evaluated with this consideration as the current noise levels are extreme and negatively impact quality of life for our central Austin neighborhood.
1143	Laura Morriso	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1144	Lauren Bennett	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1145	Lauren Gaines	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1146	Lauren S.	12/28/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Lauren and I live in San Antonio. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
1147	Laurie Dries	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1148	Laurie Filipelli	11/20/20	Email to: My35CapEx@txdot.gov	<p>Dear TXDot Planners,</p> <p>Note: I am not a TXDot employee, nor do I do any business with or gain monetarily from the organization.</p> <p>As a longtime resident of Austin, I am appalled by the lack of vision and local coordination apparent in I-35 Capital Express Central project. At the same time that Austinites resoundingly approved Prop A, a transportation bond that improves connectivity and addresses climate change, your organization looks to spend billions on short-sided road expansion that will fail to address congestion and will threaten the health of our citizens.</p> <p>We need only look at Katy Freeway to see the lane expansion only produces induced demand, trapping us in a never ending cycle and further separating citizens on either side of the highway. In addition, the threat to public health, as evidence in new studies that link respiratory problems to increased susceptibility to life-threatening diseases like COVID-19, make the plan unconscionable to say the least. The cost in wasted dollars can be measured, but the cost in public health cannot.</p> <p>I urge you to consider ALL options on the table, including Reconnect Austin's plan to bury and cap the highway, as well as the option to turn I-35 through Central Austin into an urban boulevard. Freeway removal projects have been successfully carried out across the nation, in Milwaukee, in Portland, in San Francisco. At the very minimum, semi-truck traffic could be routed on to TX-130. In short, we can choose to be leaders, looking to the future, instead of reactionaries who prioritize the monied interests of gas and oil, at all costs.</p> <p>According to your stated mission, your first concern is people. Not cars. But your plans favor cars. It is time to live up to your stated values and reframe the transportation discussion. You are not tasked with building roads to move cars, but to providing transportation that moves people.</p> <p>People are the Department's most important customer, asset, and resource. The well-being, safety, and quality of life for Texans and the traveling public are of the utmost concern to the Department.</p>
1149	Laurie Moses	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1150	Lea McAuley	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1151	Leah McLeroy	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>My primary concerns are noise abatement, pollution reduction, and environmental justice. Here I mean the broadest possible usage of the term environmental justice. These two definitions best represent my concerns. First: "Environmental justice is the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This goal will be achieved when everyone enjoys the same degree of protection from environmental and health hazards, and equal access to the decision-making process to have a healthy environment in which to live, learn, and work. Second: "The equitable distribution of environmental risks and benefits; fair and meaningful participation in environmental decision-making; recognition of community ways of life, local knowledge, and cultural difference; and the capability of communities and individuals to function and flourish in society."</p>
1152	Leah Mesches	12/03/20	Virtual Public Scoping Meeting Comment Form	<p>As a resident of Travis Heights I am extremely concerned about increased noise pollution in this project. The current noise levels are extreme and we can hear traffic all day and night. It sounds like the potential elevated lane would make noise even worse.</p>
1153	Lee Carbonell	12/02/20	Virtual Public Scoping Meeting Comment Form	<p>I would like to show support for the long-overdue lowering of I-35 and removing of the upper deck to reconnect the city. I think this part of I-35 should be capped as was done in Dallas at Woodall Rogers Freeway; this setup created green space that is enjoyed by citizens far and wide. I think this could be a brilliant compliment to the trails on Lady Bird Lake. Alternatively, the service road could be built on top of the depressed freeway and still provide development space to the sides of the service road. In addition I think there should be strong consideration for a signature bridge across Lady Bird Lake - much like Pennybacker Bridge. It will demonstrate that Austin still thinks big about its hometown.</p>
1154	Lee Einsweiler	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1155	Lee Leffingwell	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TXDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The pending reconstruction of I-35 brings us an opportunity to prioritize the best outcome for Austin.</p> <p>I request the following be incorporated in TXDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process.</p> <p>Provide the maximum number of additional lanes possible with the funds available.</p>
1156	Leila Levinson	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1157	Leila Levinson	12/30/20	Email to: My35CapEx@txdot.gov	<p>Alternative 1: Tunnel the managed lanes below the main lanes.</p> <p>Alternative 2: Main lanes and managed lanes side by side (16 to 19 lanes across, total).</p> <p>Alternative 3: Similar to #2 but with a managed lane overpass/flyover at Airport Blvd.</p> <p>Alternative 4: "No-build" scenario, essentially a control group.</p> <p>To whom it may concern:</p> <p>This is to express my opinion on the alternatives being considered for "fixing" I-35. I am opposed to Alternatives 2 and 3. 16-19 lanes will create so much noise and pollution that the quality of life within a mile of the highway will be severely poor. Neighborhoods near I-35 will be ruined by the highway which will even more segregate Austin into two cities- east and west.</p> <p>Please do not ruin our city. Either tunnel the managed lanes as proposed by Alternative 1, or funnel trucks onto 130 as was originally planned for that highway.</p>

No.	Commenter Name	Date Received	Source	Comment
1158	Lena Madden	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1159	Leo Anderson	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1160	Leo Anderson	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1161	Les Case	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I have lived less than 1/2-mile from IH-35 in Austin since 1995. In those 25 years, IH-35 has gone from a background murmur to a constant aural assault: sirens, helicopters, motorcycles, air brakes. It is repellent. IH-35 in its present form is a malignant physical, economic and environmental barrier. Widening it to accommodate yet more traffic will do nothing but generate more noise, inequality and pollution. It is a profoundly short-sighted mistake. Please do not make this repellent situation worse by widening IH-35. I further ask that all future comment periods for this project last for at least 90 days. Thank you for your attention. I look forward to receiving your response.
1162	Les Krupa	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1163	Leslie Currens	11/17/20	Capital Express Website Comment Form	Regarding the I-35 redesign in Central Austin, my preference is to tunnel underground with the I35 lanes, so that we can have a plaza or other usable land above ground. This will provide many enhancements, including better air quality, noise reduction, an increase in usable space downtown for park land, and remove the barrier between east and west Austin.
1164	Leslie Milvo	12/03/20	Email to: My35CapEx@txdot.gov	Dear TxDot, I could not find the online comments area appropriate to submit comments. There was an article in the Pflugerville Pflag that provided this email address. It seems like the voters are not able to vote on this congested stretch of highway, but taxpayer dollars will be spent on the project. It would seem that building elevated highway systems through downtown Austin would be much more cost effective way to spend taxpayer dollars than to place roadways underground. This should not be able "politics". While plazas and greenery may be pretty, the concept that a decision be made based on some strange minority division lines is ridiculous. Please take care to spend our tax dollars wisely.
1165	Leslie Wolke	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1166	Leslie Harper	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1167	Leticia Marteleto	12/31/20	Email to: My35CapEx@txdot.gov	Fully against this project; outdated way of dealing with transportation by increasing lanes. The entire world is finding ways to diminish car use; why is Austin going in the opposite direction? No to I-35 Central Austin project.
1168	Leyla Cohlma	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
1169	Leyla Shams	12/09/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1170	Leyla Shams	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1171	Leyla Shams	12/31/20	Virtual Public Scoping Meeting Comment Form	I'm incredibly disappointed in the plan for I-35 and I whole heartedly support plans put forward by Reconnect Austin. As is, the plan txdot has put forward further divides East and west Austin. It's ridiculous!! I feel so unsafe biking from my house from East Austin towards downtown. The "new" plan would set us back and hasn't taken changed behavior in mind at all. The pandemic proved we can work from home and there's more flexibility in commutes. We don't need several added lanes- that only creates more traffic. Please see plans by Reconnect Austin to make our city whole again- to bury the fast part of the highway underground and cap the rest as a boulevard and park space. Please don't move forward with the horrible plan.
1172	Lia Truitt	12/22/20	Email to: My35CapEx@txdot.gov	The opportunity to reconstruct I-35 brings us the chance to not only repair the racial legacy of the highway that has long divided our city, but also to allow the community to weigh in on what the area surrounding I-35 could look like. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color. [Form Letter 2]
1173	Liana Petrucci	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1174	Lili Rose	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1175	Linda Davis-Kyle	12/31/20	Virtual Public Scoping Meeting Comment Form	Please cap I-35 through downtown Austin in accordance with the Reconnect Austin plan if your goal at all is actually to reduce traffic congestion, prevent accidents, and enhance land value. Austinites and newcomers will thank you!
1176	Linda Fields	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1177	Linda Guerrero	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1178	Linda Halpern	12/31/20	Postcard	<p>I write to strongly +C55:E56urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1179	Linda Nenno	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1180	Linda Roark	01/01/21	Virtual Public Scoping Meeting Comment Form	<p>I-35 has long been a scar that blights Austin through its heart. It is a physical and psychological barrier that disconnects neighborhoods; impairs safe and equitable access to, along, and across the corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health-vulnerable, and children in Central Austin; an inhospitable refuge for people enduring homelessness; and a visible symbol of Austin's continuing struggle with its own history of segregation and prejudice.</p> <p>TxDOT's recent commitment to funding the rebuilding of I-35 represents a once-in-a-generation opportunity to re-shape the corridor according to the values and needs of people who are affected by and interact with it on a daily basis. This is a moment that will define Austin for our children and those who follow them. This is a chance to heal that scar of blight with good design and by moving non-local traffic from the heart of the City.</p> <p>The Draft Coordination Plan and Schedule, Draft Project Purpose and Need, and Draft Range of Alternatives fall well short of committing to the necessary environmental, social, and cultural metrics that will ensure this project measurably improves the quality of life for residents and workers in North Central Austin and surrounding areas. Please consider seriously and act on the following feedback on the Draft documents to help TxDOT balance its operational requirements for the I-35 corridor with the needs of Austin people and communities on both sides of the highway:</p> <p>Draft Coordination Plan and Schedule: The Draft Coordination Plan and Schedule should include a period of up to 90 days and not less than 60 days for all future Public Scoping Periods and other public input opportunities. Public input should be sincerely considered in design revisions, not simply acknowledged and filed in half-hearted fulfillment of legal regulation checklists;</p> <p>Draft Project Purpose and Need: TxDOT should expand the Draft Project Purpose and Need to include the following needs in its study of Design Alternatives and evaluation of their respective strengths and drawbacks throughout the project area, as well as their particular impacts on historically disadvantaged communities:</p> <ul style="list-style-type: none"> - Reduce Vehicle Miles Traveled (VMT) and Harmful Roadway-Related Emissions; - Compliance with Federal EPA Requirements for Noise Pollution; - Improvement to Local Air and Water Quality; - Reduction in Respiratory Disorders, Premature Death, Nature-Deficit Disorder, and other physical and mental health impacts; - Safe Access to Schools; - Vehicle Speeds on Surface Streets and in Residential Neighborhoods; - Preservation of Cultural and Historical Resources; - Affordable Housing and Preference Policy ("Right to Return"); - Compliance with City of Austin Standards for Surface Streets (including Frontage Roads); - Character of and Distance between Crossings over I-35 for all Modes of Travel; - Elimination of Land Condemnation or Eminent Domain and Disproportionate Impacts on East Austin Residents, Property Owners, and Businesses; - Property Tax Rates and Impacts to Low- and Moderate-income Property Owners (<80% AMI) - Transit Potential and Multi-Modal Impacts; - Support Systems for People experiencing Homelessness; - Assessment of Trauma Against Communities of Color; and - Climate Change Mitigation <p>Draft Range of Alternatives: TxDOT should work with project area stakeholders to create community alternatives—including in pre-engineering phases—as part of the full Environmental Impact Statement to include, at a minimum:</p> <ul style="list-style-type: none"> - Shrink the footprint of the Project. A typical section of as few lanes as possible by routing non-local traffic to the outskirts of the city, including free non-tolled lanes for commercial truck traffic on bypass highways; - A public co-creation process to identify community alternatives; - Outreach to determine appropriate locations and character for crossings, ramps, and other design features; and - Clear [Source] for the public of all Build Alternatives, including community alternatives, that are easily understood by people without engineering or other technical expertise.

No.	Commenter Name	Date Received	Source	Comment
1181	Lindsay Olinde	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>Hi,</p> <p>I'm excited about I-35 being a better neighbor for Cherrywood and east Austin. But I'm concerned about how little information TXDOT has provided. Neighborhoods must be more involved and more details discussed in meaningful engagement with TXDOT— there is widespread community confusion over expansion of the right-of-way, design and character of the frontage road, ramp design, collector-distributors, intersection design, surface street design speeds, and character and frequency of crossings.</p> <p>We want to minimize expansion into our neighborhood because we live right next to the highway. we also want to remove I-35as much as possible as a racial barrier to downtown. It should be safe for families to cross— and promote community recreation were possible to reclaim some of that land.</p> <p>I am very concerned about both the noise and air pollution.</p> <p>TXDOT should be responsible in taking care of the health of nearby neighbors by installing air quality monitoring along I-35. Several daycares are near I-35 within Cherrywood, and more along the corridor to the south and north. Knowing air quality can help community members know if they should stay inside more often during certain periods. The research on highway air pollution and adjacent communities is already well established, and TXDOT should be incorporating that as part of this update.</p> <p>Please keep the community engaged and incorporated rather than the next check point being at something like 60% design.</p> <p>TXDOT has bright and compassionate engineers and planners on board- I know that with leadership re-iterating the need for this to have real community engagement that this could be a national/international example of how these mega-projects should move forward adn heal past historic injuries.</p> <p>[And to you— the scribe/ collector of the comments— thank you! Sincerely, thank you. I appreciate your time and effort in trying to synthesize all these heartfelt concerns and also hopeful visions for I-35. I imagine the task is trying but so important. Keep up the good work!]</p>
1182	Lindsay Olinde	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Air quality is a huge concern for our neighborhood Cherrywood and other east austin neighborhoods. I just found out that Dr. Reza Farzaneh out of A&M lives in Austin and is a local expert at air quality sampling and involved with other TXDOT, please contact him so his group can look at this. Getting rea time data along I-35 before, during, and after construction in Austin is important given all our community members that so close to the highway.</p> <p>https://airquality.tti.tamu.edu/team-members/</p>
1183	Lindsay Olinde and Joseph Kugler	12/15/20	Email to: My35CapEx@txdot.gov	<p>Hi,</p> <p>I live immediately next to I-35, in the Cherrywood Neighborhood. My family will be greatly affected by what happens to I-35, especially from Dean Keeton to 32nd. I do not work or do business with TXDOT. My employment will not benefit from TXDOT work here. Below are my notes— please include them. Parenting and working during pandemic— missed deadline on Saturday. Catching up now.</p> <p>I have several comments, below:</p> <ol style="list-style-type: none"> 1) I support Alternative 1 for I-35 with the main lanes below grade, the HOV lanes below the main lanes, and the frontage road at grade over the main lanes through central Austin is the best concept put forth by TXDOT. This alternative will result in the least damage to property adjacent to I-35 and potentially result in less noise in neighborhoods near the highway. 2) the number of entrance ramps to I-35 in central Austin between the river and Airport Boulevard should not be reduced otherwise traffic jams will get worse on city streets near the freeway. Where are the entrance/exit ramps? The cross streets? I am extremely concerned about additional traffic on nearby streets, for pedestrians especially as well as additional pollution. These locations of entrance and exit ramps and cross streets were not specified by TXDOT and are important to us as we have to cross I-35 everyday for work, groceries, etc. 3) I hope TXDOT owes it to the many communities affected along the interstate— to provide a **meaningful and effective** opportunity for public comment after it has developed a more detailed concept for the chosen Alternative based on realistic simulations of present-day and future traffic on I-35 and in the areas adjacent to I-35. TXDOT must consider better options for input from communication with disabled, elderly, and non-english speakers. 4) TXDOT should monitor air pollution along the corridor— before, during, and after construction. We have many daycares along this stretch of I-35 as well as playgrounds, elderly residents, covid patients will long term breathing complications, outpatient clinics, and hospitals. Residents should be provided update information local information should air quality recommendations around I-35 affect whether/when they should be outside nearby the work. UT and TX A&M, as well as private consulting or TCEQ would surely be interested in collaborating in this as part of public health interests. 5) Meaningful engagement should be involved with East Austin's historically Black and hispanic residents. If not already doing, please reach out - and pay for local consultants as facilitators- including Sixth Square, GAVA, Austin's Equity Office, and Austin's NAACP. Prior to engagement, engineers and planners should all become familiar with Austin's history. I highly recommend this recap video from Austin Energy as a start, as well as this one from the Blackland neighborhood. I recommend partnering with Austin Housing and Austin's Antidisplacement program to help with long term disenfranchisement of these marginalized communities. 6) Consider stormwater treatment options— large opportunities for a series of underground and above ground retention could make this a national landmark, especially for GSI. <p>Thank you for the opportunity to participate. Please email me back to confirm receipt and its inclusion in this first round of public comments. I look forward to I-35 being a better neighbor, and helping facilitate the visions and goals for both the interstate traffic and our microlocal interactions with it.</p>
1184	Lindsay Rojas	12/30/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>My name is Lindsay Rojas and I live in central Austin. I'm writing to you today to talk about the Capital Express Central project that will transform I-35 in the city. This freeway has acted as a barrier between East and West Austin since its construction, fueling the racial and economic divide in our city for decades. In order to best serve the community of our capital, TxDOT should create a tunnel and put the freeway underground so that we can reclaim more of our downtown space and move toward a more modern and unified city.</p> <p>Austin is growing rapidly and our city center needs to utilize all the space we can. Please do not add 20 more lanes to I-35, as this will just lead to more traffic, more accidents, and further divide in our city. Build One will benefit everyone most, but it would be ideal if we could construct it underground. Please edit the plan to reflect our needs.</p>
1185	Lindsey Derrington	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1186	Lindsey Derrington	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Austin's doesn't need more lanes of highway. Please listen to the community to shape an i-35 that reconnects our city instead of further dividing us. Please don't double down on the east-west auto-centric barriers that have divided Austin for generations, and that will continue to impact us for generations to come.</p>

No.	Commenter Name	Date Received	Source	Comment
1187	Lindsay Talbert	12/31/20	Email to: My35CapEx@txdot.gov	<p>To Whom it may concern:</p> <p>As a mother of two young children who cross over and under 35 multiple times a day, to go to school, the grocery store and other amenities, the future of how we reconnect our city is incredibly important to me and all of my neighbors.</p> <p>I ask that you please include an alternative option that considers removing 35 from the 8-mile central corridor and unlocking the ROW for new city blocks, served and connected by an innovative and safe, multi-modal boulevard.</p> <p>Attached is how such a proposal would best deliver on the stated program goals and objectives driving this effort.</p> <p>Removing 35 best delivers all the program goals and objectives: Enhances safety for all users in the corridor, while drastically improving safety for long-haul and intracity users being better served by safer, modern routes now designated I-35 Optimizes the roadway footprint with the most efficient use of the state's most valuable real estate, drastically shrinking ROW needs and unlocking new opportunities of the state, city and private entities to create and build unmatched amenities Increases capacity for moving people into, across and through Central Austin across modes, and unlocks future ability to invest in increasing regional long-haul through capacity in better suited areas (namely the 130 corridor) Decreases right of way needs, unlocking new land that will reconnect Austin, expand Austin's vibrant downtown core and create new tax revenue for all Manages traffic better by separating through and freight traffic and creating more consistent, safe and efficient connections for urban users Improve east/west connectivity by re-establishing the entire grid throughout Austin's central core Improve compatibility with neighborhoods by removing the barrier that is a freeway and reconnecting them with their city every neighborhood on both sides of where 35 now stands will benefit Enhance bicycle, pedestrian and transit options with a solution designed not around other modes, but one that embraces and enhances their value to a vibrant, efficient central city</p> <p>Removing the freeway meets all of the central corridors goals and objectives and thus must be considered in the EIS.</p> <p>Thank you so much for taking the time to consider my input. I look forward to seeing this reasonable alternative considered in the next step of the process as we all work together to find the best solution for our city, region and state.</p>
1188	Lisa Moore	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1189	Liz Ard	12/29/20	Email to: My35CapEx@txdot.gov	<p>Hi, My name is Liz and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin.</p> <p>I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. Twenty lanes will cause more accidents and create traffic congestion merging into less lanes.</p> <p>In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you! Best, Liz</p>
1190	Liz Fischer	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1191	Liz Launchbury	11/24/20	Virtual Public Scoping Meeting Comment Form	Thank you for the information and opportunity to comment. I support any widening initiative on I-35 through Austin, particularly to add shoulders and any safety enhancement. Any improvement to local travel is appreciated.
1192	Liz McConnell	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1193	Liza Wimberley	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1194	Liza Wimberley	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1195	Logan Chapman	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1196	Lonny Stern	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1197	Lora Menter	12/17/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Hello there and thank you for your work! I am writing about the proposed widening of Highway 35 in Austin. Please, please, please (!) don't widen the road and just build more and more highway. I truly don't think it's what we need as a community. Also, as a resident who largely bikes and walks to get around, I would love to see I-35 become more friendly to my family and me as we move around the city. I support and amplify the thoughtful, community-focused recommendations of Farm&City, Walk Austin, The Downtown Austin Alliance, and Our Future 35. Some of their points are as follows:</p> <p>[Form Letter 1]</p>
1198	Lori Brock	12/28/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Yes I believe interstate 35 needs to be fixed but I don't know how it's going to be done. Maybe there needs to be a lane just for trucks when you get ready to enter the limits of the county from either north or south, maybe another lane, but we sure don't need another toll road, the tollway system is a ripoff here in Austin, you can't get to some places without having to use it and that is wrong. We do not need a toll on 35. Something needs to be done and I feel it has to do with the trucks being on 35 during our busy times and people not paying attention cause they are reading cell phones, it is just a mess. Could you maybe make the overpass that you have downtown go further.</p>
1199	Lori Rowe	11/19/20	Email to: My35CapEx@txdot.gov	Simply stated, I believe our tax dollars should be spent in ways that discourage travelers from using IH 35 to cross the Colorado River and that encourage the utilization of alternate routes, such as existing crossings of Mopac, US 183 and SH 130, and turning 360 and 620 into controlled access highways. We should be expanding and improving other options that take pressure off of IH 35. I agree that some improvements need to be made to update IH 35 through downtown, but absolutely not to expand it to accommodate more traffic.

No.	Commenter Name	Date Received	Source	Comment
1200	Lorin Rivers	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, In addition to the below issues I would like there to be a mass transit/ light rail component and bicycle commuting included in the plan, as well as green space. More highways never results in less congestion. If it did Houston would be a commuter paradise. [Form Letter 1]
1201	Lorin Rivers	12/10/20	Virtual Public Scoping Meeting Comment Form	I am concerned that there's no provisions for mass transit/light rail/bike paths included in the proposal. Adding more lanes doesn't really reduce congestion in the long run (see Los Angeles, Houston, San Jose, or Austin for proof). If it did, those cities would be commuter paradise. If this project embraced alternatives, green space, and bridging the divide between east Austin and the rest of the city, all of us would be better off.
1202	Louisa Brinsmade	12/31/20	Email to: My35CapEx@txdot.gov	Hello: Thank you for the opportunity to comment on the project. I would like to see all of the highway lanes depressed below the current mainlanes level, and a platform created on (or above) street level for a public park, and for pedestrian and bicycle access across the highway to connect East and West Austin. I am also in favor of seeing the elevated lanes between Airport Blvd and E. MLK Blvd removed, as described in the project slides. I am unclear on the fate of the frontage roads, especially on the east side - I live in Swede Hill and I am concerned about the frontage road expanding ever closer to my neighborhood. Thank you again for allowing me to comment.
1203	Luca Rizzi	01/01/21	Email to: My35CapEx@txdot.gov	Form Letter 1
1204	Ludvine Varga	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
1205	Luis Alvergue	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1206	Luke Luper	12/03/20	Email to: My35CapEx@txdot.gov	It just leads to more traffic and is bad for the environment. Instead work together with Capmetro so they can implement Project Connect more robustly and quicker.
1207	Lyman Labry	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1208	Lynn Haas	01/01/21	Virtual Public Scoping Meeting Comment Form	I am concerned about spending so much money and effort without knowing how the pandemic will change our commuting patterns over time. Many downtown offices have vacated as telecommuting becomes a way of life and daily traffic has dropped by at least 20%. I would like to see "delayed build" added to project alternatives so we can study how peak hour traffic patterns change. Project Connect, passed by an enormous margin by COA voters, will intersect in many places with this I-35 project. I am concerned about construction conflicts that are certain to add delays and complications to both projects. This project offers huge opportunities to re-connect east and west Austin. Local businesses especially suffer from residents' inability to easily cross this urban barrier. This contributes to the poverty and lack of opportunity in Austin's "eastern crescent" neighborhoods. Please tell us how TxDOT is going to help remedy this longstanding injustice.
1209	Lynn Knief	12/08/20	Email to: My35CapEx@txdot.gov	This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. Hello, My name is Lynn Knief I live and own [REDACTED] My property borders [REDACTED] Please call me 8[REDACTED] to Discuss project as I am concerned if plans touch my property I want to go on record with input The voice mail at 512-651-2948 is not working I could not leave message Thank you

No.	Commenter Name	Date Received	Source	Comment
1210	Mac Bruce	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I live two blocks away from I-35 on 45th St. I am a bicycle commuter and find it almost impossible to find a safe place to cross I-35. The proposed plans released by TxDOT will make it even harder for me to access destinations on the east side of the interstate.</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. Widening this highway will jeopardize the health of my family—we need more design alternatives that center people, not cars.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my feedback.</p>
1211	Maddy Braat	12/28/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Expanding highways is dangerous and ineffective. Just look at Houston, they have 20 lanes of highway and STILL more traffic than anyone else in Texas. Please, please, please bury I-35 in Austin. Do what you did in Dallas. Give us our space back.</p> <p>By expanding I-35, not only will it be a massive eye sore through the center of our city, it will make it more difficult to travel from east to west. Austin is already the most segregated city in Texas and expanding I-35 will only extend that.</p> <p>Please think of the Austin community in these plans. Please bury I-35.</p> <p>[Form Letter 2]</p>
1212	Madeline Acri	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1213	Madeline Acri	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1214	Madeline Alcott	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1215	Madeline Maxwell	12/16/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I am strongly opposed to widening I-35 through Austin. We have only recently begun to repair the devastating impact of the original build on the welfare of the city, the aesthetics, the sense of shared citizenship, and the physical lay of the land. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin. Go around, not through.</p> <p>[Form Letter 1]</p>
1216	Mallory Decherd	12/09/20	Virtual Public Scoping Meeting Comment Form	We should not be using literally some of the most valuable real estate in Texas for a highway. When they widened the Katy Freeway to 20 lanes in Houston, congestion was WORSE within a decade. I do not support highway widening through downtown Austin. We're too big a city for this. People don't advocate putting a highway down manhattan or San Francisco.
1217	Mallory Hart	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1218	Mandi Rinn	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1219	Mandi Thomas	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1220	Mandy Gauld	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1221	Marc Coudert	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1222	Marc Leitman	12/31/20	Email to: My35CapEx@txdot.gov	<p>I would like to suggest that the upper decks be widened. Upside down u-shaped supports could span the frontage roads with two to three lanes added on top of these new supports. The upper deck could be increased to four lanes wide in each Direction and would be made into an Express by pass going directly through the city. The frontage roads would remain for local traffic and the lower level would be the local road so that people could except 2 38th Street the university and downtown . It is also possible to take the two bridges on either side of the lady bird Lake overpass and connect them to the main Bridge making one continuous solid bridge over the water. You would have five Lanes in each Direction going over the lake with one to two lanes as a frontage road to access or exit Riverside Drive. I don't know whose idea it is to dig up an entire freeway that is used by thousands of cars and trucks a day or where they expect the traffic will go for several years but that is not a practical idea. I have carefully studied my proposal and know it will work from an engineering, space and right of way perspective. I'm more than happy for someone to contact me by email or by dialing my mobile phone [REDACTED].</p> <p>Thank you, Marc Leitman 34 year resident of Austin</p>
1223	Marc Segal	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1224	Marcel Garza	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1225	Marco Sanchez	12/22/20	Email to: My35CapEx@txdot.gov	<p>The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color. THIS FORM LETTER IS BULL SHIT. A HIGHWAY CANT BE "ACTIVE" IT IS AN INANIMATE. CITY COUNCIL IS RESPONSIBLE FOR NOT PROTECTING EAST AUSTIN. I HAVE BEEN HERE OVER 60 YEARS AND EAST AUSTIN IS NO DIFFERENT FROM MY NEIGHBORHOOD, DELWOOD. THE PEOPLY MOVING TO AUSTIN HAS MADE THE LAND SO EXPENSIVE, EAST AUSTIN RESIDENTS ARE TAKING THE MONEY AND MOVING OUT OF AUSTIN. GOOD FOR THEM. DON'T BLAME A PIECE OF ASPHALT FOR THE IGNORANT REMARK, " REPAIR THE RACIAL LEGACY OF A HIGHWAY".</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. BUILD A SAFE ROAD TO GET NORTH AND SOUTH IN AUSTIN . 2. BUILD A SAFE ROAD TO GET NORTH AND SOUTH IN AUSTIN . 3. Co-design the Project with the community: BUILD A SAFE ROAD TO GET NORTH AND SOUTH IN AUSTIN . 4. BUILD A SAFE ROAD TO GET NORTH AND SOUTH IN AUSTIN . 5. Provide a minimum of 90 days of public comment for all future comment periods. PROVIDE AN COMMON SENSE ENAMA FOR ALL INVOLVED. 6. IF YOU ARE THINKING A PIECE OF ASPHALT HAS CREATED YOUR VICTIMHOOD , YOU NEED A DOUBLE DOSE OF COMMON SENSE ENAMA. 7. IF YOU THINK BECAUSE PEOPLE OFFER YOU AN ENORMOUS AMOUNT OF MONEY FOR YOUR EAST AUSTIN PROPERTY THAT YOU HAVE BEEN RACIALLY ABUSED, DON'T TAKE THE MONEY. 8. IF YOU DONT LIKE THE HIGH PROPERTY TAXES CAUSED BY CORPORATE WELFARE TO DRIVE BUSINESS TO AUSTIN, VOTE THE IDIOTS OUT OF THE CITY COUNCIL. IN THE MEANTIME, TAKE THE MONEY AND MOVE TO BUDA, MANOR, JARRELL, THE RIO GRANDE VALLEY, MEXICO, NEW YORK, CALIFORNIA, TAKE THE MONEY AND HAUL ASS.
1226	Marcos Molina	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1227	Marcy Levitan	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1228	Marett Hanes	12/02/20	Virtual Public Scoping Meeting Comment Form	While congestion has been a major problem in Austin for decades, expanding I-35, particularly to this extent, it not the way to achieve greater mobility and equity in Austin. I-35 has a dark history of being a dividing line of segregation and displaced primarily a Black community for it's construction, and winding it would continue to have disparate impacts on the East Austin community which has already been severely impacted by gentrification. Austin just approved Project Connect after decades of not funding major changes to transit including major rail lines, and expanding I-35 would spend more money to undermine this costly project that Austin needs. Twenty lanes for I-35 is an extreme expansion that would rip through Austin's core when any improvement or expansion of I-35 should promote connectivity by burying the highest through downtown if possible. Expanding to a super Highway in the heart of our city is not the way to go.
1229	Margaret Gallagher	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1230	Margaret Ohalloran	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I live five blocks from I-35 in Austin, and the interstate impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. The prioritization of moving cars through Austin, over building safe and functional routes for pedestrians, bikes, and local traffic, has been a failure of highway planning for decades. Not to mention the racialized history of destroying capital and separating communities of color.</p> <p>[Form Letter 1]</p>
1231	Margo Whitt	12/31/20	Email to: My35CapEx@txdot.gov	<p>After reviewing some of the alternatives, I must object to a few key issues:</p> <p>Narrower lanes are unsafe and difficult to navigate in large trucks. Any option that proposes adding lanes by making them smaller is unacceptable.</p> <p>The noise level of the existing configuration of I35 is deafening. I live several blocks from the freeway and there are many days when it is unpleasant to step outside or sleep with a window open. Any option that doesn't reduce the amount of traffic on this freeway needs to address the noise level by moving the traffic underground.</p> <p>Instead of looking for ways to add traffic to I35, why not look at ways to move I35 out of the center of the city? It seems like I35 and 130 could be swapped, with 130 becoming a free I35 bypass, and the old I35 becoming a toll road. This would encourage through traffic to go around the city, while commuting traffic would be tolled except for HOV lanes, thus encouraging mass transit.</p>
1232	Maria Berrios	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1233	Maria del Carmen de la Morena	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1234	Maria Garcia	11/18/20	Virtual Public Scoping Meeting Comment Form	Can't build your way out of congestion. All three build alternatives will simply induce more future traffic. Most traffic is local, and will use alternatives if I-35 is not improved. Please implement the No Build alternative.
1235	Maria Geary	12/18/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The history of I-35 through Austin is one of segregation, racism, and congestion. Expanding I-35 will only further divide the city, while history and studies have shown that adding more lanes to a highway only adds to the number of drivers on the road. That is not what the culture, or the climate, of Austin needs. Major traffic should be routed on 183, and the center of Austin should be stitched back together, with perhaps a park on top of a buried few lane road for local traffic.</p> <p>During the environmental scoping process for the I-35 Capital Express Central Project, please consider quality of life, the danger to communities of fast moving traffic, the impact on the environment, noise pollution, and all of the other negative consequences of widening I-35. Austin is not Houston, we don't want to be Houston, and we will not be well-served by Houston style freeways.</p> <p>Thank you for your consideration.</p>
1236	Marielle Rominger	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1237	Marina Roberts	11/30/20	Virtual Public Scoping Meeting Comment Form	Please stop expanding highways. There is not enough clear evidence that expanding roads leads to less traffic, and it is a poor investment in our futures to pour money into roads that lead to pollution and don't solve transportation problems when we could be investing in alternatives to car transit such as public transit, bike lanes, and greater access to affordable housing so more people can live close to work. Roads are deadlier than other forms of transportation - let's invest in smart alternatives to roads instead of doubling down on them.

No.	Commenter Name	Date Received	Source	Comment
1238	Mario Champion	12/30/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I urge TxDOT in the strongest possible way to not widen I-35 in the I-35 Capital Express project.</p> <p>CLIMATE: The City of Austin faces a Climate Catastrophe if we do not act in a concerted way to fundamentally change how we plan our cities, prioritize money and resources away from fossil-fuel vehicles and continued highway construction and toward Active Transportation, such as biking, walking, rolling, and other climate-friendly micro-mobility options, and High-Capacity Transit.</p> <p>The City of Austin can strengthen its efforts to reduce carbon emissions, improve air quality and its citizens' health by building a more equitable high-capacity transit network.</p> <p>SAFETY: People walking, biking and using micro-mobility devices have been killed or seriously injured on or along I-35, disproportionately affecting people of color, individuals experiencing homelessness, and other marginalized communities.</p> <p>Cap Metro's transit service currently releases passengers near I-35 frontage roads, leaving them to make east-west connections across IH-35 or along the frontage road via whatever means of transport they have available, most often by foot or bicycle.</p> <p>The City's 2014 Bicycle Master Plan envisions a core network of safe facilities suitable for people of all ages and abilities, many of which cross I-35.</p> <p>EQUITY: The original siting and construction of I-35 through Austin was a directed, intentional project to physically enforce racial segregation.</p> <p>The City, County, TXDOT, and the Capital Area Metropolitan Planning Organization have an obligation to consider past inequities and disproportionate impacts of project alternatives and mitigate negative impacts through equitable planning processes and outcomes.</p> <p>A depressed, below-grade highway with a lid designed to support human-scaled activity offers a once-in-a-generation opportunity to physically reconnect East Austin in a direct effort to partially mitigate the negative impacts of decades of structural racism and inequitable highway and city-planning projects;</p>
1239	Mario Hernandez	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1240	Marion Martin	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1241	Marissa McKinney	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>I have lived in the Austin area for the past six years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project:</p> <ol style="list-style-type: none"> 1. Prioritize access and enhanced connectivity to the urban core. 2. Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. 3. Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. 4. Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1242	Marissa Newhall	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1243	Marissa Pore	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>As someone that commutes by bicycle from South of the river to downtown almost daily, getting across the river is already difficult, unpleasant, and mostly unsafe. The expansion of I-35 would further impact the ability to safely commute by bicycle, scooter, walking, or any other form of transportation that isn't in a motor vehicle.</p> <p>[Form Letter 1]</p>
1244	Marissa Stewart	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1245	Mark Armstrong	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>Regarding the I-35 Capital Express Program, I encourage TxDOT to prioritize the following. First, the plan should reduce noise and air pollution for residents who live within proximity to the interstate. Second, any plans implemented should protect residential properties immediately adjacent to the interstate. Third, burial of as much of the interstate as possible should occur, ideally from north of Riverside Drive to Airport Blvd. Fourth, I've heard various proposals about the number of lanes through downtown. More lanes will simply mean more vehicles. The data is clear on that aspect of urban transit. While some may believe that more lanes will increase the flow of traffic, historical data from other urban projects doesn't support that belief. Additional lanes will simply fill with vehicles and increase the already grossly congested traffic in central Austin. A better long-term solution would prohibit semi-trailer-trucks from using the interstate through downtown and instead, reroute large commercial freight with a spur around the downtown area. In conclusion, in an oil and gas state like Texas, we too often prioritize that industry when building transit infrastructure. I hope TxDOT will consider the necessity of a healthy environment for residents no matter their race, class, gender, and ability. Environmental justice, in the broadest possible sense, should be a core value of the I-35 Capital Express Program. Climate change poses an existential threat to future generations and transit infrastructure should acknowledge this reality.</p>
1246	Mark Begert	12/31/20	Virtual Public Scoping Meeting Comment Form	I support the options that remove the upper deck due to sound/air pollution. I would also like to see more pedestrian/bike access from east to west across I-35 in the vicinity of 32nd St/38th St.
1247	Mark Fern	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1248	Mark Grobmyer	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1249	Mark Konen	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>

No.	Commenter Name	Date Received	Source	Comment
1250	Mark K. Ritter	12/28/20	Capital Express Website Comment Form	This is a total waste of taxpayer money. You should build ALL lanes so ALL folks can use them, and find a simpler solution instead of the incredibly expensive burial of the thing.
1251	Mark McCartney	11/24/20	Virtual Public Scoping Meeting Comment Form	<p>I believe that I-35 must prioritize human health over traffic, by following the guidelines for Reconnect Austin: https://reconnectaustin.com/scope/</p> <p>Air quality and carbon emissions must be lower than they are today. We should reduce VMT (vehicle miles traveled) as part of this project, and stop the segregation of the city by ensuring we bury most of the highway below ground and cover the gap with a public park. People must be able to cross near downtown on foot or on bicycle conveniently, without having to walk more than a quarter of a mile or more to get to a bridge.</p> <p>The new highway must abide by existing comprehensive plans for Austin, such as the Austin Strategic Mobility Plan, Vision Zero goals of zero annual vehicular-related deaths and serious injuries within Austin city limits, and the Austin climate goals as set forth in Austin City Council Resolution 20140410-024.</p> <p>Furthermore, as NEPA sets no limits on the number of design alternatives that may be considered, scoping must fully consider a range of alternatives that match the wide array of community needs and which address all of the above-mentioned issues.</p> <p>Fully considered design alternatives should include:</p> <ul style="list-style-type: none"> The ULI's I-35 recommendations (http://bit.ly/ULI35): Expanding and lowering I-35 between Holly St and Dean Keeton St., building caps and stitches at key locations The Reconnect Austin proposal (https://reconnectaustin.com): Lowering I-35 between Holly St and Airport Blvd, capping the entire stretch with a 6-lane boulevard, converting the former frontage roads to other land uses, and reconnecting the east-west street grid The Rethink35 proposal (https://rethink35.com): Replacing I-35 from Hwy 290S to 290N with a boulevard that includes dedicated space for walking, bicycling, and public transportation; re-purposing excess land for other uses; restoring the east-west street grid; and encouraging non-local traffic to take other routes*
1252	Mark Miller	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1253	Mark Smolen	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>I have the following questions/comments concerning the I-35 Capitol Express Central Project:</p> <ol style="list-style-type: none"> 1. When are the connections of I-35 to Airport Blvd. planned to be available? 2. Do any of the proposed build options extend past the existing frontage road boundaries? 3. What will happen to existing elevated billboards along the Upper Deck? 4. Is there any consideration being given to permitting future autonomous car "trains" access to the HOV lanes? 5. Will there be plans to deal with the homeless populations currently living under the I-35 overpasses when construction begins? If so, when will these plans be available?
1254	Mark Terry	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1255	Mark Weaver	12/08/20	Email to: My35CapEx@txdot.gov	I live north of Austin and dread work and personal trips downtown, to include actively not coming down to take advantage of the great events and restaurants. Modernizing I-35 will address so many issues and provide unique opportunities for the city and community to incorporate iconic elements into this great city. Help make Austin even better
1256	Marsha Hughes	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1257	Marsha Riti	12/09/20	Virtual Public Scoping Meeting Comment Form	I am not in favor of any of these projects for I-35. I-35 is a dividing line that negatively impacts historically Black community of East Austin and those living next to the freeway by increasing traffic, increasing pollution, decreasing ability to easily cross the freeway, and decreasing property values along I35. I do not support any expansion.
1258	Marshall Geyer	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>This 35 expansion is extremely misguided - due to induced demand, all of the money and time spent adding lanes to I 35 will be useless once the demand quickly matches the new supply of lanes.</p> <p>If anything, 35 should be buried / reconstructed with safe and updated lanes (without adding new lanes) and convert the land on top of the now-buried 35 with a pedestrian / transit corridor.</p> <p>Truckers and commercial vehicles have no business crossing through downtown austin - I beg of you, don't go through with this plan. Thank you.</p>
1259	Martha Allan	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1260	Martha Smiley	12/27/20	Email to: My35CapEx@txdot.gov	<p>I was a participant in the I-35 working group working with DAA and other organizations impacted by past I 35 construction and future reconstruction efforts. I am also on the Board if the Waterloo Greenway Conservancy. These comments below reflect my own views, but I know from my involvement that a very broad cross section of the impacted community feel the same.</p> <p>[Form Letter 2]</p>

No.	Commenter Name	Date Received	Source	Comment
1261	Martin Barrera	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Quality of life and equity issues must be fully evaluated in the environmental scoping process for the I-35 Capital Express Central Project.</p> <p>Dirty air, noise, broken bones, road deaths, and asthma are just some of the costs people across Austin and beyond have incurred because of I-35. The impacts are even worse for poorer communities already struggling from historic inequities.</p> <p>TxDOT must think about more than moving vehicles through Austin quickly. Our communities' health, safety, and prosperity must come first.</p> <p>TxDOT must address the following:</p> <ol style="list-style-type: none"> 1. Human and environmental health impacts, especially for nearby communities, including air and water quality, flooding, noise, and vehicular-related deaths and serious injuries. Climate change is a major threat to humanity and also must be addressed. 2. Economic sustainability and equity. Create walkable, mixed-use, and equitable transit-oriented development along I-35; close socioeconomic gaps between communities and stop displacement; and consider how much land should be used for the highway versus housing, schools, and businesses; and conduct a full equity impact analysis for this corridor and nearby communities. 3. Focus on accessing needs, rather than maximizing speed. People shouldn't have to take long, dangerous drives for groceries or get to work. Walking, bicycling, and transit should be safer and more accessible, destinations should be closer to home, and the street network should be better connected with fewer dead ends so traffic isn't funneled as often onto I-35. 4. Compatibility 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. 5. Provide the public a wide range of design alternatives for I-35, not just highway expansions. These designs should include the UL's recommendations, the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin, and Rethink35.
1262	Martin Bate	11/30/20	Virtual Public Scoping Meeting Comment Form	I vehemently oppose the proposed I-35 project. Countless studies have shown that highway expansions do little to address highway congestion. Whatever brief benefits may be realized are Sisyphean in nature – the new lanes will encourage growth, bring about congestion, and take us back to square one in another decade. Instead, TxDOT should consider the options laid out by the Reconnect Austin organization which would give this broad swath of land back to everyday Texans and allow for transportation options that actually scale well in response to demand.
1263	Martin Nembhard	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1264	Martin Pedersen	12/31/20	Virtual Public Scoping Meeting Comment Form	I'm in favor of getting rid of the upper deck and burying the additional lanes.
1265	Martin Thomen	11/20/20	Virtual Public Scoping Meeting Comment Form	I support an alternative that covers I-35 as it goes through the downtown core area and reconnects E Austin with downtown using neighborhood-style streets and includes robust public transportation. I was sorry that this was not one of the options presented, but I believe it should be. Adding more and more lanes is not the answer, the statistics show that. We were told SH130 would help relieve through traffic in core Austin, and we should make the I-35 project complement that by directing through traffic to SH130 and reducing exits and feeder roads from Ben White to 290E.
1266	Martina Santesteban	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Austin has become a large and inviting city and now we have a great opportunity. We want quality of life. COVID has shown us what we lack and has created long lasting changes. Business and working conditions have change forever-work from home will increase, some businesses will downsize their physical address and families will continue to juggle work/life/school. We lack public transportation and abundant safe walking areas. Taking into consideration the needs of the people in this community is essential.</p> <p>2020 has shown us how important our physical and mental health are for ourselves, our families, and our community. Healthy and beautiful outdoor/green living and walking areas are necessary for our health.</p> <p>[Form Letter 1]</p>
1267	Marty Hood	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>I object to all three build options. HOWEVER, if you forced me to chose I would rank them in the order they are number:</p> <p>Alternative 1 is best (least objectionable)</p> <p>Alternative 2 is second (less objectionable)</p> <p>Alternative 3 is worst (most objectionable)</p> <p>All options are about moving traffic but DO VERY LITTLE TO LIMIT DAMAGE TO THE SURROUNDING COMMUNITY AND RECONNECT NEIGHBORHOODS.</p>
1268	Mary Elizabeth Cofer	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1269	Mary Coagan	12/02/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I would be in favor of burying much of the I-35 corridor to preserve the air quality and beauty of Austin. To build a wide cement corridor would only divide East and West Austin further. Alternatives like Reconnect have worked in other cities and it could work for us in a big way.</p>
1270	Mary Hanson	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1271	Mary Kanipe	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1272	Mary Lou Bell	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1273	Mary Osborne	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1274	Mary Osborne	12/30/20	Virtual Public Scoping Meeting Comment Form	I oppose all of the project proposals. I35 is already an eyesore to Austin and to expand it will only exacerbate intrusion into viable neighborhoods and create immense noise and air pollution. We already have highway 130 which could easily be expanded without invading people's property and, although it skirts around Austin, it probably would not take any longer than sitting in massive traffic on I35. It could become free and I35 could be a toll road. We should be beautifying central Austin, moving the current I35 underground and creating a boulevard similar to what was destroyed when I35 was built. I am hopeful that TxDOT will be more forward thinking about environmentally sound and attractive ways of solving our traffic issues rather than copying the Houston Katy Highway which is a disaster. Thank you for listening to the citizens who will be most affected.
1275	Mary Osborne	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1276	Mary Pustejovsky	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, The planet is on fire. There is no question from a scientific perspective that we need to decrease greenhouse gas emissions. Transportation accounts for the largest share of emissions in the United States. Even when vehicles are electrified, the particles from tires are shown to be deleterious to waterways and air. We need to stop the madness. We cannot keep expanding roadways. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin. [Form Letter 1]
1277	Mary Pustejovsky	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1278	Mary Terrier	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I was born in Austin in the 1980s and grew up in a socio-economically disadvantaged family; for many years my family and I relied on Capital Metro and walking to travel all over the city. Suffice it to say, Austin has never seemed to care about the carless or the disadvantaged. It remains dangerous, unhealthy, and difficult to try to travel this city by foot or bicycle. I wish city officials in charge of planning would take the time to travel their daily routes on foot, and experience how challenging and frightening it is to live without a car in this city. Many of us do not have the benefit of a reliable automobile. As a child and teenager, I frequently crossed I-35 from the bus stop near the LBJ library to the University of Texas Facility Services building where my father worked. The difficulty of finding safe pedestrian crossing points is a stark reminder of Austin's history of redlining and racism. My recent crossings to get from my home in east Austin to the UT campus and downtown have felt just as unsafe. Rebuilding I-35, it is my sincere hope that the health and safety of the most vulnerable Austinites will be considered. The richness and accessibility of a city must be determined by more than the driver. The most successful, equitable, healthy, and enduringly beautiful cities of the world prioritize green spaces, ample pedestrian and bike paths, and lowering emissions and traffic. [Form Letter 1]
1279	Mary Trahanovsky	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1280	Mary Urban	12/10/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Mary Urban and I was born and live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. This will also help promote the city as accessible and walkable, important aspects and desires in modern urban planning. Dallas is a city which implemented a similar idea and moved their highways downtown, with a park above for all their citizens and visitors to enjoy. I think it is important for cities, especially in the dense downtown areas, to be people focused, which in turn increases quality of life and popularity of a city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!

No.	Commenter Name	Date Received	Source	Comment
1281	Mateo Barnstone	12/28/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community. 6. Make human-scaled speed, design, connectivity the commanding priority on any surface treatment.
1282	Mateo Barnstone, CNU-CTX	12/30/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF - dated 12/28/20.]</p> <p>Please find the letter we submitted regarding the I-35 Capital Express Central Project draft Coordination Plan/Schedule, draft Purpose and Need for the project and the draft Range of Alternatives below:</p>
1283	Matt Desloge	12/07/20	Virtual Public Scoping Meeting Comment Form	Expanding I-35 is dooming Austin residents to worsening air-quality, burdening Texans with enormous debt, and not moving the needle a hair on mobility (hint: TxDOT should be concerned with how to move people, not cars!). My opinion on this project is mostly unprintable, so I'll just say "no way, no how!"
1284	Matt Desloge	12/07/20	Virtual Public Scoping Meeting Comment Form	Expanding I-35 is dooming Austin residents to worsening air-quality, burdening Texans with enormous debt, and not moving the needle a hair on mobility (hint: TxDOT should be concerned with how to move people, not cars!). My opinion on this project is mostly unprintable, so I'll just say "no way, no how!"
1285	Matt Rutledge	12/21/20	PDF Comment Form to: My35CapEx@txdot.gov	I would like to express support for Build Alternative 1 over the no-Build or other alternatives. I support the purpose of the project, especially to the extent that it improves pedestrian/bicycle use along the project area. Build Alternative 1 appears to require the least lateral intrusion into existing property between Airport Blvd and MLK which is key. Removing the overpass here is key to my support as it is the cause of significant traffic issues along this corridor and creates significant noise pollution into the adjacent neighborhoods. The environmental impact analysis should specify any reduction in noise pollution from removal of the overpass. The project proposal to date lacks the specificity required to provide more detailed comments (ex. width of each segment, pedestrian/bike infrastructure, changes to exits/entranceways, etc.) but based on what I have seen so far Alternative 1 has a significant advantage in appearing narrower than Alternatives 2 & 3. It is also important to understand the construction traffic impacts along the construction route as well as in the adjacent neighborhoods and the duration of that impact. Overall, I support this effort, especially getting rid of the upper deck, and look forward to hearing more.
1286	Matt Worley	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1287	Matteo Caporrella	11/12/20	Capital Express Website Comment Form	I-35 should be underground with pedestrian-friendly perhaps a park at ground level.
1288	Matthew Abshire	11/17/20	Virtual Public Scoping Meeting Comment Form	I am concerned about the impact this reconstruction could have on the city. I do not believe that adding lanes will improve congestion and think that it will only perpetuate overreliance on cars. Originally from Houston, I have seen too many highway expansion projects fail in their intended effect of reducing traffic. I am not in favor of any of the redesigns at this time and would like to advocate for leaving the highway as it is for the near future.
1289	Matthew Beaton	11/18/20	Virtual Public Scoping Meeting Comment Form	PLEASE don't expand I-35 with more lanes. Re-route all thru-truck traffic to 130 and turn I-35 into a boulevard that reconnects east and west Austin. This should be a shining example of what is possible for American cities' future. Thank you.
1290	Matthew Bey	12/15/20	Virtual Public Scoping Meeting Comment Form	<p>Is there any way to preserve the upper deck, or parts of it, as a public park, like the High Line Park in NYC?</p> <p>We should keep it as a warning to future generations.</p>
1291	Matthew Bostwick	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1292	Matthew Hauser	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1

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1293	Matthew Poplawski	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and allowing the street life and access above and around the highway to flourish.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 2. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement.
1294	Matthew Schexnayder	11/28/20	Virtual Public Scoping Meeting Comment Form	<p>As an Austin resident, I am very excited about this project. With the current infrastructure, it's common for most people I know to avoid I-35 at ALL COSTS, especially between 290 and 71. I think the city/state is doing Austin a great service by addressing this issue. One thing I would like to specially call out is the importance of having a "downtown access ramp" as part of this project. In my opinion, one of the biggest issues with the current set-up is the fact that all traffic types are combined into only three lanes, which seems counterintuitive, especially for an international highway going through the 10-11th biggest city in the country! I believe that if we can separate out the traffic types by having dedicated lanes for downtown traffic you could really improve the congestion. Having exists for Riverside, Holly, Cesar Chavez, 6th, 15th, AND MLK in like a 1-2 mile span is just ridiculous, not to mention the numerous on ramps in that same span. Allowing that traffic to be removed from the larger group I think would be a huge step in resolving this issue. Please consider making that a vital part of this project. Sincerely, a concerned citizen and 10+ year Austin resident.</p>
1295	Matthew Spence	11/14/20	Email to: My35CapEx@txdot.gov	<p>As we have seen with the recent passage of Project Connect (Prop A), Austin is ready for a multimodal transportation system. The plans by TxDOT to expand I-35 through downtown run directly counter to that. Adding lanes to I-35 will not help traffic, as we have seen over and over again in cities like Dallas and Houston. Induced demand will result in any new lanes immediately becoming just as congested as the old lanes. In addition, expanding I-35 through downtown will further entrench residential segregation. Basically, this plan is a colossal waste of money that will further segregate Austin and won't do a single thing to reduce traffic. If you want a better idea, check out reconnect Austin's innovative plan to restore Austin's downtown and make actual progress on relieving congestion: https://reconnectaustin.com/. Widening highways doesn't work, it's a waste of money that will actively harm Austin. Don't do it.</p>
1296	Matthew Stanford	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1297	Matthew Stanford	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1298	Matthew Welch	12/06/20	Email to: My35CapEx@txdot.gov	<p>Hello, I have several concerns regarding the I-35 Capital Express Central Project. Please read them below. I live on the east side of Austin (east of I-35), and my neighbors and I already feel cut off from the west side of the city. I believe any expansion of the highway will have negligible effects on vehicle traffic long term yet significant negative consequences, especially for the city and the communities adjacent to the highway, like mine.</p> <ol style="list-style-type: none"> 1. Health and environmental impacts, especially for nearby communities, including air and water quality, flooding, noise, and vehicular-related deaths and serious injuries. Climate change is a major threat to humanity and must also be addressed. 2. Equity and economic sustainability. Create walkable and equitable transit-oriented development along I-35. Close socioeconomic gaps between communities and stop displacement. Consider how much land should be used for the highway versus housing, schools, and businesses. Conduct a full equity impact analysis for this corridor and nearby communities. 3. Focus on accessing needs, rather than maximizing speed. People shouldn't have to take long, dangerous drives for groceries or to get to work. Walking, bicycling, and transit should be safer and more accessible and the street network should be better connected. 4. Compatibility 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. 5. Provide the public a wide range of design alternatives for I-35, not just highway expansions. These designs should include the ULI's recommendations, the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin, and Rethink35.
1299	Matthew Welch	12/19/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 2. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 3. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 4. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
1300	Mattie Buzonas	12/10/20	Email to: My35CapEx@txdot.gov	<p>Hi! Mattie here, of Austin, TX, writing to you today in regards to the Capital Express Central project transforming I-35 in Austin. With this highway as it stands now acting as a physical symbol of the city's segregation between East and West Austin, the best way to improve the roads as well as the city would be to create a tunnel and move I-35 completely underground. This way, the city can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>

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1301	Maureen Kelly	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, The I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin. However, extensive research indicates that widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35. [Form Letter 1]
1302	Maureen Kelly	12/04/20	Virtual Public Scoping Meeting Comment Form	Building more lanes for cars is a dead-end—just ask Houstonians about the Katy Freeway. Any congestion benefits will disappear within 4 to 6 weeks, as drivers adjust their routes on the current network. This money, time, and effort is more effectively concentrated on increasing transit and walkability.
1303	Maureen Kelly	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1304	Maureen Ryan	12/11/20	Email to: My35CapEx@txdot.gov	Hi, my name is Maureen Ryan and I currently live in South East Austin. I'm writing today in regards to the Capital Express Central Project that will transform I-35 in Austin. In order to best serve the community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. This can also provide the opportunity for more greenspace to be constructed in place of more traffic lanes, which will help offset the city's carbon emissions and create more spaces for people to gather and enjoy Texas's unique natural beauty. Build One most closely achieves this, but misses the mark. Please edit this build to be underground.
1305	Max Wallack	12/30/20	Virtual Public Scoping Meeting Comment Form	I believe every effort possible should be made to remove flyovers and high-speed surface-level lanes, and instead use depressed and tunneled roadways. Flyovers and surface traffic are a large, if not one of the largest, sources of noise pollution throughout the corridor. TxDOT has previously studied sound pollution from highways, see Report No. FHWA/TX-97/1327-3: Traffic Noise Effects of Elevated, Depressed, and At-Grade Level Freeways in Texas (1997). The results are clear that depressed roadways control noise the best. The World Health Organization (WHO) Guidelines for Community Noise note adverse health effects of noise. Specifically, sound-averaged values above 30 dB(A) inside bedrooms are known to cause sleep disturbance. Almost any house along the corridor within a few hundred feet will experience noise in these ranges, if not much higher, unless significant housing modifications are made. Some of the housing modification may be prohibitively expensive due to the difficulty in abating noise. Note that typical double-pane windows have a Sound Transmission Class (STC) of approximately 27-28, although sound transmission at lower frequencies such as truck traffic (~125 Hz) is not mitigated as effectively, maybe only by 10-20 dB. In effect, if someone lives in an area where 55-60 dB is observed outside of the house, which is highly probable for about a 300-foot range from the highway, it is likely typical residential buildings could see up to or greater than 40 dB inside - twice as much sound pressure as recommended by WHO. I believe that the designers working on this project should be strongly encouraged to pursue removal of the flyovers and high-speed surface streets based on the American Society of Civil Engineer's Code of Ethics, which states: engineers... mitigate adverse societal, environmental, and economic effects. Noise pollution is a very adverse societal, environmental, and economic impact due to its effect on human health and productivity.
1306	May Taylor	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1307	Maya Hughley	12/10/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Maya Hughley and I live in Austin, Texas. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
1308	Mayra Cerda-Gomez	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1309	Meagan Kilborn	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1310	Meaghan Perry	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1311	Meera Hoffman	12/04/20	Email to: My35CapEx@txdot.gov	Dear Developers, Thank you for seeking to improve traffic and mobility through the downtown Austin area. As a native-Austinite, I've watch this city thrive and grow in size and population, but the corresponding investment in our core roadways and means of transit has greatly lagged. In any plan considered for the central Austin area, we should only be evaluating options that maximize safety, efficiency, and lastly aesthetics. I do not believe adding 2 lanes in each direction will sufficiently alleviate the traffic congestion that will exist at project completion. We need to be forward thinking and review proposals that will support the mobility needs for the estimated population and tourism / visitors at time of conclusion. Austin has more than tripled since I was born, but there has been 0% growth in the downtown IH-35 corridor. Any plan should be doubling or tripling the number of lanes through this area, but the proposed options only provide a 50% growth, and access to those lanes will be limited (HOV, public transit, etc). A kind request to revisit and revamp the proposals and look at bi-directional lanes that would double mobility during peak periods to better support the ingress and egress needs of our community. I'm amenable to 2 of an additional 4 lanes in each direction being allocated to HOV / mass transit, but don't overlook what is truly needed. Furthermore, why not keep and maintain the upper deck, in addition to adding the above lanes, if it helps more travelers get around? Bottom line we need to build greater transit capacity into this project otherwise we'll be back at square one as soon as it's done. Thank you for your time and consideration.
1312	Megan Frey	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2

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1313	Megan Matthews	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in the Austin area for the past 13 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none"> - Prioritize access and enhanced connectivity to the urban core. - Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. - Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. - Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1314	Megan Sparks	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1315	Meghan Skornia	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1316	Mehar Gangshetti	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1317	Mehdi Mohades	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1318	Mel Martin	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1319	Melanie Barnes	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1320	Melanie Brennerman	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1321	Melinda Chow	12/28/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Thank you for taking the time to consider the best interests of people in making these critical decisions. Health, safety, and equity are higher priority concerns with longer-term critical impacts on people than the need to move vehicles quickly. The decisions we make today must include long-term impacts into the equation. [Form Letter 1]
1322	Melinda Chow	12/31/20	Virtual Public Scoping Meeting Comment Form	Thank for addressing the concerns of the people impacted by this project. Regarding I-35, the long-term health, safety, and equity of the people and the environment of central Texas should be prioritized over short-term conveniences. I believe more thoughtful planning, deliberation, and decision-making can go into this project. [Form Letter 1]
1323	Melissa Ayala	12/31/20	Virtual Public Scoping Meeting Comment Form	Dear I-35 Capital Express Central Project Team, Waterloo Greenway and the I-35 Capital Express Central Project have the unique opportunity to reconnect Texas communities in new, groundbreaking ways. Our 1.5-mile park system lies adjacent to the soon-to-be reconstructed interstate, highlighting the need for complementary collaboration. We thank TxDOT for the leadership and vision to fully fund the I-35 Capital Express Project and ask that this investment take it one step further to consider the Central Texas ecosystem and critical, safe, community-centered opportunities. This project has the potential to make Texas a model of forward-thinking investment, benefiting all Texans. We request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities. A. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. B. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. Design on/off-ramps to enable east-west connection of local street network across the highway at surface level in the critical downtown section between Cesar Chavez and 7th Street. Doing so will create safe crossings to adjacent neighborhoods and improve overall mobility. C. Minimize the footprint of the main thoroughfare by pursuing tunneling as represented in Build Alternative 1. A narrower footprint will create the opportunity for developable frontage roads and maximize opportunities for safe, community-oriented uses. D. Build upon the goal for a more dependable and consistent route for transit through an integrated multi-modal network, informed by Project Connect. E. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement.

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				<p>F. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project.</p> <p>G. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the Community.</p> <p>H. Coordinate with adjacent planning efforts underway, including the Palm District, Innovation District, University of Texas Convention Center Study - Scenario 5, and Waterloo Greenway Design Plan.</p> <p>Waterloo Greenway requests special consideration of the 35-acres of public green space currently under development and adjacent to the interstate, between 15th Street and Lady Bird Lake.</p> <p>A. Design on/off-ramps to maximize safe Downtown connectivity at critical east-west connections, prioritizing at 11th to 12th Streets at Waterloo Park, 5th to 7th Streets. and Cesar Chavez at Palm Park.</p> <p>B. Consideration for environmental and community health impacts due to immediate adjacency of Waterloo Greenway to the highway. Special consideration should be given to storm water, water and air quality, and noise pollution due to the sensitive environment and human populations in these park spaces.</p> <p>C. Take special consideration of the adjacent Palm Park. Sir Swante Palm Neighborhood Park is located west of I-35 along Waller Creek immediately south of 3rd Street and is among the first municipal parks in Austin's park system. The City of Austin Parks and Recreation Department (PARD) has determined that the park and associated historic resources are likely eligible for listing in the National Register of Historic Places. The 1933 Rustic Style shelter house is one of the earliest park structures in our City. The construction of I-35 in the 1950s, and the formal opening of I-35 in Austin in 1962 had a devastating impact on the park, severing access from the eastside communities it served. A partnership with Waterloo Greenway will realize the revitalization of Palm Park, including the restoration of the historic shelter house. While the I-35 Capital Express Project has an opportunity to rectify the lost connection with East Austin, PARD is concerned about the Project's reach into the park and possible impacts to the historic shelter house. Additional concerns include storm water roadway flowing into parkland and the adjacent Waller Creek, as well as noise pollution.</p> <p>With consideration of regional context and opportunities, not just congestion relief, the I-35 Capital Express Project can deliver substantial safety enhancements to Texas' most critical connection.</p> <p>Sincerely, Waterloo Greenway</p>
1324	Melissa Barry	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1325	Melissa Chapman	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1326	Melissa Parr	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1327	Melissa Robledo	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1328	Melissa Vogt	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>It was my pleasure and privilege to join our community members in devising the following requests for the upcoming reconstruction and re-envisioning of the I35 corridor. I have lived and worked on the East Side of Austin off and on for the past 17 years. In that time I have seen the massive changes in the makeup of the neighborhoods surrounding Manor Rd. I implore you all to take the following requests into your highest consideration. We have a wonderful opportunity to heal the mistakes of the past and create an I35 that bridges so many of the racial and equity divides that have separated this city for too long.</p> <p>[Form Letter 2]</p>
1329	Meredith Gauthier	12/31/20	Virtual Public Scoping Meeting Comment Form	We would love for it to be easier to go by bike from North Central Austin to visit the parks at Mueller and run errands east of 35. If there was better bike and pedestrian connectivity and lighted pathways under I-35 that would help a lot to bridge the divide between east and west for those without cars or who choose to use bikes or go on foot. I am very concerned about the number of pedestrian deaths of those crossing I-35 - please make sure it is safe for people to cross every half mile or mile so people aren't tempted to dart across the highway to save 20 minutes of walking.
1330	Meredith Harper	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1331	Meredith Harrison	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The following includes a form letter from Walk Austin which I support and agree with, but before getting to that, I wanted to preface this note by pointing out that this has been an unprecedented year not only because of the coronavirus pandemic, but also because of the large investment Austinites voted in favor of with Prop A and Prop B this November. Due to the once-in-decades (maybe a lifetime?) investment the people of Austin agreed to fund for infrastructure improvements, it behooves us to get this right the first time so we don't have to deal with costly rework or dealing with unintended consequences to marginalized communities.</p> <p>I implore you to not only consider traffic flow and congestion as part of this project, but also consider the human impact of the work that will be done. Austin is growing very quickly and the income and wealth gap is growing, as well. It's important to not only accommodate those with the means to travel via car, but also consider alternative modes of transportation as well as minimizing the environmental impact of those solutions on things like public health. I mean, Austin is already uncomfortable for those of us with allergies - let's not exacerbate respiratory discomfort by adding pollution to it, too.</p> <p>Now, for the form letter:</p> <p>[Form Letter 1]</p>
1332	Micah McDaniel	01/01/21	Email to: My35CapEx@txdot.gov	Form Letter 1
1333	Michael Agresta	12/02/20	Virtual Public Scoping Meeting Comment Form	The "Project Need" section features a major leap in logic. Why is it assumed that adding highway lanes will help lessen traffic long-term? Studies show that added highway lanes encourage sprawl development, which very quickly fills the new lanes with additional long-distance commuters. This has famously been the experience in Houston with the extra lanes on the Katy Freeway. Traffic is as bad as before, just with more sprawl and more cars. The solution is to build extremely plentiful housing near downtown and other job centers, with a robust public transit network including pedestrian facilities. The I-35 corridor can be part of this solution, and TxDOT ring-road improvements can help divert regional traffic away from downtown streets as is done in all great world cities. No downtown superhighway, please.

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1334	Michael Behrman	12/28/20	Virtual Public Scoping Meeting Comment Form	<p>At no point should I-35 be expanded or made larger in the area suggested, it already takes up too much valuable land. I-35 should be re-routed away from downtown Austin.</p> <p>None of the "build" options you are proposing will actually work, and the addition of "managed lanes" will not help to ease traffic. HOV lanes REQUIRE congestion to be effective, otherwise they are just wasted space.</p> <p>As well none of the build options seem to really address crossing. The only area where it seems like it could possibly be improved by any of these changes is between airport/MLK. Sinking things and adding whatever a "shared use path" is near downtown will not change the fact that you can't cross the road for most of its length.</p>
1335	Michael Behrman	12/28/20	Virtual Public Scoping Meeting Comment Form	If you are going to make "managed lanes" on 35 make them public transport only and allow for a very rapid long range bus system whereby people can take busses. Don't let private traffic on them at all. Make it so that mass transit is prioritized over regular traffic.
1336	Michael Bergman	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1337	Michael Brennan	12/01/20	Virtual Public Scoping Meeting Comment Form	None of the solutions seem to involve burying all lanes and exposing what was historically East Ave on the surface. Many solutions discuss lowering the lanes but exposing them still, would the lowered lanes be capable? And if so even then what would expanding the lowered (but not buried) lanes look like? I didn't see this outlined very clearly in the presentation or provided documents. As it exists it bisects the city in a way that dramatically drags down the value of neighboring areas and blights the city, cutting off tourism and other economic opportunities for the east side of the highway and neighboring areas on both sides, if it were truly buried out of sight it could be expanded as much as you'd want (assuming neighboring buildings didn't have utilities at whatever depth is chosen) and the revenue generated locally and in sales tax from what could spring up on both sides along the full corridor would be a major win to the communities here while also freeing up space on another plane below for expansion to ease congestion.
1338	Michael Buratti	12/16/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I'm sure you'll get other form messages with a lot of background so I'll avoid that. I'll just say that huge highways have not helped Houston or LA. Those are the two most congested cities in America. Instead of widening I-35, we need to consider alternatives. This project should work with our metro rail project to alleviate congestion.</p> <p>As we look to what I-35 will be, consider looking to what Dallas did with Woodall Rodgers and its park.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1339	Michael Cavazos	11/17/20	Virtual Public Scoping Meeting Comment Form	<p>I would be in favor of build alternative #2.</p> <p>I would also prefer if pedestrian/bike lanes across the river be underneath the bridge.</p> <p>I wish the lowered lanes would extend between Cesar Chavez and Riverside, but that does not seem to be an option.</p> <p>It isn't clear if the bridge over the river will be torn down and rebuilt or just be modified. I would prefer a new bridge that would enhance the beauty of our skyline.</p>
1340	Michael Cavazos	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1341	Michael Galdo	11/17/20	Email to: My35CapEx@txdot.gov	Please do not just expand I35 in downtown Austin. At a bare minimum, all semi trucks should be routed outside the city. Turn I35 I to a 35 business with almost no exits and lower speed limits and route I35 around the city using 130. We don't need 20 lanes of traffic and a new bridge downtown. We need to move all through traffic off of the existing roads in the city. And make it a boulevard or limited business highway.
1342	Michael Lefkowitz	12/01/20	Virtual Public Scoping Meeting Comment Form	Please consider a cap and stitch on the highway downtown!
1343	Michael McGill	11/14/20	Email to: My35CapEx@txdot.gov	Please take this moment to reduce the visual and physical divide, rather than widening it with a revised I-35
1344	Michael Moritz	11/25/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1345	Michael Mount	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>Dear TxDOT Staff, I-35 Corridor Stakeholders and Austin Metropolitan Area Community Members,</p> <p>The Central I-35 Project has the potential to be a transformative project for the State of Texas, for mobility along the San Antonio-Dallas corridor and for the Metropolitan Area of Austin. The State of Texas is well known for its extensive, world-class highway system and this system has brought great economic benefits to its residents. With Texas being a large, mostly rural state, it is imperative to maintain a high level of vehicle mobility. However, mobility has been under immense pressure in the large urban regions of Texas including Dallas, Fort Worth, Houston, San Antonio and Austin. I-35 in central Austin is just one of those mobility links that its need has far outgrown its capacity. Below, I will explain why I believe that not expanding, but re-routing I-35 around central Austin is the best option to improve mobility along the I-35 corridor and increase economic activity. I understand that this view may be contrarian to how Texas has been doing business for decades; So, I will explain the benefits of this plan, address some likely criticisms and touch on some possible weaknesses.</p> <p>First, let me clarify that I am a Civil Engineer by trade. I do not claim to be an expert in transportation planning or design, but I have a pragmatic mindset and understanding of some of the challenges designers and planners face. These are my personal opinions based on all the information I have at this time. Now onto the plan.</p> <p>The plan is simple. Instead of widening central I-35 to six lanes in each direction, central I-35 would remain as is for the majority of the route with the central section between Holly Street to MLK Boulevard being routed onto two, one-way surface streets with four lanes each direction (currently frontage roads). These one-way streets would have timed traffic signals to allow vehicles to exit the highway and move through all of the signals until their desired turn. I-35 would be re-routed along either SR-45/SR-130 or US-183 with the former being preferred. Ramps at some freeway interchanges, including I-35/SR-71, I-35/US-183 and Loop 360/Loop 1, would be upgraded to handle additional vehicles. Below, I will explain the reasoning and benefits starting with traffic management.</p> <p>First off, lets break down trips along central I-35 into three groups: Long Distance through traffic (ex. San Antonio to Dallas), Metropolitan Area traffic (ex. Buda to Round Rock) and Downtown traffic (i.e. trips to and from downtown). Long Distance vehicles have historically traveled into the heart of Austin through multiple congestion hot spots. These vehicles have no need to be in downtown Austin and re-routing them along SR-130 would give them a congestion clear path through town. This would save drivers up to 30 minutes during peak times (I-35 is congested every day of the week as early as 10 am on weekends) and cost drivers an extra 5 minutes of travel time during off peak times. Currently, SR-130 has a toll, which could be bought out by TxDOT if I-35 is re-routed onto this alignment. SR-130 is a modern, state of the art highway, with high speed limits, extra capacity and ample space for affordable future expansion. This route would vastly improve the congestion and driver experience along I-35. Next is Metropolitan Area traffic.</p> <p>Metropolitan Area vehicles would be routed onto Loop 1, US-183 and Loop 360. Loop 1 is currently at capacity during rush hour (7-10am and 3-7pm), but with upgrades coming to Loop 360 there will be multiple north-south options for the West Austin Area. US-183 is a brand new highway with three lanes of excess capacity. All I-35 traffic could be re-routed onto US-183 without issue (after necessary interchange upgrades). Specific routes that need to use I-35 through downtown can continue to use the current I-35 alignment. With many vehicles using alternate routes, their trips should reduce in time. Next is downtown traffic.</p>

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				<p>Downtown traffic would continue to use I-35 as usual. With travel times being similar to current off peak times. By removing Long Distance and most Metropolitan Area traffic, I-35 would have plenty of capacity. By moving onto frontage roads, drivers would have access to the entire street grid, which would reduce traffic on main thoroughfares downtown. By timing the lights, drivers would sit a fewer signals to reach their desired exit street. Overall, nearly all trips at peak times (most daytime hours) would be reduced in time and trips during off peak times would remain similar. However, we have yet to get into the meat of the discussion: Cost, economic impact and congestion relief.</p> <p>As a State of Texas taxpayer, the cost of this project is important. The central I-35 expansion project is expected to cost \$7.4 Billion. For example, adding those same two lanes to SR-130 would likely cost less than \$2 Billion. In this plan, upgrading the necessary intersections would likely cost less than \$400 million and converting I-35 into one-way streets downtown would likely not cost more than \$200 million. Putting the total project cost at \$600 million. Additionally, the extra land within the I-35 right of way could be sold to bring in money for the project. The extra budget could be used to expand existing facilities or to buy out a toll road. However, the drastic reduction of cost only makes up part of the economic benefits to Texas.</p> <p>Highway widening plans have historically had broad support because of their economic benefit. More capacity means more people, goods and services can move; Less congestion means lower transportation time and costs. This plan will reduce congestion for all road users whereas expansion may not (more on that soon). Additionally, unused capacity along SR-130 and US-183 will be utilized unlocking untapped economic output. However, the development impact of this plan will be a game changer. Currently, expanding I-35 with HOV through lanes will allow more vehicles to bypass Austin and will not affect the development along the corridor. Re-routing those vehicles onto SR-130 and US-183 will help to spur development along two underdeveloped corridors. Furthermore, the land under the current I-35 alignment through downtown Austin can be developed into easily accessible commercial and residential space. But, the largest benefit of all may be the increase in value of the land east of I-35. This area has been historically separated from the downtown core of Austin by I-35, but by removing this barrier the area would reap the same economic benefits that downtown Austin does. This alone could spur millions, but likely billions of dollars of development in the highly sought after downtown Austin area. In conclusion, this plan allows for much larger economic impacts than the expansion plan.</p> <p>Congestion is another stated goal of the project and the expansion will not improve congestion. As a civil engineer who understands transportation planning and policy, there are two important forces at play when it comes to congestion: Induced demand and travel options. Induced demand is when congestion causes drivers to cancel, reschedule or re-route of their trip. When a roadway is expanded and congestion is decreased, drivers will then resume their plans as before. This causes many more trips to be taken (i.e induced) and congestion will return when a new equilibrium is reached. Induced demand is not new, it has been studied since the 1930's and was well known by the 1940's, and it is the reason new highway expansions in urban areas typically return to the same level or worse congestion within a few years after completion. One does not have to look far for a great example of induced demand at work. The Katy Freeway (I-10) in Houston is the widest in the United States, and after being expanded, is still the #7 most congested stretch of highway in Texas. In short, build it and they will come. The expansion plan will fill up with vehicles and return to the same level of congestion as it is currently and therefore will not reach the stated goal of reducing congestion. Since the re-routing plan does not create new lanes and simply moves traffic to underused highways, there likely will be minimal induced demand and congestion shall improve. The second factor at play is choice. Anyone who has used a mapping app knows that its best to chose the fastest route. Having more choices to get to where you need to go reduces congestion along all routes. By expanding I-35, drivers will continue to be forced onto one route despite congestion. Expanding driving choices as well as including other transportation options (such as Austin's project connect) will open up more space for those who need to drive a particular route. This plan splits drivers up, expanding choice, and will allow for the expansion of other transportation modes downtown, further reducing congestion for drivers.</p>
				<p>Next we will cover some other benefits that may not be as impactful to everyone, but are still important. They include downtown air and noise pollution, construction impacts, downtown connectivity and social equity.</p> <p>Vehicles create serious air and noise pollution for people close to the I-35 freeway. Air pollution, especially fine particles released by diesel trucks, causes respiratory issues and tens of thousand of premature deaths annually in the US. Moving Long Distance trucks to the sparsely populated SR-130 corridor would benefit the residents of downtown Austin and reduce government healthcare spending for these causes. Similarly, noise pollution along the I-35 creates an economic dead zone along the highway in downtown and currently attracts a large homeless population. Living in noisy areas has been proven to increase stress and has health consequences besides the obvious unpleasantness. Removing a freeway in the heart of downtown Austin will make it a much healthier and welcoming area.</p> <p>As for construction impacts, anyone who has driven on I-35 through Waco knows the unfortunate impacts of construction. Construction through Waco has seemingly been going on forever and a highway expansion project through central Austin would likely feel very similar. Being much more complex than the Waco project, this expansion will likely take five to ten years and be a congestion nightmare during that time. On the other hand, a conversion to one-ways streets would likely take only two to three years.</p> <p>The connectivity within downtown Austin would be greatly improved with the freeway conversion. More streets would intersect with new road and bike and pedestrian paths could be added to improve local mobility. This mobility is key to unlocking the development benefits of the area around I-35 and in the adjacent neighborhoods to the east.</p> <p>From a social equity perspective, the location and existence of I-35 is a major tool for racial and economic segregation. Look at a demographic or household income map of Austin and you will see poorer and minority neighborhoods east of I-35, almost as if a line had been drawn right through the center of the city (hint, it was when the city was redlined years ago). This injustice committed in a different time can be partially repaired by removing the barrier that I-35 has become.</p> <p>Now we will get into some of the likely objections to the project and some of the possible downsides. These include political challenges, public perception issues, public asset demolition and total capacity reduction.</p> <p>Freeway reductions or repurposing have historically been very challenging politically and socially, especially in a highway loving state such as Texas. To sell this plan, it is important to emphasize the economic and cost saving benefits. These are two huge wins for any politician or resident especially during these tough economic times due to the coronavirus. The shorter construction timeline is also a benefit Texans could get behind. However, while engineers and planners understand how by removing lanes, congestion will be alleviated, this may not make logical sense to the average resident or politician. It will be important to provide a true vision and clear explanation of how drivers will be impacted. A illustrative rendering of the new downtown, an interactive driving time map and economic impact estimate to landowners could help to explain the benefits to each type of impacted individual. A buyout of at least one toll road may also be necessary. Overall, the political and public perception challenges exist, but are not insurmountable.</p>

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				<p>Demolishing a very popular and useful piece of public infrastructure may be criticized, but in reality, I-35 will be demolished either way. I-35 through downtown is an old freeway with poorly designed auxiliary lanes and needs to be removed soon. The expansion plan will demolish I-35 to make way for a new freeway; So, the question becomes, what do we want to replace it with? In this plan, two one-way streets that include all the benefits listed before.</p> <p>This plan also reduces the total number of highway lanes through Austin. However, there will still be the same number of lanes into downtown Austin and through traffic will be re-routed onto underutilized freeways. Additionally, future lanes can be added significantly more cost effectively to SR-130.</p> <p>Finally, I want to thank the Texas Department of Transportation for considering my proposal. TxDOT is setup to design and build highways and the idea of trying a different approach is not always well received. I'm hoping my proposal can be thoughtfully reviewed.</p> <p>In summary, this plan would be to convert I-35 through downtown into two one-way streets. This will maintain access to downtown Austin, while reducing congestion by routing through traffic onto primarily US-183 and SR-130. Future capacity expansion of I-35 can be done at a significantly reduced cost along the current SR-130 corridor. Routing traffic onto US-183 and SR-130 will drastically improve economic development along these underutilized corridors and replacing I-35 with surface roads in downtown will unlock billions of dollars of property value increase and development opportunities. This proposal can be a win for all users and stakeholders of I-35 as well as the metropolitan region of Austin, which will be most impacted by this project.</p> <p>Thanks!</p> <p>Note: I also considered the case for expansion with a cap through downtown. This project does not have cost saving, construction or congestion relief benefits. Additionally, it reduces the economic benefits along US-183 and SR-130.</p>
1346	Michael Newman	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1347	Michael Orr	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1348	Michael Osborne	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>I am a homeowner and resident in an area that will be significantly impacted by these major undertakings related to the future of IH35.</p> <p>The North Central I-35 Neighborhood Coalition (NCINC) comprises eleven Member Neighborhoods in North Central Austin on both sides of I-35 in Austin City Council Districts 1, 4, and 9. We embrace a new future for the highway. I-35 is a physical and psychological barrier that disconnects neighborhoods; impairs safe and equitable access to, along, and across the corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health-vulnerable, and children in Central Austin; an inhospitable refuge for people enduring homelessness; and a visible symbol of Austin's continuing struggle with its own history of segregation and prejudice.</p> <p>TxDOT's recent commitment to funding the rebuilding of I-35 represents a once-in-a-generation opportunity to re-shape the corridor according to the values and needs of people who are affected by and interact with it on a daily basis. This is a moment that will define Austin for our children and those who follow them. The Draft Coordination Plan and Schedule, Draft Project Purpose and Need, and Draft Range of Alternatives fall well short of committing to the necessary environmental, social, and cultural metrics that will ensure this project measurably improves the quality of life for residents and workers in North Central Austin and surrounding areas. We offer the following feedback on the Draft documents to help TxDOT balance its operational requirements for the I-35 corridor with the needs of our members and communities on both sides of the highway:</p> <p>Draft Coordination Plan and Schedule: The Draft Coordination Plan and Schedule should include a period of up to 90 days and not less than 60 days for all future Public Scoping Periods and other public input opportunities</p> <p>Draft Project Purpose and Need: TxDOT should expand the Draft Project Purpose and Need to include the following needs in its study of Design Alternatives and evaluation of their respective strengths and drawbacks throughout the project area, as well as their particular impacts on historically disadvantaged communities: Reduction in Vehicle Miles Traveled (VMT) and Harmful Roadway-Related Emissions; Compliance with Federal EPA Requirements for Noise Pollution; Improvement to Local Air and Water Quality; Reduction in Respiratory Disorders, Premature Death, Nature-Deficit Disorder, and other physical and mental health impacts; Safe Access to Schools; Vehicle Speeds on Surface Streets and in Residential Neighborhoods; Preservation of Cultural and Historical Resources; Affordable Housing and Preference Policy ("Right to Return"); Compliance with City of Austin Standards for Surface Streets (including Frontage Roads); Character of and Distance between Crossings over I-35 for all Modes of Travel;</p> <p>Elimination of Land Condemnation or Eminent Domain and Disproportionate Impacts on East Austin Residents, Property Owners, and Businesses; Property Tax Rates and Impacts to Low- and Moderate-Income Property Owners (<80% AMI) Transit Potential and Multi-Modal Impacts; Support Systems for People experiencing Homelessness; Assessment of Trauma Against Communities of Color, and Climate Change Mitigation Draft Range of Alternatives: TxDOT should work with project area stakeholders to create community alternatives—including in pre-engineering phases—as part of the full Environmental Impact Statement to include, at a minimum: A typical section of no more than fourteen total lanes; A public co-creation process to identify community alternatives; Outreach to determine appropriate locations and character for crossings, ramps, and other design features; and Clear visualizations for the public of all Build Alternatives, including community alternatives, that are easily understood by people without engineering or other technical expertise.</p>
1349	Michael Pellegrini	12/16/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Everyone in Austin knows that the secret to happiness in this city is to avoid I-35. Widening won't make it better, it'll make it worse, turning our city into just another concrete highway wasteland like LA and many other cities. More roads only leads to more cars. No thank you. I don't want more cars and more congestion, more pollution, more crashes, and more suburban sprawl. We need a different approach to I-35.</p> <p>[Form Letter 1]</p>

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1350	Michael Perez	12/09/20	Voicemail	I disapprove of the project. It is a misappropriation of funds, and I do not approve. It is going to cause some headaches, and I do not approve of that.
1351	Michael Portman	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1352	Michael Robinson	11/17/20	Email to: My35CapEx@txdot.gov	I am against expanding I-35 to 20 lanes in Austin. I bike East and West around Austin and crossing I-35 should be more narrow. Instead bury the highway in downtown Austin like it appears in Dallas.
1353	Michael Rogers	12/31/20	Virtual Public Scoping Meeting Comment Form	MORE PARKS LESS LANES LESS HIGHWAYS IN AUSTIN! PAY ATTENTION! It's 2021 (almost) please please don't invest in future debt and maintenance costs and instead invest in current happiness and community,
1354	Michael Rooney	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1355	Michael Scheinberg	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1356	Michael Smith	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1357	Michael Zeyda	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1358	Michaela Stanch	01/01/21	Virtual Public Scoping Meeting Comment Form	Do not expand I-35. Numerous studies have shown that adding lanes to highways does not ease congestion. This would do irreparable harm to the Austin community.
1359	Michele Cummins	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>The Capital Express Central project should commit to substantial quality of life improvements for adjacent neighborhoods. I am advocating for measurable quality of life improvements to be at the front and center of this initiative. The project should aim to remove physical and psychological barriers between neighborhoods, providing safe and welcoming passage for users of all abilities and modes of travel, and improving environmental and community health.</p> <p>Please add the following to the list of metrics you are measuring in the environmental impact:</p> <ul style="list-style-type: none"> - effects on air quality and noise pollution - accessibility of historic and cultural resources - assessment of community harm - pedestrian and cyclist safety - accessibility for users with disabilities - distance between crossings - continuity with City of Austin plans including the Austin Strategic Mobility Plan and Vision Zero Action Plan - property tax rates and impacts to low- and moderate-income property owners <p>Thank you for your consideration.</p>
1360	Michele Lagrone	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1361	Michele Martell	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1362	michele martin	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1363	Michele Van Hyfte	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1364	Michelle Atkinson	01/01/21	Virtual Public Scoping Meeting Comment Form	<p>None of these alternatives work. Please start over.</p> <p>The presence of the highway strongly impacts our lives. We have lived within walking distance of I-35 for the last 20 years. Without question I-35 needs improvement, but the 3 options to remove the upper decks and expand the freeway from 12 lanes to 18-20 lanes through central Austin does not consider the impacts on nearby neighborhoods in your "Purpose and Need Report." Factors such as air quality, health, and equity should weigh into this discussion.</p> <p>We are concerned about the health and environmental impacts of 20 lanes of freeway traffic. We are aware of traffic studies that show adding lanes to freeways doesn't always fix the problem (in a phenomenon called "induced demand," the new lanes tend to fill up with additional drivers). We are concerned about the climate impact of those additional trips. We also note that Austin recently passed Project Connect, which includes a north-south rail line that parallels I-35 about a mile west. This rail line will carry a large number of passengers and has a similar construction schedule to I-35. The existence of SH 130 and its potential to handle through-traffic should be studied.</p>
1365	Michelle Davidson	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1366	Michelle Luna	12/31/20	Virtual Public Scoping Meeting Comment Form	I approve this. Austin needs it, without having to pay for tolls.
1367	Michelle Luna	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1368	Mickie Betz	01/01/21	Virtual Public Scoping Meeting Comment Form	<p>Hi there,</p> <p>I'm a resident of Austin of over 12 years, and appreciate the opportunity to present my thoughts.</p> <p>I believe Austin can, and must, do better than the current proposal. This is a once-in-a-lifetime opportunity to build a future we want to see.</p> <p>While traffic has gotten worse over the last decade, and while I understand the lure of increasing the number of lanes, we also better understand that adding lanes to highways does not solve the problem of traffic congestion! Studies show that "induced demand" causes traffic to rapidly fill any expanded highway space.</p> <p>I bike commute to work daily and must cross the I-35 frontage road at E 4th Street. It's a dangerous crossing—there is no protection for pedestrians or bicyclists, and we patiently wait until fast-moving traffic has ceased to cross. It's a major thoroughway of the city, but priority is given to cars, not people. Any new proposal must prioritize safe access to, along, and across the corridor for pedestrians, cyclists, and the homeless. We must prioritize the more vulnerable road users to safely and efficiently get around—this can help reduce traffic!</p> <p>Austin has a strategic mobility plan to decrease single-rider car trips, to eliminate vehicular-related deaths, to improve our air quality, reduce sprawl, and congestion—quite simply, this proposal isn't compatible with existing local plans and goals. With this proposal—congestion will get worse, deaths will rise, and pollution will increase.</p> <p>Recently, I voted for, along with a majority of city voters, Project Connect—we spoke up to push for mass public transit and increased mobility. I'd like TxDOT to provide a wide range of design alternatives, not just highway expansions. We can rebuild I-35 to increase dense, walkable, mixed-use and transit-oriented development along I-35.</p> <p>Most importantly, I believe climate change is real and pressing issue, and Austin has an opportunity to move the needle by introducing green spaces, prioritizing mass transit and encouraging pedestrian and bicycle traffic.</p> <p>There are several proposals—ULI's recommendations, for example—that can create a more vibrant, prosperous, and resilient Austin. Please fully consider the design alternatives presented by ULI, Reconnect Austin, and Rethink35.</p> <p>Please consider our opportunity and obligation to create the future we want—one that prioritizes safety, our planet, and our vibrant city.</p>
1369	Miguel Corona	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1370	Mihnea Dumitrescu	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1371	Mihnea Dumitrescu	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1372	Mikal Copeland	11/30/20	Virtual Public Scoping Meeting Comment Form	Building more lanes of traffic is shown to not reduce traffic in any meaningful way long term, but to actually increase it. The reconnect Austin scoping report found at https://reconnectaustin.com/scope/ provides many ways to meaningfully reduce traffic. Please use evidence based policy when making decisions.
1373	Mike Andry	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Hi, TxDOT!</p> <p>Along with others such as the City of Austin and its Capital Metro, you also should consider express lane direct connectors from southbound IH-35 to (eastbound and westbound) SH-71 and from (EB and WB) SH-71 to northbound IH-35. Such connectors would be similar to the express lane direct connections to and from SH-71 in Capital Express-South. They would also be similar to the connections between IH-35 and Rt. 290 E proposed within Capital Express-Central. They would provide an express lane option so that traffic between Downtown Austin and ABIA could use express lanes for part of the way (or even all if additional express lanes should be added to SH-71). As someone who calls S.A. (San Antonio) his modern-day main home city and area, I'd strongly appreciate an easier commute and express lane options between S.A. and (Downtown) Austin.</p>
1374	Mike Kennedy	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1375	Mike Librik	12/17/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Please do not widen IH-35. Use the money to convert SH-130 into a bypass.</p>
1376	Mike Natenberg	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1377	Mike Saavedra	11/18/20	PDF Comment Form to: My35CapEx@txdot.gov	<p>Please include the attached Comment form I created.</p> <p>Thanks for your efforts on the I-35 Capitol Express central project.</p> <p>Please let me know if I can participate in the virtual public scope meeting.</p> <p>[Handwritten on form]</p> <p>Thank you for your work helping improve the health and happiness of families in Central Texas and anyone who benefits from the I-35 Capital Project. I lived in Boston during the "Big Dig." The detours and construction nastiness were annoying. The results are magical. Your efforts can live for generations if you are successful giving this to our families. Please build underground. No more above ground roads. Good luck!</p>
1378	Mike White	11/28/20	Virtual Public Scoping Meeting Comment Form	It is imperative the design and engineering incorporate the work of Reconnect Austin. We need to stitch back together Downtown and East Austin. Bury the freeway (maybe 2 levels?), and place city streets and parks on top. DO NOT make this a huge Katy Freeway-like project no one in Austin wants that. Please keep in mind the economic development that could come to the area if I-35 is buried and capped. Please keep in mind the pedestrians, the bicyclists, and neighbors. We want I-35 hidden and fine-grained, human scale infrastructure on top. Thank you!
1379	Mikey Goralnik	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1380	Mikhail Margulis	12/01/20	Virtual Public Scoping Meeting Comment Form	Adding more lanes to a freeway will not help the traffic congestion in any way. Please think of other methods such as expanding public transport or light rails to accomplish this or the ULI Advisory Report.
1381	Miles Camp	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1382	Miles Camp	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1

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1383	Miles Payton	11/13/20	Email to: My35CapEx@txdot.gov	<p>I am writing to express my opposition to your proposal to expand 35 through Austin. There are many reasons to oppose this, including the fact that your sections appear remarkably low-effort and completely infeasible given the tight ROW along many stretches.</p> <p>1. Voters just overwhelmingly approved Props A and B, including billions of dollars for alternatives to cars. This means that Austin wants to invest in a sustainable future with fewer cars and cleaner air, not a dirtier, louder, more dangerous future with a much wider 35 in the middle of our city. This also means pressure will be taken off of 35 and spending billions more on car infrastructure is very short-sighted. Expanding 35 will be a colossal, generational mistake.</p> <p>2. Austin was already severed by 35 with its construction decades ago. The city has grown, the boundary between downtown and East Austin has blurred, and residents are ready to remove this ugly, dangerous, and racist scar through the city. This project will only deepen and widen the gash in our city fabric. Before the pandemic I would ride my bike to work downtown from my home off of Manor Rd. It was a lovely 20 minute commute, with the exception of the freeway where I quite literally had to hold my breath (the exhaust collects in the trough under Manor Rd) and hope nobody ran the red light on the frontage road. I shudder to imagine what the crossing will feel like if TXDOT gets their way.</p> <p>3. If we are at all serious about addressing climate change, it's time we stop investing in concrete monuments to the automobile. This project will exacerbate climate change, encourage urban sprawl and car commuting, and consume colossal amounts of energy during its construction. This project is a massive step in the wrong direction, and it's inexcusable in 2020 to be a city that allows this to happen while pledging to care about climate change.</p> <p>Please reconsider, Miles Payton</p>
1384	Miles Zander	11/24/20	Virtual Public Scoping Meeting Comment Form	Hasn't study after study shown that increasing lanes does not help alleviate traffic in the long term? How many billion of dollars do we have to spend in order to reach the same conclusion. Austin just voted to build rail and expand public transit, working from home and flexible schedules are here to stay, and the potential for driverless cars in the future all could make this project irrelevant. Build for the future, not yesterday.
1385	Mimi Rose	12/29/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is [NAME] and I live in [CITY]. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
1386	Mina Loomis	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1387	Mina Loomis	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1388	Mindy Cooper	11/25/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1389	Miriam Conner	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1390	Miriam Conner	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1391	Miriam Rodgers	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1392	Miss Sandra Hintzman	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1393	Mitch Heard	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1394	Mitchell Crooks	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1395	Mollie Wicall	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1396	Molly Foley	12/11/20	Email to: My35CapEx@txdot.gov	<p>Hello!</p> <p>My name is Molly and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
1397	Monika mulder	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1398	Morgan Adams	12/10/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Morgan Adams and I live in Austin, Texas. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this but misses the mark. Please edit this build to be underground. Thank you!</p>
1399	Morgan Franklin	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1400	Morgan Witthoft	12/17/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times.</p>
1401	Morgan Witthoft	12/18/20	Virtual Public Scoping Meeting Comment Form	<p>Widening highways never cures congestion. Ever. It has failed over and over for 50 years in cities all over the country.</p> <p>NO WIDENING PLEASE.</p>

No.	Commenter Name	Date Received	Source	Comment
1402	Moriah Powers	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1403	Mr. Steve Fleckman	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1404	Mrs. Katie Coyne	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1405	Mrs. Marilyn Willson	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1406	Mrs. Veronica Castro de Barrera	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1407	Ms. Diana Espinosa	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1408	Muna Rehman	12/01/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1409	Muna Rehman	12/06/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1410	Muna Rehman	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1411	Murphy Carter	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1412	Nadia Florez	12/19/2020	Email to: My35CapEx@txdot.gov	Form Letter 2
1413	Nadia Khan	12/31/20	Virtual Public Scoping Meeting Comment Form	I support the letter submitted by Brendan Wittstruck, on behalf of the North Central I-35 Neighborhood Coalition (NCINC). -Nadia Khan, Architect
1414	Naiara Fernandez	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1415	Nancy Binford	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1416	Nancy Pagliarini	12/05/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Hi, Please promote TELECOMMUTING, so we DONT HAVE TO WIDEN I-35. Highways are DANGEROUS. They POLLUTE. They SEPARATE COMMUNITIES. INSTEAD of widening I-35, help us get OFF of it. Ride sharing and public transit help only so much. TELECOMMUTING makes the difference. Let's get it right this time and consider: * The ENVIRONMENT * Access to LOCAL BUSINESSES * QUALITY OF LIFE (noise, safety, health, access east and west, and so on).
1417	Nancy Salemi	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1418	Natalia Garau	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in Austin over the past 4 years and regularly drive this section of IH-35. While much of Austin has changed since I moved to the City, IH-35 has remained vastly unchanged. Traffic has been getting worse and will continue to do so as more people move to Austin and its surrounding cities. I fully support TxDOT's work towards a long-term solution and suggest the following as part of the project scope: 1. Prioritize access and enhanced connectivity to the urban core 2. Include bike and pedestrian access
1419	Natalie Niles Arguello	12/31/20	Email to: My35CapEx@txdot.gov	I am a resident of Austin, Texas. I have lived, raised my children, and worked in the shadow of the current I-35 for 20 years. I do not agree with the proposed expansion of the freeway through downtown Austin. I have serious concerns about the environmental impact as well as the social impact to our community. I-35 is already a disruptiv dividing line in our city. Expanding its capacity further exacerbated the problems the freeway poses instead of relieving them. I request that more time be given for public comment and that any proposal chosen takes into consideration the environmental impact as well as the social impact on our city. I ask that the impact on nearby neighborhoods – air quality, health, equity be included in the "Purpose and Need Report."
1420	Nate Scribano	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1421	Nathan Fernandes	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1422	Nathan Havlick	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Highway projects across the nation have shown that, rather than simply easing congestion, widening highways tends to lead to increased congestion, accidents, pollution, and suburban sprawl. It also tends to lengthen emergency response times. It is essential that these and other quality of life consequences are kept central in the environmental scoping process for developing I-35.</p> <p>Specifically, citizens need a Health Impact Assessment, which includes air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries.</p> <p>There is also need for a Equity Assessment to study I-35's past, present, and potential future equity impacts. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>The I-35 purpose and need statement should focus on accessing personal daily needs and reducing Vehicle Miles Traveled, rather than simple vehicle speed goals. This means finding ways to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home.</p> <p>TxDOT should work to achieve goals outlined in the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 201404-10-024, and adopted Austin neighborhood plans.</p> <p>Finally, TxDOT should work closely with local partners and explore a broad range of design alternatives. These alternatives should include the ULU's I-35 recommendations (http://bit.ly/ULU35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering these suggestions, and keep in mind that for everyone like me who takes the time to write, there are hundreds or maybe thousands who feel the same but who rarely write letters. Either way, the value of such recommendations is constant. Thanks again.</p>
1423	Nathan Jemison	11/14/20	Email to: My35CapEx@txdot.gov	Please consider the option of project connect for the future of Austin's city design. We need more grand boulevards instead of concrete rivers dividing our cities. Let us please leave a beautiful capital for future children of Texas.
1424	Nathan Searcy	12/05/20	Virtual Public Scoping Meeting Comment Form	<p>The scoping presentation does not appear to consider the impact of the project connect construction. Expanding the highway from 12 lanes to approximately 18 lanes would go against the goals and spirit of this project. These measures passed by a large majority showing the citizens of Austin favor alternative transportation options. This presentation does not consider the impact induced demand would have on the city or traffic. Expanding the highway will trigger more travelers and likely will not result in reduced travel time as stated in the presentation. The proposal states that the peak travel times are too high by nearly an hour. But, for much of the day the travel times are within an acceptable range. The better solution would be to encourage commuters to travel outside of peak hours or by alternative method.</p> <p>This presentation does not discuss or consider incorporating bus or rail within the I-35 corridor to reduce congestion or to increase the volume of commuters who can pass through this section of Austin. The presentation also does not thoroughly explain if this construction will result in a larger footprint for the highway. Currently, Austin is undergoing a housing shortage and the home prices within the city's downtown area are at an all-time high. Using any additional space for highway should be a last resort. This land would better serve the city as either housing or business location.</p> <p>Lastly, an expansion of the highway will not help address the issue of climate change and the larger number of cars will reduce the air quality within the city.</p> <p>With the above in mind I believe that all three proposals have failed to address any of the issues faced by Austin commuters. We need a proposal that would reduce the overall number of cars, lower the footprint of the highway and increase the number of commuters who can travel through this corridor. Therefore, the project must incorporate rail and permanent bus lanes on top of the proposed bike lanes."</p>
1425	Nathan Wilgeroth	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1426	Nathan Wright	12/04/20	Virtual Public Scoping Meeting Comment Form	This is a TERRIBLE idea. PLEASE do not do this. Use the money to increase public transportation and to find ways to DIVERT the through traffic around the city WITHOUT having to take a toll road.
1427	Nathanael Sutton	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1428	Nathaniel Hoyt	12/15/20	PDF Comment Form to: My35CapEx@txdot.gov	I am strongly opposed to the expansion of Austin I-35. There are ample studies about highway expansion projects that show that expanding lanes only worsens traffic conditions due to induced demand. On the contrary, the opposite also holds true: a city that wishes to improve traffic conditions ought to REDUCE traffic lanes and improve public transit. Urban highways reduce livability: they cause noise and air pollution and divide the populace.
1429	Neal Gilbreath	12/01/20	Virtual Public Scoping Meeting Comment Form	2 initial comments: 1) I hope this expansion is being looked at as a once in a lifetime opportunity to knit the city of austin back together; 2) given the location of this project, it should have a creative solution rather than a typical solution (ie just add and widen). Especially thru the heart of downtown - between MLK and the river - this project can either further divide or it can unite the city, creating development opportunity, spaces to connect citizens, while also optimizing flow of traffic. The only to accomplish the above is the take an approach utilizing tunnels thru downtown and allowing the city to find additional financing to create plazas, parkland, and spaces to bring its citizens together. If I35 continues to be above ground - creating a wider and wider chasm - there's no opportunity for local efforts to overcome it. Thanks.
1430	Nestor Guevara	12/01/20	Virtual Public Scoping Meeting Comment Form	Keep the highways AWAY from the core/downtown areas. This should be obvious by now.....look for solutions without adding more lanes, don't be stuck in the past. We are not in the post war boom of building highways...
1431	Nicholas Carroll	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1432	Nicholas Jacob	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1

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1433	Nicholas Joseph	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>As a resident of north central Austin, I have some concerns about the I-35 Capital Express project being proposed by TxDOT.</p> <p>All of the build alternatives nearly double the number of lanes and (with the possible exception of build option one) widen the existing footprint of I-35. The highway already divides the city of Austin, limiting east-west mobility, and widening it would only make it more of a barrier. This would have a negative impact on quality of life of the people of Austin, and on the business community, which depends on an attractive city to draw substantial tourist revenue. I would urge TxDOT to consider quality of life in the project purpose and to adopt build alternatives that do not widen the existing footprint of I-35.</p> <p>If lanes are being added in order to reduce congestion, I am skeptical that this will be successful, as many studies have demonstrated that congestion eventually increases after lanes are added, due to induced demand.</p> <p>If lanes must be added to I-35, tunneling them is preferable in order to keep a narrow footprint for the highway. Ideally, the highway could be buried in the central corridor, and covered with parks and commercial space that pedestrians could easily cross. Many cities (Boston, Dallas) have done something like this to great effect. Extra-wide superhighways are fine for going between cities and around them, but are not appropriate for going right through the heart of them.</p> <p>Additionally, it is important that any build proposal to increase east-west mobility for all transportation modes. We must provide safe and accessible ways to cross over or under I-35 for pedestrians, bicycles, scooters, kids in strollers, people in wheelchairs, etc.. One way to reduce car congestion is to make it easy to use non-car modes of transportation, and any redesign of I-35 should keep this in mind.</p> <p>Finally, it is crucial that TxDOT work in partnership with the City of Austin to make sure that any new design of I-35 fits in with Austin's ongoing mobility initiatives and the neighborhood plans of surrounding communities. One step towards this would be to allow at least 90 days for any future public comment period.</p> <p>Any redesign effort for I-35 should make the highway less of a barrier for the people living in the city, and reduce congestion by enabling and accommodating alternate forms of transportation.</p>
1434	Nicholas L	11/15/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."]</p> <p>We call for the following issues to be evaluated in the environmental process for the I-35 Capital Express Central Project and request that these concepts be incorporated into TxDOT's plans during the scoping period:</p> <ol style="list-style-type: none"> 1. Human and environmental health impacts, especially for nearby communities <p>The following impacts must be mitigated and brought to below present day levels, and within local, regional, and nationally-recommended limits and goals:</p> <p>Air quality Carbon emissions Water quality Flooding Noise Vehicular-related deaths and serious injuries</p>
1435	Nicholas Littlejohn	12/31/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Our neighborhood would like to ask TxDOT to consider induced demand and that widening 35 will invite additional congestion and pollution, not less.</p> <p>We feel we need to move people vs cars and to encourage active transit, bikes, peds, carpool, HOV and bus transit lanes that later can be used for rail and future technologies.</p> <p>A street level park with buried and reduced, better used lanes would reconnect downtown. Leaders are asking for this solution to reconnect downtown and to heal the disconnection that the freeway has caused over generations.</p> <p>This is an opportunity for universal acclaim vs criticism and to do the most efficient action for taxpayers. Planners and mayors, governors from around the county are watching this project and we have a chance to be innovative and to be leaders.</p> <p>Thank you Nicholas South Austin Citizens</p> <p>I-35 is being rebuilt through central Austin, and we have a once-in-a-lifetime opportunity to transform the highway from what has been a barrier into a community asset. After years in the making, this project is at a pivotal milestone. Send a message urging TxDOT to prioritize our community in the reconstruction of I-35.</p> <p>[Form Letter 2]</p>
1436	Nick Meriwether	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1437	Nick Phoebus	12/20/20	Email to: My35CapEx@txdot.gov	[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."] We call for the following issues to be evaluated in the environmental process for the I-35 Capital Express Central Project and request that these concepts be incorporated into TxDOT's plans during the scoping period: 1. Human and environmental health impacts, especially for nearby communities The following impacts must be mitigated and brought to below present day levels, and within local, regional, and nationally-recommended limits and goals: Air quality Carbon emissions Water quality Flooding Noise Vehicular-related deaths and serious injuries 2. Economic sustainability and reducing socioeconomic and cultural inequities Rebuilding I-35 should help create more vibrant, prosperous, and resilient communities. While creating a new design for I-35, TxDOT should simultaneously work with the City of Austin to create policies that:
1438	Nicodemus Abowd	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in the Austin area for the past 9 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1439	Nicolas Montejos	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1440	Nicolas Odekon	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1441	Nicolas Webster	11/24/20	Virtual Public Scoping Meeting Comment Form	None of the proposed solutions to this problem address the fact that I-35 is a massive physical barrier between East and West of central Austin. The fabric of the city could be dramatically improved if only we capped I-35 through the city core to return some of this space to anything aside from vehicular through-traffic. Regardless, expanding this highway and inducing further local demand seems like the obviously wrong answer; at best, when completed, it will provide a short-term benefit to travel times through the city. It makes no sense to have this internationally-significant trade route rammed through the center of the city. We could, instead, adapt I-130 to be the default route for traffic passing through Austin, and leave I-35 as it is (or at least reduce the scope of the work to support only local traffic growth). Spending money on this project when 130 is available to support through traffic instead of I-35 is tax payer robbery. The fact that the proposed projects don't even improve the situation on the ground in Austin (i.e. capping the part through the core) just adds insult to injury. I would ask anyone involved in the design of this project to think bigger. This solution is not innovative, or forward-thinking, or, fundamentally, going to solve the problem at hand. In Texas, everything is supposed to be bigger, right? Let's make our ideas bigger, too, instead of just our highways.
1442	Nicolas Webster	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1443	Nik Odekon	11/25/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1444	Niki R	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1445	Nikki Humble	12/29/20	Email to: My35CapEx@txdot.gov	Howdy, my name is Nikki Humble and I live in the West Campus district of Austin. I am emailing in regards to the Capital Express Central project that will transform i-35 in Austin. The interstate is a symbol of the segregation of our city between East and West. Due to its current construction, it is dangerous to cross and continues to divide the city. As a remedy, The Department of Transportation should consider burying the interstate under a tunnel and place a green community space on top (similar to the Klyde Warren park configuration in my hometown, Dallas). This would benefit our city as a downtown space for all of the residents to come together as a city. Build One of the proposed plans is closest in nature to this plan, but misses the mark ever so slightly. The addition needed is for the highway to be built underground.
1446	Noah Harper	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1447	Noah Harper	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1448	Noah Hart	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1449	Noah Maze	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1450	Nonya Bizenes	12/28/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, Don't worry about "repairing" the NON EXISTENT racial legacy of the highway. Prioritize the best outcomes for Austin and its communities of color and white communities...um, well, ALL communities that is.... I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities. 1. IGNORE claims of disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must not put legitimacy so-called negative impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize the mitigation of traffic jams and clearing out homeless camps under the highway. 3. DO NOT Co-design the Project with the Our Future 35 community alternatives and the Downtown Austin Alliance ULU study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Provide public comment.
1451	Nora Deveny-Valiela	12/31/20	Virtual Public Scoping Meeting Comment Form	I live in the Cherrywood neighborhood and strongly support any proposal that will lower the upper decks which is a current source of significant air pollution and sound pollution throughout the area. strongly support options that tunnel lanes below ground vs expanding the current right of way and taking neighboring property. I also strongly urge planners to ensure that all options increase pedestrian and bicycle accessibility from east to west across I-35, especially on the MLK, Dean Keaton, 32nd St, 38 1/2 St, and Airport Blvd crossings. I also urge options that will increase accessibility to the commercial corridors along the access roads. Thanks!
1452	Nora Predey	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1453	Nyssa Hoemer	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1454	Nyssa Hoemer	12/29/20	Virtual Public Scoping Meeting Comment Form	Please don't expand I35. There are so many better uses for the land downtown in Austin. With the public transit and trail bonds having passed, please don't do it. I want this city to be a beautiful and healthy place for my kids to grow up. Increased exposure to car exhaust is linked to so many difficulties, from asthma to autism, that it is short sighted and cruel to choose to expand a highway when cleaner options are available. Thank you for your time. Nyssa
1455	Nyssa Sherazee	12/09/20	Virtual Public Scoping Meeting Comment Form	I prefer the boulevard option where the highway is capped to create pedestrian and bike friendly spaces. Additionally, The noise pollution coming from I-35 between airport and MLK is staggering. I live 0.5 mile east of I-35 and it is extremely loud. No build is no option because the upper decks must be removed. Adding a flyover at Airport and Woodland makes no sense. Removing the upper decks will certainly help reduce noise pollution, but are there any other ways to mitigate the noise?
1456	Olivia Dingus	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1457	Olivia Kent	12/01/20	Virtual Public Scoping Meeting Comment Form	I am currently going to school in Atlanta, and the portion of the highway right by my apartment has 14 lanes. Despite all these lanes, traffic here is still terrible. Adding lanes helps in the short term, but doesn't change much in the long term. Please focus more on expanding public transit!
1458	Olivia Primanis	12/31/20	Virtual Public Scoping Meeting Comment Form	I am from the Northloop neighborhood and support the plan submitted by NCINC. Ideally I prefer that the east and west sides of downtown Austin be reunited in some manner and that truck traffic be routed around Austin via I-130. More traffic, more car and truck VOCs and noise pollution, houses adjacent to I-35 in mid-town being torn down to make room for road expansion- all so contrary to the imagine Austin plan that many worked to develop. Thank you for receiving input. I hope that community input will be part of the final plan for traffic in our area.
1459	Omar Holguin	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1460	Omar Saucedo	11/30/20	Virtual Public Scoping Meeting Comment Form	I support alternative 2 in hopes that it can all go underground at some point and the top be turned into pedestrian and plaza area as is proposed for the downtown area.

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1461	Ora Houston	12/31/20	Email to: My35CapEx@txdot.gov	<p>Thank you for the overwhelming amount of information you have collected, reviewed and shared over lo these many years.</p> <p>What is unfortunate is the majority of people who may be impacted by your decisions are not paying any attention to these public scoping meetings because of COVID-19, loss of employment, not aware of the meetings, technology not available, children at home, working from home, etc. It is sad that decisions will be made while vulnerable people are otherwise occupied.</p> <p>For what it is worth, my input is below:</p> <ol style="list-style-type: none"> 1. Respect the history (remember how the roadway was designed to separate Blacks in the 'Negro District' from whites); respect the culture and integrity of East Austin neighborhoods by not taking private property; be respectful of neighborhood plans; and do not broadening the IH-35 footprint east of the interstate. 2. Commit to sound barriers along the eastern edge of neighborhoods (periphery) east of I 35, which was done for West Austin neighborhoods on MO-PAC. 3. Release details about each scenario under consideration, including the potential location of and size of tunnels; ramps to be removed; new ramps to be built; flyovers; and elevated lanes so that individuals who live in the impacted area and who can and want to participation are informed by facts rather than the fantasy and theories of 'collaborators' who have their own agenda. 4. Identify and publish measures to hold the Texas Department of Transportation and contractors accountable for health, safety and human displacement throughout the entirety of the project, including the levels and duration of noise and air pollution; related illnesses; demolition; displacement of residents; affordable/historic housing; and historic businesses. The community must be provided your plan for avoiding these negative effects. <p>It is imperative that you are careful not to alter the I-35 corridor through the heart of downtown Austin and once again push out people who are currently living in the area or erect vertical barriers as opposed to a horizontal one.</p> <p>Not sure that this is complete. These are my thoughts on the final day to share.</p> <p>In Peace, Ms. Ora Houston</p>
1462	Oslo Brewstee	12/17/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I'm a long time Austinite and a long time advocate of public transit and alternate solutions to commuting. I'm very concerned about the current plan for I-35. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>[Form Letter 1]</p>
1463	Oslo Brewster	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1464	Oslo Brewster	12/17/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I'm a long time Austinite and a long time advocate of public transit and alternate solutions to commuting. I'm very concerned about the current plan for I-35. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>[Form Letter 1]</p>
1465	P. Wappner	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1466	Paige Trabulsi	12/09/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1467	Palash Acharya	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1468	Pamela Power	12/14/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1469	Parker Sewell	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1470	Parker Welch	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1471	Pat Kelly	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1472	Patricia Ybanez	11/12/20	Capital Express Website Comment Form	I live right next to the feeder lanes and to proposed lanes. I have questions and concerns
1473	Patrick Beyer	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1474	Patrick Beyer	12/31/20	Virtual Public Scoping Meeting Comment Form	Hello, I'm writing to request that TXDOT reconsider the proposed I35 improvements through downtown Austin to minimize impact to the surrounding area and offer more incentives to manage the traffic including congestion pricing and multimodal alternatives (more integration of public transit, biking, walking) for the Austin community. Out of the presented options, alternative 1 has the most merit. I would prefer to see a more compact version that expands on the tunnel concept and converts the at-grade level to access highway/arterial. I am in favor of limiting the new lanes due to concept of induced demand. Thank you in advance for considering.
1475	Patrick Bixler	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1476	Patrick Goetz	11/27/20	Virtual Public Scoping Meeting Comment Form	I'm a huge fan of the Reconnect Austin proposal (https://reconnectaustin.com/) and strongly believe TxDOT should relinquish the service roads downtown so that this real estate can be redeployed and perhaps privatized, resulting in billions of dollars of taxable entitlements in addition to making downtown Austin a better urban space. At the very least, PLEASE don't do anything that would preclude capping IH-35 through downtown at a later date – that would be beyond foolish and short sighted.

No.	Commenter Name	Date Received	Source	Comment
1477	Patrick Kennedy	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1478	Patrick Offner	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>TxDOT Austin Team,</p> <p>Thank you for the time and effort put in to prepare this presentation and to request comments from the community.</p> <p>I write to you today with a passion and enthusiasm for the opportunity Austin has to transform itself and set a new national standard for the transformation of a community by a thoughtful and forward-looking project. The most critical element of this proposal involves the upper deck for the stretch over downtown. Put simply: it is no secret that I-35 has been a visible scar and divider of the community for quite some time. We have the opportunity to mend this historic blight and reclaim valuable downtown space for gathering, for nature, and for commerce...and the notion that we would sacrifice that for an unabated sound and smell of automobiles is unthinkable.</p> <p>I implore you to have this as a main pillar of the project. Dallas has set the precedent and the standard with their downtown project, which brought new life to their downtown and a strong sense of civic pride. And that's within a sprawling metroplex. Imagine all that is possible with new use from Cesar Chavez through to the UT campus! And alongside the revitalized Waller Creek!</p> <p>A downtown unobstructed to pedestrians and to gathering is a once in a generation opportunity. An expanded transportation network that is out-of-sight is the type of futuristic planning civil engineers could only have dreamed up with technical limitations.</p> <p>Suffice it to say, building this subterranean project and "forgetting" to build a roof over to re-imagine the fastest growing metro area in the world would be an unforced error and the biggest missed opportunity in urban renewal and engineering of the 20th century.</p> <p>Frankly, if not considered (or secured prior to build), I would vote not to proceed as the result wouldn't be meaningfully better from a quality of life standpoint.</p> <p>Let's not miss a chance to reinvent the city we want and the future we deserved, an improved transit network that is not the center of the downtown universe and, instead, one that passes silently underneath allowing for the green spaces and community for which Austin has been known so far.</p>
1479	Patrick Rose	12/23/20	Virtual Public Scoping Meeting Comment Form	<p>I have lived in the Austin region for 38 of the past 42 years, and drive this section of IH 35 daily. As a business owner and active volunteer on economic development matters, I have a keen understanding of the vital role IH-35 plays to our local transportation system and how critical these improvements are to our region. That is why I fully support TxDOT continuing to work toward a long-term solution for improving IH-35. As you continue your critically important work on this project, I respectfully suggest the following as part of the scope:</p> <ol style="list-style-type: none"> 1. Prioritize access and enhanced connectivity to the urban core. 2. Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. 3. Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. 4. Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses. 5. I am also personally supportive of managed lanes and public-private partnerships that could save valuable tax payer dollars, and allow the most direct beneficiaries of this project, drivers such as myself, to pay our fair share.
1480	Patrick Wong	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1481	Paul Byars	12/31/20	Email to: My35CapEx@txdot.gov	<p>To whom it may concern:</p> <p>My name is Paul Byars, and I am writing to express my full support of the North Central I-35 Neighborhood Coalition letter from 12/21/2020 and the letter from GNU-CTX, which I believe was sent earlier this week.</p> <p>While I believe those letters outline plans and policies that can realistically be incorporated in your design, I personally feel urban highways are a failed experiment unequivocally and would prefer IH-35 from Ben White to 290 be removed and replaced with an urban boulevard. I believe that would be more consistent with the direction the citizens of Austin and our elected officials want to go.</p>
1482	Paul Detke	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1483	Paul Eighmey	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1484	Paul F. Groepler	12/09/20	PDF Comment Form to: My35CapEx@txdot.gov	<p>Good day;</p> <p>Please see the attached comment/suggestion form submitted by me regarding a much less expensive and more effective immediate, partial solution to current traffic congestion.</p> <p>Thank you for your attention, sincerely,</p> <p>Paul F. Groepler [REDACTED]</p> <p>[Comment from PDF Form]: In addition to, or instead of, initial lanes for northbound and southbound central IH-35, a 25-30% traffic flow alleviation could be immediately achieved by levying a fine on all long-haul and industrial vehicles traveling through downtown IH-35 which did not include delivery to the central part of the City.</p> <p>A mandatory routing around the downtown area on less congested, seldom used I-130 and I-45, coupled with a fine of \$250 or more for violating vehicles would not only alleviate congestion to a significant and immediate degree, but also allow for additional revenues for the City of Austin.</p>
1485	Paul Gottuso	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1486	Paul Gottuso	12/04/20	Virtual Public Scoping Meeting Comment Form	Form Letter 1
1487	Paul Khermouch	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1488	Paul Kiefer Jr	12/31/20	Virtual Public Scoping Meeting Comment Form	I would like to know how the exit and entrance ramps will be arranged in all three alternatives.
1489	Paul McGuffey	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I cannot imagine a worse idea than to Expand I35. This traffic should be routed around Austin. I live a block away and see the caravans of hundreds of trucks and other through traffic making the air and travel worse for all of us. I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>[Form Letter 1]</p>
1490	Paul Neuschwander	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1491	Paul Schroeder	11/21/20	Virtual Public Scoping Meeting Comment Form	<p>I thought TxDOT was planning to put I-35 below ground through downtown Austin so that the highway could be capped with parkland or other public space? If that doesn't happen, it will be extremely disappointing. It will almost be criminal.</p> <p>Please provide a plan that allows the highway to be buried through downtown. I was previously excited about the I-35 reconstruction project when I thought that was going to happen.</p>
1492	Paul Woodruff	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1493	Pete Gilcrease	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1494	Peter Blum	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1495	Peter Cesaro	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>I regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project:</p> <ul style="list-style-type: none"> - Prioritize access and enhanced connectivity to the urban core. - Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. - Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. - Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1496	Peter Dobbelaere	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1497	Peter Flemings	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>I am strongly in support of the build alternatives that include the possibility of placing I35 below ground either by 'lowering' or tunneling. If we can do this, and if we can place a deck cover, this will have a profound effect on the quality of life in Austin. I know it is expensive, but it will have an extraordinary impact on the value of the real estate in the area and the quality of life. I am hesitant to bring up examples from the north. However, the 'big dig' in Boston resulted in a profound improvement in Boston and is generally viewed very positively.</p> <p>Thank you for your consideration.</p>
1498	Peter Hunt	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>I oppose any expansion of I-35. Its scope and significance in Austin should be reduced, rather than increased. Adding lanes is a bad solution to any traffic problem, and any proposed improvements to pedestrian or bike accessibility would be better done by diminishing the magnitude of highway traffic in the first place. My own experience driving in and around Dallas and Houston shows me how little lane expansion does to improve any driving experience – each of those metropolitan areas features highway systems with huge numbers of lanes, supposedly to accommodate their traffic, but the breadth of the highway structures only makes travel more nightmarish, messy, and cumbersome. Given the difficulty of scaling back highway expansions after they have been implemented, and the potential cost involved, I suggest that the more sensible and conservative approach would be to not expand I-35, and instead devote that money and attention to other projects more likely to improve the city of Austin, and serve the transportation needs of both its residents and travelers.</p>
1499	Peter Lewis	12/12/20	Virtual Public Scoping Meeting Comment Form	Not enough vision with these proposals. This road through downtown is terrible, and represents a segregated history. We need to bury it underground and create park space and development opportunities on top of it. It could be a generational transformation.

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1500	Peter Marsh	12/30/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The future plans for the reconstruction of I-35 gives an opportunity to repair the racial legacy of the highway that has long divided our city. It will also allow us to take a new approach - one that brings the whole Austin community to the table in a meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project before it advances to the next step in the NEPA process:</p> <ol style="list-style-type: none"> 1. Modify the Purpose and Need statement to reflect these important community priorities listed below. 2. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 3. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. 4. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 5. Co-design the Project with the community and include "Our Future 35" community alternatives and the Downtown Austin Alliance ULI study recommendations— in pre-engineering phases—as part of the full Environmental Impact Statement. 6. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 7. Provide at least a 90 days for all future comment periods. 8. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
1501	Peter Rock	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1502	Peter Wall	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1503	Peter Wall	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1504	Phil Curry	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1505	Phil Curry	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1506	Phil Gilbert, Sr.	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I do not support the proposed lane expansion. Simply read the book The Power Broker to see how this fails. We have enough lanes, although they are not maintained professionally. Focus on that. Make the existing road safer. And get more people to use I-45 loop.</p> <p>[Form Letter 1]</p>
1507	Phil Ramunno	11/17/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>I watched the I-35 Capital Express Central Virtual Public Scoping Meeting and have some feedback.</p> <p>To be honest, this plan seemingly does nothing to address the quality of life issues that I-35 imposes on Austin. It may allow more cars to pass through the city, but the induced demand will surely result in the same traffic problems we have today, if not worse. You only have to look at I-10 in Houston and I-405 in Los Angeles to see the result of this type of plan.</p> <p>Austin just approved a transportation bond that hopes to eventually add a light rail along the west side of I-35 (the gold line) when we have the additional funding. If your own study shows you that 86% of traffic on I-35 is local, how does your plan not include any ROW for public transportation to reduce the traffic from local cars?! You are currently planning to spend more money to add a few HOV lanes (\$7.5B) than the entire estimated cost of a citywide light rail system (\$7.1B). Why not put some of that money into local public transportation ROW rather than wasting it on building HOV lanes? It seems like you started this plan with the conclusion of "we need to add lanes to the highway" as the only possible solution to this problem.</p> <p>I live near 6th St. in East Austin, just east of I-35 and downtown. I regularly use the bike crossing at 4th street and take the bus that crosses at 7th/8th street. Trying to go the mile from my house into downtown is miserable and unsafe due to I-35.</p> <p>The bike lane at 4th street requires bikers and pedestrians to cross 6 lanes of feeder traffic with no signal. This is so incredibly dangerous. And the crosstown bus is rendered useless at rush hour because it can't cross into East Austin without fighting through all the backed up traffic on the I-35 feeder lanes. As a result, I can walk the mile home faster than the bus can get me there. The bottlenecks, caused by the lack of east/west passages through I-35, prevent my community from having easy, safe access into downtown. Fixing this problem is infinitely more important to me than shaving a few minutes off the time it takes to drive across the city. Several people die every year trying to cross I-35 in unsafe ways due to the complete lack of places to safely cross on foot/bike. This problem needs to be considered in the solution too.</p> <p>A capped downtown plaza is the only sensible plan. Downtown and East Austin are two of the densest and most pedestrian friendly areas of the city, but you have to sit in needless traffic jams or literally run through traffic traveling at 50mph to get between the two. There must be a cap over the downtown section of I-35, so residents and tourists can move between these neighborhoods safely. It would make the rest of this plan acceptable - because it's the only aspect that goes beyond the status quo and adds value to our community.</p> <p>Thanks for taking the time to read my feedback and please feel free to reach out if you have any followup questions. This project represents the future of my neighborhood and I will be following it closely.</p>

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1508	Philip Carinhas	12/15/20	PDF Comment Form to: My35CapEx@txdot.gov	<p>See attached pdf document.</p> <p>Also, you need to make these comments easier to do. Having to download PDF, edit it, write it out, possibly print it, is very out of date: You are behind the times by about 15 years.</p> <p>Perhaps it is your desire to make this more difficult for ordinary people to respond to. If so: job well done.</p> <p>[Comment Form] Austin has been sold a rotten bill of goods: Growth at all costs. We simply do not need more exponential growth. We all know it is not sustainable. Based on our limited resources, housing, environment, and financial resources, I have no other choice except to fully reject all proposed growth measures. We need Austin to return to some semblance of sanity in terms of population, growth, and taxes. Given the current state of affairs, I don't see any of this common sense commit from the City of Austin. Soon we will be taxed out of our own homes and may have to leave the city that we love.</p>
1509	Phillip Buterbaugh	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. We need a different approach to I-35. I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project.</p> <ol style="list-style-type: none"> 1. Health impacts, especially for nearby communities, must be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding,, noise, and vehicle-related deaths and injuries. 2. I-35's equity impacts must be studied and mitigated through an Equity Assessment. Goals should include protecting cultural resources, stopping displacement, and building equitable transit-oriented development along and near I-35. 3. Mmitigating traffic spillover onto nearby streets; reducing the highway's width. 4. Help achieve the goals outlined in local plans, including the Austin Strategic Mobility plans. 5., TXDOT should work closely with local partners to fully consider design alternatives that address the above issues. 6. My personal preference is to submerge the traffic lanes amd create a ground level park, similar to the Klude Warren Park project in Dallas. <p>I look forward to your response.</p>
1510	Phillip Rozell	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1511	Phillip Thompson	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1512	Phoebe Polakovic	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1513	Phyllis Owens	12/17/20	Virtual Public Scoping Meeting Comment Form	<p>What annoys me is that there are 2 HOV lanes in each directions where only cars and trucks with 2 or more passengers can drive. As I travel through Dallas it always annoys me how often the HOV lanes are empty, and that is only one lane in each direction.</p> <p>I believe a much better approach in Austin would be to have only one HOV lane in each direction, then add 1 lane to the general traffic lanes and RESTRICT trucks to that one extra lane. All of the IH35 truck traffic adds a huge load to IH35 through Austin.</p>
1514	Planning Our Communities	12/31/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>Greetings,</p> <p>Attached is the statement from Planning Our Communities on the I-35 Capital Express Central Project. Planning Our Communities does not support the alternatives proposed by TxDOT and hopes that TxDOT will work closely with the Austin community, particularly those historically left out of such planning efforts, to create an equitable I-35 Capital Express Project as opposed to moving ahead with any of the proposed alternatives.</p> <p>No member of the Planning Our Communities Leadership Team listed below is employed by TxDOT, does business with TxDOT, or could benefit monetarily from the project or other item about which we are commenting.</p> <p>Planning Our Communities Leadership Team,</p> <p>Awais Azhar Joao Paulo Connolly Kendra Garrett Marla Torrado</p>
1515	Pliny Fisk	12/31/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I am of the affirmed opinion that the pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>[Form Letter 2]</p>

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1516	Polina Koronkevich	12/31/20	Virtual Public Scoping Meeting Comment Form	Do not widen I-35. Bury the highway and reclaim the space on top of it to reconnect East Austin and downtown.
1517	Preston Frankstone	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1518	Priya Patel	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1519	Priya Patel	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1520	Priya Patel	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1521	Prof. alan friedman	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1522	Quang-Min Hoang	11/23/20	Virtual Public Scoping Meeting Comment Form	<p>Why are we expanding the highways that divide Austin and its communities? All it's going to do it slow down traffic and make it harder for the people who actually live in it.</p> <p>There have been multiple studies shown that expanding roads doesn't work:</p> <p>* https://www.wired.com/2014/06/wuwt-traffic-induced-demand/ * https://www.vox.com/2014/10/23/6994159/traffic-roads-induced-demand</p> <p>And there's even a Wikipedia article about for Pete's sake: https://en.wikipedia.org/wiki/Braess%27s_paradox</p> <p>If we have to improve I-35, why not do what Dallas did and bury it? https://www.klydewarrenpark.org/</p>
1523	R. H. Geyer Jr.	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1524	R Mallory	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>18-20 open lanes abreast will make parts of Austin seem like Mexico City!</p> <p>Put as much as possible underground or contained. Create open park spaces above lanes—as done in Dallas—to connect by foot traffic/biking the central and eastern portions of downtown. It will erase traffic separations of the past.</p>
1525	Rachael Cook	12/18/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>This proposal to expand I-35 to more lanes ignores so many known facts about highway expansions falling well short of their intended "improvement" of transportation. This expansion is simply wrong.</p> <p>Even I learned over a decade ago while studying Urban Planning at UT Austin that instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times.</p> <p>I ask that the health impacts, especially for nearby poorer communities, be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries.</p> <p>I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments. Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1526	Rachel Carneglia	12/10/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Rachel and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
1527	Rachel Clemens	12/30/20	Virtual Public Scoping Meeting Comment Form	As someone who lives close to I-35, I'd prefer Build Alternative 1 with the tunnels as a way to reduce noise along the corridor.
1528	Rachel Jacobs	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1

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1529	Rachel Mccan	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1530	Rachel Portalatin	12/28/20	Email to: My35CapEx@txdot.gov	Howdy, My name is Rachel and I live in Austin in the rosdale neighborhood. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!
1531	Rachel Stewart	12/26/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1532	Rachele Merliss	12/08/20	Virtual Public Scoping Meeting Comment Form	Please do not expand I-35 any farther. We need better public transportation like that which will be funded by Project Connect, not more highways tearing up our communities. This is bad for the environment and bad for our community.
1533	Radhey Wood	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1534	Rafael Brito	12/25/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1535	Raghav Mehra	11/19/20	Email to: My35CapEx@txdot.gov	Hi There, I'm concerned about the plans to expand lanes on I35 in central Austin. As a citizen of Austin, I hope that we can focus investment on more public transit, walkable, and bikeable infrastructure. Major studies (including one in Houston) has shown that adding lanes don't curb traffic but actually make the issues worse.
1536	Rainbow Di Benedetto	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1537	Raju P	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1538	Ram Kolluri	11/18/20	Virtual Public Scoping Meeting Comment Form	1. Convert TX 130, running East of Austin, into I - 35 starting near Buda and ending around Georgetown airport. 2. Convert I - 35 between these two points into I - 135 or something similar. Thanks
1539	Ram Kolluri	11/18/20	Virtual Public Scoping Meeting Comment Form	My suggestions are as follows: 1. Build a bypass Highway around Austin, East of the city (much cheaper option), and direct all through traffic to this road 2. Convert I - 35 as a toll road covering the entire length of Austin, TX, with higher toll rates from 6:00 AM to 10:00 PM. Charge extra toll for heavy trucks using the road. 3. Build high occupancy lanes for usage during peak hours.
1540	Ramon Treviño	11/22/20	Virtual Public Scoping Meeting Comment Form	I would like the through-going traffic on I-35 to be encouraged to go around the urban areas as much as possible. It makes no sense to continue trying to force more & more traffic through already congested urban spaces. Make SH 130 toll free and instead toll parts of I - 35 at either ends of the Austin area (e.g., north of Georgetown, north of the SH45 interchange in Round Rock & south of the SH45 interchange in Buda). In fact, make SH 130 I-35 & the current I-35 an alternative rather than the main route.
1541	Randy Chavis	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1542	Rasha El-Jaroudi	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1543	Raul Alvarez	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1544	Ray Roenigk	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1545	Ray Trono	12/05/20	Email to: My35CapEx@txdot.gov	Susan Fraser, My thoughts on I 35, I have seen the big dig in Boston, yes it was a big undertaking by the results were worth it. above ground pedestrian area. I would put 4 or 5 underneath in each direction. [Form Letter 1]
1546	Rebecca Dobbin	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1547	Rebecca Kindschi	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1548	Rebecca Leonard	11/26/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1549	Rebecca Leonard	12/11/20	Virtual Public Scoping Meeting Comment Form	We will never be able to build our way out of vehicular traffic issues through this portion of I-35. We need to accept that and focus on other modes of travel like better pedestrian, bicycle and transit options. Those solutions will require that I-35 become less of a barrier. Therefore, I want I-35 to be narrower in ROW, underground and landscaped to provide shade and human comforts for those walking, bicycling and waiting for transit connections. Thank you for hearing me out!
1550	Reed Oliver	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1551	Regina Buono	12/26/20	Email to: My35CapEx@txdot.gov	Form Letter 2

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1552	Reid Echols	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1553	Remy Greinhofer	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1554	Renee Sima	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1555	Ricardo Garay	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1556	Richard Armstrong	11/27/20	Virtual Public Scoping Meeting Comment Form	I would like to see I-35 downtown transformed like the Klyde Warren Park in Downtown Dallas, over the Woodall Rodgers Freeway.
1557	Richard deVarga	11/17/20	Virtual Public Scoping Meeting Comment Form	<p>Out and Cap! per Sinclair Black, BV Architects</p> <p>Reduce ROW width and re-develop for Tax Base</p> <p>TxDOT Engineer's proposal of a traditional super wide, multilane system is a horror. Go to Houston and experience the horror.</p> <p>Consider tolling I35 through Austin and make TX130 free.</p> <p>I know it is tuff to be creative, but if you try, you might be able to find a great solution. If you can't, then get out of the way.</p>
1558	Richard deVarga	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community. 6. Seriously consider and incorporate the design solutions outlined within Sinclair Black's Out and Cap proposal.
1559	Richard Furbish	11/17/20	Email to: My35CapEx@txdot.gov	<p>When thinking about how to expand Hwy.35 I wish you would consider these comments:</p> <ol style="list-style-type: none"> 1. Hwy. 35 does not divide the city into the rich vs the poor sections of the town. East of the city has been gentrified and is no longer the poor side of town. 2. Do NOT make a tunnel so you can put a plaza or park the entire length of the city. This plaza would become nothing more than a tent city for the homeless from all over the country who would move here to live on free land, to receive free food, etc. It would become a lawless zone and nobody other than the homeless would dare to venture into that area. (Caused by the idiot Mayor and City council and their stupid ideas about how to handle the homeless problem) 3. Make Hwy. 130 a truck route for all 18-wheelers that do not have a reason to stop in Austin. Reduce the truck rates for 130 to make it less of a financial impact on trucking companies.
1560	Richard Heyman	12/31/20	Virtual Public Scoping Meeting Comment Form	I live in Cherrywood and am opposed to any expansion of the ROW through central Austin. Any expansion will deepen, rather than heal, the divides that the freeway represents.
1561	Richard Hollenbeck	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1562	Richard Kooris	12/31/20	PDF Comment Form to: My35CapEx@txdot.gov	I prefer Alternative #1, with the dropped main lanes and the tunneled HOV lanes for a umber of reasons: 1) This design fits best with in the existing ROW footprint and isolates most of the traffic noise below grade, 2) This design would lend itself best to "capping" the highway with a grade level structure that would restore the connection between the east and west portions of downtown Austin. The current 1954 highway, with its "Berlin Wall" design separating the 1928 Council mandated east side ghetto for people of color from the rest of the city is a true abomination. The remedy is to restore the surface street and boulevard connection between these psrts of the city, a connection that is critical to the original roadway design based on the original East Avenue. I am a strong advocate for the DAA capping plan and connectivity at grade.
1563	Richard Liu	11/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1564	Richard Paddock	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1565	Richard Reyor	11/23/20	Virtual Public Scoping Meeting Comment Form	No options include rail or bus prioritization. The rebuilding of this corridor should be for all citizens and commuters. Public transportation should be incorporated in this project with a designated bus or rail line, in addition to east-west lines. I believe it is a good idea to connect east and west neighborhoods by lowering I-35 below grade and completing the street grid at grade. But, I think it would be a mistake to not include some form of public transportation infrastructure in your planning. Thank you.
1566	Richard Wood	12/29/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Please look at the history of the Katy Freeway expansion before widening IH-35. When the Katy Freeway in Houston was expanded from 6 to 22 lanes, it took less than 3 years for the traffic to be just as bad (to pass from point A to point B) as it was before the widening project started. Instead of leveraging the built-in rail corridor, that was removed for additional lanes of service roads and toll lanes in the middle. Taking this same approach through the middle of Austin will have the same outcomes. [Form Letter 1]
1567	Richie Gelles	12/01/20	Email to: My35CapEx@txdot.gov	Hello, I am writing as someone with a family who lives near I-35 in Austin for TX-Dot to please remove all overpasses in downtown Austin and put I-35 in a trench designed to be capped. For the best long term sustainable economic growth in downtown Austin, I-35 should be able to be capped from Cesar Chavez to Martin Luther King Junior Boulevard. The economic benefits provided by the capping and land value increase along the corridor will pay for itself over the lifetime of the highway. I completely understand the city of Austin will need to pay for the capping and that is fair, as the city will reap most of the benefits, but it is imperative that TX Dot designs the new I-35 to allow freeway capping to happen along the length of downtown Austin and the capitol complex area. This is a once in a generation project and TX Dot needs to get this right. Thank you for your time.
1568	Riley Triggs	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
1569	Rio Tomlin	12/08/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1570	Rio Tomlin	12/10/20	Virtual Public Scoping Meeting Comment Form	Any and all focus should be a balance between moving vehicles and reducing the burden of a wide mass of roadway cutting through downtown Austin. Lowering and tunneling lanes to provide a more narrow total impact and connecting the downtown and east parts of Austin should be the highest priority of this project.
1571	Rob Hoffman	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
1572	Rob Parsons	11/25/20	Virtual Public Scoping Meeting Comment Form	I tried to add comments to the map but it doesn't look like that worked for me. Comments were: 1. To begin below grade section as close to the river as possible so that the Holly/ River St. Crossing is at grade with the highway below to improve connections between Rainey and Holly Neighborhoods. 2. improve the MLK crossing with an enhanced bridge or deck park with extra pedestrian accommodations to facilitate the large amount of pedestrian connections across 35.
1573	Robby Robinson	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1574	Robert Boler	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1575	Robert Boler	12/31/20	Email to: My35CapEx@txdot.gov	Hello, My primary pieces of project feedback: 1. PREPARE FOR A CAP No matter which option is selected, it MUST be ready for a "cap" to be constructed, especially between 15th and Cesar Chavez, but ideally for the length of the project. I-35 has been an eyesore, an air polluter, and a symbol of Austin's racist history since its creation. This cap will help with all of that and make Austin a more idyllic place to live and work. To redo I-35 without the ability for a cap to be added immediately or later would be a crime. 2. NO WIDENING, TUNNEL INSTEAD All of the proposed projects include a horrendously destructive number of horizontal lanes. It's been known for years that "induced demand" renders adding lanes a useless solution to relieving traffic. Building a system that includes a greater mix of transit, biking, and walking is what relieves traffic. But if lanes must be added, apply to first portion of Alternative 1 (tunnel+buried+ground level) to the length of the project. No widening, just creating more lanes below the existing highway width. This will prevent the pollution and harm caused by the original I-35 from being increased, instead of reduced, with this project. Please, take these recommendations and those of urbanist seriously. Adding lanes is not the way. Instead, preserving the current width and allowing for a cap to be built will make Austin a terrific example of how lovely urban environments can be. From a longtime (and future) Austinite: Thank you.

No.	Commenter Name	Date Received	Source	Comment
1576	Robert Boler	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>My primary pieces of feedback:</p> <p>1. PREPARE FOR A CAP No matter which option is selected, it MUST be ready for a "cap" to be constructed, especially between 15th and Cesar Chavez, but ideally for the length of the project. I-35 has been an eyesore, an air polluter, and a symbol of Austin's racist history since its creation. This cap will help with all of that and make Austin a more idyllic place to live and work. To redo I-35 without the ability for a cap to be added immediately or later would be a crime.</p> <p>2. NO WIDENING, TUNNEL INSTEAD All of the proposed projects include a horrendously destructive number of horizontal lanes. It's been known for years that "induced demand" renders adding lanes a useless solution to relieving traffic. Building a system that includes a greater mix of transit, biking, and walking is what relieves traffic. But if lanes must be added, apply to first portion of Alternative 1 (tunnel+buried+ground level) to the length of the project. No widening, just creating more lanes below the existing highway width. This will prevent the pollution and harm caused by the original I-35 from being increased, instead of reduced, with this project.</p> <p>Please, take these recommendations and those of urbanist seriously. Adding lanes is not the way. Instead, preserving the current width and allowing for a cap to be built will make Austin a terrific example of how lovely urban environments can be. Thank you.</p>
1577	Robert Borgeson	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1578	Robert Gibbs	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>I don't know an answer to 35 other than bypass downtown.</p> <p>One thing I think would help traffic the most is to get automatic sensor put in at every traffic light, whether it's cameras or traffic loops. For being such a high tech-"smart" city full of technology, Austin has "dumb" lights everywhere. I sit at so many lights when there are no cars coming the other way. I would think this is much cheaper and is definitely faster than all the road construction. I seems to take years to build a couple miles of road, but I would think adding smart features to existing traffic lights could be accomplished all of downtown Austin in under 1 year</p>
1579	Robert Gilliland	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1580	Robert Gilliland	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1581	Robert Hollingsworth	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1582	Robert James	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1583	Robert Kent	11/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1584	Robert Kimzey	12/30/20	Virtual Public Scoping Meeting Comment Form	I am opposed to any expansion of I-35 unless it moves the majority of lanes below ground, favors mass transit, and reroutes traffic to the toll road and away from Central Austin.
1585	Robert McAndrew	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Rebuilding I-35 through Austin cannot be another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>Let's utilize the Texas 130 route better and emphasize local use of a rebuilt I-35. Consider local impacts on health, safety, and better connections within town. Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p> <p>Thank you for considering my points.</p>
1586	Robert Northrup	12/31/20	Virtual Public Scoping Meeting Comment Form	None of the plans for widening I-35 make sense to me, when it's a lot more cost effective to expand on existing bypasses. 183 and especially tollroad 130 can take a bulk of the municipal growth anticipated traffic in the east.
1587	Robert Ochoa	11/17/20	Email to: My35CapEx@txdot.gov	<p>Hi,</p> <p>I'm a resident at [REDACTED] (adjacent to the highway) and would like to voice my strong support for alternative 1 in txdot's future plans. I strongly support the use of tunnels and overall:</p> <p>Improved bicycle paths/lanes Less congestion Reduced noise Easier access to/from Concordia avenue and I-35</p> <p>https://capexcentral.mobility35openhouse.com/wp-content/uploads/2020/11/Capital-Express-Central-Public-Presentation-110520-Extended.pdf</p>
1588	Robert Stephens	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1589	Robert Stephens	12/30/20	Virtual Public Scoping Meeting Comment Form	Please reroute I-35 to 130.

No.	Commenter Name	Date Received	Source	Comment
1590	Roberta Wright	12/29/20	Email to: My35CapEx@txdot.gov	<p>Since I am a bit claustrophobic as are others I know, the plan to make part of I-35 underground or a tunnel terrifies me. Sounds like a good ploy to keep ,some of us from using the roadway. This would incorrectly give the impression your plan helped the traffic problem for the wrong reasons.</p> <p>Thank you for listening.</p>
1591	Robin Bradford	12/21/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Friend,</p> <p>I've lived in Austin for more than 30 years and til now have only dreamed that the IH-35 that cuts through the heart of our city would be improved. The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>[Form Letter 2]</p>
1592	Robyn Ross	12/31/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."]</p> <p>Dear TxDOT,</p> <p>Thank you for the opportunity to comment about the future of I-35, the issue that will have the biggest impact on my neighborhood, Hancock, in the coming years. I live 5 blocks west of I-35, and my primary means of transportation are car and walking.</p> <p>Although I consider myself a savvy news consumer and was aware that "TxDOT is working to overhaul I-35," I was not aware of the specifics of the Build Alternatives and the timeline for commenting until the beginning of December. Once I consulted the postcard I had received, reviewed the website and spoke with a knowledgeable neighbor, I realized the incredible importance of public involvement in this enormous project. Three neighbors and I then visited 175 households in the Hancock neighborhood, speaking with residents when possible and leaving literature when it wasn't. The following requests represent feedback from those conversations.</p> <p>1. A comment period of 50 days is preferable to a comment period of 30 days for a project of this scope, but 50 days at the end of 2020 is not enough time to mobilize neighborhood communication to cut through all the other noise. This comment period included the Thanksgiving, Hanukkah, Christmas and New Year's holidays and fell during a pandemic and right after a contentious election. People are distracted and dealing with kids doing distance learning and home unusually early from college. Of the 50 houses where I knocked on doors, only two people were informed about the project beyond "Yeah, I heard they're doing something with I-35."</p>
1593	Rochelle Stephens	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1594	Rodrigo Nunes	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1595	Roger Baker Jr.	12/31/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."]</p> <p>Dear FHWA and TxDOT transportation officials,</p> <p style="text-align: right;">Dec 31, 2020</p> <p>I wish to submit this document for inclusion in the public comments at this early stage of the federally mandated I-35 widening scoping process announced here. This points the public to commenting on just three TxDOT draft documents, but the scope of appropriate comment seems to be quite wide under federal law. 23 CFR § 771.111 - Early coordination, public involvement, and project development.</p> <p>I am submitting this document to clearly express my opinion about the prospect of trying to double the lanes on I-35 through Central Austin, going from the current ten lanes going to twenty or more lanes. This is to be done for the proposed benefit of helping hypothetical vehicle travelers twenty years from now. This proposal has the potential to become a momentarily bad choice for the reasons I have listed below.</p> <p>Of the four Central Austin I-35 options that TxDOT is proposing, I support the "no build" option. It will take a huge improvement in transparency about the credibility and accuracy of TxDOT's planning and financing assumptions to convince me otherwise, but I do have an open mind on this issue.</p> <p>This project has already been granted about \$1.2 billion through the joint actions taken by TxDOT and Austin's MPO CAMPO earlier this year. This still leaves this uniquely immense \$4.9 billion project mostly unfunded. However \$3.6 billion in Cat 12 strategic priority funds are being assumed to be available in the latest UTP. Without issuing more road bond debt, the only way that I can easily imagine to fill that much of a funding shortfall is by bravely raising Texas fuel taxes, to partly make up for the huge debt backlog created by Texas ignoring its road debt problem for more than 25 years.</p>
1596	Roger Borgelt	12/22/20	Virtual Public Scoping Meeting Comment Form	<p>I have lived in the Austin area for over 55 years. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project:</p> <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1597	Rohan Lilauwala	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1598	Ron Binkley	12/22/20	Email to: My35CapEx@txdot.gov	Dear TXDOT, I agree with everything in the pre-printed email below but, I have my own personal thoughts about the project. I want an I-35 that is well planned so that we don't have to address this issue again in 20 years from now. Let's make sure your engineers design a highway that flows easy with no bottlenecks. I don't want to see a "stop-n-go" freeway where you travel at 60 mph and then backs up to a crawl somewhere that was poorly designed. The freeway must be free flowing. I also believe that aesthetics are very big part of this project. Not only should the concrete pilings have a pleasing design, the landscaping needs to be very well thought out. As the freeway is built through the downtown area, it needs to have landscaping that projects a dynamic image of downtown Austin. The landscaping should be a visual amenity in itself. Think of a Chamber of Commerce brochure that shows a beautiful city from the freeway to the skyscrapers that people will think WOW, Austin is beautiful. That is my vision for IH-35. [Form Letter 2]
1599	Ron Pippin	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1600	Roosevelt Weeks	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1601	Rosalinda Lopez	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1602	Rosaline Chen	12/01/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1603	Rose Glinka	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1604	Roseanne Thornhill	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1605	Ross Abel	12/28/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, As a citizen who will move my family almost daily in the area around I-35 in Austin, I ask you to please include these items in your pursuit of the Capital Express Central Project: - Honestly and critically address the subject of equity in this project to tackle the racial divide that I-35 was utilized for in forcefully segregating Austin's communities of color. - Prioritize the health and safety of our community by focusing on pedestrians, the handicapped, elderly, and transit users. By taking lessons from other cities taking on the exact same issue of massive highways through their core, we can create a project that will enhance our community, not further divide it with more lanes. - Allow a minimum of 90 days public comment period in the future to ensure you are not rushing ahead without this community's buy-in on a massive project that will monumentally affect the future of our people. - Work with our community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations.
1606	Ross Taylor	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1607	Ruby Fisher	12/10/20	Voicemail	Hello, my name is Ruby Fisher, I appreciate y'all doing a public outsource kind of thing looking at the highway construction project, I've lived in Austin my entire life, and I-35 has always been a nightmare to get through and also to explain to others. But I think y'all are messing up. I think all of it should go underground and instead, only a park should be visible. This takes away the concrete barrier between East and West Austin that was put in place on purpose to segregate and divide, and instead gives us more green space, which we all know we desperately need because we keep selling it to build new houses on. I hope you all are having a good one. Bye.
1608	Russ Garcia	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I like in East Austin and drive on I-35 almost every day. We do not need it to be bigger! We need better options than endlessly building more roads. Please use that money for other options like building train infrastructure. TX Dept of Transportation – not TX Dept of Highway Building... please think outside of the highway. You are transportation planners, get creative – do something different or we'll just end up like LA with giant highways suffocating the city. Please, and thank you :)
1609	Russell Taylor	12/03/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1610	Russell Taylor	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1611	Ruven Brooks	12/31/20	Email to: My35CapEx@txdot.gov	The travel time estimates show in Table 4 of the Purpose and Need document are noteworthy. Presuming no pandemic effects, they show that PM Peak Hour delay will increase by a factor of four in the next five years but will take an additional twenty years to double again. TXDOT needs to explain what's going on here. The obvious explanation for this pattern is that there are a relatively small number of places in which congestion is increasing rapidly but for most of the study area congestion will increase slowly. A fourth build alternative needs to be offered in which no additional lanes are added and just the minimum amount of design standard work is done to upgrade the worst 25% of segments which are probably the actual bottlenecks. A cost estimate needs to accompany this alternative.

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1612	Ruven Brooks	12/31/20	Email to: My35CapEx@txdot.gov	<p>The traffic estimates need to be redone to account for Project Connect, which was approved by the voters after the I-35 traffic estimates were prepared. By 2045, the FTA STOPS software estimates that the Orange Line will carry 70,000 riders per day. Current bus ridership over the same route is in the neighborhood of 13,000 riders per day so the Orange Line will add 57,000 riders per day. The Orange Line will run parallel to I-35, 1-2 miles away, with park/ride lots at several locations. It is reasonable to expect that some of those who would otherwise have driven down I-35 will, instead, use the Orange Line and other transit routes for their trips.</p> <p>There is another factor for which adjustments must be made. Frequently, substantial development occurs along high capacity transit lines so one would expect more development along the Orange and Blue lines and the Metro Rapid lines than would otherwise have been the case. This will mean fewer people living in suburban areas and using I-35. The CAMPO 2045 estimates were released almost a year before the Project Connect vote so any downstream forecasts which use the CAMPO data need to be updated. Surprisingly, this includes the ridership estimates given by the STOPS software since they are also based on the CAMPO estimates. The difference between the 2040 and 2045 CAMPO estimates resulted in a forecast of about 15% more ridership on Project Connect, so the ridership figures currently provided by Project Connect are probably underestimates by a similar amount.</p> <p>It also should be noted that the CAMPO forecasts for 2045 start with the 2010 census data. While other census programs, such as the American Community Survey, attempt to estimate changes between the complete censuses, they are just estimates. CAMPO staff have planned for a revision of the 2045 forecasts when the 2020 complete census data becomes available.</p>
1613	Ruven Brooks	12/31/20	Email to: My35CapEx@txdot.gov	<p> Buses running in the managed lanes cannot simply let off passengers at the side of the road. If buses are required to spend too much time on local streets picking up and dropping off passengers, any time advantage they have over personal cars will be lost. An answer is to provide I-35 exits and entrances with bus stops in between which are also serviced by buses running on cross streets. Buses running along I-35 could quickly exit, drop off or pick up passengers and resume traveling along I-35.</p> <p>At a minimum these entry/exit pairs and the bus stops need to be located at Airport Boulevard, 38th St., East Martin Luther King, Cesar Chavez, Riverside Drive, and Oltorf. (All of these cross streets currently have high frequency bus service.)</p> <p>Since this consideration may impact the locations chosen for entrances and exits, it is important that the consideration be made before any new construction begins.</p> <p>More generally, the design of depressed or tunneled lanes should take into consideration possible future modes, such as light rail.</p>
1614	Ruven Brooks	12/31/20	Email to: My35CapEx@txdot.gov	<p>There have been a large number of pedestrian fatalities resulting from attempts to cross I-35. The TxDOT response of putting up barriers and warning signs is not a god one; it would make equal sense to put up barriers blocking entrance ramps to reduce car fatalities. What are really needed are reasonable ways for pedestrians to get across I-35. These should be spaced no more than half a mile apart – this spacing is the distance that transit systems have found that people are willing to walk to transit. In many cases, cross streets will provide this opportunity but, in a few places, pedestrian and bicycle overpasses need to be provided.</p>
1615	Ryan Buicko	12/22/20	Virtual Public Scoping Meeting Comment Form	<ul style="list-style-type: none"> • I have lived in the Austin area for the past year and a half and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1616	Ryan Contino	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1617	Ryan Contino	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1618	Ryan Joy	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1619	Ryan Nill	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1620	Ryan Parrottino	11/13/20	Email to: My35CapEx@txdot.gov	<p>Hello!</p> <p>I really like the 3 proposed solutions to lower I-35.</p> <p>My recommended solution would be to lower as much as possible below ground and then cap it with park space above ground like they did in Dallas. Has this been considered?</p> <p>It would do an amazing job connecting East Austin with Downtown and help beautify our wonderful city.</p>
1621	Ryan Pollock	11/18/20	Virtual Public Scoping Meeting Comment Form	<p>"Can you please not add to the monstrosity that is IH-35 through Austin? Can you not divert that traffic around the city?</p> <p>Can we please cap IH-35 in the core of Austin so that we can reconnect our city and without adding additional lanes which will just induce more traffic? It would be ideal if we could turn at least one of those existing lanes into an HOV lane. Austinites now understand that adding lanes doesn't fix traffic. We need to be investing in mass transit."</p>
1622	Ryan Sonnenberg	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>Hi TxDOT,</p> <p>I would like to propose that the I-35 project be re-evaluated as a completely underground tunnel through Austin, allowing the city to be re-connected. Since I-35 was first built, it has become a hazard and a redline symbol breaking our city into two. By bringing the city back together and allowing citizens to walk from Central Austin to the East Side, you are encouraging more commerce, higher tax revenue, and creating a safer life for Austinites.</p>

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1623	Ryan Steglich	12/18/20	Virtual Public Scoping Meeting Comment Form	<p>I strongly request that the impacts to the surrounding communities should be included in the Need & Purpose Report, including (at a minimum) impacts on air and water quality, noise abatement, increased connectivity across IH-35, lower design speeds on surface streets, transit access, best practices in accessibility/Universal Design, access for non-vehicle users of all ages, abilities, and identities; and a trauma assessment for communities—particularly communities of color—who have been adversely affected by the highway.</p> <p>My recommendation is to design it as level as possible (fewest grade changes/merges) and least visibility (lowered/tunneled) to minimize rubbernecking & hide sound/visibility of traffic from the surrounding communities.</p> <p>As a longtime driver of I 35, the bottlenecks arise from merging and driver uncertainty. Minimizing those would 'grease the tube' and let it serve both local connectivity and through traffic that its location & classification as an interstate requires.</p> <p>Thank you. Let's get it right for the next 50 years.</p>
1624	Ryan Sweitzer	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1625	Ryan Taylor	12/23/20	Virtual Public Scoping Meeting Comment Form	<p>I have lived in the Austin my entire life of 26 years and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project:</p> <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1626	Rylan Maksoud	12/28/20	Virtual Public Scoping Meeting Comment Form	<p>I am writing in opposition. I don't believe a cycle of perpetual demand is the answer. We are/will always be behind. Daily throughout has not budged since 2000, despite DoT predictions to the contrary. A car-centric expansion of I-35 will not improve the quality of life of myself and other Austin residents. Transportation mode shift is needed. Instead of inducing demand for single-occupancy vehicles, please induce demand for pedestrian, bicycle, and public transportation uses. This project will only worsen the subjective experience of traffic, not alleviate it, which will then produce calls for an even bigger highway. Perpetual expansion is impossible.</p>
1627	Sam Baird	12/13/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1628	Sam Calliham	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1629	Sam Martin	12/18/20	Virtual Public Scoping Meeting Comment Form	<p>My primary concern is that the connection between the east and west parts of our neighborhood via Woodland Ave. remains open. Residents east of I-35 have children who go to school west of I-35 at Travis Heights Elementary, Lively Middle, and Travis High Schools. Residents west of I-35 worship and vote east of I-35. We are all in the same neighborhood association. Regardless of the Build Alternative chosen by TxDOT, Woodland Ave. should continue to provide a link between these two parts of our neighborhood.</p> <p>Of the options provided by TxDOT my preference is for the Build Alternative 2, Managed Lanes Lowered Section, between Lady Bird Lake and Oltorf.</p> <p>Living as close as we do to I-35, a highway positioned below grade between Lady Bird Lake and Oltorf would provide a significant decrease to the noise we experience daily. However, if Alternative 2 would preclude keeping Woodland Ave. open, but another alternative would allow Woodland to continue open, then I would favor the other alternative.</p>
1630	Sam Osborn	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>We should consider rerouting I 35 to be the current 130 loop and swapping those designations so that you are charged tolls to go through Austin on 130 rather than around it.</p> <p>The city has gotten too big to support any expansion of the already huge bottleneck that I-35 is through downtown.</p> <p>The immense opportunities for health and wellness and safer local transport options with that shift will be incredible for our Austin communities.</p>
1631	Sam Potaszniak	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1632	Sam Stone	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1633	Samea Saif Salim Al Adawi	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1634	Samantha Bender	12/15/20	Email to: My35CapEx@txdot.gov	<p>Hi there,</p> <p>Austin is a fantastic vibrant city that I love to call home. It has been amazing to see the growth of our city firsthand and I hope we continue to move forward on this path that makes us a major hub for industry and families alike. That's said, I want to oppose TXDOT's current suggestions for the I-35 Capital Express Central project.</p> <p>This is a once in a generation opportunity to reshape downtown Austin into a more pedestrian-friendly and economically-viable center. TXDOT should not consider any Build Alternatives unless they involve digging a tunnel for I-35 and putting a cap on it. This cap will reconnect the city with parks, sidewalks, bike paths, hotels, apartments, offices, and restaurants.</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering these suggestions.</p>

No.	Commenter Name	Date Received	Source	Comment
1635	Samantha Charboneau-Mudd	12/30/20	Email to: My35CapEx@txdot.gov	Hello! My name is Samantha and I live in Barton Springs Austin. I'm writing today because of the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, part of the decades of segregation in Austin and making it dangerous to travel from East to West Austin. In order to best serve the community, txDOT should create a tunnel and put I-35 completely underground so that the city can reclaim essential downtown space and move towards a modern and equal city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground so that it will not disrupt the city and so that people may safely cross that area. Thank you!
1636	Samantha Raez	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1637	samia arni	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1638	Samia Arni	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1639	Samia Burns	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1640	Samuel Bertron	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1641	Samuel Covey	12/18/20	Virtual Public Scoping Meeting Comment Form	It is important to keep the freeway below grade with the option for a future cap to connect east and central austin. No raised freeway. Also important to preserve connections from east to west. Highly recommend extending 5th street across to connect downtown to salttillo. Need crossings at 32nd street and 41st/Wilshire at Hancock center
1642	Samuel Deutsch	11/19/20	Virtual Public Scoping Meeting Comment Form	With Project Connect passing, the need for a massively expanded freeway is even less than it was when this project was initiated. It makes no sense to be spending billions of TAXPAYER DOLLARS on widening this highway when the history of induced demand for similar freeways (like the Katy Freeway in Houston) shows that more lanes will eventually lead to more congestion. Furthermore, this will increase pollution and depress property values near the highway. NO THANKS!
1643	Samuel Martin	12/18/20	Email to: My35CapEx@txdot.gov	Comments on TxDOT I-35 Capital Express Central Project, between Lady Bird Lake and Oltorf I am a resident of Travis Heights four blocks west of I-35 and two block south of Woodland Ave. My primary concern is that the connection between the east and west parts of our neighborhood via Woodland Ave. remains open. Residents east of I-35 have children who go to school west of I-35 at Travis Heights Elementary, Lively Middle, and Travis High Schools. Residents west of I-35 worship and vote east of I-35. We are all in the same neighborhood association. Regardless of the Build Alternative chosen by TxDOT, Woodland Ave. should continue to provide a link between these two parts of our neighborhood. Of the options provided by TxDOT my preference is for the Build Alternative 2, Managed Lanes Lowered Section, between Lady Bird Lake and Oltorf. Living as close as we do to I-35, a highway positioned below grade between Lady Bird Lake and Oltorf would provide a significant decrease to the noise we experience daily. However, if Alternative 2 would preclude keeping Woodland Ave. open, but another alternative would allow Woodland to continue open, then I would favor the other alternative. Thank you for providing the opportunity to offer my comments. Sam Martin
1644	Samuel Wood	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1645	Samuel Wood	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1646	Sandeep Parikh	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1647	Sandra Boone	12/01/20	Email to: My35CapEx@txdot.gov	The only design option that is an environmentally responsible solution, and will make a real difference for local residents is tunneling as many lanes as possible, capping I-35, and creating a park over it. It is. I understand the engineers are doing good work to move as many cars as possible, which is, and will remain necessary., but this last step is really the most important. It's a health precaution:- The new Metz Elementary school and Palm park are right there. Hundreds of people cross this chasm not to get to the East 6th entertainment district, the African American historian district and Cesar Chavez businesses, and these will and should expand. We need to support these historic neighborhoods, and bring them into the downtown area. Tunnel and cap!
1648	Sandra Hernandez	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1649	Sandra Hintzman	11/20/20	Virtual Public Scoping Meeting Comment Form	As a resident of the downtown rainy st neighborhood I often head east via bike or on foot. Crossing the highway is terrible and dangerous. The build options to bury the lanes is welcome. I like the idea of the collaboration with the downtown alliance to put a downtown plaza/park above the lanes as well. The highway should not be the main focal point in this area...hiding it is best for our community and will connect the east with downtown. I tried to put comments on the interactive map but it wasn't so user friendly...

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1650	Sandra VanTilburg	12/14/20	Email to: My35CapEx@txdot.gov	<p>Thank you for the opportunity to provide input on the I-35 Central Project. I hope you take the comments provided seriously and let them guide you in this project.</p> <p>I believe the goal is to move people effectively while benefiting the community as a whole. It is not that I can drive my individual car or SUV as quickly as possible to wherever I want, any time of the day or night. We need transit options that minimize the impact to the environment, allow for space to be used for affordable housing instead of parking, and provide and encourage safe and healthy alternatives, such as bicycling and walking. Given these goals, I ask you to consider the following:</p> <p>Promote public transportation - Do not add additional lanes to I-35. Instead construct high speed public transit alongside I-35 to reduce individual car use. Work with Cap Metro to implement "last few mile" solutions.</p> <p>Restorative justice - Bury any lanes through the areas affected by the 1928 City Plan and reconnect east and west Austin. Cap with parks and affordable housing. Listen to leaders from the east side community regarding their needs and implement those. Contracts will generate profits for private companies. How can the neighbors affected benefit from the contracts? Residents hired to work on the project? Less profits in private contractor hands and more money invested in the lower-income, adjacent neighborhoods as interim goals are met?</p> <p>Bike and pedestrian options - These should be physically separated from vehicular traffic, not just a wide shoulder on the side of the highway or flexible safety posts.</p> <p>Thank you and please reach out to me if you have any questions.</p>
1651	Sandy Dochen	12/31/20	Capital Express Website Comment Form	<p>TxDOT Friends--</p> <p>As a native Austinite and long-time business and community engaged citizen, I appreciate your work on the IH 35 upgrades. Just a few thoughts, please:</p> <p>*this complex project begs for collaboration with other transit agencies in Central Texas, including Capital Metro. A truly coordinated multi-modal system with IH 35 at the center will serve our region well.</p> <p>*Many vital institutions border IH 35, including the state capitol complex, UT Austin, Dell Medical and others. I hope you'll consider their needs and suggestions so that this project has a feeling of ownership by all.</p> <p>*Burying the roadway underground through the heart of Austin would create more tax base, help the city feel more united and make IH 35 a gathering and celebration place, rather than a separator of communities.</p> <p>*Please consider burying or leveling some of the expanse south of downtown. I heard a presentation that indicated that overpasses, etc. south will be elevated so high that they'll be an eyesore and could create more noise in surrounding neighborhoods. Thanks for please using sensitivity for users and neighbors.</p> <p>*The idea of building or reserving an extra lane for future tolling or expansion makes sense. We'll never be able to add as many lanes as could be useful, due to space limitations. But, on flyovers and other elements, adding space for future lanes, even if unfinished at the beginning, will make great sense. Look at the bottleneck of the northbound 183 flyover off IH 35. It's one lane slows down everyone. Today's project to correct what was build 20-whatever years ago is more expensive than if the flyover had been built wider at the beginning. Let's try not to be penny wise and pound foolish when we're making such a multi-decade decision.</p> <p>Thanks for your time and dedication to our transit future throughout Central Texas!</p>
1652	Sandy Guzman	12/31/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov"]</p> <p>Dear CapEx Team,</p> <p>I'm writing to provide the following input on scoping the EIS purpose and need for CapEx Central. This project has been long in the making. The evolving community expectations as well as changing technical requirements and opportunities will require TxDOT to approach the next phase of this project well-grounded in the type of community engagement and relationship building that occurred from 2013 through at maybe 2017 or 2018 - and even stretch beyond those efforts which were exceptional for TxDOT, but standard for large, successful project nationally. Since then, we have seen a return to a more standard TxDOT engagement model focused on moving the project through the process (more appropriate to a smaller, less impactful, lower-profile project). With each new iteration, it sometimes feels like the ongoing "engagement" is really just lip service to meeting expectations set by the earlier standard and previously agreed to aspects or commitments disappear or are ignored.</p> <p>For this project to avoid the political challenges facing I45 in Houston, TxDOT Austin District and Headquarters, must remain open and flexible to the needs and desires of the surrounding community or face foreseeable environmental justice challenges and further delays (at a minimum) to the project. Please ensure maximum opportunity for people to engage and provide input with a minimum of 90 days of public comment for all future comment periods and make the effort to educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community and TXDOT is aware of concerns on the front end when easiest to address.</p>
1653	Sandy Hardin	12/11/20	Email to: My35CapEx@txdot.gov	<p>I am opposed to the I-35 expansion for the following reasons:</p> <p>If we knew Austin's growth way back when, the highway would probably not be the demographic divide that it sadly is today, and has been for the past many years. Expanding it would only increase that divide. Build it and they will come!</p> <p>As you know, I-35 begins in Laredo and extends all the way to Duluth Minnesota. Every major city between those two points, either has a beltway around the city and/or divides the highway west and east or passes through the outskirts of the city. The only city in which I-35 cuts directly through is Austin.</p> <p>Expanding it will only add to a significant increase in air pollution in and around the city. We already get smoke from Mexico and dust from the Sahara Desert. The city will fall victim to decreasing air quality.</p> <p>We are passing on more financial/tax burdens to the younger generation who is already impacted by the 2008 recession and a growing Federal debt due to Covid-19, not to mention difficulty in finding jobs. They are also paid less than the generation preceding them.</p> <p>Arrange for all through traffic to take I-30 - renegotiate the contract to make it tollfree.</p> <p>I would support reconnecting the community by tunneling the highway through Austin and build a park or plaza for people to gather. This would address the air quality problem as well, and correct the history that created this divide in the first place.</p> <p>If you need money, how about seeking a Federal Grant. Many cities and states have built roadways/highways with Federal Grants. In fact, the original Interstate project that was developed in the 1950s was funded with Federal money. Lobby our U.S. Senators and U.S. Representatives for a grant to tunnel I-35 through Austin. What good are they if they can't bring Federal dollars back to our state for improvements.</p> <p>With COVID 19, many businesses and state offices have functioned quite well in having employees work from home. This should be encouraged to continue and would and has decreased commuter traffic on I-35.</p> <p>How about looking at rapid transit down I-35 from northern suburbs to Kyle and Buda. Regular runs could transport people/workers in and out of Austin if it offered a frequent schedule. Other big cities have done this quite effectively.</p> <p>Last, but not least, if you can't improve upon it from an esthetic, air quality, community connecting aspects, please do nothing!</p>

No.	Commenter Name	Date Received	Source	Comment
1654	Sandy Smith	12/18/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I totally support this opinion. Now is the time to accomplish something visionary. [Form Letter 2]
1655	Sandy Tipton	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1656	Sandy Youman	12/31/20	Postcard	I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin. As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands. Thank you for your attention,
1657	Sara Gore	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1658	Sara Inés Calderón	12/31/20	Email to: My35CapEx@txdot.gov	Hello, my name is Sara Inés Calderón and I live in Austin and I'm writing you today in regards to the Capital Express Central project. I'd encourage y'all to create a tunnel, putting I35 underground, not only to create a more vibrant downtown but also eliminate this historically racial barrier that symbolizes segregation. Thank you!
1659	Sarah Arvey	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1660	Sarah Cain	12/23/20	Virtual Public Scoping Meeting Comment Form	I have lived in Austin for the past 36 years (off and on) and regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1661	Sarah E. Campbell	12/22/20	Email to: My35CapEx@txdot.gov	All my comments are from the point of view of a resident close to I-35, but also a bit from the point of view of a retired city planner. Under Goals & Objectives: While Goal #8 is to "improve compatibility with neighborhoods," such compatibility is hardly mentioned in the remainder of the program. Perhaps it is the thinking of your team that improving pedestrian and bicycle access satisfies that goal, but I don't think that is enough. I didn't find any references to neighborhoods that are particularly close to and/or otherwise impacted by IH-35, although it's the case for much of the Central Section. Nearby neighborhoods are pounded by air, noise and visual pollution, and by cut-through traffic. I live at [REDACTED], just west of I-35, and have been here for over 30 years. I am advocating for the closure of Woodland exits. I would think that the three exits that make up Riverside, Woodland and Oltorf are way too close together for an interstate moving through the inner city. Some neighbors would dislike the closure of Woodland exit ramps, but the alternates already available north and southbound are quite reasonably close to Woodland, and are already heavily traveled streets. Woodland is a residential street! I think closing the exits would cut down on some of the cut-through traffic that we already have on Woodland, and would not truly inconvenience anyone too greatly. While noise is mentioned in the EIS section, it is hardly referred to in the program. Why is noise abatement not a part of this program? The freeway goes frighteningly close to existing residential neighborhoods throughout Austin, many at the same geographic level or lower than the freeway. Noise is not and needs to be recognized as a major issue in this program. Explain why MoPac neighbors gets sound walls, while this massive I-35 project hardly mentions noise as an issue. Under "Purpose and Need," the program fails to mention that the freeway already has major noise and air pollution problems. Also, as part of the EIS, I would like to see discussion of re-naturalizing Harper Creek, which runs adjacent and parallel to I-35 on the west north of Woodland. Regarding the alternatives presented, I don't feel capable of selecting one, but do easily support tunneling, lowering the freeway, and removal of upper decks. Tunneling should be coordinated with CapMetro. I would like tunneling to be considered for portions just south of the river through my neighborhood. I applaud TxDOT for planning to remove the elevated sections of the freeway for all environmental and aesthetics reasons, thank you. Thank you for the opportunity to comment.
1662	Sarah Goodfriend	12/27/20	Email to: My35CapEx@txdot.gov	I am a native Austinite. I was born here 65 years ago. The I-35 corridor has long served to divide our city. You have a unique opportunity to change the legacy of I-35. [Form Letter 2]
1663	Sarah Hay	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1664	Sarah Jenkins	12/06/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I have lived in Austin since 1981 and through all those years, I-35 has always been a traffic nightmare. I don't see away to build our way out of this simply by adding lanes. A bold solution is required to solve for the traffic problems and the health and social issues that the rift of I-35 has created. [Form Letter 1]
1665	Sarah Little	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1666	Sarah Lutes	11/18/20	Virtual Public Scoping Meeting Comment Form	Please consider moving forward on option 1. If there is a safe way to put some of the traffic through a tunnel that would, in my opinion, help Austin move into the future. Tunnels will allow more local businesses to grow and attract customers as right now it's virtually impossible to get to local business because of all of trucks that come through this area daily.
1667	Sarah N Moore	12/15/20	Virtual Public Scoping Meeting Comment Form	I personally would rather see this money go towards more public transport in the city or Austin will become another sprawling Texas city like Houston. I think we can be more like Portland if we designed better. Thank you!
1668	Sarah Simpson	12/10/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>We all know it. Yet people continue to deny it. Widening highways does not solve congestion. Widening highways only encourages more traffic and increases pollution and vehicular violence. Why? Induced demand, a proven, well-documented phenomenon. So why do we keep building lanes and then months after they open start planning for the next widening project? Because 20th century engineering and construction contract chasing has conned us all into believing that our only way out of traffic is to build into infinity and beyond.</p> <p>Luckily, we know better now. We know that more lanes does only result in more traffic and contrary to previous practices, is actually a serious mismanagement of tax payer dollars. We also know now that the best way to beat traffic is to achieve modeshift and focus on moving people - not cars - through more efficient and less costly means of transportation, such as public transit, cycling, and walking. And we also luckily now acknowledge the many other amazing and incredible benefits that come along with moving people vs. cars - like improved physical human health, environmental health, and social health.</p> <p>I-35 through Austin cannot be yet another highway widening project. Therefore, I ask that the current options be abandoned and a new redesign process commenced with the following issues at the forefront:</p> <ol style="list-style-type: none"> 1. Health impacts, especially for nearby poorer communities, must be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries. 2. I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35. 3. Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home. 4. Align the I-35 redesign with Project Connect, as well as Austin's Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans. 5. Finally, TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). <p>Thank you for considering my points and for not perpetuating bad planning of the last century.</p>
1669	Sarah Spitz	12/08/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Hi,</p> <p>Austin doesn't have to become Houston. There are more solutions to fixing traffic problems than simply defaulting to widening highways. As Austinites, we can create one of America's great cities instead of falling into the trap of becoming a mediocre one.</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.</p> <p>As an Austin citizen, I ask that the following issues be fully considered in the scoping process for the I-35 Capital Express Central Project.</p> <p>I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Of importance are: protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.</p> <p>Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use.</p> <p>Finally, TXDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1670	Sareta Davis	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1671	Saundra Freeman	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1672	Savannah McHaney	12/29/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>My name is Savannah McHaney and I have lived Austin, TX for over 10 years now. I originally from the Dallas area and I think that we can take some notes of the highway project that happened there a few years back.</p> <p>I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TXDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. This is imperative to create a BETTER city for Austin, not to mention the amount of green space that will open up and help drive the eco friendly city that I love to live in. I think that this project needs more time to create a solution that works for our city. Creating more lanes, just to create lanes - will not help reduce traffic! We need to work out a solution that helps us regain our city and helps control the issue of traffic in the process. Thank you!</p>

No.	Commenter Name	Date Received	Source	Comment
1673	Schuyler Costello	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1674	Schuyler Costello	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1675	Scot Salmon	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I've been living in Austin, and before that Houston, long enough to see that widening highways does not seem to make traffic better. Traffic just expands to fill the space available. We need other options, not just a wider highway. [Form Letter 1]
1676	Scott Brookhart	11/17/20	Virtual Public Scoping Meeting Comment Form	I would like to see transit lanes for rail or buses to allow for easier commuting in this project.
1677	Scott Furness	11/18/20	Virtual Public Scoping Meeting Comment Form	I think you should drop lanes underground. Take down the above ground mess and reunite Austin with E Austin. I would also like to see some parks built along the top similar to what Boston did. Maybe not to that extent, but some parks, fountains etc would be nice. Think of Paris.
1678	Scott Landry	11/18/20	Email to: My35CapEx@txdot.gov	Hello Glad to have this opportunity. It seems to be a no brainer is to make it mandatory that 18 wheelers use the toll road instead of 35. This would cut traffic in half over night on 35. 99% of these trucks are going through Austin and not to Austin. The toll road should be at no cost to these trucks and to all traffic and could be paid for by a simple tax like a penny a gallon on gas or whatever can be done. Why spend billions on unnecessary construction that would cause massive gridlock in central Austin for 5 or more years (the tunnel would be the biggest nightmare) If for some reason my simple common sense inexpensive idea could not be implemented, then the other option is to flip 35 and the toll road at least through central Austin.
1679	Scott Morris	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>██████████ ██████████ ██████████</p> <p>December 31, 2020</p> <p>Certified Mail 7019 0140 0001 1299 5441 Via Email: my35capex@txdot.gov</p> <p>Mr. James M. Bass Executive Director Texas Department of Transportation 125 East 11th St. Austin, TX 78701</p> <p>Re: Federal Notice of Intent to prepare an Environmental Impact Statement (EIS) Docket number FHWA-2013-0002-0745</p> <p>Dear Mr. Bass:</p> <p>The Central Austin Community Development Corporation is a 501c3 community-based nonprofit. Our service area includes areas impacted by the proposed Interstate Highway 35 (I-35) improvements referred to as the Capital Express Central Project.</p> <p>We are pleased to offer the following comments in response to the NOI referenced above.</p> <p>As a key stakeholder in this process, we request that the Texas Department of Transportation extend and redesign the scoping process and defer the draft EIS until and after which time it incorporates disclosure on health impacts, air quality, vehicle miles traveled, traffic volume, noise and allows for discussion on a full range of reasonable and feasible alternatives.</p>

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				<p>The public has not been able to meaningfully participate in the discovery of alternatives, nor has it been informed of the potential benefits and impacts of the project. The design, conduct and duration of the scoping process excludes impacted and underserved populations.</p> <p>Overview The Texas Department of Transportation (TxDOT) proposes three build scenarios that would add lanes to I-35 through downtown and Central Austin. These scenarios would expand the highway to a minimum of 19 lanes and a maximum of 22 lanes within the study area. The National Environmental Policy Act process responsibilities normally held by the US Secretary of Transportation and the Federal Highway Administration were assumed by TxDOT under an agreement.</p> <p>Omissions in Forecast Data On December 10, 2020 we requested data for estimated vehicle miles travelled (VMT) for the proposed 3 build scenarios and for the no-build scenario. Pursuant to our open records request, we received a response from a Texas Department of Transportation official that, "VMT for the 3 build scenarios and the 1 no-build scenario have not been calculated."</p> <p>We believe vehicle miles traveled forecasts are crucial to the public's understanding of the environmental and health impacts of the proposal, as well its benefits. In addition to the omission of VMT, comparisons in roadway traffic volume, air quality and noise impacts between the scenarios were not presented in the virtual scoping meeting. The affected population has not been provided fundamental information on a proposal that would significantly widen a highway up to 22 lanes through a heavily-populated area. According to guidance from the FHWA:</p> <p>"It is crucial to scope the forecasting effort to meet the project analysis, decision-maker and stakeholder needs in the study area. For this reason it is useful to begin the forecasting process by understanding the requirements of the study and anticipating decision-maker and stakeholder interests with respect to forecasting."</p> <p>Omissions of Reasonable and Feasible Alternatives In addition, we find the proposal omits reasonable and feasible alternatives such as:</p> <p>High-Capacity Transit On November 3, 2020, a city-wide \$7.1B transit system was approved and funded by Austin voters. The light rail Orange Line is its central element. In its full extent, the Orange Line is planned to run parallel to I-35 for 20.5 miles, offering capacity in the same corridor as the I-35 Capital Express Central Project. As it's estimated that 85% of I-35 traffic is local, consideration of high-capacity transit is a reasonable and cost-effective alternative to I-35 lane</p>
				<p>US-183 bypass and SH-130 redesignation Both these highways currently serve as parallel bypasses for I-35, and they have excess capacity. A recent expansion of US-183 South to 10 lanes was justified as a future construction bypass to allow for I-35 temporary closure. The tolled SH-130 could be redesignated I-35 in exchange for tolling the segment of I-35 running through the densely-populated urban core of Downtown and Central Austin.</p> <p>Ports to Plains Corridor I-35 has been characterized as a segment of The Pan-American Highway, and a significant amount of its traffic is international freight. TxDOT and FHWA are studying a new interstate highway to the west and parallel to I-35, and it would serve the same region of border crossings served by I-35. This new interstate would add north-south freight capacity now exclusively provided on I-35.</p> <p>Scoping Design Community engagement under this NOI has thus far been internet-based. This virtual scoping meeting excludes populations who do not have internet access. The design, as well as a shortened holiday season comment period, disproportionately excluded the working class, people of color and of low income.</p> <p>We hope that you will agree that given the significance, cost and class of action sought for the I-35 project, the fullest disclosure of the impacts, benefits and range of reasonable alternatives is in the community's and the agency's best interest.</p> <p>We request an extension of this scoping process, with any consideration of a draft EIS to be deferred. That process should include a discovery of alternatives and a full disclosure by TxDOT of forecasting data on VMT, roadway traffic volume, noise impact, air quality and health impacts for each of the build scenarios. The public has the right to meaningfully participate in this environmental process, and these changes will produce stronger outcomes for the agency and for our community.</p> <p>Thank you for your consideration of these requests.</p> <p>Sincerely, Scott Morris Director</p>

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1680	Scott Morris Central Austin CDC	12/31/20	Email to: My35CapEx@txdot.gov	[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."] [REDACTED] December 31, 2020 Certified Mail 7019 0140 0001 1299 5441 Via Email: my35capex@txdot.gov Mr. James M. Bass Executive Director Texas Department of Transportation 125 East 11th St. Austin, TX 78701 Re: Federal Notice of Intent to prepare an Environmental Impact Statement (EIS) Docket number FHWA-2013-0002-0745 Dear Mr. Bass: The Central Austin Community Development Corporation is a 501c3 community-based nonprofit. Our service area includes areas impacted by the proposed Interstate Highway 35 (I-35) improvements referred to as the Capital Express Central Project.
1681	Sean Armas	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1682	Sean Kennedy	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1683	Sean Maiwald	12/01/20	Virtual Public Scoping Meeting Comment Form	I work at UT and I believe that this is a staggering, colossal mistake. This is a waste of my tax dollars, and will not actually relieve traffic or congestion - it will actually increase it. This project will fall prey to induced demand, and further serve to divide the city, and increase air pollution. I ask that TX DOT do their due diligence and look at the alternatives, especially transit, capping I-35, and so on. We need more ways to get around, not a sunk cost fallacy where we continue to shovel good money after bad to have marginal or terrible impacts in many ways. I also ask that you do your due diligence of looking at the marginal costs - climate, environment, and so on. I would like to see a serious alternatives analysis that assesses ALL of those costs, and this project to be put on hold. Alternatively, I'd like to see the money earmarked for this to be put towards transit projects, as that would have a far larger return on investment. Please don't waste my tax money on this project!
1684	Sean Peters	12/30/20	Virtual Public Scoping Meeting Comment Form	Safety and integration with adjacent neighborhoods/multimodal transportation networks should be the primary focus of the project. Build Alternative 1 is the only acceptable alternative, and even it has too much pavement and is a blight on our city. The other alternatives are gross--please keep that garbage in Houston. The state has destroyed our neighborhoods for too long and owes the citizens of our capital city far better treatment, the least the state could do to mitigate the additional pollution from this project would be to fully fund all deck parks in the downtown area with state dollars, not punting that to the city.
1685	Sean Saxe	12/02/20	Virtual Public Scoping Meeting Comment Form	All of the current proposals are too focused on the speed at which vehicular traffic can get through Austin instead of how the highway impacts the city itself. I would prefer a model which removes the highway from the city or at least pushes it entirely underground in order to remove the barrier between central and east Austin. I'm highly skeptical that increasing lanes and inducing more demand will solve the congestion problems on I-35
1686	Sean Scaff	11/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1687	Sean Swezey	12/02/20	Virtual Public Scoping Meeting Comment Form	Why not consider an approach of removing I-35 from downtown completely? Designating 71 east of I-35 to 183 and 183 till it intersects with I-35 again would make the core of Austin significantly more attractive. A single spur, or two spurs could be left to take people from I-35S into the sitting, terminating in a boulevard and possibly just a flyover at the current 183/I-35N intersection. This would greatly increase the appeal of downtown Austin by reducing noise and pollution in our state's capital. Additionally, the land around 183 and 71 is cheaper and would not require digging to make it interstate suitable. The existing land could be used by the city of Austin for more future-oriented transit options like a light rail. Increasing lanes through the downtown of Austin would not help to reduce the traffic in Austin. A perfect example is the Katy Expressway in Houston which totes increased commute times after its completion.
1688	Sebastian Valdivieso	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1689	Sebastian Wren	12/07/20	Virtual Public Scoping Meeting Comment Form	I'm concerned that you are not considering all of the options. For the same cost proposed for this project, we could have a state-of-the-art rail system. We could do more to encourage long-range traffic to use the 130 bypass, especially trucks which could be subsidized so they do not have to pay additional tolls. I'm also concerned about tunnels and problems with accessing disabled vehicles. My experience in other states with underground highways is that a car breaking down in the tunnel causes serious problems. I just don't think that you are planning for the Austin of 2030.
1690	Selena Caldera	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1691	Seth Bailey	12/01/20	Virtual Public Scoping Meeting Comment Form	This vision of the project seems accurate to me, we need to match the growth of the city of Austin. Even on a personal level, this will benefit me as I travel frequently from Elgin to downtown Austin using this section of I35. However, we are living in 2020 and this seems like an old school solution. Let's invest this great money in a tunnel underneath the highway.
1692	Shana Merlin	12/07/20	Email to: My35CapEx@txdot.gov	Susan Fraser, You have the opportunity to transform I-35 into a benefit for the whole city, not just for cars passing through. If we can add more options and more safety, it will change the future of Austin. [Form Letter 1]

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1693	Shane Hesson	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in the Austin area for 25 years and I regularly drive this section of IH-35 as part of my daily commute. While much of Austin has changed in that time, unfortunately, IH-35 has largely remained the same, while the traffic and congestion has continued to get worse. That is why I fully support TxDOT continuing to work towards a long-term solution for improving IH-35. As you continue working towards this, I would suggest the following as part of the scope of the project: <ul style="list-style-type: none"> o Prioritize access and enhanced connectivity to the urban core. o Ensure that any surface roads are designed to be integrated with the existing street network and that they take into consideration the Austin Strategic Mobility Plan, including bicycle and pedestrian access. o Coordinate future transit planning with the City of Austin, CapMetro, and Austin Transit Partnership to ensure that construction timelines are aligned, and adequate access is provided. o Examine alternatives to enhance or repurpose existing right-of-way, including the dedication of caps or right-of-way for community uses.
1694	Shannan Bossom	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1695	Shannon LaFevers	12/08/20	Virtual Public Scoping Meeting Comment Form	Adding more lanes is not enough. The population in Austin is growing at a higher rate than a few extra lanes can sustain. We need to instead use our resources to create a better public transit system. This should include a railway system or street car system that actually travels to campus and downtown and then out to the suburbs. If we provide a better, more convenient means of commuting than less cars will be on the road and the need to expand the roads will disappear. I-35 is only part of the problem, you're spending all this money and not solving anything.
1696	Sharon Tan	12/28/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, Hello, and thanks so much for considering! As people in power that have the ability to make changes that impact people across socioeconomic divides for a better city, I'm asking that you consider the following with my support as a long-time resident of Austin. [Form Letter 2]
1697	Shayla Rose	12/09/20	Email to: My35CapEx@txdot.gov	To my knowledge, Austin is the only major city that does not have a "loop" around the city. Why not incorporate TX130/TX45 as a loop around the overly congested downtown area? The highway is already built. Do whatever it takes to make it free and require all trucks that are not making local deliveries take it. That would be an immediate relief. Lanes could be added there in the future if necessary and I believe it would be way more cost-effective than trying to build a tunnel.
1698	Shayne Calhoun	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1699	Sherry Moe	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1700	Sherry Wynn	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1701	Sherwynn Patton	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1702	Shiva Jabarnia	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1703	Sid Law	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1704	Sierra Holloway	12/22/20	Virtual Public Scoping Meeting Comment Form	I have lived in Austin for 5 years now and I've watched I-35 get continuously more congested. It is imperative that we fund the proposed improvements and work to make Austin a more travel-friendly place to live. Please prioritize access and connectivity in the urban core and also take into account the Austin Strategic Mobility Plan, that will provide improvements for pedestrians and bicyclists as well. Thanks!
1705	Simon Waxman	12/31/20	Virtual Public Scoping Meeting Comment Form	I am deeply disappointed by the proposed project options for I35 in downtown Austin. Having examined closely all three proposals, I can only conclude that all are variants of the same fatally flawed vision, a repeatedly discredited vision of urban development based on enabling maximal automobile use at the expense of every other public objective. None of proposals will assist in meeting the mobility needs of the city, a stated project goal. Nor is any likely to accomplish the stated goal of alleviating automobile traffic. Let's start with the second point: lane expansions will not reduce traffic on I35. It has been known since at least the 1960s, after Robert Moses had crisscrossed the NYC area with highways, that adding traffic lanes only induces demand. The recent I10 project amplifies the point: \$3 billion, three years of work, and time spent in traffic increased. We can also look to Los Angeles, Boston, and Washington, DC, which are brimming with HOV lanes and have even worse traffic than Austin. Managed lanes are a pointless waste of space and money. If TxDOT adds lanes to I35 in downtown Austin, our traffic woes will surely worsen. Adding lanes to reduce traffic exemplifies what policy professionals call a "zombie" idea: it keeps coming back no matter how many times it fails. Please, let's at last kill the zombie. The way to actually reduce traffic is to encourage drivers to go elsewhere by getting them off the road (through development of mass transit and cycling alternatives) and by diverting them to other roads. Aside from MoPac, other Austin-area highways are free and clear. There is already ample supply of highways in the Austin; we are just not using these resources well. Start by banning trucks on I35 downtown. They'll take 183 instead and link back to I35 either north or south of downtown. That will redistribute traffic, making better use of existing resources. Now to the other point. Leaving traffic aside, what is actually good for Austin? None of the ideas presented. I35 is a dagger cutting through the heart of the city. It severs Austin in half, obstructing non-highway mobility. And it eliminates huge swaths of developable land in a prime location. Building along what is now the I35 corridor would be good for everyone in the region. It would allow for desperately needed downtown housing developing, tempering out-of-control rents and real estate prices. Development would also increase the city's tax base, enabling better delivery of much-needed public services. And development in the corridor would knit together the streetscape, enabling creative land use that is currently impossible. I previously lived in Rochester, NY, where an inner loop highway that split the downtown from the east side has recently come down, helping to revitalize a blighted downtown corridor. We should be REMOVING I35 downtown, not expanding it. To this end, the best model is I95 in Boston, another city I've lived in. I've seen the genius of sinking a downtown highway underground. In Boston, I95 above ground was replaced with a tunnel (the key feature of the "Big Dig"). The process took many years and billions of dollars. When it was done, the downtown was transformed, its worst feature placed underground where it could no longer mar the city. (By the way, it's construction in the 1950s killed off the city's West End, a once-thriving neighborhood.) Thereafter, the grade level was developed into new buildings (offices, residences, commercial spaces, cultural and education institutions) and much-needed parks. The same could happen in downtown Austin if I35 were capped downtown. The opportunity is truly enormous, but only if the highway goes away for good. I believe the best proposal would combine recommendations like those above: cap I35 and develop over the cap; build local streetscapes over the cap, with an eye toward cycling, mass transit, and low-speed auto traffic; and divert trucks to 183. I implore TxDOT to follow the lessons of decades of experience. Do not keep throwing good money after bad. The state could do great things for its capital while alleviating traffic by supporting transit, cycling, and efficient use of existing resources. Put the taxpayers' money toward urban development and improved mobility, not a highway expansion that will only strangle the city further.

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1706	Sinclair Black	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I entered University of Texas in Austin in the spring of 1958. I have watched that corridor built, tweaked, rebuilt repeatedly, always with a claim of increasing safety. What actually increases are the cost, the number of lanes, and the endless sprawl that the highway promotes. The most rapid of these increases within the corridor however is the number of crashes and deaths. At this point, the I-35 corridor accounts for 25% of all deaths in the entire City of Austin ie. 325 sq miles. What in the world would cause someone to believe that enhanced safety in the hands of TxDOT is possible or even believable?</p> <p>TxDOT needs to work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1707	Sinclair Black	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The decision to locate the I-35 corridor intentionally created a physical, economic, and racial divide that still exists today. The location decision was not the only local, state, and national policy steeped in racism, but it is clearly the most permanent monument to and the symbol for segregation. It is time to erase that barrier.</p> <p>Finally, TxDOT needs to work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1708	Sinclair Black	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The segment of I-35 from the river to Airport Boulevard MUST be capped. The cap allows the reintegration of Austin with East Austin. The cap also allows for the major problems of air and noise pollution to be solved once and for all. By sinking the freeway and capping it through downtown and by combining access roads into a civilized urban boulevard thereby creating a human scale, walkable, mixed-use PARKWAY. By doing so, Austin would enjoy several billion dollars of enhanced tax base to pay for the cap with a tax increment bond. That bond would be easily paid off in less than 20 years, and the investments would flow from the taxes forever.</p> <p>Finally, TxDOT needs to work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1709	Sinclair Black	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The PARKWAY scheme, as proposed by RECONNECT Austin, does not pretend to be a highway plan, just as TxDOT plans do not pretend to enhance the quality of urban life. Citizens of Austin must step up and demand the removal of Austin's greatest liability, to be replaced by what could be one of Austin's greatest assets.</p> <p>Finally, TxDOT needs to work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1710	Sinclair Black	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Since we are all very concerned about the taxes we pay, here is a little bit of insight. You pay income tax and property tax separately. The income tax collected by the federal government is redistributed to various agencies like TxDOT. TxDOT then spends your tax money on projects in your city and in other cities. The Federal tax you pay is higher in order to pay for things like highways that have little or no benefit to you. With this situation, the property taxes are higher because a certain portion of the tax potential has been compromised by the presence of a highway that you didn't ask for, it's a no-win situation.</p> <p>Finally, TxDOT needs to work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1711	Sinclair Black	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>All large-scale high impact projects should originate as urban design visions. And urban design vision require consideration of hundreds if not thousands of often competing issues. Traffic engineering on the other hand considers very few issues beyond saving time for a few at the expense of many. Traffic engineering is an integral part of urban design, but only one issue for consideration and only in the context of the universe of other issues. Traffic engineering routinely ignores the universe of urban issues. Who in their right mind would engineer a building for which there was no design?</p> <p>Finally, TxDOT needs to work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>

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1712	Sinclair Black	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Texas Highway Department was converted, by name only to the Texas Department of Transportation, meaning ALL forms of Transportation. This change of course is routinely ignored by TxDOT while consistently blocking other agencies from considering and implementing efficient and long-term cost-efficient systems like rail transit. The fact that traffic engineers are not educated to design rail systems, is no reason not to pursue rail as a significant solution to the problem of congestion, ultimately the only solution.</p> <p>Finally, TxDOT needs to work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1713	Sinclair Black	12/04/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The one innovation by TxDOT created that works, is the CD lane. A collector distributor is a separate outside lane so slower traffic can approach the next exit ramp safely. There is no indication in any of the public designs that the CD lane has been considered in published design of I-35. Instead "managed lanes" are shown in the middle of the highway with no way out. They also show two levels underground with no way out, and again on the outside lanes blocking exits. Can anyone explain the logic of that? A clear implication is that the three-dimensional puzzle would be solved with a number of hideous ramps and flyovers, none of which are revealed.</p> <p>Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1714	Sinclair Black	12/08/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Urban design as a discipline deals with a vast universe of concerns: human, economic, technical, and political. With regard to I-35, DOT policies are carefully designed to limit all concerns beyond moving traffic leading to federally funded disasters in cities. Virtually every city in the US has groups of citizens trying to fight the unresponsive heavy hand of "DOT."</p> <p>TxDOT is the Texas branch of the federal department of DOT.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1715	Sinclair Black	12/09/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Urban design as a discipline deals with a vast universe of concerns: human, economic, technical, and political. Regarding I-35, TxDOT policies are carefully designed to limit all concerns beyond moving traffic leading to federally funded disasters in cities. Virtually every city in the US has groups of citizens trying to fight the unresponsive heavy hand of the department of transportation or "DOT". TxDOT is the Texas branch of the federal department of DOT. The recent weeklong charrette conducted by the national organization; Urban Land Institute recommended a two-level planning process beginning with a locally generated urban design plan, before moving later to an implementation phase by TxDOT. Remember, thoughtful design always comes before construction.</p> <p>Additionally, through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1716	Sinclair Black	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>Corridor for the People</p> <p>The PARKWAY scheme, as proposed by RECONNECT Austin, does not pretend to be a highway plan, just as TxDOT plans do not pretend to enhance the quality of urban life. Citizens of Austin must step up and demand the removal of Austin's greatest liability, to be replaced by what could be one of Austin's greatest assets.</p>
1717	Sinclair Black	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>Racial Divide</p> <p>The decision to locate the I-35 corridor intentionally created a physical, economic, and racial divide that still exists today. The location decision was not the only local, state, and national policy steeped in racism, but it is clearly the most permanent monument to and the symbol for segregation. It is time to erase that barrier.</p>
1718	Sinclair Black	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>The segment of I-35 from the river to Airport Boulevard MUST be capped. The cap allows the reintegration of Austin with East Austin. The cap also allows for the major problems of air and noise pollution to be solved once and for all. By sinking the freeway and capping it through downtown and by combining access roads into a civilized urban boulevard thereby creating a human scale, walkable, mixed-use PARKWAY. By doing so, Austin would enjoy several billion dollars of enhanced tax base to pay for the cap with a tax increment bond. That bond would be easily paid off in less than 20 years, and the investments would flow from the taxes forever.</p>
1719	Sinclair Black	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>I entered University of Texas in Austin in the spring of 1958. I have watched that corridor built, tweaked, rebuilt repeatedly, always with a claim of increasing safety. What actually increases are the cost, the number of lanes, and the endless sprawl that the highway promotes. The most rapid of these increases within the corridor however is the number of crashes and deaths. At this point, the I-35 corridor accounts for 25% of all deaths in the entire City of Austin ie. 325 sq miles. What in the world would cause someone to believe that enhanced safety in the hands of TxDOT is possible or even believable?</p>

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1720	Sinclair Black	12/14/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The phrase "improving mobility" appears in virtually every sentence ever published by DOT, ie. TxDOT in Austin. Mobility can be defined as the ability to get from somewhere you don't want to be to somewhere you may not want to go. "Access" on the other hand is the ability to get from someplace you are to somewhere you need or want to go such as work, school, the grocery store, or Starbucks. Mobility implies the use of an automobile. While Access can be by automobile, bicycle, but often implies walking. Mobility is often achieved at the expense of access. An example: I-35 provides north and south mobility at the expense of the urban grid; the provider of ultimate access. Reconnecting the grid provides maximum access to everyone until it is taken away.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the UL's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1721	Sinclair Black	12/14/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Longevity is the expected lifespan of something. In the case of an elevated freeway, that lifespan is expected to be 40 years. I-35 has lasted 60 years. Hence the need to rebuild it before it falls down, a real concern of the DOT. The underground freeway now proposed in the I-35 corridor could last 400 years especially if it is capped.</p> <p>Sunken and capped, the freeway is no longer compromised by vibration and weather, two of the forces that shorten the lifespan.</p> <p>TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the UL's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.</p> <p>Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.</p>
1722	Sinclair Black	12/14/20	Virtual Public Scoping Meeting Comment Form	<p>Mobility or Access?</p> <p>The phrase "improving mobility" appears in virtually every sentence ever published by DOT, ie. TxDOT in Austin. Mobility can be defined as the ability to get from somewhere you don't want to be to somewhere you may not want to go. "Access" on the other hand is the ability to get from someplace you are to somewhere you need or want to go such as work, school, the grocery store, or Starbucks. Mobility implies the use of an automobile. While Access can be by automobile, bicycle, but often implies walking. Mobility is often achieved at the expense of access. An example: I-35 provides north and south mobility at the expense of the urban grid; the provider of ultimate access. Reconnecting the grid provides maximum access to everyone until it is taken away.</p>
1723	Sinclair Black	12/14/20	Virtual Public Scoping Meeting Comment Form	<p>Urban Design First</p> <p>All large-scale high impact projects should originate as urban design visions. And urban design vision require consideration of hundreds if not thousands of often competing issues. Traffic engineering on the other hand considers very few issues beyond saving time for a few at the expense of many. Traffic engineering is an integral part of urban design, but only one issue for consideration and only in the context of the universe of other issues. Traffic engineering routinely ignores the universe of urban issues. Who in their right mind would engineer a building for which there was no design?</p>
1724	Sinclair Black	12/14/20	Virtual Public Scoping Meeting Comment Form	<p>Your taxes</p> <p>Since we are all very concerned about the taxes we pay, here is a little bit of insight. You pay income tax and property tax separately. The income tax collected by the federal government is redistributed to various agencies like TxDOT. TxDOT then spends your tax money on projects in your city and in other cities. The Federal tax you pay is higher in order to pay for things like highways that have little or no benefit to you. With this situation, the property taxes are higher because a certain portion of the tax potential has been compromised by the presence of a highway that you didn't ask for, it's a no-win situation.</p>
1725	Sinclair Black	12/15/20	Virtual Public Scoping Meeting Comment Form	<p>Where is rail?</p> <p>Texas Highway Department was converted, by name only to the Texas Department of Transportation, meaning ALL forms of Transportation. This change of course is routinely ignored by TxDOT while consistently blocking other agencies from considering and implementing efficient and long-term cost-efficient systems like rail transit. The fact that traffic engineers are not educated to design rail systems, is no reason not to pursue rail as a significant solution to the problem of congestion, ultimately the only solution.</p>
1726	Sinclair Black	12/16/20	Virtual Public Scoping Meeting Comment Form	<p>Traffic Innovation</p> <p>The one innovation by TxDOT created that works, is the CD lane. A collector distributor is a separate outside lane so slower traffic can approach the next exit ramp safely. There is no indication in any of the public designs that the CD lane has been considered in published design of I-35. Instead "managed lanes" are shown in the middle of the highway with no way out. They also show two levels underground with no way out, and again on the outside lanes blocking exits. Can anyone explain the logic of that? A clear implication is that the three-dimensional puzzle would be solved with a number of hideous ramps and flyovers, none of which are revealed.</p>
1727	Sinclair Black	12/16/20	Virtual Public Scoping Meeting Comment Form	<p>Urban Design, Job #1</p> <p>Urban design as a discipline deals with a vast universe of concerns: human, economic, technical, and political. Regarding I-35, TxDOT policies are carefully designed to limit all concerns beyond moving traffic leading to federally funded disasters in cities. Virtually every city in the US has groups of citizens trying to fight the unresponsive heavy hand of the department of transportation or "DOT". TxDOT is the Texas branch of the federal department of DOT. The recent weeklong charrette conducted by the national organization; Urban Land Institute recommended a two-level planning process beginning with a locally generated urban design plan, before moving later to an implementation phase by TxDOT. Remember, thoughtful design always comes before construction.</p>
1728	Sinclair Black	12/22/20	Capital Express Website Comment Form	<p>Institute a moratorium on text dot's current design process. Until there is an acceptable community generated Urban Design plan that represents community consensus there should be no further investment.</p>

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1729	Sinclair Black	12/28/20	Virtual Public Scoping Meeting Comment Form	<p>Freeway Lifespan</p> <p>Longevity is the expected lifespan of something. In the case of an elevated freeway, that lifespan is expected to be 40 years. I-35 has lasted 60 years. Hence the need to rebuild it before it falls down, a real concern of the DOT. The underground freeway now proposed in the I-35 corridor could last 400 years especially if it is capped. Sunken and capped, the freeway is no longer compromised by vibration and weather, two of the forces that shorten the lifespan.</p>
1730	Sinclair Black	12/28/20	Virtual Public Scoping Meeting Comment Form	<p>Sunk Cost</p> <p>Probably the most effective tactic employed by all DOT's is a policy known as the "Sunk Cost theory". If you start two projects at a distance from each other the argument then becomes, "well we spent all that money and now we have to connect the projects". Of course, that's exactly what TxDOT is doing with their three-part I-35 rebuild. Since there is little opposition north of Central Austin or south, TxDOT purposes to move as fast as possible on both ends to justify the central segment project.</p>
1731	Sinclair Black	12/28/20	Virtual Public Scoping Meeting Comment Form	<p>Bypass?</p> <p>SH 130 E. Austin was sold to the voters as a bypass for I-35, as well as a rail corridor. Highway planners quickly nixed the idea of rail. 130 was constructed by a private company which used tolls to return their investment. This obviously create a disincentive to use 130 and an incentive to continue to use I 35, leading to massive congestion problems we live with today, including the streams of trucks that choose not to pay the tolls</p>
1732	Sinclair Black	12/28/20	Virtual Public Scoping Meeting Comment Form	<p>Public opinion ?</p> <p>Tx Dot is required by federal law to listen to the general public through what they call public comment periods. The federal law does not provide the detail on how to conduct this process, so the highway planners set the required comment periods with very short time frames in order to limit the public's ability to participate. Is this just another example of suppression of public opinion?</p>
1733	Sinclair Black	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>I have as a practicing architect and a professor of urban design at the University of Texas at Austin taught generations for over fifty years what constitutes a humane and prosperous city. Following is a compilation of ideas that have come out of decades advocating for a civilized corridor.</p> <p>History of I-35, Sprawl + Safety?</p> <p>I entered the University of Texas at Austin in the spring of 1958. I have watched that corridor built, tweaked, rebuilt repeatedly, always with a claim of increasing safety. What increases are the cost, the number of lanes, and the endless sprawl that the highway promotes. The most rapid of these increases within the corridor however is the number of crashes and deaths. At this point, the I-35 corridor accounts for 25% of all deaths in the entire City of Austin i.e.. 325 sq. miles. What in the world would cause someone to believe that enhanced safety in the hands of TxDOT is possible or even believable?</p> <p>Racial Divide</p> <p>The decision to locate the I-35 corridor intentionally created a physical, economic, and racial divide that still exists today. The location decision was not the only local, state, and national policy steeped in racism, but it is the most permanent monument to and the symbol for segregation. It is time to erase that barrier.</p> <p>Land Use= Urbanity</p> <p>The segment of I-35 from the river to Airport Boulevard MUST be capped. The cap allows the reintegration of Austin with East Austin. The cap also allows for the major problems of air and noise pollution to be solved once and for all. By sinking the freeway and capping it through downtown and by combining access roads into a civilized urban boulevard thereby creating a human scale, walkable, mixed-use PARKWAY. By doing so, Austin would enjoy several billion dollars of enhanced tax base to pay for the cap with a tax increment bond. That bond would be easily paid off in less than 20 years, and the community wide investments would flow from those taxes forever.</p> <p>Corridor for the People</p> <p>The PARKWAY scheme, as proposed by RECONNECT Austin, does not pretend to be a highway plan, just as TxDOT plans do not pretend to enhance the quality of urban life. Citizens of Austin must step up and demand the removal of Austin's greatest liability, to be replaced by what could be one of Austin's greatest assets.</p> <p>Your taxes</p> <p>Since we are all very concerned about the taxes we pay, here is a little bit of insight. You pay income tax and property tax separately. The income tax collected by the federal government is redistributed to various agencies like TxDOT. TxDOT then spends your tax money on projects in your city and in other cities. The Federal tax you pay is higher to pay for things like highways that have little or no benefit to you. With this situation, the property taxes are higher because a certain portion of the tax potential has been compromised by the presence of a highway that you didn't ask for, it's a no-win situation.</p>

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				<p>Urban Design First All large-scale high impact projects should originate as urban design visions. And urban design vision requires consideration of hundreds if not thousands of often competing issues. Traffic engineering on the other hand considers very few issues beyond saving time for a few at the expense of many. Traffic engineering is an integral part of urban design, but only one issue for consideration and only in the context of the universe of other issues. Traffic engineering routinely ignores the universe of urban issues. Who in their right mind would engineer a building for which there was no design?</p> <p>Where is Rail? Texas Highway Department was converted, by name only to the Texas Department of Transportation, meaning ALL forms of Transportation. This change of course is routinely ignored by TxDOT while consistently blocking other agencies from considering and implementing efficient and long-term cost-efficient systems like rail transit. The fact that traffic engineers are not educated to design rail systems, is no reason not to pursue rail as a significant solution to the problem of congestion, ultimately the only solution.</p> <p>Traffic Innovation The one innovation by TxDOT created that works is the CD lane. A collector distributor is a separate outside lane so slower traffic can approach the next exit ramp safely. There is no indication in any of the public designs that the CD lane has been considered in the published design of I-35. Instead "managed lanes" are shown in the middle of the highway with no way out. They are also shown two levels underground with no way out, and again on the outside lanes blocking exits. Can anyone explain the logic of that? A clear implication is that the three-dimensional puzzle would be solved with a number of hideous ramps and flyovers, none of which are revealed.</p> <p>Urban Design, public involvement Urban design as a discipline deals with a vast universe of concerns: human, economic, technical, and political. Regarding I-35, TxDOT policies are carefully designed to limit all concerns beyond moving traffic leading to federally funded disasters in cities. Virtually every city in the US has groups of citizens trying to fight the unresponsive heavy hand of the department of transportation or "DOT". Citizens involving themselves in these conversations/debates limits their ability to be creative and productive in so many other ways. The week-long charrette conducted by the national organization; the Urban Land Institute recommended a two-level planning process beginning with a locally generated urban design plan, including honest and open public involvement before moving to an implementation phase by TxDOT. Remember, thoughtful design always comes before construction.</p> <p>Mobility or Access? The phrase "improving mobility" appears in virtually every sentence ever published by DOT, i.e. TxDOT in Austin. "Mobility" can be defined as the ability to get from somewhere you don't want to be to somewhere you may not want to go. "Access" on the other hand is the ability to get from someplace you are to somewhere you need or want to go such as work, school, the grocery store, or Starbucks. Mobility implies the use of an automobile. While access can be by automobile, bicycle, but often implies walking. Mobility is often achieved at the expense of access. An example: I-35 provides north and south mobility at the expense of the urban grid; the provider of ultimate access. Reconnecting the grid provides maximum access to everyone until it is taken away.</p>
				<p>Freeway Lifespan Longevity is the expected lifespan of something. In the case of an elevated freeway, that lifespan is expected to be 40 years. I-35 has lasted 60 years. Hence the need to rebuild it before it falls down, a real concern of the DOT. The underground freeway now proposed in the I-35 corridor could last 400 years especially if it is capped. Sunken and capped, the freeway is no longer compromised by vibration and weather, two of the forces that shorten the lifespan.</p> <p>"Sunk Cost Theory" Probably the most effective tactic employed by all DOT's is a policy known as the "Sunk Cost theory". If you start two projects at a distance from each other the argument then becomes, "well we spent all that money and now we have to connect the projects". Of course, that's exactly what TxDOT is doing with their three-part I-35 rebuild. Since there is little opposition north of Central Austin or south, TxDOT purposes to move as fast as possible on both ends to justify the central segment project.</p> <p>Bypass? SH 130 E. Austin was sold to the voters as a bypass for I-35, as well as a rail corridor. Highway planners quickly nixed the idea of rail. 130 was constructed by a private company that used tolls to return their investment. This obviously creates a disincentive to use 130 and an incentive to continue to use I-35, leading to massive congestion problems we live with today, including the streams of trucks that choose not to pay the tolls.</p> <p>Public opinion? TxDOT is required by federal law to listen to the general public through what they call public comment periods. The federal law does not provide enough detail on how to conduct this process, so the highway planners set the required comment periods with very short time frames in order to limit the public's ability to participate. Typically a concerned citizen is a member of a group operating with it's own bylaws for action. This makes it virtually impossible for a group to become informed in a timely way within a democratic process and then take a position. Is this just another example of suppression of public opinion?</p> <p>Congestion, Congestion, Congestion! Complaining about congestion has become a regional pastime. This complaint almost always refers to I-35. In a massive study conducted by federal highway officials and TxDOT (Texas transportation Institute) looked at 100 cities in the US and analyzed traffic over a 24-year period, only to find out that adding more lanes never reduced congestion. More lanes only promote more sprawl, and therefore more congestion.</p>
				<p>The "Scoping Scam" Highway planners have spent years designing and redesigning I-35, usually with yet another consultant. When they have decided what they choose to do and designed the highway, then but only then, they ask for public involvement in determining the "scope". The last time they tried out a plan for I-35, a few years ago, they got a tremendous amount of public input, mostly negative. Since they did not appreciate public opinion, they simply declared a new start and threw it all out.</p> <p>Real Access Over the years, as citizens have demanded a civilized and reinvented I-35, the "highway department" alias TxDOT, has insisted that they will never give up the access roads or any of their excessive right of way. Their reasoning is that if they give up anything, they can't have it back. TRUE. The agency is pathologically committed to the idea of access roads, as they understand them. Fair enough but how about four forms of real access, not just a redundant highway.</p> <ol style="list-style-type: none"> 1. Consider an urban Parkway at grade on the cap as part of the existing downtown street grid i.e. "Great Streets" serving as access to the grid. 2. Collector distributor lanes underground separate traffic by destination i.e., either downtown by way of either choosing between direct access to the next three or four ramps or alternatively going beyond by way of the main lanes. Speeds would be lower in CD lanes with no lane switching and with short, safe ramps to the surface streets. 3. Local rail service at grade and commuter rail service below grade with in-line stations. This concept would not only cure the region's most obvious congestion problem (I-35) but would become the backbone of a compact and connected region of three counties. 4. The highway planners have never considered parallel north/south streets that could distribute traffic throughout downtown. <p>Real Metrics The published "purpose and need" statement by TxDOT has one metric: seconds saved over long distances. When in reality, metrics of a community should be based on enhancing the quality of life. For instance, metrics could consider lives NOT lost in the I-35 corridor, property values NOT diminished by the noise pollution, intellectual development NOT compromised by air pollution from I-35, housing and urban economy NOT lost to scaleless and banal highways. And most importantly, our once in a lifetime chance to do our part for global climate change is NOT lost.</p>

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1734	Sinclair Black	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>UII TAP Report</p> <p>The Downtown Austin Alliance sponsored a weeklong charrette, which was offered by the Urban Land Institute. Last February 2020 in Austin, a team of highly qualified people spent the week learning about Austin through tours, stakeholder interviews, and focus groups. This multidisciplinary team of highly qualified experts worked day and night to present a vision for what the Alliance calls "A New Future for I-35".</p> <p>If the Nobel prize process had a category of great leadership of cities these nine people would probably all be Nobel laureates. Austin can rely on their advice.</p> <p>Key Specific Recommendations:</p> <p>.....Create a tax increment finance zone to fund the city's portion of the ultimate cost to rebuild the city on the surface as the through lanes are depressed. The TIF leverages a bond to do the work. The taxable value created by that investment pays off the bond over a 20- year period and continues to generate millions of dollars each year thereafter.</p> <p>.....Create a two-level planning process whereby TxDOT would plan and build their depressed freeway, and a parallel process whereby the City plans and rebuilds the city grid on the surface. This will require a great deal of cooperation of course, but we the stakeholders must insist on this kind of transparent process. Similar projects are happening all over the world, so why not in Austin?</p> <p>.....Take advantage of a narrower right of way allowing for the creation of a new tax base. This new tax base would ultimately pay off the cost of the cap and all of the civic improvements required to transform the corridor into an integral asset of our city. Think "East Avenue Parkway" lined by human-scaled, active, prosperous sidewalks i.e. think 2nd street.</p> <p>.....Create a Development Commission to plan and execute the vision, an action Austin should have taken 30 years ago because of the advantages created. Boston and San Diego are among many cities that have benefited from a development corporation for decades. While the city council deals with hundreds of real and imagined daily problems, the proposed Austin Development Commission rolls up its sleeves, plans and executes, only those issues and projects affecting the implementation of a well-defined mission.</p> <p>They fully understood that this is a once in a lifetime opportunity in Austin to get the corridor right. The benefits include making the corridor: safe, human-scaled, air and noise pollution problem solved, market and affordable housing where it is needed, and significant economic development to pay for it all through tax increment.</p>
1735	Sinclair Black	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1736	Skylar Campbell	12/11/20	Email to: My35CapEx@txdot.gov	<p>Howdy,</p> <p>My name is Skylar Campbell and I live in Austin. I'm writing today in regards to the Capital Express Central project that will transform I-35 in Austin. I-35 is a physical barrier that divides Austin, symbolizing decades of segregation in Austin and making it difficult and dangerous to travel from East to West Austin. In order to best serve the Austin community, TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city. Build One most closely achieves this, but misses the mark. Please edit this build to be underground. Thank you!</p>
1737	Sohan Mone	11/15/20	Email to: My35@txdot.gov	<p>Comments: If possible, the improvement plan of I-35 through downtown Austin should include a provisions for The City of Austin (CoA) to "cover" the freeway with a park or plaza at a later date. In the ultimate configuration, portions of this corridor could be similar to TX-366 in Dallas. Covering the freeway would help connect the neighborhoods on East and West sides of the RoW and increase property values in the neighborhoods flanking the RoW and contribute to the further emergence of the Austin Metro Area.</p> <p>While the funding for the future superstructure and park can come from CoA, some provisions TxDOT could consider in the re-design of I-35 could include:</p> <ul style="list-style-type: none"> - Retaining walls designed so that they could serve as an abutments for a future superstructure. Extent of 'enhanced' retaining walls could be coordinated with CoA (who may be able to cover the cost deltas). - Space in the median to install bents and drilled shafts in the future. - Lighting and sign structures designed to accommodate future cover. - Finished grade of I-35 designed to accommodate future superstructure depth. <p>Please let me know if you have any questions.</p>
1738	Sonia Ksiazek	12/30/20	Virtual Public Scoping Meeting Comment Form	<p>To whom it May concern,</p> <p>I am a bit concerned about option 2 and 3 as a solution for I-35. Total destruction of current neighborhoods in either direction. It would totally alter city views and the quaintness of the city. I feel that you should re-route trucks to 130 and see how that works while thinking of the alternatives or while building a tunnel system.</p>
1739	Soo Lee	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1740	Sophia Fleshman	12/07/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1741	Sophia Michelle	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1742	Sophie	11/16/20	Capital Express Website Comment Form	Your project description is a lie. What threatens our community is NO ACCESS to bus rapid transit, rail, and the immense carbon footprint of IH-35. DO NOT EXPAND IH-35. Invest in a statewide rail system like the statewide transportation agency you are.
1743	Sophie Forman	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1744	Spain Hutchinson	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1745	Spencer Duran	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3

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1746	Spencer Schumacher	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1747	Springdale Airport Neighborhood Association	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1748	Stacia Rodenbusch	12/07/20	Virtual Public Scoping Meeting Comment Form	The city needs to explore another option for inter-city traffic, such as redirecting through-traffic to a business loop around the outskirts of Austin. The I-35 corridor is a narrow path that would best be used for inner-city traffic only.
1749	Stacie Freasier	12/07/20	Virtual Public Scoping Meeting Comment Form	Please consider pollution and air quality for residents as metrics for the project.
1750	Stefan Fitzgerald	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1751	Stephan Roche	12/01/20	Virtual Public Scoping Meeting Comment Form	Consider options that enable cap and stitch. Building an even bigger highway in the middle of the city is not only an eyesore, but brings down property values, increases pollution, and makes downtown Austin more disjointed and hard to navigate. This is the capital city of the great state of Texas, build something worthy of that title.
1752	Stephanie Brower	11/29/20	Virtual Public Scoping Meeting Comment Form	35 is a major blight cutting through downtown and creates an awful environment both at and around the highway. Please cap and stitch 35 as it cuts through Austin!!! We could convert this blight into a thriving mixed use corridor with dedicated bike, bus, car and pedestrian access greatly benefitting our city as we continue to grow.
1753	Stephanie Cooper	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1754	Stephanie Knoll	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1755	Stephanie Lowe	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1756	Stephanie Molnar	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, The man who founded the Interstate Highway System is on record as deeply regretting the action. The changes to how Americans perceive distance has irreparably harmed our environment. I-35 through Austin also impacts health, safety, mobility, equity and economic prosperity. [Form Letter 1]
1757	Stephanie Motal	12/19/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1758	Stephanie Myers	11/14/20	Email to: My35CapEx@txdot.gov	Hello, I hope this message finds you well. I would like to submit a suggestion for the 35 project. I would love to see non-tolled managed express lanes that start as far north as Hester's Crossing and terminate as far south as Yarrington Road and vice versa. A great deal of the vehicle traffic that cuts through the Austin corridor is made up of folks that are driving through the city and it would be great to have a way to get those folks out of the mix of cars that are headed to the city corridor for for work (e.g., city, state and university employees) or other local needs. Similar to the managed lane on MOPAC, I think an additional entry point midway so more drivers can hop-on would be greatly appreciated. But in order for the managed expressway to be effective at getting people through the city quickly, it cannot have any exit points between Hester's Crossing and Yarrington. Thank you for the opportunity to provide comments.
1759	Stephanie Petreas	11/13/20	Email to: My35@txdot.gov	Project: I-35 at 53rd Street Comments: Is there a way to have big trucks/semis, re-route around the stretch of Austin proper? From, say, Airport all the way through downtown to Riverside.
1760	Stephanie Webb	12/01/20	Virtual Public Scoping Meeting Comment Form	[Link to blog page] deciphercity.org/2020/11/30/my-way-is-the-highway/
1761	Stephen Easley	12/30/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, I live less than a mile from 1-35 at the center of Austin, so what you decide to do will affect my life for decades. While this may not be the appropriate forum, I wan to say that I fully support "Cut and Cap" - that is, the movement to bury 1-35 and its additional lanes and to create a park over it in the center of downtown to beautify our fair city. [Form Letter 2]
1762	Stephen Genovesi	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1763	Stephen Graham	12/16/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I'm writing to respectfully ask that you not include any widening of I-35 through central Austin as that stretch gets rebuilt. I moved to Austin in the 1970s, and saw MoPac built to "ease congestion" from my neighborhood in northwest Austin to downtown. I've learned over the years why that ambition proved hopeless. The more lanes we build, the more individual car trips are encouraged, and the more we encourage sprawl, feeding even more congestion. Our neighborhoods have become overrun with traffic since then, damaging the quality of daily life. Billions of our taxpayer dollars have been wasted on excess infrastructure for the least efficient form of transportation, large single-occupancy cars and SUVs. And nothing has been gained as far as congestion is concerned, quite the opposite. Perhaps you can consider instead reducing single-occupancy traffic lanes, lowering speed limits, adding bus-only and toll lanes, improving east-west crossing infrastructure for people walking, biking, and using micro-mobility, and generally making I-35 safer. Please work with the city to reduce the negative impact of I-35 rather than doing damage with expensive and irreversible decisions to widen it.

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1764	Steve Adler	12/30/20	Email to: My35CapEx@txdot.gov	Letter attached as PDF; signed by Mayor Steve Adler and Council Members Natasha Harper-Madison, Ann Kitchen, Paige Ellis, and Alison Alter.
1765	Steve Busti	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1766	STEVE GUENGERICH	12/31/20	Email to: My35CapEx@txdot.gov	Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703, The pending reconstruction of I-35 brings us an opportunity to prioritize the best outcomes for Austin and all of its communities. I request the following 5 priorities be incorporated in the Purpose and Need statement of TxDOT's I-35 Capital Express Central Project before it advances to the next step in the NEPA process. 1. Allocate a significant component of reclaimed space at surface level for low-income, affordable housing, including all forms: apartments, town homes, condos, etc. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages. 3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Commit a significant component of the reclaimed space for parks and other common, freely use-able space for the public. 5. Provide a minimum of thirty (30) days of public comment for all future comment periods. Thank you for your consideration!
1767	Steve Krebsbach	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1768	Steve Lucas	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1769	Steven Bodner	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1770	Steven Brokaw	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1771	Steven Burns	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1772	Steven Hagaman	12/31/20	Virtual Public Scoping Meeting Comment Form	I don't think any of the three proposals are what Austin needs to be a national leader of innovating transportation solutions. I would like to see more effort into the concept of a tunnel with surface space devoted to alternative modes of transit and real estate that serves the Austin community.
1773	Steven Pierce	12/05/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I would like to see more safe places for pedestrians and Cyclists. [Form Letter 1]
1774	Steven Pierce	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1775	Steven Rogers	12/31/20	Virtual Public Scoping Meeting Comment Form	The downside to this would be years of construction and INCREASED traffic. The upside would be short term congestion alleviation once it's complete, but it would soon turn to more cars and more traffic. Please consider deck parks and other programs to provide value to the citizens and visitors of Austin. If we continue to prioritize cars instead of people, we'll kill the parts that everyone loves most about the city.
1776	Steven Schelling	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1777	Stuart Reichler	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1778	Sue Anderson	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3

No.	Commenter Name	Date Received	Source	Comment
1787	Suzanne Bryant	12/27/20	Email to: My35CapEx@txdot.gov	<p>As an Austin resident, I am glad that TXDOT is planning to address the problems with I-35. Of course, traffic congestion is a major problem and I am sure the TXDOT engineers will address that issue.</p> <p>The other issue that is very important to me is removing I-35 as a barrier between east and west Austin. I would love to see an underground solution to the section of highway that divides Austin, especially in UT and the downtown area. Placing I-35 underground would create the wonderful possibility of a park.</p> <p>I want connectivity of both sides of our city, in any way possible. More possibilities for walking. More possibilities for biking. Perhaps a light rail connection.</p> <p>I would like to see traffic that is passing through Austin re-routed around Austin, not on a toll road that deters motorists, but a free highway that saves them time.</p>
1788	Sydney Owen	12/01/20	Virtual Public Scoping Meeting Comment Form	It would be better to go with the no-build option than to build many new lanes. Studies have shown that increasing the number of lanes actually increases traffic rather than decreasing it. We should instead invest in public transport infrastructure and build better bike lanes and pedestrian walkways.
1789	Sydney Weitkunat	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1790	T.J. Iveton	11/29/20	Virtual Public Scoping Meeting Comment Form	<p>Because of the extreme nature of traffic backup, aggressive and forward-looking actions should be taken to support this critical thoroughfare. The tunnel option is the best, and it should be sized to include traffic anticipated in 20-30 years, given the rapid growth of the Austin metro area.</p> <p>I live in the area of the Holy St. underpass, and would strongly prefer the optional plaza on top of the project, which would provide a critical method to re-connect East Austin, which was separated from the downtown core by the original I-35 project.</p> <p>The current bike/pedestrian lanes on the bridge are very cramped and dangerous. A bike/ped accident could easily send a person plunging over the edge of the bridge into the water. Additionally, cars whiz by with nothing but a short jersey barrier protecting pedestrians from the traffic lanes. Please prioritize safe and modern pedestrian/bike lanes.</p> <p>Please accelerate this project, as the current timetables leave meaningful relief until a number of years away. This work is needed ASAP to make the area safer and allow commerce to flow.</p>
1791	tal ladecky	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1792	Tal Tversky	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1793	Tal Tversky	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1794	Tammy Randle	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1795	Tanner Blair	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1796	Tanner Blair	12/07/20	Virtual Public Scoping Meeting Comment Form	Please don't expand I-35 through central Austin. If we are going to spend this much money on I-35, I would infinitely prefer to see it either redirected away from downtown or buried. I walk and bike around here, and I-35 is a massive challenge to getting around. That will be doubly-true if we widen it. I could not be more against I-35 expansion.
1797	Tanner Blair	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1798	Tara O'Neill	12/31/20	Virtual Public Scoping Meeting Comment Form	I am opposed to adding any lanes to I-35 through Central Austin. I live close to the Interstate and travel on it frequently. I am fully aware of the current levels of congestion; however, I also understand that adding multiple new lanes doesn't solve that problem in the long run. In fact, it frequently doesn't even solve it in the short run. Truly solving the mobility problem in Central Texas will require a complex, coordinated plan to improve the entire network of roads and transit. Adding lanes to a highway sounds good but in the end all it accomplishes is further deteriorating the urban fabric of a city.
1799	Taryn Feigen	12/29/20	Email to: My35CapEx@txdot.gov	<p>Rep. Celia Israel, along with House and Senate members of the Central Texas delegation, respectfully submit the attached letter as feedback for the I-35 Capital Express Central project.</p> <p>Please do not hesitate to reach out if you have any questions.</p> <p>Taryn Feigen Legislative Director State Representative Celia Israel Texas House District 50</p>
1800	Taylor Cook	12/20/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I am strongly opposed to widening I-35. Our city's long-term infrastructure needs can not be solved with this solution. The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time - one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>[Form Letter 2]</p>
1801	Taylor Nelson	12/29/20	Email to: My35CapEx@txdot.gov	Form Letter 2

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1802	Ted Siff	11/19/20	Email to: My35CapEx@txdot.gov	<p>[Email may be viewed in its entirety in the section entitled "Comments Emailed to My35CapEx@txdot.gov."]</p> <p>As a support of the Reconnect Austin/Reimagining I-35 proposal, I submit these comments about the Capital Express Central Project:</p> <p>I respectfully request the following issues to be evaluated in the environmental process for the I-35 Capital Express Central Project and request that these concepts be incorporated into TxDOT's plans during the scoping period:</p> <p>1. Human and environmental health impacts, especially for nearby communities</p> <p>The following impacts must be mitigated and brought to below present day levels, and within local, regional, and nationally-recommended limits and goals:</p> <p>Air quality Carbon emissions Water quality Flooding Noise Vehicular-related deaths and serious injuries</p> <p>2. Economic sustainability and reducing socioeconomic and cultural inequities.</p>
1803	Ted Siff	11/30/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1804	Ted Yang	11/21/20	Virtual Public Scoping Meeting Comment Form	Build Alternative #1 is definitely the best option to minimize noise and surface impact through downtown. Tesla is already moving into Austin. Why not save some money and ask Elon Musk's Boring Company to make those tunnels?
1805	Teghan Hahn	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1806	Teresa Anderson	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>This proposal is so stupid on so many ways.</p> <p>1) Extra lanes makes traffic congestion worse! Look at South MOPAC—encourages sprawl with car-only suburbs.</p> <p>2) Does not address climate change or increased air pollution (I have 15 years of environmental consulting, btw).</p> <p>3) TxDOT should focus on moving people, not vehicles.</p> <p>Good example of bad planning and good planning. In March 2019, I was in Buenos Aires, which has no metro rails or trains. It takes 5 hours to drive to the airport from tourist city centres. In comparison, in Santiago, everyone rides the Metro, walks, and bikes. The train does not go to the airport yet, but it is a 22 min drive.</p> <p>Don't waste billions on more freeways, give the funds to mass transit and get in this century.</p> <p>Wasn't SH130 supposed to fix this problem? Duh!!</p>
1807	Teresa Smetzer	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <p>1. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around.</p> <p>2. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement.</p> <p>3. Scope the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts while delivering on economic and safety objectives. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project.</p> <p>4. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.</p>
1808	Terese Ferguson	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1809	Teri Newsom	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1810	Terry Martinez	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1811	Terry Mitchell	12/13/20	Email to: My35CapEx@txdot.gov	<p>To Whom It May Concern:</p> <p>I am writing to express my strong support for the expansion of I-35 by providing additional lanes below grade in the central portion of the proposed expansion (from Lady Bird Lake north). Effective planning involves the balancing and compromising of various interests, including (1) the expansion of travel lanes on I-35 through Austin, (2) the strong civic need to reconnect the eastern and western portions of Austin and (3) the ability in the future to manage the traffic through the use of variable tolls. I also ask that TxDOT remove the upper deck lanes which has been a devastating issue for Austin for years.</p> <p>I also favor the two levels of lanes below grade, allowing the frontage roads to operate more as regular city boulevards, and allow the City to cap the freeway if chosen in the future. For these reasons, I ask TxDOT to lower the expansion to below grade allowing for east - west connections in Austin to be created at every road crossing (Cesar Chavez Street, Second, Third, Fourth, etc. at least up to Martin Luther King Boulevard). This way, the City of Austin and its residents can reconnect and restore the connections so needed between East and West Austin. It is imperative that this goal be achieved.</p> <p>I understand that TxDOT has limited funds and attempts to spend the money on the biggest problems (in most cases). We understand that this congestion on I-35 through Austin is one of the worst in Texas and, in fact, in the nation. Thank you for making this a priority. Even though tolls are currently prohibited in Texas, we all know that there is not near enough money to address the transportation needs we currently have and will have in the future. I believe tolls will be reintroduced in the future (as no roads are free and tolls allow those who use a road to pay for it). There is no real other way to generate revenue in our state for road improvements. Please design I-35 expansion not only to be below grade, but to facilitate tolls if (really when) they are permitted again.</p> <p>Please contact me if you have any questions or comments.</p>
1812	Thad Swiderski Wilshire Wood Delwood 1 Neighborhood Association	12/21/20	Email to: My35CapEx@txdot.gov	<p>Hi TXDOT</p> <p>The WWD1 neighborhood Association met on 12/8 to review and comment on the three build scenarios and have adopted the following resolution. We are adjacent to the East portion of I-35 between 381/2 street and Airport.</p> <p>We are a national historic district.</p> <p>Thanks, thad</p> <p>Thad Swiderski WWD1 Chair</p> <p>[Attachment]</p>
1813	Thema Reed	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1814	Theodore Sopher	12/01/20	Virtual Public Scoping Meeting Comment Form	I am in favor of rerouting or burying I-35 and replacing the surface level road with a boulevard, such as Reconnect Austin and Rethink 35.
1815	Theresa Zelasko	12/29/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I commute on I-35 every day and have done so for the past 14+ years, so I have a pretty good idea of what it's like to navigate the interstate between 290E and Georgetown. Do I long for a commuter train? Of course I do. But will that happen? Not likely. The focus is always on cars around here. I get it, I do, but it would be nice to have some options instead of more construction on I-35.</p> <p>[Form Letter 1]</p>
1816	Thomas Keese	12/16/20	Virtual Public Scoping Meeting Comment Form	Austin is becoming a world-class city & a major destination for big companies (Tesla, etc.) to headquarter. If we want this city to remain attractive and competitive for businesses like these, we have to do this right. Cap I-35 and give public space back to Austin residents and visitors through parks, etc. If public land and resources are going to be used to remake I-35, we need to gain more than just additional traffic lanes. These aren't new ideas! Look at Boston & Dallas, etc. Let's be an example for responsible transit & urbanism.
1817	Thomas Lane	11/17/20	Virtual Public Scoping Meeting Comment Form	<p>Enhance bicycle, pedestrian and transit options.</p> <p>This comment is in the Extended Presentation several times but is not expanded. No specific are provided in any of the drawings for east/west travel. Any options should provide PROTECTED lanes for bicycles and pedestrians when traveling parallel to IH-35 or crossing IH-35.</p>
1818	Thomas Lovett	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1819	Thomas Markowski	12/01/20	Virtual Public Scoping Meeting Comment Form	All of this project proposed is a terrible idea. Austin does not need to expand I-35 at all. It would be better to improve options in public transportation such as light rail to reduce traffic on the interstate.
1820	Thomas Straus	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1821	Thomas Temperli	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1822	Tiffany Wang	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1823	Tim Dombeck	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1824	Tim Dombeck	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1825	Tim Latimer	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1826	Tim Phillips	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

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1827	Tim Thomas	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1828	Tim Thomas	12/28/20	Virtual Public Scoping Meeting Comment Form	Hi, I've lived off IH-35 near the Oltorf exit from 1998-2001 and 2007-present. My experience during that time matches what your numbers show. There has been no increases in traffic crossing lady bird lake. Quite simply you don't need to expand IH-35. Pollution (especially particulate pollution from tires) from IH-35 fouls our city. I encourage you to either cap-and-cover IH-35 or do nothing. Doing nothing will be a massive cost savings and have the same impact as expanding IH-35. For the current plan I'd urge you to add pedestrian crossing tunnels at 5th street, 183, red line crossing, and at the Bergstrom spur at Ben White.
1829	Tim Webb	12/04/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I-35 in its current form is dangerous, ugly, divides the city, and is a near continuous traffic jam. Like many local residents, I will not drive on it and will take much longer routes to avoid it. As such, I am glad that TxDOT is planning to renovate and enhance the downtown I-35 corridor. This is a tremendous, once in a lifetime opportunity to rethink the design of the road and partner with local organizations to produce a new roadway and corridor that addresses not just "the need for speed" through the downtown stretch but also enhances the quality of life for everyone's benefit. My request is that TxDOT partner with local organizations to address the broader needs of quality of life (green space/environment, connecting communities, public health, economic vitality, etc.) to design and construct a roadway befitting the Capitol City. Make local government and private entities a part of the solution including funding for those aspects that extend beyond the remit of TxDOT. Therefore, I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project. Health impacts must be considered. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries. Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally-beneficial land use; and helping more people to work from home. Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans. Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com). Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.
1830	Timothy Grimes	11/17/20	Virtual Public Scoping Meeting Comment Form	I am intrigued by the Alternative 1 double tunnel concept, but concerned about cost and also concerned about application of signing with limited overhead clearance. Also, transit access should be primary consideration as we decide what restrictions should be placed on managed lanes.
1831	Timothy McCool	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1832	Timothy Roy	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, As an Austin resident of almost 15 years, I've ridden motorcycles and bicycles, and driven cars, every day. Widening I-35 is a terrible idea that will do nothing to relieve Austin's infamous congestion. We will simply have an even larger, backed-up roadway. This policy has failed everywhere it's been tried. I vote principally based on transportation issues, including this one. Please stop this stillborn idea of a policy.
1833	Timothy Ruttan	11/17/20	Virtual Public Scoping Meeting Comment Form	No expansion of I-35 should be done – too many lanes of traffic, and induced demand will not solve traffic problems. Expansion of lanes will damage neighborhoods near I-35. I-35 in downtown Austin should be completely buried and any expansion lanes should be underground to not expand the footprint. Downtown sections (Airport-Oltorf) should be capped to create a walkable, human sized environment that will connect East and West Austin and help go some way toward remedying historic inequities and division of Austin along racial and economic lines.
1834	Timothy Ruttan	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1835	Tina Barrett	12/02/20	Email to: My35CapEx@txdot.gov	Susan Fraser, Below is a letter from walk austin which I whole heartedly agree with! I do want to add that I think it's vitally important to follow the science. It feels us that expanding highways does NOT lead to better traffic flow! I can't believe that our scientifically minded city leaders are falling for the classic Houston-style "expand it to fix it" method. Please don't follow this well documented failure. [Form Letter 1]

No.	Commenter Name	Date Received	Source	Comment
1836	Tina Barrett	12/15/20	Email to: My35CapEx@txdot.gov	Susan Fraser, The message below is a "form letter" but I wholeheartedly agree with the sentiments and couldn't word it better. Please do not widen I-35! I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin. [Form Letter 1]
1837	Tina Barrett	12/15/20	Virtual Public Scoping Meeting Comment Form	I think it's awful to expand I35, It's well known that expansion does NOT alleviate traffic and will only make things worse in the long term. Investment should be made in making it safer and better for all modes of transportation, but expansion for cars is the worst possible idea.
1838	Toby Shor	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1839	Todd Carroll	12/02/20	Virtual Public Scoping Meeting Comment Form	"No. A thousand times "No" to these hideous alternatives. They are wholly insufficient. It is a disgrace that a public agency (and their hired consultants) tasked with understanding the complexity of the intertwining issues can only think so narrowly as to propose these exorbitant monstrosities. They will resolve nothing in terms of congestion, contribute to further carbon emissions and resource consumption by encouraging further auto transport, cost the state (and the public by extension) billions of dollars to construct, further separate areas of a city that should be connected directly (mobility, you say?) and remedy none of the errors of barreling a high-speed motorway through the urban landscape a half-century ago. Eliminate the interstate through the city center. Truncate between Ben White/SH-71/US-290 W and US-183. Federal funds are allocated for these concepts in the most recent omnibus transport bill. Interregional travel will easily route via external thoroughfares. Reclaim the urban space for the humans who reside and use the network. Let a robust city network of streets carry the local traffic (with far greater capacity than a freeway ever could via local public transit, bicycles, higher-occupancy vehicles, and...walking, heaven forbid!). It is not 1960 anymore. Transport is about moving citizens, not automobiles. Interstate freeways and all the latest "innovative" intersection/interchange paraphernalia do not resolve the fundamental issue: a freeway should not be in the core of a city. High-speed vehicular travel is exurban. This is an urban context and the context-sensitive solution is to eliminate I-35 from its current footprint. Give it back. Think differently, think creatively, think better. Be better than this current proposal, TxDOT. Todd Carroll UT-Austin BS Civil Engineering 2009 MS Civil Engineering 2011 (Transport Policy and Planning)*
1840	Todd Gerlach	12/02/20	Virtual Public Scoping Meeting Comment Form	I think alternative #2 with all lanes below grade would be my choice. It would provide the best alternative to allow better bicycle and pedestrian access throughout the corridor which I use for bike commuting and recreational riding, running and walking on a daily basis.
1841	Tom Roach	12/01/20	Virtual Public Scoping Meeting Comment Form	I-35 is the single most unpleasant part of Austin. It divides the city and prevents easy east-west access between downtown and the east side. It is ugly, poor for the environment and simply the worst part of the city. Adding more lanes would make it worse. The expansion of Mopac doesn't seem to have improved traffic there substantially, and adding extra lanes is not a good solution. I-35 should be re-routed, or placed partially underground to allow the city to reconnect and improve cycle, foot and local access between east and west Austin. Do not add extra lanes to this extremely unpleasant road.
1842	Tom Samuels	12/31/20	Virtual Public Scoping Meeting Comment Form	Hello, I think that rebuilding I-35 is a great opportunity for Texas and Austin to do what many other cities have done, undoing the negative impact that highways has had on surrounding neighborhoods. I-35 divides Austin in half, harming social cohesion. It also creates areas on both sides of the highway where no one wants to spend time. I ask that TxDOT find a way to integrate East Austin with the rest of the city, creating a vibrant area where I-35 now sits. I appreciate that the current plan would get rid of the elevated portions of the highway and would build more crossings, but this isn't enough. The city would still be left divided. It would be a shame for TxDOT to spend so much money doing something that more money will have to be spent undoing at some point in the future. Burying the highway, or at least finding a way to better minimize the impact of I-35, would help reconnect the city and create a new, vibrant place for Austinites to live and spend time. It also would increase property values and create new opportunities for development, potentially paying for whatever increased cost comes from burying the highway.
1843	Tom Thayer	12/02/20	Virtual Public Scoping Meeting Comment Form	I am strongly opposed to spending billions of dollars just to add two lanes to I-35. I know other improvements are proposed, such as improving exit ramps and bridges, but this will do very little to improve traffic congestion. Those two lanes will fill up with traffic very quickly, and there will be no net improvement for travelers. It seems like a waste of taxpayer money for what will essentially be no gain. Perhaps if the upper deck were removed, the interstate were buried through the central portion of Austin, and redevelopment pursued in this space, maybe billions of dollars could be justified (especially if redevelopment results in increased tax revenue). Before a significant amount of money is spent on construction, why not try to route through traffic to SH 130 - remove the tolls. Even a 10-15% reduction in traffic would be significant - and would cost a lot less money than any of the proposals here. If this shows some success, why not designate SH 130 as the new I-35 - then you could potentially toll the current I-35 highway to further reduce congestion. I am generally not in favor of tolling, but this proposal removes tolls from one highway and transfers them to another, so no net increase in toll highways would occur. I know we can't just slap tolls on existing interstates, but this option of swapping the I-35 designation should be explored with the FHA, especially with a new administration coming into office. Even beyond concerns about global climate change and the impact expanding highways will have on carbon emissions, I don't see this project as being worth the significant amount of money that will take to complete it. Costs too much, does too little. Please explore further alternatives that are cheaper and result in less disruption to traffic and local residents.

No.	Commenter Name	Date Received	Source	Comment
1844	Tom Thayer	12/23/20	Email to: My35CapEx@txdot.gov	<p>This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.</p> <p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 2. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 3. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 4. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
1845	Tom Wald	11/24/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1846	Tom Wald	12/23/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1847	Tom Wald	12/24/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1848	Tom Wald, Red Line Parkway Initiative	12/30/20	Email to: My35CapEx@txdot.gov	<p>[Letter attached as PDF.]</p> <p>Susan,</p> <p>Please see the attached PDF with I-35 Capital Express Central Project input from Red Line Parkway Initiative.</p>
1849	Tomek Baginski	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1850	Tommi Hurme	12/08/20	Virtual Public Scoping Meeting Comment Form	As an Austin resident, I do not support adding additional lanes to I-35. If anything, we should be incentivizing traffic away from downtown through a set of tolls or express lanes built around the city for inter-city/interstate travel. Additional lanes do not ease congestion and taking up additional real estate for vehicle traffic is the wrong decision for Austin. Please be more clear about the bike and pedestrian paths that you are proposing. A cyclist should be able to go end to end on this section of roadway without having to stop for lights or traffic. This plan should also consider adding metro connect rail lines instead of additional vehicular lanes. Let's move into the future and reduce our dependence on vehicles.
1851	Tony Adkins	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1852	Tony Bell	11/19/20	Virtual Public Scoping Meeting Comment Form	<p>A large contributor to traffic congestion on IH-35 in Austin is not addressed by these solutions. Commercial trucks are slowed considerably at three points, regardless of other traffic: long inclines north and south of downtown, and the curve at Riverside. The difference in acceleration capabilities between commercial and noncommercial vehicles from these points causes the initial backup/ slowdown, and gets worse fast, as the next truck is now entering said area even slower, widening the gap of acceleration capabilities.</p> <p>There are currently two lanes on the upper deck (room for three and a shoulder), open to everyone, and traffic is a disaster. The plan is to replace those lanes with lanes NOT open to everyone, and hope traffic gets better. I strongly urge you to reconsider; more lanes reduce congestion, not fewer. Austin needs four non-tolled lanes dedicated to commercial vehicles, one in each direction wide enough to accommodate oversized loads. I submit that the upper decks be left in place and re-tasked for this need, and that this suggestion will not only provide more relief from traffic congestion than current plans, but also cost less. Thank you for your time.</p>
1853	Tony Janca	11/18/20	Email to: My35CapEx@txdot.gov	<p>To the Committee:</p> <p>Having gone to college in Austin and have since traveled this section of Roadway for 50 years, the numerous attempts to get ahead of the constant traffic has been futile at best. We thought the overheads would solve the problem and rightfully it should, but I see the problem more of a Federally created issue rather than just a Texas transportation issue. I say this because EVERYTHING you do must comply with their guidelines and meet with their approval.</p> <p>I would probably be easier for Texas to contract with one of the great German boring companies and starting far north of 290 start boring to a sufficient depth to clear Lady Bird lake and then rise ending somewhere far south of Hwy 71.</p> <p>Interstate 35 from north of Round Rock to San Antonio is a nightmare. I have used 130 more times just to avoid this area. Having said that, you would think that thru-traffic would do the same, yet we constantly see large trucks in town on I-35. Yes maybe they do have an in town delivery, but they should be taken off I-35 Capital Express completely if only the Federal authorities would allow it.</p> <p>Finally, I feel if rather than reconstructing the Capital Express section, there should be more overhead direct cross connects to 130 and Mopac. Much like a heart surgeon would work around damaged arteries, these cross connects would allow those needing to stay in town to take a different route during extreme congestion.</p>
1854	Tony Taboada	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1855	Tori Reneker	12/02/20	Virtual Public Scoping Meeting Comment Form	Alternative 1 is a decent plan. It's essential to cover 35 downtown and have smaller cross streets and open park areas like Klyde Warren park in Dallas. The exit ramps at Cesar Chavez and 6th Streets cause constant jams because people are quickly trying to change lanes so they block multiple lanes. This should have been fixed years ago so now yall have an even bigger undertaking. Please make a BIG difference not just small improvements.
1856	Traci Laird	12/29/20	Email to: My35@txdot.gov	Please build a tunnel and put I-35 underground!
1857	Tracy Firsching	12/27/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1858	Travis Saunders	11/24/20	Virtual Public Scoping Meeting Comment Form	<p>"I am concerned about the proposed "improvements" to I35, particularly around the Ridgetop neighborhood (between 290 and 51st street). There were no markups in the plans for what would happen to the section between 290 and Airport Blvd. So I am wondering about what the general thoughts are for this section. Also, I am concerned about noise and air pollution with an expanded 35. As it stands now, we can at any time of day hear I35 inside our home, and am concerned that widening 35 will make this worse.</p> <p>Also, how will wrecks in the tunnels be handled?</p> <p>Secondly, has anyone looked at studies that show expanding highways effectively do nothing to help congestion, but actually may contribute to more of it? What Austin needs more than a larger highway is a robust public transportation system. This would alleviate a large portion of drivers commuting to and from work, which according to your presentation is a large part of the problem.</p> <p>As a resident of Austin and one that lives I35 adjacent, I vote that only maintenance be done and no expansion completed on 35."</p>
1859	Trevor Robinson	12/31/20	Virtual Public Scoping Meeting Comment Form	Please prioritize plans the lower/tunnel all lanes throughout the project. Specifically, please avoid option 3, with overpasses at Airport Blvd. Elevated lanes increase noise and air pollution, and create additional mobility and economic separation between east and west of I-35.
1860	Trish Kormanik	11/20/20	Email to: My35CapEx@txdot.gov	<p>Dear TX DOT-</p> <p>I think your 20 lane projection looks good. IH-35 is always a parking lot, and has needed a major upgrade; since, it was created in the 1960's. It is a major Federal highway from Mexico (USMC access and trucking route) to Dallas, and the rest of the United States. I'm glad you are creating a major Capacity Freeway. This is a benefit to the whole state. Local Austinites use other roads to get around, even though most of the streets are overcapacity and blocked.</p> <p>This is a Federal Freeway and not a Austin project- "Austin believes you can walk or bike anywhere in Austin (unrealistic on many levels)".</p> <p>This and all the environmental shut downs, along with the denial of population growth, have contributed to the a failure for transportation automobile Capacity citywide. Downtown Austin regularly has the Police Department directing traffic in the afternoon, because the intersections, lock up, and no one can move.</p> <p>I would like to see at least one IH-35 lane dedicated (only) thru traffic for 18 wheeler Trucks. IH-35 is the main highway for the trucking industry, and effectively the commerce of the State of Texas. Automobiles cause many fatal truck accidents, by cutting in front of 18 wheelers and taking away their stopping distance and 4-6 second safe following distance rule. The lane should be on the far inside line, and I'm sure it will be packed full of large trucks passing thru the area 24 hours a day.</p>
1861	Trish Niswander	12/01/20	Virtual Public Scoping Meeting Comment Form	This highway expansion will have a disproportionately negative impact on small businesses. Also, the environmental health impacts will be awful for communities of color living in the area. there will be further displacement in a rapidly gentrifying city. Widening an already dangerous worsen safety conditions. As there are tunnel projects being proposed over fault lines, this plan does not seem feasible.
1862	Troy Gilbert	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1863	Tucker Cisco	12/10/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1864	Turner Kerr	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1865	Tyler Hobbs	12/02/20	Virtual Public Scoping Meeting Comment Form	I support Build Alternative 1. It seems to leave the most space for pleasant pedestrian and bicycle traffic downtown.
1866	Tyler Markham	12/22/20	Email to: My35CapEx@txdot.gov	<p>The reconstruction of I-35 is a once-in-a-generation opportunity to change mobility in Austin. We must take this opportunity.</p> <p>[Form Letter 2]</p>
1867	Tyler Markham	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 3
1868	Tyler Watson	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1869	Tyler Watson	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1870	Unji Udeshi	11/30/20	Capital Express Website Comment Form	Please consider this my formal comment. My husband and I reside at [REDACTED] in the Cherrywood neighborhood just east of the University of Texas and I35. The vision for the I35 project should have community and adjacent neighborhood lifestyle impact top of mind & include removal of physical/psychological barriers btw neighborhoods, providing safe/welcoming passage for all abilities & modes of travel & improve environmental/ community health. The future of our neighborhood is dependent on a mindful process and outcome. We live 2 blocks from I35 and look forward to easier and safer access to the University of Texas and west/central Austin amenities. Thank you for your consideration.

No.	Commenter Name	Date Received	Source	Comment
1871	Unji Udeshi	12/05/20	Email to: My35CapEx@txdot.gov	<p>The Capital Express Central project should commit to substantial quality of life improvements for adjacent neighborhoods. Please add the following to the list of metrics you are measuring in the environmental impact: Effects on air quality, noise pollution, historic and cultural resources, assessment of community harm (particularly communities of color), accessibility for users with disabilities, safety for bicyclists and pedestrians, distance between crossings, or continuity with City of Austin plans including the Austin Strategic Mobility Plan and Vision Zero Action Plan. We need to give them overwhelming feedback to broaden their metrics to include the aforementioned factors.</p> <p>The current project risks subjecting Cherrywood and other neighborhoods along I-35 to even higher concentrations of airborne pollutants, reduced air and water quality, and an exacerbation of negative health conditions like asthma. I am advocating for measurable quality of life improvements to be at the front and center of the project. The project should aim to remove physical and psychological barriers between neighborhoods, providing safe and welcoming passage for users of all abilities and modes of travel, and improving environmental and community health.</p> <p>Thank you for your consideration.</p>
1872	Unji Udeshi	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1873	Uttara Ramakrishnan	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1874	Valore Lott	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. Create park similar to Klyde Warren in Dallas with like features. 4. Provide a minimum of 120 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
1875	Vanessa Olson	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1876	Vanessa Wilburn	12/24/20	Virtual Public Scoping Meeting Comment Form	<p>Alternatives do not address increasing demand when new lanes are introduced. Alternatives do not mitigate negative increased traffic to adjacent streets and neighborhoods. Alternatives do not reduce traffic through central Austin. Alternatives should include two-step program of reducing or removing tolls on 130 and also reducing speed limits on I 35. That program then redirects thru traffic to the faster and cheaper 130.</p>
1877	Veronica Busti	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1878	Veronica Castro de Barrera	12/02/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>I-35 through the heart of Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.</p> <p>HOW DO I KNOW?... I HAVE LIVED FOR 10 OF MY 23 YEARS IN AUSTIN UNDER THE SHADOW OF THE UPPER DECK OF I-35!</p> <p>Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different and visionary approach to I-35.</p> <p>[Form Letter 1]</p>
1879	Veronica Castro de Barrera	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>It is infuriating to see the proposed obese width by the added lanes to this terrible highway that has torn Austin apart for decades. INFURIATING.</p> <p>The purpose of these gargantuan expenditures should be to improve the quality of life and save the lives of people. We don't need more capacity on I-35, what we need is to address mobility options and investments especially through the heart of the city that connects East and West Austin in a more equitable and safe manner.</p> <p>I have lived under the shadow of I-35 and know the deafening sound of vehicles at all hours of day and night. I want to know how TxDOT is improving the sound pollution that currently exists. What sound studies have taken place? What are the current decibel levels of sound? What are the mitigation measures proposed to improve the UNBEARABLE LOUD NOISE EMANATING FROM IH-35?</p> <p>I've raised two children immediately adjacent to this highway. It was humbling and worrisome to witness the effects of the air pollution on my babies, especially my son. For the first four years of his life, he had a consistent and debilitating cough that would never stop. We ended up having to move to another place farther away from the highway. All the medical advice and different procedures my son received never worked while we lived immediately adjacent to IH-35. Within one week of moving two miles further east away from the highway, my son's cough subsided. It was this very real and tangible life experience that inspired me to do more research and learn about the HORRIFIC DANGERS OF AIR POLLUTION ESPECIALLY ON DEVELOPING LUNGS OF INFANTS, YOUNG CHILDREN AND THE AGING LUNGS OF THE ELDERS.</p> <p>ENOUGH! NO MORE!!!</p> <p>All of you wonderful people who work at TxDOT also live in our community. You know well that adding lanes WILL NOT FIX CONGESTION.</p> <p>Adding lanes will not clean our air.</p> <p>Adding lanes will not reduce the sound.</p> <p>Adding lanes will not heal the wound that has torn this city apart.</p>

No.	Commenter Name	Date Received	Source	Comment
				<p>The purpose and need for this project should be to invest the money in removal, returning this generous right-of-way to the city and imagine a future in which we could all navigate easily north and south, east and west safely.</p> <p>The land adjacent to IH-35 can and should be developed for better uses such as housing and other uses that could contribute to the tax base rather than constantly drain our resources to perpetuity.</p> <p>I care deeply about the health and well being of our community and this proposal is absolutely horrific!</p> <p>You have not provided options other than 19 lanes, vs. 20 lanes.</p> <p>I WANT TO SEE AN OPTION THAT INCLUDES REMOVAL OF THIS HIGHWAY AND THE RIGHT-OF-WAY TRANSFORMED TO A BEAUTIFUL, FORESTED, GENTLE BOULEVARD WHERE PEDESTRIANS, CYCLISTS, DRIVERS, AND MASS TRANSIT USERS ALL CO-EXIST.</p> <p>Think of your children's children when you take into consideration more imaginative, creative solutions to address our mobility challenges.</p> <p>The highway system is complete, robust and done. Now let's focus our money in maintaining it, correcting the errors, cleaning the air, cleaning the water and addressing the very real challenges of our changing climate.</p> <p>Thank you.</p>
1880	Vicki Schnell	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1881	Vickie Tatum	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1882	Victor Butcher	11/17/20	Virtual Public Scoping Meeting Comment Form	<p>As an engineer, I understand that you are doing this by the book and by the code. This project is incredibly unique and will have enormous impact on Austin for generations. This is precisely why such a standard approach is inappropriate. Since it was built, I35 has been a scar on our city dividing the city economically and racially. Please reconsider your design approach. This is an opportunity to really engage with the community and partner with local architects, planners, and engineers to reinvent I35 in a way that truly heals this city. The proposed alternatives I'm sure make sense according to transportation engineering dogma, but just as the medical field supported bloodletting with scientific methods and standards, it is time for transportation engineering to step down from its paper tower, and join the people to discover real solutions based on people and community over speed and "level of service". Please collaborate with the communities this will affect, and take seriously local proposals to re-imagine I35 and reconnect our city. Thank you.</p>
1883	Victor Cardenas	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1884	Victor Garcia Jr.	12/31/20	Postcard	<p>I write to strongly urge you and the Texas Department of Transportation to consider Reconnect Austin's cut-and-cap proposal as an alternative in your upcoming environmental assessment of the reconstruction of Interstate 35 through Downtown Austin.</p> <p>As a citizen of Texas, I am concerned about the continued negative impact of I-35 on the urban landscape of our capital city, including the air, water, and noise pollution it brings to adjacent neighborhoods. I strongly oppose any solution that would rebuild the infrastructure exactly as it currently stands.</p> <p>Thank you for your attention,</p>
1885	Victoria McLemore	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1886	Victoria Taylor	12/02/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1887	Victoria Taylor	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1888	Victoria Taylor	12/18/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>This is a terrible plan. It's nearly impossible to get from east to west, west to east with I35 the way it is now.</p> <p>[Form Letter 1]</p>
1889	Victoria Wicks	12/20/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1890	Vijay Reddy	12/30/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Hello TxDoT,</p> <p>In regards to the I-35 Capital Express Central Project, I am strongly urging you to rectify the longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help correct for the past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again.</p> <p>I am also urging you to shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts, particularly on communities of color. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project.</p> <p>I also think it is best to provide a minimum of 90 days of public comment for all future comment periods, and to proactively educate everyone about the Project so that all impacts of design / engineering decisions and alternatives are known and understood by the community.</p> <p>Many of these points have already been brought up by individuals and organizations such as the Austin Justice Coalition, and I urge you to work with these groups as you move forward with the I-35 Capital Express Central Project.</p> <p>Thank you.</p>

No.	Commenter Name	Date Received	Source	Comment
1891	Virginia Hoffman	12/31/20	Email to: My35CapEx@txdot.gov	I live just 1 block south of Hancock Golf Course, west of I35. 1. My first concern is the noise. I can easily hear the current traffic from I35 all day and night right now, and it creates a negative atmosphere already. So walls to contain and reduce noise on both sides of I35 are important, no matter how that is achieved. 2. I tend toward Build Option 2, with all general purpose and managed lanes below surface level. I believe that should happen both north and south of the Colorado River. I'm ok with the feeder roads above ground. 3. I would like to see some green, live plant, wide animal/wildlife paths to cross I35. Currently this major road prevent native wildlife from being able to do that. Several countries are starting to build wildlife bridges and I would like to see that between Airport Blvd and MLK. 4. I would like the ability to be likewise be able to cap I35 between Airport and downtown, not just downtown. Our neighborhoods from Airport to MLK are actively connected and will become more so over time. Summary: Bury the lanes, both north and south of the River Provide wildlife cross paths. There is more wildlife in the neighborhoods that should be allowed access to both sides.
1892	W Michael McGrail Jr	12/04/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] Also capping 35 through the downtown Austin area to town lake should be done. This will connect downtown with the east side plus provide a walkable alternative to auto transportation.
1893	Wade Dearing	11/18/20	Virtual Public Scoping Meeting Comment Form	I would be a fan of the tunneling option. This part of I35 is an eyesore and can be a nightmare to get around. Making the tunnels and lowering the roads would be a great way to improve the area, and the park is sounds great too to give the are more green among all that concrete
1894	Walk Austin	12/14/20	Email to: My35CapEx@txdot.gov	Letter attached as PDF.
1895	Wallis Goodman	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1896	Walter Gray	12/21/20	Virtual Public Scoping Meeting Comment Form	There are two main concerns that I hope to see addressed in the next iteration of I-35. First and foremost is air pollution: there is a growing body of research that air pollution is higher near highways and this leads to a host of long-term health problems for the surrounding communities. There's a strong correlation to asthma, and increasingly look to be connections to diabetes and shorter lifespans in general. Plans that bury the most lanes possible will help with this most directly; the lives of Austin for generations to come will be affected by the air quality choices we make today. The other issue I'm concerned about is noise pollution: there's a significant problem with traffic noises spreading for miles around the highway. We can mitigate this by burying some lanes underground and installing sound barriers (similar to those found on Mopac) along the eastern barrier of the highway.
1897	Walter X White	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1898	Warren Jones	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1899	Wastrel Way	12/29/20	Capital Express Website Comment Form	As we should all know by now, this will take years. But it's already a done deal because TXDOT has decided to spend the money. During the years of construction, there will be construction delays. This is a done deal. The time that motorists spend waiting for construction can never be recovered. Also during that time, cars will sit idling or going slow. The pollution emitted will be greater than now and is a done deal. When the project is complete, whatever the design is, there will be no improvement in the speed or efficiency of vehicle traffic, because vehicle traffic will have increased during construction. I think that TXDOT does this simply because they have money to spend, and if they don't spend it all, they can't ask for more in the next budget. (I worked for a few state agencies and that's how it works.) This sounds bleak, I know. But I've seen it several times during my life in Austin and I'm F tired of it. There is math (that you can figure out yourself) that shows that increasing the number of lanes on a thoroughfare has little effect on the traffic that goes through. A percentage increase is all you get. The people at TXDOT know this but they have to spend the money. The only thing that works in the long run is alternative forms of transportation on alternative routes. By that I definitely do not mean the Capitol Metro plan to get us to the soccer stadium and the airport.
1900	Wayne Johnson	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1901	Wendy Eickstaedt	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1902	Wesley Motal	11/25/20	Email to: My35CapEx@txdot.gov	Susan Fraser, I used to love going into Austin with my folks as a kid, but with the problems I-35 has produced it's not a city I have any interest in. Downtown has decayed beyond recognition and I have declined many concerts and events simply because I refused to deal with the nonsense of driving into town. Below is a letter crafted by some very bright minds which implores you to consider the ramifications of trying more of the same and expecting different results. Personally I like the idea of burying the main interstate and stopping through traffic from destroying our city any further. [Form Letter 1]
1903	Whitney Nelson	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1904	Will Branch	12/03/20	Email to: My35CapEx@txdot.gov	<p>Hello,</p> <p>Per my understanding, construction could begin as early as 2025, but I do not see any estimates of the project length.</p> <p>This appears to be a major, multi-year project, which could easily impact traffic patterns and flow for the better part of a decade. If past experience is any indication, there will be delays, cost overruns, and unanticipated issues, resulting in significant pain to the general population, and finally resulting in a project which will only meet traffic needs for a very limited time, shortly to be overrun by congestion yet again.</p> <p>Is there a way to focus on the "alternate route" that will be used during the construction period, and make that into a viable route for all the vehicular through traffic and traffic not going downtown? We can then follow the lead of a number of other cities, and use the corridor to create a mass transit backbone, and focus on rejoining East and West Austin, rather than just building a larger freeway, which will only serve to increase noise and congestion, and detract from making Austin a truly livable city.</p> <p>Thank you.</p>
1905	Will Godwin	12/26/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>Thank you for your consideration.</p> <p>[Form Letter 1]</p>
1906	Will Maney	11/30/20	Virtual Public Scoping Meeting Comment Form	<p>*Fully consider meaningful design alternatives that address the above issues</p> <p>As NEPA sets no limits on the number of design alternatives that may be considered, scoping must fully consider a range of alternatives that match the wide array of community needs and which address all of the above-mentioned issues.</p> <p>Fully considered design alternatives should include:</p> <p>The ULI's I-35 recommendations: Expanding and lowering I-35 between Holly St and Dean Keeton St., building caps and stitches at key locations</p> <p>The Reconnect Austin proposal: Lowering I-35 between Holly St and Airport Blvd, capping the entire stretch with a 6-lane boulevard, converting the former frontage roads to other land uses, and reconnecting the east-west street grid</p> <p>The Rethink35 proposal: Replacing I-35 from Hwy 290S to 290N with a boulevard that includes dedicated space for walking, bicycling, and public transportation; repurposing excess land for other uses; restoring the east-west street grid; and encouraging non-local traffic to take other routes.</p>
1907	Will McClure	12/15/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>We can do better.</p> <p>[Form Letter 1]</p>
1908	Will Rogers	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>New lanes do not reduce traffic</p> <p>New lanes do not reduce traffic</p> <p>So many cities have tried this already (eg Los Angeles, Atlanta), let's learn from their mistakes.</p>
1909	Willard Fields	12/31/20	Virtual Public Scoping Meeting Comment Form	<p>Key weaknesses of the current approach are centered on problems with the scoping of the goals of the program. Program goals do not include decreasing GHG emissions or improving local air quality. These are also not mentioned in the environmental constraints section. I-35 is a key carbon generator and a significant cause of air pollution for local neighborhoods. The project should aim to decrease GHG emissions and improve air quality. These are currently not factored into the planning process in a meaningful way.</p> <p>The program goals focus on decreasing congestion but do not include impacts of induced demand. This project will not in the long term improve congestion, but will simply allow developed land to expand and result in higher GHG emissions and air pollution. I do not support the current approach. This process should be restarted and focus on a balanced approach to improving accessibility that focuses on how to integrate Project Connect to improve access to local destinations and east-west access in Austin and center on how to decrease pollution and improve overall livability for the transport sector. Expanding lanes in the center of Austin is the wrong approach.</p>
1910	William Ambrico	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1911	William Forbes	12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1912	William Forbes	12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1913	William Glasscock	12/10/20	Virtual Public Scoping Meeting Comment Form	<p>As a long time Austin resident who has also lived in Asia for a number of years, I encourage TxDot to pursue build option 1. I've seen large infrastructure projects in both Shanghai and Singapore significantly improve the quality of life for the city's citizens. Option 1 seems to do the best job of minimizing the disruption that occurs when a major highway finds itself dividing an ever expanding city, making the connection between east and west more seamless to pedestrians and cyclists. I35 should be used for passing through the city. For people traveling within the city or entering the city, public transportation should be encouraged.</p>
1914	William Hiller	11/13/20	Email to: My35@txdot.gov	<p>Project: Capital Express Central</p> <p>Comments: I am really excited about the idea of removing the upper deck, but I would only be happy to see changes where the lanes are capped and East Austin is unified with downtown. I-35 is a big deterrent to my going to that entire side of Austin. It is ugly and loud. I would love to see it no longer an eye sore.</p>

No.	Commenter Name	Date Received	Source	Comment
1915	William Holleman	12/31/20	Email to: My35CapEx@txdot.gov	<p>My name is William Holleman</p> <p>██████████</p> <p>Just wanted to be sure I give my \$0.02 on this matter since it will effect my home and neighborhood directly:</p> <p>Any plan other than demolishing I35 thru the core of Austin / relocating it out of the city or putting it totally underground (not simply "capped") offer zero solutions to mitigate the devastation the highway has caused the inhabitants of the city. That devastation will continue to worsen as it is reconfigured under the CapEx banner.</p> <p>14 lanes, 19 lanes, 20 lanes, it's all the same.</p> <p>Interconnecting the streets east to west across I35 is nonsensical unless the highway is totally removed or totally tunneled.</p> <p>The physical and social devastation caused by I35 will not be lessened by suggesting improvements to a totally flawed approach to rebuilding the highway in a manner that increases its capacity through central Austin.</p>
1916	William Hyland	12/29/20	Virtual Public Scoping Meeting Comment Form	I reviewed the shorter 7min video and have been following the proposed changes to I35 in the media. I believe that the three build alternatives with the addition of new lanes will simply create additional demand and not relieve congestion in the long-term. Plus it will cost too much and take too long to complete. Instead, I support an option (not seen in the video) that does NOT add new lanes, but does includes updates and improvements to the existing I35 infrastructure to accommodate transit, pedestrians, public safety and bicycles. Further, highway safety, improved signage and efficiency upgrades would be a better use of tax dollars. In sum, let's work with the infrastructure we have and make smart improvements that can be completed with less money and in a shorter time window. Can TxDOT create an alternative like that and add as a fourth Build choice to the options to consider as part of the Environmental Impact Statement?
1917	William Korek	12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1918	William Maxwell	12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1919	William Maxwell	12/15/20	Capital Express Website Comment Form	<p>Induced demand always wins. I-35 will NEVER be free of traffic until there are viable travel alternatives. Redirect every 18-wheeler going through town through 130. Provide meaningful alternatives to car travel along the I-35 corridor through Austin.</p> <p>[Form Letter 1]</p>
1920	William McGrail Jr	12/17/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>Dear TxDOT Project Team, The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.</p> <p>I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.</p> <ol style="list-style-type: none"> 1. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again. 2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. 3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement. 4. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project. 5. Implement a cap over the downtown Austin area to repurpose I-35 with a blvd. that connects the east and west side of I-35. 6. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.
1921	William Niendorff	12/31/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>HELP REMEDIATE INFRASTRUCTURALIZED RACISM IN AUSTIN!</p> <p>[Form Letter 2]</p>
1922	William Shoaf	12/31/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1923	William Wenzler-Ballentine	12/02/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>It's no secret that I-35 cuts through the heart of our city. It's loud, noisy, and just gross. We are Austin and we should make this a badass project. This is a once in a generation opportunity to fix the mess rather than build a wider and faster interstate.</p> <p>I'm not going to write about all of the reasons why having a mega highway cutting through the city is a bad idea. You are smart enough to know all of that.</p> <p>I would love to bury the highway and only add capacity through public transit, HOV lanes, all-ages bike paths, and an excellent pedestrian amenities.</p> <p>To make this happen we need to have these goals:</p> <p>GOAL 1: Zero growth in number of single occupancy vehicles</p> <p>GOAL 2: Double/Triple (or more) the amount of humans moving through that space by pushing a metric of human throughput rather than vehicle throughput.</p> <p>I hope you like what I have to say and I would love to hear back from you.</p>
1924	Witt Featherston	12/31/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The below form letter should be a no brainer. I-35 has never belonged in downtown Austin. And we should work to fix what's wrong with it, not double down on its problematic features. It's also just good public finance to invest in infrastructure that enhances people's lives. I-35 as an interstate thoroughfare can exist outside of Austin's core and serve that purpose better than it currently does.</p> <p>[Form Letter 2]</p>
1925	Witt Featherston	12/31/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser,</p> <p>The below form letter should be a no brainer. I-35 has never belonged in downtown Austin. And we should work to fix what's wrong with it, not double down on its problematic features. It's also just good public finance to invest in infrastructure that enhances people's lives. I-35 as an interstate thoroughfare can exist outside of Austin's core and serve that purpose better than it currently does.</p> <p>[Form Letter 1]</p>
1926	Wolfgang Burst	11/18/20	Virtual Public Scoping Meeting Comment Form	I have no idea how many comments y'all get but I commented before in agreement for Reconnect Austin plan. But I would also like to pitch my support for the Rethink35 plan to completely get rid of that section of 35. Considering it will improve traffic be much cheaper and help make out city more beautiful I would like y'all to consider it.
1927	Wynne Burchenal	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1928	Xavier Apostol	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1929	Xavier Apostol	12/18/20	Email to: My35CapEx@txdot.gov	<p>here are a few things to if like for you to consider before addressing this project. They are,</p> <ol style="list-style-type: none"> 1. That there is no plan to address human and environmental health impacts, especially for nearby communities, including air and water quality, flooding, noise, and vehicular-related deaths and serious injuries. Climate change is a major threat to humanity and must also be addressed. 2. Not addressing equity and economic sustainability. There's no plan to create walkable, mixed-use, and equitable transit-oriented development along I-35; close socioeconomic gaps between communities and stop displacement; and consider how much land should used for the highway versus housing, schools, and businesses; and conduct a full equity impact analysis for this corridor and nearby communities. 3. Only focusing is on maximizing speed and not considering accessing needs. People shouldn't have to take long, dangerous drives for groceries or to get to work. Walking, bicycling, and transit should be safer and more accessible, destinations should be closer to home, and the street network should be better connected with fewer dead ends so traffic isn't funneled as often onto I-35. 4. Nothing in the literature or presentations that address a compatibility 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. 5. Not having open and honest acceptance of a wide range of design alternatives for I-35, not just highway expansions. These designs should include the ULI's recommendations, the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin, and Rethink35. <p>Thank you.</p>
1930	Yasmine Smith	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1931	Yeji Kang	12/12/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1932	Yolanda Stewart	12/28/20	Capital Express Website Comment Form	How will this project benefit the residents of East Austin.
1933	Yvette Benhamou	12/09/20	Email to: My35CapEx@txdot.gov	Form Letter 1

No.	Commenter Name	Date Received	Source	Comment
1934	Zac Conard	12/10/20	Email to: My35CapEx@txdot.gov	<p>Hi there, My name is Zac Conard and I live just off of I-35. I'm writing today in regards to the Capital Express Central project that is set to transform I-35 in Austin.</p> <p>I believe, as do many of my fellow Austinites, that TxDOT should create a tunnel and put I-35 completely underground so that the City of Austin can reclaim essential downtown space and move towards a more modern and unified city.</p> <p>I recognize the increased cost of subterranean projects, especially in Central Texas, where the soil is less suitable for underground construction, but this is already going to be an expensive endeavor, not only in terms of the fiscal cost, but with regards to labor, and the burden of shutting down the road for so long.</p> <p>The current plan is already such an invasive project in the heart of our city, shouldn't we make such an endeavor count? We already know that building more lanes won't solve our problems. There are literally hundreds of other cities that could tell us that. Conversely, we know that creating more space for pedestrians and cyclists on the surface has been proven to reduce traffic, and debatably, it's also beneficial to the mental health of the people as well.</p> <p>Austin is growing, and it's important for us to make the right decisions now before we're too large to change our infrastructure decisions so easily. We could duplicate Houston's solutions, and in turn, duplicate the problems those given solutions caused: or we could take a page from Amsterdam and Copenhagen.</p>
1935	Zach Allen	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1936	Zach Scott	12/05/20	Email to: My35CapEx@txdot.gov	<p>Susan Fraser, Hello,</p> <p>I-35 is incredibly important to the lives and livelihoods of Austinites. Unfortunately, little discussion has been given to the impacts of I-35 improvements other than how much congestion it can relieve. The current proposal of adding lanes to I-35 may not improve I-35. Instead of easing congestion, widening highways has been seen to produce more driving and worsen congestion; increase pollution, crashes, and suburban sprawl; and worsen emergency response times.</p> <p>These are the sorts of issues that must be considered for any I-35 improvement project. Thus, I ask that the following issues be considered in the scoping process for the I-35 Capital Express Central Project:</p> <p>Health impacts to Austin residents and I-35 travelers must be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries.</p> <p>Accessing personal daily needs and reducing Vehicle Miles Traveled—instead of vehicle speed goals—should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize socially, economically, and environmentally-beneficial land use; and helping more people to work from home.</p> <p>Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.</p> <p>Finally, TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (http://bit.ly/ULI35), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (https://reconnectaustin.com), and Rethink35 (https://rethink35.com).</p> <p>Put simply, we shouldn't be maximizing only the I-35 throughput, but rather should be considering what is best for the citizens AND I-35 travelers, and the impact on both groups economically, socially, medically, and environmentally. The designers of I-35 in the '50s never expected it to be used in the way it currently is, and it shows—let's do our best to make I-35 more usable for the future.</p> <p>Thank you for considering my points. I look forward to receiving any response you may have to my letter.</p>
1937	Zachary Brandon	12/22/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1938	Zachary Ingram	12/18/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1939	Zachary Stern	12/18/20	Email to: My35CapEx@txdot.gov	<p>Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,</p> <p>The reconstruction of I-35 is the time to right the wrongs of the past. The original highway tore the city in two and the enshrined in the physical landscape the segregation that had previously been imposed through policy.</p> <p>[Form Letter 2]</p>
1940	Zachary Yuschock	12/01/20	Virtual Public Scoping Meeting Comment Form	<p>Hello,</p> <p>Sending a quick note to encourage the project team to give serious consideration to either their tunneled proposal, or even better, the "cap and stitch" proposals by groups like the Urban Land Institute and Reconnect Austin.</p> <p>I-35's current position likely reflects a history of highways placed in the 20th Century as tools for racial segregation and displacement - like the Chrysler Freeway in Detroit or I-20 in Atlanta, while its primary function is commuter transport, a secondary function separates historically Black and Hispanic neighborhoods from the rest of the city. Consider that many American cities are already re-evaluating the role of large, central arteries through dense areas, either by capping them (like the Rose Kennedy Greenway in Boston or Klyde Warren Park in Dallas) or by replacing them with lower-capacity roads (like the Alaskan Viaduct in Seattle or the Embarcadero Freeway in San Francisco - removed 30 years ago!).</p> <p>Making sure to keep this brief, but one final point: there are persuasive data that indicate that building more lanes of highway do not decrease long-term congestion - and especially with large swaths of undeveloped land in the West and East of Austin, a widened and open highway only encourage long-term commutes along our already narrow 1-2 North-South corridors. Affordable housing within commuting distance is an important, vital goal for the city's economic future; let's encourage it in nearby undeveloped East-West areas rather than encouraging even longer North-South commutes along this highway.</p> <p>Thank you for your consideration.</p>
1941	Zack England	12/29/20	Voicemail	<p>Hi. My name is Zack England. I'm a UT alum living in district nine, and I've got an uncle who's been working for TxDOT for decades, and I intend to start a family and spend my life in this city. I'm calling regarding the Capital Express Central Project to overhaul I-35. My vision of my family's future and Austin involves a unified city, east and west. It has made real strides in my lifetime to actually live up to the values that have set Austin apart. The only way this can be achieved is by moving I 35 into an underground tunnel and making better use of the surface above, such as by restoring green space. I'm willing to tolerate higher taxes and re-allocation of my tax dollars over my lifetime to make this happen. Build 1 is on the right track, but it does not yet match my vision. I'm asking the good people at TxDOT, like my uncle, to see to it that this build is underground. Thank you.</p>
1942	Zelly Sean	12/30/20	Email to: My35CapEx@txdot.gov	Form Letter 2

No.	Commenter Name	Date Received	Source	Comment
1943	Zenobia Joseph	11/14/20	Email to: My35CapEx@txdot.gov	<p>To: I-35 Capital Express Central Project Team <my35capex@txdot.gov></p> <p>Subject: Title VI - Northeast Austin Opposition to Capital Express Central</p> <p>Re: November 12, 2020 I-35 CapEx Public Scoping Detailed Presentation. YouTube. https://capexcentral.mobility35openhouse.com/project-presentation/</p> <p>1. Statutory Authority: Title VI of the Civil Rights Act of 1964 ("Title VI") "prohibits discrimination based on race, color, or national origin" (DOJ, 2013). "Every transportation agency receiving Federal aid financial assistance must be unbiased in its actions" (FHWA, 2016).</p> <p>2. Title VI Smokescreen/No-Build Alternative: Downtown Austin Alliance ("DAA"), the City of Austin, and Capital Metropolitan Transportation Authority ("Capital Metro") betrayed the public trust. Each entity lacked transparency while engaging Black listeners on KAZI 88.7FM during 2-hour I-35 Expansion discourse 4PM-6PM on Saturdays (8/8, 8/22, 9/26, 10/24). DAA's 2-hour discussions aimed at getting Blacks to vote for Project Connect, surreptitiously. September 26, 2020 DAA President/CEO Dewitt Peart also advocated for Mayor Steve Adler's land development code rewrite (formerly CodeNEXT).</p> <p>a. Bottom Line: Project Connect will segregate Austin for centuries. For an equitable solution, DAA must eliminate I-35 disparate impacts on Northeast Blacks and minorities north of US 183—another divide.</p> <p>b. August 8, 2020: Capital Metro Community Engagement Manager Jackie Nirenberg discussed Project Connect on KAZI but did not acknowledge disparate impacts on Blacks. June 8, 2020 Capital Area Metropolitan Planning Organization ("CAMPO") eliminated three MetroRapid Lines on Federally-funded roadways (FM 734/Parmer: Samsung to Apple; FM 969: Decker to Downtown; Dessau to Airport/Gold Line) to reallocate \$633M to Capital Express Central. Request Texas Department of Transportation ("TxDOT") compel CAMPO and Capital Metro to restore Northeast MetroRapid to provide equitable service to transit-dependent Blacks, minorities north of US 183, and options for single-occupancy vehicles on FM 734, FM 969, and Dessau which would align with Capital Metro's propaganda that promoted a transit plan with "more ways to move us all."</p> <p>c. Election Code, §255.003, Unlawful Use of Public Funds for Political Advertising. My autoethnographic log tracked \$7.1B Proposition A/Project Connect false rail ads that aired over 550 times on KAZI 88.7FM (April-November 2020) from U.T. System HUB Director/Host Hopeton Hay, \$1K/month (2018-2020). See Purchase Card Transactions via capmetro.org. October 21, 2020-November 2, 2020 Host Marion Nickerson's false ads played at least 150 times. As of 10/06/2020, Endeavor, Austin FC, and Brandywine were a few "Top 5 donors" funding KAZI false ads. Nickerson received my May 15, 2020 Cease/Desist Memorandum with the Program Sequence Chart showing Orange Line (Loop 275) in TxDOT's right-of-way 24-30 years (March 9, 2020 packet, p. 29). Still he falsely said, "In the past, transit plans have been offered to voters that leave out Austinites who rely on affordable and efficient bus service. The Project Connect transit plan is different. The proof is in the plan and equity is in this one." The opposite was true.</p> <p>d. Disparate Impacts: Project Connect is devoid of equity. 2015-2020: Capital Metro excluded Northeast analysis (e.g., FM 734: Samsung to Apple). June 8, 2020 CAMPO's \$633M reallocation to the I-35 project eliminated Northeast MetroRapid, leaving out "Austinites who rely on affordable and efficient bus service" on FM 734, FM 969, and Dessau to Howard—car-centric, discriminatory areas by design. Actors conflated Project Connect high-capacity transit (MetroRapid, rail) with June 3, 2018 Cap Remap 52 route changes (essential workers' lifeline access: bus to work, school, grocery stores, church, healthcare). Blacks wait 60 minutes. Minorities north of US 183 wait 45 minutes plus 30-minute west transfer compared to South/West/Central whites and Southeast Hispanics 6-15 minutes. Capital Metro and Austin City Council's propaganda campaign flooded KAZI airwaves over 700 times during the pandemic and was "sufficiently substantial and important as to be reasonably likely to influence a voter to vote for . . . the measure."^[1]</p> <p>3. Title VI Complaint: On Election Day (November 3, 2020), I filed a Title VI complaint with Federal Highway Administration, Texas Attorney General, and U.T. System Regents requesting suspension of Capital Metro's Federal funds, Hay's KAZI removal, and joint on-air apology by Station Manager Steve Savage, Capital Metro Chair Wade Cooper and CEO Randy Clarke with Hay, acknowledging false ads targeted Black voters then loop hourly for three months or equivalent to the 7-month propaganda campaign. May 15, 2020 KAZI Station Manager, Hay, and Nickerson ignored my Cease/Desist Memorandum. July 15, 2020 Operations Chair Jeff Travillion ignored my second Cease/Desist Memorandum though his constituents are disproportionately burdened by disparate impacts. October 24, 2020 Capital Metro's Board ignored my Title VI testimony, consistent since November 16, 2016. Hay's Post-Election Project Connect false ad played November 8, 2020 (9:30AM, 9:48AM); November 12, 2020 (9:17AM, 2:24PM, 11:16PM); and November 13, 2020 (5:30AM, 6:30AM, 9:19AM, 2:22PM). I, therefore, request TxDOT comply with Title VI. Recognize disparate impacts caused by Northeast Austin transit eliminations then compel CAMPO and Capital Metro to restore northeast-west connectivity and Northeast MetroRapid, adding Tech Ridge to Howard/Dessau to Downtown as "the least discriminatory alternative" (FTA C 4702.1B, 2012, IV-16).</p> <p>[1] Capital Metro (2019, January 28). Item III Public Comment [Title VI advocates: My testimony, Clip 37:59; Wade Cooper: Clip 42:50]. https://austintx.new.swagit.com/videos/45338</p> <p>4. DAA Distrust (August 8-October 24, 2020): There was no "caps and stitches" funding disclosure during DAA's "Our Future 35" discussions. Neither Peart nor Huston-Tillotson President Dr. Colette Pierce Burnett (who championed the idea) discussed the Capital Express Central project cost, which excludes a deck plaza. According to KVUE and Community Impact November 12, 2020 the estimate is now \$4.9B. The Austin Monitor reported \$6.6B in line with Texas Transportation Commission's April 30, 2020 Item 4 Unified Transportation Program presentation, but Austin American-Statesman estimated \$8B on May 7, 2019.</p> <p>a. DAA's Reified Equity Goal: "Our interest is really in what is best for East Austin," Peart noted (16:33), but gentrification remains a reality. "The approach is less about the highway. TxDOT'll be talking about [that]. . . . What we are most interested in is what happens on the surface. And the Urban Land Institute ["ULI"] really called us to task (us as community) to really think hard about equitable development, right? And (uhm, you know) that has been a struggle for Downtown, right (you know)—again, Downtown for everyone. We're talking about affordability, access, a place that's welcoming to everyone. And so I think that this project, in and of itself—really to Dr. Burnett's point—gives us an opportunity to break down some of these physical barriers, if you will, so that we can work on the more emotional things that (uh) really create a better community." I would ask, however: "Where was DAA when developers paid a fee in lieu of building affordable housing Downtown as KVUE reported February 17, 2020?"</p>

No.	Commenter Name	Date Received	Source	Comment
				<p>b. Questions: What's driving Capital Express Central cost estimate changes? Will the Capital Express Central project cost change depending on the scenario selected out of three shown in TxDOT's November 12, 2020 video?</p> <p>c. Pattern: September 26, 2020 Human Rights Committee Chair since July 2015 Sareta Davis (56:05) asked Peart about gentrification. In the context of the 1928 Master Plan, "gentrification has not been an equitable process," Davis noted. "It's just (uhm)—it can be disconcerting and disheartening when we've already been through so much with gentrification in Austin. Yet when I pose those questions, there's still no concrete answers." She furthered ask about "capturing some of these funds to repair harm."</p> <p>(1) DAA's Land Development Hidden Agenda: "This is why the land development code is so critically important. And we, as an organization, have been strong advocates (uh) for as long as I've been in Austin but even beyond that to, (uhm) to have a new land development code. So I would encourage everyone who is listening that that conversation and that work has to continue. And we all need to advocate for it. So that's gonna be sort of the driver in terms of what happens with development," Peart replied—seemingly disingenuous, projected his agenda rather than embracing community needs. "The Urban Land Institute in their report back to the community (uh) one of the key elements of their recommendations was this concept of an equitable development strategy and (you know) we, as an organization, are (uh) really interested in what that can be." (1:02:55)</p> <p>(2) Carmen Llanes Pallido (Planning Commissioner) aptly noted, "I just wanna emphasize that a lot of the land use decisions we see have to do with the Council and Commissions that we have in power right now (uhm) regardless of what the code is (uhm). And a lot of our communities, actually, communities of color have never asked for a new land development code. They've asked for the harm to be ceased and for us to implement new solutions. So one of those has to do with the way we use publicly-owned land and (uh), and how we address that question as reparations was brought up. So my question is, 'Do we have an idea of how much land this proposal would actually require? And is there an opportunity to reallocate land, potentially, even for ownership by communities of color that have been harmed by our past (uh) land use and transportation decisions?'" (1:06:10-1:07:05)</p> <p>Insincere City of Austin Reply: "Yeah, I think-I think that's some of the work that's in front of us is tah-is tah figure out those types of questions," Corridor Program Director Mike Trimble said off-the-cuff. "Uhm and so, again, as I talked about I think there's gonna be a couple of different phases of just study and analysis that we're gonna have to do together. . . . What was provided [in] the ULI report was very high-level. And (uhm), you know, it's we have to kind of take that [to] the next step and even do some basic engineering to verify some of the footprint and then go beyond and say what land is in play? Uhm, do some of that coordination with TxDOT." (1:07:10)</p> <p>Smokescreen: Peart remained silent which illustrated, along with Trimble's lack of specificity, that the City of Austin has no interest in repairing the harm done to East Austin Blacks. Equally notable, none of the discussions noted TxDOT's public input dates (November 12-December 12, 2020) which was posted by the last forum. It was also insincere to have a panel of out-of-state speakers with no knowledge of local bus routes during the final discussion. Aside from co-moderator Kenneth Thompson and Harrison Eppright, reflecting on the 1928 City Plan, why were Black males strategically absent from the discussions? Again, had local folk been afforded an opportunity to speak, perhaps, the truth about Project Connect disparate impacts may have been disclosed to inform voters to vote against the measure. It is, painfully, obvious that the City of Austin serves as KAZI's major funding stream to such an extent that actors turn a blind eye. Any time you take money from the man, you become part of the plan, sadly:(</p>
				<p>Fact: A good starting point would have been for Trimble or Peart to state ULI's reference to "11 acres of caps and two acres of stitches. The estimated capital cost is \$260 million" (p. 21). Weblink: https://www.ourfuture35.org/135ideas/series/</p> <p>5. References: If DAA truly wanted community input, choices with deck plaza cost estimates should have accompanied TxDOT's Capital Express Central options presented November 12, 2020. Otherwise, the process equates to a mere exercise in futility. OurFuture35 outdated banner, still posted on kazifm.org, links to DAA videos at https://www.ourfuture35.org/135ideas/series/ Gruca, T. (2020, February 17). Developers pay Austin millions to avoid building affordable homes. KVUE. https://www.kvue.com/article/money/economy/boomtown-2040/affordable-housing-homes-austin-developers-can-pay-fee/269-dd590fb-6a7b-432c-825d-fb74a4145c05</p> <p>6. My35 CapEx Unresponsive: I-35 Capital Express Central Public Scoping Materials specifies, "For additional project information, please contact: Susan Fraser, P.E. Mobility35 Program Manager TxDOT [Texas Department of Transportation] Austin District 512-832-7128." However, Fraser did not respond to my I-35 concerns (below). Please assign another staff member to respond to public inquiries or provide an automatic email reply indicating when the public can expect a response (e.g., 72 hours) and then update online information under "06 Project Fact Sheet" (English Version, Spanish Version). Source: https://capexcentral.mobility35openhouse.com/project-fact-sheet/ Pending: Request Connie Klose (staff contact noted in the November 12, 2020 TxDOT I-35 video) respond to my concerns, accordingly.</p> <p>7. Closing: Integrity matters but must be enforced to hold bad actors accountable. November 14, 2018 Capital Metro adopted its Code of Ethics, requiring Board members and staff to be honest, KAZI and U.T. System Rule 10901 specify integrity, "maintaining trust." Hay's active participation in pre- and post-Election false Project Connect ads with disregard for the lack of far Northeast transit is unethical. KAZI should also be sanctioned by Federal Communications Commission. After two FCC complaints in 2018, Capital Metro removed its employee/host Yannis Banks from doing false Cap Remap frequency ads as Blacks waited 60 minutes. Hay then took Banks' place. Meanwhile, I urge TxDOT to comply with Title VI, accordingly. Please include concerns in the official record. Point of contact is the undersigned. ~Thanks.</p> <p>Very respectfully, Zenobia C. Joseph</p>
1944	Zerek Kroll	12/21/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1945	Zia Garza	12/28/20	Email to: My35CapEx@txdot.gov	Form Letter 2
1946		12/04/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1947		12/05/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1948		12/15/20	Email to: My35CapEx@txdot.gov	[Form Letter 1]
1949		12/15/20	Email to: My35CapEx@txdot.gov	[Form Letter 1]

No.	Commenter Name	Date Received	Source	Comment
1950		12/15/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1951	David	12/15/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1952	Clancey Bateman	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1953	Robert Krump	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1954	J Stansell	12/15/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1955		12/15/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1956		12/15/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1957		12/15/20	Email to: My35CapEx@txdot.gov	There are to many entrances and exits and they are to close together. Also might consider making the entrances a bit longer with entrance lights as they have on I-35 in the Minneapolis area.
1958		12/15/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1959		12/16/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1960		12/17/20	Email to: My35CapEx@txdot.gov	Form Letter 1
1961		12/18/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1962		12/18/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1963		12/18/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1964		12/18/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1965		12/18/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1966		12/18/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1967		12/19/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1968		12/23/20	Email to: My35CapEx@txdot.gov	[Form Letter 3] [REDACTED]
1969		12/31/20	Email to: My35CapEx@txdot.gov	[Form Letter 1] [REDACTED]
1970		12/31/20	Email to: My35CapEx@txdot.gov	They plans are all well and good, but none of these solutions will make an immediate impact. The only thing that will make an immediate impact would be to make TX 130 FREE and require commercial vehicles/trucks that are not making local deliveries to take it. Passenger vehicles that are just passing through would also be more apt to take it if it did not cost so much. That would provide immediate relief. Then if warranted, it would be much easier to add lanes to that roadway.
1971		12/31/20	Email to: My35CapEx@txdot.gov	[Form Letter 3] [REDACTED]

Commenter Name					
No.	(Not Provided)	Date Received	Source	Comment	Cross Street
1972		11/12/20	Constraints Map	This section of highway deliberately cuts off east austin from the rest of the city and I don't think that any of the designs account for the history of that	3RD
1973		11/12/20	Constraints Map	East-West connectivity is critical here.	3RD
1974		11/12/20	Constraints Map	Red Line Parkway crosses I-35 next to 4th St.: Need to accommodate a car-free crossing for this regional trail, which will have an expected pedestrian & bicycle volume of over 10,000 users each day.	4TH
1975		11/12/20	Constraints Map	The interstate should be buried through downtown so as to prevent the homeless encampments that are posing a danger to the frontage roads underneath.	8TH
1976		11/12/20	Constraints Map	Put the intersection of Airport Blvd. frontage road below the surface to allow a re-use of surface space for new buildings, a pedestrian & bicycle plaza, and improved connectivity between a future Hancock rail station and Mueller.	AIRPORT
1977		11/12/20	Constraints Map	Red Line Parkway crosses I-35 next to Hancock Center: Need to accommodate a car-free crossing for this regional trail, which will have an expected pedestrian & bicycle volume of over 10,000 users each day.	CLARKSON
1978		11/12/20	Constraints Map	I'm extremely concerned about the number of added lanes proposed for this section. We have an opportunity to bury the interstate and reconnect the city, let's not squander it.	DRISKILL
1979		11/12/20	Constraints Map	Rebuilding of the bridge should take into account a new bridge design that reflects the beauty of Town Lake.	EAST
1980		11/12/20	Constraints Map	I-35 should be buried through downtown	HOLLY
1981		11/13/20	Constraints Map	CapMetro Route #2 crossed I-35 at East 11th	11TH
1982		11/13/20	Constraints Map	CapMetro Route 335 crosses I-35 at 38 1/2 St	38TH HALF
1983		11/13/20	Constraints Map	How will this impact Palm Park? The city and Waterloo Greenway are spending millions of dollars to bring much needed public greenspace to downtown Austin - it would be a terrible loss for the city if this project negatively impacted their efforts.	3RD
1984		11/13/20	Constraints Map	I-35 must be buried through downtown. We have to reconnect the city, I-35 is a scar on our town.	4TH
1985		11/13/20	Constraints Map	important CapMetro route #4 crosses I-35 on 7th/8th Street	7TH
1986		11/13/20	Constraints Map	Several CapMetro Routes cross I-35 at Airport Blvd (Route #10, #350)	AIRPORT
1987		11/13/20	Constraints Map	Important CapMetro route crosses I-35 on Cesar Chavez - #17	CESAR CHAVEZ
1988		11/13/20	Constraints Map	CapMetro Route 20 (and eventually MetroRapid Expo Route) cross I-35 at Manor Rd	DEAN KEETON
1989		11/13/20	Constraints Map	Along this portion of I-35, there is a very narrow strip of right-of-way. This ROW is constrained due to U Texas facilities, 2 shopping centers, 2 cemeteries and a medical center. The tunneling seems best to handle this, but consider bedrock below.	DEAN KEETON
1990		11/13/20	Constraints Map	Be wary of the shallow slope of land on this side. We've had major floods before. Drainage important.	EAST
1991		11/13/20	Constraints Map	Maintaining bike/ped connectivity is very important to the community. Please work to enhance these facilities and don't take away access.	EAST
1992		11/13/20	Constraints Map	Opportunity to place a signature bridge	EAST
1993		11/13/20	Constraints Map	Start a Cut and Cover Tunnel here and don't stop until Ben White. Tunnel should go under the lake too. The cover should be generous and pedestrian/bike/train friendly transit options. central corridor is a racist relic of exclusionary urban planning.	FERNWOOD
1994		11/13/20	Constraints Map	The plan is going into Mt Calvary Cemetery?	MANOR
1995		11/13/20	Constraints Map	CapMetro Route #18 cross I-35 on MLK	MARTIN LUTHER KING JR
1996		11/13/20	Constraints Map	Noise Mitigation (sound barriers) required at fiesta gardens and Hike and Bike trail	NASH HERNANDEZ SR
1997		11/13/20	Constraints Map	Noise mitigation (sound barriers) are necessary for this area close to Travis High School and Faith Church	OLTORF
1998		11/13/20	Constraints Map	CapMetro Route #300 crosses I-35 at Oltorf	OLTORF
1999		11/13/20	Constraints Map	noise mitigation is important at Norwood Park	RIVERSIDE
2000		11/13/20	Constraints Map	We need to maintain bike/ped connections over Lady Bird Lake. It would be preferable if the bike/ped facilities were BELOW the bridge (much like they are underneath MoPac), rather than walking directly along the access road.	RIVERSIDE
2001		11/13/20	Constraints Map	35 already has an incredibly negative impact on Austin's trail system. Expanding it to 20 lanes would be devastating to the character of the city's waterfront.	RIVERSIDE

Commenter					
No.	Name (Not Provided)	Date Received	Source	Comment	Cross Street
2002		11/13/20	Constraints Map	Noise mitigation (sound barriers) required as IH 35 passes through this residential Neighborhood (Travis Heights)	WOODLAND
2003		11/14/20	Constraints Map	The entire section of this interstate freeway, from the river to ~45th street, should be buried underground, and the land reclaimed by the city for human use.	15TH
2004		11/14/20	Constraints Map	Downtown access frontage roads should be abandoned, and the use of an interstate highway to directly access the densest part of the city should be strongly discouraged.	15TH
2005		11/14/20	Constraints Map	East-west access at 32nd St should be maintained to support access to St David's and the Cherrywood neighborhood. It would be ideal if it could be made bidirectional.	32ND
2006		11/14/20	Constraints Map	Keeping this connection between SB Access road and NB access road is key. It allows a West to East connection along those traveling east on 5th Street. Every proposal I've seen for I35 removes this connection.	4TH
2007		11/14/20	Constraints Map	The bicycle and pedestrian pathway near 4th street currently crosses both frontage roads with no protection. This feels dangerous so it would be great to find a safer solution.	4TH
2008		11/14/20	Constraints Map	51st street is an important east-west cycling route. Please maintain or improve bicycle safety through this intersection.	51ST
2009		11/14/20	Constraints Map	The east and west halves of the city need to be seamlessly connected. None of the proposals accommodate this and instead preference unlimited vehicular through-traffic.	6TH
2010		11/14/20	Constraints Map	Beginning near Ardenwood and the access road, an on demand crosswalk is needed to allow bicycle and pedestrian traffic to continue due north on the access road, crossing the cutover to southeast Airport Blvd safely.	CRESTWOOD
2011		11/14/20	Constraints Map	Somewhere in the vicinity of the Ardenwood intersection with the frontage road, an on-demand crosswalk is needed to allow bicyclists and pedestrians to travel due north on the access road to the Mueller district, to cross the exit ramp to Airport.	CRESTWOOD
2012		11/14/20	Constraints Map	Are the residents on the east side of 35 between Manor Road and airport going to get sound walls?	DEAN KEETON
2013		11/14/20	Constraints Map	This is an important east-west cycling route. Please maintain or improve bike access across the highway near campus.	DEAN KEETON
2014		11/14/20	Constraints Map	Ideally the bike and pedestrian paths would be wider than they currently are and access would be improved from all directions.	EAST
2015		11/14/20	Constraints Map	Please maintain or improve boat access and parking for its users.	EAST
2016		11/14/20	Constraints Map	Adding more lanes isn't a solution. Adding HOA and/or toll in combination with burying everything underground will allow social connection space, income from tolls, income from add'l commercial space above ground. Sound walls would also be prudent.	LAMBIE
2017		11/14/20	Constraints Map	Project limits need to connect to actual facilities. Connecting a SUP into a sidewalk doesn't provide the same level of bike connectivity that it could. Please think through how anyone outside of car has to navigate this space.	OLTORF
2018		11/14/20	Constraints Map	Project limits need to connect to actual facilities. Connecting a SUP into a sidewalk doesn't provide the same level of bike connectivity that it could. Please think through how anyone outside of car has to navigate this space.	RIVERSIDE
2019		11/15/20	Constraints Map	12th street was previously black austin's 'main street'. It is the heart of black austin history.	7TH
2020		11/15/20	Constraints Map	I-35 divides the city. We need to put as much of it underground as possible and build connections for walkers and bikers from central to east austin.	7TH
2021		11/15/20	Constraints Map	Use of a parallel drainage route is better than running it through East Austin. The Cesar Chavez routing looks disruptive to that community.	CESAR CHAVEZ
2022		11/15/20	Constraints Map	Routing of the drainage should be along I35 and not through East Austin. Routing through East Austin would be more disruptive for those residents.	CESAR CHAVEZ
2023		11/15/20	Constraints Map	An important nature trail.	EAST
2024		11/15/20	Constraints Map	This is a common crossing point. Often I see bike on the side walk here trying to get over the bridge. Pedestrians too trying to get to UT. Walkability extremely important to connect the city.	MANOR
2025		11/15/20	Constraints Map	Can slowdowns associated with this curve be addressed?	SUNNY VALE
2026		11/15/20	Constraints Map	It is very difficult to figure out the width of the roadway required for each of the 3 build alternatives, how much *more* area would be required for each alternative is an important factor for selecting the least impact option for South River City.	WOODLAND
2027		11/15/20	Constraints Map	It is very difficult to figure out how wide the total roadway would be across the 3 build alternatives. Concerned about making a wider total roadway, impacting the residents in the area. More cars passing, more pollution, more health impacts.	WOODLAND
2028		11/16/20	Constraints Map	pedestrians use this bridge very frequently. I've seen couple of accidents because of high speed drivers and pedestrians at this point.	12TH
2029		11/16/20	Constraints Map	I-35 to 290 E needs to have paved sidewalks. Currently there is no paved sidewalk for pedestrians/bicyclists and we need one on 290 E from I-35 to Cameron Road at least. This will help enhance connectivity between ACC Highland and the east side	290 HWY
2030		11/16/20	Constraints Map	I-35/290 E flyover needs paved sidewalk path to Cameron Rd for pedestrians/bicyclists	290 HWY

Commenter Name					Cross Street
No.	(Not Provided)	Date Received	Source	Comment	
2031		11/16/20	Constraints Map	The access road is blighted because of the freeway.	30TH
2032		11/16/20	Constraints Map	Cherrywood residents coming from IH-35 SB need to make a left from the SB frontage road to 38 ^{1/2} th. This intersection gets heavy use, so make sure it has good visibility to avoid car/ped conflict at the left turn which is currently quite narrow.	39TH
2033		11/16/20	Constraints Map	The divide that exists along I-35 between east and west Austin is tragic and dysfunctional. Bury and cap the lanes to reconnect the city in downtown.	3RD
2034		11/16/20	Constraints Map	What is going to happen here with this roundabout that was installed at 51st St?	51ST
2035		11/16/20	Constraints Map	Start the grade separation of IH-35 below neighborhood streets here, south all the way to the river. Cross streets from North Loop to Mueller can be reconnected.	51ST
2036		11/16/20	Constraints Map	Frontage road traffic moves really fast here, so right turns into the retail parking lots can be dangerous (rear-end accidents). Turning out of retail onto NB, it can be hard to find a gap long enough to accelerate - also dangerous.	53RD HALF
2037		11/16/20	Constraints Map	There should be no increase in the ROW between 15th and Ladybird Lake. Inducing car demand through Austin's downtown is not the answer.	6TH
2038		11/16/20	Constraints Map	Great location for a statement public park at the north end of the project, with IH-35 buried underneath grade level. with pedestrian and bike connections to reconnect the neighborhoods on all sides.	AIRPORT
2039		11/16/20	Constraints Map	WB traffic on Barbara Jordan currently has a short merge into extremely fast-moving NB frontage road traffic, which can be unsafe. And if they want to go south, the only option is to exit to Cameron Rd and make 3 right turns to get to the roundabout	BARBARA JORDAN
2040		11/16/20	Constraints Map	Can we bury the freeway so we can have a combined Austin?	CLERMONT
2041		11/16/20	Constraints Map	Reconnect Edgewood for pedestrian and bike travel so residents of Cherrywood can get to transit and amenities along Red River.	CONCORDIA
2042		11/16/20	Constraints Map	Currently it can be difficult and scary to get from east of IH-35 to St. David's Hospital as a pedestrian w/ stroller, wheelchair, or bike due to the missing cross streets at 30th-31st. Reconnect these with wide sidewalks and generous signal timing.	E 32ND ST TO N IH 35 SB
2043		11/16/20	Constraints Map	Nice bridge opportunity!	EAST
2044		11/16/20	Constraints Map	Tunnel under the lake in this location, might as well hide this car infrastructure. Replace car bridge with pedestrian access.	EAST
2045		11/16/20	Constraints Map	The freeway is a blight for the access road	EDGEWOOD
2046		11/16/20	Constraints Map	There is heavy bike and pedestrian activity here due to the connection with UT. It is currently unsafe for bikers who are trying to cross the highway..	MANOR
2047		11/16/20	Constraints Map	Future location of Texas Basketball Arena. ROW is constrained here between UT property and Cemetery. This existing ROW should constrain width of the entire project. No new property should be acquired, and no residents/businesses displaced for highway	MANOR
2048		11/16/20	Constraints Map	This area would make a great park if the freeway was lowered	MARTIN LUTHER KING JR
2049		11/16/20	Constraints Map	Existing lanes should be converted to HOV lanes; no new lanes should be added. Induced demand shows this will only increase single occupant vehicular traffic and increase the damage this is already having on our city.	MARTIN LUTHER KING JR
2050		11/16/20	Constraints Map	Improve east/west connectivity between Hancock shopping center and Nature's Treasures (or, preferably along 41st St connecting to Wilshire Blvd) for bicycles and pedestrians.	N IH 35 SVRD SB AT 41ST
2051		11/16/20	Constraints Map	We should reallocate the funds to bury the amount of existing lanes through downtown, rather than expanding the highway and adding to the historic issues around East Austin's redlining past.	WILLOW
2052		11/16/20	Constraints Map	Reconnect the street grid at 41st/Wilshire, especially for pedestrian/bike users who have few choices today.	WILSHIRE
2053		11/17/20	Constraints Map	Do think main lanes should go under ground however, traffic going around Austin should need to use US-130 that goes around the east side of Austin. It would reduce amount of traffic in general.	11TH
2054		11/17/20	Constraints Map	Need a by pass lane so that those going to woodlawn or oltorf can exit before the bridge and would not have to stop at riverside.	15TH
2055		11/17/20	Constraints Map	Potentially dangerous intersection here. Currently pedestrians and cyclists must cross the rail and the road with no more than a painted crosswalk.	4TH
2056		11/17/20	Constraints Map	As engineers, we have an ethical responsibility to think about our projects critically with historical context. Our designs do not exist in a vacuum. The primary objective of this project should be to remove the physical divides that I35 created.	5TH
2057		11/17/20	Constraints Map	Having the highway as a tunnel could allow a significant opportunity for revitalizing and connecting East/West. Projects like the Clyde Warren Park in Dallas and Mercer Island Lid in Seattle are great examples of what could be.	7TH
2058		11/17/20	Constraints Map	Lots of residential in this area would benefit greatly from buried lanes with substantially reduced noise from current configuration	CONCORDIA
2059		11/17/20	Constraints Map	Let's do something really cool with this bridge, something that will be iconic against the city skyline.	EAST

Commenter Name		Date Received	Source	Comment	Cross Street
No.	(Not Provided)				
2060		11/17/20	Constraints Map	Let's make this an iconic bridge that would look beautiful against the city skyline.	EAST
2061		11/17/20	Constraints Map	The slop of the existing bike path here is extreme for all abilities cycling. Pedestrians/bike crossings need to be much better designed than existing infrastructure	EAST
2062		11/17/20	Constraints Map	Sound walls needed between IH35 and houses east of IH35 in this Travis Heights East area.	ELMHURST
2063		11/17/20	Constraints Map	What is the proposed design for airport to 290 E? The ridgetop neighborhood has access to 35 via 53rd 1/2 st. The Harmon intersection at 51st needs left turn capability. I'm concerned about noise and air impacts from adding two lanes.	REINLI
2064		11/17/20	Constraints Map	Install by pass lane so people can exit riverside by not have to wait at riverside to get to Holly Street.	RIVERSIDE
2065		11/17/20	Constraints Map	Project Connect Blue Line will likely cross here. It is critical that this area be reimagined to prioritize humans, not cars.	RIVERSIDE
2066		11/17/20	Constraints Map	Consider a right turn lane from north bound feeder road to east bound Woodland. Woodland has a lot of traffic during commute hours from folks east of IH35 moving toward and away from IH35.	WOODLAND
2067		11/18/20	Constraints Map	The east and west halves of the city need to be connected once and for all. None of the proposals reconnect the city and instead continue the unsustainable prioritization of vehicular traffic.	5TH
2068		11/18/20	Constraints Map	This area is a National Historic District which includes the first original homes of this Historic District	ARDENWOOD
2069		11/19/20	Constraints Map	It is very difficult to get across here as a pedestrian given the short times allowed on the crosswalk.	32ND
2070		11/19/20	Constraints Map	Pedestrians have to run if they want to cross all the lanes here in the time given by crosswalk signals	32ND
2071		11/19/20	Constraints Map	pedestrian crossing here is difficult do to narrow sidewalk and short time.	38TH HALF
2072		11/19/20	Constraints Map	This buffer area includes City of Austin designated Parkland (Sir Swante Palm Neighborhood Park) as well as the Palm Park Shelter House, which is eligible for historic designation. This area is an opportunity for a lid/cap to extend the park eastward	3RD
2073		11/19/20	Constraints Map	IH-35 needs to be put underground, it has historically been "the scar" of Austin for segregating the city and we need to connect both sides.	3RD
2074		11/19/20	Constraints Map	this roundabout, overpass and the road to the east are terrifying on a bike. i see the vast majority of cyclists use the sidewalks bc the speed limit is too high and there are no barriers separating the cars from the bike lanes.	51ST
2075		11/19/20	Constraints Map	crosswalk signals in the roundabout are more dangerous than if they were absent. a ped or cyclist who presses the button assumes cars will yield as intended, but they simply don't. please prioritize ped & bike traffic, i35 is effectively a wall here	51ST
2076		11/19/20	Constraints Map	There is no place to walk here	CESAR CHAVEZ
2077		11/19/20	Constraints Map	These three intersections are all dangerous for bicyclists	E DEAN KEETON TO IH 35 NB
2078		11/19/20	Constraints Map	This intersection forces bicyclists to turn away from traffic and then dart in front of drivers. It would be better to have a non veering bikelike that forces cars to slow down and yield when they turn.	E DEAN KEETON TO IH 35 NB
2079		11/19/20	Constraints Map	This is a dangerous road/bikeway crossing because it forces bicyclists to turn away from driver and then veer in-front of them and implies that cars have the right of way.	E DEAN KEETON TO IH 35 NB
2080		11/19/20	Constraints Map	This orphaned bike lane makes life confusing for all road users	MANOR
2081		11/19/20	Constraints Map	This is a dangerous bike/vehicle intersection because the drivers coming off the frontage road can't see the bicyclists. Cars should yield to bikes but they don't.	N 35 SB TO DEAN KEETON
2082		11/20/20	Constraints Map	Why do one of the alternatives not include covering the entire interstate through Austin entirely, or as feasibly as possible? I35 divides the city and drives down property values of property directly adjacent to it.	3RD
2083		11/20/20	Constraints Map	One of the alternatives should be to cover the interstate entirely in the Austin core area.	3RD
2084		11/20/20	Constraints Map	I live in the rainy st neighborhood and often walk or bike across I-35 to get to east side. The option to cap the highway and put a plaza/park is ideal. It would better connect the east side to downtown.	CESAR CHAVEZ
2085		11/20/20	Constraints Map	A plaza/park above the buried lanes along the downtown route would be much loved and used well.	SPENCE
2086		11/21/20	Constraints Map	Bury the lanes. Tesla is already moving into Austin. Might as well ask Elon Musk to use his Boring Company to make the tunnels faster and cheaper.	13TH
2087		11/21/20	Constraints Map	The Rainey District is quickly becoming a case study on extreme density. This area will also host events with thousands of people through the night life, SXSW, and ESB-MACC events. Multiple modes of access, for pedestrians and vehicle, is provided.	RIVER
2088		11/21/20	Constraints Map	The Rainey District does host events with thousands of people multiple times of year. Either through SXSW or ESB-MACC signature events, this area should be analyzed with multimodal forms of access.	RIVER
2089		11/23/20	Constraints Map	This is a very dangerous curve going NB.	SUNNY VALE

Commenter Name		Date Received	Source	Comment	Cross Street
No.	(Not Provided)				
2090		11/24/20	Constraints Map	None of the proposals do anything to reduce the negative impact that this highway has had on Austin. This highway should be capped through downtown to bridge the gap between East and West, akin to what was done over 75 in Dallas.	10TH
2091		11/24/20	Constraints Map	implement the Great Streets program along the frontage road to make the area more attractive to businesses and residents	3RD
2092		11/24/20	Constraints Map	Increases community attractiveness to businesses due to improved socioeconomic condition	3RD
2093		11/24/20	Constraints Map	Provide public access points. Environmental or universal design makes visitors feel more secure and accommodates users with disabilities. Universal design is the design and composition of projects and sites so that they can be accessed, understood a	3RD
2094		11/24/20	Constraints Map	Establish, implement, and maintain a formal Site Recycling Plan as part of the Construction and Demolition Waste Management Plan (CWMP) during construction. The Site Recycling Plan must clearly describe the plan for implementing, communicating, monitor	3RD
2095		11/24/20	Constraints Map	Consider creating a comprehensive long-term maintenance plan before the end of construction.	4TH
2096		11/24/20	Constraints Map	What bout studies that show expanding highways do little to nothing about alleviating highway congestion, and may add to congestion?	53RD HALF
2097		11/24/20	Constraints Map	Routing an internationally significant trade route through the middle of the center of Texas' 4th largest city is absurd. Why not route I-35 through-traffic via 130 instead of expanding this highway through town?	6TH
2098		11/24/20	Constraints Map	Overall mobility is enhanced with a connected East-West network that helps improve traffic flow, and/or contributes to community livability. Project teams should reference the City's Complete Streets policy.	7TH
2099		11/24/20	Constraints Map	Equipment Emission Reduction: Reduce air emissions from nonroad construction equipment by encouraging early achievement of the EPA Tier 4 emission standard.	AIRPORT
2100		11/24/20	Constraints Map	Reduce Air Pollutant Emissions: demonstrate strategies were implemented to reduce air pollutants emissions during operations.	BENTWOOD
2101		11/24/20	Constraints Map	Conduct a life-cycle cost analysis	CLAYTON
2102		11/24/20	Constraints Map	Develop Local Skills and Capabilities: Projects target skill development and training programs to communities that are economically depressed or underemployed.	E 290 SVRD WB TO IH 35 NB
2103		11/24/20	Constraints Map	Beyond passive avoidance or protection, the project actively supports, enhances, or restores the cemeteries and other historic sites.	E DEAN KEETON TO IH 35 SB
2104		11/24/20	Constraints Map	Minimize Noise: The project team moves beyond unilateral implementation of noise controls and works with impacted stakeholders to establish or adopt existing target noise levels. Design the pavement with a surface course that reduces tire-pavement noise	EDGEWOOD
2105		11/24/20	Constraints Map	Lifecycle Assessment (LCA): Conduct a detailed process-based lifecycle assessment (ISO-LCA) or hybrid economic input-output lifecycle assessment (Hybrid-EIO) according to the ISO14040 standard frameworks for the final roadway design alternative.	KOENIG LN
2106		11/24/20	Constraints Map	Preserve the night sky by meeting the uplight requirements that limit lighting to below 90 degrees. This is considered an effective option for projects where safety concerns do not permit lower light levels.	MANOR
2107		11/24/20	Constraints Map	Beyond passive avoidance or protection, the project actively supports, enhances, or restores the cemeteries and other historic sites.	MARTIN LUTHER KING JR
2108		11/24/20	Constraints Map	What is the plan for this section of 35? Also very concerned about noise and pollution levels in Ridgetop. As it stands now I35 is clearly audible inside on any given day.	REINLI
2109		11/24/20	Constraints Map	Provide public access points. Environmental or universal design makes visitors feel more secure and accommodates users with disabilities. Universal design is the design and composition of projects and sites so that they can be accessed, understood a	SAN MARCOS
2110		11/24/20	Constraints Map	Access and Wayfinding: The project provides public access points. Environmental or universal design makes visitors feel more secure and accommodates users with disabilities.	SAN MARCOS
2111		11/24/20	Constraints Map	Consideration for health and safety extends beyond immediate job site hazards and considers the broader health and well-being of workers.	WILLOW
2112		11/25/20	Constraints Map	This intersection is VERY dangerous for bicycles. You don't have much time to cross in between cars that you can see coming, going by at 50mph. Many times I've though... if I fell or my gear slipped, I'd be dead.	4TH
2113		11/25/20	Constraints Map	It would be great to add a biofiltration garden to mediate the runoff between the roadway and the lake.	EAST
2114		11/25/20	Constraints Map	Improve the MLK crossing to facilitate massive pedestrian movements to UT facilities on both sides of the highway. Good location for improved bridge/ deck park	MARTIN LUTHER KING JR
2115		11/25/20	Constraints Map	Improve MLK crossing to facilitate large number of pedestrians accessing UT facilities on both sides of the highway	SAN MARCOS
2116		11/27/20	Constraints Map	The 6th St./I-35 intersection is at the heart of Austin's largest entertainment district and there is a huge amount of pedestrian and bicycle traffic crossing here, especially during large events. Take care to consider the non-vehicular traffic here	6TH
2117		11/28/20	Constraints Map	Will this project impede on the current owner's property via eminent domain? I hope not as this is a family member's property.	TAYLOR
2118		11/28/20	Constraints Map	Will the project boundary be taking any current land away from this home owner via eminent domain? This is my cousin's property.	TAYLOR

Commenter					
No.	Name (Not Provided)	Date Received	Source	Comment	Cross Street
2119		11/30/20	Constraints Map	The I-35 crossing @ 32nd street must be retained; this is an essential connector between the east and west side for pedestrians, cyclists, and motorists. Pedestrian/cyclist safety improvements must include physical separation from vehicles.	32ND
2120		11/30/20	Constraints Map	The I-35 crossing @ 32nd street must be maintained as it is an essential connector between east and west.	32ND
2121		11/30/20	Constraints Map	The I-35 crossing @ 32nd street must include physical barriers between vehicles and pedestrians & bicycles.	32ND
2122		11/30/20	Constraints Map	The entire I-35/Airport intersection must be engineered to allow safely support both pedestrian and cyclists. Currently, it supports neither.	AIRPORT
2123		11/30/20	Constraints Map	Why doesn't TxDOT ever consider solutions beyond adding more lanes? Have more lanes worked well for the monstrosities that are Houston freeways? I-35 need to be buried through downtown, and alternative transportation solutions should be considered.	CESAR CHAVEZ
2124		11/30/20	Constraints Map	This is a Community Facility under PARD - Festival Beach Food Forest	FLORES
2125		11/30/20	Constraints Map	The Parks Department has a 5-year Parks Improvement Agreement with the Festival Beach Food Forest. An expansion of the forest is planned for 2021	FLORES
2126		12/01/20	Constraints Map	Stop promoting car use. It kills people and kills the environment. The interstate needs to be torn up and replaced with a surface level boulevard. The I-35 nomenclature can be put 290 instead.	12TH
2127		12/01/20	Constraints Map	Yo, are you all seriously considering building MORE carbon intensive infrastructure?! I choked on smoke for two weeks this summer, couldn't leave me damn home, and you all are like "Let's make it a month!"	16TH
2128		12/01/20	Constraints Map	All of these plans are dumb. TxDOT really shitting the bed. 20 lane highway is quite possibly the most stupid thing I've ever heard from a government organization, and that's saying a lot.	3RD
2129		12/01/20	Constraints Map	This area should attempt to be the one of the most pedestrian/bicycle friendly areas.	6TH
2130		12/01/20	Constraints Map	Reroute I35 to go over Airport Blvd. and TX-111 to join Bastrop Highway for direct connection to the airport. Then I-35 could go west over TX-71 to rejoin I35 further south.	AIRPORT
2131		12/01/20	Constraints Map	Widening freeways makes traffic worse	LAMBIE
2132		12/01/20	Constraints Map	Environmentally Sensitive Public Food Park	NASH HERNANDEZ SR
2133		12/01/20	Constraints Map	Noise pollution from traffic is already loud in Travis Heights. This reduces quality of life for those that live in adjacent neighborhoods. Please add sound barriers, or better yet, bury the entire highway. Sound walls were added to MoPac.	RIVERSIDE
2134		12/02/20	Constraints Map	The previous commenter at this location said "akin to what was done over 75 in Dallas." I believe they meant the area over I-345 between Pearl St and St Paul St*	10TH
2135		12/02/20	Constraints Map	Cut and cap. Bury the whole thing or wait until it's feasible to do so. Any other option is a nightmare scenario for Austinites. We've tried to build our way out of congestion for a generation. The madness must stop, and the sooner the better.	11TH
2136		12/02/20	Constraints Map	Bury the highway through this entire section and model the linear park on top after Boston's Rose Kennedy Greenway with fountains, pavilions, shade structures, public art, and gathering spaces.	16TH
2137		12/02/20	Constraints Map	Instead of designing this section as frontage roads with high speeds and infrequent cross streets, reimagining this as a boulevard and linear park with frequent cross street access, traffic calming on the NB/SB travel lanes, & limited entry-exit points	38TH
2138		12/02/20	Constraints Map	The presentation glosses over how Alternatives #2 and #3 would squeeze through this narrow section of the project, it shows only one generic cross section. Would real estate be taken from the neighborhood to the east by eminent domain?	38TH
2139		12/02/20	Constraints Map	Reduce lanes in this area and reconnect East Austin to the rest of the city	38TH HALF
2140		12/02/20	Constraints Map	Cover this section of 35 and have public parks and small cross streets like Klyde Warren in Dallas	3RD
2141		12/02/20	Constraints Map	With the expansion of Cap Metro routes and the upcoming transit hub near the Convention Center, the tracks east-west across I-35 are a key part of transit in the city. The at-grade rail crossing should be removed. The rail line and walk/bike paths on	4TH
2142		12/02/20	Constraints Map	I35 should be put below grade as a tunnel starting at 51st, through downtown, under town lake, all the way to Ben White. Parks and hike and bike trails should connect Central and East Austin, and try to correct the decades of damage I35 has done.	53RD
2143		12/02/20	Constraints Map	Please, please create a situation that can be capped by the city in the future. Make a space where wounds can heal, and we can effectively add taxable, human-focused land to our downtown like other cities have done with capping projects.	9TH
2144		12/02/20	Constraints Map	Remove current upper decks and route non-local traffic away from Austin. Reconnect East Austin to the rest of the city. Reduce current capacity	MANOR
2145		12/02/20	Constraints Map	Please consider noise pollution. Neighborhood residents already suffer from I-35 noise. Sound barriers, or a buried highway is necessary.	RIVERSIDE
2146		12/03/20	Constraints Map	I have concern about a rumor that TxDot plans to add a bridge across 35 at 3rd Street. This will bring unwanted traffic in to the residential neighborhood on the east side.	3RD

Commenter					
No.	Name (Not Provided)	Date Received	Source	Comment	Cross Street
2147		12/03/20	Constraints Map	Seems like there's a real opportunity here to add a bicycle/pedestrian connection between North Loop and Capitol Plaza.	53RD HALF
2148		12/03/20	Constraints Map	The Cesar Chavez bridge needs to be widened to make a safe pedestrian and bicycle crossing. This pedestrian way is used often and is currently way too narrow and does not feel safe.	CESAR CHAVEZ
2149		12/03/20	Constraints Map	This would be a good place to improve pedestrian and bicycle connectivity with eastern Austin.	KOENIG LN
2150		12/04/20	Constraints Map	neighborhood cut through traffic is heavy at the east side entrance to the 32nd St northbound on-ramp. Please consider ways to reduce impact on the neighborhood's safety from speeding cars, air quality, and hospital access from the highway.	32ND
2151		12/04/20	Constraints Map	Bury as much as possible via tunneling, including mainlanes, hov, and tolled options. Require that 18 wheelers use 130 instead.	CESAR CHAVEZ
2152		12/04/20	Constraints Map	First preference is a continued tunnel connecting a buried highway on each side. Second is a super iconic bridge. Third is disappointment.	EAST AVE
2153		12/04/20	Constraints Map	Please consolidate on-ramps and exits at large through-traffic streets, to minimize impacts on neighborhood noise, congestion and safety issues.	EDGEWOOD
2154		12/04/20	Constraints Map	35 creates a divide between east & west. I will not support any proposal that doesn't address this by burying the highway and allowing for connectivity between sides. It's asking a lot for Austinites to bare through construction it must be worth it!	SPENCE
2155		12/06/20	Constraints Map	We don't need more lanes on I-35. We need alternatives that reduce usage of it in the form of improved public transit, and routing traffic that is traveling through the city around it instead.	9TH
2156		12/07/20	Constraints Map	When riding a bike or walking, this crossing feels very unsafe. New housing and growth in population means more people will need to cross safely here. Slow down speeds and create a beautiful, quieter boulevard for safety and enjoyment for all.	11TH
2157		12/07/20	Constraints Map	Expanding the number of lanes here will induce more people to drive through and to Austin - creating more congestion. Turn this into a boulevard with public transit and wide sidewalks and you will create a beautiful, economically vibrant place.	12TH
2158		12/07/20	Constraints Map	Pollution and noise from I35 are detrimental to people who are in hospital at Seton/Dell Med. They need cleaner air and quiet to recover well. I35 needs to become a tree-lined boulevard with lower speeds to improve patient outcomes.	15TH
2159		12/07/20	Constraints Map	Extremely awkward and dangerous intersection for people driving, walking, biking from E Austin. Any improvement projects need to realign these to make for easier connections on foot and bike by bike between E Austin and downtown.	15TH
2160		12/07/20	Constraints Map	Create a crossing here for people walking and biking. Erwin Center is a great cultural institution but very difficult to get to without a car. Important to improve the connections between here and East Austin where population is increasing.	16TH
2161		12/07/20	Constraints Map	The Red Line Parkway crosses the frontage roads here and passes under the current highway. The current crossing is very blind for users of the shared use path as well as drivers.	4TH
2162		12/07/20	Constraints Map	Extremely dangerous intersection for drivers, cyclists, and pedestrians. Very blind and I have personally had many close calls here.	4TH
2163		12/07/20	Constraints Map	Extremely dangerous intersection for people driving, cycling, and walking through this area. I need to get across I35 here to get to work and it is not safe. Must be improved.	4TH
2164		12/07/20	Constraints Map	The new Plaza Saltillo development needs to be better connected to downtown. Turning I35 into a boulevard would achieve this. Currently it is cut off from the rest of downtown.	5TH
2165		12/07/20	Constraints Map	On weekends and during festivals like SXSW, thousands of people visit 6th st. Crossing the frontage road is currently very dangerous for all - people driving through and visitors. I35 needs to become a boulevard to truly be safe for all.	6TH
2166		12/07/20	Constraints Map	Very difficult to cross safely when riding a bike. The bike lane is too narrow. Needs to be improved for everyone's safety. Driving speed limits should be slower here.	7TH
2167		12/07/20	Constraints Map	Bike/ped crossing over the lake needs to be available on both sides. Turn the I35 into a boulevard and put an iconic bridge here. Too many lanes, too much pollution in lake.	EAST
2168		12/07/20	Constraints Map	Extremely dangerous crossing for people walking and riding bikes. Need to be protected bike lanes and wider sidewalks. Turn I35 into a quiet boulevard and reduce noise and improve safety here.	MARTIN LUTHER KING JR
2169		12/07/20	Constraints Map	This is an extremely important crossing between UT Austin and athletic facilities. Students and faculty have to cross here all the time. Very dangerous to people driving, walking, and biking because speeds are too fast and turns too blind.	MARTIN LUTHER KING JR
2170		12/07/20	Constraints Map	I35 is too loud and takes away from enjoying the park, trails, and lake. 20 lanes would be even worse! Turn I35 into a boulevard to make a quieter and more beautiful place for everyone	RIVERSIDE
2171		12/07/20	Constraints Map	Extremely dangerous intersection esp for people cycling or walking. Long lights and no shade. Very loud and scary.	RIVERSIDE
2172		12/07/20	Constraints Map	Entrance to the shared use path is very awkward and unsafe. Also the path is too narrow. Need to make it wider, quieter, and more beautiful - turn I35 into a boulevard.	RIVERSIDE
2173		12/08/20	Constraints Map	The walk signals at this round about needs to be redesigned. They are terrifying for both peds/bikers and cars	51ST
2174		12/08/20	Constraints Map	Location of existing critical infrastructure for the University of Texas at Austin. ROW expansion would create hardship for operations.	CLYDE LITTLEFIELD

Commenter Name					Cross Street
No.	(Not Provided)	Date Received	Source	Comment	
2175		12/08/20	Constraints Map	Need to tunnel in this area. With Rainey street and east austin becoming very trafficked areas, there needs to be safe areas to cross over the expanded highways. It will be most effective to tunnel from riverside to 6th or 12th street for foottraffic	HOLLY
2176		12/08/20	Constraints Map	Need to tunnel 35 from Riverside to 6th or 12th. There is high foot traffic in these areas between east side and rainey/6 street and need to ensure safety and community areas/parks.	HOLLY
2177		12/08/20	Constraints Map	15th St Exit should be braided over or under the entire access road. In the morning you have too many cars trying to quickly cross lanes and in the evening, they cant cross because 15th is so backed up	MARTIN LUTHER KING JR
2178		12/08/20	Constraints Map	Wilshire Woods neighborhood uses this turn around heavily to access HEB (by car and on foot) and southbound I35	WILSHIRE
2179		12/09/20	Constraints Map	Consider reducing width of frontage road, and adding pedestrian and cycling facilities parallel to I-35. We don't need 4 extra surface level lanes in addition to an 8 lane highway.	CESAR CHAVEZ
2180		12/10/20	Constraints Map	This exit ramp onto Airport Blvd is exceedingly unsafe and does not meet current design guidelines. The new interchange at I-35 and Airport Blvd should provide a much safer way to transition between these two substantial highways.	CRESTWOOD
2181		12/10/20	Constraints Map	As much tunneling and lowering of lanes to provide a deck and/or park above the roadway would vastly improve all movement of people and traffic moving east/west through Austin. It also would provide a recreational highlight as opposed to an eyesore	HOLLY
2182		12/10/20	Constraints Map	Site of locally-, woman-owned iconic Austin business	WILSHIRE
2183		12/11/20	Constraints Map	Take measures to reduce through traffic like, reducing / eliminating the 183/130 tolling. Truck traffic may only be 1% (seems low if you look at this interactive map), but each truck takes the space of at least 5 cars.	15TH
2184		12/11/20	Constraints Map	Bike, pedestrian, transit infrastructure is great! Anything to reduce the number of cars coming into downtown.	15TH
2185		12/11/20	Constraints Map	Cant you extend this street between the convenience store and True Blue tattoo to the access road so that drivers from I35 can flow onto 45th Street without having to enter Airport Blvd? it would ease traffic turning left onto 45th from Airport	AIRPORT
2186		12/11/20	Constraints Map	Please extend this small road between gas station and True Blue Tattoo to the I35 Access road. This allows cars from I35 to access 45th St without having to get on Airport and take a left	AIRPORT
2187		12/11/20	Constraints Map	Please reroute cars from this turn lane to a new lane built between gas station and True Blue Tattoo. Then cars don't have to get on Airport to access 45th.	AIRPORT
2188		12/11/20	Constraints Map	please reroute cars from this turning lane to a new connector between True But tattoo and gas station to connect I35 with 45th St without having to access Airport Blvd.	AIRPORT
2189		12/11/20	Constraints Map	please reroute cars from existing turning lane to a new connector here between True Blue tattoo and gas station to connect I35 with 45th St without having to access Airport Blvd.	AIRPORT
2190		12/11/20	Constraints Map	With the approval of project connect, a design goal should be to divert traffic to transit stations (park and ride) so commuters can travel the last few miles using transit.	CLARKSON
2191		12/11/20	Constraints Map	Bury the highway and do not add additional auto lanes. Instead add buried rapid transit routes and an above ground bus route along the corridor. Let's reduce single passenger vehicle trips into downtown.	CONCORDIA
2192		12/11/20	Constraints Map	A percentage of the project funds should be set aside for families affected by the 1928 Master Plan.	DEAN KEETON
2193		12/11/20	Constraints Map	HOV lanes were promised for the recent Mopac expansion but were not implemented at the last minute. HOV lanes are needed to encourage carpooling and a reduction in single passenger vehicle traffic.	MARTIN LUTHER KING JR
2194		12/11/20	Constraints Map	Bigotry created the divide between east and west Austin. It was cemented in place when 35 was built. TxDot should own the responsibility for reversing this divide by making reunification one of the design requirements and funding the solution.	MARTIN LUTHER KING JR
2195		12/12/20	Constraints Map	There is a daycare, elementary school, and the homes of many school children within feet of the 38 1/2 Street intersection. I-35 as it divides our neighborhoods in unhealthy ways and would be only worse if expanded lanes were included.	CLYDE LITTLEFIELD
2196		12/15/20	Constraints Map	Let's convert the upper deck to a pedestrian parkway. The view is too good to lose	DEAN KEATON
2197		12/16/20	Constraints Map	20-year Urban Renewal effort on E 11th and 12th to revitalize and restore	12TH
2198		12/16/20	Constraints Map	Historic East Austin neighborhood of the African American Cultural Heritage District	14TH
2199		12/16/20	Constraints Map	Austin is becoming a world-class city & a destination for major companies (Tesla, Oracle, etc.) to headquarter. Let's be an example for responsible transit & urbanism. Cap I-35 and give public space back to Austin residents and visitors.	3RD
2200		12/16/20	Constraints Map	Local historic district	8TH
2201		12/16/20	Constraints Map	Historic East Austin neighborhood of the African American Cultural Heritage District	CURVE
2202		12/16/20	Constraints Map	This is a double exit merge with fast exiting traffic and is very dangerous.	E 53RD
2203		12/16/20	Constraints Map	Historic East Austin neighborhood of the African American Cultural Heritage District	SAN BERNARD/ 13TH

Commenter Name		Date Received	Source	Comment	Cross Street
No.	(Not Provided)				
2204		12/16/20	Constraints Map	Historic East Austin neighborhood of the African American Cultural Heritage District	SAN BERNARD/ COTTON
2205		12/18/20	Constraints Map	it is important to maintain connectivity from 32nd to east 32nd. Very popular bike route	32ND
2206		12/18/20	Constraints Map	Fifth Street needs to be connected through the freeway - east 5th is an important connection	5TH
2207		12/18/20	Constraints Map	plan for future rail station at RR and I35	ARDENWOOD
2208		12/18/20	Constraints Map	need pedestrian bike crossing at Wilshire to 41st - very popular bike route	WILSHIRE
2209		12/20/20	Constraints Map	Pedestrians have limited visibility for traffic exiting I-35, could be dangerous if you're not vigilant	DEAN KEATON
2210		12/21/20	Constraints Map	Noise pollution is a significant problem along I-35, any new development should incorporate a sound wall amongst other noise-cancelling engineering	38TH
2211		12/21/20	Constraints Map	Air quality concerns: PM2.5 pollution exist in high concentrations along highways and have negative health impacts for the surrounding neighborhoods. Problems range from asthma, diabetes and reduced lifespan. Burying the highway would help with this	CONCORDIA
2212		12/21/20	Constraints Map	Residents of Travis Heights and East Travis Heights are very concerned that these plans may end up going back to the old idea of closing Woodland Ave at I-35. We are the same neighborhood, cut in half when 35 was built. Impt to keep for connection!	WOODLAND
2213		12/23/20	Constraints Map	Bury I35 throughout the project length consistent with Reconnect Austin report	TAYLOR
2214		12/28/20	Constraints Map	This is a neighborhood where children live, a 16 lane highway has huge health impacts. Options 2 & 3 are not acceptable	39TH
2215		12/28/20	Constraints Map	If we don't cap, stitch and heal this scar, then at least provide good services and infrastructure for the people who live in this precarious location. Trash services, public restrooms, and way more cross walks are needed.	8TH
2216		12/28/20	Constraints Map	CAP AND STITCH!!! Don't widen!! Heal this scar in our city. Traffic counts have hovered at 200k per day for the past 20 years. Our climate plan is to get to net zero by 2040. We do NOT need more induced demand from more lanes!!!	CESAR CHAVEZ
2217		12/28/20	Constraints Map	Widen the pedestrian pathway considerably to provide better/safer connectivity for the hike and bike trail. Add protected and dedicated bike lanes in both directions. We do not need more lanes for cars. We do not need to widen the bridge.	EAST
2218		12/28/20	Constraints Map	The pedestrian and bike experience on this bridge is absolutely terrible. Traffic is not that bad and we should not add more lanes for cars. We do not need to widen it, we need to make it safer for people on foot/wheel.	RIVERSIDE
2219		12/30/20	Constraints Map	The Chuck's building in this location should be assessed for historical importance and possible designation	38TH
2220		12/30/20	Constraints Map	Better ped and bike crossing to Hancock center is needed	38TH HALF
2221		12/30/20	Constraints Map	Fiesta is an important feature, which serves an underserved population. Impacts of this project on Fiesta should be mitigated.	40TH
2222		12/30/20	Constraints Map	A better bike and ped friendly connection to HEB and neighborhood is needed.	41ST
2223		12/30/20	Constraints Map	Project should include completion of Philomena with crossing over I-35	49TH
2224		12/30/20	Constraints Map	Daylight the Tannehill Branch Creek and put a walking & bicycling trail along it	53RD HALF
2225		12/30/20	Constraints Map	Close 53 1/2 Street at the frontage road to eliminate cut-through traffic. 53 1/2 Street is a highly residential street with addition residential construction occurring at the Travis County North Campus.	53RD HALF
2226		12/30/20	Constraints Map	There are too many on-off options for I-35 through the densest part of the city. reduce by 50%, and eliminate on-off options that allow cars to 'cut' in line and create more traffic when they re-merge into traffic.	9TH
2227		12/30/20	Constraints Map	The character of this area has urbanized since I-35 was constructed; this large intersection is no longer appropriate—should more resemble downtown intersections	AIRPORT
2228		12/30/20	Constraints Map	Decreasing footprint of this intersection offers potential for open space/Affordable housing	AIRPORT
2229		12/30/20	Constraints Map	Under not circumstance should a Diverging Diamond or Continuous Flow interchange be studied here. They have never been used this close to an urban center anywhere in the country.	AIRPORT
2230		12/30/20	Constraints Map	Study a crossing here; at a minimum, should have bike/ped crossing extending Barbara Jordan	BARBARA JORDAN
2231		12/30/20	Constraints Map	Study a crossing here; at a minimum, should have bike/ped crossing connecting 46th/Bentwood	BENTWOOD
2232		12/30/20	Constraints Map	this is an under-utilized space, if the project is going to claim land, consider claiming this space instead of residential	CLARKSON
2233		12/30/20	Constraints Map	Every effort should be made to lower I-35 beneath RR track in this location instead of flyover ramps; could also increase E/W connectivity with extension of Wilshire Blvd	CLARKSON

Commenter Name					
No.	(Not Provided)	Date Received	Source	Comment	Cross Street
2234		12/30/20	Constraints Map	Study a crossing here; at a minimum, should have bike/ped crossing connecting Edgewood	CONCORDIA
2235		12/30/20	Constraints Map	Do not widen ROW!	CONCORDIA
2236		12/30/20	Constraints Map	This is an excellent opportunity to make DK an at-grade crossing and safer bike route.	DEAN KEETON
2237		12/30/20	Constraints Map	The upper deck is soooo loud. It is also concerning for air pollution.	EDGEWOOD
2238		12/30/20	Constraints Map	This is an important bicycle crossing for me and my kids, please maintain a connection between east and west austin around the university and downtown	MANOR
2239		12/30/20	Constraints Map	The boardwalk trail here is a highlight. It is important that the project not impact its usability. Enabling a bike-pedestrian only bridge at this location would be ideal.	RIVERSIDE
2240		12/31/20	Constraints Map	Release details about each scenario under consideration, including the potential location of and size of tunnels; ramps to be removed; new ramps to be built; flyovers; and elevated lanes to fully inform impacted stakeholders.	10TH
2241		12/31/20	Constraints Map	Safe access to Huston-Tillotson (our town's only historic Black college) is critical.	11TH
2242		12/31/20	Constraints Map	Commit to sound barriers along the eastern edge of I35 next to East Austin neighborhoods, which was done for West Austin neighborhoods on MO-PAC.	12TH
2243		12/31/20	Constraints Map	Respect the culture and integrity of East Austin neighborhoods by not taking private property; be respectful of neighborhood plans; and do not broaden the IH-35 footprint east of the interstate.	12TH
2244		12/31/20	Constraints Map	Identify and publish a plan to avoid and mitigate negative impacts on the health, safety and viability of the residents, homeowners and local businesses near I35 construction.	12TH
2245		12/31/20	Constraints Map	As someone who lives adjacent to this intersection, it is incredibly difficult to cross to the east side of Austin by foot or bicycle. I think that we should be reuniting Austin's city grid by putting as much of I-35 as possible underground.	32ND
2246		12/31/20	Constraints Map	As a resident along I-35, I'm deeply concerned about the air pollution effects on my community's health that would result from expanding I-35 and increasing the amount of traffic on this interstate.	32ND
2247		12/31/20	Constraints Map	This section of I35 can be heard day and night from my home already. I would like the all the travel lanes to be below surface level and actions taken to deaden the noise. My house is just 1 block west of Hampton and 1 block south of Red River.	38TH
2248		12/31/20	Constraints Map	Coordinate with the upcoming City of Austin Waller/ Palm Study for this historic park to ensure that I-35 is coordinated and works alongside future plans for this historic place in the community.	3RD
2249		12/31/20	Constraints Map	Coordinate with the upcoming Waller/ Palm study that the City of Austin will lead so that I-35 works together with plans for this important historic asset in the community.	3RD
2250		12/31/20	Constraints Map	The noise level of the existing freeway is often deafening this far away. People live around this freeway. Piling more cars onto it is not a solution.	41ST
2251		12/31/20	Constraints Map	This area desperately needs safe pedestrian (wheel-chair crossings) every 0.25 mile.	41ST
2252		12/31/20	Constraints Map	Protected bike lane and sidewalk with plans for O&M needed. The existing facility is poorly maintained.	41ST
2253		12/31/20	Constraints Map	This is an extremely dangerous area for people walking and biking. It is also hard for drivers to see. Needs to be improved	4TH
2254		12/31/20	Constraints Map	FIX THIS MESS	51ST
2255		12/31/20	Constraints Map	I see lots of comments about the crosswalk/signals being unsafe. The problem is that this was a stupid place to locate a roundabout and it is the design itself is unsafe given the current and future traffic conditions.	51ST
2256		12/31/20	Constraints Map	This roundabout needs to be scrapped as part of any improvements that are made. I agree with other comments that is unsafe. The bridge needs to be reconstructed with an adequate signalized intersection.	51ST
2257		12/31/20	Constraints Map	This roundabout was poorly thought out from the beginning and needs to be removed. There is a reason there aren't other roundabouts on IH35. Put in an adequate signalized intersection.	51ST
2258		12/31/20	Constraints Map	What is the plan for this roundabout? It is a failure and needs to be reconstructed as a signalized intersection.	51ST
2259		12/31/20	Constraints Map	This crosswalk is difficult to use. Vehicular traffic turning from WB 51st St to NB Cameron do not yield to pedestrians.	51ST
2260		12/31/20	Constraints Map	Since there is an exit 0.6 miles further south, eliminate this exit and add a northbound entrance to I-35 in this area.	53RD
2261		12/31/20	Constraints Map	Please consider this entrance. ROW is small and dangerous to cyclists.	53RD
2262		12/31/20	Constraints Map	I think that we should be rerouting traffic that is going through Austin as much as possible rather accomodating that traffic by expanding I-35	7TH
2263		12/31/20	Constraints Map	Please consider a protected merge here, traffic sightlines also make it difficult to judge speeds, especially at night.	BARBARA JORDAN
2264		12/31/20	Constraints Map	Durng non-COVID times traffic dangerously stops while trying to cross the bypass lane to merge on to IH35. This was a bad design from the jump and needs to be fixed.	BARBARA JORDAN

Commenter					
No.	Name (Not Provided)	Date Received	Source	Comment	Cross Street
2265		12/31/20	Constraints Map	During nn-covid times, traffic routinely stacks up in the bypass lane making it impossible for cars to merge while trying to enter IH35. A new ramp configuration is required to address this hazardous condition. It will only get worse over time.	BARBARA JORDAN
2266		12/31/20	Constraints Map	Somewhere in this vicinity, if not a bit further north, the "managed lane" should also allow cars that are not going to exit until Riverside Dr. or even south of Lady Bird Lake, with no exits nor entries, requiring minimum speed limits.	BENTWOOD
2267		12/31/20	Constraints Map	This intersection is very dangerous and not pedestrian or bicycle friendly	CESAR CHAVEZ
2268		12/31/20	Constraints Map	Sink I-35 so pedestrian and bicycle friendly. Reconnect Austin	CESAR CHAVEZ
2269		12/31/20	Constraints Map	This interesection is not safe! I have had two wrecks here out of three in my life and I am a middle aged man. In addition, it is extremely bike and pedestrian unsafe. Please sink I-35 so not so dangerous! And reconnect Austin	CESAR CHAVEZ
2270		12/31/20	Constraints Map	Bradwood Rd & Ardenwood Rd: both in Wilshire National Register Historic District, by U.S. law. This NRHD's historic design & environmental integrity are protected under National Historic Preservation Act of 1966, Section 106 review.	CLARKSON
2271		12/31/20	Constraints Map	This stretch of roadway is incredibly unsafe for all users, as the extra wide roadway underneath encourages drivers to drive very fast speeds (often 15+ MPH above posted 30) leading to very dangerous interactions with pedestrians and many bikes	DEAN KEETON
2272		12/31/20	Constraints Map	This is a very dangerous intersection/merge lane due to the lack of visibility the sharp angle provides. Turning right from westbound 290 frontage to northbound I35 frontage is difficult because the sharp angle limits visibility.	E 290 SVRD WB TO IH 35 NB
2273		12/31/20	Constraints Map	If you aren't going to lower the road north of 45 street, then you need to add soundwalls on both sides of the highway extending to 290 to benefit the adjacent area.	FERNWOOD
2274		12/31/20	Constraints Map	Somewhere in this vicinity, if not a bit further south, the "managed lane" should also allow cars that are not going to exit until Airport Blvd. or US 290, with no exits nor entries and requiring minimum speed limits to be maintained.	OLTORF
2275		12/31/20	Constraints Map	Speed disparity is very dangerous to cars entering & existing the access road.	REINLI
2276		12/31/20	Constraints Map	Please consider pedestrian & Bike overpass.	REINLI
2277		12/31/20	Constraints Map	Sidewalk has not buffer to high speed traffic. Please build sidewalks with adequate buffer.	REINLI
2278		12/31/20	Constraints Map	Unsafe: Please address the disparity of speeds the frontage road and between cars entering/existing the frontage road.	REINLI
2279		12/31/20	Constraints Map	Move I35 to I30 and make I30 free. Lower I35 through central Austin and make it a toll road.	US 183
2280		12/31/20	Constraints Map	Wayfinding is needed for the bike/ped route from Hancock Center to East Austin.	WILSHIRE
2281		12/31/20	Constraints Map	Either make this 3-forward lanes or put up a barrier to prevent so many drivers from ignoring the righthand lane right-turn only sign on the southbound frontage road.	WOODLAND
2282		01/01/21	Constraints Map	Drivers rarely yield at the crosswalk. Could the LAB path be signalized or a hybrid pedestrian beacon added?	4TH
2283		01/01/21	Constraints Map	This roundabout doesn't accommodate current traffic during non-covid times. It needs to be replaced with a signalized intersection.	51ST
2284		01/01/21	Constraints Map	Turning right from this lane, you can't see oncoming traffic from WB MLK. Then there is also bike/ped traffic to worry about, too; it feels like you have to look everywhere at once! Could the sight lines be cleaned up?	MARTIN LUTHER KING JR
2285		01/01/21	Constraints Map	Wayfinding for drivers would be helpful. Telling visitors how to get to the lake is really hard.	RIVER

Form Letter #1
Sponsored by Walk Austin/Reconnect Austin

Susan Fraser,

I-35 through Austin impacts almost every aspect of life, from health, safety, and mobility to equity and economic prosperity. But for decades, despite these considerable impacts, especially on poorer communities, the I-35 conversation has rarely moved beyond moving vehicles quickly through central Austin.

Rebuilding I-35 through Austin cannot be yet another highway widening project. Instead of easing congestion, widening highways actually produces more driving and worsens congestion; increases pollution, crashes, and suburban sprawl; and worsens emergency response times. We need a different approach to I-35.

Therefore, I ask that the following issues be fully considered in the environmental scoping process for the I-35 Capital Express Central Project.

Health impacts, especially for nearby poorer communities, must be considered through a Health Impact Assessment. Health impacts should include air and water quality, flooding, climate change impacts, noise, and vehicle-related deaths and injuries.

I-35's past, present, and potential future equity impacts must be studied and mitigated through an Equity Assessment. Goals should include closing socioeconomic gaps between communities, building local wealth through tools such as value capture from improvements, protecting cultural resources, stopping displacement and creating affordable options to allow displaced residents to return, and building equitable transit-oriented development along and near I-35.

Accessing personal daily needs and reducing Vehicle Miles Traveled, instead of vehicle speed goals, should be included in the I-35 purpose and need statement. This will mean working with the City of Austin to allow destinations closer to home through better zoning; reconnecting dead end streets and equally facilitating east-west/north-south travel; mitigating traffic spillover onto nearby streets; potentially reducing the highway's width to maximize equitable, socially, economically, and environmentally beneficial land use; and helping more people to work from home.

Through the I-35 conversation, TxDOT should help achieve the goals outlined in local plans, including the Austin Strategic Mobility Plan, City of Austin Vision Zero goals, Austin Street Design Guide, Imagine Austin Comprehensive Plan, City of Austin Great Streets Master Plan, Austin Strategic Housing Blueprint, the Austin Climate Equity Plan and Austin climate goals as set forth in Austin City Council Resolution 20140410-024, and adopted Austin neighborhood plans.

TxDOT should work closely with local partners to fully consider a broad range of design alternatives that address the above issues. These alternatives should include the ULI's I-35 recommendations (<http://bit.ly/ULI35>), the eventual plan from the Downtown Austin Alliance's Our Future 35 conversation, Reconnect Austin (<https://reconnectaustin.com>), and Rethink35 (<https://rethink35.com>).

Finally, I ask that ALL future comment periods for this project last for 90 days or more to allow people and organizations sufficient time for well-considered public comments.

Thank you for considering my points. I look forward to receiving your response to my letter at the appropriate time.

Form Letter #2

Dear Texas Department of Transportation (TxDOT) I-35 Capital Express Central Project Team 1608 W. 6th St., Austin, TX 78703,

Thank you for working for the benefit of ALL Austin residents. Form letter from ourfuture35 follows...

The pending reconstruction of I-35 brings us an opportunity to not only repair the racial legacy of the highway that has long divided our city, but it obligates us to take a new approach this time – one that brings the community to the table in an unquestionably meaningful way. We can do more than avoid the impacts of I-35's reconstruction; we can prioritize the best outcomes for Austin and its communities of color.

I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (the Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.

1. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. This Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes again.
2. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around.
3. Co-design the Project with the community and include Our Future 35 community alternatives and the Downtown Austin Alliance ULI study recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement.
4. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project.
5. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design/ engineering decisions and build alternatives are known and understood by the community.

Form Letter #3

Susan Fraser,

I request the following be incorporated in TxDOT's I-35 Capital Express Central Project (#3e Project) before it advances to the next step in the NEPA process. This includes modification of the Purpose and Need statement to reflect these important community priorities.

1. Prioritize safe local access and connectivity to, along, and across the I-35 corridor for pedestrians, cyclists, transit riders, people with disabilities, the elderly, health vulnerable, children, students of all ages, and individuals who are experiencing homelessness. Create a safe, local street network at surface level to ensure that all people driving cars and all vulnerable road users can safely and efficiently get around. Focus on how people can access needs, rather than maximizing speed.
2. This includes prioritizing trail connectivity and transit access across I-35. To this end, all I-35 roadway lanes, including both mainlanes and service road lanes, should go below the Red Line Parkway at both Red Line crossings, which are next to 4th St. and near 43rd St. Each of these crossings are expected to have over 10,000 pedestrian and bicyclist crossings each day, based on trail volume on existing similar trails.
3. Furthermore, the Airport Blvd. & I-35 intersection design should take into consideration a future Hancock transit station for the Gold Line and/or the Red Line by creating a superior pedestrian and bicycling crossing, including putting both the I-35 mainlanes and the intersection of Airport Blvd. & I-35 service road underground and providing plaza, park, and building opportunities on the surface.
4. Rectify longstanding disproportionate racial and economic impacts exacerbated by the original construction of I-35. The Project must help rectify past impacts to Austin's People of Color that resulted from its original construction, and not repeat the same mistakes. The Project should include mitigation funding for both I-35's past impacts and this Project's direct impacts.
5. Facilitate economic sustainability & resiliency in alignment with equitable outcomes. Create walkable, mixed-use, and equitable transit-oriented development along I-35; close socioeconomic gaps between communities and stop or mitigate displacement; in collaboration with the public, evaluate the benefits resulting from new land made available for housing, businesses, parks, and other local community needs by shrinking the surface footprint of the roadway lanes; and conduct a full equity impact analysis for this corridor and nearby communities.
6. Shrink the footprint of the Project and fully evaluate and mitigate its environmental and community well-being impacts, both locally and globally. This includes physical and mental health impacts such as nature-deficit disorder, respiratory disorders, premature death, access to schools and healthcare, and traffic violence. It also includes air and water quality, noise pollution, impacts to wildlife/endangered species, loss of parkland, access to parkland, loss of farmable land, climate change, heat island effect, and drainage/flooding impacts resulting from the Project.
7. For any Project alternative that proposes an increase in highway capacity, provide mitigation funding for pedestrian and bicycling improvements to local streets and trails within 5 miles of the project in order to mitigate the negative consequences of the resulting additional motor vehicle traffic on local streets.
8. None of the proposed build alternatives should be advanced to the next stage.
9. Co-design the Project with the community and include Our Future 35 community alternatives, the Downtown Austin Alliance ULI study recommendations, the Reconnect Austin recommendations, and the Rethink35 recommendations—even in pre-engineering phases—as part of the full Environmental Impact Statement.
10. Make the Project 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.
11. Provide a minimum of 90 days of public comment for all future comment periods. Proactively educate everyone about the Project so that all impacts of design & engineering decisions and build alternatives are known and understood by the community. Publicly describe previously unstated motivations for each of the Project alternatives, for why some alternatives are considered and others are not, and for more specific design choices, e.g. locations of entrances and crossings, and cross-section widths for paths.